



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

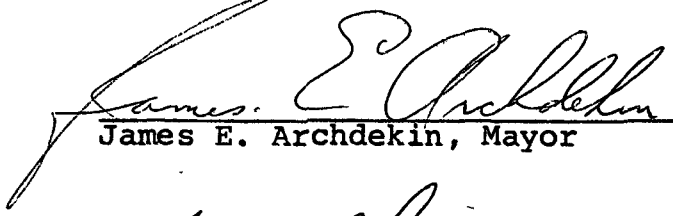
Number 274-77

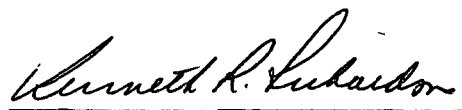
A By-law to amend the Official Plan of the City of Brampton Planning Area.

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, (R.S.O. 1970 Chapter 349 as amended) and the Regional Municipality of Peel Act 1973 hereby ENACTS as follows:

1. Amendment No. 17 to the Official Plan of the City of Brampton Planning Area, consisting of the attached map and explanatory text, is hereby adopted.
2. That the Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of the aforementioned Amendment No. 17 to the Official Plan of the City of Brampton Planning Area.
3. This By-law shall not come into force or take effect until approved by the Minister of Housing.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this 11th day of October, 1977.


James E. Archdekin, Mayor


Kenneth R. Richardson, Clerk

PASSED October 11 19 77



BY-LAW

No. 274-77

A By-law to amend the Official
Plan of the City of Brampton
Planning Area.

AMENDMENT NUMBER 17
TO THE CONSOLIDATED OFFICIAL PLAN
OF THE CITY
OF BRAMPTON OFFICIAL PLAN

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CONSOLIDATED OFFICIAL PLAN
OF
THE CITY OF BRAMPTON PLANNING AREA
AMENDMENT NUMBER 17

The attached map Schedule 'A' and explanatory text, constituting Amendment Number 17 to the Consolidated Official Plan of the City of Brampton Planning Area, was prepared and adopted by the Council of the City of Brampton by By-law No. ~~274~~-77, in accordance with Section 54 (4) of the Regional Municipality of Peel Act, 1973, add Sections 13, 14 and 17 of the Planning Act, (R.S.O.) 1970, Chapter 349 as amended on the 11th day of October 1977.

Mayor

Clerk

This amendment to the Consolidated Official Plan of the City of Brampton Planning Area, which has been prepared and adopted by the Council of the City of Brampton is hereby approved in accordance with Section 17 of Planning Act, as Amendment Number to the Consolidated Official Plan of the City of Brampton Planning Area.

Date

- 2 -
AMENDMENT NUMBER 17
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

PART A - PREAMBLE

1.0 Title

The title of this Amendment is Amendment Number 17 to the Consolidated Official Plan of the City of Brampton Planning Area, hereafter referred to as Amendment Number 17 .

2.0 Relative Parts

Part B only of this Amendment constitutes Amendment Number 17 Part A - Preamble, and Part C - Appendices are included only to provide background for Part B and should not themselves to construed as a statement of policy.

Part B, the operative portion of this Amendment is organized in three sections, as follows:

Section 1.0 Amendment to Part C, Section C, Chapter C1

Section 2.0 Implementation

Section 3.0 Interpretation

3.0 Location

This amendment is concerned with land located in part of the former Township of Chinguacousy generally lying south of Seventeen Sideroad, now in the City of Brampton, excluding those areas that are intended to be intensively developed as determined by previous amendments.

4.0 Purpose

The purpose of this amendment is to permit the use of land, designated or zoned for agricultural purposes that is not likely to be developed for more intensive use, for the storage of individually privately owned recreational vehicles, equipment and apparatus of significant size such as house and camper trailers, boats, self-propelled snowmobiles and all - terrain vehicles and recreational transport trailers in accordance with development principles.

5.0 Background

For sometime City Council has expressed concern regarding the long term parking and storage of recreational vehicles in residential areas and as a step towards the resolution of this problem it was felt essential that provision be made to allow the establishment of recreational vehicle storage areas and facilities in appropriate locations within the City.

An application has been submitted by Mr. R.J. Ireland to establish a recreational vehicle storage facility on part of Lot 14, Concession 4, West of Hurontario Street, (Township of Chinguacousy) on the east side of Mississauga Road.

Planning Committee held an advertised public meeting to outline the problem and the development principles proposed to be incorporated in an official plan amendment.

