

**DETAILED PLANNING ANALYSIS**

City File Number: C03W15.008

Subdivision File: 21T-18001B

**Planning Act**

Development applications must meet the criteria as set out in the *Planning Act*. For this development application, it must meet the criteria as set out in Sections 2 51(24). The following provides a discussion to these sections.

Section 2:

In terms of the following matters, the application satisfies the requirement to have regard to the Matters of Provincial Interest set out in Section 2 of the *Planning Act*.

- (a) the protection of ecological systems, including natural areas, features and functions;
- (r) the promotion of built form that,
  - o (i) is well-designed
  - o (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

As set out in more detail below, the application has appropriate regard to these matters. It should be noted that the application completed an Environmental Impact Assessment as well as a Woodland Management and Replacement Plan to address the protection of the ecological function on and adjacent to the site. The applicant has demonstrated with an Urban Design Brief that the proposed development fits within the community. It is also noted that the applicant will have to complete a Site Plan process that will provide additional details as to the appearance of the buildings.

Section 51(24) – Criteria for Approval of Subdivision Applications

Section 51.24 of the *Planning Act* provides criteria for the consideration of a draft plan of subdivision. The application has regard for the following matters:

- (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) conformity to the official plan,
- (d) suitability for the land for the purpose for which it is being subdivided, and
- (h) conservation of natural resources and flood control.

As set out in more detail below, the application has appropriate regard to these matters and is in the public interest.

The allocation of lands within the Draft Plan of Subdivision provide a block for the residential portion, a block for the open space portion and a block required along the front of the property to ensure that access is not provided along Wanless Drive. The Draft Plan of Subdivision does not create the lots and blocks required for the road and the individual residential lots as this will be completed through the Condominium process. Since the road will be part of a condominium it cannot be created as part of the subdivision for the condominium tenureship as identified by the applicant.

The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the Blocks, and there is sufficient space to accommodate the proposed uses. The Draft Plan of Subdivision has regard for the conservation of natural resources as there are lands that are being created that will be zoned open space and will be dedicated to the city as part of the processing of this application.

The application fulfills the requirements as identified within the *Planning Act*, specifically Section 2 and 51(24). The application is in conformity with the Official Plan and is suitable for the lands. It is also acknowledged that the proposed plan respects the conservation of natural resources and flood control.

### **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 *Planning Act*. The applications are consistent with the Provincial Policy Statement, specifically the following policies:

Section 1.1.1 – healthy, livable 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;
  - the proposed development provides a housing supply that has a demand in the community that is laid out in an efficient manner.
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - the proposed development complies with the relevant environmental regulations and respects the adjacent woodlot and wetland conditions.
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,
  - the subject lands are located in a infill area.
- 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.
  - The layout of the development optimizes the existing road pattern and servicing. This infill development optimizes the existing infrastructure.

The proposed development is located within an existing community and is increasing the density of the current uses. In doing such, the applicant is optimizing the land

resources within the city. The applicant has completed an environmental assessment of the subject lands and is providing buffers that meet the requirements of both the city and the conservation authority.

Section 1.1.3.2 states that settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. According to the Provincial Policy Statement, land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources; and,
- 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.

The proposed development road pattern and utilization of the land is an efficient use of the land. The proposed use of the land is appropriate for the subject lands and does not put undue stress on the local infrastructure. By developing these infill properties, the applicant is utilizing lands that will potentially help alleviate the expansion of the city.

Section 1.1.3.4 states that appropriate development standards which facilitate re-development while avoiding or mitigating risks to public health and safety.

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.

## **2020 Growth Plan for the Greater Golden Horseshoe**

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject applications conform to the policies of the Growth Plan for the Greater Golden Horseshoe.

The relevant policies contained within the Growth Plan that are implemented by this particular development proposal are included in Section 2.2.1 Managing Growth. According to Section 2.2.1, within settlement areas, growth is to be focused in:

- delineated built-up areas;
- areas with existing or planned public service facilities.

The proposal conforms to Section 2.2.1 of the Growth Plan by contributing towards creating complete communities that feature a diverse mix of land uses and convenient access to local stores, services, and public service facilities.

