



Issue Date:	December 18, 2019	File No.:	.01.01.06
To:	Soheil Nejatian, P.Eng.	Previous Issue Date:	October 15, 2019
From:	Marko Paranosic, P.Eng, PE	Project No.:	2018-5301
Client:	City of Brampton		
Project Name:	Denison Avenue Extension EA Study		
Subject:	Socio-Economic Environment		

1 INTRODUCTION

The City of Brampton (City) has undertaken a Schedule “B” Municipal Class Environmental Assessment (EA) Study to investigate the proposed extension of Denison Avenue, between Park Street and Mill Street, in the downtown area of the City.

The study has been completed in accordance with the Municipal Engineers Association Municipal Class Environmental Assessment Guidelines (October 2000 and as amended in 2007, 2011 and 2015) which is an approved process under the Ontario Environmental Assessment Act.

As part of the study Associated Engineering (Ont.) Ltd. (AE) has completed a social and economic assessment of the Study Area to characterize the local economy and social environment. As part of this assessment a review of municipal planning documents, relevant policy, land use plans and available data has been included.

2 STUDY AREA AND EXISTING SOCIO-ECONOMIC ENVIRONMENT

2.1 Location

The proposed extension of Denison Avenue is at the easterly limit of Denison Avenue which is currently Park Street. It is located within the City of Brampton’s Downtown Core and identified as being contained within the University North Precinct in the Brampton 2040 Vision plan.

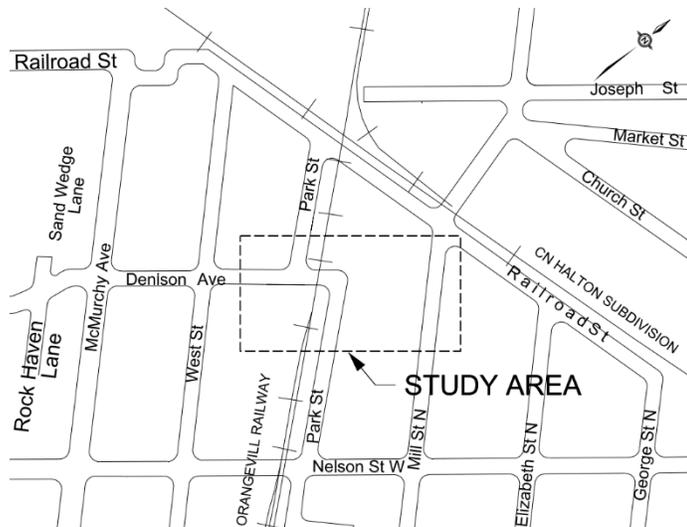


Figure 1: Denison Avenue EA Study Area

P:\20185301\00_DenisonAve\Engineering\01.01_Background_Reports_Data\06 Socio-Economic\mem_20191015_DenisonEA-SEE_r02.docx

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2.2 Existing Land Uses

Existing land uses within the study area are a mix of established (mature) low, medium and high density residential uses along with several properties with approved or pending development applications.



Figure 2: Denison Avenue Study Area – Existing Land Uses

2.2.1 45 Railroad Street Development

The property at 45 Railroad Street is currently under construction as part of a proposed 385-unit high-density residential development that will include yet undetermined commercial businesses in the ground level units, in addition to providing underground parking facilities. As part of this development the two residential properties immediately to the south of 45 Railroad Street, 38 Park Street and 47 Mill Street, were purchased and demolished. 38 Park Street is now owned by the City of Brampton and 47 Mill Street is in the process of being turned over the City, as of the writing of this report.

2.2.2 GO Transit Station

There is a GO Transit Station located at 31 Church Street West, north of Railroad Street. This is a key land use in the study area because of its importance in generating relatively large volumes of pedestrian and vehicular traffic intermittently during the day, servicing both GO Transit and VIA Rail, and is connected to the Downtown Brampton Terminal which also services Brampton Transit buses.

2.2.3 Orangeville-Brampton Rail Line

The Orangeville-Brampton rail line runs north-south with an at-grade crossing of Denison Avenue, just west of Park Street. It is currently operated by the Orangeville Rail Development Corporation (ORDC). The following information was provided by ORDC regarding the existing rail line operations;

- The train movements near the project comprise entirely of freight movements with an average between 4 and 5 one-way trips per day, to the industries being serviced, during the hours of 07:00 – 23:00. Train traffic is usually

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scheduled on Tuesdays and Fridays. However, night trips and trips on other weekdays have and will occasionally occur;

- ORDC has indicated that traffic may increase to 5 or 6 days per week as efforts are being made to expand traffic.
- The average number of cars per train is approximately 8 to 12 per trip. Special shunts might be requested by the industries being serviced on days other than those noted above;
- The maximum speed of each train is 25 mph. There are no welded rails along this stretch of line (jointed track only);
- Trains are required under the Railway Safety Act of 1988 to whistle at all public crossings and those areas along the track where vehicles and pedestrians cross. Trains must begin sounding its whistle a quarter mile from the crossing and repeat whistling until the train is on the crossing. Train crews also sound the whistle if their view is restricted or they perceive a danger, such as someone walking on the track. These rules apply 24 hours a day and whistles must be sounded even if a crossing has lights, bells and crossing gates; and,
- There are no plans to upgrade/replace the tracks or any other work at the level crossing.

2.3 Future Land Uses in the Area

As described in Section 2.2.2, the 45 Railroad Street property is currently being re-developed for a 385-unit high-rise residential development with commercial businesses on the ground floor units. The estimated completion for this project is 2021.

The City of Brampton has initiated an amendment to the Official Plan to rezone the area south of Church Street and Joseph Street, east of Union Street, North of John Street and Wellington Street and, west of Elizabeth Street and Park Street for a potential Ryerson University campus development (see figure below).

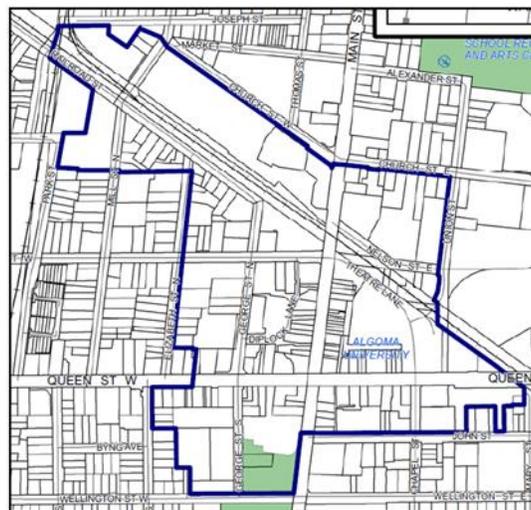


Figure 3: Proposed Downtown Brampton Secondary Plan Amendment Area

No other potential development or land use changes were identified during this study. However, the project study area is within the Downtown Brampton Secondary Plan area and, as such, subject to development intensification goals for the area. This is discussed further in Section 3.1.1.



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2.4 Vegetation and Vegetation Communities

The study corridor is located entirely outside the Regional Greenlands System and the City of Brampton's Natural Heritage Features and Areas per Schedule "D" of the City Official Plan. As such, no Greenlands System or Brampton NHFA related policies would apply to the project.

Most of the study area is currently under construction as part of the ongoing 45 Railroad Street development. The remainder of the project area is characterized either by boulevard areas adjacent to the roads and/or rail line with mowed grass and/or planted trees or by detached residential home properties with typical manicured lawns, gardens and/or scattered tree plantings.

2.5 Area Urban Built Form and Streetscaping

There is no urban built form or streetscaping within the project limits.

3 METHODOLOGY

3.1 Background Review

The relevant policy and data reviewed included the following:

- City of Brampton Official Plan (2006);
- City of Brampton Transportation Master Plan Update (2015)
- Peel Health Development Index
- City of Brampton's Sustainable Community Development Guidelines

3.1.1 City of Brampton Official Plan

The City of Brampton Official Plan provides a policy framework that directs growth to where it will benefit the local community and urban form, supporting a strong public transportation system and addressing long-term sustainability goals for the City.

Amendment OP2006-017 to the Official Plan is provided in Appendix A. In the 2008 amendment, provision for the development of the 45 Railroad Street property is provided in addition to outlining proposed alignments for the Denison Avenue extension.