1.0 Part C: Section C, is hereby amended by adding the following as a new chapter to Section C of the Consolidated Official Plan of the Brampton Planning Area.

1.0 Purpose

The purpose of this Chapter is to set out development principles for the establishment of recreational vehicle storage facilities in the agriculturally designated lands of the former Township of Chinguacousy now in the City of Brampton.

2.0 General Development Principles

To minimize the disruptive activities that an outdoor recreational vehicle storage area might cause, the following general development principles shall be considered:

1. The subdivision of an existing or recently operating farm will be discouraged. Preference will be given to the use of 10 and 25 acre parcels that have been severed and are unlikely for various reasons to be consolidated into larger units.
2. A location with direct access to a hard surface all weather road, is desirable and if possible several access routes are preferred. A location on a gravel road or surface treated road is not desirable and is to be discouraged.
3. A location situated with a potential urban development area, as may be determined from time to time, will be unacceptable. An area that is potentially serviceable by piped services in accordance with economic engineering design standards is to be discouraged for use of outdoor storage of recreational vehicles.
4. An area designated for rural estate residential or similar development shall not be considered acceptable for outdoor storage purposes.
5. A location adjacent or visible to existing residential development should be discouraged notwithstanding the high accessibility factor that may prevail due to a location on a hard surface paved road.
6. A location that requires the removal of existing trees or levelling of hills that might act as a visual screen is not acceptable.
7. Secondary or accessory uses such as the sale of new or used trailers, provisioning of recreational vehicles, and trailer camp grounds are not acceptable.

8. Each proposal if it satisfies the general and specific principles will be implemented by a specific restricted area by-law amendment.
9. The number and size of recreational vehicle storage locations will be restricted generally to satisfy the existing or potential demand generated by the residents of the City of Brampton. It is not the purpose of this principle to hinder the development or enlargement of economic storage areas. Present indications are that a storage area with an accommodation of 300 to 400 vehicles is a minimum economic size.

3.0 Specific Site Development Principles

If the general development principles are satisfied specific site requirements shall encompass a possible response to the following matters:

1. The method of providing adequate security measures be assessed though it will be the responsibility of the operator and the vehicle owner to evaluate the adequacy of such measures. Adequate fencing shall be erected. Warning or no trespass signs may be deemed necessary but are to be discouraged rather than encouraged. A dwelling unit for a resident caretaker will be acceptable and highly desirable in remote locations. Illumination, if provided, will be designed and operated in order to minimize any adverse effects upon abutting lands and to avoid the appearance of a commercial enterprise.
2. The effects of drainage upon adjacent and downstream lands. An acceptable application of the "zero run-off increase" concept be considered in all cases. Grassed or natural water courses are to be retained wherever possible. Grading plans, acceptable to the City Engineering are to be submitted showing drainage proposals, berms for screening purposes and existing trees to be retained.
3. Private access roads are to be constructed in accordance with acceptable design standards in recognition of the volume, weight and length of vehicles to be stored and the skill of the average motorist in manouvering vehicles. As a minimum requirement, the private roads should be dust free and the access driveway to the public highway should be hard surfaced for a minimum distance acceptable to the City Engineer. Visibility at the intersection with the public highway should meet acceptable traffic engineering criteria.
4. Existing healthy trees and shrubs on a site are to be retained. The design of the private roads and the stalls where necessary shall be adjusted to conserve existing trees. Additional trees may be required for screening and aesthetic reasons and should be shown on a landscape plan to be approved.

5. To screen the outdoor storage of a large number of vehicles maximum effect of naturally occurring undulations in the terrain are to be used and enhanced where necessary by berms. Appropriate trees, usually coniferous providing screening for the entire year and a 'natural' outlook are desirable. The visibility of the stored vehicles from nearby public highway and adjacent properties must be considered in the design and location of screening.

The use of fencing for screening purposes is not desirable though short lengths of wood fence integrated with plant material and berms may be acceptable for immediate screening purposes.

