



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 269-87

To adopt Amendment Number 128
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, 1983, hereby ENACTS as follows:

1. Amendment Number 128 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 128 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL,

this 9th day of November, 1987.



KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

ORIGINAL

by kw 269-87

AMENDMENT NUMBER 128
to the Official Plan of the
City of Brampton Planning Area

21-0P 0031-128-1

Amendment No. 128
to the
Official Plan for the
City of Brampton Planning Area

This Amendment No. 128 to the Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved under section 17 of the Planning Act, 1983, as Amendment No. 128 to the Official Plan for the City of Brampton Planning Area.

Date .. *Jan 13, 1988*



L. J. FINCHAM
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 269-87

To adopt Amendment Number 128
to the Official Plan of the
City of Brampton Planning
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The council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 128 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 128 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL,

this 9th day of November, 1987.

KENNETH G. WILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

CERTIFIED A TRUE COPY

City Clerk
City of Brampton

NOV 16 1987

AMENDMENT NUMBER 128
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON
PLANNING AREA

1.0 Purpose

The purpose of this amendment is to:

- redesignate lands located at the south-west corner of Main Street North and Church Street from "Highway Commercial" to "Downtown Commercial"; and,
- establish special policy area provisions to permit the use of lands located north of the C.N. Railway, south of Church Street West for either "Transportation Facilities" or "Downtown Commercial Purposes".

2.0 Location

The lands subject to this amendment are located south of Church Street and west of Main Street North, being part of Lot 6, Concession 1, W.H.S., in the former Town of Brampton, now in the City of Brampton.

3.0 Amendment and Policies Relative Thereto:

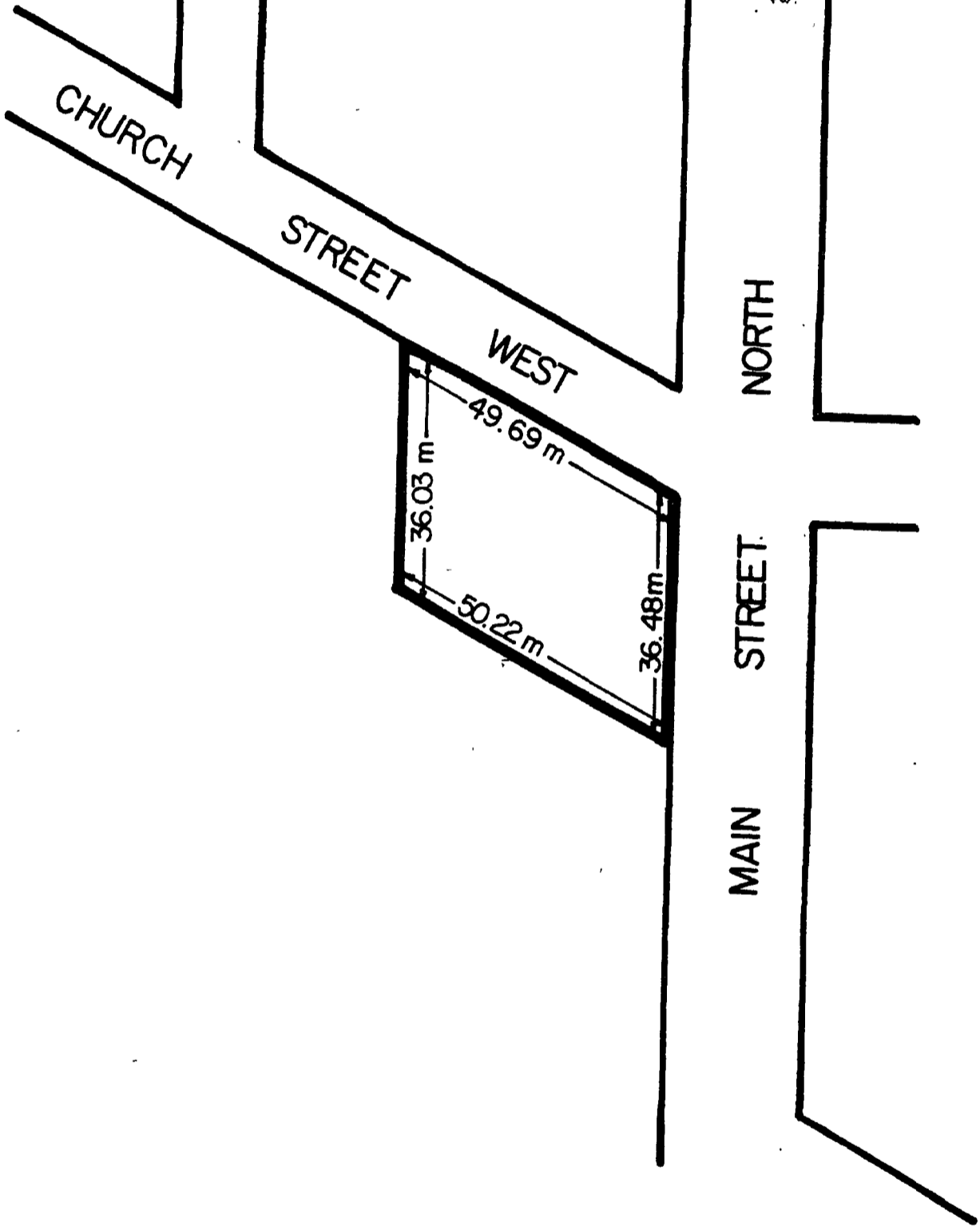
The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by adding thereto, to the list of amendments pertaining to Secondary Plan Area Number 7, set out in the first paragraph of subsection 7.2.7.7., Amendment 128 A.
- (2) by changing, on Schedule SP7(a) thereto, the land use designation of the lands shown outlined on Schedule A to this amendment from "Highway Commercial" to "Downtown Commercial";
- (3) by adding, to the legend of Schedule SP7(c) Special Policy Areas thereto, the following:

"Special Policy Area 3 (Refer to Policy 3.7.3.)"
- (4) by identifying, on Schedule SP7(c) Special Policy Areas thereto the lands shown outlined on Schedule B to this amendment, as Special Policy Area 3; and,

- (5) by adding to section 3.7 of Chapter 7 of Part IV thereof, the following:

"3.7.3. The lands shown outlined as Special Policy Area 3 on Schedule SP7(c), shall be used for "Transportation Facilities" in accordance with section 3.8 of this chapter. In the event that these lands are not required for Transportation Facilities by the appropriate rail and transit authorities, Special Policy Area 3 may be used for "Downtown Commercial" purposes in accordance with section 3.1.1 of this chapter, without an amendment to this Plan.



