



Public Open House #2 Summary

Open House Date: Tuesday,
October 15th, 2024

Summary Dated: October 31st, 2024





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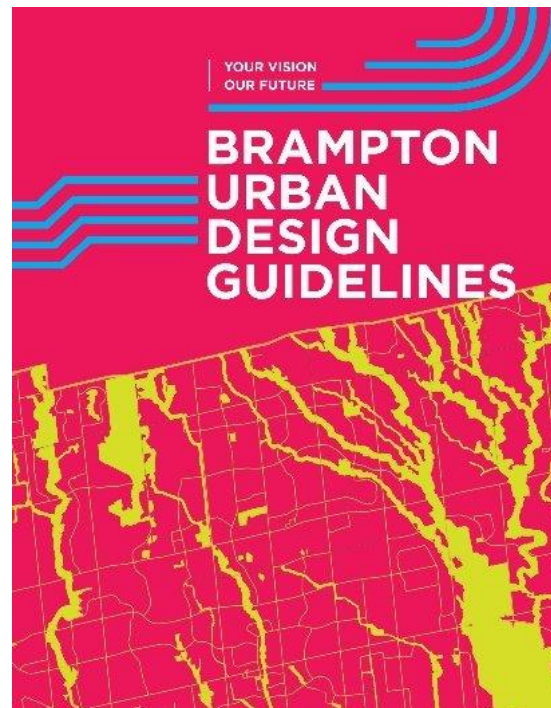
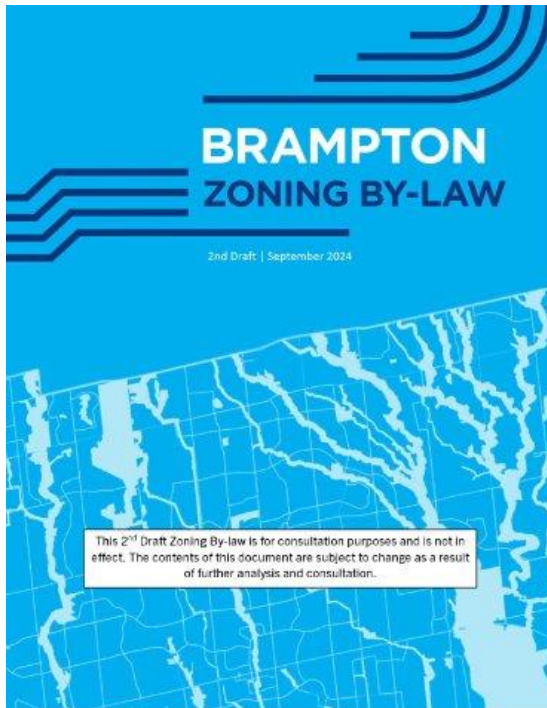
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1 Introduction

The City of Brampton (the “City”), alongside the consultant team at WSP Canada Inc. (WSP), is preparing a new Comprehensive Zoning By-law for the City of Brampton. The new Comprehensive Zoning By-law will implement policies set out in the City’s new Official Plan, Brampton Plan.

The City is also refreshing its City-Wide Urban Design Guidelines (City-Wide UDGs). City-Wide UDGs create a framework for promoting development that encourages a people-centred environment for residents and visitors to enjoy. The City is working collaboratively with The Planning Partnership (TPP) to prepare the City-Wide UDGs. Together, the Comprehensive Zoning By-law and the City-Wide UDGs play an important role in guiding growth and change in Brampton.

In October 2024, the City released the second draft of the CZBLR and City-Wide UDGs. An in-person Public Open House was held on October 15th, 2024 to present the second draft Zoning By-law and UDGs. The purpose of this Summary Report is to provide a summary of key messages and feedback received through the public open house. Input and feedback will be used to inform updates to the Comprehensive Zoning By-law and City-Wide UDGs.



