

SUMMARY OF POLICY REVIEW

The following policies, amongst others, apply to the proposal.

Provincial Planning Statement (2024)		
Theme and Policy	Summary of Policy or Issue	Staff Response
Management of Land Use, Settlement Area, Housing, Transportation Systems, Long-Term Economic Prosperity Policies: 2.2.1 c), d), 2.3.1.1, 2.3.1.2, 2.3.1.3, and 2.4.3	<p>Promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation.</p> <p>Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</p> <p>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</p> <p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight-supportive. <p>Supporting general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the</p>	<p>The proposed development supports active transportation and is an efficient use of land. The subject site is adjacent to Rymal Road East which is identified as “Secondary Corridor” on Schedule E – Urban Structure of the Urban Hamilton Official Plan, which is intended to develop at a higher density and as a transit supportive location. The lands are within the urban boundary which is considered a settlement area. Commercial uses are located on the subject property and there are nearby parks, schools and employment uses in the surrounding area. Hamilton Street Railway operates bus route 44 on Rymal Road East and the corridor is identified as a potential rapid transit route.</p> <p>The proposed development will provide a greater range of housing types, achieve the planned urban structure and the increased density will support the use of existing and planned transit and commercial uses.</p> <p>A Karst Hazard Assessment, prepared by Terra-Dynamics dated June 4, 2024, and a Geotechnical Investigation, prepared by Soil-Mat Engineers and Consultants Ltd. dated April 2, 2024, were submitted in support of the applications. The Karst Hazard Assessment concluded that no karst hazards were identified at the surface, however there may be small karstic features beneath the site and further monitoring and assessment is required. The Hamilton Conservation Authority have reviewed these studies and indicated that further measures will need to be addressed at the Site Plan Control stage. The subject property is regulated by the Hamilton Conservation Authority and a permit will be required from them.</p> <p>The proposal is consistent with these policies.</p>

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Management of Land Use, Settlement Area, Housing, Transportation Systems, Long-Term Economic Prosperity Policies: 2.2.1 c), d), 2.3.1.1, 2.3.1.2, 2.3.1.3, and 2.4.3 (continued)	<p>necessary infrastructure and public service facilities.</p> <p>Promoting intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.</p> <p>Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites, and manage development in these areas in accordance with provincial guidance.</p>	
Urban Hamilton Official Plan		
Urban Design Policies – General Policies and Principles Policies: B.3.3.2.2 – B.3.3.2.10	<p>The principles in Policies B.3.3.2.3 through B.3.3.2.10 inclusive, shall apply to all development and redevelopment, where applicable. These principles include:</p> <ul style="list-style-type: none"> • Fostering a sense of community pride and identity; • Creating quality spaces; • Creating places that are safe, accessible, connected, and easy to navigate; • Enhancing the character of the existing environment; • Creating places that are adaptable to future changes; • Promoting the reduction of greenhouse gas emissions and protecting and enhancing the natural environment; • Enhancing physical and mental health; and, • Designing streets as a transportation network and as public spaces. 	<p>An Urban Design Brief, prepared by MHBC Planning Ltd. dated July 2024, was submitted in support of the proposed development. The proposal creates a pedestrian oriented environment, creates an active street frontage, and integrates the public and private realm which are consistent with the City's Urban Design Principles. A Concept Landscape Plan, prepared by MHBC Planning Ltd. dated November 2024, shows soft landscape features, outdoor amenity area and sidewalks throughout the site that contribute to the pedestrian experience. The proposed mixed use buildings are sited towards Rymal Road East with ground floor retail unit entrances facing the street, creating an active street frontage, and integrating the public and private realm. The proposal provides access to bike storage and storage lockers. Long term bicycle parking is provided, encouraging the use of active transportation for future residents and employees. Short term bicycle parking spaces are provided at grade near residential entrances for visitors.</p> <p>Design details, such as landscaping, building material and lighting will be addressed through a future Site Plan Control application.</p> <p>The proposal complies with these policies.</p>

