



**Report**  
**Staff Report**  
The Corporation of the City of Brampton  
3/18/2024

**Date:** 2024-03-18

**Subject:** **Recommendation Report**  
*Application to Amend the Zoning By-law (To permit a truck wash and repair facility, associated office and warehouse and ancillary truck and trailer parking)*  
**MHBC Planning Limited on behalf of Canus Logistics**  
0 Goreway Drive  
Ward 8

**File:** OZS-2023-0011

**Contact:** Jan Salaya, Planner I, Development Services & Design

Alex Sepe, Manager, Development Services & Design

**Report number:** Planning, Bld & Growth Mgt-2024-183

**RECOMMENDATIONS:**

1. That the report from Jan Salaya, Planner I, Development Services & Design, to the Planning and Development Committee of March 18<sup>th</sup>, 2024, re: **Recommendation Report** Application to Amend the Zoning By-law (To permit a truck wash and repair facility, associated office and warehouse and ancillary truck and trailer parking), **MHBC Planning Limited – Canus Logistics.**, 0 Goreway Dr, Ward 8, be received;
2. That the Zoning By-law Amendment submitted by MHBC on behalf of Canus Logistics, Ward 8 File: OZS-2023-0011 be approved, on the basis that it represents good planning, is consistent with the Provincial Policy Statement, and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Regio of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That the amendment to the Zoning By-law generally in accordance with the by-law attached as Attachment 10 of this report be adopted; and
4. That no further notice be required for the attached Zoning By-law Amendment pursuant to Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

**OVERVIEW:**

- **The purpose of this application is to facilitate an amendment to the Zoning By-law to permit a truck wash and repair facility, an associated office and warehouse use with ancillary truck and trailer parking.**
- **The proposed development is contemplated over two separate parcels. The western portion of the property fronting Goreway Drive is designated 'Industrial' and the eastern property fronting Intermodal Drive is designated 'Parkway Belt West' within Schedule A; and a portion is located within the Goreway Major Transit Station Area. An amendment to the Official Plan is not required.**
- **The subject property is located within the Airport Intermodal Secondary Plan (SPA4) and is designated 'Highway Commercial', 'Utility' and Special Policy Area 20'. An amendment to the Secondary Plan is not required.**
- **The western property fronting Goreway Drive, designated 'Highway Commercial' special section 1797 will be amended to permit the proposed development. The eastern property, fronting Intermodal Drive is zoned 'Agricultural' special section 1798 and will be rezoned 'Highway Commercial' special section 1797. An amendment to the Zoning by-law is required, included as Attachment 10.**
- **A Statutory Public meeting for this application was held on August 25<sup>th</sup>, 2023. No members of the public spoke at the public meeting and one (1) written submission was received by members of the public. Details of the Statutory Public meeting is included in Attachment 9 of this report.**
- **The report aligns with the City of Brampton Strategic Focus Area of "Growing Urban Centres & Neighbourhoods" by building complete communities, to accommodate the automotive and trucking industry and create more jobs.**
- **The proposed Zoning By-law Amendment represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement, and is in conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Brampton Official Plan.**

**BACKGROUND:**

MHBC Planning Limited submitted the subject application on behalf of Canus Logistics on April 18, 2023. The application was reviewed for completeness and found to be complete in accordance with the Planning Act. A formal Notice of Complete Application dated July 28<sup>th</sup>, 2023, was provided and a statutory Public Meeting for the subject application was held on August 28<sup>th</sup>, 2023.

The subject application consists of two separate parcels. The parcel located west, fronting Intermodal Drive is Zoned 'Agricultural' special section 1798 as it is located within the Parkway Belt West area. The purpose of the application is to amend the Zoning By-law to mirror that of the parcel located east (fronting Goreway Drive) to permit truck wash and repair facility, with offices, a warehouse and associated truck and trailer parking. The owner had previously submitted a Minor Variance (A-202-0082) for temporary truck parking, which was approved by Committee on June 21, 2022 but appealed July 11, 2022. The owner then formally withdrew the Minor Variance, providing a letter of withdrawal to the City and Tribunal on November 30, 2022.