3.1.2 Secondary Plans

The project limits are within the Downtown Brampton Secondary Plan (DBSP) (Area 7) that includes Schedules SP7 (a), (b), (c) and (c2). The Secondary Plan mapping and schedules are provided in Appendix B.

The Secondary Plan area is generally described as the area centered on Queen Street and Main Street, bounded by the Etobicoke Creek in the east, Fletcher's Creek to the west, Vodden Street to the north and Harold Street to the south. As part of the Secondary Plan, designations within residential areas allow for intensification of use, but recognizing the "old town" character of the area.

Section 5.2.3.4 of the DBSP identifies the westerly extension of Denison Avenue across McMurchy Avenue North to Haggerty Avenue to accommodate the townhouse development on the parcel of land west of McMurchy Avenue and north of Nelson Street West.

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Section 5.2.4 of the DBSP references Medium- and High-Density land designations within the Secondary Plan area and Section 5.2.4.2 describes the Study Area for the Denison Avenue extension as being included in the area for which only residential developments would be permitted.

The DBSP also cites the “Complete Streets” approach of the City of Brampton in Section 6.2.7, identifying the following; “Improvements to Major and Minor Arterials and Collector Roads that have the effect of improving the pedestrian environment will be encouraged and every effort will be made to address the needs and/or accommodate all modes of travel within the municipal right-of-way. Alternative design standards shall be implemented to provide for the development of an attractive, safe and comfortable street environment for non-private vehicular modes.”

3.1.3 Transportation Master Plan (2015)

The City’s Transportation Master Plan (TMP) identified the Denison Avenue Extension as a short-term (2021 implementation) network improvement that should be considered. The TMP provides many guidelines with regards to the planning of any new or expanded roadways in the City of Brampton, including, but not limited to the following;

- Develop and promote an efficient and safe transportation network for all users;
- Promote a transportation network that connects nodes of transportation via a range of transportation modes (mass transit, vehicle, cycling, walking); and,
- Implement a comprehensive, viable active transportation network for cyclists and pedestrians.

Section 4.4.2 of the TMP describes the planned City of Brampton Road Network and Sections 4.4.2.21 through 4.4.2.26 specifically outline the Road Planning policies as considered for the Denison Avenue Extension study.

3.1.4 Peel Healthy Development Index (2009)

The Peel Health Development Index was developed to assess the health impacts associated with development proposals, including proposed road and/or transportation works. The Health Development Index (HDI) considers seven elements of development projects that are known to be impactful on health. In the table below, the elements are compared to the preferred Design Option for the Denison Avenue Extension:

Element	Measure/Description
Density	<ul style="list-style-type: none"> • No impact on existing or future area development density
Land Use Mix	<ul style="list-style-type: none"> • No impact on existing or future land use mixes
Road Network and Sidewalk Characteristics	<ul style="list-style-type: none"> • Proposed improvements do not meet with the Complete Streets requirements as identified in the HDI (Section 5). However, design constraints as identified are not consistent with City of Brampton standard road design parameters for a Minor Collector Roadway. The proposed roadway will provide an additional sidewalk on the north side and sharrow lanes would be a bicycle-friendly design.
Aesthetics and Human Scale	<ul style="list-style-type: none"> • Not applicable
Service Proximity	<ul style="list-style-type: none"> • The proposed improvements would improve proximity to services by reducing distances travelled for pedestrians and/or cyclists to reach established transit stop locations and/or the GO Transit station north of Railroad Street.
Street Connectivity	<ul style="list-style-type: none"> • By extending the roadway between Mill Street and Park Street, connectivity is improved.
Parking	<ul style="list-style-type: none"> • Not applicable.



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3.1.5 Sustainable Community Development Guidelines

The Sustainable Community Development Guidelines (SCDG) provide a basis for the City to review development applications, with a focus on new development. The Guidelines assist the City with the evaluation of documents and technical reports provided in support of development applications, such as Community Design Guidelines and Urban Design Briefs, that describe the sustainable aspects of proposed developments, and how sustainable initiatives will be achieved.

The SCDG has four theme areas as shown below, intended to outline the required measures or standards of a sustainable community:



Recommendations for Alternative Planning Solutions and Design Options for the Denison Avenue Extension were developed and reviewed to ensure consistency with the goals and standards as outlined in the SCDG.

3.1.6 Previous Studies

No other previous studies for the Area were identified.

3.2 Agency, Public and Indigenous Community Consultation

Consultation with the Toronto Region Conservation Authority (TRCA), Aboriginal groups, utilities and community groups and other stakeholders was conducted as part of the study.

A Notice of Study Commencement was published and sent to area residents and property owners over the course of the final two weeks of January 2019. The Notice of Study Commencement was also sent to relevant provincial ministries, Region of Peel, utility agencies and Metrolinx.

Per the MECP streamlined EA process, a Project Information Form was completed and sent to the MECP for review on January 29, 2019. The MECP responded on February 22, 2019 and provided suggestions for Indigenous communities

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that the City may want to consult with regarding the project. As such, Notice of Study Commencement letters were subsequently sent the following;

- Six Nations of the Grand River;
- Haudenosaunee Confederacy of Chiefs Council;
- Mississaugas of the Credit First Nation; and,
- Huron-Wendat Nation

A Stakeholders Group Meeting was held on September 9, 2019. This was followed by a Public Information Centre meeting held on September 19, 2019.

4 FUTURE SOCIO-ECONOMIC ENVIRONMENT

The future socio-economic environment for the local area was evaluated in the context of the preferred design Alternative 1, as shown in the drawing appended to this report.

Socio-Economic Criteria	Potential Impacts	Mitigation
Future Land Use	There would be no impact to potential future land uses as identified in the Official Plan and/or Secondary Plan Amendments for the Downtown Brampton area.	None.
Property Impacts	There would be property impacts to 45 Mill Street North and 34 Park Street should the standard 23m wide right-of-way be implemented in the future. This would be subject to development applications involving those properties. Otherwise there are no anticipated impacts to existing residential land uses in the study area.	The future ROW would be subject to future development applications and property acquisition.
Development Activities	The extension of the roadway is compatible with future land uses and development activities (45 Railroad Street) in the project area and would potentially alleviate traffic within the adjacent residential neighbourhood. The extension would support future diversification of adjacent land uses and/or rezoning by creating increased connectivity and improving access for local traffic.	None.
Active Transportation	Area residents will be able to use the new Denison Avenue Extension as an alternate route for cyclists and pedestrians, both residential and commuter.	None.
Quality of Life (Health and Safety)	The extension of Denison Avenue will not create any long-term impacts to air quality; dust from construction will be temporary. Noise levels are	Street tree plantings in the boulevard of the proposed road extension, in addition to landscaping

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Socio-Economic Criteria	Potential Impacts	Mitigation
	not anticipated to be any higher because of the road extension.	included with the 45 Railroad Street Development will improve local air quality in addition to providing minor noise buffers.
Construction	Construction will be necessary.	Measures to reduce and/or limit disturbances to area residents during construction should be implemented including, but not limited to, restriction of work to a single season, restrictions on working days/times and strict enforcement on truck hauling routes, vibration monitoring and equipment cleaning prior
Aesthetics/Streetscaping	New roadway will provide additional streetscaping and place-making opportunities, including increased plantings and potential spaces for public art and or street furniture.	Detailed design will provide tree planting/landscaping plans.
Neighbourhood Connectivity	Neighbourhood connectivity will be improved because of providing an additional road and sidewalk connection between Park Street and Mill Street.	None.
Emergency Access	Emergency access will be improved as a result of providing an additional connection between Park Street and Mill Street.	None.

Prepared by:

Signature/Seal

[MP]



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TECHNICAL MEMORANDUM

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APPENDIX A - AMENDMENT OP2006-017 TO THE OFFICIAL PLAN



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 306-2008

To Adopt Amendment Number OP2006- **017**
to the Official Plan of the
City of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP2006- **017** to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this **10TH** day of **December** 200**8**.