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<p>Residential Intensification Criteria</p> <p>Policies: B.2.4.1.4, B.2.4.2.2 and E.3.2.4</p>	<p>Residential intensification in the built-up area shall be evaluated on: the relationship with existing neighbourhood character, contribution towards achieving a range of dwelling types, compatible integration with surrounding area, contribution towards achieving the planned urban structure, existing infrastructure capacity, incorporation of sustainable design elements, contribution towards supporting active transportation, and transit, availability of public community facilities/services, ability to retain natural attributes of the site, and compliance with all other applicable policies.</p>	<p>The proposed development represents a compatible form of infill within the neighbourhood and will provide a greater range of housing types and achieve the planned urban structure. The residential intensification can be supported since there are a number of amenities within the surrounding area.</p> <p>Commercial uses are located on the subject property and a mix of institutional, employment, and park use are in proximity to the proposal. Hamilton Street Railway operates bus route 44 on Rymal Road East. In addition, Rymal Road East has been identified as a potential rapid transit route.</p> <p>The proposed development consists of 812 dwelling units and 2,648 square metres of ground floor commercial space within four 12 storey mixed use buildings. The proposed development will provide a greater range of housing types and achieve the planned urban structure. The increased density will support the use of existing and planned transit and commercial uses.</p> <p>The Zoning By-law Amendment includes building setback requirements above the fourth floor and increased setbacks (see Appendix C attached to Report PED25062). With these requirements the proposed development will provide a transition in height that is compatible with the surrounding area.</p> <p>Staff are recommending an amendment on the northeastern portion of the lands along Columbus Gate as the applicant has confirmed their intent to use this land for street townhouses. This portion is to be redesignated from "Mixed Use – Medium Density" to "Neighbourhoods" in the Urban Hamilton Official Plan, Schedule E-1 and redesignated from "Mixed Use – Medium Density" to "Low Density Residential 2" in the Trinity West Secondary Plan. The lands are also recommended by staff to be rezoned from Mixed Use Medium Density (C5, 589) Zone to Residential – Small Lot (R1a) Zone. The applicant is in support of the staff proposed changes.</p>

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Residential Intensification Criteria Policies: B.2.4.1.4, B.2.4.2.2 and E.3.2.4 (continued)		<p>The Residential – Small Lot (R1a) Zone permits a variety of low density residential uses including but not limited to singles, duplexes, semis, and street townhouse dwellings. The applicants have indicated that street townhouse dwellings are expected to be developed. The Residential – Small Lot (R1a) Zone includes a maximum height of 10.5 metres.</p> <p>The redesignation/rezoning of the land fronting Columbus Gate will allow for a transition in height from low to higher density forms from the interior of the neighbourhood to its periphery. Implementing this also respects and maintains the existing streetscape along Columbus Gate and provides for a use and built form that is compatible with the interior of the neighbourhood.</p> <p>The proposal is consistent with these policies.</p>
Transportation Policy: C.4.5.12	A Transportation Impact Study shall be required for an Official Plan Amendment and/or a major Zoning By-law Amendment.	<p>A Traffic Impact Study, prepared by Stantec dated May 2024 and updated December 2024, has been submitted and staff determined that the local transportation network can support the proposed development.</p> <p>The proposal complies with this policy.</p>
Infrastructure Policy: C.5.3.6	All redevelopment within the urban area shall be connected to the City's water and wastewater system.	<p>A Functional Servicing Report, prepared by S. Llewellyn & Associates Limited dated May 2024 and revised December 2024, was submitted. Development Engineering staff have reviewed the Functional Servicing Report and concur with the report recommendations and support the proposed Zoning By-law Amendment. The applicant shall submit a detailed Functional Servicing Report including Grading and Servicing Plans, among other studies, through a future Site Plan application.</p> <p>The proposal complies with this policy.</p>

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Archaeology Policy B.3.4.4.3	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 under the <i>Planning Act</i> , R.S.O., 1990 c. P.13.	<p>The subject property meets five of the 10 criteria used by the City of Hamilton and Ministry of Citizenship and Multiculturalism for determining archaeological potential. The applicant prepared Stage 1 and Stage 2 Archaeological Assessments (P1024-002-2015, P1024-0091-2015) which examined the archaeological potential of 1809-1817 and 1821 Rymal Road East. Staff received a copy of the letter from the Ministry dated January 27, 2016 and March 2, 2016 confirming that archaeological matters have been addressed. A Stage 1-2 archaeological assessment (P038-1340-2023) for 1817-1843 Rymal Road, Hamilton, completed by Amick Consultants Limited and dated February 7, 2024, was submitted to the City and the Ministry of Citizenship and Multiculturalism. Staff concur with the conclusions of the report and request a copy of the Ministry letter when available.</p> <p>The proposal complies with this policy.</p>
Noise Policy: B.3.6.3.1	Development of noise sensitive land uses, in the vicinity of provincial highways, parkways, minor or major arterial roads, collector roads, truck routes, railway lines, railway yards, airports, or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.	<p>The proposed development is located along Rymal Road East, which is classified as a major arterial road in the Urban Hamilton Official Plan and there are existing commercial uses on the subject property.</p> <p>A Noise Impact Assessment, prepared by RWDI, dated October 2023, was submitted with the applications. Staff determined that the potential for noise impact from road traffic or stationary noise sources is below Ministry of the Environment, Conservation, and Parks limits with recommended mitigation measures.</p> <p>The report recommends mitigation measures including requiring air conditioning for the four mixed use buildings, warning clauses registered on title and/or in rental agreements, and special building components. These measures will be addressed through the future Site Plan Control application and Building Permit stages.</p> <p>The proposal complies with this policy.</p>