LANDS SUBJECT TO THIS AMENDMENT

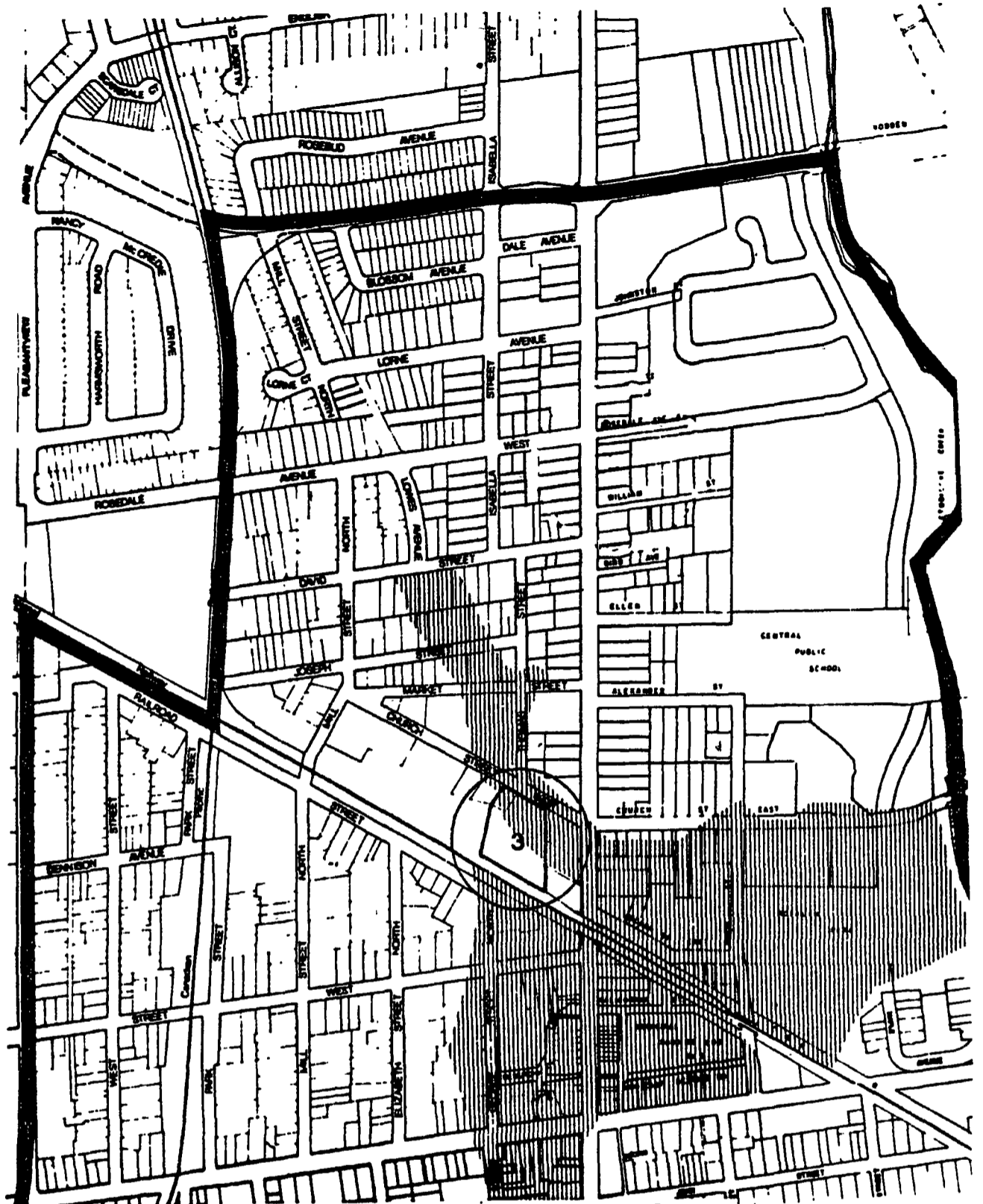
OFFICIAL PLAN AMENDMENT No. 128
 Schedule A








1:950

CITY OF BRAMPTON
 Planning and Development

Date: 87 07 20 Drawn by: RB
 File no. CIW6.33 Map no. 42-95K



Brampton Central Planning Area
Special Policy Areas
Schedule SP7(c)

-  Lands Subject to this Amendment
-  Central Planning Area Boundary
-  Special Policy Area 1 (Refer to Policy 3.7.1)
-  Special Policy Area 2 (Refer to Policy 3.7.2)
-  Special Policy Area 3 (Refer to Policy 3.7.3)

OFFICIAL PLAN AMENDMENT No. 128
 Schedule B



1:6500

CITY OF BRAMPTON
 Planning and Development

Date: 87 07 20 Drawn by: RB
 File no. CIW6.33 Map no. 42-95L

BACKGROUND MATERIAL
TO AMENDMENT NUMBER 128

Attached is a copy of reports to Planning Committee dated July 29, 1987 and September 10, 1987. Also attached are the notes of the public meeting held with respect to the amendment on Wednesday, October 7, 1987.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

September 10, 1987

TO: The Chairman and Members of
Planning Committee

FROM: Planning and Development Department

RE: Proposed Central Area Extension
Our File Number: D10 and CIW6.33

BACKGROUND

At its meeting of August 4, 1987 Planning Committee considered a proposal to:

- redesignate certain lands north of the C.N. Railway for "Downtown Commercial" purposes; and,
- expand the Central Area Boundary to encompass all those lands designated for "Downtown Commercial" purposes north of the C.N. Railway (for parking exemption purposes).

Subsequently, Planning Committee resolved that:

"The proposed central area extension be deferred until the September 21, 1987 Planning Committee, so that all concerns are addressed."

Accordingly, it is the purpose of this report to:

- clarify the intent and effect of the proposed Central Area Extension; and,
- respond to specific concerns of Planning Committee.

INTENT AND EFFECT OF THE PROPOSAL

The attached report to Planning Committee (dated July 29, 1987) recommended:

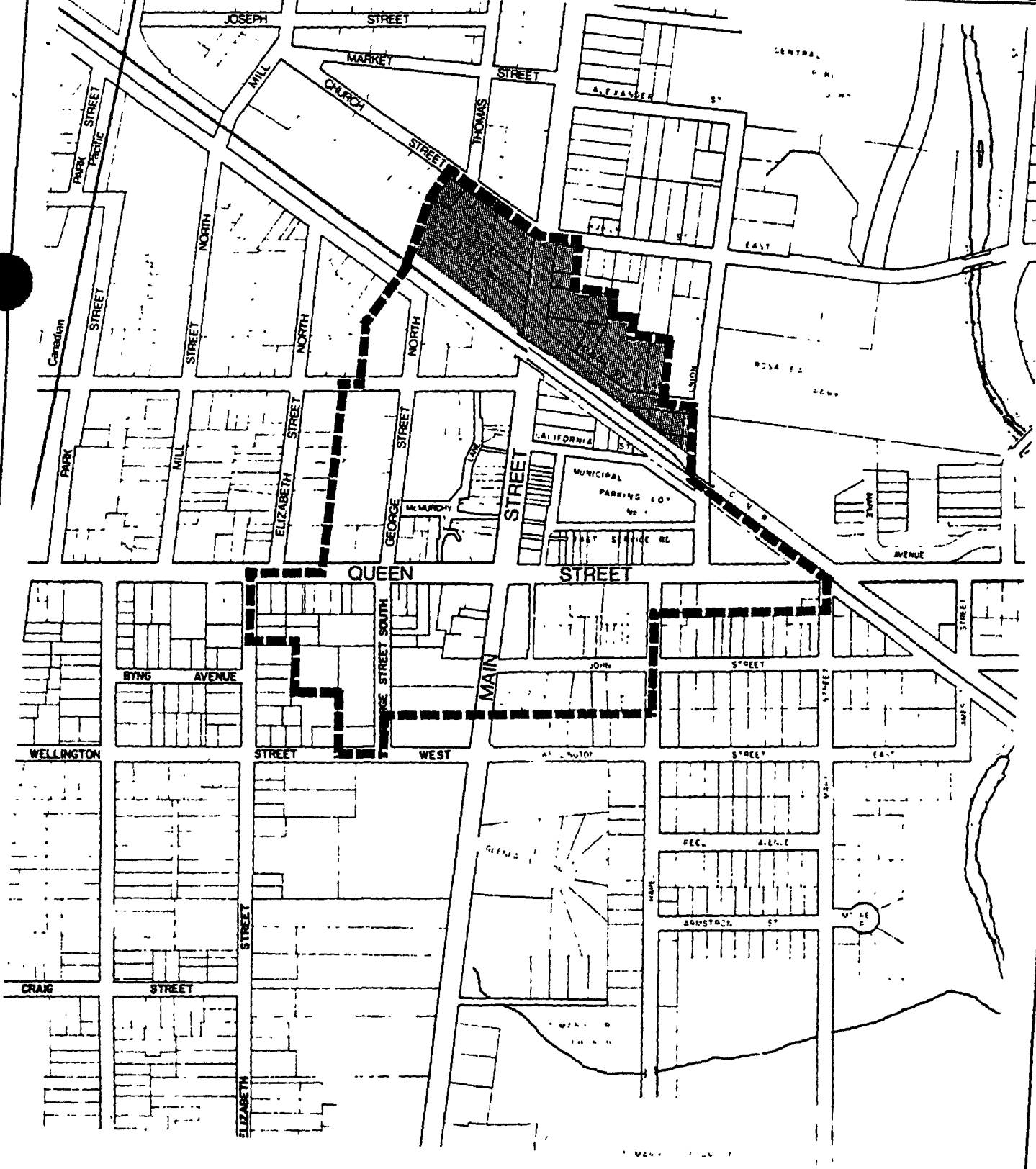
- the redesignation of the south-west corner of Main Street North and Church Street from "Highway Commercial" to "Downtown Commercial"; and,
- the establishment of special policy area provisions to permit both "Transportation Facilities" and "Downtown Commercial" uses on lands currently designated only for rail transit facilities in the Brampton Central Secondary Plan.

Given these proposed redesignations, it was found appropriate to extend the Central Area Boundary to encompass the affected lands, for parking exemption purposes. (Refer to Map 1 attached). Other lands contemplated for inclusion in the Central Area are those east of Main Street, north of the C.N. Railway, which are also currently designated for "Downtown Commercial" purposes in the Brampton Central Secondary Plan.

The extension of the Central Area Boundary would only affect Schedule B-2, of By-law 200-82 (former Town of Brampton, Comprehensive Zoning By-law) which delineates the area subject to the parking requirements for commercial development/redevelopment. This is appropriate since:

- all commercial uses would be subject to the parking standards which have been designed specifically for downtown development; and,
- parking demand within the proposed expansion area could be satisfied, to a large extent, by parking facilities at the Rosalea, Queen and Nelson Square lots.

Hence, the only rationale for the extension of the Central Area Boundary is to:



MAP I

 Proposed Central Area Boundary
 Expansion Area



1:6500

CITY OF BRAMPTON
 Planning and Development

Date: 87 07 20 Drawn by: RB
 File no. CIW6.33 Map no. 42-95 I

- consolidate all lands designated for "Downtown Commercial" purposes in the Brampton Central Secondary Plan; and,
- ensure that all commercial development is subject to the parking requirements established specifically for the downtown.

In this regard, the proposed Central Area Extension will not have any impact on other administrative or long range planning boundaries related to the downtown (e.g. Business Improvement Areas, Community Improvement Areas or land use designations). Accordingly, there is no practical purpose in extending the Central Area Boundary to encompass other lands that are not designated for "Downtown Commercial" purposes.

It should be emphasized that the limits of the "Downtown Commercial" land use designation were recently established when Council approved the Brampton Central Secondary Plan in June of 1985 (approved by the Minister of Municipal Affairs in November of 1986). This involved extensive public consultation and technical analysis to determine the extent of commercial development desired in the downtown. It is not appropriate, at this time, to contemplate the redesignation of additional lands for "Downtown Commercial" purposes, in absence of specific development initiatives.

It should also be emphasized that commercial redevelopment within the proposed expansion area would be exempt from the parking requirements of By-law 200-82 (including the current proposal by G. Theodorakopolous, Our File C1W6.33, at the south-west corner of Main and Church Streets). However, it is evident that, in absence of on-site parking, redevelopment within the expansion area would increase parking usage in the downtown. Accordingly, it would be appropriate to require development proponents within the expansion area to contribute to downtown parking development, if such usage reaches 75 percent of capacity, in accordance with the City's recently approved downtown parking policy. Such contributions should be

secured at the time of redevelopment, through the receipt of a letter of credit. This security could be drawn upon if:

- the 75 percent usage level is attained when the George Street, Queen Square and Nelson Square parking facilities become operational; and,
- the downtown parking requirements become effective in accordance with By-law 200-82.

Alternatively, the letter of credit could be released if the 75 percent usage level is not achieved. This adjustment ensures that development proponents within the current Central Area Boundary, and the expansion area equally contribute to parking, if warranted by demand.

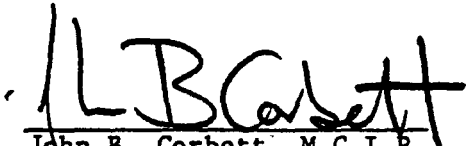
CONCLUSION AND RECOMMENDATIONS

The extension of the Central Area Boundary to encompass lands designated for "Downtown Commercial" purposes north of the C.N. Railway, has been found to be justifiable. Since the proposed Central Area Extension only relates to parking requirements for commercial development, there is no practical purpose in extending the boundary to encompass lands not designated "Downtown Commercial" in the Brampton Central Secondary Plan. Accordingly, it is recommended that:


- 1) A public meeting be convened in accordance with City Council's procedures;
- 2) Subject to the results of the public meeting, staff be directed to submit the appropriate documents to City Council; and,
- 3) That a letter of credit be secured from development proponents within the expansion area (including the current proposal by G. Theodorakopolous, Our File CIW6.33) to satisfy cash-in-lieu of parking not provided on-site, in accordance with the City's Downtown Parking Policy. Such letters of credit are to be released if


parking usage does not increase to 75 percent of capacity, when the George Street, Queen Square and Nelson Square parking facilities become operational.

Respectfully submitted,


John B. Corbett, M.C.I.P.
Policy Planner

AGREED:


F.R. Dalzell, Commissioner of
Planning and Development


J.A. Marshall
Director of Planning Policy
and Research

Attachment

JBC/am/15

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

July 29, 1987

TO: The Chairman and Members of
Planning Committee

FROM: Planning and Development Department

RE: Proposed Central Area Extension
Our File Numbers: D10 and CIW6.33

BACKGROUND

A proposal is currently under consideration by Planning Committee to redevelop the south-west corner of Main Street North and Church Street with retail and office uses (G. Theodorakopoulos - Our File: CIW6.33). A review of this proposal has:

- highlighted the development potential of the area generally north of the C.N. Railway for downtown commercial purposes; and,
- identified an opportunity to extend the limits of the "Central Area", north of the C.N. Railway.

