



**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 6/17/2024

**Date:** 2024-06-06

**File:** OZS-2023-0029

**Subject:** **Recommendation Report**  
 Temporary Use By-law Amendment Application  
*(To permit a temporary truck and trailer parking lot  
 along with associated stormwater management  
 swales, and landscaped buffers)*  
**Falcon Investment Group Inc. – Blackthorn Development Corp.**  
**11462 Coleraine Drive**  
**Ward 10**

**Contact:** Angelo Ambrico, Manager, Development Services

**Report number:** Planning, Bld & Growth Mgt-2024-514

**RECOMMENDATIONS:**

1. That the report from Angelo Ambrico, Manager, Development Services to the Planning and Development Committee of June 17<sup>th</sup>, 2024, re: **Recommendation Report, Application for Temporary Zoning By-Law Amendment, Falcon Investment Group Inc. – Blackthorn Development Corp., 11462 Coleraine Drive, Ward 10**, be received;
2. That the application for Temporary Zoning By-law Amendment submitted by Blackthorn Development Corp on behalf of Falcon Investment Group Inc. be approved on the basis that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in the Recommendation Report;
3. That in accordance with the Planning Act, Council supports the proposed temporary use for a period of up to 3 years from the date of adoption of the by-law included as Attachment 11 to this report. Should the Ministry of Transportation (MTO) confirm that the temporary use may continue to a date after September 2025, an amending by-law to reflect the new expiry date (which will not exceed the three year limit) shall be advanced for Council adoption, and no further public meeting shall be required pursuant to Section 34(17) of the Planning Act;

4. That prior to staff forwarding the by-law for Council enactment, written confirmation is to be received from the Ministry of Transportation confirming that they have no objection to the temporary use by-law; and revisions to the Traffic Impact Study (TIS) to resolve remaining technical issues and update the methodology for trip generation are to be received to the satisfaction of the Commissioner of Public Works at the Region of Peel;
5. That the amendment to the Zoning By-law generally in accordance with the attached Attachment 11 to this report be adopted; and,
6. That no further notice or public meeting 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:**

- **This report recommends the approval of the proposed Temporary Use By-law Application to permit truck and trailers to be stored on the lands for a temporary period ending on September 25, 2025. Staff recommends the use of a “Holding (H)” symbol with the By-law, which would effectively not permit the proposed truck storage use until technical issues are satisfied, and the H symbol is lifted.**
- **The property is designated “Industrial” in Schedule A: General Land Use Designations of the Official Plan. The Industrial designation permits a full range of industrial activities ranging from light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing, and distribution. No amendment to the Official Plan is required to permit the proposed temporary use.**
- **The property is designated “Business Park”, “Corridor Protection Area”, and “Scoped Appealed Lands” in the Highway 427 Industrial Secondary Plan. No amendment to the Secondary Plan is required to facilitate the proposed temporary use.**
- **As per Zoning By-law 270-2004, as amended, the subject property is zoned Agricultural (A) which permits agricultural uses and associated non-agricultural uses such as a single detached dwelling. A Temporary Zoning By-law Amendment is required to facilitate the proposed truck storage use.**
- **A statutory Public Meeting for this application was held on September 25<sup>th</sup>, 2023. No members of the public spoke at the meeting, but 7 pieces of written correspondence were received. A total of twenty-two (22) pieces of written correspondence were received through the processing of this**

application. Details of the public comments are included in Attachment 10 of this report.