6. The applicant must provide assurance that an adequate supply of potable water will be available for use by a caretaker and the disposal of waste material must be acceptable to the appropriate authority.
7. While a number of design principles are available for the layout of the individual storage spaces or stalls, the pattern that is used shall be related to the direction of travel that is intended to be permitted on the private roads. The length of stalls may vary to accommodate different sizes of vehicles and it is desirable that several classes of stall depth be established in defined locations.
8. Internal illumination of signs is not desirable and this type of sign will not be encouraged. A single, small identification sign at or near the front lot line is adequate. Warning signs on the parcel boundary lines should be permitted in limited number and size. Internal signs required for traffic control purposes and for stall markers will be permitted.
9. In addition to the use of land for the outdoor storage of recreational vehicles, other facilities for the storage of smaller types of recreational equipment in buildings should be permitted. However, the floor space, height and exterior materials used for any recreational equipment storage building should be in character with the rural nature of the environment. A residence for a caretaker would be desirable. Land that may be intended for future expansion should be permitted to be used for any appropriate agricultural use including agricultural buildings. Uses that are of a retail commercial nature shall not be permitted.
10. The repair and storage of derelict or damaged recreational vehicles shall be prohibited and their removal to a repair garage or salvage yard shall be encouraged by the operator.
11. To ensure an acceptable standard of design grading, drainage and landscape plans will be required for approval for each project or major expansion.

4.0 Implementation

This Chapter will be implemented by:

- a) development agreement; and
- b) specific zoning by-law amendment.

5.0 Interpretation

The provisions of the Consolidated Official Plan, as amended from time to time, with respect to interpretation shall apply to the Chapter.

September 10, 1976

TO: J. Galway,
Senior Administrative Officer

FROM: Planning Director

RE: Application to Amend the Restricted
Area By-law.
Part Lot 14, Concession 4, W.H.S.
(Chinguacousy Township)
ROBERT J. IRELAND
Our File C4W14.1

1.0 BACKGROUND:

Mr. Robert J. Ireland has filed an application to amend the Restricted Area By-law of the former Township of Chinguacousy to permit the use of part of a 25 acre site for the storage of recreational vehicles such as trailers.

2.0 PROPERTY CHARACTERISTICS:

The property in question is vacant, occupies an area of approximately 25 acres and is located on the east side of Mississauga Road (Fourth Line West) approximately 3,500 feet north of the Canadian National Railway tracks.

The property has a frontage of 517 feet on Mississauga Road and a depth of about 2,204 feet.

The surface of the site is undulating, being higher in elevation at the front and the rear portions. The property is crossed by several small watercourses with a larger area towards the rear subject to seasonal wetness. There are several mature trees on the site with "scrub" bush occupying 2 or 3 acres of stoney phase soil at the easterly end of the parcel. In general, the site is readily visible from Mississauga Road.

The predominant activity in the vicinity of the site is farming, though there are six small holdings or non-farm residences between the Canadian National Railway and Fifteen Sideroad.

3.0 PROPOSAL:

The applicant proposes to develop about 10 acres of the site for the outside storage of recreational vehicles, eventually erect a residence and workshop (3,600 square feet) which will include a bee and honey house. Some 10-12 acres of the property would be cultivated and flowering trees planted where possible. Bee-keeping will be a second occupation but the great majority of hives will

be distributed throughout the countryside.

Mr. Ireland believes the maximum capacity of the vehicle storage would be some 800 to 1000 trailers with a minimum of 300 trailers required to carry the initial investment. It is not intended to carry on a trailer sales enterprise, but the sale of privately owned trailers and recreational vehicles would be permitted for the benefit of the users.

4.0 COMMENT:

To assist Planning Committee in assessing the proposal, a schematic development concept has been proposed to illustrate how the land might be developed. Because of the visually exposed nature of the site it would be difficult to screen a mass of trailers by a perimeter type of buffering and consequently, it might be better to enclose smaller units of 200 to 300 trailers with low earth berming and coniferous trees.

Planning staff is aware that City Council has been concerned with the inappropriate storage of recreational vehicles on front lawns and might well be agreeable to the establishment of what essentially is an urban use in a rural area. There is no objection to the bee keeping enterprise as it is a necessary and useful agricultural pursuit. However, if the trailer storage business is a success with upwards of 800 vehicles stored on the site the additional movement of traffic during peak periods would be considerable. From a planning viewpoint there is little to justify the establishment of a recreational trailer storage enterprise in a rural area notwithstanding the unsuitability of the site.

5.0 CONCLUSION:

It is recognized that there is an apparent need for recreational vehicle storage and that the provision of this service by the private sector has great appeal. However, the planning grounds for amending the Official Plan and restricted area by-law to permit the establishment of a large scale recreational vehicle storage area in the rural area of the City of Brampton is not supportable.

