



Report
Staff Report
 The Corporation of the City of Brampton
 9/23/2024

Date: 2024-09-06

File: OZS-2024-0045

Subject: **Recommendation Report**
 Temporary Use By-law Amendment Application
(To permit the temporary use of the subject lands for outdoor storage of motor vehicles, tractors and trailers consisting of 545 parking bays, including intermodal shipping containers on the subject property)
SGL Planning and Design Inc. – Countryside Real Estate Holdings Inc. (Pearl Builders)
 0 Countryside Drive
 Ward 10

Contact: Angelo Ambrico, Manager, Development Services

Report number: Planning, Bld & Growth Mgt-2024-728

RECOMMENDATIONS:

1. That the report from Angelo Ambrico, Manager, Development Services to the Planning and Development Committee of September 23rd, 2024, re: **Recommendation Report, Application for Temporary Zoning By-law Amendment**, Countryside Real Estate Holdings Inc. (Pearl Builders) – SGL Planning and Design Inc., 0 Countryside Drive, Ward 10, be received;
2. That the application for a Temporary Zoning By-law Amendment submitted by SGL Planning and Design Inc. on behalf of Countryside Real Estate Holdings Inc. (Pearl Builders) be approved on the basis that it is consistent with the Provincial Policy Statement, and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That in accordance with the Planning Act, Council supports the proposed temporary use for a period of up to three (3) years from the date of adoption of the By-law included as Attachment 12 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 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;
5. That the amendments to the Zoning By-law generally in accordance with the attached Attachment 12 to this report be adopted; and
6. That no further notice of public meeting be required for the attached Zoning By-law Amendment as per Section 34(10.4) of the Planning Act, R.S.O. c.P. 13, as amended.

OVERVIEW:

- **The report recommends approval of the proposed Temporary Use By-law Application to permit the interim storage truck and trailers up to September 2025. Staff recommends the use of a “Holding (H)” symbol with the By-law, which would be lifted once some outstanding technical issues are satisfied.**
- **The property is designated “Industrial” and “Special Policy Area” 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 “Employment Areas” in Schedule 1A: City Structure and “Employment” Schedule 2: Designations in Brampton Plan.**
- **The subject property is designated “Prestige Industrial”, “SWM Facility”, “Scoped Appealed Lands”, and “Corridor Protection Area” 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 nonagricultural uses such as a single detached dwelling. A Temporary Zoning By-law Amendment is required to facilitate the proposed development.**
- **A Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on August 12, 2024. No members**

of the public spoke at the meeting and no written correspondence was received. Details of the Statutory Public Meeting are included in Attachment 8 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.**
- **A Holding (H) Symbol is recommended to be added to the Temporary Use Zoning By-law, whereby neither the proposed truck storage use or any site alterations will be permitted until the H is lifted, which is not to occur until the following matters are resolved to the satisfaction of the City and/or the Region of Peel, as noted:**
 - **A satisfactory Traffic Impact Study**
 - **A satisfactory Functional Servicing Report**
 - **A satisfactory Noise Study**
- **The report aligns with the strategic focus area “Growing Urban Centres & Neighbourhoods”. The Temporary Zoning By-law Amendment will support the movement of goods and services in the Region of Peel.**

BACKGROUND:

The land subject to the Temporary Zoning By-law Amendment is located at 0 Countryside Drive which is north of Countryside Drive, east of Coleraine Drive, and west of Highway 50. SGL Planning and Design Inc. submitted an application on behalf of Countryside Real Estate Holdings Inc. (Pearl Builders) on July 11, 2024. The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on August 12, 2024. There were no members of the public spoke at the meeting and no written correspondence was received.

Since the time of receipt of the application and the public meeting, City staff and the applicant have been working together to refine the technical details associated with the proposal. The effect of this report to the Committee is to recommend approval of the Temporary Use By-law, generally in accordance with Attachment 12 to this report.

CURRENT SITUATION:

Proposal

A Temporary Use By-law to amend the Zoning By-law has been filed with the City to develop a 10.10 hectares (25.01 acres) parcel for the purposes of the temporary outdoor storage of motor vehicles, tractors and trailers, including intermodal shipping containers.

Details of the Proposal (refer to Attachment 1)

This application to temporarily amend the Zoning By-law has been filed to permit 545 parking bays. The subject property is located west of Highway 50, north of Countryside Drive, and east of Coleraine Drive and is municipally addressed as 0 Countryside Drive.

Details of the proposal are as follows:

- 545 parking bays:
 - 472 trailer parking spaces;
 - 73 tractor parking spaces;
- No temporary buildings and structures are proposed; and,
- Site access is proposed from the future realignment of Countryside Drive with a potential emergency exit along Coleraine Drive.