 SUSAN FENNEL - MAYOR



 PETER FAY - CLERK

Approved as to Content:



 Adrian Smith, MCIP, RPP
 Director, Planning and Land Development Services

APPROVED AS TO FORM LAW DEPT. BRAMPTON
CG
DATE 01 12 08

AMENDMENT NUMBER OP2006 - **017**
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to change the land use designation of the lands shown outlined on Schedule A to this amendment to permit the development of the subject lands for an apartment building and commercial uses. The depiction of the east-west collector road (Denison Avenue Extension) by the subject lands is also revised to more appropriately reflect the potential alignment.

2.0 Location:

The lands subject to this amendment are located on the southwest corner of Mill Street North and Railroad Street. The property has a frontage of approximately 47 metres (154 feet) on Railroad Street, and is located in part of Lot 6, Concession 1, WHS, in the City of Brampton.

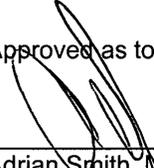
3.0 Amendments and Policies Relative Thereto:

The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

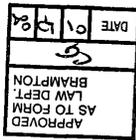
- (1) by adding to the list of amendments pertaining to Secondary Plan Area Number 7: Downtown Brampton Secondary Plan as set out in Part II: Secondary Plans, Amendment Number OP2006- 017 .
- (2) by changing on Schedule SP7(A) of Chapter 7 of Part II: Secondary Plans, the land use designation of the lands shown outlined on Schedule A to this amendment from "*Residential-Medium High/High Density*" to "*Commercial-Central Area Mixed Use*";
- (3) by revising on Schedule SP7(A) of Part II: Secondary Plans, the alignment of the "Transportation: Collector Road" as shown on Schedule A to this amendment;
- (4) by amending Appendix A of Chapter 7 of Part II: Secondary Plans, to include the subject lands within the 3.5 FSI designation as shown on Schedule B to this amendment; and,

- (5) by revising on Schedule SP7(B) of Part II: Secondary Plans, the alignment of the "Transportation: Collector Road" as shown on Schedule C to this amendment.

Approved as to Content:

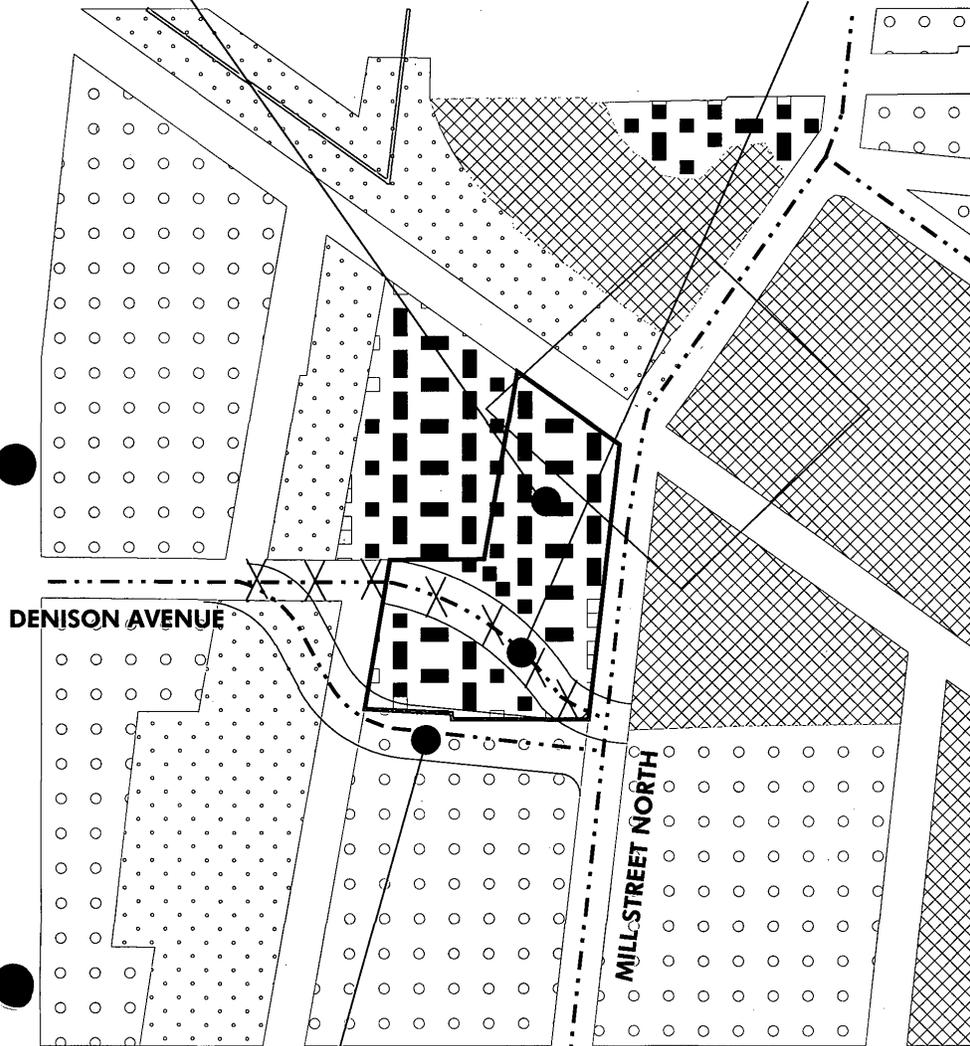


Adrian Smith, MCIP, RPP
Director, Planning and Land Development Services



**LANDS TO BE REDESIGNATED FROM
"RESIDENTIAL - MEDIUM HIGH/HIGH DENSITY"
TO "COMMERCIAL - CENTRAL AREA MIXED USE"**

**"TRANSPORTATION - COLLECTOR ROAD"
TO BE DELETED AND TO BE REDESIGNATED TO
"COMMERCIAL - CENTRAL AREA MIXED USE"**



"TRANSPORTATION - COLLECTOR ROAD" TO BE ADDED

EXTRACT FROM SCHEDULE SP7(A) OF THE DOCUMENT KNOWN AS THE DOWNTOWN BRAMPTON SECONDARY PLAN

LAND USE

— Subject Lands

RESIDENTIAL

Low Density

Medium High / High Density

COMMERCIAL

Central Area Mixed Use



Service Commercial

TRANSPORTATION



Transportation Facilities



Collector Road



Local Road



Grade Separation

OFFICIAL PLAN AMENDMENT OP06 #. 017

Schedule A



CITY OF BRAMPTON
Planning, Design and Development

Date: 2008 11 21

Drawn by: CJK

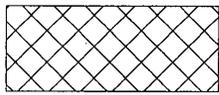
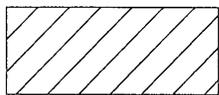
File no.C01W06.070opaa

Map no. 42-174

LANDS TO BE DESIGNATED "3.5 F.S.I."



EXTRACT FROM THE DOCUMENT KNOWN AS "APPENDIX A - DOWNTOWN BRAMPTON SECONDARY PLAN"

