



Report
Staff Report
The Corporation of the City of Brampton
10/6/2025

Date: 2025-09-15

Subject: **Recommendation Report – New Comprehensive Zoning By-law**

Contact: Andrew Ramsammy, Development Planner III, Development Services and Design

David VanderBerg, Manager, Development Services, Development Services and Design

Report number: Planning, Bld & Growth Mgt-2025-711

RECOMMENDATIONS:

1. That the report from Andrew Ramsammy, Development Planner III, Development Services and Design and David VanderBerg, Manager, Development Services, Development Services and Design to the Planning and Development Committee Meeting of October 6, 2025, re: **Recommendation Report – New Comprehensive Zoning By-law**, be received.
2. That the new Comprehensive Zoning By-law be endorsed on the basis that it is consistent with the Provincial Planning Statement, and the City's Official Plan, and for the reasons set out in this Recommendation Report.
3. That the new Comprehensive Zoning By-law, generally in accordance with the document in Attachment 1, be approved by Council in principle and that when the associated official plan amendments are finalized for Council consideration, staff be directed to make any changes required to ensure conformity and bring a final form of the Comprehensive Zoning By-law back to Council with a recommendation for enactment.

OVERVIEW:

- This report recommends approval in principle of the new Comprehensive Zoning By-law (CZBL).
- The new CZBL would replace Zoning By-law 270-2004, as amended, and will apply to all lands in the city, except for:
 - The Brampton GO Major Transit Station Area (MTSA) and the Main Street North Development Permit System (DPS) Area where the zoning is intended to be updated upon completion of the Downtown Brampton Secondary Plan Area review. Existing low-density neighbourhoods in

the Downtown Secondary Plan Area not planned for intensification are included in the proposed CZBL.

- The Bramalea GO MTSA and Ray Lawson - County Court MTSA, where the policy framework has not yet been finalized for guiding long-term growth and redevelopment.
- The southeast quadrant of Queen Street East and Rutherford Road South in the Rutherford MTSA for a future Community Hub in accordance with the City's Corporate Strategic Plan and the MTSA land use schedule under appeal.
- The new CZBL is the result of inclusive and collaborative engagement, incorporating input from the public, internal and external stakeholders.
- Key objectives of the new CZBL include:
 - Implement Brampton Plan (2023 Council approved Official Plan) and other strategic priorities, such as the Municipal Housing Pledge.
 - Reduce barriers for businesses and development in line with the City's planning policies.
 - Simplify and modernize zoning regulations for residents and businesses.
 - Conform with new provincial planning legislation.
 - Expand housing options and support economic development.
- Highlights of the intended changes to be achieved with the new CZBL are:
 - Making the By-law easier for residents and businesses to understand and use.
 - Supporting efforts to increase the supply of housing through the pre-zoning of MTSAs and gentle intensification in neighbourhoods.
 - Removing or reducing minimum parking requirements based on proximity to transit and setting maximum parking requirements in some areas to help support transit-oriented and walkable communities.
- The new CZBL directly supports Brampton's strategic focus areas by fostering sustainable, connected, and vibrant urban growth.
- A Statutory Public Meeting was held at the Planning and Development Committee on May 12, 2025. Four residents delegated to speak to the item and 74 correspondence letters were received.
- This report recommends the proposed CZBL be approved by Council in principle and that when the associated official plan amendments are finalized for Council consideration, staff be directed to make any changes required to ensure conformity and bring a final form of the Comprehensive Zoning By-law back to Council with a recommendation for enactment.

BACKGROUND:

The City of Brampton is advancing a new Comprehensive Zoning By-law (CZBL) to modernize its approach to city building. This initiative aims to align zoning regulations with the policies of *Brampton Plan*, the City's new Official Plan, adopted by City Council in November 2023 and approved by the Region of Peel in May 2024.

This report provides an overview of the proposed CZBL, summarizes the feedback received through public engagement, outlines the City's responses to the comments and concerns raised, and recommends approval in principle of the By-law.