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Hazard Lands Policy: B.3.6.5.12	Development approvals shall not be granted within hazard lands or on lands adjacent to hazard lands that are regulated by a Conservation Authority until written consent is obtained from the applicable Conservation Authority.	<p>A Karst Hazard Assessment, prepared by Terra-Dynamics dated June 4, 2024, and a Geotechnical Investigation, prepared by Soil-Mat Engineers and Consultants Ltd. dated April 2, 2024, were submitted in support of the applications. The Hamilton Conservation Authority have reviewed these studies and indicated that further measures such as karst remediation measures, clearance in foundation design, monitoring of excavation works, and erosion and sediment control will need to be addressed at the Site Plan Control stage. The subject property is regulated by the Hamilton Conservation Authority and prior to any site alteration or building permit issuance a permit will be required from them.</p> <p>The proposal complies with this policy.</p>
Trees Policy: C.2.11.1	The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.	<p>A Tree Inventory, Preservation and Management Plan Report has been prepared by Jackson Arboriculture Inc. dated July 10, 2024. A total of 92 trees have been inventoried on the subject lands of which 72 are proposed to be removed. The decision to retain trees is to be based on condition, aesthetics, age, and species. It is recognized that there are limited opportunities to retain all trees on site due to trees conflicts with grading, building locations, and underground parking. Further evaluation of the Tree Protection Plan and Landscape Plan will be required as part of the Site Plan Control process with a 1 to 1 compensation required for any trees (10 cm DBH or greater) that are proposed to be removed.</p> <p>The proposal complies with this policy.</p>
Urban Corridors – Scale and Design Policies: E.2.4.10, E.2.4.11, E.2.4.14, and E.2.4.16	The built form along the Urban Corridors shall generally consist of low to mid rise forms. The Secondary Corridors shall generally accommodate retail and mixed use forms in small clusters along the corridors with medium density housing located between the clusters. Urban Corridors shall be a focus for intensification and provide a comfortable pedestrian experience. New development shall respect the existing built form of adjacent	<p>The subject site fronts Rymal Road East which is identified as a “Secondary Corridor” and the proposed midrise mixed use buildings are consistent with the planned land uses along “Secondary Corridors”. The proposal has been designed to promote a comfortable and attractive pedestrian experience. The buildings are located close to the street and designed with massing that contributes to the pedestrian experience of the streetscape. To address potential privacy and overlook concerns with the residential uses on adjacent properties to the north,</p>