The applicable Growth Plan minimum density target is identified as being 50 residents and jobs combined per hectare. The proposal meets the minimum density target.

## **Regional Official Plan**

The property is located within the “Urban Systems” designation in the Regional Official Plan. The subject applications conform to the Region of Peel Official Plan, including the policies set out below.

Section 5.3.1.3 - “To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities”.

Staff is of the opinion that the development proposal will create opportunities for new residents within the existing community. The inclusion of semi-detached lots along the east and west sides respect the existing community, while the inclusion of an amenity area and the environmental blocks provide a respite for the residents and provides an ecological buffer for the natural community.

Section 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”.

Staff is of the opinion that the development proposal achieves a built form that is compatible with the existing and future residential areas as currently proposed.

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

The proposed built form and density of the development will be supported by the existing and proposed public road network as well as the sidewalk network. The development is also connected to the pedestrian pathway system along Wanless Drive.

## **Official Plan**

The property is designated as “Residential” and “Open Space” on Schedule A – General Land Use in the Official Plan. The “Residential” designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses.

The proposal generally conforms to the “Residential” designation of the Official Plan. Using traditional density modelling, the proposed density for the proposed development is estimated at 106 people and jobs per hectare (ppj/ha), which meets the Official Plan minimum required density. The Official Plan requires a minimum density target of 51 people and jobs per hectare (ppj/ha). Policy staff are satisfied that the objectives of the Official Plan have been achieved.

The proposal is consistent with the “Residential” land use designations. An amendment to the Official Plan “Residential” land use designation is not required.

The lands to the south are designated “Open Space” within the Official Plan. The lands adjacent to the Open Space designation will not be disturbed and will be zoned to reflect this policy. An amendment to the Official Plan “Open Space” land use designation is not required.

## **Secondary Plan – The Vales of the Humber**

The proposed development is located within the Fletcher’s Meadow Secondary Plan Area 44. The applicant has demonstrated that the proposed development meets the policies within the Secondary Plan. Provided below are some of the highlighted policies that the development adheres to.

The lands are designated “Low Density Residential”.

### **Low Density Residential**

The Secondary Plan designates the lands as Low Density with a maximum density of 12.4 units per hectare. The proposed development has a net density of 30.8 units per hectare, this includes an amenity area and the environmental buffer lands. Below are the policies that apply to the proposed development and a brief response to each.

3.1.2 Notwithstanding the housing policies for the various residential designations on Schedule ‘SP44(a)’, consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City’s underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.

The applicant provided a Justification Report with the development application. Policy Planning staff were satisfied with the justification that was provided within the report. The rationale for increasing the density for the area is based on the policies within the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan and the City of Brampton Official Plan which all require that new development achieve higher densities, typically around 50 people and jobs per hectare. The rationale identifies that the proposed development has a density, intensification and appropriate building transition to accommodate the increase in density. The rationale highlights that although the application seeks a higher density, the policy allows for variants from the density without an official plan amendment. This signifies that there is a leniency on the density and mix. As cities grow, the need for intensification increases. Infill sites are ideal for additional intensification as the existing infrastructure can be utilized.

The site is located along a transit route. It is anticipated that some of the user will be able to optimize this service. Intensification is encouraged in areas that have transit capacity.

3.1.17 The density yield for the Low Density Residential designation on Schedule SP44(a) shall not exceed 12.4 units per hectare (5.0 units per acre) of net residential area.

1) The Low Density Residential designations abutting existing residential development shall be developed in a manner that is compatible with the scale and character of the existing development.

2) Residential lots shall be oriented toward and have primary access to the minor collector and local road system to the greatest extent practicable.

The proposed development provides a transition between the single detached houses adjacent to the subject lands. A buffer of semi-detached homes is proposed to be built between the existing single detached dwellings and the proposed townhouses. This will provide a gradual transition between the two typologies.

