



**Date:** 2025-11-20

**Subject:** **Supplementary Report: New Comprehensive Zoning By-law, Urban Design Guidelines and Driveway Standards**

**From:** **Steve Ganesh, Commissioner, Planning, Building and Growth Management**

**David VanderBerg, Manager, Development Services**

**Report number:** Planning, Bld & Growth Mgt-2025-919

**Strategic Focus Area:** Growing Urban Centres & Neighbourhoods

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### **Recommendations**

1. That the report from Steve Ganesh, Commissioner, Planning, Building, and Growth Management and David VanderBerg, Manager, Development Services, to the Planning and Development Committee Meeting of December 1, 2025, re: **Supplementary Report: New Comprehensive Zoning By-law, Urban Design Guidelines and Driveway Standards** be received;
2. That the new Comprehensive Zoning By-law be endorsed on the basis that it is consistent with the Provincial Planning Statement, the City's Official Plan, and for the reasons set out in the *Recommendation Report - New Comprehensive Zoning By-law* dated September 15, 2025 to the October 6, 2025 Planning and Development Committee meeting.
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.
4. That the updated Urban Design Guidelines, as outlined in *Recommendation Report – Urban Design Guidelines* dated August 28, 2025 to the October 6, 2025 Planning and Development Committee meeting, be endorsed by Council as the City-wide design guideline document.
5. That the Urban Design Guidelines may be periodically updated, with the approval of the Director of Development Services & Design, to address operational or technical

refinements, reflect current practices, respond to legislative changes, and maintain consistency with City policies, with such updates not requiring Council approval.

6. That the By-law to amend Zoning By-law 270-2004, as amended, regarding residential driveway standards generally in accordance with **Attachment 5**, be approved.
7. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34(17) of the Planning Act, R.S.O. c.P. 13, as amended.

## Report Summary

At its October 6 meeting, Planning and Development Committee referred reports on the Comprehensive Zoning By-law (CZBL), Urban Design Guidelines (UDGs), and driveway standards in mature neighbourhoods back to staff to undertake ward pairing meetings and host a Council Workshop. Staff held the ward pairing meetings between November 3 and November 5, 2025 and Council held the workshop on November 17, 2025.

This report provides information on Housing Accelerator Funding commitments, Major Transit Station Areas, community engagement, driveways and places of worship to address the discussion at the November 17 workshop. It carries forward the recommendations from the October 6 reports on the CZBL and UDGs for Planning and Development Committee's consideration. Staff are also recommending that further changes be made to the driveway standards to better protect neighbourhood character by reducing the areas permitting 8.5 m wide driveways.

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## Background

At its October 6 meeting, Planning and Development Committee referred the following three reports back to staff to undertake ward pairing meetings and hold a Council Workshop (PDC134-2025, PDC-135-2025 and PDC137-2025):

- [Recommendation Report on New Comprehensive Zoning By-law.](#)
- [Recommendation Report on Urban Design Guidelines Update.](#)
- [Recommendation Report on Driveway Standards in Mature Neighbourhoods.](#)

Ward pairing meetings took place between November 3 and November 5, 2025, followed by the Council workshop on November 17, 2025.

This report provides information to Planning and Development Committee that addresses and responds to matters raised at the November 17 workshop and accordingly provides updated recommendations to each of the three above-noted reports.

## Current Situation

At the November 17 workshop, staff's [presentation](#) provided information on matters raised by Councillors at the ward pairing meetings. Further to ensuing discussion at the workshop on these matters, staff was asked to provide follow-up information on several items. The following sections present that information, to support Council's decision making on staff's recommendations.

### Housing Accelerator Funding

CMHC announced the Housing Accelerator Fund (HAF) in April 2023, a federal program to support municipalities in increasing housing supply. On May 31, 2023, Council approved the City's HAF application ([CW203-2023](#)) and it was submitted to CMHC on June 13, 2023. Following submission, the Honourable Sean Fraser outlined three requests for the City's consideration, to improve Brampton's application by going further than what was originally proposed, including:

1. Addition of a milestone to initiate the process to permit four units as-of-right along transit corridors and explore expanding permissions during the time frame of the HAF;
2. Addition of a milestone to amend policies in Brampton Plan to enable four-storey buildings within an 800m radius of support corridors; and
3. Addition of a milestone to reduce restrictions on ARUs, including increasing the maximum GFA.

In response to these requests, City Council passed resolution C216-2023 (**Attachment 2**) to revise Brampton's application under the HAF. In October 2023, the City of Brampton signed an agreement with the federal government under CMHC's HAF, allocating \$114,540,000 in four annual instalments. The City is required to meet two requirements each year to secure the annual instalment:

1. Meeting annual housing growth targets; and,
2. Meeting deliverable timelines outlined through the HAF agreement

This agreement identifies three deliverables that would be implemented through the Comprehensive Zoning By-law Review, which must be completed to secure Brampton's third HAF instalment (\$28.5M):

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

### Four-unit Dwellings along Transit Corridors

The new Comprehensive Zoning By-law implements the commitments in the HAF Agreement by permitting four-unit dwellings along transit corridors, notably ZÜM and local bus routes.

Given the HAF commitments and supporting Official Plan policies, staff recommends not changing the Comprehensive Zoning By-law with respect to four-unit dwellings and maintaining those permissions.

### Major Transit Station Areas (MTSA)

The *Planning Act* requires municipalities to amend their Zoning By-law to conform with the MTSA land uses and policies in their Official Plan (Brampton Plan). This will allow as-of-right higher densities and a mix of uses not currently permitted in Brampton's strategic growth areas. Pre-zoning of MTSAs is also a key deliverable that the City must meet under the HAF.