Property Description and Surrounding Land Use (refer to Attachment 6)

The lands have the following characteristics:

- A total site area of approximately 10.10 hectares (25.01 acres);
- An approximate frontage of 141 metres along Countryside Drive and 80 metres along Coleraine Drive;
- The subject property is current vacant

The surrounding land uses are described as follows:

- North: Lands designated for future Industrial uses. These lands are within the Ministry of Transportation (MTO) Focused Analysis Area for the planned Highway 413 corridor and are generally restricted for development at this time. Directly north of the site is an active development application (City File: OZS-2023-0042) for a similar temporary use for truck and trailer storage.
- South: Two existing single detached dwellings are currently located on Countryside Drive, however, these lands are designated for future industrial uses. Beyond Countryside Drive, are lands designated for industrial uses, and active site plans for future industrial developments.

- East: Vacant lands, beyond which is Highway 50 and agricultural lands in the City of Vaughan.
- West: Coleraine Drive, beyond which are similar temporary use applications for temporary truck and trailer uses. Lands located north-west of the subject property are also located within the Focused Analysis Area for Highway 413.

Further details on this application can be found in the Detailed Planning Analysis contained in Attachment 11, 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 10), 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 by 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 bylaw.

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 12 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.

Future Upgrade of Countryside Drive to Class A Industrial Standards

The subject property has frontage on Coleraine Drive and Countryside Drive. Both roads are currently axle load restricted, which restricts truck and trailers from using the road. Coleraine Drive is a Regional Road, while Countryside Drive is a City Road, both of which are both planned to be upgraded to industrial standards in the near future. The upgrade of these roads is part of a broader plan to upgrade existing arterial roads and construct new roads in the Highway 427 Secondary Plan (SP47) as the area redevelops into a complete community with both residential and employment land uses.

There is currently a City Capital Project taking place for the future construction and realignment of Countryside Drive to be rebuilt to a 4-lane arterial road. The re-alignment of Countryside Drive is required to improve the intersection design of Highway 50 at Countryside Drive due to safety issues. The project is at the 30% design stage and construction is tentatively planned to begin in 2025 for the portion of Countryside Drive (Phase 1) from Highway 50 to the future Arterial Road A2.

A large portion of the subject property (approximately 8,731 square metres/ 0.8731 hectares) is required to be dedicated to the City by this landowner for the reconstruction of Countryside Drive. Additional land is required to re-align the road, which has an ultimate right-of-way of 36 metres, which will include a 4 lane cross section, curb, and multi-use trail. In discussion with the landowner and City staff, the applicant is prepared to gratuitously dedicate the lands required for the upgrade of Countryside Drive through the Site Plan application process. The pre-dedication of these lands will greatly assist the city to expedite the delivery and construction of Countryside Drive. Additional landowners in the area (Orlando and Prologis) also have arrangements through subdivision and site plan agreements to dedicate lands required to reconstruct the Countryside Drive.

Due to the land requirements associated with the Countryside Drive reconstruction, in the future, when a permanent application is received for 'Prestige Industrial' uses as identified in Secondary Plan 47, staff may be supportive of having reduced building setbacks to facilitate a future permanent development application.

Refinement of Existing Studies

At the time of writing this Report, City staff have identified that the following three (3) studies require some revision prior to the removal of the Holding (H) symbol in the Temporary Zoning By-Law Amendment.

- Functional Servicing Report (FSR);
- Traffic Impact Study (TIS); and
- Noise Impact Study.

Details of the issues with these studies are noted below:

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.

Traffic Impact Study

Minor refinements to the Traffic Impact Study (TIS) are required to satisfy Region of Peel requirements as both Countryside Drive and Coleraine Drive are load restrictive roads. The TIS requires an update that speaks to the truck restrictions on both Coleraine Drive and Countryside Drive.

It is important to note that there is currently a City Capital Project taking place along Countryside Drive for a future road widening and realignment. There is also a Regional Capital Project taking place along Coleraine Drive for road widening and alignment from Highway 50 to Mayfield Road. The need to upgrade Coleraine Drive and Countryside Drive to Industrial Truck Standards prior to any truck and trailer storage activities occurring on site is integral to ensure safe ingress and egress on the site for the proposed truck and trailer use.

A Holding (H) Symbol has been added to the Temporary Zoning By-Law to ensure all minor technical matters associated with the TIS are satisfactory to the City and Region of Peel prior to lifting of the Holding Symbol.

