

Detailed Planning Analysis
City File No. OZS-2020-2020
Subdivision File No.: 21T-20007B

Overview:

The proposal has been reviewed and evaluated against the Planning Act, the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The proposal has also been reviewed and evaluated against the Region of Peel Official Plan, the City of Brampton's Official Plan and Zoning By-law 270-2004.

Planning Act

The development proposal has regard for the following matters of provincial interest as set out in Section 2 and Section 51(24) of the Planning Act:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) - The appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,
- (r) the promotion of built form that:
 - (i) is well designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 51(24)- In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;

- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- (f) the dimensions and shapes of the proposed lots;
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- (h) conservation of natural resources and flood control;
- (i) the adequacy of utilities and municipal services; and,
- (j) the adequacy of school sites.

The proposed subdivision is consistent with Section 2 (f, h, j, p,q and r) and 51(24) of the Planning Act. The subject lands are suitable for the proposed uses and the proposed units will be adequately serviced.

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These are described in the relevant sections below. Regards for these sections are reflected in the proposed Draft Plan of Subdivision.

Provincial Policy Statement (2020)

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial Interest as identified in the Provincial Policy Statement. Conformance with the policy is discussed below:

Section 1.1.1, Healthy, liveable and safe communities are sustained by:

- (a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- (b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation park and open space, and other uses to meet long-term needs;
- (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit

investments, and standards to minimize land consumption and servicing costs;

1.1.2 Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- (a) efficiently use land and resources;
- (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- (f) are transit-supportive, where transit is planned, exists or may be developed;

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- (a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- (b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- (c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- (d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

This property is located within a settlement area that is identified in provincial and municipal planning documents.

The development will utilize existing infrastructure and future residents will have access to existing transportation networks available along Kennedy Road and Steeles Avenue East.

The proposed plan of subdivision will facilitate a common element condominium ownership for the permitted 71 townhouse units and one detached dwelling. These units will contribute to a mix of residential dwelling types in the area.

The development of these lands for low/medium density residential is appropriate and avoids risks to public health and safety in respecting the adjacent existing land uses. There are no expected environmental or public health concerns associated with this proposal.

The previous Official Plan Amendment and Zoning By-law Amendment Application was approved at the Ontario Land Tribunal, previously known as the Local Planning Appeal Tribunal and Ontario Municipal Board. The Minutes of Settlement associated with the decision included a clause to implement measures to reduce risk of errant golf balls from entering the site. A Golf Course Safety Study was also prepared that assessed potential safety concerns with the 15th golf hole and the proposed townhouse development. Recommended mitigation measures from the report will be addressed through the associated Site Plan Control application.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe provides a policy framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The proposed development demonstrates conformity to the following sections of the Growth Plan:

- 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:
 - a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;
 - ii. have existing or planned municipal water and waste water

- systems; and
 - iii. can support the achievement of complete communities;
 - c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public service facilities;
 - d) Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
- 2.2.1.3 Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will: a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2; c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form
- 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
 - d) expand convenient access to: i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- 2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
- c) encourage intensification generally throughout the delineated built-up area;
- 2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:
- a) planning to accommodate forecasted growth to the horizon of this Plan;
 - b) planning to achieve the minimum intensification and density targets in this Plan;
 - c) considering the range and mix of housing options and densities of the existing housing stock; and

d) planning to diversify their overall housing stock across the municipality.

This property is located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within the delineated built boundary with access to existing municipal water and wastewater systems. This satisfies Section 2.2.1.2 (a) and (c) of the Growth Plan.

The proposed plan of subdivision will add to the mix of housing options by facilitating a common element ownership for the already permitted townhouse units, as well as a single detached dwelling. This will provide a range of housing options to accommodate people at all stages of life and to the overall housing stock. Consistent with Section 2.2.1.4 (d), this development supports convenient access to range of transportation options. Future residents will have access to active transportation through the pedestrian sidewalk network at Kennedy Road South. Residents also have access to the existing Brampton Transit network via Kennedy Road South as well as driving. The proximity to transit, proposed density and compact built form supports the achievement of complete communities.

The proposed plan of subdivision is consistent with sections 2.2.1.2 (a) (c) (d), 2.2.1.3, 2.2.1.4 (c-e), 2.2.2.3 (c) and 2.2.6.2 (a-d). Staff is satisfied that the proposed application conforms to the Growth Plan for the Greater Golden Horseshoe

Region of Peel Official Plan (2018)

The Region of Peel Official Plan provides a strategic policy framework to facilitate decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources and provides a basis for efficiently managing growth.