What is a Zoning By-law?

A Zoning By-law sets rules for how land is used and developed. It includes rules on permitted uses, size and form of buildings, and where those buildings can be built.

Zoning affects every property and building in the City – from backyard sheds to high-rise buildings. It also provides rules for other site design matters, such as parking, landscaping and outdoor uses.

A Zoning By-law divides land into different zones based on permitted land uses and building types to help prevent conflicts between uses and ensure development happens in a planned and organized way.

Why is the City preparing a new Comprehensive Zoning By-law?

The new CZBL helps to implement *Brampton Plan* by aligning zoning rules with the City's long-term vision for growth and development. This also meets the requirements of the Planning Act, which says the City must update its Zoning By-law to match its Official Plan within three years.

The new CZBL:

- Aligns with *Brampton Plan*, the City's new Official Plan.
- Simplifies and modernizes outdated zoning rules.
- Supports housing affordability and economic development.
- Reflects input from public and stakeholder engagement.
- Helps meet provincial planning legislation.

It also reflects City-wide design goals from the new draft Urban Design Guidelines, which staff also intend to bring to Planning and Development Committee on October 6th for endorsement by Council. The Urban Design Guidelines are another key tool in delivering *Brampton Plan*.

Currently, there are portions of Brampton Plan under appeal. This report recommends the proposed new Zoning By-law be adopted by Council once those matters are appropriately resolved.

Project History

The City retained WSP Canada Group Limited as the lead consultant for the new CZBL. WSP had also worked with City staff to prepare *Brampton Plan*.

Public engagement has been a key part of this project with City staff engaging with stakeholders in several ways, beyond the minimum requirements identified by the Planning Act, including:

- Statutory Public Meeting - May 12, 2025 Planning and Development Committee meeting.
- Two public open houses - February 13, 2024 and October 15, 2024, both held at City Hall.
- Seven pop-up events - from June to October 2024 at community events, recreation centres, and malls / stores spread across the City.

Staff created a [Community Engagement](#) page to provide information on the project and make it easy for the public to provide feedback. The project team has also met with key stakeholders including resident groups, the Brampton Board of Trade, industry groups, and public agencies to gather input.

A summary of feedback received through public engagement, and City's responses to the comments and concerns raised can be found in the *Public Consultation* section of the report below.

The City has also published background papers explaining the goals and strategies behind the new by-law. These are available on the [CZBL Review Project Library](#) webpage.

See Attachment 2 for the full project timeline.

What areas of the City does it address?

The new CZBL will apply to all lands in Brampton, except:

- Lands in the Brampton GO MTSA and the Main Street North Development Permit System (DPS) Area where the zoning is intended to be updated upon completion of the review of the Downtown Brampton Secondary Plan Area (to be initiated this fall with targeted completion in Q4 2027). The Brampton GO MTSA includes the downtown core, generally bound by John St. / Byng Ave. to the south, Etobicoke Creek to the east, Sproule Dr. / Rosedale Ave. to the north and McMurchy Ave. to the west. Existing low-density neighbourhoods in the

Downtown Secondary Plan Area not planned for intensification are included in the proposed CZBL.

- The Bramalea GO MTSA and Ray Lawson – County Court MTSA, where the policy framework has not yet been finalized for guiding the long-term growth and redevelopment.
- The southeast quadrant of Queen Street East and Rutherford Road South in the Rutherford MTSA for a future Community Hub in accordance with the City's Corporate Strategic Plan and the MTSA land use schedule under appeal.

Staff intends to add these exempted areas to the new CZBL once the noted works are completed. Until then, it is proposed that these lands remain subject to the current Zoning By-law, and those in the Main Street North DPS Area remain subject to the DPS By-law for the area.

What is included in the new CZBL?

