

# ~ PLANNING JUSTIFICATION REPORT ~

TO SUPPORT A ZONING BY-LAW AMENDMENT AND SITE PLAN  
APPROVAL FOR A GAS STATION AND CONVENIENCE  
COMMERCIAL BUILDING AT 517 PARIS ROAD IN BRANT

*REVISED – DECEMBER 13, 2021*

**517 PARIS ROAD, BRANTFORD, ON**



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## 1.0 Introduction:

Urban in Mind has been retained by the Owner of 517 Paris Road in Brantford, Ontario to obtain a zoning By-law amendment and site plan approval to facilitate the construction of a gas station and convenience commercial building on the property. The proposed development will create new jobs and offer services to the people traveling along Paris Road (Hwy #2) and the surrounding industrial lands. The proposed one storey development will contain convenience commercial services that includes a drive thru coffee shop and a gas bar with self-serve pumps.

In order to facilitate the proposed re-development, a zoning by-law amendment and site plan approval are required in order to bring the proposed development into compliance with local planning policies. As such, the following zoning amendment (**Table 1**) to the County of Brant's Zoning By-law 61-16, as amended, is required:

**Table 1**

***From an RR zone to a C2 Zone:***

	<b>Existing RR Zoning</b>	<b>Proposed Zoning C2</b>	<b><i>Proposed 'Actual' via Site Plan</i></b>
Min. Lot Area	4,000 m <sup>2</sup>	1,000 m <sup>2</sup>	4,771.52 m <sup>2</sup>
Min. Lot Frontage	40.0 m	15.0 m	96.7 m
Min. Front Yard	20.0 m	6.0 m	8.66 m
Min. Int. Side Yard	5.0 m	3.0 m	9.39 m
Min. Side Yard Abutting Residential	----	7.5 m	
Min. Rear Yard	15.0 m	3.0 m	39.63 m
Min. Rear Yard Abutting Residential	----	7.5 m	
Max. Lot Coverage	30.0 %	60 %	6.2 %
Landscaped O.S.	30.0 %	10%	32.4 %
Max. Height	10.5 m	12.0 m	5.2 m (17')
Yard Requirement for Fuel Dispensing	n/a	3.0 m Street Setback	3.0 m Diesel Pump Rear Yard
Parking	----	21 Spaces ** + 4% Barrier Free***	25 Spaces <u>+ 1 Barrier Free</u> 26 Spaces Total

\*\* Parking Requirement Calculation based on: Automotive Use 1 space per 25 m<sup>2</sup> = 3 Spaces; Restaurant Use 1 space per 10m<sup>2</sup> = 9 Spaces (87.06 / 10); Convenience Store Use 1 space per 25 m<sup>2</sup> = 9 Spaces (210.44 / 25); \*\*\*Between 13 – 100 Required BF Parking must be provided at a rate of 4% (21 x 4% = 1 Space)

## 1.1 Purpose of this Report:

The purpose of this Report is to outline the proposed development and provide a fair review of the policies that in turn may support the proposed Zoning By-Law Amendment and respective Site Plan Approval. This justification report will identify the development within the context of applicable Provincial, Regional, and County planning policies/regulations, and provide a sound

justification for support the approval of the requested Zoning By-Law Amendment and ultimately the proposed development.