-  **Subject Lands**
-  **3.5 F.S.I.**
-  **2.0 F.S.I.**

OFFICIAL PLAN AMENDMENT OP06 #. 017

Schedule B



CITY OF BRAMPTON
Planning, Design and Development

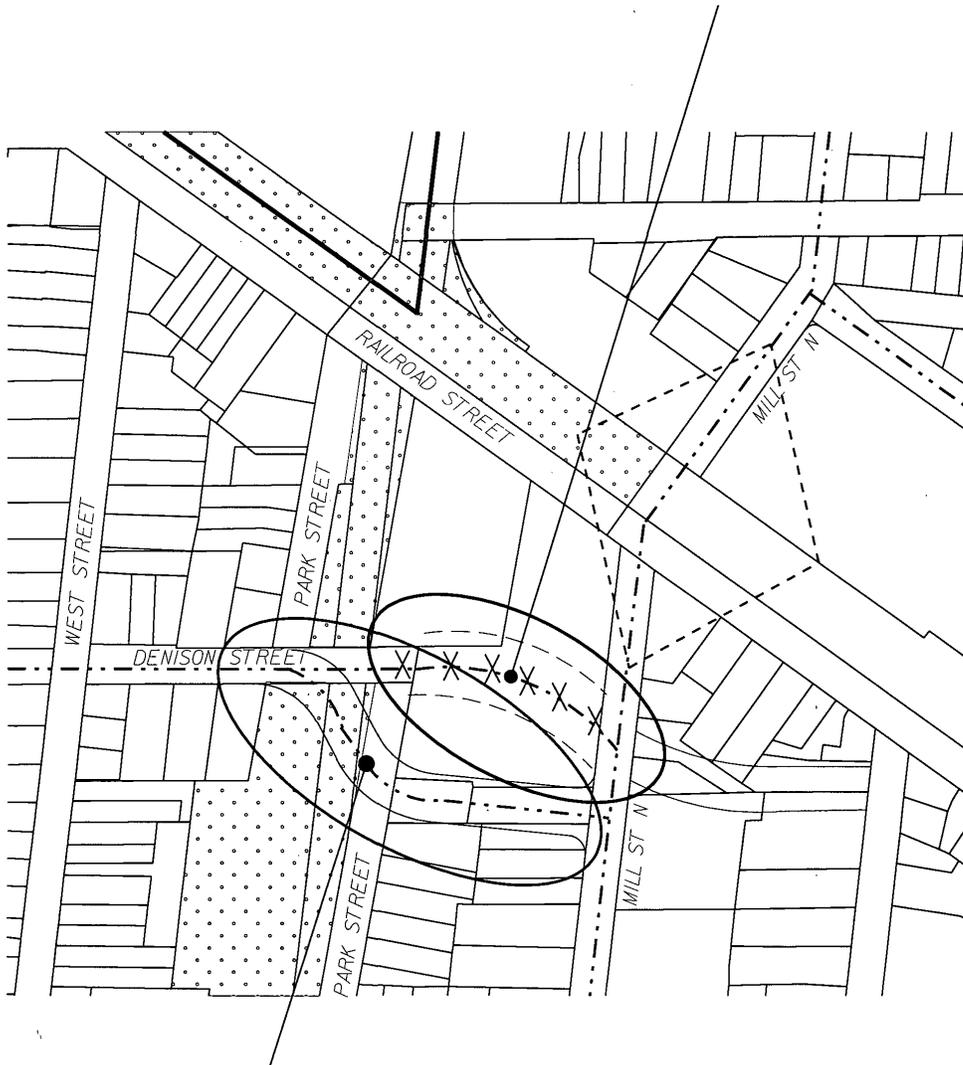
Date: 2008 11 05

Drawn by: CJK

File no. C01W06.070opaB

Map no. 42-174

PROPOSED COLLECTOR ROAD EXTENSION TO BE DELETED



PROPOSED COLLECTOR ROAD EXTENSION TO BE ADDED

EXTRACT FROM SCHEDULE SP7(B) OF THE DOCUMENT KNOWN AS THE DOWNTOWN BRAMPTON SECONDARY PLAN

TRANSPORTATION



Major Rail Line



Grade Separation



Minor Arterial Road



Proposed Grade Separation



Collector Road



Proposed Collector Road



Local Road

OFFICIAL PLAN AMENDMENT OP06 #. 017



CITY OF BRAMPTON
Planning, Design and Development

Date: 2008 11 25

Drawn by: CJK

File no. C01W06.070opaC

Map no. 42-174

Schedule C

In the matter of the *Planning Act, R.S.O. 1990*, as amended, sections 17 and 34:

And in the matter of the City of Brampton By-law 306-2008 being a by-law to adopt Official Plan Amendment OP2006-017 and By-law 307-2008 to amend Zoning By-law 270-2004, as amended – 45 Railroad Street Limited (File C01W06.070)

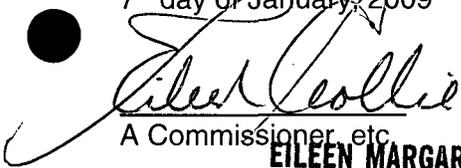
DECLARATION

I, Joan LeFeuvre, of the Town Halton Hills, in the Region of Halton, hereby make oath and say as follows

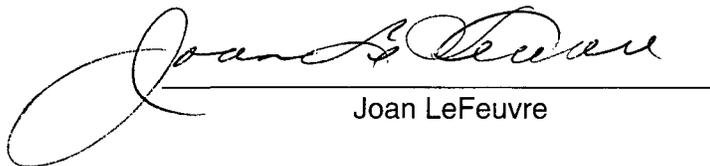
1. I am the Deputy Clerk of The Corporation of the City of Brampton and as such have knowledge of the matters herein declared:
2. By-law 306-2008 was passed by the Council of the Corporation of the City of Brampton at its meeting on the 10th day of December, 2008, to adopt Amendment Number OP2006-017 to the Official Plan of the City of Brampton Planning Area.
3. By-law 307-2008 was passed by the Council of the Corporation of the City of Brampton at its meeting held on the 10th day of December, 2008, to amend Zoning By-law 270-2004, as amended.
4. Written notice of By-law 306-2008 as required by section 17(23) and By-law 307-2008 as required by section 34(18) of the *Planning Act* was given on the 17th day of December, 2008, in the manner and in the form and to the persons and agencies prescribed by the *Planning Act, R.S.O. 1990* as amended.
5. No notice of appeal was filed under section 17(24) and section 34(19) of the *Planning Act* on or before the final date for filing objections.
6. In all other respect the Official Plan Amendment and Zoning By-law have been processed in accordance with all of the *Planning Act* requirements including regulations for notice.
7. OP2006-017 is deemed to have come into effect on the 7th day of January, 2008, in accordance with Section 17(27) of the *Planning Act, R.S.O. 1990*, as amended.
8. Zoning By-law 307-2007 is deemed to have come into effect on the 10th day of December, 2008, in accordance with Section 34(19) of the *Planning Act, R.S.O. 1990*, as amended.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED before me at the)
City of Brampton in the)
Region of Peel this)
7th day of January, 2009)



A Commissioner, etc.
EILEEN MARGARET COLLIE, A Commissioner
etc., Regional Municipality of Peel for
The Corporation of The City of Brampton
Expires February 2, 2011.



Joan LeFeuvre



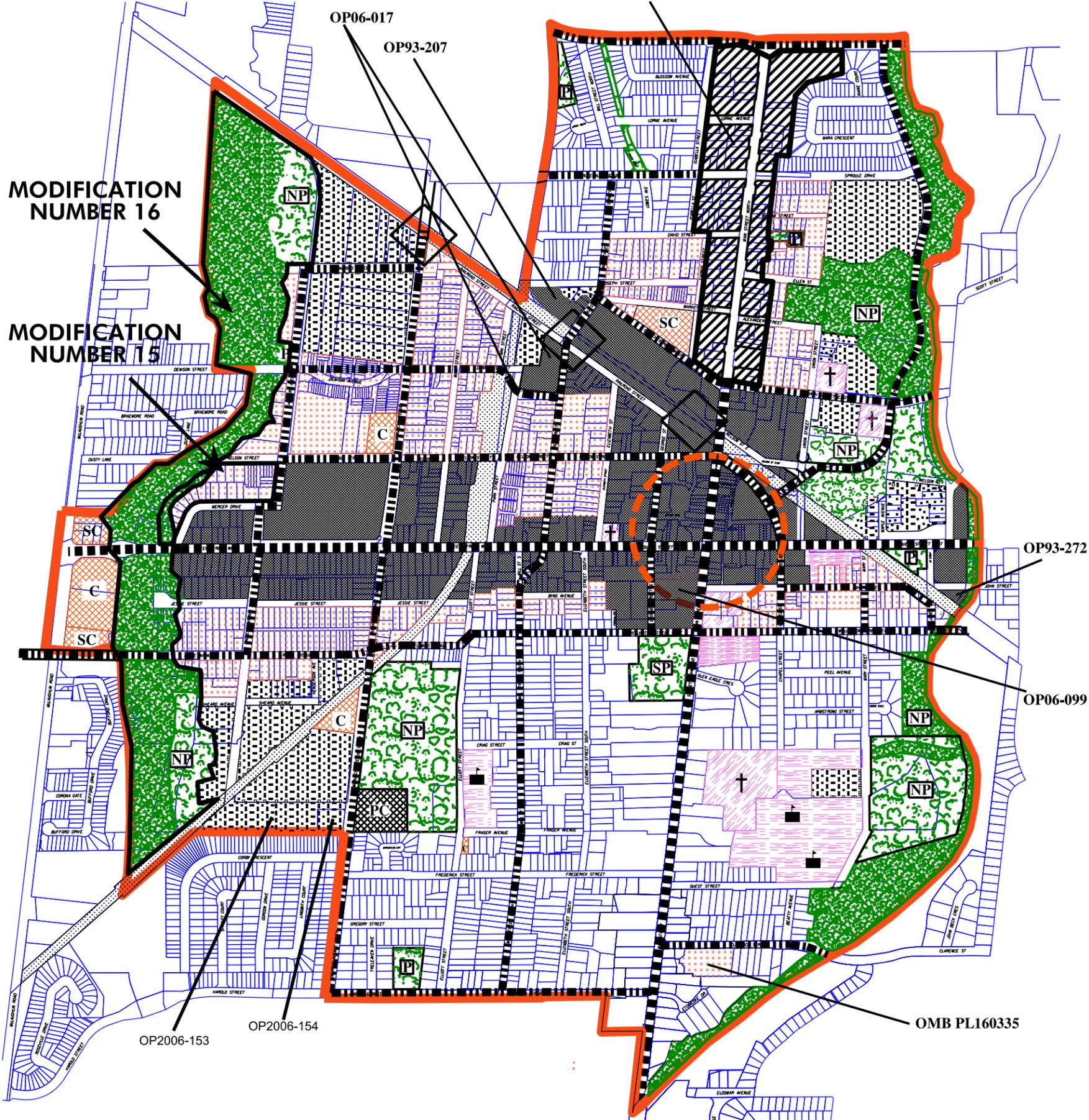
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TECHNICAL MEMORANDUM