3.3.10 Lands designated Woodlot on Schedule SP44(a) are tableland woodlots identified for their ecological significance relative to the natural heritage system and water management function. Development proposals within or abutting woodlots shall be subject to Part I, section 4.4.7 and other relevant policies of the Official Plan. The preservation or treatment of any woodlots as identified within the Environmental Implementation Report shall be in accordance with the Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan, 1997) and the City's Woodlot Development Guidelines. Any portions of the woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

City staff along with Credit Valley Conservation Authority staff have reviewed the documents submitted by the applicants and are agreeable to the recommendations within their reports.

## **Zoning**

The properties are currently zoned "Agricultural (A)" by By-law 270-2004, as amended. An Amendment to the Zoning By-law is required to permit the proposed residential uses. This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

The proposed Zoning By-law Amendment includes two site specific residential zones. The proposed Zoning By-law Amendment includes a portion of lands to be zoned Open Space which will not be able to be developed in order to accommodate environmental lands to be protected.

Below are the proposed naming conventions that are being recommended and some of the highlights:

For the purposes of the proposed development, the private road is to be treated as a public road for zoning purposes. It is also noted that a total of visitor 13 parking spaces will be provided.

#### Residential Townhouse C (R3C – 3005)

- Permits a maximum of 43 townhouses
- Minimum Units width of 6.0 metres
- Minimum Amenity Area of 355 m<sup>2</sup> to provide some open space for the residents.
- Maximum building height of 11 metres to provide a balance between the height and length of the structure.
- A considerable front yard of 7.3 metres will be provided between the townhouse units along Wanless Drive and the right-of-way. This landscape area provides ample space for additional hard and soft landscaping details.
- Some unique setback requirements are provided for the lot that is adjacent to the amenity area. Additional side yard requirements are provided to offset the reduced rear yard requirements. This is to accommodate the environmental buffer and also provide some additional distance between the dwelling and the amenity area.

#### Residential Semi-Detached (R2A – 3006)

- Located on the east and west sides of the Subject Lands.
- Permits semi-detached dwellings
- Minimum lot width of 5.8 metres
- Minimum lot depth of 26 metres
- Meets or exceeds the minimum rear yard setback as required in the parent zone of 7.5 metres.
- A considerable yard of 6.25 metres will be provided between the semi-detached and Wanless Drive at the Northeast corner of the proposed development.

### **Land Use**

The proposed residential designation is appropriate for the subject lands given that the subject lands are located within an existing residential setting. The proposed residential land use does have a higher density than the surrounding area, but is still fitting with the character of the area. The use of semi-detached dwellings along the east and west allows for a transition area.

A portion of lands are proposed to be zoned Open Space. These lands are not affected by flooding. The Open Space zone was created to protect the existing woodlot along the south side of the subject lands.

The proposed development includes a small amenity area that will service the immediate residents and provides a focal point in this community. The proposed development also includes ample pedestrian connections to facilitate a healthy community.

The applicant has provided a Planning Justification Report to support this development in terms of its density, overall conformity with applicable policies and the general design of the proposal.

### **Urban Design**

The applicant has provided an Urban Design Brief (UDB) document in support of the application. The UDB document provides a complete description of the lands uses and how they are to be designed. This includes, for example elevations for the residential dwellings, cross sections of the roads, how and where plants should be included, and the design of the amenity area. The purpose of this is to ensure that the design of the development meets city standards and also is compatible with the surrounding community. These design requirements will be continued through the Site Plan application process and finally to the building permit stage where the final design will be implemented.

In addition, the applicant is required to adhere to the Architectural Control Guidelines for Ground Related Residential Development. This is a City of Brampton created manual detailing the architectural requirements for residential design. The design is reviewed by staff and the final product is managed by a control architect.

Urban Design staff are satisfied with the Urban Design Brief.

### **Transportation/Traffic**

The Traffic Impact Study (TIS) for this development (April 14, 2020 – along with addendums) was approved by City staff on August 25, 2020. Transportation Engineering has provided a comments and conditions memo that includes conditions to ensure that the transportation needs within the community are fulfilled. The measures identified will be implemented through the Site Plan application process.