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Urban Corridors – Scale and Design Policies: E.2.4.10, E.2.4.11, E.2.4.14, and E.2.4.16 (continued)	neighbourhoods where appropriate by providing a gradation in building height. New development shall locate and be designed to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.	<p>building setbacks and stepbacks have been incorporated into the Zoning By-law (see Appendix C attached to Report PED25062).</p> <p>The proposal complies with these policies.</p>
Urban Corridors – Design Policy: E.2.4.17	Reductions in parking requirements shall be considered to encourage a broader range of uses and densities to support existing and planned transit routes.	<p>The proposed reduction in parking spaces by the applicant is supported by staff to encourage active transportation and use of transit.</p> <p>The proposal complies with this policy.</p>
Neighbourhoods – General Policies Policies: E.3.2.1, E.3.2.4, 3.3.1, and E.3.3.2	<p>Areas designated “Neighbourhoods” shall function as complete communities including a full range of residential dwelling types.</p> <p>The existing character of established areas designated “Neighbourhoods” shall be maintained. Residential intensification shall be compatible to the scale and character of the surrounding neighbourhood.</p> <p>Lower density residential uses and built forms shall generally be located in the interior of neighbourhood areas with higher density dwelling forms located along the periphery of neighbourhoods on or in close proximity to major or minor arterial roads.</p> <p>Development adjacent to areas of lower density shall ensure compatibility with existing and future uses.</p>	<p>Staff have proposed an amendment to establish the “Neighbourhoods” designation for the rear portion of the lands located at 1841 and 1843 Rymal Road East. It has been confirmed by the applicants that street townhouses are going to be proposed along Columbus Gate following a severance application which is consistent with the envisioned uses for lands designated “Neighbourhoods”, as per policy E.3.2.1.</p> <p>In accordance with Policy E.3.2.4, the staff proposed amendment will allow for townhouses in a height, massing, and building arrangement that is compatible with existing uses within the interior of the neighbourhood. The lands being redesignated to “Neighbourhoods” will allow for low density residential uses that transition from low to higher densities from the interior of the neighbourhood to the periphery.</p> <p>A Sun Shadow Study prepared by MHBC Planning Ltd., dated May 2024, shows that the severed lands will not be impacted by shadowing. The severed lands will have roughly six hours of sunlight during the March 21st spring equinox, whereas a minimum of three hours is required for private amenity areas (e.g. rear yards) per the City’s Sun Shadow Study guidelines.</p> <p>The proposed amendment complies with the policies.</p>

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<p>Low Density Residential</p> <p>Policies: E.3.4.3, E.3.4.4 and E.3.4.5</p>	<p>Uses permitted in low density residential areas:</p> <p>a) shall include single-detached, semi-detached, duplex, triplex, fourplex, and street townhouse dwellings; and, (OPA 167)</p> <p>b) may include multiple dwellings containing a maximum of 6 units for lots in proximity to collector roads or arterial roads (OPA 167)</p> <p>For low density residential areas the maximum net residential density for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans shall be 60 units per hectare. (OPA 167)</p> <p>For low density residential areas, the maximum height shall be three storeys.</p>	<p>Street townhouses are proposed for the lands fronting Columbus Gate, and the uses proposed and implemented through the Low Density Residential – Small Lot (R1a) Zone comply with this policy.</p> <p>The purpose of Policy E.3.4.4 is to provide direction for the development of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans rather than privately initiated development applications.</p> <p>The maximum building height of the Low Density Residential – Small Lot (R1a) Zone is 10.5 metres (three storeys). The proposal complies with these policies.</p>
<p>Mixed Use – Medium Density</p> <p>Policies: E.4.6.1, E.4.6.5, and E.4.6.8</p>	<p>The range of commercial uses is intended to serve the surrounding community or series of neighbourhoods as well as provide day-to-day retail facilities and services to residents in the immediate area. These areas shall also serve as a focus for the community, creating a sense of place.</p> <p>The uses permitted on lands designated Mixed Use - Medium Density on Schedule E-1 – Urban Land Use Designations include commercial uses and multiple dwellings.</p> <p>Additional height up to a total of 12 storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:</p>	<p>The proposal provides commercial units that will serve the surrounding community. The proposed development consists of multiple dwelling units with commercial space on the ground floor.</p> <p>Subject to approval of the proposed Official Plan Amendment, the proposed site specific policy in the Trinity West Secondary Plan, as discussed below, would have the effect of reinstating Policy E.4.6.8.</p> <p>The proposed building height of 12 storeys can be supported as the increase in height meets the criteria established for permitting additional height above six storeys. The recommended Zoning By-law includes a maximum height of 44 metres (see Appendix C attached to Report PED25062).</p> <p>The proposed development contains 812 dwelling units, which will consist of 524 one bedroom units, 276 two bedroom units within the mixed use multiple dwellings, and 12 dwelling units in the</p>