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APPENDIX B – MAPS AND SCHEDULES FOR DOWNTOWN BRAMPTON SECONDARY PLAN



LAND USE

- Subject Lands
- RESIDENTIAL**
- Low Density
- Medium Density
- Medium High / High Density
- COMMERCIAL**
- Central Area Mixed Use
- SC Service Commercial
- HC Highway Commercial
- C Convenience Commercial
- Office Node
- Proposed Development Permit System Area:
Main Street North Development Permit System Area

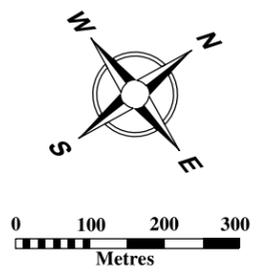
PUBLIC OPEN SPACE

- P Parkette
- SP Specialized Park
- NP Neighbourhood Park
- Valley Land
- PC Private Commercial / Recreation
- INSTITUTIONAL**
- Institutional
- + Place of Worship
- School

TRANSPORTATION

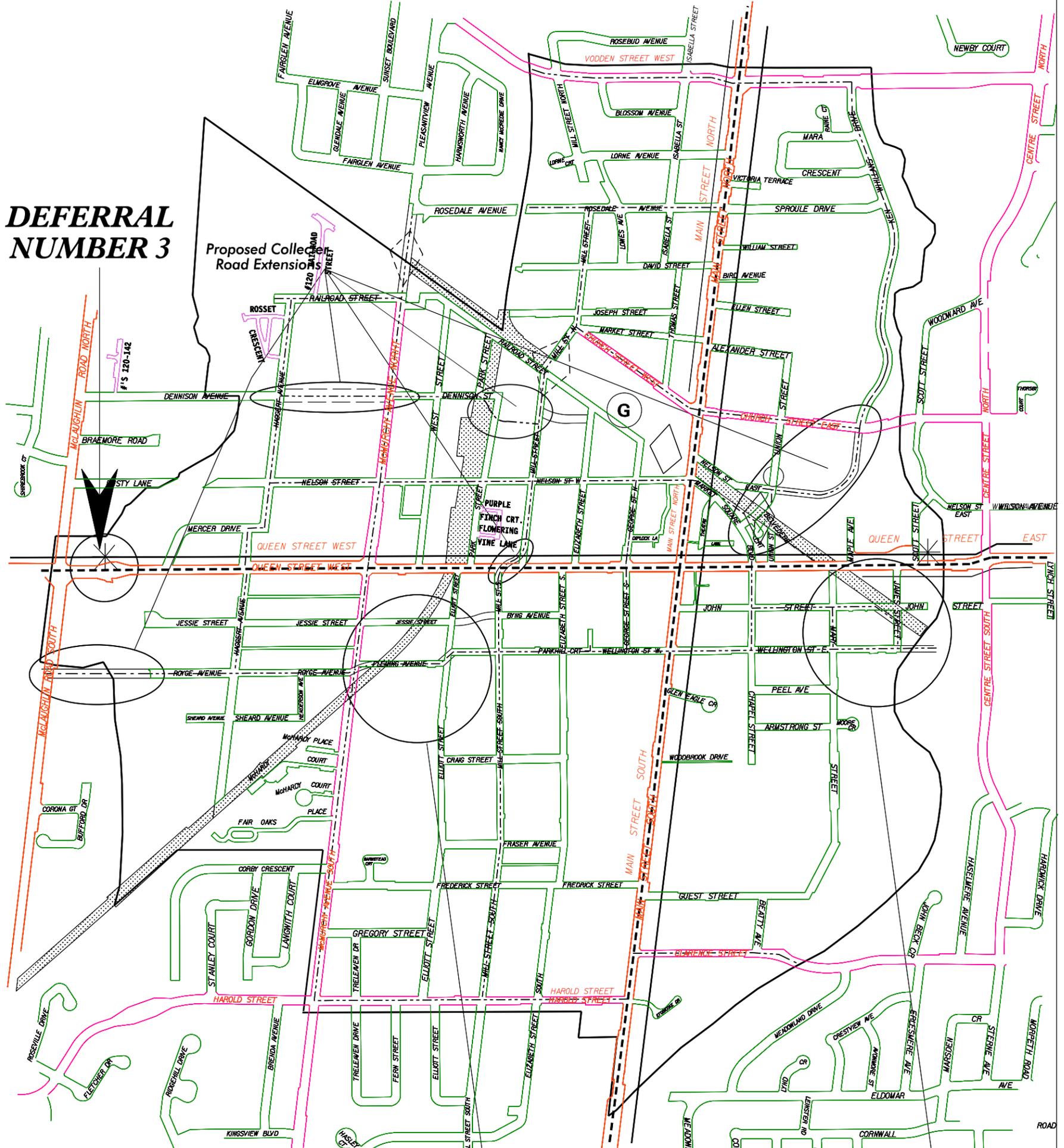
- Transportation Facilities
- Minor Arterial Road
- Collector Road
- Local Road
- Grade Separation

**OFFICE CONSOLIDATION
THE DOWNTOWN BRAMPTON SECONDARY PLAN
SECONDARY PLAN AREA 7
SCHEDULE SP7(A)**



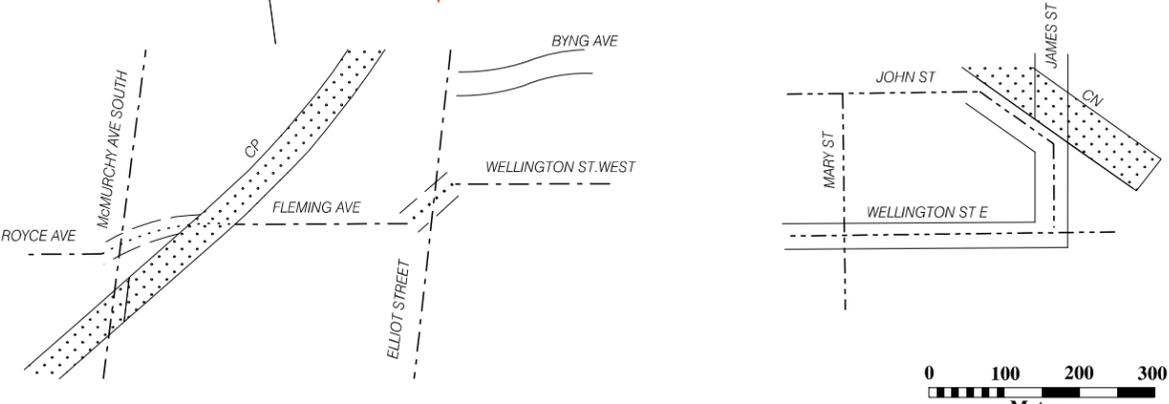
DEFERRAL NUMBER 3

Proposed Collector Road Extensions



- TRANSPORTATION**
- Major Rail Line
 - Minor Arterial Road
 - Collector Road
 - Local Road
 - Grade Separation
 - Proposed Collector Road
 - Proposed Grade Separation
 - Bicycle Trails (Right - of - Ways)
 - Go Rail Transit Station
 - Pedestrian / Bicycle Trail Links
 - High Occupancy Vehicle Lane / Reserve Bus Lane