The lands will be accessed from Treegrove Crescent to the west. A stop sign will be posted at the entrance to the proposed development. There will be 2 parking spaces available for each dwelling as well as 13 visitor parking spaces. It is noted that the access from Treegrove to the subject lands have been conceptualized and planned for since the neighbourhood to the west was developed. The Draft Plan as well as the Preliminary Community Information Map (Appendix 7a), illustrated that the access to this development would be through Treegrove Crescent.

At the time of the writing of this report the lands that connect Treegrove Crescent to the development are currently owner by the City. However, the developer is in the final stages of obtaining ownership of the block. It is anticipated that at the time of the Committee the transaction will have been completed.

The original TIS indicated that there would be 50 townhouses and 6 single detached dwellings (56 dwellings total). That study indicated that the traffic would be acceptable. With the revised plan of 43 townhouses and 10 single detached dwellings (53 dwellings total), the revised study also concludes that the traffic counts are acceptable.

It is also noted by Transportation staff that in a situation where the lands were used for single detached dwellings that there could be similar traffic counts generated. At this time, single detached dwellings are assumed to have secondary dwellings, which increases the trips per household to a level analogous to townhouse developments. Please note that this is not an exact figure, but rather to illustrate that housing typology and trip counts are not necessarily on a level trajectory.

The TIS also provides the measurements and statistics to demonstrate empirically that the traffic counts are acceptable. The TIS also provides the measurements to ensure that fire truck movements can be accommodated.

## **Noise**

The Detailed Environmental Noise Analysis (Sonair; September 30, 2020) has been approved. The noise study recommends that acoustic fences be provided for the semi-detached lots that have flankage along Wanless Drive. The townhouses along Wanless Drive will have additional building technology to mitigate noise. It is also required that warning clauses be provided to all purchasers regarding potential noise concerns. City staff is satisfied with the conclusions of the study.

## **Servicing**

A Functional Servicing Report prepared by Crozier Consulting Engineers dated July 2020 was submitted in support of this application. The Functional Servicing Report concluded that the proposed residential development can be fully serviced and connected.

The stormwater management, sanitary and sewer servicing for the development are in accordance with the requirements of the City of Brampton, Toronto and Region Conservation Authority and the Region of Peel. The stormwater quality, quantity and erosion control will be provided within the stormwater management pond, with an outlet to the Tributary "B" of the West Humber. The discharge will not adversely affect the adjacent, downstream properties or watercourse.

The City's Development Engineering staff and Region of Peel staff have reviewed the Functional Servicing Report dated February 28, 2020 and found it to be acceptable.

## **Phase 1 Environmental Site Assessment (ESA)**

A Phase 1 Environmental Site Assessment was submitted in support of the application. The City's Building Division has reviewed the study and found that it is not completed at this time. It is important to note that the Phase 1 ESA does not recommend a Phase 2 ESA as there was no indication that environmental contaminants have been used in the vicinity of the properties. As these lands are not being converted, but are remaining as residential in nature, engineering staff are satisfied that this is an acceptable approach.

The applicant will be required to complete the Phase 1 ESA and the RSC be updated prior to site plan approval, and accordance with all applicable requirements. The engineering Comments and Conditions Memo provides the assurance that this will be completed.

### **Tree Evaluation Report Wetland Water Balance Risk Assessment Woodland Management Plan**

The three reports as noted above are being grouped as one document as they provide an overall assessment on the environment that the development will have on these lands.

Significant work has been undertaken by the applicant to ensure that both City as well as Credit Valley Conservation staff are satisfied with the outcome.

The Tree Evaluation Report provides an overall view of the tree material that currently exists (or did exist in certain circumstances). Provides an analysis on the wellbeing of the stock and then determines the best course of action to facilitate the development and to obtain an overall net gain in tree material for the City. Where trees cannot be accommodated on site or within the Peddle Woodlot will be provided in other areas of the City. The falling of trees will also be timed as to be least disruptive to the fauna community.

The Wetland Water Balance Risk Assessment document was provided to ensure that the current status of the lands as a wetland community are retained post development.