It is recommended that the application to amend the Official Plan and Restricted area by-law be refused.

L W H .

L.W.H. Laine
Planning Director

ATTACHMENT: 2

Concession 5, S

Concession 4, W.H.S.

A5-3

No. 17 Sideroad

• Alfoa

16

No. 15 Sideroad

Mississauga Road



Third Line West

C.N.R.

HWY. No. 7

Pleasant

Application

ROBERT IRELAND

N



Drawn

b. k.

Date

Sept. 8, 1976

File No.

C4W14.1

Dwg. No.

A

Legend



Subject Property

Scale

0 metres 250 500

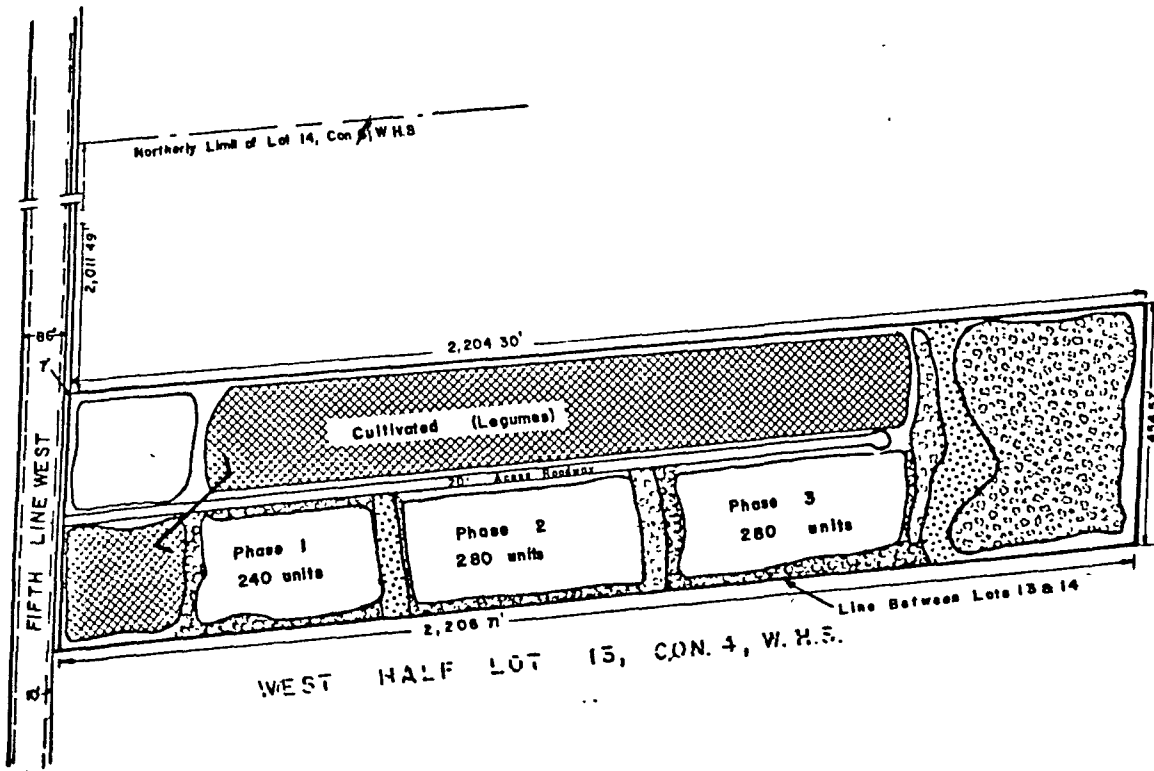
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CITY OF

BRAMPTON

PLANNING DEPARTMENT

AS-4

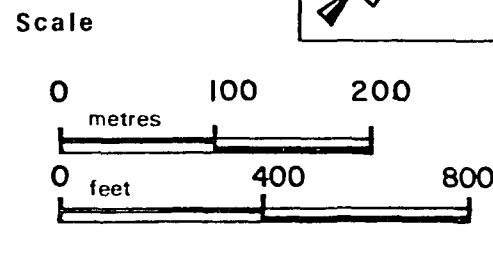


Application
ROBERT IRELAND



Drawn	b. k.
Date	Sept. 7, 1976
File No.	C4W14.1
Dwg. No.	A

- Legend: DEVELOPMENT CONCEPT
- Building Site
 - Grassed Waterways
 - Buffer Areas
 - Roughland (to be reforested)