SUBJECT LANDS

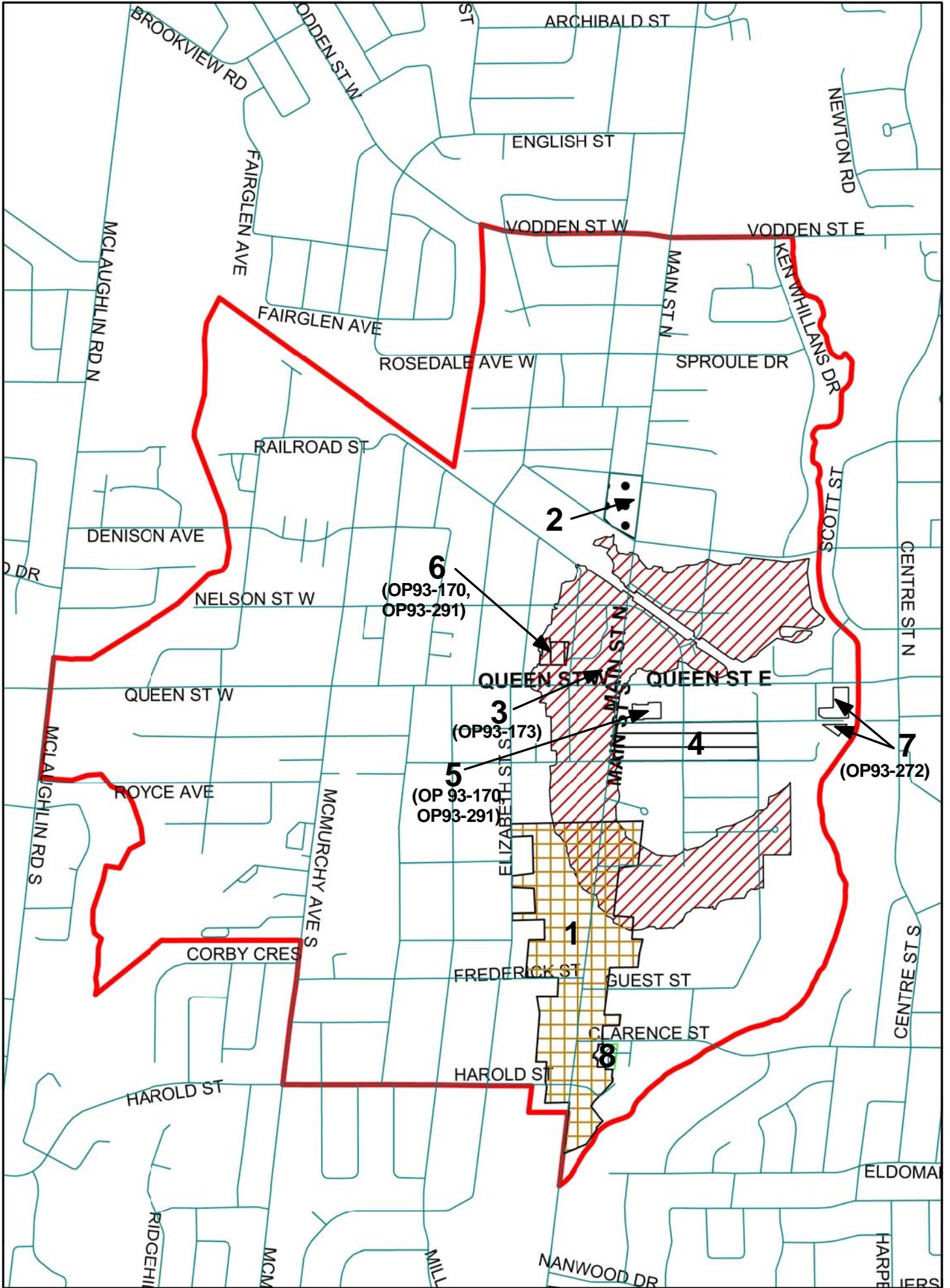


Schedule SP7(B) to the Downtown Brampton Secondary Plan

CITY OF BRAMPTON
Planning and Infrastructure Services

Date: Feb. 2010 Drawn by: JRB

File no.SP07_SchedB_Transportation_022010.dgn

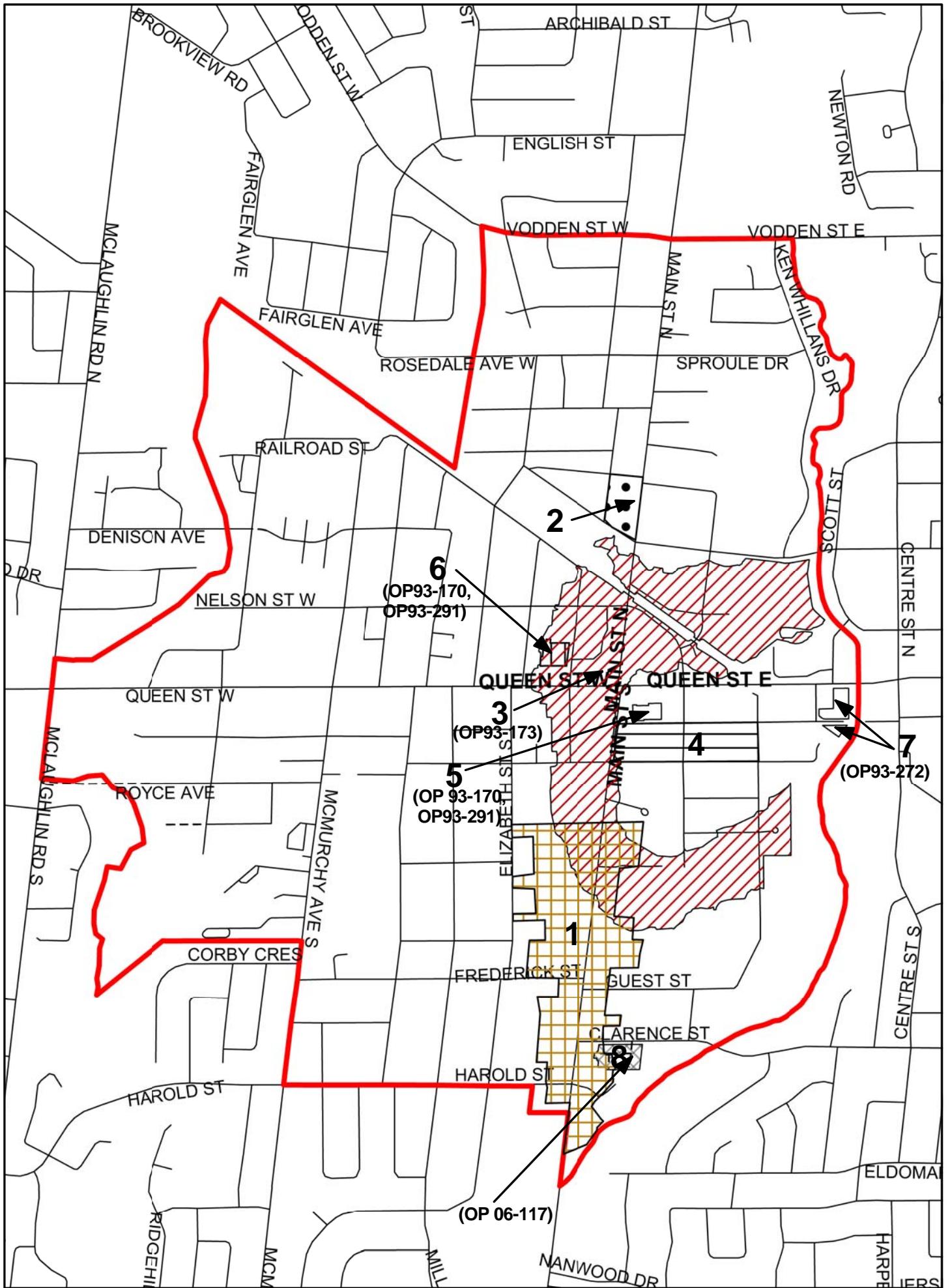


- | | | | | | |
|--|---|---|---|---|---------------------------|
|  | SUBJECT LANDS |  | SPECIAL POLICY AREA NO. 3 |  | SPECIAL POLICY AREA NO. 6 |
|  | SPECIAL POLICY AREA NO. 1 (Refer to Policy 5.6.1) |  | SPECIAL POLICY AREA NO. 4 |  | SPECIAL POLICY AREA NO. 7 |
|  | SPECIAL POLICY AREA NO. 2 |  | SPECIAL POLICY AREA NO. 5 (Refer to Policy 5.6.5) |  | SPECIAL POLICY AREA NO. 8 |