In this regard, the development proponent has specifically requested that these lands, and others, if deemed appropriate, be incorporated within the Central Area for planning purposes. Accordingly, it is the purpose of this report to:

- identify those lands north of the C.N. Railway which are appropriate for inclusion within the Central Area; and,
- recommend an appropriate implementation procedure.

CURRENT PLANNING STATUS

Lands along Main Street, north of the C.N. Railway are subject to the land use provisions of the Brampton Central Secondary Plan. (Official Plan Amendment Number 58, approved by the Minister of Municipal Affairs on November 12, 1986) Map 1 illustrates the land use designations as they apply to this locality. The former automobile service station site at the south-west corner of Main Street North and Church Street is designated "Highway Commercial". Lands to the south of this site are designated "Downtown Commercial". Abutting lands to the west are designated "Transportation Facilities".

Lands to the east of Main Street, south of Church Street are predominantly designated "Downtown Commercial".

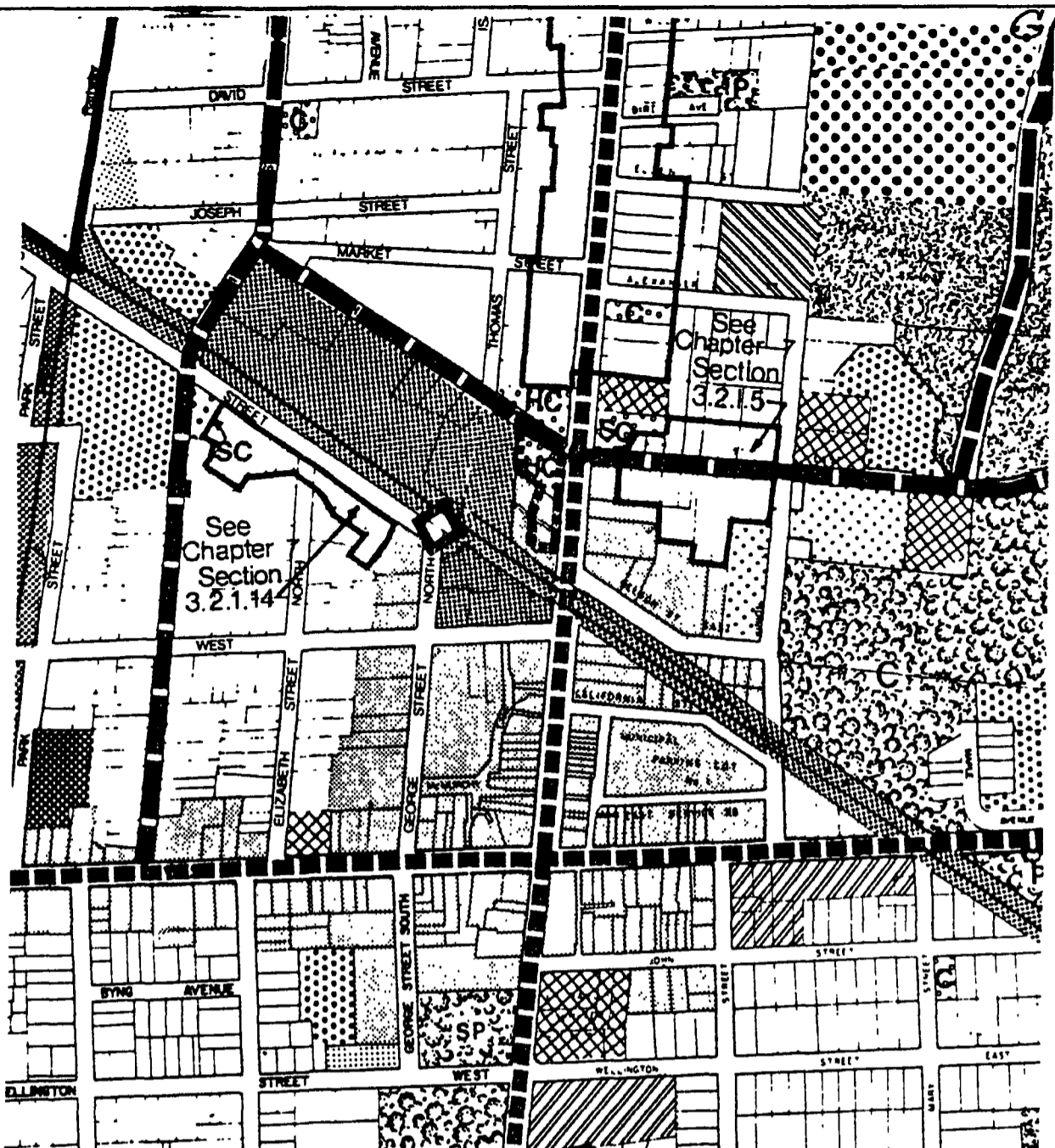
By-law 200-82 (former Town of Brampton Area Comprehensive Zoning By-law) zones the south-west corner of Church and Main Streets as "Highway Commercial (HC)". Surrounding lands are zoned predominantly as "General Commercial (GC)".

Schedule B-2 of By-law 200-82 (Map 2) delineates the boundaries of the Central Area. Within this area, commercial development is exempt from the parking requirements of By-law 200-82. This area will also be subject to the City's Downtown Parking Policy, recently approved by City Council.

Map 2 also delineates the Business Improvement Area boundary, which extends north of the C.N. Railway.

ANALYSIS

As noted previously, recent proposals have highlighted development opportunities north of the C.N. Railway. In particular, Map 3 depicts the site of the current proposal at the south-west corner of Church and Main Streets. (Part 1). To implement the development proposal, an official



Brampton Central Planning Area

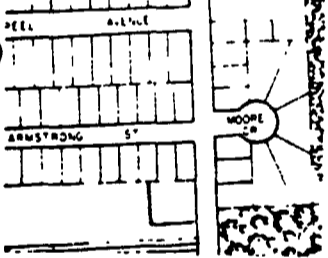
Land Use — Brampton Central Secondary Plan Area

- RESIDENTIAL**
- Low Density
 - ▨ Medium Density
 - ▩ Medium High Density
 - ▧ High Density
- COMMERCIAL**
- ▤ Downtown Commercial
 - ▥ Service Commercial
 - ▦ Highway Commercial
 - ▧ Convenience Commercial
 - ▨ Private Commercial - Recreation

- PUBLIC OPEN SPACE**
- ▩ Community Park
 - ▧ Specialized Park
 - ▦ Parkette
- HAZARD LANDS**
- ▥ Hazard Lands
- INSTITUTIONAL**
- ▦ Institutional
 - ▧ Church
 - ▨ School
- INDUSTRIAL**
- ▩ Light Industrial

Schedule SP7(a)

- TRANSPORTATION**
- ▩ Transportation Facilities
 - ▧ Major Arterial Road
 - ▦ Collector Road
 - ▥ Minor Collector Road
 - ▤ Local Road
 - ▣ Proposed Grade Separation
 - ▨ Special Study Area



Scale: 1:5700
Date: Nov. 1984

Redevelopment Proposal
(Theodorakopoulos)
Brampton Central Secondary Plan
Land Use Designations MAP 1