CITY OF
BRAMPTON
 PLANNING
 DEPARTMENT

January 12, 1977

TO: J. Galway
Senior Administrative Officer

FROM: Planning Director

RE: Recreational Vehicle Storage Areas
Our Files: R10 and C4W14.1

1.0 BACKGROUND:

On September 20 City Council confirmed the Planning Committee recommendation that staff be requested to provide a report with the intent that the Official Plan be amended to permit a special zoning class for recreational vehicle storage in agricultural zones according to criteria and regulations to permit this use in conjunction with development in urban areas. Further, Planning Committee requested with regard to a specific application of R.J. Ireland that comments of the Region be obtained with respect to the (traffic) impact upon Mississauga Road.

The Director of Development Control, Planning Department, The Regional Municipality of Peel has advised that since Mississauga Road north of Highway Number 7 is not a regional road, the Regional Public Works Department has no comment to make with respect to the impact of a recreational vehicle storage use upon Mississauga Road.

City Council has expressed some concern regarding the problems associated with the long term parking or storage of recreational vehicles on the front yards of residentially occupied properties. It was the viewpoint of City Council that an alternative to the unpleasant storage of recreational vehicles on an individual response basis could be put forth by the private sector subject to appropriate safeguards.

2.0 NEED:

In recent years, the cost of recreation property has placed cottage lands out of reach of the majority and has indirectly resulted in increased purchases of recreation vehicles. This fact, together with changing life styles and improved marketing techniques, have made recreation vehicles and more particularly the parking and storage of such vehicles a relatively new planning problem. Restricted Area by-laws in the City of Brampton Planning Area do not specifically deal with the location or regulation of recreational vehicle storage areas.

2.0 NEED: (cont'd..)

The increasing number of recreational vehicles has given cause for considering possible standards within the City's proposed condominium policy and the minimum maintenance by-law. Although detailed standards have not been finalized and the matter is still under study by City Council as to the appropriate method or methods to regulate the parking and storage of recreational vehicles, a need exists to establish satisfactory guidelines respecting the location and regulations of recreational vehicle storage areas as a land use phenomenon.

3.0 IDENTIFICATION OF PROBLEM:

The outdoor storage of recreational vehicles represents a low intensity use of land, similar to parking lots, in that the extent of on-site building improvements yielding a high level of assessment are generally absent. Further, the storage of recreational vehicles as the main or principal activity is characterized by the production of a low value type of service. The success of an enterprise involving the storage of recreational vehicles will be dependent upon a level of rental fees that will prove attractive to owners of outdoor recreational vehicles.

The major factors in determining the level of rental fees will be the availability of an adequate site area at low cost and development costs. Consequently, it is not to be expected for economic reasons that an outdoor storage area for recreational vehicles could or should be established in locations that are intended to be developed for intensive land uses.

The type and nature of the public service required to serve an outdoor recreational vehicle storage area are more limited than that required or desired for intensive high value enterprises. Piped services such as water lines, sanitary and storm sewers may not be needed if suitable alternatives are available to provide minimal requirements of several employees. Protective services such as police and fire, would be desirable in the event of an emergency, but their prompt response or continual attention are not likely to be a basic requirement. The extent of policing services can be satisfied to a large degree by the provision of adequate security facilities to minimize vandalism and theft of property. The extent of and type of security facilities could vary from sophisticated devices in locations frequented by large numbers of persons to relatively unobtrusive facilities in more remote localities. The most significant public service that is a necessity for the proper operation of an outdoor recreational vehicle storage area is adequate transportation facilities to provide a high degree of accessibility.

3.0 IDENTIFICATION OF PROBLEM: (cont'd..)

Outdoor storage areas can introduce visual or aesthetic conflicts. While recreational vehicle storage is not as offensive as a salvage yard or raw material storage, an expansive area filled with a wide range or variety of campers, trailers, snowmobiles and boats, some of the latter as high as 25 to 30 feet mounted on trailers, will have a negative impact on the appearance of many localities.

The establishment of an outdoor recreational vehicle storage area as a low intensity use in an agricultural zone can be unduly disruptive to many agricultural activities, occupants of rural non-farm residences and to the rural character in general, unless adequate measures are taken to minimize the adverse influences. According to soil capability, the majority of the lands in the City of Brampton that are in an agricultural zone are classified in the highest capability classes. Thus, any activity that is not oriented towards agricultural activities - such as non-farm residences, highways and urban development in its various forms - will have an adverse influence upon the land resource. However, the need for recreational vehicle storage areas is imperative and the requirement that the storage areas be permitted to operate at an acceptable economic level suggests that an outdoor storage area involving low land costs are necessary.

