



**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 2/24/2025

**Date:** 2025-02-05

**Subject:** **Recommendation Report: City Initiated Zoning By-law Amendment – Outdoor Storage Permissions for Truck Parking**

**Contact:** Andrew Ramsammy, Development Planner III, Development Services & Design, 905-874-3485  
 (andrew.ramsammy@brampton.ca)

Allyson Sander, Strategic Leader, Project Management, Legislative Services (allyson.sander@brampton.ca)

**Report number:** Planning, Bld & Growth Mgt-2025-089

**RECOMMENDATIONS:**

1. That the report from Allyson Sander, Strategic Leader, Project Management, Legislative Services and Andrew Ramsammy, Development Planner III, Development Services and Design to the Planning and Development Committee Meeting of February 24, 2025, re: **Recommendation Report: City Initiated Zoning By-law Amendment – Outdoor Storage Permissions for Truck Parking** be received;
2. That staff be directed to proceed to a public meeting with a Zoning By-law Amendment generally in accordance with Attachment 1 that provides updated regulations to extend outdoor storage permissions for Industrial zoned land to include truck and trailer parking that may not be in conjunction with or accessory to a business operating within a building on the same lot.

**OVERVIEW:**

- **Brampton, as one of Canada’s fastest-growing cities and a key hub for national and international goods movement, is facing a critical shortfall of adequate truck and trailer parking. This shortage has led to illegal parking practices, impacting infrastructure and safety while disrupting the City’s long-term planning objectives.**
- **A shortage of adequate truck and trailer parking has led to cases of illegal truck and trailer parking on lands not designated for this use, creating negative impacts on infrastructure and safety.**

- On February 28, 2024, City Council endorsed a task force and workplan to address illegal land use and development associated with truck parking and storage occurring on non-designated lands.
- An opportunity has been identified whereby the City could leverage underutilized industrial lands that already permit outdoor storage, to accommodate the demand for outdoor truck storage. Currently, the Zoning By-law prohibits truck storage in 'Industrial' zones if that storage is not associated with the business located within a building on the same lot.
- Working with Enforcement and By-law Services, Planning, Building and Growth Management staff recommend an amendment to the Zoning By-law that will expand the permissions for 'Industrial' zoned properties that currently permit outside storage, to also apply to outdoor truck and trailer storage that is not associated with the business operating from a building on the site.
- The proposed Zoning By-law Amendment will support:
  - Helping to curb illegal truck parking by increasing the supply of lands available for legal truck parking by leveraging surplus parking spaces on developed industrial properties.
  - Prioritizing permanent solutions over temporary sites and the development of illegal sites.
  - Better utilization of planning and enforcement resources associated with investigations and Minor Variance and Zoning By-law Amendment applications.
- If Council provides direction to proceed to a Public Meeting with the recommended Zoning By-law Amendment, generally in accordance with Attachment 1, staff can also work to also incorporate the proposed changes in the forthcoming new Comprehensive Zoning By-law in addition to amending the current Zoning By-law.

## **BACKGROUND:**

Brampton, one of Canada's fastest-growing cities, is at the crossroads of national and international goods movement. Supporting efficient trucking and goods movement is pivotal and addressing the critical shortfall of adequate, authorized truck parking has become a pressing priority. As set out in Recommendation Report *Illegal Development and Land Use Related to Truck, Trailer, and Container Storage (Legislative Services-2024-055)*, the shortage of adequate truck and trailer parking has led to cases of illegal truck and trailer parking on lands not designated for this use, creating negative impacts on infrastructure and safety.

At its February 28, 2024, City Council meeting, City Council endorsed a task force and workplan to address illegal land use and development associated with truck parking and storage occurring on non-designated lands.

To help alleviate instances of illegal land use and development associated with truck parking and storage, Development Services and Enforcement and By-law Services staff worked together to prepare this report. This report recommends holding a public meeting on a Zoning By-law Amendment that aims to help curb illegal truck parking by increasing the supply of lands available for legal truck parking and support Brampton's long-term planning goals by ensuring community-compatible trucking infrastructure.

### **CURRENT SITUATION:**

Currently, certain Industrial zones permit the outdoor storage of oversized motor vehicles but only when they are accessory to a business operating from a building or structure on the same lot. This prevents establishments from permitting unrelated businesses from parking trucks in unused spaces, causing them to seek alternative parking arrangements, often in zones that do not permit industrial uses or outdoor storage.

To date, there have been several cases where truck parking violations have been found on existing industrial lands, which in principle generally do not have negative consequences on the environment or infrastructure but are as a result of outdated zoning standards. The enforcement, prosecution and management of these matters ties up resources that could be more effectively directed to safety related concerns and displaces trucks to other areas of the city.