Urban System – General Objectives

5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

5.3.1.5 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Urban System – General Policies

5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.

- 5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.

Growth Management – General Objectives

- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.
- 5.5.1.5 To optimize the use of the existing and planned infrastructure and services.
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Growth Management – General Policies

- 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

Intensification - General Objectives

- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.2 To optimize the use of existing infrastructure and services.
- 5.5.3.1.4 To intensify development on underutilized lands.
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments.
- 5.5.3.1.6 To optimize all intensification opportunities across the Region.

Intensification – General Policies

- 5.5.3.2.2 Facilitate and promote intensification.

Housing - General Objectives

- 5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.

The Transportation System in Peel – General Objectives

- 5.9.1.5 To optimize the use of the Region's transportation infrastructure and services.

The Transportation System in Peel – General Policies

5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction

The subject site is identified as an Urban System and located within the Regional Urban Boundary as per Schedule D, Regional Structure in the Peel Region Official Plan. The proposed development will optimize the use of the site and existing infrastructure. The proposed plan of subdivision is located along Kennedy Road South which is served by a daily bus route as well as a pedestrian sidewalk network.

The contemplated townhouse development as well as single detached dwelling is a compact urban form that provides range of housing types and densities to meet the needs of current and future residents of Peel.

The proposed plan of subdivision meets and conforms to Urban System General Objectives and Policies 5.3.1.4-5.3.1.5, 5.3.2.2, 5.3.2.3, Growth Management General Objectives and Policies 5.5.1.1, 5.5.1.5, 5.5.1.6, 5.5.2.2, Intensification General Objectives and Policies 5.5.3.1.1- 5.5.3.1.6, 5.5.3.2.2, Housing General Objectives and Policies 5.8.1.1, Transportation System in Peel General Objectives 5.9.1.5 and 5.9.2.5.

Based on the above analysis, the proposed application conforms to the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton.

The subject property is designated as 'Residential' and subject to 'Special Land Use Policy Area 21' policies as shown in Schedule A of the Official Plan.

The following Official Plan policies are applicable to this application:

- 4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses.

4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- (i) Variety of housing types and architectural styles;
- (ii) Siting and building setbacks;
- (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
- (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
- (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes;
- (vi) Incorporation of multiple unit dwellings and apartments; and,
- (vii) Landscaping and fencing on private property.

4.2.1.6 Brampton shall contribute to the achievement of the Region’s intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area.

4.2.1.19.1 The 1.34 hectare (3.31 acre) property known as Part of Lot 14, Concession 1, E.H.S., as shown on Schedule A to this by-law, is designated Residential and shall be developed for townhouse and single detached dwellings subject to the following:

- (i) A maximum density of 53.75 units per hectare (21.75 units per acre);
- (ii) The development shall be of a high quality urban design;
- (iii) Appropriate mitigation measures shall be implemented to address safety issues arising from the proximity of the residential development to the adjacent gold course lands;
- (iv) Dual frontage lots shall be prohibited except for lots where the front of a dwelling is oriented to Kennedy Road South;
- (v) Vehicular access to individual lots shall only be permitted from an internal private road; and,
- (vi) Balconies are prohibited along a building wall facing Kennedy Road South.

4.11.2.1.2 Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be co-ordinated to achieve the following objectives:

- Promote an urban relationship between built form and public spaces;
- Enhance the daily experience of the residents and visitors;
- Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
- De-emphasize the importance of the car/garage on the streetscapes;

The subject site is designated 'Residential' and subject to 'Special Land Use Policy Area 21' policies. The 'Residential' designation permits a variety of residential land uses including single detached homes and townhouses. The proposed development is consistent with the permissions for the 'Residential' designation by providing a variety of dwelling types that would support a range of household incomes.

Special Land Use Policy Area 21 (S. 4.2.1.19) provides specific direction regarding the permissions for the site. The property is only to be developed for townhouse and single detached dwelling and subject to a maximum density of 53.75 units per hectare and shall be of a high quality urban design. Further direction is also provided regarding restrictions for dual frontage lots, vehicular access to individual lots and balconies. Appropriate mitigation measures are also to be implemented to address safety issues as a result of the adjacent golf course lands. An Official Plan Amendment (File: T01E14.017) was approved through an Ontario Land Tribunal (OLT) hearing (File: PL171426). The Ontario Land Tribunal (OLT) was previously referred to as the Local Planning Appeal Tribunal (LPAT) and the Ontario Municipal Board (OMB). The decision to permit the proposed development was issued on September 26, 2019. The Official Plan Amendment is consistent with the design principles discussed in section 4.2.1.19.