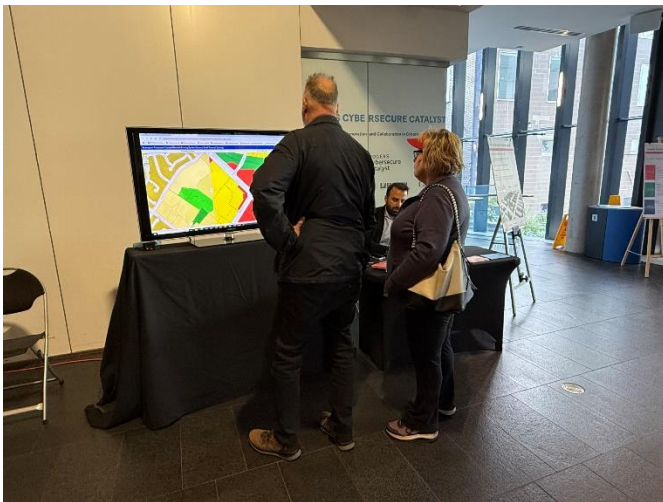
2 Public Open House Summary

On Tuesday, October 15th, 2024, the City hosted two sessions of a public open house for the CZBLR and City-Wide UDGs at 2:00 – 4:30pm and 6:00 – 8:30pm. The purpose of the public open house was to share information about both projects, including an update on project timelines and draft deliverables prepared to-date. There were a total of **74 registrants** and **37 attendees** between the two sessions, including a range of participants such as residents, landowners, consultants, and other individuals.

Notification of the public open house was published to the City's Let's Connect webpages for the [Comprehensive Zoning By-law Review](#) and the [Urban Design Guidelines](#) on September 16th, 2024. The webpages included a link to register for the public open house.

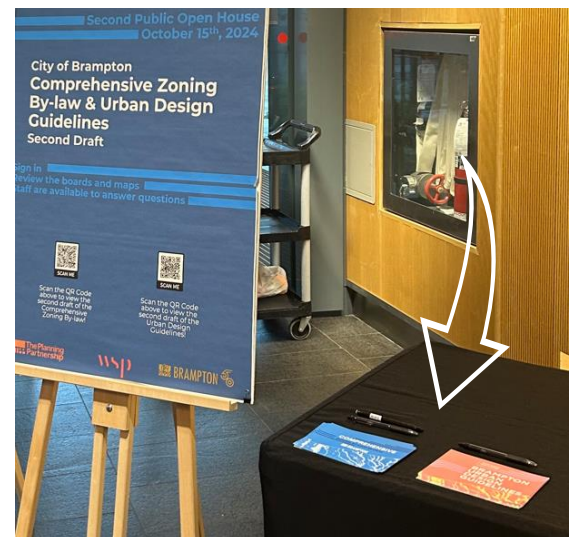
Each public open house session included a presentation, question and answer (Q & A) period and collection of presentation boards available for a free-flowing walk through. The City began with welcome remarks and a high-level summary of the CZBLR project background and timelines. WSP then provided a summary of key highlights in the changes to the second draft of the Comprehensive Zoning By-law, as well as work to be completed. TPP led a presentation describing the summary of work completed to-date, and details of the second draft of the City-Wide UDGs.

A general Q & A session was facilitated at the end of the public open house, where participants were invited to ask questions about both projects. WSP and TPP facilitated the Q & A period, together, WSP, and TPP responded to questions and received feedback from attendees.



Two (2) Interactive Mapping Stations were available. At these stations Brampton Planning Staff assisted attendee's with looking up the existing and proposed zoning of specific properties of interest.

Comment cards specific to the CZBL and UDGs were dispersed throughout the venue with a central comment box for collecting. One comment card was received and is summarized on page 3 of this summary.



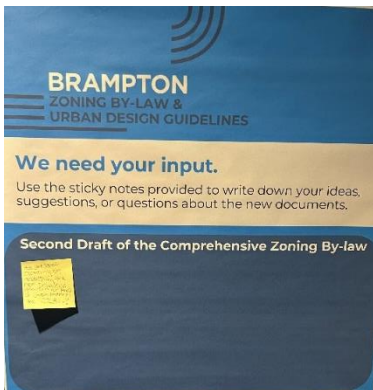
3 Comments Received

A summary of the key comments received verbally, via the comment box and posted via posted-note to the presentation boards during the open house are as follows:

- If additional growth and change is coming, we need to ensure there is enough resources allocated to by-law enforcement. For example, if parking rates are being reduced, enforcement needs to be able to keep up with parking challenges.
- Consideration should be made to the new Provincial definition for employment areas in the Comprehensive Zoning By-law.
- Low density areas have existing parking overflow. Explore options to use school and other surface parking lots (on off-duty hours) for overflow parking. Ensure that accessibility of sidewalks is not sacrificed to accommodate more parking.
- Further review of the employment zones should be conducted with respect to building heights and design/parking area requirements.
- Need to ensure the accommodation of a wide range of housing types.