The new CZBL includes three main parts:

- *By-law Text:* This is the main part of the CZBL. It sets out rules (requirements and restrictions) that apply to all uses and buildings for each of the zone categories: Residential, Commercial, Employment, Mixed-Use, Institutional, and Parks and Open Space. The full text can be found in Attachment 1.
- *Mapping:* Mapping schedules included in the By-law assign a zone to every property to identify which rules apply to it. In addition to assigning the zones for properties, the CZBL also uses schedules for regulating other matters, such as the building heights and development densities permitted around MTSAs. The [Interactive Mapping Application](#) on the City's website provides all the proposed zoning schedules. It also includes a mapping feature allowing users to compare the new proposed zoning with the current zoning.
- *Site-Specific Exception Zones:* are provisions that apply to a particular property or area, overriding the general regulations for the applicable zone. These sections typically reflect requirements and restrictions to implement specific development proposals for a location. There are currently over 3,000 site-specific exception zones, and a recommendation has been made on each on whether to maintain the exception, or delete them and rezone the property. The [Proposed Zoning By-law page](#) of the City's website includes the text for the site exceptions retained and information on the rationale for the decision on both those retained and deleted.

CURRENT SITUATION:

Key Drivers

The new CZBL is the result of an inclusive engagement process to achieve the following key aims:

- Implement *Brampton Plan* and other strategic priorities, such as the Municipal Housing Pledge.
- Reduce barriers for businesses and development in line with the City's planning policies.
- Simplify and modernize zoning regulations for residents and businesses.
- Meet new provincial planning legislation.
- Expand housing options and support economic development.
- Delivering transit-oriented communities in MTSAs more efficiently.

Major Changes in the CZBL

This section identifies some of the major changes in the new CZBL from the current Zoning By-law and outlines how they align with the noted key drivers. The new CZBL is expected to have positive impacts for residents, businesses and landowners, and specific examples of these are provided in the report.

Simplifying and Modernizing

The City's current Zoning By-law was approved in 2004 with significant parts of it dating back even further. Aspects of it are outdated. The new CZBL attempts to modernize and simplify the By-law to make it easier for all to understand and use. This helps to remove barriers for people wanting to make changes to their properties, such as constructing a new building or opening a new business.

Examples of changes in the CZBL to simplify and modernize zoning are:

- Adding new Mixed-Use zones to regulate developments with a mix of residential, commercial, business, institutional and office uses to help create vibrant urban communities where envisioned in Brampton Plan.
- Expanding and modernizing the types of uses allowed in each zone.
- Adding modern development standards. Notably, this includes improved regulations for higher density forms of development (i.e. apartments) but also includes changes for all development forms.
- Reducing the number of parent zones for each land use.

Example: Simplifying

A resident wants to build a ramp to make their home accessible for a family member. However, they have limited space to do so without building into a minimum required setback area. Under the current Zoning By-law, they find they need to apply for a minor variance to build the ramp.

The new CZBL proposes to change the permitted setback encroachments to include barrier-free access ramps – reducing the chance a resident would need to spend money and be delayed because of a minor variance.

- Removing outdated Agricultural zones.

Example: Modernizing

A person looking to start a pet day care business finds that the City's Zoning By-law does not include a pet day care as a permitted use in any parent commercial zone. This makes their search for a site more difficult, and may require they seek a minor variance to start their business.

The new CZBL proposes to modernize and expand permitted uses in all zones, including adding pet day care in most commercial areas. The prospective business owner now has many more options for where to locate their business and are less likely to need a minor variance.

Major Transit Station Areas

MTSAs are the areas within a 10-minute walking distance of higher-order transit stations. *Brampton Plan* calls to transition MTSAs over time to become vibrant, high-density, walkable places with open spaces, services and amenities, office and employment uses, and be designed to include an attractive public realm. The goal of *Brampton Plan* is to focus growth towards these areas to meet housing and employment goals and to build a more sustainable, walkable, and transit-oriented City.

There are 14 MTSAs and in line with provincial requirements, the CZBL proposes to pre-zone 10 of the MTSAs to allow the mix of land uses and density identified in *Brampton Plan*. Four MTSAs – Brampton GO, Bramalea GO, Ray Lawson – County Court, and Steeles at Mississauga – are not being pre-zoned because there is ongoing work being done to develop a policy framework for growth in these areas. The intent is to pre-zone these four MTSAs when this policy work is completed.