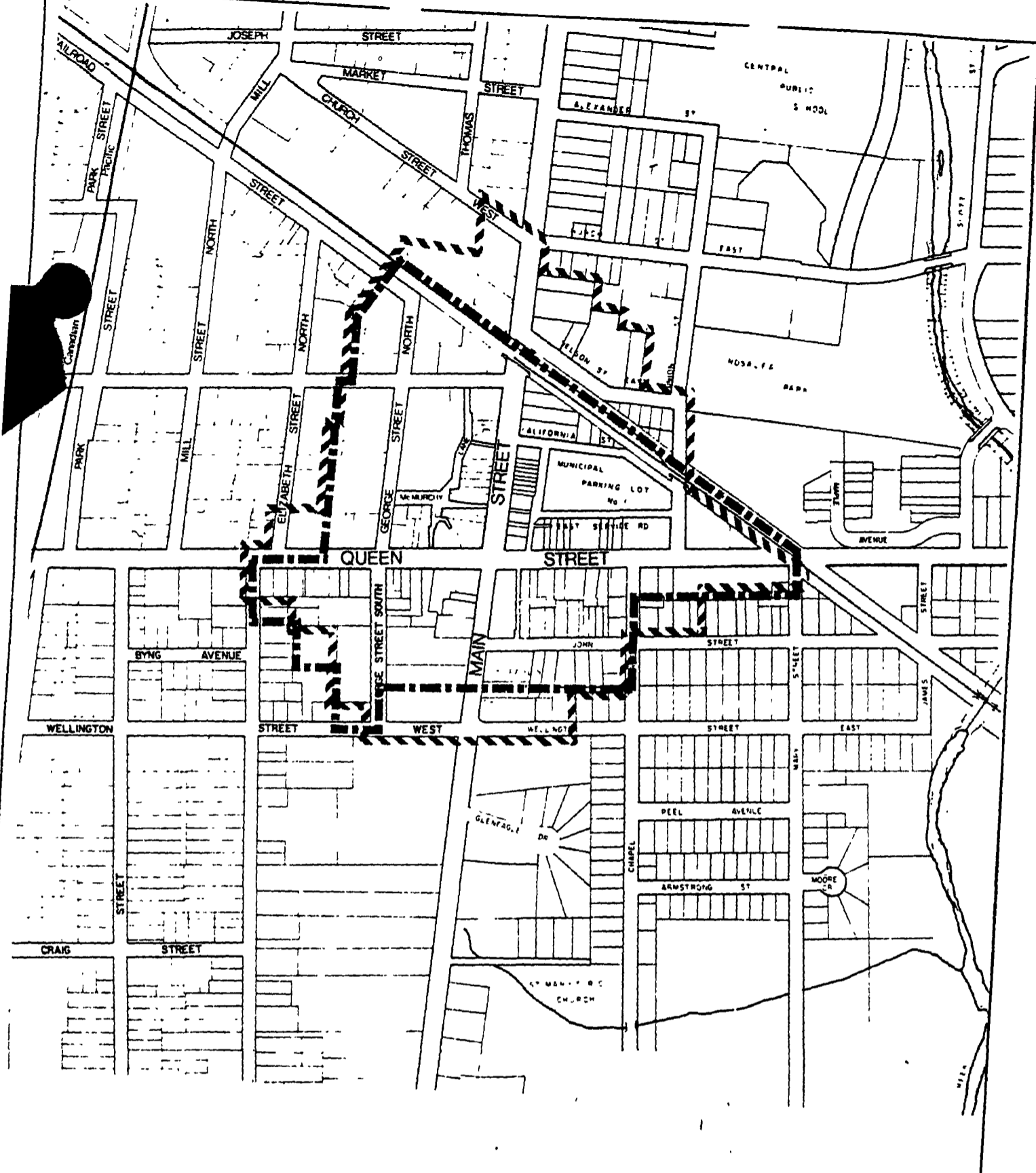


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
CITY OF BRAMPTON
Planning and Development

Date: 87 07 20 Drawn by: RB
File no. CIW6.33 Map no. 42-95F

G-1-10



MAP 2

-  Central Area Boundary
-  Business Improvement Area



1:6500

CITY OF BRAMPTON

Planning and Development

Date: 87 07 20 Drawn by: RB
 File no. CIW6.33 Map no. 42-95G

plan amendment is necessary to redesignate a portion of this site from "Highway Commercial" to "Downtown Commercial".

Part 2 is designated "Downtown Commercial" and "Transportation Facilities". Part 3 is also designated "Transportation Facilities". The Transportation Facilities designation is intended to provide for the expansion of rail transit facilities, if warranted. However, it is uncertain whether such expansion will occur. It is also evident that these lands (Parts 2 and 3) present significant development opportunities for Downtown Commercial purposes. Such development is seen as desirable since:

- comprehensive development of the entire area south-west of Church and Main Streets would result;
- it would represent the logical extension of downtown development north of C.N. Railway; and,
- it would encourage complementary amenities to locate adjacent to the rail transit facilities (e.g. ancillary retail and personal service uses).

Accordingly, it would be appropriate to provide for potential downtown commercial development on these lands, within the Brampton Central Secondary Plan, should rail transit expansion not occur. This could be accomplished by establishing special policy area provisions which would permit both Downtown Commercial and/or Transportation Facilities on this site.

A proposed official plan amendment is attached for the consideration of Planning Committee (Attachment 1) which:

- establishes special policy area provisions permitting both Downtown Commercial and Transportation Facilities on Parts 2 and 3; and,

G1-12

GO STATION

CHURCH ST. W.

PART 3

PART 1

PART 2

Canadian

National

Railway

Right of way

HWY. NO. 10 (MAIN ST. N.)

 Current Redevelopment Proposal (Theodorakopoulos)

 Existing Buildings

 Proposed Special Policy Area

MAP 3
Development Potential



1:75

CITY OF BRAMPTON
Planning and Development

Date: 87 07 20 Drawn by: RB

File no. CIW6.33 Map no. 42-95H

- redesignates the south-west corner of Main Street North and Church Street from "Highway Commercial" to "Downtown Commercial".

Given the proposed redesignations to accommodate potential Downtown Commercial development on Parts 2 and 3, it would be appropriate to extend the Central Area boundary to encompass these lands. The boundary extension should also include those lands, east of Main Street North, which are currently designated for Downtown Commercial purposes in the Brampton Central Secondary Plan (Map 4). This extension of the Central Area Boundary would:

- be generally coincident with the current boundary of the Downtown Business Improvement Area (as depicted on Map 2); and,
- consolidate all lands designated for Downtown Commercial purposes within the Central Area.

A proposed amendment to Zoning By-law 200-82 which implements the Central Area Boundary expansion, is attached for the consideration of Planning Committee. (Attachment 2).