- Prior to staff bringing the by-law forward for Council enactment, written confirmation is to be received from the Ministry of Transportation (MTO) confirming they have no objection to the temporary use by-law. This is required as the subject property is located within the Ministry of Transportation Protection Corridor & proposed Highway 413 corridor.
- Should the Ministry of Transportation (MTO) confirm that the temporary use may continue to a date after September 2025, an amending by-law to reflect the new expiry date shall be advanced for Council adoption, and no further public meeting shall be required pursuant to Section 34(17) of the Planning Act;
- Prior to staff bringing the by-law forward for Council enactment, revisions are required to the Traffic Impact Study (TIS) to resolve remaining technical issues and update the methodology for trip generation. These updates will help establish an appropriate limit of development for the area of land permitted for the parking and storage of trucks and trailer, and the maximum number of trucks and trailers that can be stored on the subject property at any point in time. City and Region of Peel staff recommend a reduction in the total number of parking stalls until such time a second point of access can be established on Coleraine Drive, which is currently 'axle load restricted'.
- A Holding (H) Symbol is recommended to be added to the Temporary Use Zoning By-law to ensure that a revised Traffic Impact Study is approved to the satisfaction of the Region of Peel, to ensure that shared access arrangements between 11462 Coleraine Drive and 11470 Coleraine Drive is achieved for the purpose of having a single access onto Mayfield Road. Also, the H symbol will ensure that an updated Functional Servicing Report (FSR) is approved to the satisfaction of the City of Brampton.
- Future development applications will be required to be approved prior to any development and/ or site alteration taking place on the subject lands, and prior to any truck and trailer operations taking place on the subject lands. Those applications are:
  - remove the H symbol application, and
  - site plan application is required.
- The report aligns with the strategic focus area "Growing Urban Centres & Neighbourhoods". The Temporary Zoning By-law Amendment will support goods movement in the Region of Peel.

## **BACKGROUND:**

Blackthorn Development Corp submitted an application on behalf of the owner, Falcon Investment Group Inc., to temporarily amend the Zoning By-Law for a period of three (3) years. This application was deemed complete in accordance with Section 34 (10.4) of the Planning Act on October 12<sup>th</sup>, 2023. The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on September 25<sup>th</sup>, 2023. Twenty two (22) written correspondence was received, and no members of the public spoke at the meeting. Following the Public Meeting, comments were released to the applicant on November 2023, with a subsequent resubmission by the applicant received by the applicant on April 2024.

Since the above noted timelines, City staff had observed on the subject site that development and site alteration works on the site were underway, even though the required permissions for that work had not been issued by the City. Prior to any permissions being issued for those works, zoning approval (by way of the subject application), and site plan approval would have to first be issued.

The effect of this report to the Committee is to recommend approval of the Temporary Use By-law, generally in accordance with the attached Attachment 11 to this report.

## **CURRENT SITUATION:**

### **Proposal**

A proposal to amend the Zoning By-law permissions has been filed with the City to develop a 10.12 hectares (25.01 acres) parcel for the purposes of temporary truck and trailer parking, with storm water management swales and landscape buffers. The site is currently being used for the storage of trucks and trailers despite the Agricultural (A) zoning and is not currently in conformity with the Official Plan or Zoning By-law. The effect of this application is to permit the storage of trucks and trailers on a temporary basis until September 2025, with the possibility of a future extension (subject to Ministry of Transportation (MTO) approval), but which would not result in a permission period of over three years.

### **Details of the Proposal (refer to Attachment 1)**

This application to temporarily amend the Zoning By-Law has been filed to permit the outdoor storage of truck and trailer parking spaces. The subject property is located on the west side of Coleraine Drive, south of Mayfield Road, and is municipally addressed as 11462 Coleraine Drive.

Details of the proposal are as follows:

- 272 truck and trailer parking bays, measuring 20 metres by 4.5 metres;
- The total number of trucks and trailer parking bays on the property is subject to further reductions, pending the resubmission of a Traffic Impact Study;
- 3 metres of landscape buffering including plantings and privacy screens along all lot lines; and
- Shared access from Mayfield Rd through consolidated access via the property to the north, 11470 Coleraine Drive (see related Temporary Zoning By-Law Amendment Application City File OZS-2023-0032).