The CZBL proposes to establish development permissions for higher density, mixed-use forms of development in the 10 MTSAs to be pre-zoned. This includes allowing high-rise, mixed-use buildings, including permissions for unlimited heights and density adjacent to some higher-order transit stations.

The site-specific MTSA regulations proposed in the new CZBL include the following:

- Maximum height and density limits.
- Minimum at-grade commercial and non-residential gross floor area requirements along designated Boulevards and Corridors.
- Holding (H) provisions to protect for the establishment of Community Hubs.
- Minimum rear yard setbacks for high-rise mixed-use zoned properties abutting low-rise density residential on the north side of Queen Street, between Highway 410 and Kennedy Road.

Lands designated and planned to remain for low-rise residential uses in MTSAs are not proposed to be pre-zoned. These lands will be identified with the applicable zoning category in the new CZBL. Site-specific zoning provisions on lands rezoned since 2019 will be retained, unless a change is specifically requested.

Pre-zoning MTSAs assists in delivering transit-oriented communities more efficiently. Currently, a property owner looking to redevelop in a MTSA would typically need to submit a rezoning application to permit the use, and a Site Plan Application to approve the details of the development.

Pre-zoning MTSAs will remove the need for the rezoning application for those projects that conform with the new CZBL. Removing the rezoning step reduces the time needed to obtain development approvals, removes uncertainty associated with the rezoning process, and lowers costs for development proponents.

A map of the Major Transit Station Areas is included as Schedule F of the CZBL.

Housing

Brampton Plan identifies housing affordability as one of the key drivers of change influencing Brampton's evolution. The province has set an ambitious 10-year target of 113,000 new homes for the City of Brampton (11,300 homes per year) in Ontario's Housing Supply Action Plan.

Pre-zoning MTSAs as described in the previous section is the biggest step in the CZBL to address housing needs. It will significantly increase the supply of land ready to be developed for housing quickly. The CZBL also adds standards for mixed-use and higher density forms of development and modernizes standards for other forms. Establishing such standards makes it easier to build these types of developments because it sets clear expectations and reduces uncertainty about what will be required for them.

Example: Achieving Housing & MTSA Goals

The high-density mixed-use building projects referred to as Park Place (located at 125 Queen St E), Symphony (located at 145 Queen St E) and Rhythm (located at 205 / 215 Queen St E) are examples of developments that were recently built in a MTSA that meet the current planning goals for it and also make valuable contributions to the City's housing supply.

The Zoning By-law had not permitted those developments when they were proposed. The landowners had to apply for a Zoning By-law Amendment to be able to build them. The rezoning process took an average of 1 year and 10 months for the three applications.

The new CZBL proposes to permit this type of development in designated areas in MTSAs as of right. Landowners proposing similar development conforming with the new CZBL would no longer need to apply for a Zoning By-law Amendment. It reduces the time required for a rezoning process to zero, making it easier to build new housing and development contributing to transit-oriented complete communities.

In addition to these higher density forms of development, *Brampton Plan* also promotes gentle intensification in neighbourhoods to increase housing supply. One measure it identifies is allowing four-unit dwellings on residential lots along transit corridors.

Council also approved the inclusion of a commitment to explore increasing the permitted size of detached additional residential units (garden suites) in its application to the federal government for Housing Accelerator funding. The new CZBL proposes to rezone properties along transit corridors to permit four-unit dwellings and proposes to increase the permitted size of garden suites to 100 m².

Parking

On November 22, 2023, Council endorsed Brampton's first City-wide Parking Plan that proposes a made-in-Brampton approach to managing parking. Big moves include removing minimum parking requirements and setting parking maximums in appropriate locations, increasing parking fees toward a market rate, enhancing enforcement tools, and setting strategies to address truck parking. Some of these are relevant to the CZBL and have been addressed in the proposed By-law.