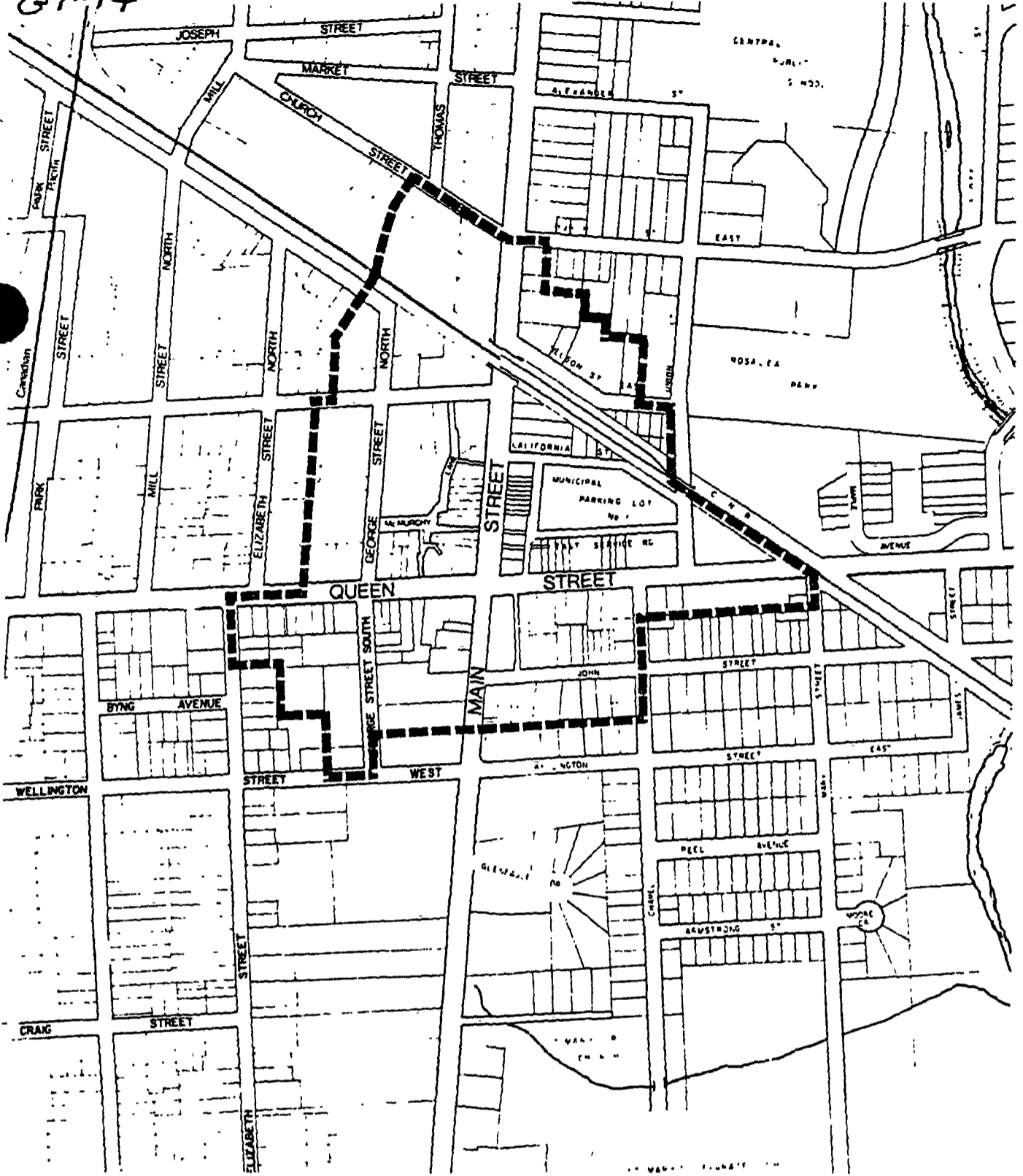
The proposed expansion area will also be subject to the downtown parking policy as recently approved by Council. This is appropriate since:

- the area would be subject to the parking standards which have been designed specifically for downtown commercial development; and,
- parking demand for proposed development could be satisfied, to a large extent, by parking facilities at the Rosalea, Queen and Nelson Square lots.

CONCLUSIONS AND RECOMMENDATIONS

On the basis of the foregoing analysis it has been found appropriate to:

G1-14



MAP 4

--- Proposed Central Area Boundary



1:6500

CITY OF BRAMPTON
Planning and Development


Date: 87 07 20 Drawn by: RB
File no. CIW6.33 Map no. 42-95 I

- redesignate the south-west corner of Main and Church Streets from "Highway Commercial" to "Downtown Commercial";
- establish special policy area provisions to permit both Downtown Commercial uses and Transportation Facilities on portions of Part 2 and 3 as shown on Map 3; and,
- expand the Central Area Boundary to encompass all those lands designated for Downtown Commercial purposes north of the C.N. Railway.

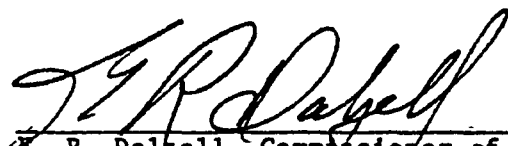
Accordingly, it is recommended that:


- 1) A public meeting be convened in accordance with City Council's procedures; and,
- 2) Subject to the results of the public meeting, staff be directed to submit the appropriate documents to City Council.

Respectfully submitted,


 John B. Corbett, M.C.I.P.
 Policy Planner

AGREED:


 F. R. Dalkell, Commissioner of
 Planning and Development


 J. A. Marshall, M.C.I.P.
 Director of Planning
 Policy and Research

JBC/hg/14

G.1-16

ATTACHMENT ONE

AMENDMENT NUMBER _____
to the Official Plan of the
City of Brampton Planning Area



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

To adopt Amendment Number _____
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, 1983, hereby ENACTS as follows:

1. Amendment Number _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number _____ to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL,

this day of , 198 .

KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

G-1-18

AMENDMENT NUMBER _____
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON
PLANNING AREA

1.0 Purpose

The purpose of this amendment is to:

- redesignate lands located at the south-west corner of Main Street North and Church Street from "Highway Commercial" to "Downtown Commercial"; and,
- establish special policy area provisions to permit the use of lands located north of the C.N. Railway, south of Church Street West for either "Transportation Facilities" or "Downtown Commercial Purposes".

2.0 Location

The lands subject to this amendment are located south of Church Street and west of Main Street North, being part of Lot 6, Concession 1, W.H.S., in the former Town of Brampton, now in the City of Brampton.