## **Property Description and Surrounding Land Use (refer to Attachment 2)**

The lands have the following characteristics:

- A total site area of approximately 10.12 hectares (25.01 acres);
- An approximate frontage of 195.74 metres on Coleraine Drive;
- There is an existing two-storey residential dwelling, a one-storey residential dwelling, an in-ground swimming pool and associated cabana, a tennis court and shed. Further to these structures, accessory structures including a one-story storage facility and metal domed structure exist.

The surrounding land uses are described as follows:

- **North:** Agricultural and industrial uses, beyond which is the Town of Caledon. The lands municipally addressed as 11470 Coleraine Drive is directly north of the subject property, which is also proceeding with a Temporary Use Zoning By-Law to permit truck and trailer parking (related Temporary Zoning By-Law Amendment Application City File OZS-2023-0032);
- **South:** Existing Agricultural uses and lands designated for future industrial land uses in Secondary Plan 47.
- **East:** Coleraine Drive, beyond which are agricultural uses, utility uses, and lands designated for future industrial land uses in Secondary Plan 47.
- **West:** Existing Agricultural uses and lands designated for future industrial land uses in Secondary Plan 47.

Further details on this application can be found in the Detailed Planning Analysis contained in Attachment 9, which contains an evaluation of the various technical aspects, including matters addressed in the site-specific studies submitted by the applicant.

## **Ministry of Transportation Protection Corridor & Proposed Highway 413 Corridor**

The subject lands are located within the Ministry of Transportation (MTO) Focused Analysis Area for the Highway 413 transportation corridor. Based on the location of the future Highway 413 corridor, there are limitations to the approval of a permanent development on these lands, which makes a temporary use appropriate from a land use planning perspective at this point in time. Options for permanent uses on the subject site will be better established as the MTO provides more information on the future planning of the Highway 413 corridor.

Brampton is a major national logistics hub of warehousing and light manufacturing with links by rail, air, and roads. The movement of goods has an integral role in the logistics economy and job sector of Brampton. From a land use planning perspective, the subject property is designated for industrial uses within the Official Plan and Highway 427 Industrial Secondary Plan. However, based on the most recent mapping provided by the Ministry of Transportation (see Attachment 8), a portion of the subject property may be required for the proposed Highway 413 Corridor. As such, temporary truck parking as an interim use is deemed as an appropriate land use, as there will be no permanent structures on site and the Temporary Use By-Law will expire in September 2025, unless otherwise extended if written support for an extension is received from the MTO.

At the time of writing this report, the Ministry of Transportation has provided feedback that they are supportive of similar temporary use by-laws within the Highway 413 Corridor Protection Area until September 2025. This has not been provided in writing by the MTO for this particular property at this time. Staff are recommending that the temporary use by-law be in place until September 2025, and that the by-law only be enacted once written confirmation is received by the MTO that they have no objection to the temporary use by-law.

Should the Ministry of Transportation (MTO) confirm that the temporary use may continue to a date after September 2025 at a later date, an amending by-law to reflect the new expiry date shall be advanced for Council adoption, and no further public meeting shall be required pursuant to Section 34(17) of the Planning Act. In accordance with Section 39(2) of the Planning Act, Council may support the proposed temporary use for a period of up to 3 years from the date of adoption of the By-law included as Attachment 11 to this report.

Following the expiry of the Temporary Use Zoning By-Law, City staff would like to get a better understanding of the permanent uses proposed for the subject property in alignment with the City's Official Plan and Highway 427 Secondary Plan.

## **Limitations to Site Area and Number of Truck and Trailer Parking Spaces**

The subject property currently has frontage on Coleraine Drive, which is a Regional Road and is outside of the City's jurisdiction. There have been several issues raised by

members of the public with respect to the number of truck and trailers, and associated goods movement activities occurring on Regional and City roads prior to these roads being reconstructed to industrial standards.

Recognizing the subject application is only for a temporary use, but which has been in operation without the required approvals (i.e. zoning permissions, site plan approval), staff are recommending that permissions in the zoning by-law for the intended truck and trailer storage be limited to a maximum of 50% of the developable site area (separate from any areas subject to environmental significance). Limiting the area of truck and trailer storage in this manner in the zoning by-law provisions will effectively limit the number of trucks and trailers on the site at any given point in time.