These key messages provide a summary of what we heard during the public open house. Detailed questions and responses to these questions are provided in [Section 4 of this Summary Report](#) below.

Additional written comments and input are encouraged.



4 Questions & Answers

During both sessions of the public open house, a number of questions were submitted verbally and through the chat box. A summary of these questions and responses are provided below.

Q: What are the next steps for reviewing and providing input into the employment zones and the Bramalea secondary plan?

A: The team is open to discussing employment zones. With respect to Bramalea, a separate conversation may be required with staff to get input on the status of the existing secondary plan.

Q: What are we using for height transition if we are moving away from angular planes?

A: There are challenges with the application of angular planes and Brampton, like other municipalities is moving away from their strict use. An urban design exercise involving staff and stakeholders was conducted to identify other measures for providing transition. It was determined that rear setbacks, in combination with the application of angular planes in certain corner site conditions adjacent to low-rise buildings, would provide a better balance to allowing development and minimizing impact on existing low-rise residential areas.

While angular planes have been removed from the Zoning By-law, they continue to be included in the mid- and high-rise guidelines for particular situations.

Q: How will site-specific UDGs that are already established through a plan of subdivision be transitioned when they conflict with the new UDGs?

A: UDGs are guidelines, not by-laws, and could be reasonably applied on a site-specific basis. If there are new zoning provisions that contradict already approved layouts, a separate conversation can be held to address this. Any site-specific UDGs that were implemented via a site-specific Zoning By-law Amendment (ZBA) would be transitioned into the new Zoning By-law via the transition provisions or via carrying over the special section.

Q: What are special sections (exception zones)?

A: There are thousands of special sections, usually referred to as “exception zones”, many of which apply to specific properties or approvals. Historically, most developments have required ZBAs to regulate or permit site-specific development. The intention with the new by-law is to streamline provisions in a way that requires fewer amendments.

Q: Where is accessibility addressed in the by-law?

A: The by-law includes an allowance for accessibility ramps to encroach into required minimum yards on the same lot. Beyond that, it defers to the Ontario Building Code (OBC). The encroachment of accessibility structures onto other adjacent properties is not permitted by the new Zoning By-law.

Q: What is the MTSA study?

A: MTSA stands for Major Transit Station Area. These are lands that are close to a higher-order transit station, such as Light Rail Transit (LRT) or Bus Rapid Transit (BRT). The MTSA includes a 10 to 15-minute walk radius surrounding the area. The Comprehensive Zoning By-law (CZBL) includes the implementation of land uses introduced by the Brampton Plan in these areas, meaning that new land uses, densities and heights are going to be permitted in the various MTSA's.

Q: What is meant by a special section?

A: A special section is an outcome of a zoning by-law amendment process, and allows a divergence from the zoning by-law. For example, it may include permissions for uses that are not typically allowed by the existing zoning, or to set out site-specific lot and building requirements.

Q: Why limit vehicle parking if we are anticipating a population increase?

A: The zoning by-law has to implement other studies that the city has done. The new parking master plan gave clear direction for implementation, requiring reduced parking rates in intensification areas, which have better access to transit. MTSA's are intensification areas, so that's where we have reduced parking rates.

Q: Who are the stakeholders?

A: Stakeholders include anyone with property in Brampton, including residents, corporations, committees, and associations.

Q: What is the justification for building above seven storeys when emergency services are limited by that height?

A: There are many factors that go into determining the height of buildings including the need for housing, market conditions, planning policy, zoning, amongst others. In addition to the Ontario Building Code, which regulates building design, fire and emergency services also have specific requirements for site and access design when development proposals come forward.

Q: What is missing middle housing?