**CURRENT SITUATION:**Proposal

The applicant is proposing to amend the Zoning By-law to permit a truck wash and repair facility, with associated office and warehouse use and ancillary truck and trailer parking. The development consists of a new building which will house the motor vehicle wash station, repair shop and accompanying offices.

The building will be located closest to Goreway Drive within the 'Highway Commercial (HC2-1797)' zone, and the land currently zoned 'Agricultural' (A) would permit truck and trailer parking and access to the site. Details of the proposal are as follows:

- Building is proposed to have a GFA of 1,032 square metres.
- A full moves access for trucks and auto vehicles to the site is proposed off of Deerhurst Drive.
- A total of 22 car spaces are to be provided on site.
- A total of 48 trailer parking spaces are proposed at the rear of the property.

Property Description and Surrounding Land Use:

The subject property has the following characteristics:

- Does not currently have a municipally address (0 Goreway Dr);

- Has a total site area of approximately 1.27 hectares;
- Western property has a frontage of approximately 34.6 metres along Goreway Drive and the eastern property has a frontage of approximately 90 metres along Intermodal Drive;
- Is currently being used for truck and trailer parking.

The surrounding land uses are described as follows:

North: Industrial uses;

East: Deerhurst Drive, beyond which are agricultural, utility uses, within Parkway Belt West Area;

South: Intermodal Drive, beyond which are utility uses and Parkway Best West Area;

West: Industrial uses, including the Canadian Tire – A.J Biles Distribution Centre.

### **Summary of Recommendations:**

This report recommends that Council approve a Zoning By-law Amendment to facilitate the proposed development, that is generally in accordance with Attachment 10.

### **Planning Analysis Summary**

The proposal has regard for matters of provincial interest that are set out in the Planning Act. The proposal and implementing Zoning By-law Amendment is consistent with the Provincial Policy Statement, conforms with the Growth Plan for Greater Golden Horseshoe and the Region of Peel Official Plan, and is consistent with the goals and objectives of the City's Official Plan.

The proposed development is located east of Goreway Drive and is also bounded by Intermodal Drive to the south and Deerhurst Drive to the east. According to the Growth Plan, the lands are within the 'Built Up Area' and is designated 'Provincially Significant Lands'. The proposed development conforms to the Growth Plan as it directs and sustains employment growth within its designated areas, promoting development that is compact and will efficiently use underutilized lands.

The subject lands are designated 'Industrial' and 'Parkway Belt West' within Schedule A of the Brampton Official Plan, the (west) portion of the subject lands abutting Goreway Dr and Intermodal Dr are designated 'Industrial' and 'Highway Commercial' within Schedule 4 of the Airport Intermodal Secondary Plan (SP4). The lands abutting

Intermodal Dr and Deerhurst Dr are designated 'Parkway Belt West' within Schedule A of the Official Plan and are designated 'Utility' and 'Special Policy Area 20' within the applicable SP.

Given that a portion of the subject lands are within the Parkway Belt West Area, an Amendment to the Parkway Belt West Plan (PBWP) is required to facilitate the proposed development. At the time of receiving the application, the Ministry of Municipal Affairs and Housing were not accepting PBWP amendment applications due to the Government's review of a proposal to revoke the PBWP. Until such time that the PBWP is amended or revoked, the Ministry is agreeable with the development application proceeding subject to a Holding (H) provision being included in the implementing Zoning By-law.

Please refer to Attachment 7 "Detailed Planning Analysis" for additional details.

### Planning Act

The application has regard for matters of Provincial Interest as set out in Section 2 of the Planning Act, specifically Section 2 (h), (k) and (p) of the Planning Act. The proposal represents orderly development of land uses in a location that is compatible within the existing surrounding lands, it will create employment opportunities on lands that are currently underutilized and further promote the staging of trucks and trailers away from sensitive and incompatible land uses.

### Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Planning Act. The application is consistent with Section 1.1.1 (b) of the PPS, which speaks to the accommodation of a mix range of employment uses. The draft zoning by-law amendment offers a mix of employment opportunities through the commercial uses, office and warehouse use and the proposed ancillary use of outside storage. The proposal is consistent with Section 1.1.3.2 (g) that speaks to a land use patterns and appropriate mix of lands which are freight supportive. As the development will offer a truck wash and repair facility and will facilitate outside storage of truck trailers, it will support freight movement, the movement of goods and the transportation industry, which is critical to long-term economic prosperity.

The proposed development will facilitate commercial and industrial uses within a provincially identified employment area and supporting businesses in the vicinity of Goreway Dr and Highway 407, which is consistent with Section 1.3.2.6. Further, the proposed development will not negatively affect the existing transmission corridor as the development is proposed outside of the corridor and will only permit accessory uses to the abutting commercial uses like parking of motor vehicles and trucks, thus demonstrating consistency with Section 1.6.8.3 of the PPS. Staff is satisfied that the

proposed development is consistent with the applicable sections of the Provincial Policy Statement.

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

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides the framework for building stronger, prosperous communities by managing growth long term and promotes development that contributes to complete communities. The plan also sets out policies that protect employment areas critical to the local and provincial economy. The subject lands are located within the 'Built-Up Area' within the Growth Plan and promotes the efficient use of the existing employment area which is currently underutilized. The development will be compatible and conform to the intended policies for this area, by supporting the trucking transportation industry and facilitating the movement of goods and services near Highway 407 which is a provincial major highway. The proposed zoning by-law amendment conforms to the applicable sections of the Growth Plan.

#### Parkway Belt West Plan (1978)

The Parkway Belt West Plan (PBWP) was created to reserve land for infrastructure, separate urban areas and connecting open spaces in Halton, Peel, York, Hamilton and Toronto. Currently, the PBWP primarily designates and protects land required for large scale infrastructures like transit, hydro and electrical facilities. A portion of the subject lands are located within the 'Public Use Area' and designated 'Electrical Power Facility'. It was determined that an amendment to the PBWP is required to facilitate the proposed uses. At the time of the initial application circulation the Ministry of Municipal Affairs and Housing was not accepting applications during the Government's review of a proposal to revoke the PBWP. Until such time, that the lands be amended or revoked by the government. Upon discussions with Ministry of Municipal Affairs staff, they notified City staff that they were agreeable to the inclusion of a Holding (H) provision being included within the implementing zoning by-law that will be removed at a later date pending a decision being made in regards to the Parkway Belt West lands.

The Ministry advised that they will now be accepting PBWP amendment applications while the government's review of the proposal revoking the PBWP remains ongoing. The Ministry have no concerns with the City applying a Holding (H) provision within the draft zoning by-law amendment that will be lifted when the PBWP designations and permissions are amended or revoked.

#### Region of Peel Official Plan (2020)

The Region of Peel Official Plan (ROP) provides long-term policy framework used to manage growth and development within Peel and is intended to direct growth and development, while protecting the environment, manage resources and provides a basis for efficiently managing growth. The subject lands are within the 'Urban System'

designation, partially located within a 'Planned Major Transit Station Area' and designated 'Employment Area' per Schedule 4 of the ROP.

Planned Major Transit Station Areas (MTSA) are areas that will become either a Primary or Secondary MTSA but require further study and assessment prior to being delineated. As only a portion of the property is located within the planned MTSA and development on the subject lands is limited to being outside the transmission corridor, the development intends to meet the policies set out in the ROP by contributing to the employment density and providing a mix of office, industrial and commercial uses where feasible on site.

The application is consistent with the objectives, policies and targets of the employment area designation as the proposal intends to maintain the already permitting commercial and accessory uses and offers additional uses such as a repair facility, office and warehouse use, and truck parking in conjunction with the commercial uses. The proposal also promotes employment opportunities around Highway 407, which is a major transit infrastructure, thus preserving employment lands for industrial and commercial uses. Staff is satisfied that the proposed zoning by-law amendment conforms to the ROP.