The justification for this type of restriction is in relation to concerns raised by members of the public associated with land use compliance and road safety. There is also a policy basis to support a reduction from the site operating at full capacity, through Section 5.10.2(i) of the Official Plan. Staff is seeking to minimize any land uses that create and/or aggravate any situation that is detrimental to adjacent complying land uses. From a planning perspective, restricting the land area permitted for the temporary use will minimize these types of land use conflicts. Further, limiting the area of truck and trailer storage on site will help to ensure that all outstanding matters of compliance, property standards, development standards, are fully addressed prior to any further development being considered on the subject lands.

The area of the land to be zoned to permit truck and trailer storage, may actually need to be less than the 50% of the developable area restriction noted above, as some technical revisions are still required to the Traffic Impact Study at this time (more details are provided in the subsequent section of this report).

Site compliance and enforcement efforts in relation to the site will continue until all development approval matters are fully resolved, including the enactment of the Zoning By-law, Lifting of the Holding Symbol, Site Plan approval, and certification approvals by staff to verify that all site improvements, as required by the approved site plan, are completed.

### **Refinement of Existing Studies**

At the time of writing this Report, City staff have identified that the following two (2) studies require some revision prior to Council enactment of the Temporary Zoning By-law, and are also recommending the use of a Holding (H) symbol in the Temporary Zoning By-Law Amendment.

- Traffic Impact Study (TIS)
- Functional Servicing Report

Details of the issues with these studies are noted below:

### ***Traffic Impact Study***

Minor revisions are required to the Traffic Impact Study to resolve remaining technical issues and establish some form of restriction with respect to the total number of truck and trailers that can be stored on the subject property at any point in time. Both Mayfield Road and Coleraine Drive are Regional roads, which remain under the jurisdiction of the Region of Peel.

The Region of Peel has reviewed the Traffic Impact Study and formal comments are to be provided to the applicant for their review and revision. The methodology for trip generation used in the TIS has not been deemed acceptable at this time. The capacity analysis shows significant delays which can cause safety concerns.

At this time, Coleraine Drive is a Regional Road, which currently has an axle load restriction that does not permit truck and trailer use. As part of the Secondary Plan 47 transportation system improvements to support industrial development, Coleraine Drive is planned to be reconstructed to meet industrial standards by 2029. Therefore, no site access will be permitted on Coleraine Drive for the proposed temporary use. Due to this, a reduction in parking stalls is recommended until such time the second point of access off of Coleraine Drive becomes available.

Prior to enacting the by-law, the City and Region of Peel will need to confirm the appropriate number of trucks and trailers that can be stored on the site at any time, relative to level of service for the site access on Mayfield Road and other technical traffic matters. It is anticipated that a reduction in the total number of truck and trailers that can be stored at any point in time between the subject property (11462 Coleraine Drive) and the adjacent property to the north (11470 Coleraine Drive) will be below the 272 truck and trailer parking spaces that is currently being proposed.

In addition to this, City staff recommend a Holding symbol be added to the Temporary Use Zoning By-law to ensure that a revised Traffic Impact Study is received to the satisfaction of the Region of Peel, and to ensure that shared access arrangements between 11462 Coleraine Drive and 11470 Coleraine Drive is achieved for the purpose of having a single access onto Mayfield Road. Both the City and Region shall be satisfied prior to Lifting the Holding Symbol.

### ***Functional Servicing Report***

Minor revisions are required to the Functional Servicing Report to demonstrate how the City's minimum criteria for stormwater quantity, quality, and water balance can be achieved on the subject site, as well as additional details pertaining to the feasibility of overall servicing. A satisfactory Functional Servicing Report will be required prior to the lifting of the Holding (H) symbol.