DOWNTOWN BRAMPTON SECONDARY PLAN

SECONDARY PLAN AREA 7

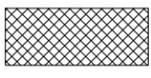
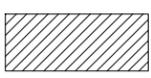
SCHEDULE SP7(C)



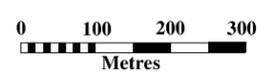
- | | | | | | |
|--|---|---|---|---|---------------------------|
|  | SUBJECT LANDS |  | SPECIAL POLICY AREA NO. 3 |  | SPECIAL POLICY AREA NO. 6 |
|  | SPECIAL POLICY AREA NO. 1 (Refer to Policy 5.6.1) |  | SPECIAL POLICY AREA NO. 4 |  | SPECIAL POLICY AREA NO. 7 |
|  | SPECIAL POLICY AREA NO. 2 |  | SPECIAL POLICY AREA NO. 5 (Refer to Policy 5.6.5) |  | SPECIAL POLICY AREA NO. 8 |

DOWNTOWN BRAMPTON SECONDARY PLAN SECONDARY PLAN AREA 7 SCHEDULE SP7(C)



- Subject Lands
-  3.5 F.S.I.
-  2.0 F.S.I.

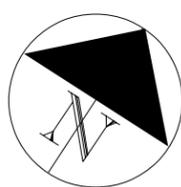
NOTE : The figures on this map show the maximum floor space index (F.S.I.) assigned to lands designated Mixed - Use within the Downtown Brampton Secondary Plan of the Brampton Central Area.



**THE DOWNTOWN BRAMPTON SECONDARY PLAN
SECONDARY PLAN AREA 7**

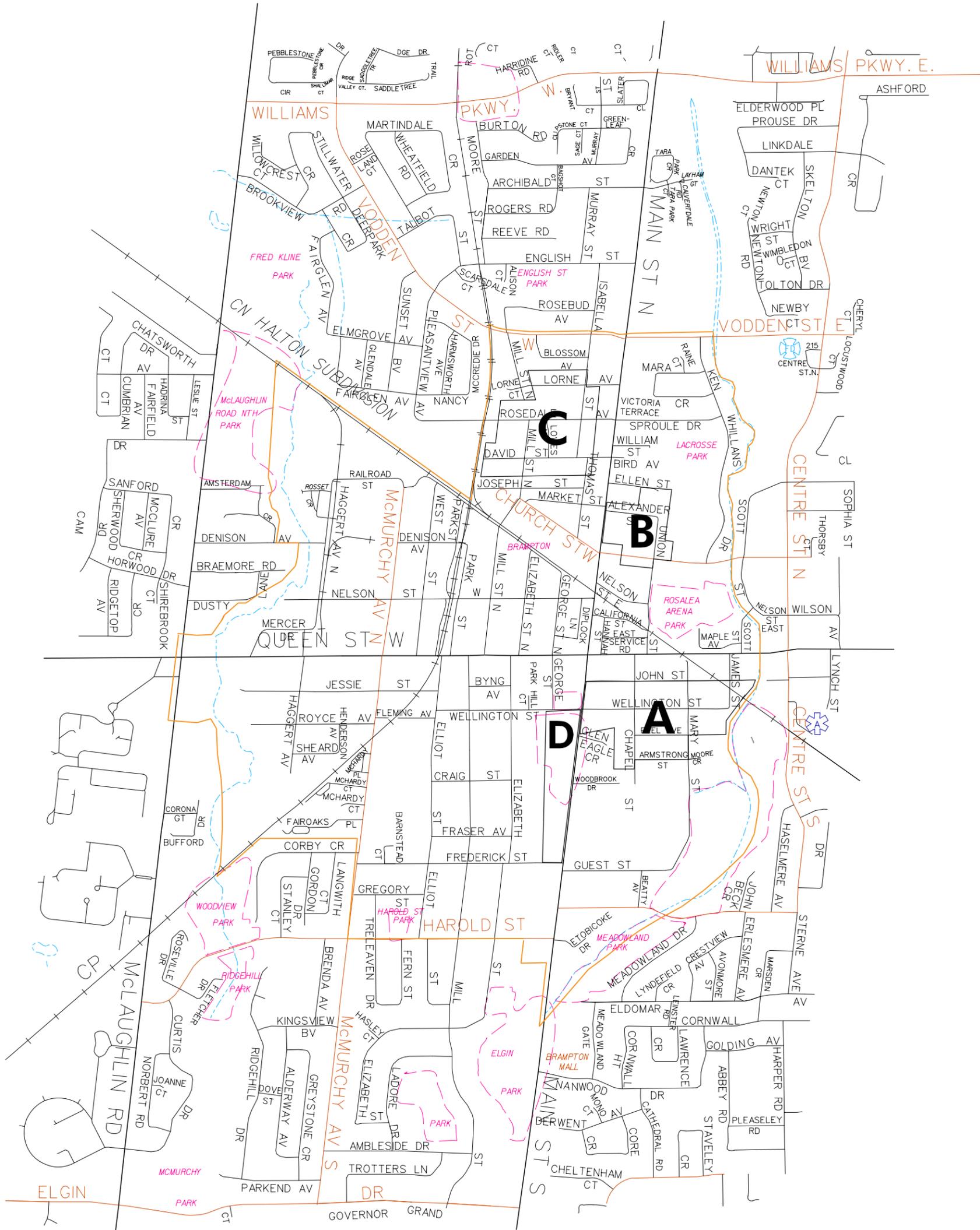
APPENDIX A

Central Area Mixed - Use Density Limits

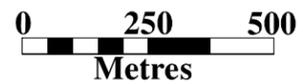


CITY OF BRAMPTON
Planning and Infrastructure Services

Date: DECEMBER 2015 Drawn by: CJK
File: SP07_AppxA_FSI_022010.dgn



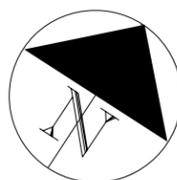
-  SUBJECT LANDS
-  WELLINGTON / CHAPEL
-  CHURCH / ALEXANDER
-  ISABELLA / ROSEDALE
-  MAIN STREET SOUTH