#### City of Brampton Official Plan

The City of Brampton Official Plan (OP) sets out the principles and policies for land-use decision-making within the municipality and is used to guide many development and infrastructure decisions on issues relating to land use, built form, transportation and the environment. The proposal contemplates two parcels, the western portion (fronting Goreway Dr) is designated 'Industrial' and the eastern portion (fronting Intermodal) is designated "Parkway Belt West' within Schedule A of the OP.

Employment areas shall retain and enhance business, industry and employment and protect the supply of employment for manufacturing, warehousing, offices and associated retail and ancillary services. The proposed amendment generally aligns with the objectives set out in Section 4.4 of the OP. Section 4.4.2.1 and 4.4.2.7 of the OP speak to the permitted uses within the industrial designation and promoting the development of industrial uses in locations accessible to existing provincial road facilities. The proposed uses generally conform to the permitted uses under the industrial designation and is proposed in close proximity to Highway 407 which is a Provincial Transitway. The permitted uses proposed in the draft zoning by-law amendment align with the permitted uses of the industrial designation and will contribute to employment growth and further protect the supply of employment lands.

Lands designated Parkway Belt West (PBWP) are subject to the policies and land use designations of the of the PBWP. Amendments to the Parkway Belt West are processed with the Ministry of Municipal Affairs and Housing. Until such lands are amended or revoked, a holding provision will be placed on the lands and will be removed once confirmation is provided to the City by The Ministry of Municipal Affairs

and Housing. Further, the lands are partially located within the Goreway 'Planned Major Transit Station Area', and the proposal has been reviewed against the applicable policies currently under appeal.

The application demonstrates that the proposed development meets the intent and adheres to the policies of the designated land uses. As such staff are satisfied that the proposed development conforms to the policies of the OP.

#### Council Approved Brampton Plan (2023)

In the new Official Plan, Brampton Plan 2023 that was adopted by City Council November 1, 2023, the subject lands are designated 'Employment' and 'Parkway Belt West', and a portion of the lands is partially located within the Goreway (407) 'Planned Major Transit Station Area'. Generally, Employment Areas should create productive and desirable places to attract and retain investment and shall accommodate a mix of employment uses. The development proposal will provide a mix of commercial and industrial uses that will be compatible with the surrounding built up industrial area.

A portion of the subject lands are located within the Goreway 'Planned Major Transit Station Area' (MTSA), centering Highway 407. Further studies are required prior to the delineation of the Planned MTSA to determine if it will be identified as primary or secondary. The proposal meets the general intent of the future OP and planned MTSA's currently are not Protected Major Transit Station Areas in accordance with the Planning Act.

#### Airport Intermodal Secondary Plan Area 4

The western parcel is designated 'Highway Commercial', and the eastern parcel is designated 'Utility' and 'Special Policy Area 20' within the Airport Intermodal Secondary Plan (Schedule 4). The proposed uses within the draft zoning by-law generally aligns with the uses associated with the Highway Commercial designation. The Special Policy Area 20 and Utility designation is intended for transmission lines and related facilities that are to be maintained in accordance with the policies of the PBWP and may also be used for parking accessory to an abutting commercial-type use.

The proposed development maintains the planned intent and function for the subject property under its current designations and staff are satisfied that the development proposal conforms to the policies of the Airport Intermodal Secondary Plan.

#### Zoning By-law

The western property along Goreway Drive is designated 'Highway Commercial' special section 1797 (HC2-1797), which permits a variety of commercial uses aligned with the Highway Commercial designation. The implementing zoning by-law will permit the additional uses of a repair shop, accessory office use and warehouse, and truck and trailer parking.



The eastern parcel fronting Intermodal Drive is designated 'Agricultural' special section 1798 (A-1798) that permits agricultural uses, driveway access and surface parking in conjunction with the abutting lands designated HC2 – Section 1797.

