

Council Workshop

**New Comprehensive Zoning By-law (CZBL)
Urban Design Guidelines (UDG)**

Date: November 17, 2025

CZBL and UDG Timeline

Background Reports and Early Drafts



Early open houses

Project Relaunched
Q4 2022

Council adopts
Brampton Plan
(Nov 2023)



1st Public
Open House /
stakeholder
engagement
(Feb 2024)

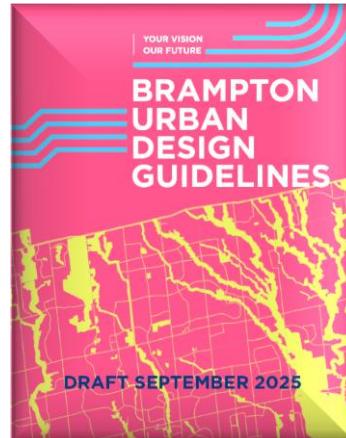
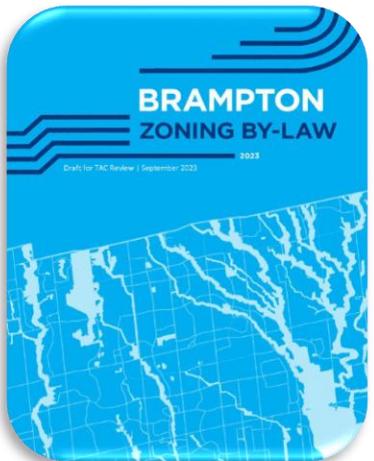
Second
Preliminary
Draft
(Q3 2024)

2nd Public
Open House
(Oct 15, 2024)

Third
Preliminary
Draft
(Q2 2025)

Address Public
Comments and
Prepare Final
Draft
(Q3 2025)

Update CZBL
to align with
amendments to
Brampton Plan



7 community
engagement
pop-up events
(Jun to Nov,
2024)

Follow up
consultation
with
stakeholders
(Q4 2024)

Public
Meeting
(May 12, 2025)

Council
consideration to
Approve in
Principle



We are
here!

Housing Accelerator Funding Agreement

Under the CMHC Housing Accelerator Funding Agreement, there are **3 key deliverables** that the City is required to deliver through the Comprehensive Zoning By-law Review:

1. Pre-zoning Major Transit Station Areas
2. Reducing zoning restrictions on Additional Residential Units (ARUs)
3. Permitting four units as of right along transit corridors and exploring expansions within a walkshed area



The HAF Agreement is a key reason for this Workshop to help meet CMHC timelines for the third funding instalment.

The third instalment is at risk if the Comprehensive Zoning By-law is delayed further.

Ward Pairing Meeting Recap

Topics identified for continued discussion:

- **Impacts of new Zoning By-law on existing neighbourhoods**
 - Gentle intensification
 - Driveway regulations
- **Major Transit Station Areas**
- **Parking**
- **Urban Design Guidelines**

Framework for the Workshop

- Review material presented at Ward Pairing meetings, inclusive of changes made based on discussions at these meetings.
- Summarize feedback or requests for discussion at the workshop.
- Discussion questions and considerations will be posed to support a facilitated dialogue and help Council reach a final landing point on the matter.

Goal:

Direction for each discussion area/landing point for finalization of the Comprehensive Zoning By-law and Urban Design Guidelines.

Next Steps:

Report back to December 1st Planning and Development Committee with Recommendation Reports.



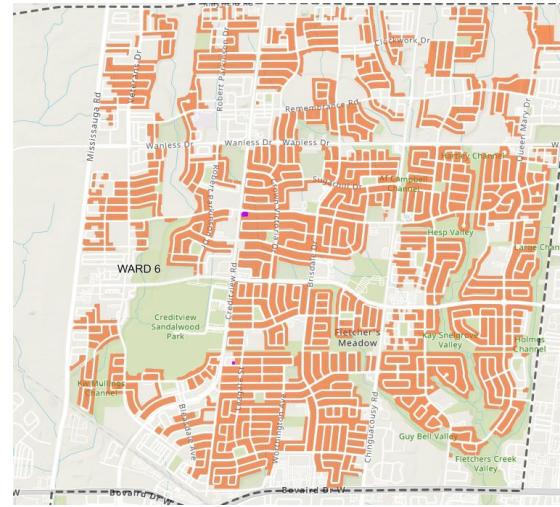
Residential Neighbourhoods

Residential Neighbourhoods

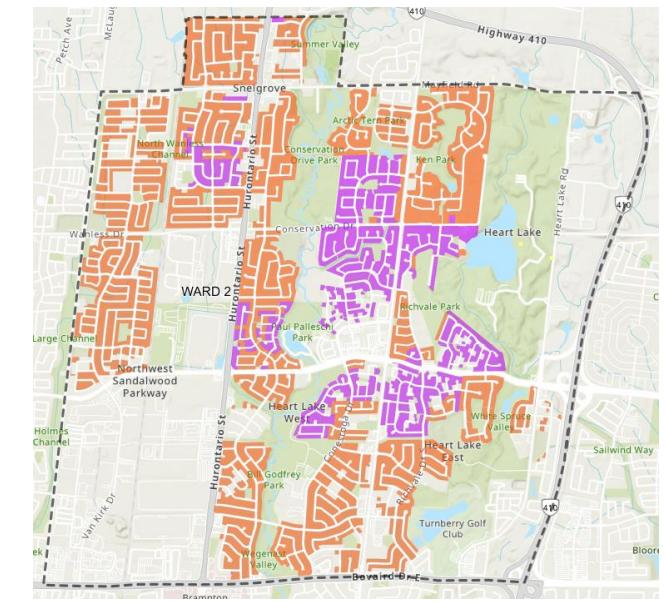
Newer neighbourhoods

- Zoning By-law currently has 18 zones for low density residential development – reduced to 3 zones
- However, newer areas typically have site-specific Zoning By-laws that regulate matters most impacting character of neighbourhoods such as lot sizes
- These are being kept, greatly reducing impacts from the new CZBL – mapping is from Ward 2 & 6 but trend is same in other areas with similar age of development
- **Overall intent is to maintain consistency for existing neighbourhoods**

Ward 6



Ward 2



Legend:
Orange: Low Density Residential with Site Specific Exemptions
Purple: Low Density Residential without Site Specific Exemption

Residential Neighbourhoods

Mature neighbourhoods

- **Mature Neighbourhood Area:** special provisions in current By-law intended to protect neighbourhood character
- Provisions largely carried over from the current Zoning By-law. Examples: increased setbacks, lower building heights
- Notable changes:
 - Remove lot coverage (was 30%) – Provincial requirement to allow 45% if ARU – added front yard landscaping requirement
 - Reduced driveway size permissions



Residential Neighbourhoods

What has Changed in the CZBL?