### ***Future Block Plan Requirement***



Any future permanent use proposed on these lands will require a Block Plan to manage the Highway 413 alignment, road network access, and stormwater management. A Block Plan, including a Block Plan level Functional Servicing Report, will be required in the future to understand how these lands will be serviced and accessed on a permanent basis.

### **Application to Amend the Zoning By-Law**

The subject property is zoned “Agricultural – A” by By-Law 270-2004 as amended. The Temporary Use By-Law is required to permit the proposed temporary truck and trailer parking use. The By-law will include site-specific provisions regarding the temporary storage of oversized motor vehicles.

### ***Holding (H) Provision***

A Holding (H) symbol is recommended for the lands and is included in the proposed Temporary Use By-law attached as Attachment 11 to this report. The H symbol will restrict development of the lands until such time as an updated Functional Servicing Report and Traffic Impact Study is received to the satisfaction of the City and Region of Peel. Specifically, the H Symbol prohibits the development and site alteration of the lands until the following is satisfied:

*Holding (H):*

- 1) *Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) zone.*
- 2) *The Holding (H) symbol shall not be removed until the following conditions have been fulfilled:*
  - I. *That written confirmation be provided by the Region of Peel Commissioner of Public Works that a satisfactory Traffic Impact Study supporting interim and ultimate shared access conditions with the abutting property as shown on Schedule A to this by-law has been completed in accordance with Region of Peel Terms of Reference and further that the Traffic Impact Study be prepared in accordance with the City of Brampton Terms of Reference to the satisfaction of the Commissioner of Public Works and Engineering.*
  - II. *Confirmation that shared access arrangements have been established between 11462 Coleraine Drive and 11470 Coleraine Drive to the satisfaction of the Region of Peel and City of Brampton.*
  - III. *Confirmation that a satisfactory Functional Servicing Report has been provided and approved to the satisfaction of the City of Brampton and the Region of Peel;*

## **Summary of Recommendations**

This report recommends that Council approve the proposed Temporary Use By-law, generally in accordance with the By-law attached to this report as Attachment 11. The proposal and implementing documents represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan.

## **Planning Analysis Summary**

This proposal has regard for matters of provincial interest that are set out in the Planning Act. The application to allow temporarily land use permissions is consistent with the Provincial Policy Statement, the goals, and objectives of the City's Official Plan, and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan.

The proposed By-law, with the changes recommended by Staff, represents good planning. Please refer to Attachment 9 "Detailed Planning Analysis" for additional details.

## **MATTERS OF PROVINCIAL INTEREST**

### ***Planning Act:***

The proposal has regard for matters of provincial interest that are set out in the Planning Act. The proposed temporary use is supportable on an interim basis given the fact that no permanent structures will be constructed on the property and would not create impacts for the future construction of Highway 413. As noted earlier in this report, the by-law will not be enacted until written confirmation is received from the MTO that they have no objection to the approval of the temporary use by-law. Planning staff are satisfied that the location of development has regard for matters of Provincial Interest in accordance with Section 2(p) of the Planning Act.

The Traffic Impact Study requires revisions and staff recommend a Holding Symbol in accordance with Section 36 of the Planning Act, so that development and site alteration is restricted until such time that a satisfactory TIS is approved by the Region of Peel. A satisfactory TIS is required to ensure the access configurations to the site and existing transportation infrastructure in the vicinity of the subject property can adequately support the demands and safety of future and existing residents and employment users in accordance with Section 2 (o) of the Planning Act.

The subject lands are deemed an appropriate location for temporary truck and trailer parking as an interim use until September 2025. The proposed use represents the appropriate location for the development in accordance with Section 2(p).

The proposal also has regard for the legislative requirements outlined in Section 34 and Section 39 of the Planning Act.

***Provincial Policy Statement (PPS):***

The proposed development is located within a “Settlement Area” as defined in the Provincial Policy Statement documents. The proposal is also located in an Employment Area and in close proximity to major goods movement transportation infrastructure networks such as Highway 50 and Highway 427. The proposed temporary use will not prevent the lands from being developed for long-term logistics and transportation uses in accordance with the City’s Official Plan policies in the future to meet long-term employment needs.