**THE DOWNTOWN BRAMPTON SECONDARY PLAN
SECONDARY PLAN AREA 7**

APPENDIX C

Prospective Heritage Conservation District Study Areas

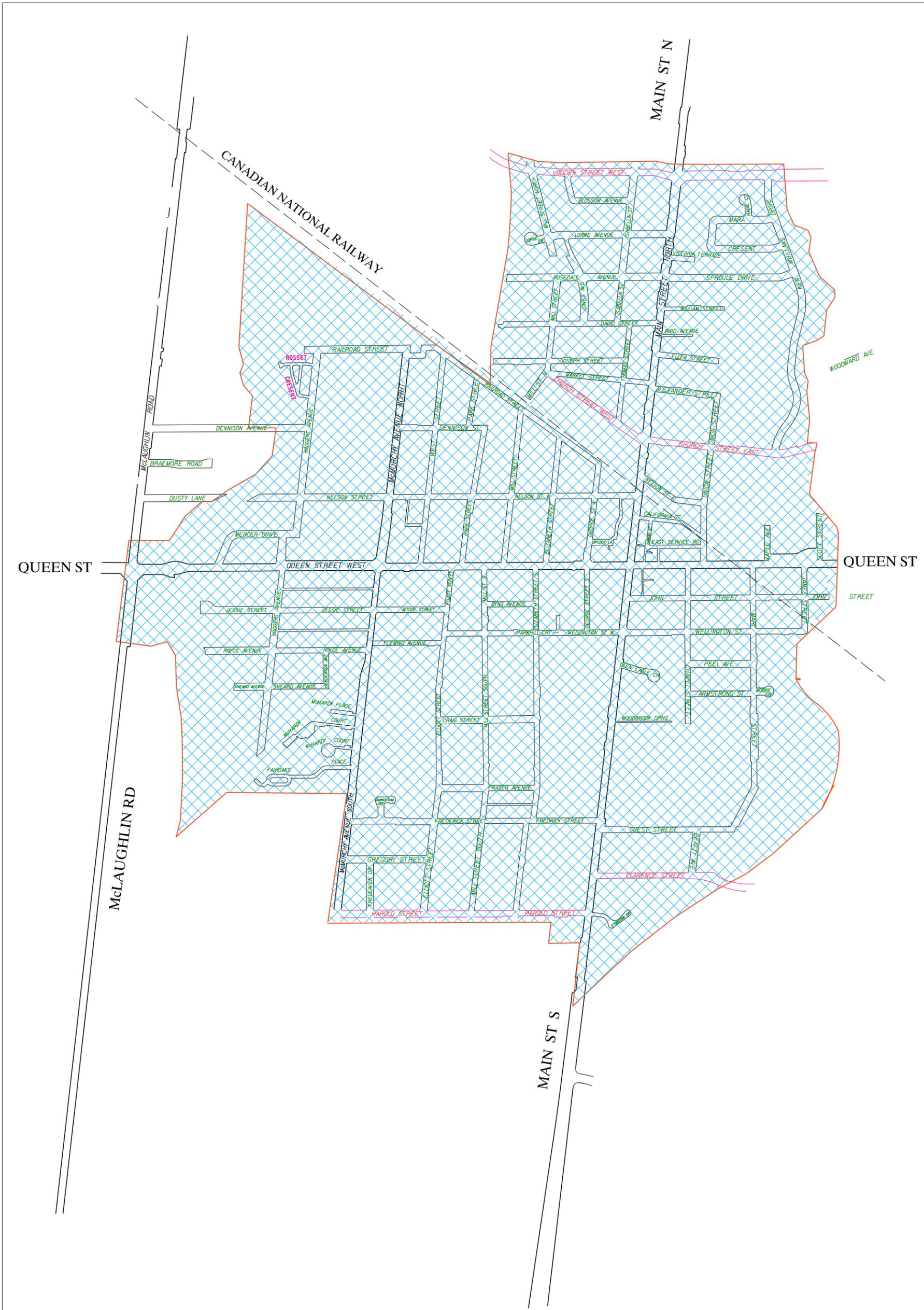


CITY OF BRAMPTON
Planning and Development

Date: Feb. 2010

Drawn by: JK

File: SP07_AppxC_022010.dgn

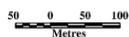
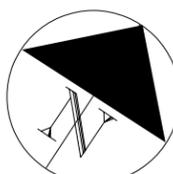


Last Amendment No.: OP93-63

**THE DOWNTOWN BRAMPTON SECONDARY PLAN
SECONDARY PLAN AREA 7**

APPENDIX D

Central Area - Community Improvement Area



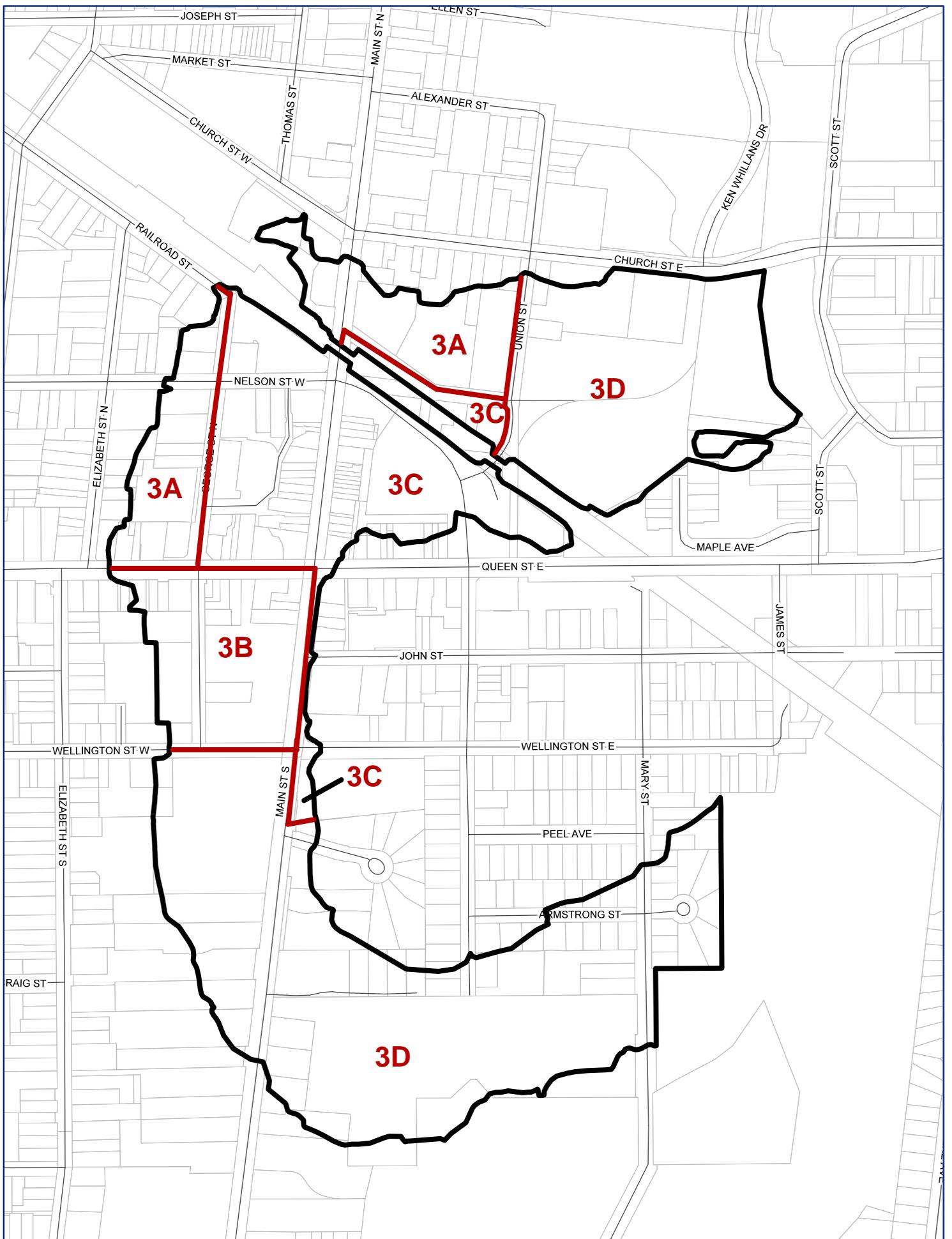
CITY OF BRAMPTON
Planning and Building

Date: Feb. 2010

Drawn by: JRB

File: SP07_AppxD_022010.dgn

Map no.



SCHEDULE SP7(C2) - SPECIAL POLICY AREA 3 AND SUB AREAS

-  SPECIAL POLICY AREA 3 BOUNDARY
-  Special Policy Area 3A
-  Special Policy Area 3B
-  Special Policy Area 3C
-  Special Policy Area 3D
-  Parcels
-  Streets



PLANNING, DESIGN & DEVELOPMENT
 Date: 2013/08/07 Drawn By: CJK
 File: P26_SP007_HACE_AND_SPECIAL_POLICY

**DOWNTOWN BRAMPTON SECONDARY PLAN
 Secondary Plan Area 7
 Schedule SP7(C2)**

SPECIAL POLICY AREA 3 AND SUB AREAS