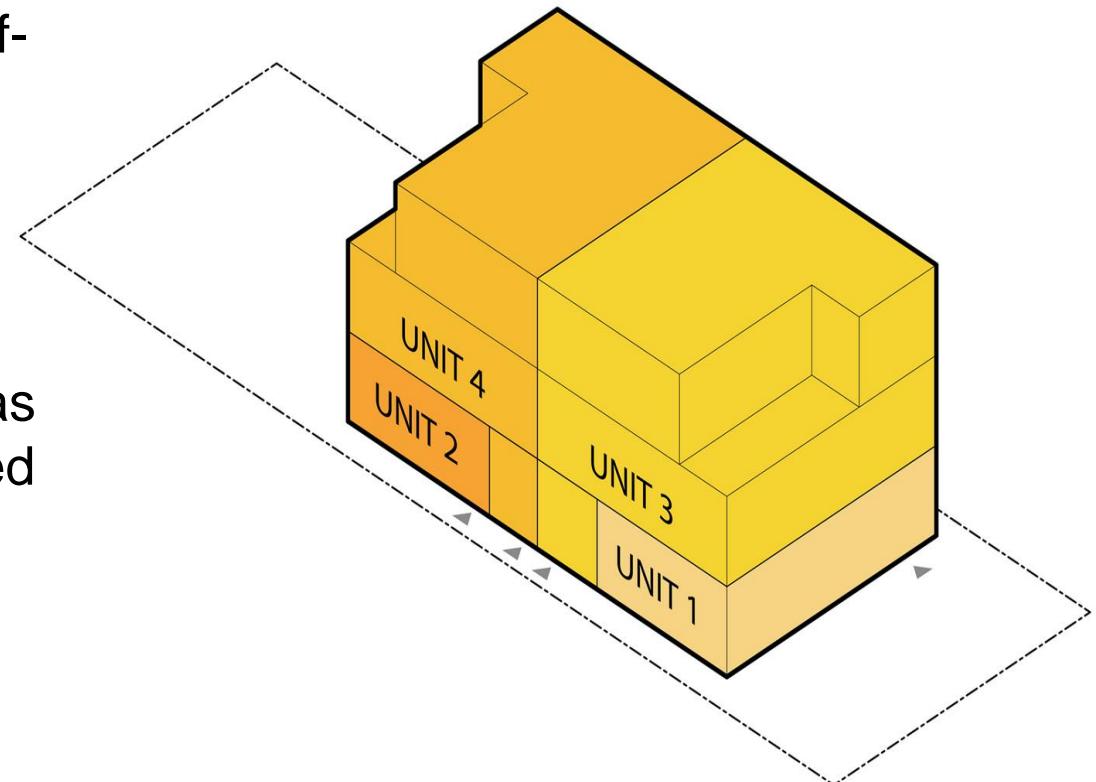
- Permissions added to residential zones for common built-forms, such as duplexes and triplexes – noting that current Zoning already allows 3 units per lot with ARUs
- Setbacks and encroachment standards have been modernized and streamlined – e.g. for accessibility ramps
- Home occupation provisions have been modernized - Maximum GFA increased to 25% of the dwelling area
- Reduced minimum lot size for places of worship from 8000m² to 4000m²



Gentle Intensification

4 Units along Transit Corridors

- Per the Housing Accelerator Fund agreement, the CZBR will enable four dwelling units as-of-right on residential lots along transit corridors identified as Rapid Transit and Support Corridors, and explore expansion within a walkshed area to these locations.
- Through the Ward Pairing Meetings, there was the question on whether the mapping captured residential units rear-lotted to the transit corridor.
- If the City were to limit the schedule to four units fronting the transit corridor, this would significantly limit the areas captured and would not meet the intent of CMHC's direction.



Gentle Intensification

Additional Residential Units (ARU)

- New CZBL proposes to permit larger garden suites and related changes to performance standards
- Regulations for other ARUs (parking, number, paths of travel, etc.) are unchanged

Maximum Size of Garden Suites		
Residential Property Type	Current By-law	New By-law
Estate, Hamlet or Agricultural zones	80 sq. m	100 sq. m
All other residential zones - detached dwellings	35 sq.m.	100 sq. m
All other cases (semi/townhouse)		50 sq. m

Changed Performance Standards		
Standard	Current By-law	New By-law
Height	4.5 m, but not taller than principal building	6.0 m generally but 4.5 m if townhouse / semi
Rear yard setback	2.5 m	1.2 m but 3.0 m for portion above 3.0 m in height
Side yard setback	1.8	1.2 m but 3.0 m for portion above 3.0 m in height
Separation from main dwelling	3.0 m	4.0 m

Driveways

Intended Outcomes



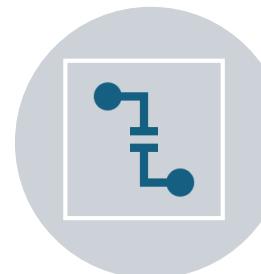
Help ensure that driveway sizes and design are appropriate for a neighbourhood's context



Provide enough flexibility so driveways can meet functional needs – i.e. space for parking and access to property



Minimize environmental effects from driveways including runoff from impermeable surfaces



Achieve a high level of compliance with zoning standards

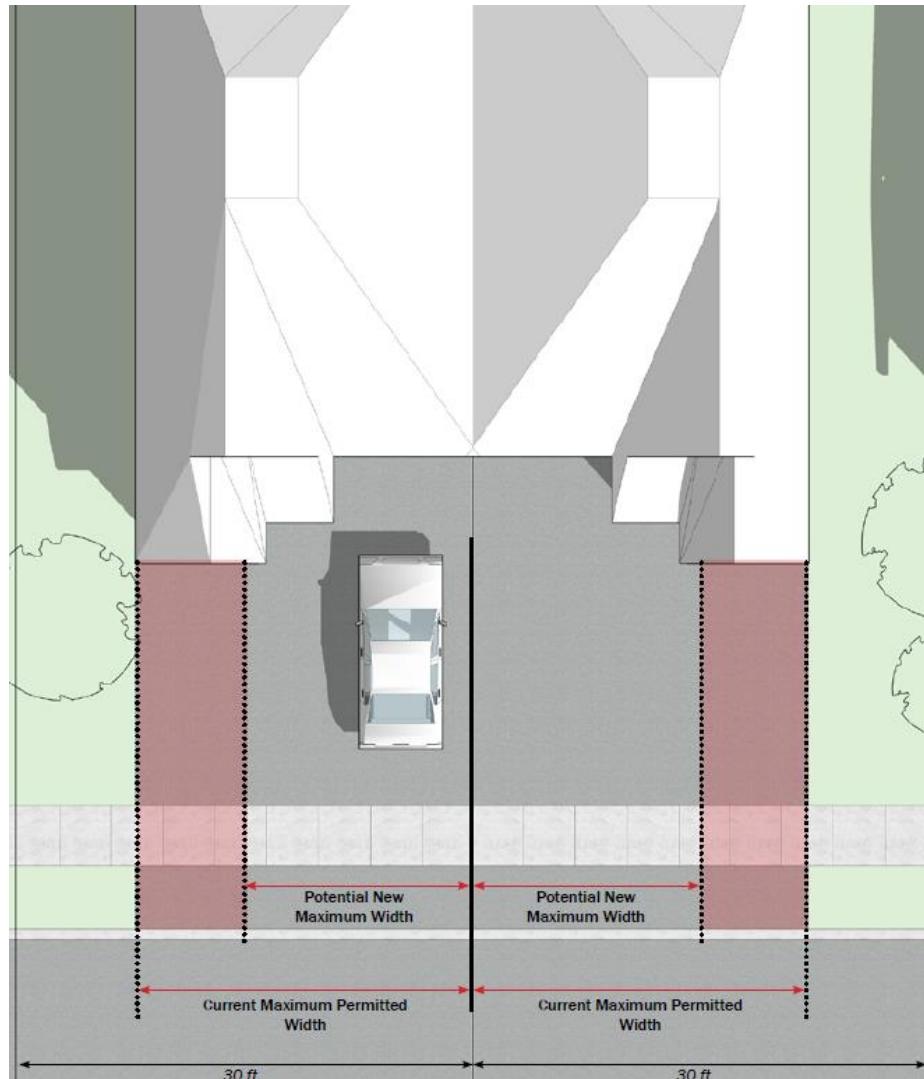
Proposed standards based on number of cars that can be parked side by side:

- Smaller lots – 2 cars, larger lots – 3 cars, if rear yard detached garage – 1 car