Finally, a Woodland Management Plan was provided specifically for the Peddle Woodlot and the associated buffer. The plan provides a management plan for the woodlot so that it can continue to be an environmental asset to the City in the future. Currently the woodlot is populated with many trees that are dying or dead and a number of invasive species were also documented within the forest community. By implementing the management plan, unwanted plant material will be removed and in return healthy plant material will be introduced into the woodlot and the buffer area. This area will be monitored to ensure the health of the forest community.

The result of the plans provided is a comprehensive management plan for the protection of the existing flora and fauna and the enhancement of the vegetation as well as a monitoring program to ensure that the program is working as intended. The applicant is required to clean-up the woodlot and plant some vegetation in select locations, they are also required to plant vegetation within the buffer area.

### **Geotechnical Investigation**

A Geotechnical Investigation prepared by Terraprobe dated July 31, 2017 was submitted in support of the application. Generally, the Geotechnical Investigation report provides an analysis of the soil substrate to determine construction requirements for infrastructure such as roads, sewer, and engineered fill requirements. This information

is used in determining the viability of the soils and whether additional fill needs to be brought in or taken away. The soils on the property can be utilized, but the report cautions that additional soil analysis will have to be completed during construction.

City staff have reviewed the document and are satisfied with its conclusions.

### **Stage 1 & 2 Archaeological Assessment**

A Stage 1 and 2 Archaeological Assessment was completed for the lands. The Stage 1 assessment required the additional Stage 2 assessment as the lands are within a 300 metre distance of a water source.

The Stage 1 and 2 Archaeological Assessment revealed that there are no archaeological resources within the extents of the property.

Heritage Planning has confirmed that the Stage 1 and 2 Archaeological Assessment documents are satisfactory and have been entered into the Ontario Public Register of Archaeological Reports.

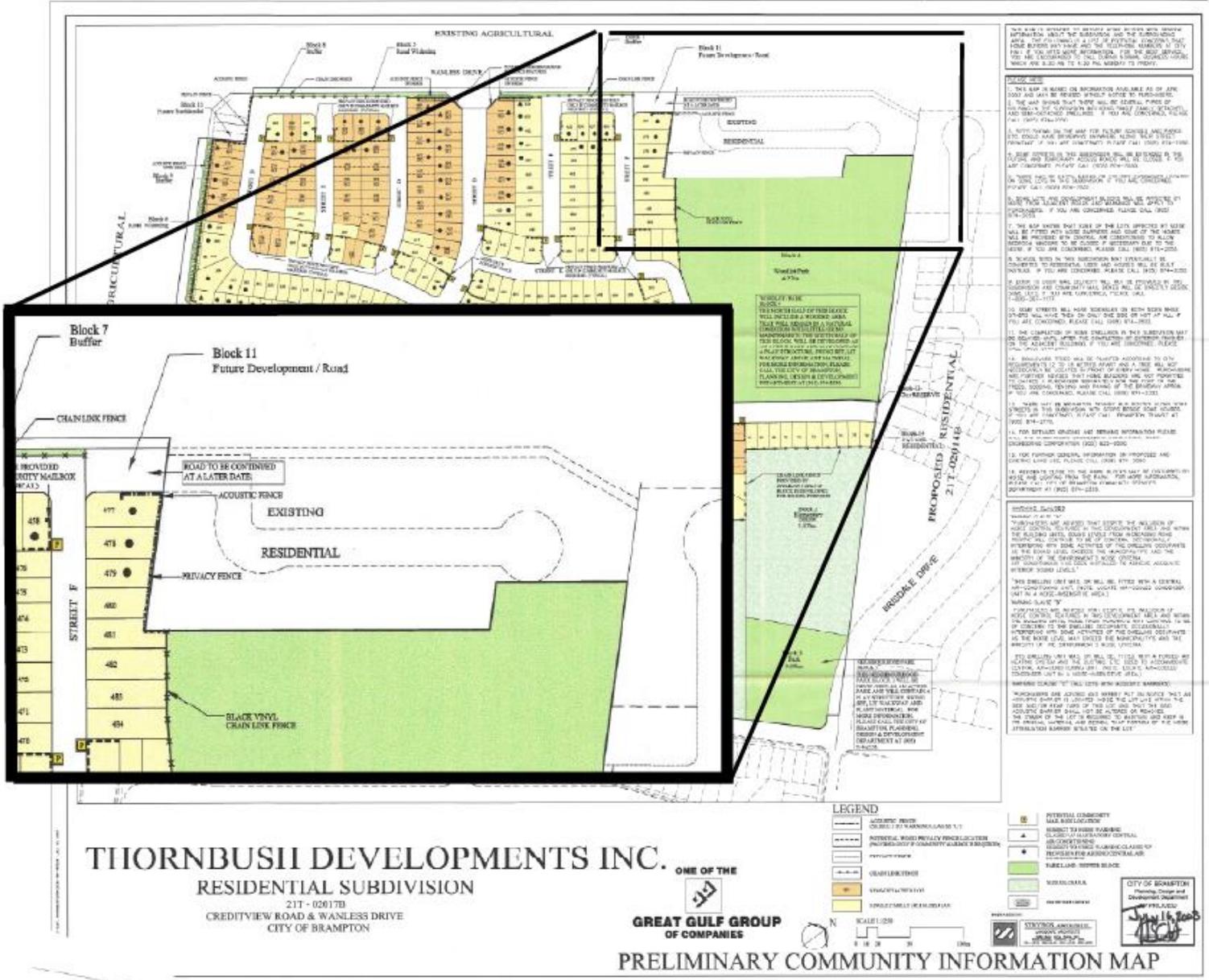
### **Sustainability Score and Summary**