No changes to the design of the proposed townhouses and single detached dwelling development are requested through this application. The design strategies discussed in section 4.2.1.14 and 4.11.2.1.2 will be refined through associated site plan application, SPA-2020-0043.

Based on the above, the proposed development satisfies section 4.2.1.1, 4.2.1.3, 4.2.1.14, 4.2.1.6, 4.2.1.19.1 and 4.11.2.1.2. Staff is satisfied that the proposed Plan of Subdivision conforms to the City of Brampton Official Plan.

City of Brampton Zoning By-law

The subject property is split zoned 'Residential Townhouse C – Section 2970' (R3C-2970) and 'Residential Townhouse C – Section 2971' (R3C-2971) as per Zoning By-law 270-2004, as amended. The R3C-2970 zoning permits townhouse dwellings having frontage on a private road, single detached dwellings having frontage on a private road, and purposes accessory to the permitted uses. The R3C-2971 zoning permits dual-frontage townhouse dwellings and purposes accessory to the permitted uses. A Zoning By-law Amendment (File: T01E14.017) was approved through the Ontario Land Tribunal (previously known as the Local Planning Appeal Tribunal and Ontario Municipal Board) and the decision issued on September 26, 2019 permits the proposed

development. No further changes to the Zoning By-law are required to facilitate this application.

Technical Requirements:

The following are brief synopses of the documents that were provided in support of the development application.

Preliminary Land Use Planning Justification Report (Gagnon & Law Urban Planners Ltd., May 27, 2013)

The Preliminary Land Use Planning Justification Report (PJR) was submitted to the City to provide an overview of the application and a planning rationale that demonstrates conformity with the applicable land use policies. This report was originally submitted in support of the application. Staff determined that this report was not adequate and an updated Planning Justification was requested that addressed the key land use policy changes.

Planning Justification Letter (Madan Sharma, August 27, 2020)

The Planning Justification Letter provided a history of the application and outlined how the proposal aligned with the applicable land use policies. The Planning Justification concluded that the application conformed with the applicable policies and had good planning justification.

The Planning Justification Letter was authored by the applicant, not a registered professional planner. Notwithstanding this fact, staff have independently concluded, based on the information in the application, that the proposed development is consistent with the site specific Official Plan Policies and site specific Zoning By-law. As such, staff is satisfied with the conclusion of the Planning Justification Letter.

Stage 1 & 2 Archaeological Assessment (The Archeoworks, April 2, 2014)

A Stage 1 & 2 Archaeological Assessment was submitted by the applicant.

The findings of Stage 1 background study were that there was a potential for the recovery of archaeological resources within the limits of the study area.

The subsequent Stage 2 investigation identified a historic Euro-Canadian artifact but did not locate enough artifacts to have this considered to be culturally significant. The report concluded that the subject area did not have any archaeological concern.

Heritage Staff have reviewed the report and is satisfied with the findings of the report.

Golf Course Safety Report (MBTW Golf Design, December 2014)

The report was identified as a required document for the formal submission of the draft plan of subdivision application. The objective of this report was to determine if there were safety concerns with the 15th golf hole and the proposed townhouse development. Potential safety concerns were identified with a small area by the proposed townhouse

development. Through the consultant's review, it was concluded that the safety concerns can be mitigated by the existing mature trees on the right side of the hole as well as plantings and fencing proposed by the applicant.

Traffic Services Staff reviewed the golf course with relation to the parking lot design and recommended additional measures in addition to the findings of the safety study.

Urban Design Brief (Gagnon Walker Domes Ltd. In association with Badrock Studio Inc. and Cosburn Nauboris Ltd, February 2020)

The Urban Design Brief was prepared in compliance with the City of Brampton's Development Design Guidelines. The Brief develops a vision for the site that will be used as a guideline during the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly development with a well-designed public realm and amenity spaces.

As a note, the purported author of the Urban Design Brief, Gagnon Walker Domes Ltd. ("**GWD**"), has written to the City alleging that the Brief was altered by the applicant without the author's knowledge or consent. While Staff considered and investigated this allegation, it ultimately and independently concluded that the proposals in the Urban Design Brief are satisfactory for the proposed development and that GWD's allegation had no bearing on the planning merits of the proposal. Detailed design matters will be addressed through the associated Site Plan Control application.