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:***

The proposal conforms to the Growth Plan by directing development within the delineated built-up area and within an area with existing public service facilities. The proposed development is temporary in nature and given the location within the proposed Highway 413 transportation corridor, the subject lands are deemed an appropriate location for temporary truck and trailer parking as an interim use. The proposal will support the movement of goods in the Region of Peel for a temporary period until September 2025, unless otherwise extended by the MTO.

The recommendations conform to the applicable sections of the Growth Plan.

**MUNICIPAL PLANNING DOCUMENTS**

***Region of Peel Official Plan:***

The subject lands are designed “Employment Area” as per Schedule E-4 of the Region of Peel Official Plan. The proposed temporary truck and trailer parking lot will support the goods movement network as the lands within Highway 427 Industrial Plan evolve to support a variety of logistics, industrial, and employment uses. The proposed truck and trailer parking lot will service the surrounding land uses and larger goods movement network in the Region of Peel until September 2025. The proposed temporary use will not significantly impact the ability for future Highway 413 transportation infrastructure to be constructed in the future, as there are no permanent structures or buildings on the subject site.

Staff is satisfied that the proposed development will help achieve the goals and objectives of the Region of Peel Official Plan.

***City of Brampton Official Plan (2006):***

The property is designated “Industrial” and “Special Study Area” in Schedule A: General Land Use Designations of the Official Plan. The “Industrial” designation permits light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing, and distribution. As previously mentioned in this report, there are limitations to a permanent development scheme on this subject site based on the proposed Highway 413 Transportation Corridor.

The proposed temporary truck and trailer parking lot has been assessed in accordance with the policies of the City of Brampton Official Plan, including *Section 5.10 Temporary Use By-Laws*.

The proposed development application meets the applicable criteria of enacting a Temporary Use By-Law outlined in Section 5.10.2 of the City of Brampton Official Plan:

- The proposal does not create and/or aggravate any situation detrimental to adjacent complying uses in accordance with Section 5.10.2(i).
- The Noise Study confirms that the temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, or light, in accordance with 5.10.2(ii). An updated Traffic Impact Study is required, which will assist City and Region of Peel staff recommend an appropriate restriction on the total number of trucks and trailers that can be stored on the site at any time, and to confirm that traffic impacts will be limited and will not adversely affect surrounding uses in terms of traffic generation in accordance with Section 5.10.2(ii).
- The temporary use does not interfere with the development of adjacent areas given the long-term development restrictions with the MTO Protection Corridor Area proposed Highway 413 in accordance with 5.10.2(iii).

The proposed development and temporary zoning by-law amendment included in Attachment 11 of this report addresses the policies in Section 5.10 of the Official Plan. Staff is satisfied that the proposed temporary development is in accordance with the City of Brampton Official Plan.

### ***Regionally Approved ‘Brampton Plan’:***

On May 16th, 2024, the Region of Peel formally issued a notice of approval with modifications for the City of Brampton’s new Official Plan, known as the ‘Brampton Plan.’ The Plan is scheduled to take effect on June 6<sup>th</sup>, 2024, except for any sections that may be subject to appeal.

The property is designated “Employment” in Schedule 2: Designations of the Official Plan. The ‘Employment’ designation permit land uses such as warehousing, distribution, construction, light and heavy industrial uses, trades, outdoor storage, and other uses requiring a range of land parcel sizes. As previously mentioned in this report, there are limitations to development on this subject site based on the proposed Highway 413 Transportation Corridor.

The proposed temporary truck and trailer parking lot has been assessed in accordance with the policies of the City of Brampton Official Plan, including *Sections 5.12.42 to 5.12.45 - Temporary Use By-Laws*.