The CZBL is introducing a new regime for regulating required parking. In particular, it links how much parking is required on a site to the site's proximity to transit and establishes maximum parking requirements in some parts of the City.

The CZBL creates three Parking Regulation Areas (PRAs) and assigns each part of the City to one of them. Refer to Schedule G of the CZBL for the proposed PRAs.

PRA 1 is comprised of MTSA lands. In PRA 1, minimum parking requirements are removed, aligning with provincial policies and *Brampton Plan*. Removing minimum parking requirements will reduce the cost of development, given the significant costs to build structured or underground parking. It will also help to expand housing options, and support business opportunities and economic development. It is another step in removing barriers for development.

Maximum parking requirements are also introduced for the PRA 1 areas. They set a cap on how many parking spaces can be built on a site. This cap will help achieve policies that support transit-oriented development and create walkable communities.

The PRA 2 area includes lands identified as corridors and boulevards in *Brampton Plan*. These areas are served by transit, such as priority bus linkages. PRA 2 lands are subject to lower minimum parking requirements for some residential, commercial, community and institutional land uses. Similar to PRA 1, this will help expand housing options, and support business opportunities and economic development by lessening the obstacle of minimum parking requirements to accommodate infill development.

PRA 3 captures the remaining areas of the City where minimum parking requirements are higher as compared to the parts of the City better served by transit.

Example: Parking Reduction

A commercial developer is looking to build a new retail store (approximately 500 m² in size) and is looking at some locations along Steeles Avenue.

They are trying to find sites where they can construct the store and provide enough parking to meet minimum zoning requirements, even though they may not actually need that much parking for their business. The current Zoning B-law requires that they provide at least 27 parking spaces, which limits potential sites.

The new CZBL identifies that the sites the commercial developer is looking at are all in Parking Regulation Area 2, where parking is reduced because of the transit service level on Steeles. The minimum parking requirement is now only 12 spaces, opening up more options for where they can locate.

Site-Specific Exception Zones Review

The CZBL work included a review of each of the site-specific exception zones that exist in the City. The review examined whether to keep or delete each exception. The work did not include revising standards in each site-specific zone, with the exception of changes needed to make the zoning provisions functional (i.e. assigning a new parent zone and removing references to the current Zoning By-law).

The review criteria were based on the following:

- Does the special section conform with *Brampton Plan* and other related planning documents (i.e. The Planning Act, Provincial Policy Statements, Urban Design Guidelines)?
- Does the special section provide flexibility and reduce barriers to development, while not disturbing the existing neighbourhood?
- Was the site exception recently approved?
- Is the special section still relevant? Does the proposed new By-law cover what was in the special section?
- Has the development already been built?
- Does the special section cause undue barriers to development? Is the special section overly restrictive?

Of the over 3000 site-specific zoning exceptions that exist, the large majority of these have been carried over to the proposed CZBL based on the above criteria. A significant number of the public comments received on the CZBL have been from landowners of sites that have a site-specific exception, and they have generally requested to retain it.

Retaining the site exceptions reduces uncertainty for those landowners and potential conformity issues for sites that are often already built. It is also noted that the retained exceptions are the outcome of a detailed review through a Zoning By-law Amendment application process. Site exceptions that are in conflict with *Brampton Plan*, particularly in MTSAs, are proposed to be deleted, with new zoning applied to those sites in conformity with *Brampton Plan*.

Any new site-specific exceptions approved between now and the adoption of the proposed CBZL will also be transferred.

Alignment with Council Direction on Specific Zoning-related Issues

Council has directed staff to address specific zoning issues related to driveways, industrial outdoor storage permission, large statues, restaurant waste storage and food trucks in the new CZBL. These have all been addressed and a summary of these matters is included in Attachment 3.

Public Consultation and Changes to the CZBL after the Public Meeting

A Statutory Public Meeting for the Comprehensive Zoning By-law was held on May 12, 2025. Four residents delegated to speak on the item, and a total of 74 written correspondence submissions were received. Staff also held a number of meetings with commenters to discuss their comments and solutions to address them.