3.0 Amendment and Policies Relative Thereto:

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

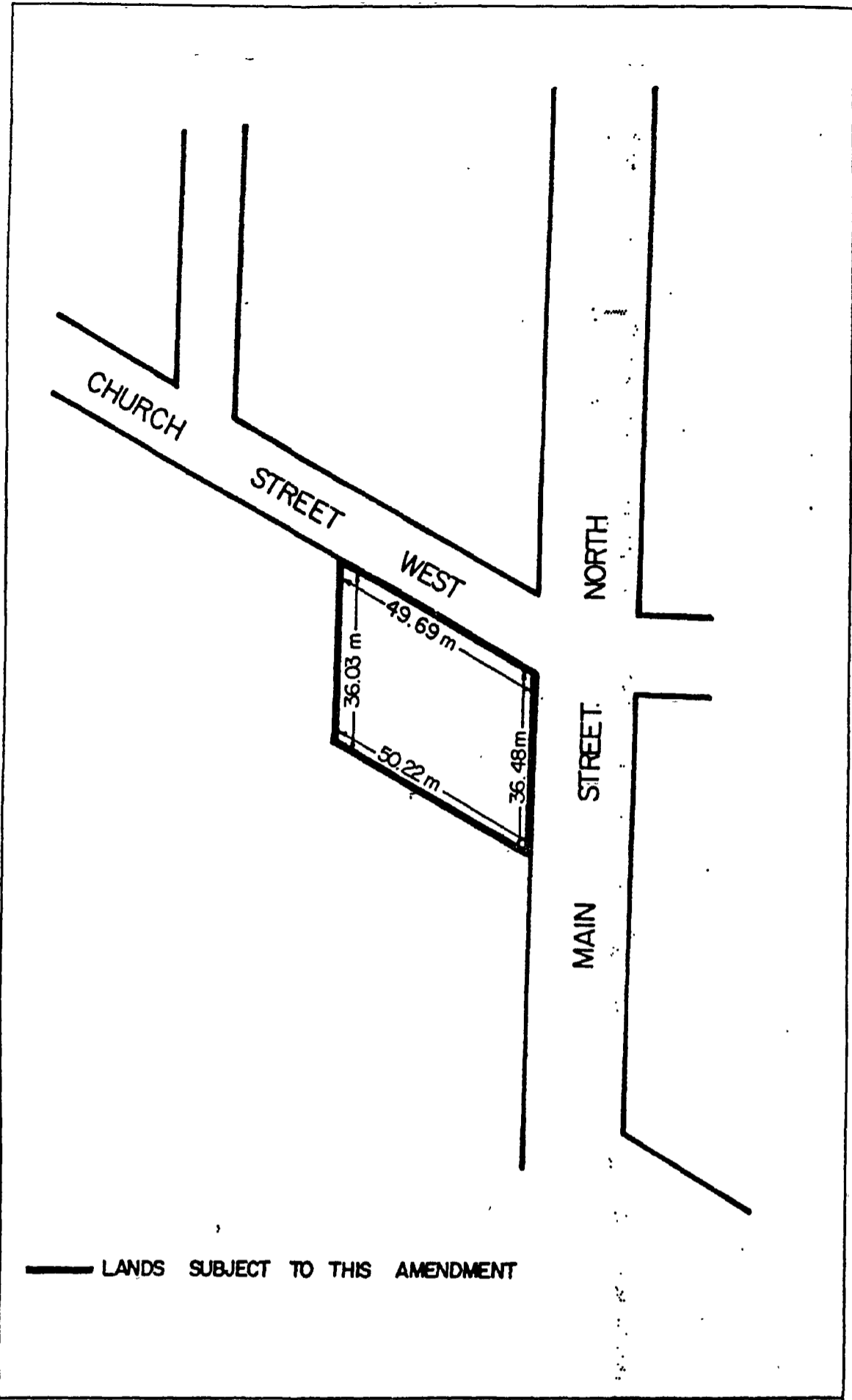
- (1) by adding thereto, to the list of amendments pertaining to Secondary Plan Area Number 7, set out in the first paragraph of subsection 7.2.7.7., Amendment _____ A.
- (2) by changing, on Schedule SP7(a) thereto, the land use designation of the lands shown outlined on Schedule A to this amendment from "Highway Commercial" to "Downtown Commercial";
- (3) by adding, to the legend of Schedule SP7(c) Special Policy Areas thereto, the following:

"Special Policy Area 3 (Refer to Policy 3.7.3.)"
- (4) by identifying, on Schedule SP7(c) Special Policy Areas thereto the lands shown outlined on Schedule B to this amendment, as Special Policy Area 3; and,

(5) by adding to section 3.7 of Chapter 7 of Part IV thereof, the following:

"3.7.3. The lands shown outlined as Special Policy Area 3 on Schedule SP7(c), shall be used for "Transportation Facilities" in accordance with section 3.8 of this chapter. In the event that these lands are not required for Transportation Facilities by the appropriate rail and transit authorities, Special Policy Area 3 may be used for "Downtown Commercial" purposes in accordance with section 3.1.1 of this chapter, without an amendment to this Plan.

G1-00



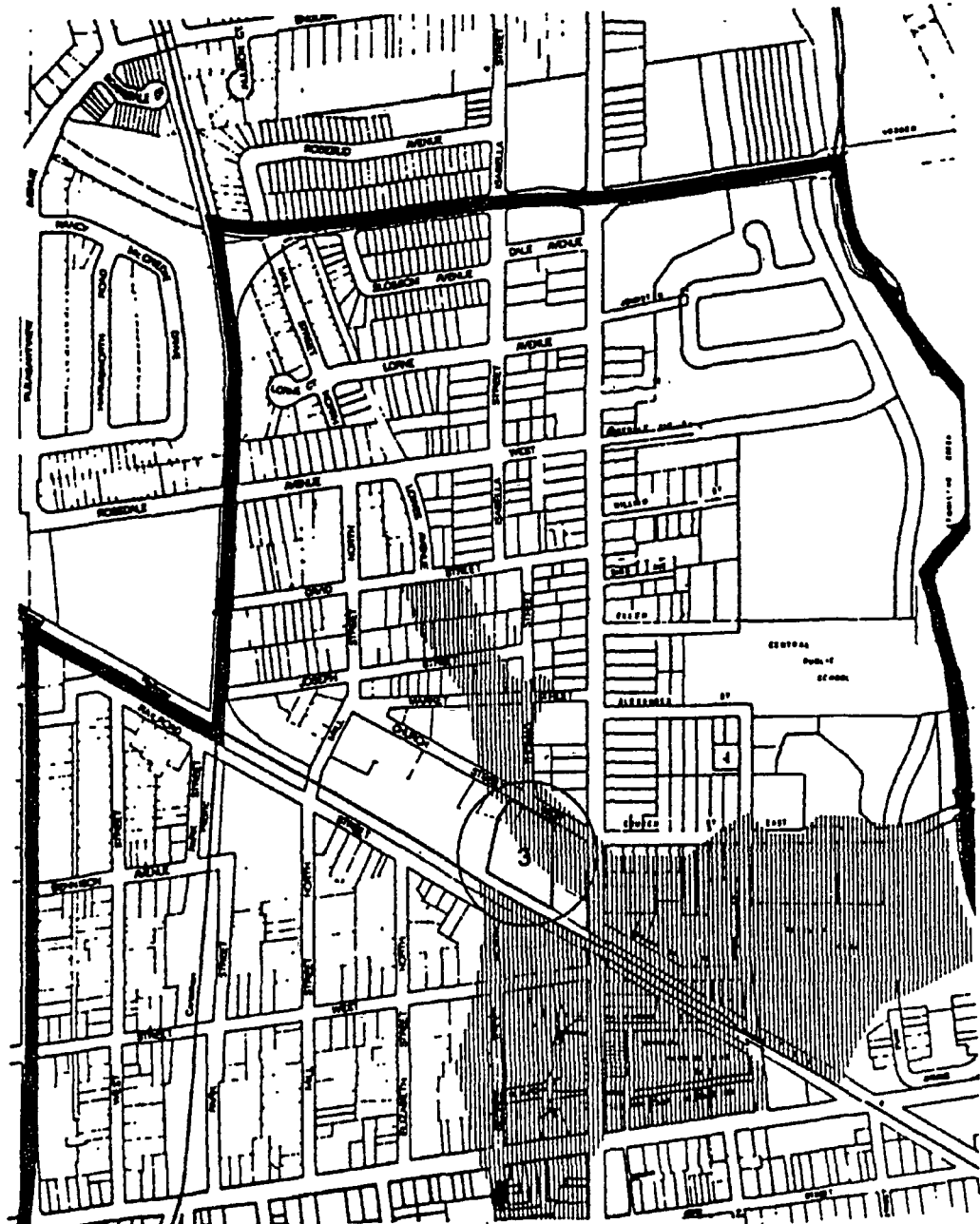
OFFICIAL PLAN AMENDMENT No. _____
Schedule A