Also include 50% front yard area limit and clarifies rules for walkways

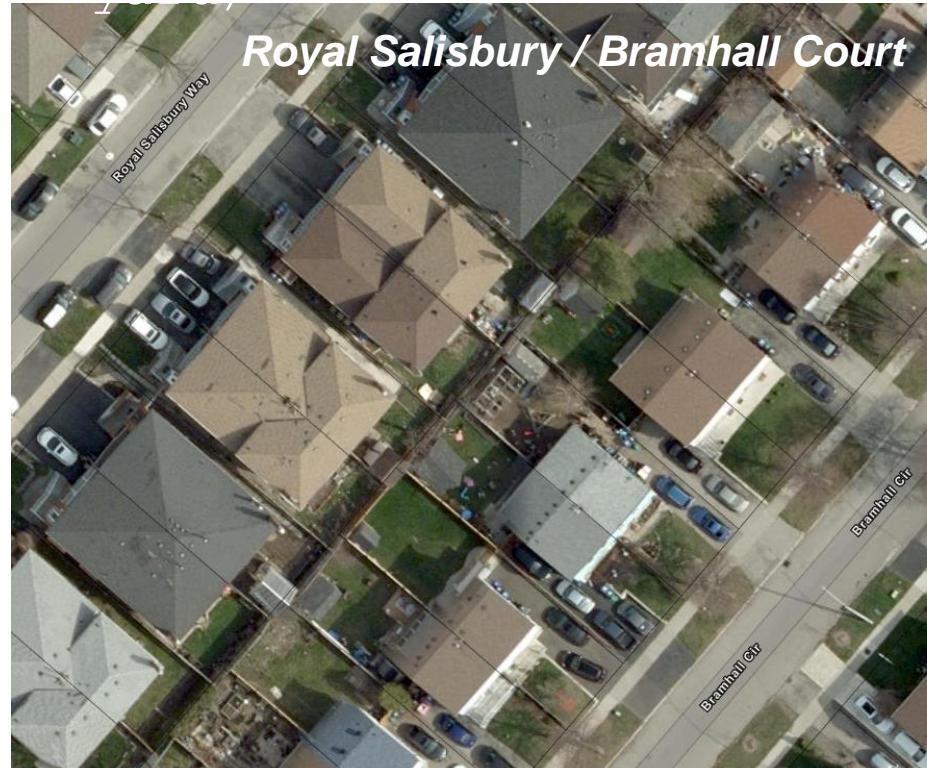
Driveways

30-foot (9.14m) semi-detached



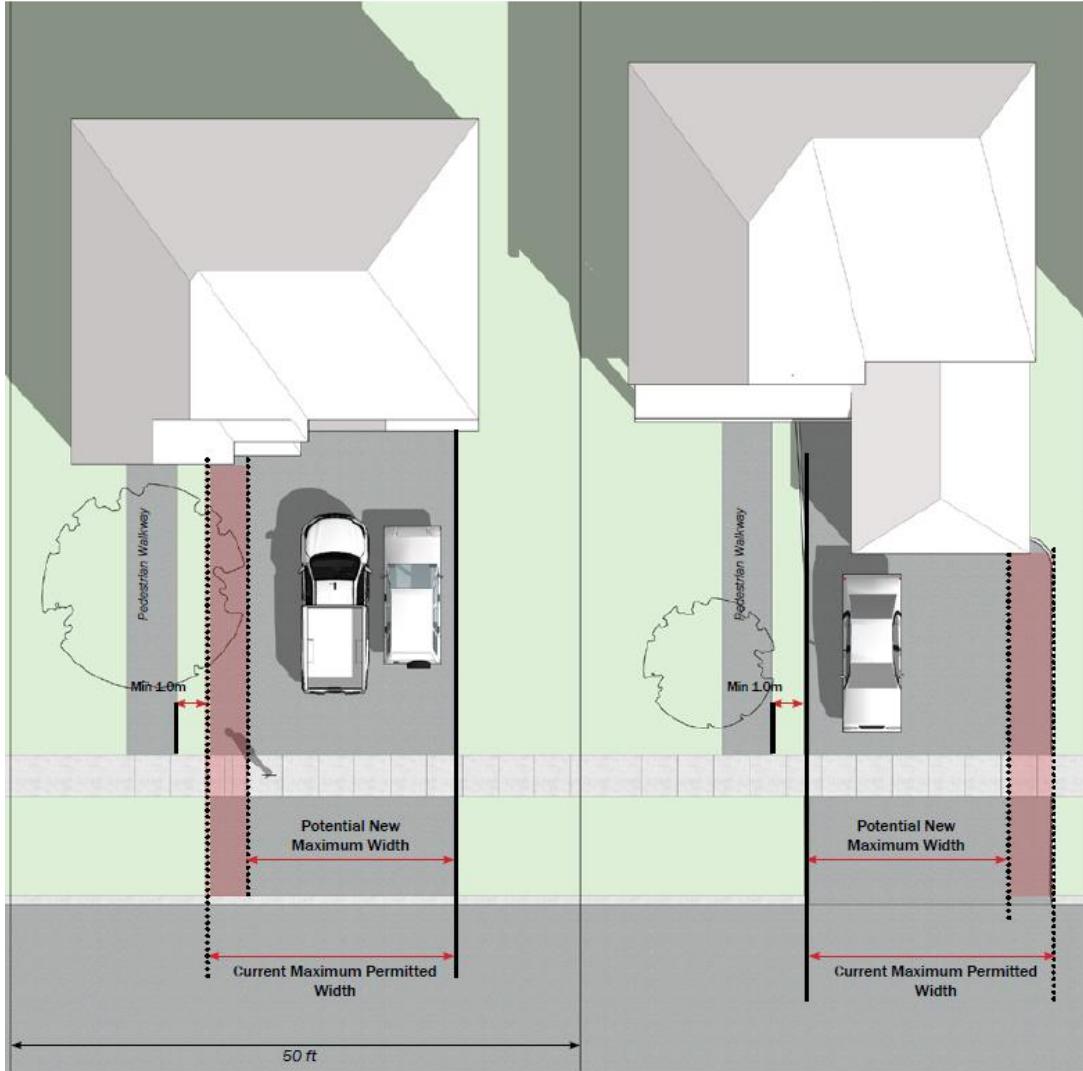
Proposed Change

- Current: 7.0 m
- Proposed: 4.57 m
(based on 50% of front)