A summary of the key concerns raised by the public, along with staff responses and related changes to the proposed CZBL, is provided below. A summary of the key concerns raised by the public, along with staff responses and related changes to the proposed CZBL, is provided below. The [Proposed Zoning By-law page](#) on the City's website includes Public Comment Response Matrices detailing all feedback received for all drafts of the CZBL and responses to the comments.

Matters Raised by Public	Staff Response
Transition provisions are too restrictive	<p>Transition provisions apply to approved or in-process planning and/or building permit applications and allow them to remain subject to the old Zoning By-law for a period of time following approval of the new By-law. The general intent is not to treat applicants unfairly by changing the rules mid-stream.</p> <p>The previous draft proposed that the transition provisions would apply for a period of three or five years for approved or in-process planning applications, respectively. Staff recommend increasing this time period to ten years and adding approved Zoning By-law Amendment applications to the applications benefiting from the transition provision, if the related site-specific</p>

	by-law has been carried forward to ensure the proposed development conforms to Official Plan policies.
Window wells should not encroach into the required path of travel to an Additional Residential Unit entrance	<p>Both the existing and proposed new Zoning By-law require a 1.2 metre path of travel to the entrance of an Additional Residential Unit in a house. Comments were received that window wells should not be permitted to encroach into the setback citing safety concerns.</p> <p>The current zoning interpretation is that window wells may encroach but only up to 0.55 m, which allows smaller egress-type wells but not larger escape wells.</p> <p>Staff recommend the CZBL standard be revised to explicitly allow the 0.55 m encroachment currently permitted in practice. Planning staff have consulted with Fire staff on the safety concerns, and they confirmed they have no objection to this standard. It also does not create issues with the Ontario Building Code or Ontario Fire Code.</p>
Refinements of development standards and comments on site-specific zoning matters	<p>Various members of the development industry provided detailed comments suggesting refinements to the development standards in the CZBL and / or matters related to the site-specific zoning applying to a property.</p> <p>Staff and the consultant team have reviewed each of these comment submissions carefully and met with commenters as needed to work to find solutions. In some cases, staff are recommending changes to the By-law and for others are recommending staying the course with the provisions presented at the public meeting. The Public Comment Response Matrix provides information on each of the comments with a response to them.</p>
Electric Vehicle (EV) ready parking requirements are too high	<p>Due to recent provincial legislation, City staff recommend that EV-ready parking provisions no longer be integrated into the Comprehensive Zoning By-law at this time. These provisions may be reconsidered as part of future Zoning By-law amendments.</p>
Intensification in mature neighbourhoods	<p>Commenters expressed concerns about the new zoning provisions allowing for gentle intensification in existing neighbourhoods, particularly allowing four-unit dwellings along transit corridors and increased garden suite sizes.</p>

	Staff recommend retaining those provisions in the new By-law as they implement important policy directions in <i>Brampton Plan</i> and the Municipal Housing Pledge.
Minimum parking requirements and PRA1 boundaries	<p>The vehicular and bicycle parking quantities are based on best practices and other jurisdictional research. Parking minimums are eliminated in MTSAs at the direction of the Province. Parking minimums are reduced along transit corridors and boulevards to align with <i>Brampton Plan</i> and to encourage active and public transit.</p> <p>There was also a comment on why the PRA1 area includes low-density neighbourhoods not in a MTSAs and potential impacts from eliminating minimum parking requirements there. The new draft of the CZBL has been revised to change the PRA1 areas to only include lands in MTSAs, where the Province has mandated that there be no minimum parking requirements, and not surrounding neighbourhoods.</p>
Places of Worship lot area requirements in residential areas is too high	<p>Based on the feedback received on places of worship, the minimum lot size required for a place of worship in a residential zone has been reduced from 8000m² to 4000 m². This will allow more flexibility and suitable sites for places of worship while still ensuring proper site functionality.</p>