A: Missing middle housing is a term that usually refers to low or mid-rise apartment buildings, triplexes, and fourplexes.

Q: What are height and massing transitions?

A: Height and massing refers to the height and bulk of a buildings and when new buildings are proposed, their height and massing are considered with respect to how they relate to adjacent (typically lower buildings). For instance, the bulk of a building can be directed (located) away from sensitive land uses, and angular planes, articulation of a building wall, setbacks, and stepbacks may all be used to shape the mass of the building in such a way that it doesn't overwhelm neighbouring buildings. These things considered together in zoning and design.

Q: How are staff going to address the new provincial changes to the definition of the area of employment?

A: This is to be reviewed in the next Draft Zoning By-law.

Q: What is a priority lot in the UDGs?

A: Priority lots are those properties which are in highly visible and/or prominent locations in a community, such as corner locations, terminus locations, or beside parks, for example. For these reasons, buildings in these locations deserve a greater degree of design considerations and enhancements.

Q: What is the ownership model?

A: The city's new Park Plan identifies a hierarchy of suburban and urban parks. It explores other ownership models for the City to acquire access to parkland, such as Privately Owned Public Spaces (POPS), which are not owned by the City but are open to public use/access through legal agreements. These types of privately owned spaces can complement other publicly-owned spaces.

Q: What is the incentive for a developer to pursue a POPS? What tools exist to encourage a developer to create a POPS?

A: A developer might be encouraged to provide POPS through discussions with the city during the site plan approval process. POPS can be encumbered, meaning a developer can provide them on top of a parking garage, etc. This offers more flexibility for amenity space throughout denser areas that cannot accommodate large swaths of parkland.

Q: Are there any efforts to attract businesses?

A: The Zoning By-law deals with permissions and is not an incentive tool. However, the new CZBL defines all potential future businesses to limit the number of site-specific zoning by-laws. In general, efforts have been made to reduce red tape and overly regulating commercial properties to allow for more flexibility for properties, limiting the over-regulation of business operations.

Q: Who manages POPS?

A: POPS are owned and maintained by the property owner.

Q: What recourse is there if the park is not being maintained?

A: The property maintenance by-law applies.

Q: What does a highly connected and permeable circulatory system mean?

A: This applies to designing new communities and retrofitting old communities. It involves knitting the fabric of the community together via better walkability and connecting all elements of communities⁴⁸⁴⁹.

Q: What is the cost of the project? What is WSP's work costing the city?

A: The project value is in the order of \$900,000. The Request for Proposal (RFP) was released back in 2016 and WSP was retained through a competitive process. The Zoning By-law review is required to be completed by the Province to meet the Planning Act, so Council directed the RFP process. Funding for the work comes from various sources including some Provincial funding to address housing needs.

Q: Does site organization and built form lighting refer to the LID lighting that is around the city now?

A: No, it applies to site design and approval, such as private development, not city infrastructure.

Q: What about the blue light emitted from the new LIDs that impacts wildlife and humans and is harmful?

A: No response is provided. A response will be provided in the comment matrix.



5 Next Steps

The Comprehensive Zoning By-law and City-Wide UDGs released for comment and feedback are the second draft versions. Input from interested parties will be used to update and revise the Comprehensive Zoning By-law and City-Wide UDGs, resulting in a third and final draft.

Interested parties are invited to provide comments to the Comprehensive Zoning By-law and City-Wide UDGs by **November 1st, 2024** to ensure the matters can be responded to in conjunction with the Third Draft Comprehensive Zoning By-law and City-Wide UDGs. Questions, comments and feedback can be submitted to the email addresses identified below.

To learn more about the Comprehensive Zoning By-law Review:

- Submit questions and comments to czbr@brampton.ca
- Visit <https://letsconnect.brampton.ca/zoning-review> or www.brampton.ca/zbr to learn more about the project, register for project notifications, and stay up-to-date on next steps.

To learn more about the City-Wide Urban Design Guidelines:

- Submit questions and comments to udg@brampton.ca
- Visit <https://letsconnect.brampton.ca/urbandesignguidelines> to learn more about the project, register for project notifications, and stay up-to-date on next steps.