Pre-zoning of MTSAs will:

- Speed up the process for getting new housing built faster;
- Streamline development approvals, as the rezoning process, which includes public notification (sign on property), a statutory public meeting (residents and property owners within 240 metres of the property notified) and a decision by Planning and Development Committee and Council, is no longer required;
- Only require two processing steps - site plan approval and issuance of a building permit - if the development proposal conforms to the new CZBL requirements; and,
- Support more predictable land use planning for staff, residents and developers as it will provide a clearer understanding of what is permissible in MTSAs.

The changes to the development application process once the new CZBL is in effect are illustrated on the MTSA Process Map included in **Attachment 3** to this report.

In consideration of the proposed pre-zoning changes, the matter of bringing site plans forward to Council for approval was discussed at the Council Workshop. Under Bill 109, *More Homes for Everyone Act*, 2022, municipal councils can no longer be responsible for approving site plan applications and are required to delegate authority to an authorized person, identified as a municipal officer, employee or agent. At the City of Brampton, this authority is delegated to the Commissioner, Planning, Building and Growth Management.

Four MTSAs – Brampton GO, Bramalea GO, Ray Lawson-County Court, and Steeles at Mississauga – are not being pre-zoned because there is ongoing work to develop a policy framework guiding growth in these areas. Site-specific zoning provisions on lands rezoned since 2019 will be retained, unless a change was specifically requested.

### Community Engagement

Community engagement has been central to the development of the Comprehensive Zoning By-law and Urban Design Guidelines, building on the extensive engagement done for Brampton Plan. Staff has connected with residents, businesses and other stakeholders through open houses, pop-up events, focused meetings with stakeholders and residents, a dedicated website for engagement, and the statutory public meeting.

**Attachment 4** includes a detailed summary of the community engagement events and information on attendance.

### Driveways

The October 6 recommendation report on driveways recommended to amend the City's current Zoning By-law to reduce maximum permitted driveway sizes in mature neighborhoods to better preserve neighborhood character and reduce excessive front yard parking.

The October 6 report proposed the following maximum driveway widths:

- Lots with a rear yard detached garage: 3.0 m (1 car wide)
- Lots less than 17.0 m wide: 6.0 m (2 cars wide)
- Lots more than 17.0 m wide: 8.5 m (3 cars wide)

There is also a provision limiting the driveway area to 50% of the front yard area.

There were concerns expressed at the workshop that the proposed standards would create inconsistency in the permitted driveway sizes within the same neighbourhood.

Staff has reviewed the standards since the workshop. To ensure better consistency in permitted driveway sizes within neighbourhoods and further reduce impacts on neighbourhood character, staff recommend that the minimum lot width required to be permitted an 8.5 m driveway be increased from the previously proposed 17.0 m lot width to a 22.0 m lot width. In conjunction with this, it is recommended that the 8.5 m driveway width only be permitted within 6.0 m of the garage opening, whereby the driveway width would be required to be tapered down to a maximum width of 6.0 m beyond that point.

This change will make a 6.0 m wide driveway the more prevalent standard within the mature areas and ensure better consistency in driveway sizes within neighborhoods. An updated amending by-law is attached as **Attachment 5** with the noted change.

If approved, the above change would also be incorporated into the new CZBL.

### Places of Worship

There was discussion at the November 17 workshop about a proposed reduction in the required minimum lot size for places of worship in residential zones from 8000 m<sup>2</sup> to 3000 m<sup>2</sup> and the potential impact it could have on surrounding neighbourhoods.

It is noted that the CZBL adds a new provision limiting the building size for places of worship to 500 m<sup>2</sup> to implement Official Plan policies requiring that the scale of places of worship be compatible with adjacent land uses. A building floor area limit is considered to be a better method for ensuring compatibility in scale than the current zoning regulations for places of worship. The proposed 3000 m<sup>2</sup> minimum lot size is considered a more appropriate standard based on the parking, landscaping and other functional requirements for a place of worship of the permitted size than the current

8000 m<sup>2</sup> standard. Given the building floor area limit for places of worship, staff recommends maintaining the 3000 m<sup>2</sup> minimum lot size standard.

### **Summary of Recommendations**

This report consolidates the recommendations from the three reports referred back to staff at the October 6 meeting with changes as needed resulting from the discussion at the November 17 workshop.

There have been no changes to recommendations related to the CZBL and UDGs from those presented in the related reports. The proposed by-law included as **Attachment 5** to amend the current Zoning By-law with respect to driveway standards has been updated with changes from that presented at the October 6 Planning and Development Committee meeting as described above.

### **Financial Implications**

There are no financial impact resulting from the planned actions in this report. The cost of the projects are covered within the existing budgets. Adopting the recommendations of this report will help in securing the third instalment of HAF funding.

### **Conclusion**

The new CZBL and UDGs implements the policy direction in Brampton Plan, reflects the best practices in urban design, zoning and development standards, and addresses changes to provincial legislation and policies. The new CZBL also fulfills commitments under the HAF agreement to support creating new housing in the city.

The updated driveway standards will better protect neighbourhood character in the mature areas of the city. It also helps expand housing options, ensure strong neighbourhood character, and supports business opportunities and economic development.

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

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Marlon Kallideen, Chief Administrative Officer

Prepared by: David VanderBerg, Manager, Development Services

### **Attachments:**

- Attachment 1 – Draft Comprehensive Zoning By-law
- Attachment 2 – Resolution C216-2023
- Attachment 3 – MTSA Process Mapping
- Attachment 4 –Community Engagement Summary
- Attachment 5 – Updated Driveway Standards Amending By-law