Driveways

50-foot (15.24m) single detached



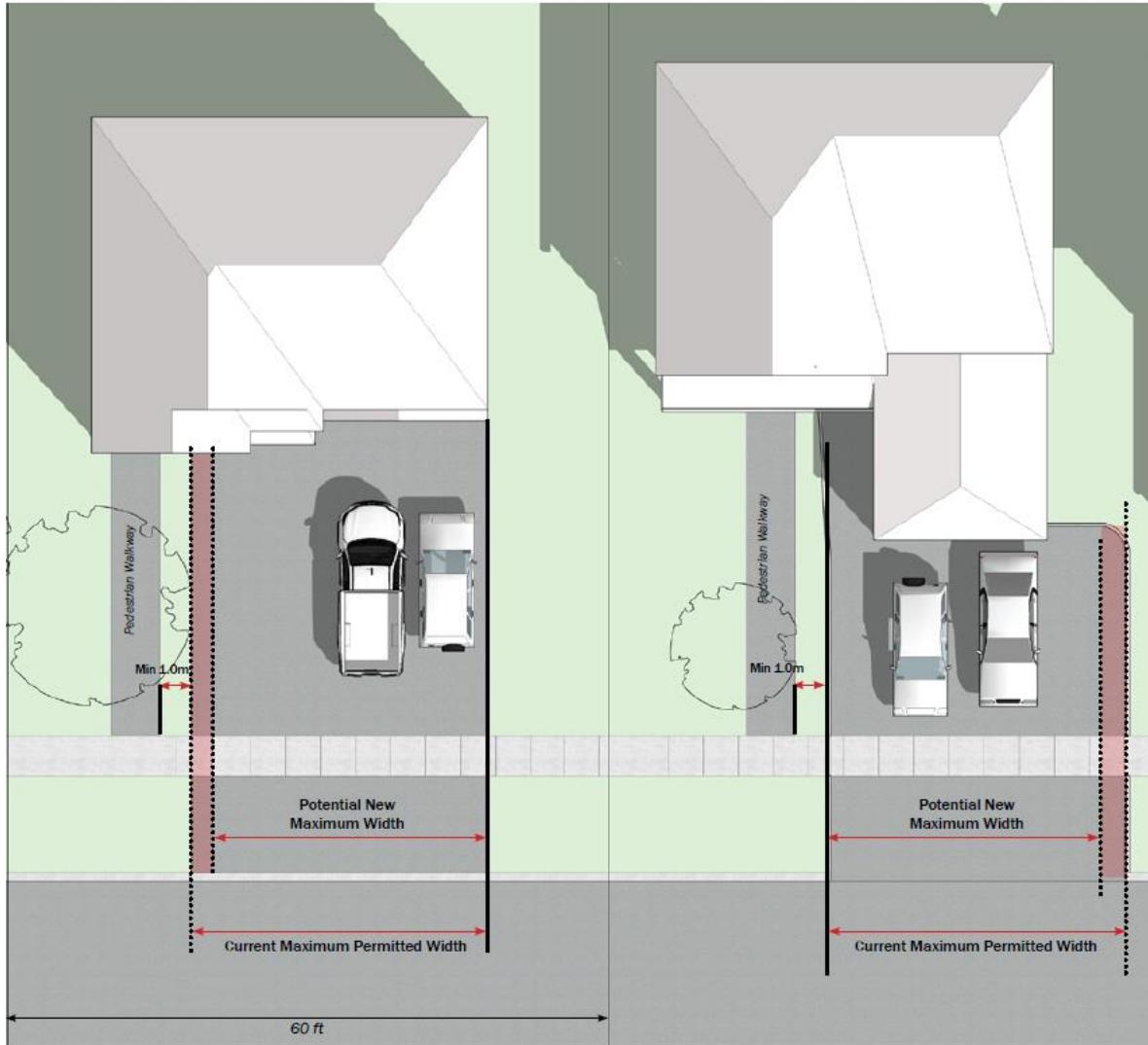
Proposed Change

- Current: 7.32 m
- Proposed: 6.0 m



Driveways

60-foot (18.29m) single detached



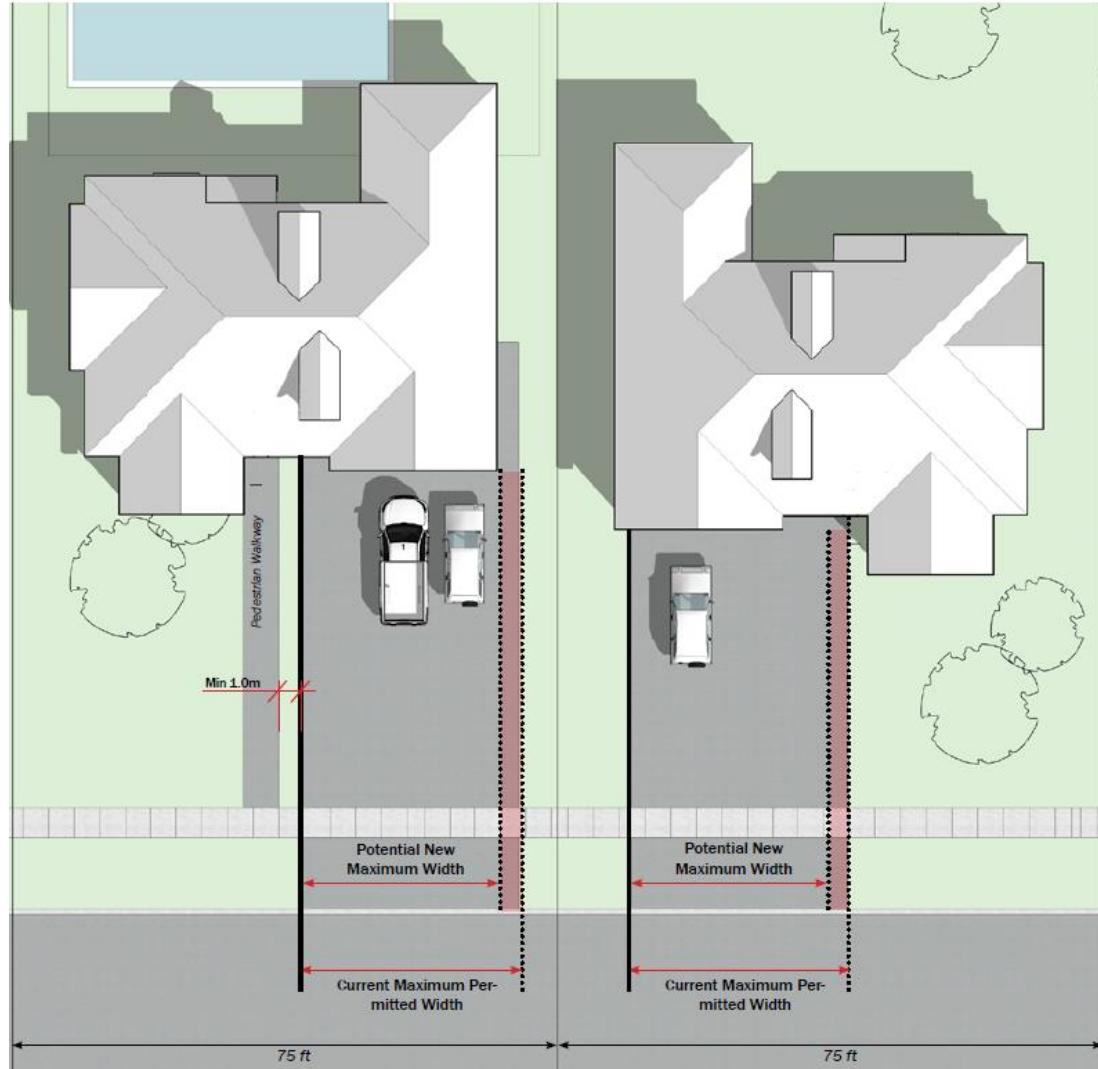
Proposed Change

- Current: 9.14 m
- Proposed: 8.5 m



Driveways

75-foot (22.86m) single detached



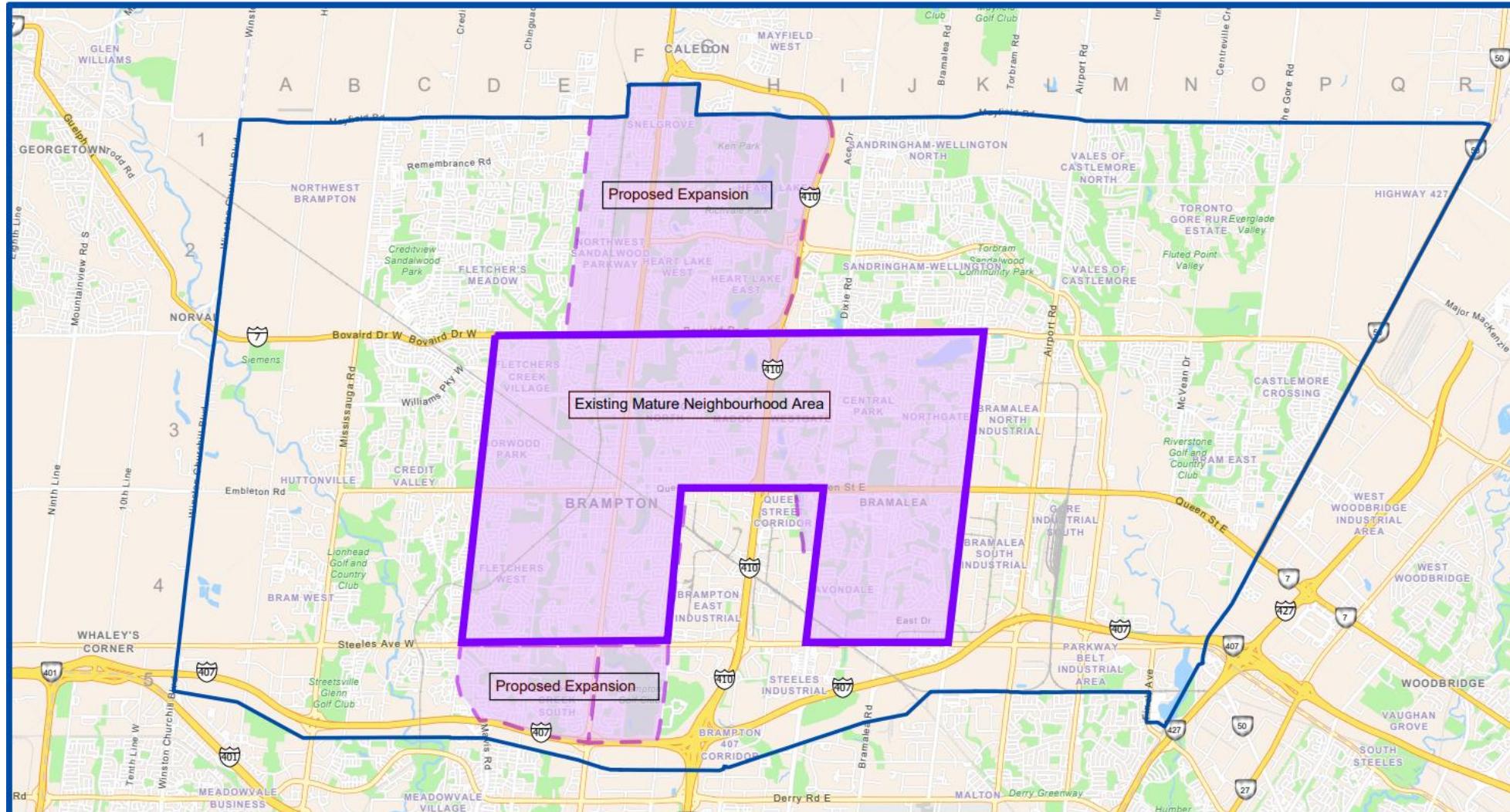
Proposed Change

- Current: 9.14 m
- Proposed: 8.5 m



Driveways

Geography for proposed new standards



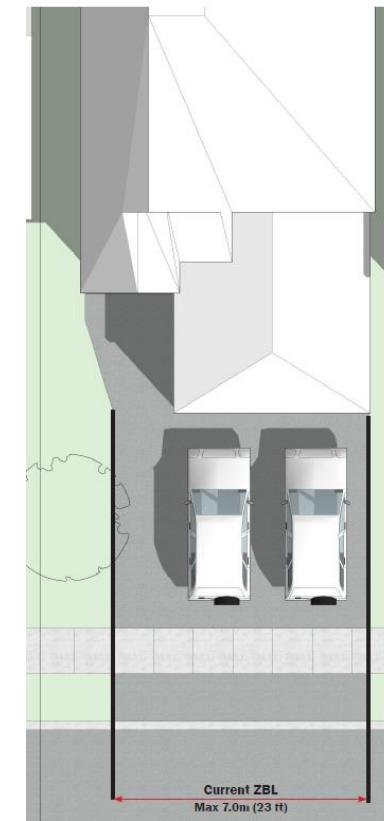
Driveways

Rest of the City

Current Zoning Provisions		
Lot Width	Maximum Driveway Width	Percentage of Lot Width
Less than 8.23 m (27 ft)	4.9 m	59.5% plus
8.23 m (27 ft) to 9.13 m (<30 ft)	5.5 m	60.2% to 66.8%
9.14 m (30 ft) to 15.23m (<50 ft)	7.0 m	46.0% to 76.6%
15.24 m (50 ft) to 18.2 m (<60 ft)	7.32 m*	40.2% to 48.0%
18.3 m (60 ft) or greater	9.14 m *	49.9% or less

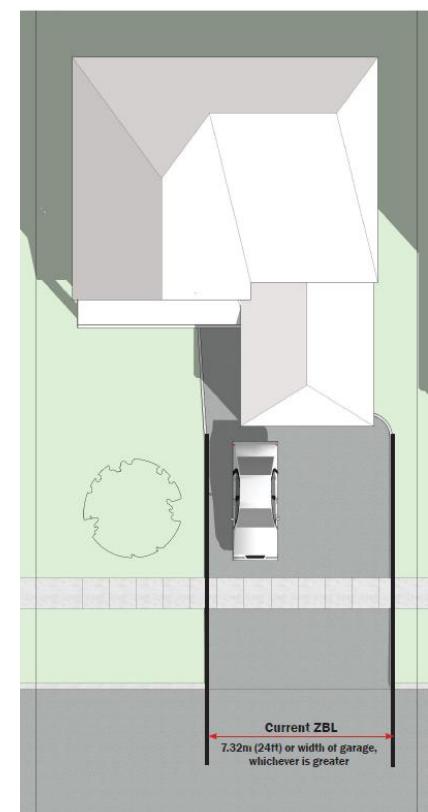
* Or width of garage, whichever is greater.

9.14m (30 ft) lot



7.0m (23 ft)

15.24m (50 ft) lot



7.32m (24 ft)

Discussion Questions & Considerations

- Should there be different standards for mature areas and newer areas of the city? And is the geography correct?
- Does it make sense to base driveway width on the number of cars parked side by side or should a different system be used?
- If continue to base on number of cars, should adjustments be made? For example, to increase the width dividing large versus small lots.



Major Transit Station Areas

MTSAs

Pre-Zoning

Planning Act requires municipalities to amend their Zoning By-law to conform with the MSA land uses and policies in their Official Plan (Brampton Plan). This will allow as-of-right higher density and mix of uses.

Rationale:

- Speed up the process for getting new housing built faster. Applications to be reviewed at site plan.
- Rezoning process no longer required, provided the proposal conforms to the new zoning requirements.
- Supports more predictable land use planning for staff, residents and potential developers.

Note: Removes the requirement to hold a statutory public meeting, eliminating public input from the review process.

Current:



Proposed:



MTSAs

Pre-Zoning (Example: Centre MTSA)

Current Zoning:



RIB (yellow)

permits a single detached dwelling , no commercial uses permitted, 2.5 storey max. building height.

QMUT (red)

permits commercial and institutional uses, 4 storey max. building height.

Brampton Plan MTSA Land Use Schedule 13c:



Mixed-Use Mid-Rise (orange)

permits residential dwellings between 5-12 storeys and full range of commercial & institutional uses.

Mixed-Use High-Rise (brown)

permits residential dwellings greater than 12 storeys and full range of commercial & institutional uses.