The proposed draft zoning by-law amendment seeks to amend the current Highway Commercial special section 1797 zone to permit the proposed development. In addition, it will also remove the existing Agricultural special section 1798 zone and implement the site-specific Highway Commercial (HC2) zone as shown on Attachment 10. The proposed zoning by-law is subject to a Holding (H) provision due to the subject lands being located within the Parkway Belt West area; the holding provision will be lifted subject the following requirement:

“Confirmation from the Ministry of Municipal Affairs and Housing that the appropriate arrangements with respect to the Parkway Belt West Plan designations and permissions are amended or have been revoked by the Ministry of Municipal Affairs and Housing.”

The proposed by-law includes performance standards to ensure that the proposed development is appropriate given the surrounding area, such as but not limited to; generous front and exterior setbacks requirements, and the inclusion of landscape buffers and screening along areas where truck and trailer parking is proposed to minimize public view of outside storage. The draft zoning by-law amendment is provided within Attachment 10.

### Community Engagement

The application was circulated to City Departments, commenting agencies, and property owners within 240 metres of the subject lands in July 2023 in accordance with and exceeding the Planning Act requirement of 120 metres for such applications. Notice signs were also placed on the subject lands to advise members of the public that a Zoning By-law Amendment application has been filed with the City.

A Statutory Public Meeting for the application was held on August 28<sup>th</sup>, 2023. There were no delegations from members of the public at the meeting, however, one written correspondence was received, requesting a copy of the notice sent out and inquiring about the proposal to permit a truck wash, repair shop and trailer parking under high voltage electric lines and if the City has taken safety concerns under consideration. City staff circulated the proposed development application to Hydro One Networks Inc. for comments. Hydro One staff notified City staff that they have no concerns regarding the proposed zoning by-law amendment application. Hydro One comments also provided a precaution regarding safety measures such as safety setbacks from the transmission lines. Minimum setbacks from Intermodal Drive and Deerhurst Drive have been included in the zoning by-law to ensure no building is developed under the transmission lines. City staff will continue to include Hydro One on future circulations through the Site Plan process. Further detail is provided within Attachment 9.

A copy of all agency comments is attached within Attachment 8 to this report.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

There are no financial implications associated with this application. Revenue that was collected through the development application fee is accounted for in the approved operating budget.

### **Other Implications:**

There are no other corporate implications associated with this application.

## **STRATEGIC FOCUS AREA:**

The application is consistent with the Strategic Focus Area – Growing Urban Centres & Neighbourhoods. The proposed development focuses on the economy and provides permitted uses that support the trucking industry and businesses, contributing to a complete community within Brampton's industrial area.

## **CONCLUSION:**

This report recommends that Council adopt the Zoning By-law Amendment generally in accordance with Attachment 10 attached hereto. Staff is satisfied that the proposed development represents good planning, has regard for matters of provincial interest, is consistent with the Provincial Policy Statement and conforms to the Growth Plan, Regional Official Plan and Brampton's Official Plan.

The draft zoning by-law amendment is appropriate for the orderly development of the lands as it will promote development on lands that are currently underutilized, represents appropriate use of the lands and protects employment areas that support major transit infrastructures and transportation terminal facilities. In addition, the proposal will facilitate uses that serve the current high volume truck routes in the vicinity and is compatible with the surrounding industrial area, supporting the City's vision in directing appropriate growth that is consistent with the applicable plans and policies. Technical requirements have been satisfactorily addressed through studies submitted in support of the proposal and approved by City staff.

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**Attachments:**

- Attachment 1 – Concept Plan
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designations
- Attachment 4 – Secondary Plan Designations
- Attachment 5 – Zoning Designations
- Attachment 6 – Aerial and Existing Land Uses
- Attachment 7 – Detailed Planning Analysis
- Attachment 8 – Results of Circulation
- Attachment 9 – Results of Public Meeting
- Attachment 10 – Draft Zoning By-Law Amendment
- Attachment 11 – Sustainability Snapshot