A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the proposal. The evaluation concluded that the proposal achieved the minimum thresholds of sustainability defined by the City.

The Draft Plan Conditions include a condition that will recognize a score that meets or exceeds the Minimum Threshold and requires that the applicant uphold this score through to the registration of the Plan of Subdivision. The proposed condition is provided below.

“Prior to Registration, the owner shall provide documentation to the satisfaction of the Commissioner of Development Services verifying that the sustainability score achieves the equivalent or higher than the threshold indicated prior to the approval of the Draft Plan.”

# Appendix 7a Thornbush Development - Preliminary Community Information Map



**NOTES:**

1. THIS MAP IS BASED ON INFORMATION AVAILABLE AS OF APRIL 2008 AND MAY BE REVISIONED UPON FURTHER DEVELOPMENT.
2. THE MAP SHOWS THAT THERE WILL BE SEVERAL TYPES OF DEVELOPMENT IN THIS DEVELOPMENT INCLUDING SINGLE-FAMILY HOMES AND SEMI-DETACHED HOMES. IF YOU ARE CONSIDERING PURCHASING A HOME IN THIS DEVELOPMENT...
3. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
4. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
5. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
6. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
7. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
8. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
9. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
10. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
11. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
12. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
13. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
14. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
15. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
16. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
17. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
18. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
19. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).
20. THE ROAD WIDTHS ON THE MAP FOR BLOCKS 7, 11 AND 13 ARE BASED ON THE CITY OF BRAMPTON'S STANDARD ROAD WIDTHS. THE ROAD WIDTHS FOR BLOCKS 7, 11 AND 13 ARE 12.0 METERS (39.4 FEET).

**THORNBUSH DEVELOPMENTS INC.**  
RESIDENTIAL SUBDIVISION  
217 - 020170  
CREDITVIEW ROAD & WANLESS DRIVE  
CITY OF BRAMPTON

ONE OF THE  
**GREAT GULF GROUP**  
OF COMPANIES

**PRELIMINARY COMMUNITY INFORMATION MAP**

**LEGEND**

ACoustic WALL	PROPOSED ROAD	POTENTIAL COMMUNITY AREA
ACoustic FENCE	PROPOSED ROAD (CONTINUED)	RESERVE TO PUBLIC PURPOSE
PRIVACY FENCE	EASEMENT	MUNICIPAL BOUNDARY
CHAINLINK FENCE	UTILITY LINE	RESERVE TO PUBLIC PURPOSE (DIFFERENT)
BLACK VINYL CHAINLINK FENCE	PROPOSED ROAD (DIFFERENT)	MUNICIPAL BOUNDARY (DIFFERENT)

SCALE: 1:500  
N