The proposed development application meets the applicable criteria of enacting a Temporary Use By-Law outlined in Sections 5.12.42 to 5.12.45 of the City of Brampton Official Plan:

- As the development application does not propose any permanent structures or buildings, the proposed use will be of temporary nature and will not entail major construction or investment. There will be no hardship in reverting to the original uses upon termination of the temporary use in accordance with Section 5.12.43(b).
- As the subject area is designated for industrial uses, the proposed temporary use is compatible with the surrounding land uses and character of the surrounding area in accordance with Section 5.12.43(c).
- The Functional Servicing Report is generally satisfactory with minor comments and confirms that the proposal does not require the extensions or expansion of existing municipal services in accordance with Section 5.12.43(d).
- An updated Traffic Impact Study is required, which will assist City and Region of Peel staff recommend an appropriate restriction on the total number of trucks and trailers that can be stored on the site at any time and will confirm that the proposal does not create any unreasonable traffic issues within the surrounding area in accordance with Section 5.12.43(e).
- As the Temporary Use proposes truck and trailer parking for an interim period until September 2025, unless otherwise extended by the MTO, the proposed use includes sufficient parking facilities entirely on-site in accordance with Section 5.12.43(f).
- Based on all of the above, the proposed use is generally desirable and compatible with the surrounding community in accordance with Section 5.12.43(g).

The proposed development and temporary zoning by-law amendment included in Attachment 11 of this report addresses the policies in Section 5.12.42 to 5.12.45 of the Brampton Plan. Staff is satisfied that the proposed development is in accordance with the City of Brampton Official Plan.

***Highway 427 Industrial Secondary Plan:***

The subject property is designated “Business Park”, “Corridor Protection Area”, and “Scoped Appealed Lands” in the Highway 427 Industrial Secondary Plan. The proposed use is temporary and as such, does not require an amendment to the Brampton Official Plan, or the Secondary Plan which constitutes a chapter of the Official Plan, in accordance with policy 5.10 (Temporary Use By-laws).

***City of Brampton Zoning By-Law:***

The subject property is zoned 'Agricultural - A' by By-law 270- 2004, as amended. This report recommends a temporary zoning by-law amendment to permit site-specific exceptions to the Agricultural – A zone. The site-specific performance standards will result in appropriate screening to reduce the aesthetic impacts of the proposed temporary truck and trailer parking on the streetscape, and the recommended H symbol ensures the land use permissions for truck and trailer storage does not commence until such time as the conditions of the H provision are fulfilled.

Staff is satisfied with the recommended Temporary Use By-law for the truck and trailer storage.

## COMMUNITY ENGAGEMENT

The application was circulated to City Departments, community agencies and property owners within 240 metres of the subject property, exceeding the Planning Act requirement of 120 metres for such applications. The correspondence received from residents and commenting agencies are included as Attachment 10 – Public Meeting Summary & Analysis. Notice signs were placed on the subject lands to advise members of the public that the application to amend the Official Plan and Zoning By-law was filed with the City.

A Statutory Public Meeting for this application was held on September 25<sup>th</sup>, 2023. No members of the public spoke and seven (7) written pieces of correspondence was received at the meeting. Staff are in receipt of a total of twenty-two (22) written correspondence from surrounding residents since the Information Presentation on September 25<sup>th</sup>, 2023. Details of the results of the Public Meeting are included in Appendix 10 of this report. A summary chart is included below:

<b>Concerns Raised at Public Meeting</b>	<b>Staff Response</b>
Impacts to Residential Uses: Screening & Landscaping Treatments	<p>The applicant is required to provide a 3-metre landscaped buffer along all lot lines to screen the truck and trailer parking from abutting properties and any residential uses.</p> <p>A maximum height of 4.15 metres for oversized motor vehicles is also included as a site-specific exception in the zoning by-law amendment to reduce the visual impacts of the proposed use on future residential uses, as well as prevent the stacking of storage containers.</p> <p>The proposed uses on the site are short-term and are permitted for a maximum of 3 years.</p> <p>The proposal is located in an area that is planned for future industrial uses. Given the property's location</p>