Proposed Zoning:



MM (Mixed-Use Mid-Rise)

permits residential dwellings, 12 storey max. building height and 3 FSI. Permits commercial & institutional uses.

MH (Mixed-Use High-Rise)

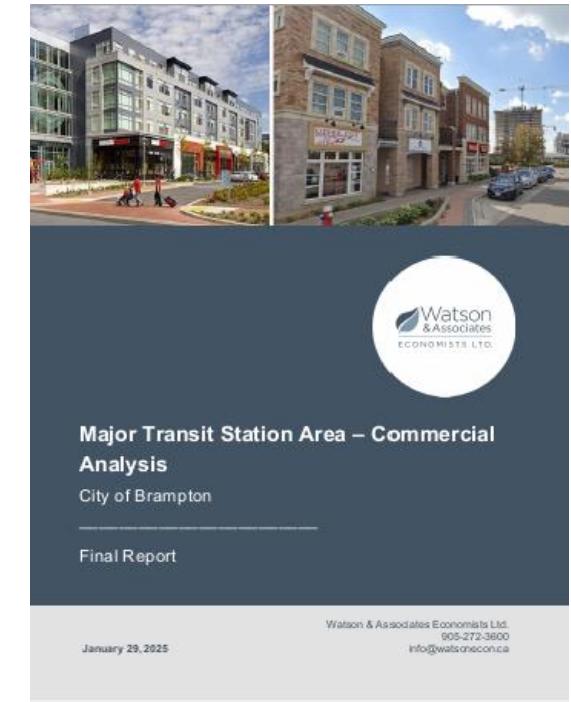
permits residential dwellings, 30 storey max. building height and 7 FSI or unlimited height and density (near transit station).

Permits commercial & institutional uses

MTSAs

Commercial Analysis (Watson)

- City should prioritize focusing ground floor retail at main intersections, not entire length of the corridors. Other sites will not be precluded from providing commercial floor area at grade if market conditions warrant.
- Set minimum commercial frontage requirements (either 75% or 50%) for building structures that face Queen Street or Hurontario Street.
- Best practices throughout Canada reveal a minimum commercial frontage requirement of 50% to 80% in mixed-use areas.
- Essential to concentrate on enforcing a minimum standard of commercial use in locations that are prime areas and have the most significant potential for success.
- All buildings facing Queen Street or Hurontario Street will require a minimum ground floor height of 4.5 metres (approximately 15 feet), regardless of the minimum commercial frontage threshold. This strategy offers potential for commercial uses in future and avoids costly retrofitting.



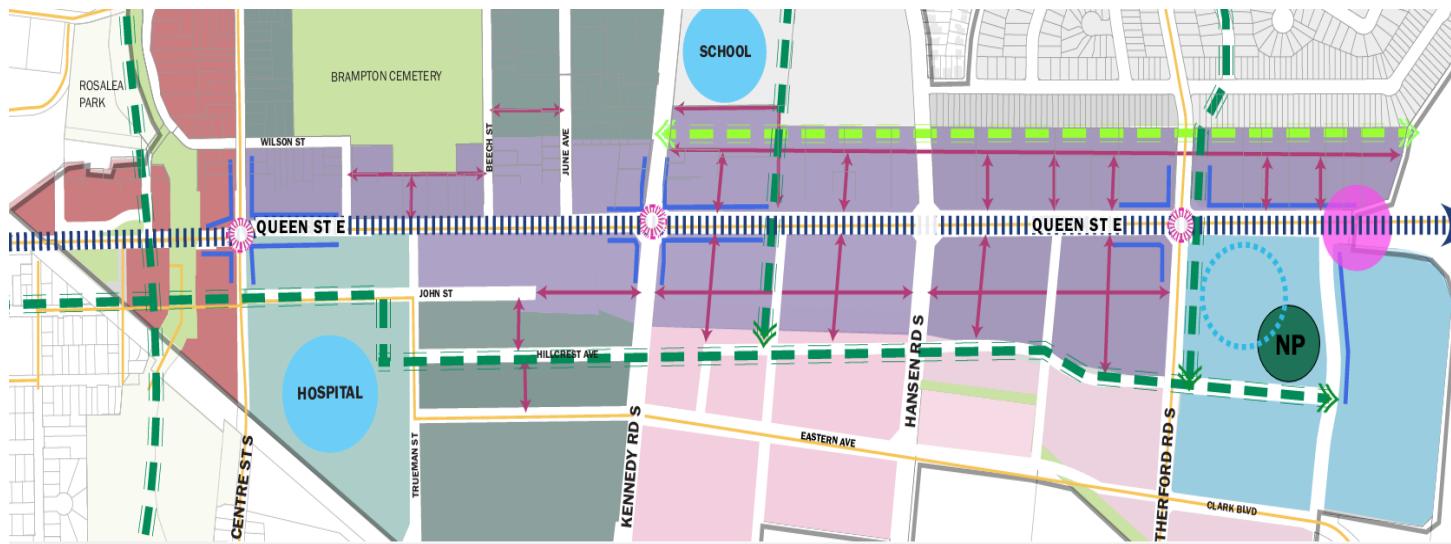
MTSAs

Required At-Grade Active Frontage

Goal:

- To create animated, pedestrian-active frontages by providing a minimum of 50% or 75% of at-grade non-residential uses (commercial, retail, office, institutional or recreational uses) at key intersections along key transit corridors.

Queen Street East Example (Blue Lines):



Discussion Questions & Considerations

- Based on the study findings, is Council comfortable with maintaining the proposed approach for commercial requirements within MTSAs?
- The pre-zoning exercise works to implement land use permissions and policies approved by Council for each MTSAs, providing a more streamlined approach for supporting new growth and development in strategic growth areas.