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CITY OF BRAMPTON
Planning and Development

Date: 87 07 20 Drawn by: RB
File no. CIW6.33 Map no. 42-95K



Brampton Central Planning Area
Special Policy Areas
Schedule SP7(c)

-  Lands Subject to this Amendment
-  Central Planning Area Boundary
-  Special Policy Area 1 (Refer to Policy 3.7.1)
-  Special Policy Area 2 (Refer to Policy 3.7.2)
-  Special Policy Area 3 (Refer to Policy 3.7.3)

OFFICIAL PLAN AMENDMENT No. _____
 Schedule B



CITY OF BRAMPTON
 Planning and Development

Date: 87 07 20 Drawn by: RB
 File no. CIW6.33 Map no. 42-95L

1:6500

61-22

ATTACHMENT TWO



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

A by-law applicable to
part of the area subject
to By-law 200-82 (Central
Area)

The council of The Corporation of the City of Brampton ENACTS as follows:

1. By-law 200-82, as amended, is hereby further amended:

(1) by deleting Schedule B-2 thereto, and substituting therefor
Schedule A to this by-law.

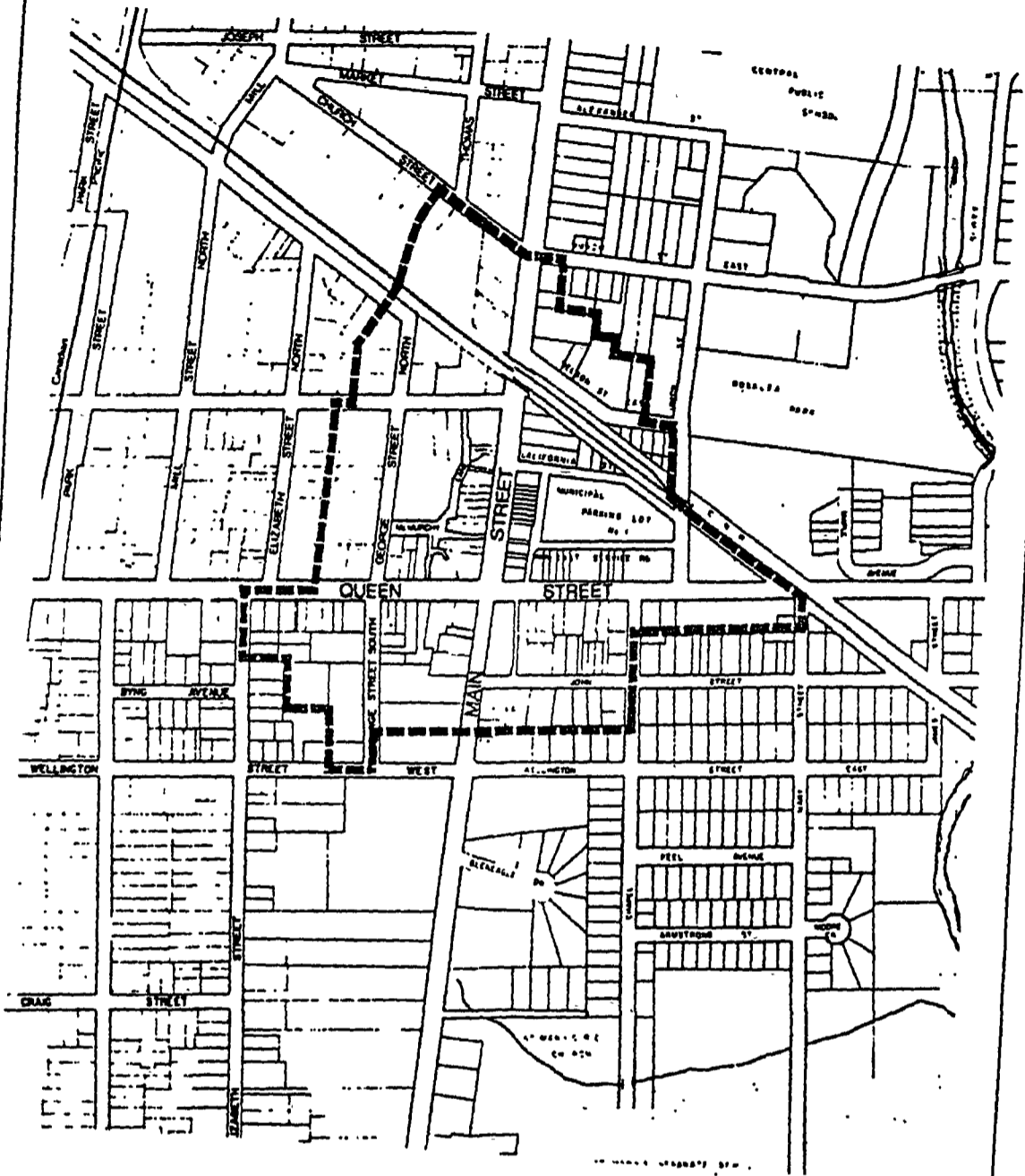
READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL,

this day of 198 .

KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

62/87/9



Schedule B-2
 BY-LAW 200-82
 Schedule A
 By-Law



CITY OF BRAMPTON
 Planning and Development

Date: 87 07 20 Drawn by: RB
 File no. C1 W6.33 Map no. 42-95J

1:6500

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

October 15, 1987

TO: The Chairman and Members of
Planning Committee

FROM: Planning and Development Department

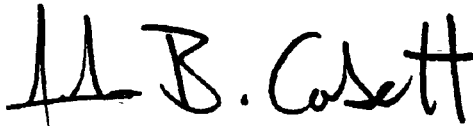
RE: Proposed Central Area Extension
Our File Number: D10 and C1W6.33

Attached are the notes of the public meeting held with respect to the above noted proposal on Wednesday, October 7, 1987. There were no representations made at the public meeting regarding this matter, and no items of correspondence have been received.

Accordingly, it is recommended that:


1. The notes of the public meeting be received; and
2. Staff be directed to submit the appropriate documents to City Council in accordance with the recommendations contained in the report from the Commissioner of Planning and Development dated 1987 09 10.

Respectfully submitted,




John B. Corbett, M.C.I.P.
Policy Planner

AGREED:



F.R. Dalzell, Commissioner
of Planning and Development



J.A. Marshall, M.C.I.P.
Director of Planning Policy
and Research

JBC/ar
Attachments

19-2

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, October 7, 1987, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:06 p.m., with respect to PROPOSED CENTRAL AREA EXTENSION (File: D10). A proposal is currently under consideration by City Council to extend the "Central Area Boundary" currently contained in the Comprehensive Zoning By-law covering the former Town of Brampton.

Members Present: Alderman L. Bissell - Chairman
Councillor N. Porteous
Alderman A. Gibson
Alderman S. DiMarco
Alderman J. Shadrach

Staff Present: F. R. Dalzell, Commissioner of Planning
and Development
L.W.H. Laine, Director, Planning and
Development Services
J. Corbett, Policy Planner
C. Brawley, Policy Planner
E. Coulson, Secretary

The Chairman inquired if the customary notification of the public meeting had been given.

Mr. Dalzell replied in the affirmative.

There were no interested members of the public in attendance and the meeting adjourned at 8:07 p.m.