In addition to changes to the CZBL based on the public feedback, there have also been changes based on staff's continued review of the draft By-law. These are generally technical in nature, but two more substantial changes are noted:

- In the Kennedy, Rutherford and Gateway Terminal MTSAs, changes to the maximum height and density provisions for some properties are being recommended based on appeals to *Brampton Plan*. In addition, to address comments received from Morguard for Bramalea City Centre (BCC) mall, site-specific sections have been added to apply to the entire BCC land holdings to allow for both the continued operation of the mall and infill residential redevelopment.
- The maximum dwelling size provisions in the proposed Residential Hamlet Zone that currently exist within the Residential Hamlet Two (RHm2) zone are to be retained. These generally apply to the Churchville heritage area and permit a maximum dwelling size of 255 square metres and a maximum Floor Space Index of 0.17. These will be incorporated into the final draft before it is presented for adoption.

Enactment of the CZBL

The proposed CZBL is being presented for Council endorsement in principle to meet the timelines associated with actions and deliverables committed to through the Housing Accelerator Fund. Due to the outstanding appeals related to Brampton Plan, inclusive of MTSAs, this endorsement ensures the City is not at risk of losing any potential funding opportunities while awaiting decisions on appeals to the Ontario Land Tribunal (OLT).

The enactment of the new CZBL will be brought to Council after further progress on the Brampton Plan appeals are made. Changes resulting from that process will need to be implemented through Secondary Plan amendments, which will be presented for Council consideration.

This report directs staff to make any changes required to ensure the CZBL conforms to amendments made to Brampton Plan and the Secondary Plans, prior to bringing a final form of the new CZBL back to Council with a recommendation for enactment. All changes are expected to be completed by Q1 2026.

CORPORATE IMPLICATIONS:

Financial Implications:

There is no financial impact resulting from the planned actions in this report. The cost of the project is covered within the existing budget.

Communications Implications:

A comprehensive communications strategy will be developed in collaboration with Strategic Communications to effectively inform residents and stakeholders about the new Comprehensive Zoning By-law.

STRATEGIC FOCUS AREA:

The new CZBL directly supports Brampton's strategic focus areas by fostering sustainable, connected, and vibrant urban growth.

Health & Well-being: The CZBL promotes health, wellness and safety as it aims to minimize conflicts between land uses and ensure there is proper access to roads, utilities and other infrastructure. Overall, it shapes the places and communities in which we live, work, learn and play.

Transit & Connectivity: The CZBL supports the connectivity and livability of streets and infrastructure that are safe, convenient, efficient and sustainable. It encourages transit-oriented development that supports pedestrian, cycling, and transit connections that are safe and connected.

Growing Urban Centres & Neighbourhoods: The CZBL promotes economic growth, local investment, and strong community ties while enhancing the quality of urban life. It will help balance new development, accommodate growth and unlock more housing in the City as it broadens housing options.

Environmental Resilience & Sustainability: The CZBL supports nurturing and protecting our environment for a sustainable future. It proposes to implement appropriate limitations to development on natural systems, aligning with Brampton's environmental goals. New zoning designations pertaining to Open Space, Natural Systems and Parks have been incorporated to preserve and maintain Brampton's robust park and trail systems.

Government & Leadership: The CZBL project promotes service excellence, efficiency, transparency and effectiveness with equity and innovation. Public engagement and participation have been a priority with a number of open house events and engagement pop-ups held to inform the public and seek input.

CONCLUSION:

The new CZBL implements the policy direction in Brampton Plan, reflects the best practices in zoning and development standards, and addresses changes to provincial legislation and policies. It also helps expand housing options and supports business opportunities and economic development.

The CZBL will contribute to achieving the City's strategic goals by fostering economic, environmental, and social well-being.

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Attachments:

- Attachment 1- Draft Comprehensive Zoning By-law
- Attachment 2- Project Timeline
- Attachment 3- Summary of Provisions to Implement Specific Council Direction