Noise Report (SS Wilson Associates, March 9, 2020)

The Detailed Noise Control Study was prepared to establish the minimum noise attenuation requirements for the control of outdoor and indoor environmental sound levels. The report concluded that it is feasible to control sound levels within the outdoor and indoor areas of the proposed development. The report identified instances in which the unattenuated sound levels exceeded the recommended level. This included daytime sound levels in the Outdoor Living Areas of some of the residential dwellings and in the Common Outdoor Living Area on the south side of the development. The report also identified that unattenuated sound levels at the outside walls of the some of the dwellings will exceed the recommended objective. Lastly, stationary sources of noise from the rooftop HVAC equipment from the adjacent place of worship were identified.

The study recommended acoustical barriers as an outdoor noise control measure to address the sound levels in some parts of the Outdoor Living Area. Central air conditioning was also recommended for certain lots within the site to ensure that indoor sound levels remain within the sound level limits identified by the Municipality and Ministry of the Environment, Conservation and Parks. Similarly, to maintain sound levels, ducted forced air heating system is recommended for other units within the property as a measure to maintain the indoor sound level. The report also provides noise warning clauses that are to be included in all Development Agreements, Offers of Sale and Purchase or Lease of these properties.

The City's Noise Department Staff have reviewed this study and provided clearance for the noise study.

Functional Servicing and Stormwater Management Report (Valdor Engineering Inc., March 2020) and Functional Servicing and Stormwater Management Report (RJ Burnside, February 2021)

The applicant prepared a Functional Servicing and Stormwater Management Report. One report was prepared for the original submission by Valdor Engineering Inc. and afterwards, subsequent resubmissions were done by RJ Burnside.

The Functional Servicing Report provides an investigation of existing servicing capacities as well as an assessment of the proposed servicing and stormwater management plan for the proposed development. The study confirmed storm drainage and stormwater management procedures, vehicular and pedestrian access through a private road extending from Kennedy Road South as well as erosion and sediment control measures.

Development Engineering staff reviewed this and provided clearance for the Functional Service Report.

Traffic Impact Study (Transplan, March 2020)

An updated Traffic Impact Study was submitted by the applicant in support of the proposed townhouse development.

The findings of the study were that the southbound and northbound left movement at the Kennedy Road South and First Gulf Boulevard/Hartford Trail intersection are operating above capacity. However, the report noted that the traffic is due to background traffic growth and not generated by the proposed development. No improvements to the roadway are proposed to accommodate the proposed development aside from construction of the proposed site access.

Minor revisions were requested to the study that the applicant will address in a future resubmission in conjunction with the associated site plan application. Although minor revisions to the report have been identified, Traffic Services staff finds the report satisfactory to support the proposed development.

Revisions to the report that still need to be addressed include providing a revised pavement marking and signage drawing that identifies pavement markings, signs and utilities on the east and west boulevards as well as municipal right-of-way lane configuration. Additionally, Appendix 'A' of the report needs to be resubmitted with the missing email correspondence from traffic services staff.

Phase 1 Environmental Site Assessment Update, 7660 & 7686 Kennedy Road South (Terraprobe Inc., May 30, 2016);

Phase Two ESA Update 7646 Kennedy Road South (Terraprobe Inc., June 6, 2016);

Phase Two ESA, 7660 & 7686 Kennedy Road South, (Terraprobe Inc., July 8, 2016);

A Phase 1 Environmental Site Assessment was prepared to assess the environmental condition of the property, investigate potentially contaminating activities and identify any environmental concerns. The Phase 1 Environmental Site Assessment concluded that a Record of Site Condition could not be filed based on this report alone.

Two different Phase 2 Environmental Site Assessments were submitted in support of the three lots that make up the subject site. Both assessments concluded that there were no contaminants of concern found in the soil at the aboveground tanks in the basement of the buildings.

These have been reviewed by Environmental Engineering staff and have received clearance.

Tree Inventory and Preservation Plan Report (Kuntz Forestry Consulting Inc., April 15, 2013, last revised October 19, 2020)

The Tree Inventory and Preservation Plan Report provides an inventory of the existing tree resources over 15cm DBH and within six metres of the subject property and trees within the road right-of-way.

The findings of the study were that 94 trees and tree polygons will be removed and that all remaining trees can be saved subject to the implementation of appropriate tree protection measures.

Sustainability Score and Summary Report

The applicant submitted the mandatory Sustainability Score and Summary Report to evaluate the environmental sustainability of the proposed application. The proposal achieved a Sustainability Score of 60 points, which meets the City's Silver threshold. Staff will continue to work with the applicant through the associated site plan application (SPA-2020-0043) to ensure that the sustainability standards continue to be maintained.