4.0 DEVELOPMENT PRINCIPLES:

The largest area of low cost land within the City is located in agriculturally zoned areas. To minimize the disruptive activities that an outdoor recreational vehicle storage area might cause, a number of general principles should be considered.

- (a) A proposal that requires the subdivision of an existing or recently operating farm should be discouraged. There are a large number of 10 and 25 acre parcels which have been severed and are unlikely to be consolidated into large units in the immediate future. The large number of these parcels is likely sufficient to maintain a reasonable supply of land at an acceptable cost level for development as an outdoor recreational vehicle storage area.
- (b) A proposed location that is not directly accessible to a hard surface all weather road should be discouraged. A high degree of accessibility is one of the vital requirements and if possible several routes to a location are preferred. A proposed location on a gravel road or surface treated road is not desirable, because of the increased non-agricultural traffic that will be generated causing inconvenience to the residents adjacent to the road and to the user themselves.

4.0 DEVELOPMENT PRINCIPLES: (cont'd..)

- (c) A location situated within a potential urban development area, as may be determined from time to time, will be unacceptable. An area that is potentially serviceable by piped services in accordance with economic engineering design standards should not be prematurely committed to outdoor storage.
- (d) An area designated for rural estate residential development (Amendment Number 5 Toronto Gore) shall not be considered acceptable for outdoor storage purposes.
- (e) A location adjacent or visible to existing residential development should be discouraged. A number of such locations exist along paved roads and notwithstanding the high accessibility factor that may prevail, these locations are unacceptable.
- (f) A location that requires the removal of existing trees or levelling of hills that might act as a visual screen is not acceptable.
- (g) An outdoor storage area must be operated as such and secondary or accessory uses such as trailer sales, new or old, provisioning of recreational vehicles, and trailer camp grounds are not acceptable.
- (h) Each proposal if it satisfies the general and specific principles will be implemented by a specific restricted area by-law amendment.
- (i) The number and size of locations will be restricted generally to satisfy the existing or potential demand generated by the residents of the City of Brampton. It is not intended that the City of Brampton should be the location of a large number of storage areas for inhabitants of localities that reside many miles distant. This is in recognition of the high soil capability of much of the land in Brampton and that locations on poorer lands beyond the City ought to be considered by the private sector as well. It is not the purpose of this principle to hinder the development or enlargement of economic storage areas. Present indications are that a storage area with an accommodation of 300 to 400 vehicles is a minimum economic size.

If a proposed outdoor recreational vehicle storage area satisfies the general location principles, further examination of a specific site should be required. These requirements should encompass a response to the following matters:

4.0 DEVELOPMENT PRINCIPLES: (cont'd..)

- (i) Security: The method of providing adequate security measures should be assessed though it will be the responsibility of the operator and the vehicle owner to evaluate the adequacy of such measures. The type of fencing to be erected should be stated. Several warning or no trespass signs may be deemed necessary but they are to be discouraged rather than encouraged. A dwelling unit for a resident caretaker would be acceptable and highly desirable in remote locations. Illumination, can be a source of annoyance and may have negative effects that outweigh the apparent benefits. If illumination is deemed necessary, the intensity of lighting must be considered carefully as to the adverse effects.

- (ii) Drainage: A proposal should consider the effects of drainage upon adjacent and downstream lands. An acceptable application of the "zero run-off increase" concept should be considered in all cases. Grassed or natural water courses are to be retained wherever possible. Grading plans, showing drainage proposals, berms for screening purposes and existing trees to be retained, acceptable to the City Engineer are to be submitted.

- (iii) Internal Roads: Private access roads are to be constructed in accordance with acceptable design standards in recognition of the volume, weight and length of vehicles to be stored and the skill of the average motorist in manouvering vehicles. As a minimum requirement, the private roads should be dust free and the access driveway to the public highway should be hard surfaced for a minimum distance acceptable to the City Engineer. Visibility at the intersection with the public highway should meet acceptable traffic engineering criteria.

- (iv) Vegetation: Existing healthy trees on a proposed site are to be retained. The design of the private roads and the stalls where necessary should be adjusted to conserve existing trees. Additional trees may be required for screening and aesthetic reasons and should be shown on a landscape plan to be approved.