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Mixed Use – Medium Density Policies: E.4.6.1, E.4.6.5, and E.4.6.8 (continued)	a) The development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels; b) The development shall incorporate sustainable building and design principles; c) there are no adverse shadow impacts created on existing residential uses; d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods; and, e) buildings are stepped back from the street.	<p>two storey block townhouses. The dwelling units represents a mix of small to large unit types to support various household sizes and income levels.</p> <p>An Urban Design Brief by MHBC Planning Ltd, dated July 2024 indicates a number of sustainable design elements such as recycled steel, concrete or reclaimed wood, installation of low-flow toilets, faucets, high-efficiency heating, ventilation and air conditioning systems, and incorporation of green roofs to provide insulation and reduce heat island effect. Details of the sustainable building and design features will be addressed through a future Site Plan Control application. A Shadow Study, prepared by MHBC Planning Ltd., dated May 2024, was submitted and staff are satisfied that the development will not cause adverse impacts on existing residential uses.</p> <p>The proposed Zoning By-law Amendment (Appendix C attached to Report PED25062) includes building stepback requirements above the fourth floor and increased setbacks. With these requirements the proposed development will provide an appropriate transition in height. The proposed 44 metre height has been incorporated into the recommended Zoning By-law and no further stepbacks are required to respect the angular plane.</p> <p>The Zoning By-law Amendment does not include stepback requirements from the street line as staff do not anticipate negative visual impacts as the ultimate right-of-way width of Rymal Road East is greater than 36 metres wide.</p> <p>The proposal complies with these policies.</p>
Secondary Plans – General Policies Policy: B.1.5 a)	a) Notwithstanding Policies B.1.2, B.1.5, and the policies contained in Sections B.2.0 to B.7, and Volume 1 Policy F.1.2.2, for all lands designated Low Density Residential 1, 1 a, 1 b, 2, 2a, 2b, 2e, and 2f on the land use plans appended to each secondary plan area, and for lands designed Low Density Residential 3 on Map B.6.6-1 Strathcona	<p>As per Policy B.1.5 a), policies E.3.4.3, E.3.4.4 and E.3.4.5 of Volume 1 shall apply for the purposes of permitted density ranges, built form, and height. Please see staff analysis for these policies earlier in this Policy Review.</p>

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Secondary Plans – General Policies Policy: B.1.5 a)	Secondary Plan: Land Use Plan, Policies E.3.4.3, E.3.4.4, and E.3.4.5 of Volume 1 shall apply for the purposes of permitted density ranges, built form, and height. (OPA 202)	
Trinity West Secondary Plan		
Low Density Residential 2 Policy: B.7.7.3.5	In addition to Section E.3.4 - Low Density Residential Policies of Volume 1, for lands designated Low Density Residential 2 on Map B.7.7-1 – Trinity West - Land Use Plan, the following policy shall apply: a) The net residential density of development shall be greater than 20 units per hectare, and shall not exceed 40 units per hectare (uph)	This specific policy of the Trinity West Secondary Plan no longer applies as policy B.1.5 a) overrides this policy.
Mixed-Use – Medium Density Policy: B.7.7.4.1	In addition to Section E.4.6 – Mixed-Use – Medium Density of Volume 1, the following policies shall apply to the lands designated Mixed-Use – Medium Density on Map B.7.7-1 – Trinity West – Land Use Plan: a) In addition to Policy E.4.6.6 – Prohibited Uses, the following uses shall be prohibited on lands designated Mixed-Use - Medium Density on Map B.7.7-1 – Trinity West – Land Use Plan: i) Hospitals; and, ii) Hotels. b) Notwithstanding Policies E.4.6.7 and E.4.6.8, the following policies shall apply: i) Within the Mixed-Use - Medium Density designation adjacent to the Natural Open Space, which is the	The subject lands are adjacent to the Low Density Residential 2 designation which is to the north. An Official Plan Amendment is proposed to the Trinity West Secondary Plan to add a site specific policy to a portion of the subject lands permitting an increase in maximum height to 12 storeys whereas a maximum of four storeys is currently permitted. A staff proposed amendment also includes redesignating the rear portions of 1841 and 1843 Rymal Road East from “Mixed Use – Medium Density” to “Low Density Residential 2”. The Trinity West Secondary Plan was approved and adopted under the Urban Hamilton Official Plan in 2010. On June 8, 2022, Council approved Urban Hamilton Official Plan Amendment No. 167 which strengthened policies to facilitate residential intensification throughout the urban area, with an emphasis on intensification, redevelopment, and compact built form, and expanded criteria promoting transit-supportive development. The proposal implements setbacks above the fourth storey to achieve angular plane requirements and provides a transition of height from low rise to midrise built form. A separation of 20 metres is provided from the 12 storey mixed use buildings to the