*Example: A printing warehouse, operating in an M2 zone, has 120 parking spaces, however, only requires 20 for their operation. Today, the printing warehouse is not permitted to have any other business utilizing the 100 excess and unused spaces; and could be subject to enforcement and legal action.*

### Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment seeks to expand the outdoor storage permissions in existing Industrial zones that permit outdoor storage by allowing unrelated businesses to use excess parking spaces for truck parking, subject to the requirements set out for outside storage, and subject to zoning parking standards.

*Example: The printing warehouse would be permitted to lease the 100 unused parking spaces to a local transportation business to accommodate overnight truck parking, provided that they use infrastructure that has developed for that purpose, and the minimum required parking spaces for the printing warehouse is maintained. Please see Attachment 2 for an example of Industrial zoned land with a surplus of outdoor storage space that can be used to accommodate overnight truck parking.*

The key goals of the proposed amendment include:

- **Increasing as-of-right permissions** in Industrial zones that permit outside storage to expand viable and compatible truck parking solutions.
- **Leveraging surplus parking spaces** on developed industrial properties to support economic growth and efficient goods movement.
- **Prioritizing permanent solutions** over temporary sites, reducing variance/amendment applications and the illegal development of parking lots in unsupportive areas, minimizing conflicts with residential neighborhoods and agricultural lands

By expanding parking permissions and reducing the demand for illegal truck parking, these changes can alleviate the strain on enforcement resources and legal proceedings. This intervention will allow for cost savings and improved efficiency, enabling resources to be redirected to other critical matters while also reducing the need for minor variance and zoning by-law amendment applications.

Additional restrictions are recommended to alleviate the visual impact of outdoor storage of truck and trailers from street view. This includes a provision to not permit trucks and/or trailers to be parked or stored on vacant land, limiting the location of truck and trailer parking to the permitted areas to be used for outside storage, height restrictions and screening requirements.

The following language is proposed to be added to Section 30.10 of the Zoning By-law:

*“Notwithstanding the definition for “outside storage” in Section 5 of this by-law, where outdoor storage is permitted in an Industrial zone, nothing in this by-law shall prevent the parking and storage of oversized motor vehicles (trucks and/or transport trailers) not actively engaged in loading or unloading and which may or may not be in conjunction with a business operating from a building on the same lot, provided that:*

- (1) Trucks and/or trailers shall not be parked stored on a vacant land or any lot that does not include a building;*
- (2) The location of the truck and/or trailer parking and storage area shall be limited to the area of the lot permitted to be used for outside storage as set out in the applicable zone;*
- (3) No trucks and/or trailers shall be parked or stored on any portion of a lot required for parking, loading, driveway, or landscaped open space;*
- (4) Trucks and/or trailers shall not exceed a maximum height of 4.15 metres;*
- (5) Truck and trailer parking and storage areas shall be screened from view from the street by fencing, architectural screening, landscape buffer, buildings placement, berms, or a combination of such treatment.”*

## **Next Steps**

If Council provides direction to proceed to a Public Meeting with the recommended Zoning By-law Amendment, generally in accordance with Attachment 1, staff can work to incorporate the proposed changes in the new forthcoming Comprehensive Zoning By-law in addition to amending the current Zoning By-law.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

There are no financial implications associated with the recommendations of this report.

### **Other Implications:**

There are no other corporate implications.

## **STRATEGIC FOCUS AREA:**

This report and associated recommendations for the proposed Zoning By-law Amendment is consistent with the Strategic Focus Area of Transit & Connectivity. The recommendations will support transportation and a connected infrastructure that is safe, convenient, efficient, and sustainable.

## **CONCLUSION:**

The proposed zoning by-law amendment is an important step toward helping curb illegal truck parking and supporting the transportation industry, local infrastructure and the City's long-term growth objectives. By aligning zoning regulations with contemporary needs, the City will ensure a balanced approach that benefits the economy, enhances community well-being, and sustains infrastructure. These changes will position Brampton as a forward-thinking City that supports economic growth and efficient goods movement.

Co-Authored by:

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Andrew Ramsammy  
Development Planner III, Development  
Services & Design  
Planning, Building and Growth  
Management

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Allyson Sander,  
Strategic Leader, Project Management,  
Legislative Services

Approved by:

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Laura Johnston  
Commissioner, Legislative Services

Approved by:

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Steve Ganesh MCIP, RPP  
Commissioner  
Planning, Building and Growth  
Management

Approved by:

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Marlon Kallideen  
Chief Administrative Officer

**Attachments:**

- Attachment 1 – Draft Zoning By-law Amendment
- Attachment 2 – Surplus of Industrial Outdoor Storage Example