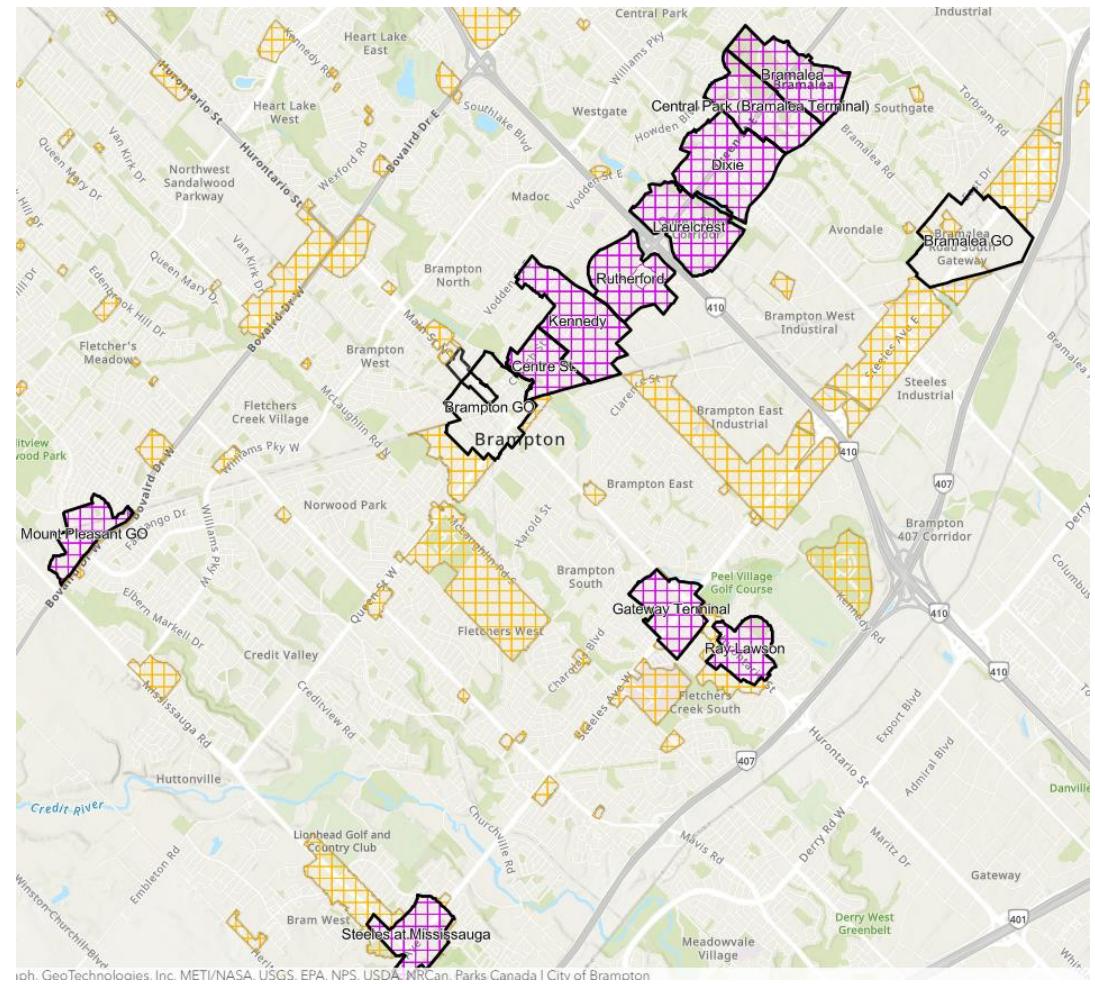
Parking

Parking

Parking Regulation Areas (PRA) introduced with differing required parking rates – based on transit and planning policy:

PRA1	PRA2	PRA3
No minimum parking requirements	Reduced minimum parking requirements	Standard minimum parking requirements
Maximum parking requirements	No maximum parking requirements	No maximum parking requirements

Other changes include improving bicycle parking standards to encourage active transportation.



Parking

Use	Size	Current By-law*	New By-law PRA1	New By-law PRA2	New By-law PRA3
Single detached house	n/a	2 spaces + 1 for 2nd ARU	0	2 spaces + 1 for 2nd ARU	2 spaces + 1 for 2 nd ARU
Apartment	100 units	100 spaces + 20 visitor	0	75 spaces + 15 visitor	100 spaces + 20 visitor
Retail	500 m ²	27 spaces	0	12 spaces	15 spaces
Office	1000 m ²	34 spaces	0	23 spaces	30 spaces
Restaurant	300 m ²	47 spaces	0	23 spaces	30 spaces
Manufacturing	10,000 m ²	139 spaces	0	100 spaces	100 spaces
Warehouse	30,000 m ²	227 space	0	168 spaces	168 spaces

* In MTSAs, the required parking is 0 for all uses based on Planning Act

Discussion Questions & Considerations

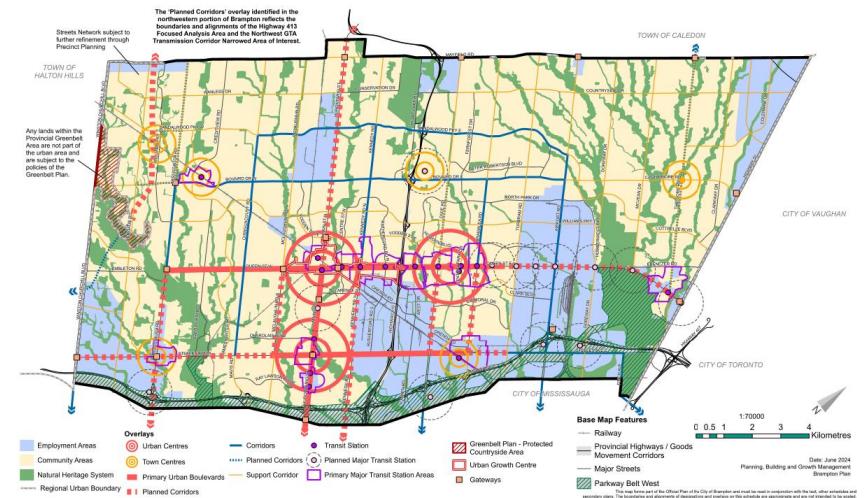
- Is Council comfortable with the proposed approach for regulating parking?
- Are there any specific parking provisions that should be considered?



Urban Design Guidelines

How UDG Support Future Development

- Expedite approvals through establishing expectations upfront
 - ✓ Improve clarity for developers to reduce approval time
 - ✓ Facilitate more streamlined review processes
- Strong alignment with new **CZBL** and **Sustainable New Communities Program**
 - ✓ Promote more consistent and high-quality **urban design**
 - ✓ Provide guidelines to support **sustainable intensification** outcomes 
- A clear framework for growth in **priority intensification areas** as per Brampton Plan
 - ✓ Move away from **strict use** of angular planes in intensification areas
 - ✓ Establish the foundation for **pre-zoning MTSAs** to facilitate development



Overview of UDG



PART A

- ✓ Background
- ✓ Purpose of the document
- ✓ Vision / Guiding Principles
- ✓ How to use this document

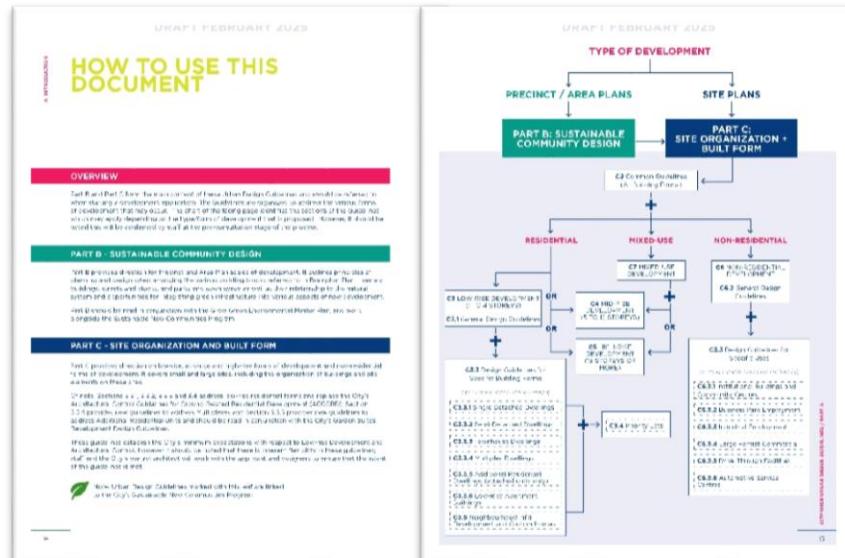


PART B

- ✓ Built Environment
- ✓ Mobility
- ✓ Natural Heritage, Parks and Open Space
- ✓ Infrastructure and Buildings



Leaf symbol added to guidelines linked to the City's Sustainable New Communities Program.



