



Report
Staff Report
The Corporation of the City of Brampton
5/12/2025

Date: 2025-04-23

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

Contact: Andrew Ramsammy, Development Planner III, Development Services and Design
Allyson Sander, Strategic Leader, Project Management, Legislative Services

Report number: Planning, Bld & Growth Mgt-2025-332

RECOMMENDATIONS:

1. That the report from Andrew Ramsammy, Development Planner III, Development Services and Design and Allyson Sander, Strategic Leader, Project Management, Legislative Services to the Planning and Development Committee Meeting of May 12, 2025, re: **City-Initiated Zoning By-law Amendment: Outdoor Storage Permissions for Truck Parking** be received.

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 on lands not designated for this use, disrupting the City's long-term planning objectives and impacting infrastructure and safety.**
- **A review of City By-laws uncovered opportunities to increase the number of available locations for truck parking by leveraging underutilized industrial lands.**
- **Currently, M2 and M3 Industrial zones permit the outdoor storage of oversized motor vehicles but only when it is 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 those businesses to seek alternative parking arrangements.**
- **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 owner's consent and the requirements set out for outside storage, and parking standards.

- **Key goals of the proposed amendment include:**
 - Increasing as-of-right permissions in Industrial zones to expand the supply of lands available for viable and compatible truck parking solutions.
 - Leveraging surplus parking spaces 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, and minimizing conflicts with residential neighborhoods and agricultural lands.
- On February 24, 2025, Council provided direction for staff to proceed to a Public Meeting with the recommended Zoning By-law Amendment, generally in accordance with Attachment 1.
- The proposed Zoning By-law amendment seeks to amend the existing Zoning By-law 270-2004, as amended.
- In addition to the proposed amendment to the current Zoning By-law, staff also propose to incorporate the proposed changes into the new Comprehensive 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.

To help alleviate instances of illegal land use and development associated with truck parking and storage, staff from Development Services & Design; Enforcement; and By-law Services; worked together to prepare Recommendation Report City Initiated Zoning By-law Amendment – Outdoor Storage Permissions for Truck Parking (Planning, Bld & Growth Mgt-2025-089). That report sought Council direction to hold 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.

At its February 24, 2025, Planning and Development Committee meeting, Council provided direction for Staff to proceed to a Public Meeting for the recommended Zoning By-law Amendment. Attachment 1 includes a draft of the proposed Zoning By-law Amendment.

CURRENT SITUATION:

Currently, certain Industrial zones permit the outdoor storage of oversized motor vehicles but only when it is 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 those businesses 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 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 another business utilize the 100 excess and unused spaces; and could be subject to enforcement and legal action if they do.

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 was developed for that purpose with Site Plan Approvals, and the minimum required parking spaces for the printing warehouse is maintained.

The key goals of the proposed amendment include:

- **Increasing as-of-right permissions** in Industrial zones 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, and 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 reduce 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.

Provisions are recommended to alleviate the visual impact of outdoor storage of truck and trailers from street view. This includes not permitting 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 and will also be incorporated into the new Comprehensive 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.”*

The proposal seeks to amend the current Zoning By-law 270-2004, as amended. In addition to the proposed amendment to the current Zoning By-law, Staff also propose to incorporate the proposed changes into the new Comprehensive Zoning By-law.

CORPORATE IMPLICATIONS:

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

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, reducing impact local infrastructure and contributing to 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.

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Approved by:

Marlon Kallideen, Chief Administrative Officer

Attachments:

- **Attachment 1** – Draft Zoning By-law Amendment
- **Attachment 2** – Public Meeting Presentation