- (v) Screening: Since the outdoor storage of a large number of vehicles in an agricultural area would be incongruous, screening will be important. Maximum effect of naturally occurring undulations in the terrain are to be used and enhanced where necessary by berms. Appropriate trees usually coniferous, can provide screening for the entire year. While the visibility of the stored vehicles from nearby public highways is important, visibility from adjacent properties is equally significant and must be considered as well.

4.0 DEVELOPMENT PRINCIPLES: (Cont'd..)

(v) Screening: (cont'd..)

The use of fencing for screening purposes is questionable unless a "naturalistic" type of fence is feasible. Short lengths of wood fence integrated with plant material and berms may be acceptable for immediate screening purposes.

(vi) Services: Since the proposed sites may be remote from existing or future services, the applicant must provide assurance that an adequate supply of portable water will be available for use by a caretaker and the disposal of waste material (septic tank) must be acceptable to the appropriate authority. Other utilities, (telephone, electricity) are generally available throughout the City.

(vii) Stall Design: a number of design principles are available for the layout of the individual storage spaces or stalls. The pattern that is used should be related to the direction of travel that is intended to be permitted on the private roads. The length of stalls may vary to accommodate different sizes of vehicles and it is desirable that several classes of stall depth be established in defined locations.

(viii) Signs: Internal illumination of signs is not desirable and this type of sign should not be encouraged. A single, small identification sign at or rear the front lot line is adequate. Warning signs on the parcel boundary lines should be permitted in limited number and size. Internal signs may be required for traffic control purposes and for stall markers.

(ix) Complementary Uses: In addition to the use of land for the outdoor storage of recreational vehicles, several other uses could be permitted. A residence for a caretaker would be desirable. Land that may be intended for future expansion should be permitted to be used for any appropriate agricultural use including agricultural buildings. Uses that are of a retail nature (sale of gas, oil, camping supplies, recreational vehicles, etc.) should not be permitted.

The storage of derelict or damaged recreational vehicles should be discouraged and their removal to a repair garage or salvage yard should be encouraged by the operator.

5.0 IMPLEMENTATION:

It is anticipated that a development agreement between the developer and the City will be required to ensure an acceptable standard of performance within the design criteria that can only be established with some precision upon submission of

5.0 IMPLEMENTATION: (cont'd..)

grading and landscape plans. Therefore, the implementing procedures would entail a development agreement and a specific zoning by-law amendment.

6.0 R.J. IRELAND APPLICATION:

Planning Committee is aware that Mr. R.J. Ireland (Our File C4W14.1) has presented a proposal to develop a portion of 25 acre parcel located on the east side of Mississauga Road in Lot 14 Concession 4 W.H.S. (Township of Chinguacousy) as a recreational vehicle storage area. From an inspection of the proposed site it would appear that the R.J. Ireland site could be developed as a recreational vehicle storage area with a moderate expenditure of funds in accordance with the development principles outlined above.

7.0 RECOMMENDATION:

It is recommended that Planning Committee endorse this report and convene a public meeting prior to the preparation of an Official Plan amendment.

LWHL/rla



L.W.H. Laine
Planning Director

PUBLIC MEETING

RECREATIONAL VEHICLE STORAGE AREAS

A Special Meeting of Planning Committee was held on THURSDAY, FEBRUARY 10, 1977 in the Council Chambers, 24 Queen Street East, Brampton, Ontario, commencing 8:10 p.m. to outline a proposed amendment to the Official Plan to provide for the use of sites for recreational vehicle storage.

Members present were:	F.R. Dalzell	Chairman
	K.G. Whillans	Councillor
	Mrs. E. Mitchell	Councillor

Staff present were:	L.W.H. Laine	Planning Director
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3 members of the public were in attendance. The Chairman asked the Planning Director if advertisements were placed in local newspapers. The Chairman welcomed the members of the public to the meeting and explained that the purpose of the meeting was to advise the public of the standards required for the storage of recreational vehicles and to solicit their comments and questions.

The Planning Director outlined briefly the standards. The 3 members of the public were presented with a memorandum which elaborated upon the proposed principles and guidelines to be followed with respect to the establishment of recreational vehicle storage areas and were requested to forward any views or comments to the Planning Department.

There were no further comments or questions and the meeting adjourned at 8:20 p.m.

REPEALED BY BY-LAW 153-81