Rymal Road Secondary Plan (OPA #36)

B.3.7.2.1 Transportation Phasing

a. The full development of the Rymal Road Secondary Plan Area will rely on the transportation capacity provided by the following road improvements:
   i) construction of the Red Hill Creek Expressway with four lanes plus an additional upbound truck lane,
   ii) widening of Rymal Road to four lanes plus turn lanes,
   iii) the extension of Trinity Church Road to the Lincoln Alexander Parkway, and
   iv) the construction of a new signalized collector road intersection with Regional Road 56 and the widening of Regional Road 56 to four lanes from Rymal Road to the new collector road intersection.

b. Until such time as the following matters have been addressed for each of these road improvements, full development of the Rymal Road Secondary Plan shall not be permitted:
   i) Environmental Assessment studies have been completed and approved,
   ii) The method of financing to undertake the required road improvements have been identified including provisions for changes to the applicable Development Charges By-law; and
   iii) The required road improvements have been included in the Capital Budget and/or Forecast where applicable, or financed through other mechanisms such as those identified in Section B.3.1.7.

c. Prior to the completion of any of the matters outlined in B.3.7.2.1 (b), the construction of 500 dwelling units, 19,000 square metres of General Commercial space and the other commercially designated sites shall be permitted within the Rymal Road Secondary Plan subject to localized studies as necessary to address access and egress from Rymal Road.

d. The construction of additional dwellings units beyond that permitted in B.3.7.2.1 (c) shall require either:
   i) the matters outlined in B.3.7.2.1 (b) have been addressed for one or more of the required road improvements in B.3.7.2.1 (a), or
   ii) the submission and approval of a traffic impact study to address the need for and timing of any other required road improvements to improve transportation capacity south of and/or crossing the escarpment to accommodate such additional dwelling units, and compliance with the matters set out in B.3.7.2.1 (b) in respect of such improvements.

e. The construction of additional General Commercial space beyond that permitted in B.3.7.2.1(c) shall require either:
   i) the matters outlined in B.3.7.2.1 (b) have been addressed for one or more of the required road improvements in B.3.7.2.1 (a), or
   ii) the submission and approval of a traffic impact study to address the need for and timing of any other required road improvements to improve transportation capacity south of the escarpment to accommodate such additional General Commercial space, and compliance with the matters set out in B.3.7.2.1 (b) in respect of such improvements.

f. Once the matters outlined in B.3.7.2.1 (b) have been addressed for any one of the required road improvements in B.3.7.2.1 (a), the City may identify the amount of development permitted in subsequent phases without the necessity of further transportation studies.