Low-Rise (1-4 storeys) & Mid-Rise Development (5-12 storeys)

LOW-RISE

Principles/Objectives

- Variety of housing and animated streetscapes
- Protection of mature neighbourhoods and promotion of infill development

Guidelines for:

- Single-detached and semi-detached dwellings
- Townhouse, Multiplex and Low-rise Apartment dwellings
- ARUs (attached units only)
- Priority Lots
- Neighbourhood Infill Development and Custom Homes

MID-RISE

Principles/Objectives

- Placemaking
- Articulated and animated streetwall and massing
- Appropriate transition to low-rise residential areas

Building Height:

Maximum 12 storeys or 100% of adjacent ROW

Podium:

Maximum 6 storeys or 80% of ROW, whichever is lower

Transition:

Specific setbacks /stepbacks to provide massing/height transition to low-rise areas



High-Rise Forms (13 storeys or greater)

New Chapter of the UDG

Principles/Objectives

- Building base frames and animates the streetscape
- Placemaking
- Top and Tower focus on an enhanced skyline
- Minimize shadow and wind impacts
- Appropriate transition to low-rise residential areas

Building Height

- 13 storeys or greater
- Emphasis on context and fit

Podium

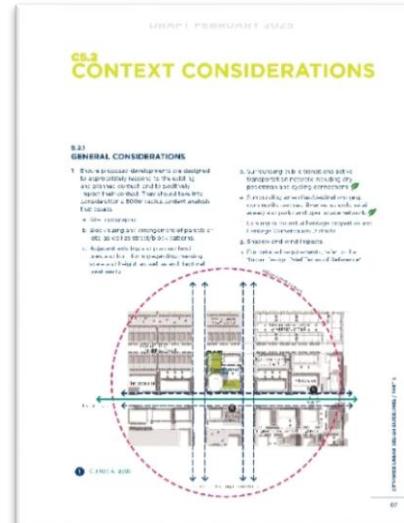
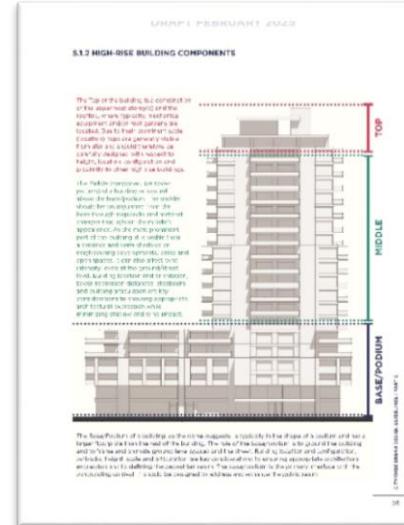
- Podium height related to ROW

Middle/Tower

- Tower: maximum 800sm floorplate
- Slab: limited to 18 storeys

Transition

- Specific setbacks /stepbacks as a way to provide massing/height transition to low-rise areas (instead of angular planes)



Non-Res & Mixed-Use Development

NON-RESIDENTIAL

General Guidelines followed by Form-Specific Guidelines

- Institutional Buildings & Community Centres
- [Business Park Employment \(new\)](#)
- Industrial / Employment
- [Large Format Commercial \(large floor plates - new\)](#)
- Drive-Through Facilities
- Automotive Service Centres

Principles/Objectives

- Animated streetscapes framed by high quality, coordinated built form
- Limited parking along street frontages
- Screened loading, servicing and parking areas
- Safe and connected pedestrian routes

MIXED-USE

- Urban Centres and Urban Boulevards
- Residential and non-residential uses
- Street-related development

Principles/Objectives

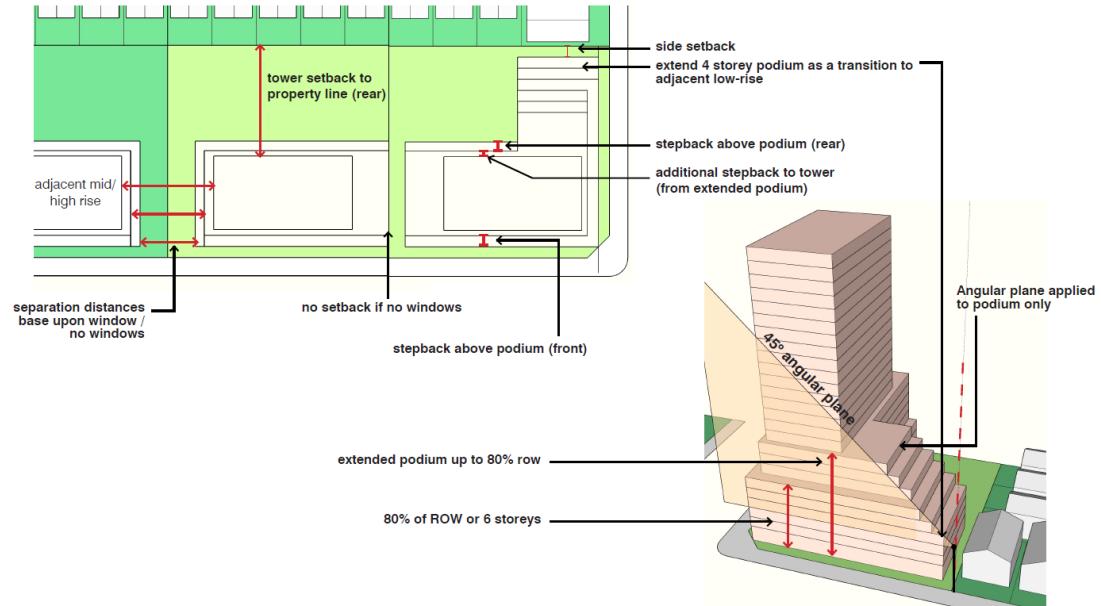
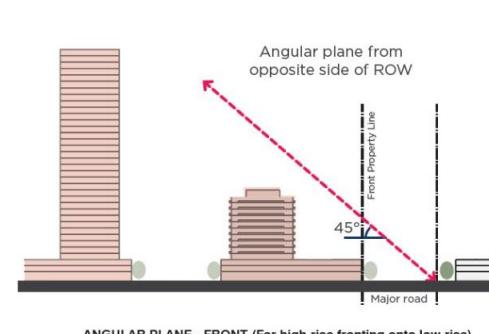
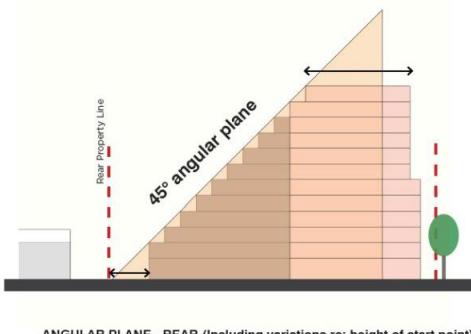
- Placemaking and appropriate fit within the context.
- Animated streetscapes and public spaces.
- Compatible and multi-functional developments.



Angular Plane -> Setbacks and Stepbacks

- Move away from rigid use of angular planes.
- Use building setbacks, stepbacks, and tower separation distances.
- Use angular planes when mid- and high-rise developments are proposed outside the permitted areas outlined in Brampton Plan.
- Apply only to the “podium” portion.

CURRENT DRAFT | ANGULAR PLANE



High-rise adjacent to planned low-rise (and existing stable low-rise)

	Shadow Study Required?	Separation Distances Required?	Setbacks & Stepbacks Required?	Angular Plane Rear Required? (10.5m above) For podium	Angular Plane Front Required? (other side of ROW)	Tower Setback Required?
Permitted Areas	✓	✓	✓			✓
May be Permitted Areas	✓	✓	✓	✓		✓
Not Permitted Areas	✓	✓	✓	✓	✓	✓
Adjacent to Park	✓		✓			

	Urban Centre*	Town Centre	Boulevard in MTSAs	Boulevard Corridor	Mixed Use Designation	Neighbourhood Centre
High Rise Development Permitted?	✓	✓	✓	✗	✓	✗
Mid-Rise Development Permitted?	✓	✓	✓	✓	✓	✓

* Urban Centre: Subject to MTSAs Plans

✓ Permitted
✓ May Be Permitted
✗ Not Permitted

Discussion Questions & Considerations

- Is Council comfortable with the proposed approach for the Urban Design Guidelines?
- Are there any specific matters that should be discussed?

Discussion