	<p>within the protection area for Highway 413, there are difficulties in proceeding with permanent use applications at this time.</p>
Traffic Congestion & Safety	<p>At this time, the City of Brampton and Region of Peel support the temporary use in principle, subject to further refinement to the Traffic Impact Study to establish appropriate restrictions on the total number of trucks and trailers that can be stored on the subject property.</p> <p>The temporary use by-law is not to be enacted until the updated Traffic Impact Study (TIS) is reviewed, which will assist the City and Region of Peel staff recommend an appropriate restriction on the total number of trucks and trailers that can be stored to ensure the site can safely operate and to ensure that there are no unreasonable traffic impacts.</p> <p>A Holding Symbol (H) condition has been added to the Temporary Zoning By-Law to ensure all minor technical matters associated with the TIS and shared access arrangements are satisfactory to the City and Region of Peel prior to lifting of the Holding Symbol.</p>
Noise Mitigation	<p>The Acoustical Report was prepared by HGC Engineering to assess the potential impact of road traffic on Mayfield Road and any potential noise sources as a result of the proposed development.</p> <p>City Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report, confirming that the proposed development properly mitigates all sources of noise on-site to reduce overall noise impacts to surrounding land uses.</p>

#### **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

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

### **Other Implications:**

There are no other corporate implications associated with this application.

### **STRATEGIC FOCUS AREA:**

The report aligns with the strategic focus area “Growing Urban Centres & Neighbourhoods”. The Temporary Zoning By-law Amendment will support goods movement in the Region of Peel.

### **Living the Mosaic – 2040 Vision**

This report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres with quality jobs. This report has been prepared in full consideration of the overall vision that the people of Brampton will ‘Live the Mosaic’.

### **CONCLUSION:**

Staff is satisfied that the proposed Temporary Use By-law Amendment represents good planning. The proposal has regard for matters of provincial interest in Section 2.0 and 39 of the Planning Act, and the proposed development conforms to provincial plans including the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement.

The report recommends that Council enact the Temporary Use By-law Amendment attached hereto as Attachment 11. The By-law is appropriate for the orderly development of the lands considering the following:

1. The proposed temporary use aligns with policies within the City of Brampton Official Plan (2006) and Regionally approved ‘Brampton Plan’, specifically *Section 5.10 – Temporary Use By-Laws* and *Sections 5.12.42 to 5.12.45 - Temporary Use By-Laws*, respectively;
2. The subject lands are located within the Ministry of Transportation (MTO) Protection Corridor and portions of the site are located within the proposed Highway 413 transportation corridor. The Ministry of Transportation (MTO) has only confirmed that they are supportive of similar proposed temporary uses until September 2025 for nearby properties also located within the corridor protection area for Highway 413. Temporary trucks and trailers parking as an interim use are deemed as an appropriate land use, as there will be no permanent structures on site. Prior to



enacting the Temporary Use By-law, written confirmation from the MTO shall be received confirming they have no objection to the temporary use by-law.;

3. The proposed temporary use will support goods movement in the City of Brampton and Region of Peel;
4. The appropriate measures will be implemented to reduce the visual impacts of proposed truck and trailer parking on any neighbouring residential uses; and
5. The appropriate measures will be implemented to reduce truck traffic congestion and safety impacts of the proposed temporary truck and trailer parking, including a revised Traffic Impact Study (TIS) that will assist in establishing an appropriate restriction on the total number of trucks and trailers that can be stored on the site at any time. Additional lifting of the H conditions have been added to the by-law to ensure satisfactory shared access arrangements onto Mayfield Road have been arranged to the satisfaction of the City of Brampton and Region of Peel.

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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 & Existing Land Use
- Attachment 7 – Heritage Resources
- Attachment 8 – MTO Proposed Highway 413 Project Route
- Attachment 9 – Detailed Planning Analysis
- Attachment 10 – Public Meeting Summary & Analysis
- Attachment 11 – Draft Temporary Zoning By-Law Amendment
- Attachment 12 – Results of Application Circulation