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Mixed-Use – Medium Density Policy: B.7.7.4.1 (continued)	<p>Eramosa Karst Conservation Area, on Map B.7.7-1 – Trinity West – Land Use, the maximum building height shall be three storeys. (OPA 64)</p> <p>i) Within the Mixed-Use Medium Density Designation adjacent to Low Density Residential, the maximum building height shall be four storeys.</p> <p>c) Notwithstanding Policy E.4.6.11, the amount of retail and service commercial space within each area designated Mixed-Use – Medium Density in Trinity West may be less than 25,000 square metres of floor area.</p> <p>d) Direct access to individual properties or units from Rymal Road shall be discouraged; shared or combined common access points and rear lane arrangements shall be provided, where possible, through land consolidation and/or rights-of-way.</p> <p>e) The Upper Red Hill Valley Parkway shall function as a controlled access arterial with limited access points. Access to the land uses adjacent to the Upper Red Hill Valley Parkway shall be from internal local and collector roads.</p> <p>f) Where Core Areas and Area Specific Policy – USC-1 areas occur within the Mixed-Use – Medium designation, as shown on Map B.7.7.2 – Trinity West – Natural Heritage System, the policies in Section 2.0 – Natural Heritage System of Volume 1 and USC-1 of Volume 3 shall also apply.</p>	<p>Low Density Residential uses providing an appropriate buffer. As mentioned previously, the proposal does not result in shadowing impacts to residential properties to the north. A landscape strip is also included along the shared boundary between the proposal and residential uses to the north and a fence and visual screening will be required at the future Site Plan Control stage.</p> <p>The proposal includes 2,648 square metres of commercial floor area, which is permitted by the Secondary Plan. The development proposes two access locations to limit the number of access points to Rymal Road East. One access is proposed centrally between the four 12 storey mixed use building, and another is proposed at the eastern end of the site.</p> <p>The subject lands will be consolidated prior to development.</p> <p>Amenity areas included with the proposed development include private balconies, indoor amenity areas, private terrace amenity and outdoor amenity areas. The combined area of the amenity exceeds the amenity requirements of the Zoning By-law. The development will allow for the separation of amenity areas for exclusive use for the residential units.</p> <p>Parking will be provided at grade and within one level of underground. The majority of resident parking will be provided underground where the commercial component will not have access. The access to underground parking is provided internal to the site.</p> <p>Subject to the approval of the proposed Official Plan Amendment, the proposal complies with these policies.</p>

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<p>Mixed-Use – Medium Density</p> <p>Policy: B.7.7.4.1 (continued)</p>	<p>g) Any buildings containing both residential and commercial uses shall be subject to the following:</p> <ul style="list-style-type: none"> i) Amenity areas shall be provided exclusively for the residential component, and shall be separated from public areas associated with the commercial component; and, ii) Customer parking areas for the commercial component shall be separated from residential uses and shall not interfere with the safe and efficient use of residential parking areas. 	
<p>Environment Policies - Sinkholes</p> <p>Policies: B.7.7.9.1 e) B.7.7.9.1 g)</p>	<p>The area identified as “Buried Eramosa Escarpment” on Map B.7.7-2 – Trinity West – Natural Heritage System, is an area of shallow soil depth over karstic bedrock. Development of buildings and structures which require extensive intrusions into bedrock, such as apartment buildings, shall be supported by a site-specific geotechnical study. The geotechnical study shall be prepared in support of Site Plan applications, and any specific design measures resulting from the study shall be implemented.</p> <p>The location of Sinkholes is identified on Map B.7.7-2 – Trinity West – Natural Heritage System. Prior to approval of development applications, a geotechnical study shall be required to determine whether or not the sinkholes should be protected and, if so, what protection measures are to be used.</p>	<p>A Karst Assessment was submitted by Terra-Dynamics Consulting Inc, dated June 2024. The report found no karst hazards were identified at the surface within the site. Additional geotechnical monitoring is recommended to assess the groundwater flow and groundwater levels.</p> <p>A Geotechnical Investigation, prepared by Soil-Mat Engineers and Consultants Ltd. dated April 2, 2024, was submitted in support of the applications. An updated geotechnical report will be required at the future Site Plan Control stage. A groundwater construction dewatering study is recommended with focus on potential karst based flow. Karst based inspection should be completed on the bedrock sidewalls and base of the excavation once all rock is exposed and a karst based permit will be required from the Hamilton Conservation Authority.</p> <p>The proposal complies with the policies.</p>