Noise Impact Study

A satisfactory Noise Impact Study is required to be submitted by the applicant to satisfy the Ministry of Environment Conservation and Parks (MECP) guidelines. At the time of writing this report, a Noise Impact Study was received and is currently under review by City Engineering staff. City staff are recommending the use of a Holding (H) symbol, which will require a satisfactory Noise Impact Study to demonstrate that appropriate noise mitigation measures are implemented on-site.

Future Block Plan Requirement

Any future permanent use, temporary use extension, and/or Highway 413 project completion will require a Block Plan to manage 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 12 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 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. *Written confirmation that a satisfactory Functional Servicing Report has been provided and approved to the satisfaction of the City of Brampton, the Region of Peel, and the Toronto and Region Conservation Authority;*
 - ii. *Written confirmation that a satisfactory Noise Report has been approved to the satisfaction of the City of Brampton;*
 - iii. *Written confirmation that a satisfactory Traffic Impact Study has been provided and approved to the satisfaction of the Region of Peel.*

Summary of Recommendations

This report recommends that Council approve the proposed Temporary Use By-law, generally in accordance with Attachment 12. 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, and the City of Brampton 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.

The proposed By-law, with the changes recommended by Staff, represents good planning. Please refer to Attachment 11 "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 proposal's location within the Ministry of Transportation Protection Corridor and the proposed Highway 413 transportation corridor. There are no permanent structures proposed on the subject site and would not impact the ability for the construction of Highway 413, subject to confirmation from the MTO. 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 (TIS) 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, unless otherwise extended by the MTO. 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. 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.

Policy 1.2.6.1 of the PPS states that major facilities and sensitive land use shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety, and to ensure the long term economic viability of major facilities in accordance with provincial guidelines and procedures.

The subject property is located within a location planned for industrial land uses, and in close proximity to the existing CPKC Railway – Vaughan Intermodal Terminal, Highway 50 and the northerly extension of Highway 427. Two existing residential dwellings exist within the immediate vicinity, where appropriate buffers, landscape treatments, and noise mitigation measures will be implemented through the Lifting of the H and Site Plan approval process.

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 until September 2025, unless otherwise extended by the MTO.

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 will not prevent the lands from being developed in the future for higher-order employment uses and/or the proposed Highway 413 transportation corridor. 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.

Policy 2.2.5.8 states that development of sensitive land uses, major retail uses, or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment. The subject property is located within a location planned for industrial land uses, and in close proximity to the existing CPKC Railway – Vaughan Intermodal Terminal, Highway 50 and the northerly extension of Highway 427. Two existing residential dwellings exist within the immediate vicinity, where appropriate buffers, landscape treatments, and noise mitigation measures will be implemented through the Lifting of the H, and Site Plan approval process.

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

MUNICIPAL PLANNING DOCUMENTS

City of Brampton Official Plan (2006):

The property is designated “Industrial” 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 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 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), as the lands are planned for industrial uses and mitigation measures for existing residential uses related to noise and odour will be further reviewed through the Lifting of the H and Site Plan application.
- An updated Traffic Impact Study is required, which will assist City and Region of Peel staff to confirm that the proposal does not create any unreasonable traffic issues within the surrounding area in accordance with Section 5.12.43(e).
- 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 12 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.

Brampton Plan 2023:

The ‘Employment’ designation permits 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 to 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, the proposed use includes sufficient parking facilities entirely onsite 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 12 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 “Prestige Industrial”, “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, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirement of 120 metres for such applications. Public Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on August 12, 2024. No members of the public made delegations at the meeting and no pieces of written correspondence were received. Details of the Statutory Public Meeting are included in Attachment 8 of this report.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are 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 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 12. The By-law is appropriate for the orderly development of the lands considering the following:

- 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;
- The subject lands are located within the Ministry of Transportation (MTO) Protection Corridor and significant portions of the site are located within the proposed Highway 413 transportation corridor. The MTO has confirmed they are only supportive of temporary uses until September, 2025, after which they plan on additional consultation with landowners. 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;
- The proposed temporary use will support goods movement in the Region of Peel;
- The appropriate measures will be implemented to reduce the visual impacts of proposed truck and trailer parking on any neighbouring residential uses; and,
- The appropriate measures will be implemented to ensure that staff comments are addressed via a revised Functional Servicing Report, Traffic Impact Study and Noise Study, through the implementation of a Holding (H) symbol in the Temporary Zoning By-Law Amendment.

Authored by:

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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 Map
- Attachment 8: Results of Public Meeting
- Attachment 9: Results of External Circulation
- Attachment 10: MTO Proposed Highway 413 Project Route
- Attachment 11: Detailed Planning Analysis
- Attachment 12: Draft Zoning By-law Amendment