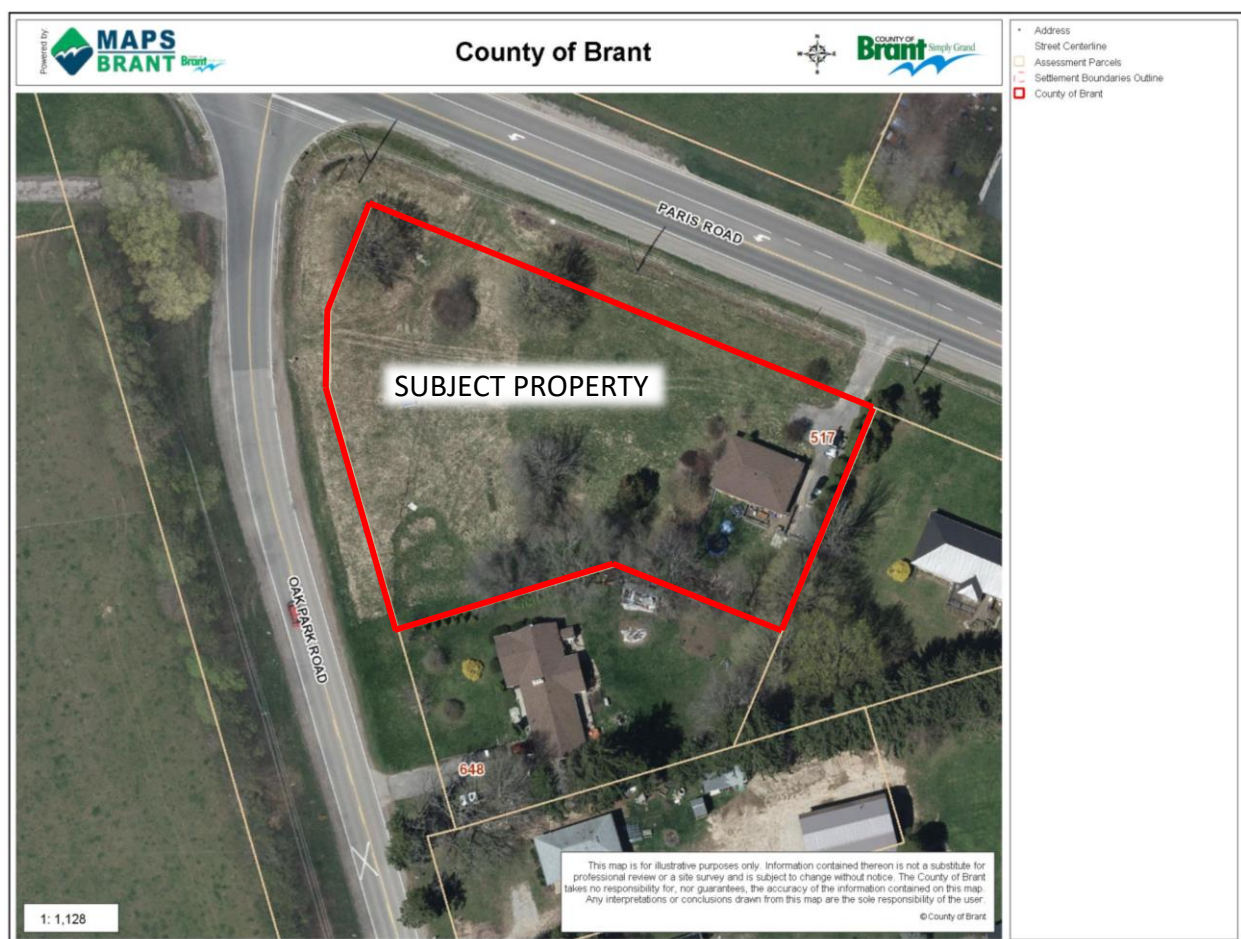
## 2.0 **Subject Property (Site Context):**

### 2.1 **517 Paris Road, Brant:**

The subject site is municipally described as 517 Paris Road in Brant County, Ontario (**Figure 1**), hereafter described as “the subject property”.

The subject property is an irregular shaped parcel of land located at the southeast corner of the intersection at Oak Park Road and Paris Road. The subject property has approximately 96.7 m (317.26 ft) of frontage along Paris Road and a secondary frontage of approximately 78.76 m (258.4 ft) of frontage along Oak Park Road with a total site area of 4,771.52 m<sup>2</sup> (1.18 ac, 0.477 ha). Currently, the property is occupied by a one storey brick home (**Figure 2**). The site is primarily covered with manicured lawn, mature deciduous trees and some typical residential landscape shrubbery. The property currently has one point of access / driveway onto Paris Road and sufficient parking for numerous vehicles.

**Figure 1** – 517 Paris Road Brantford, Ontario.



— Property Boundary



**Figure 2** – Street view of 517 Paris Road, Brantford



## **2.2**    **Surrounding Land Uses:**

The subject property is the corner lot, located at the T-intersection of Paris Road and Oak Park Road. The subject property (**Figure 1 & 2**) and the surrounding lands include (**Figure 3 - 7**):

**Figure 3:** Property to the North of 517 Paris Road – Agricultural lands – 494 Paris Rd.

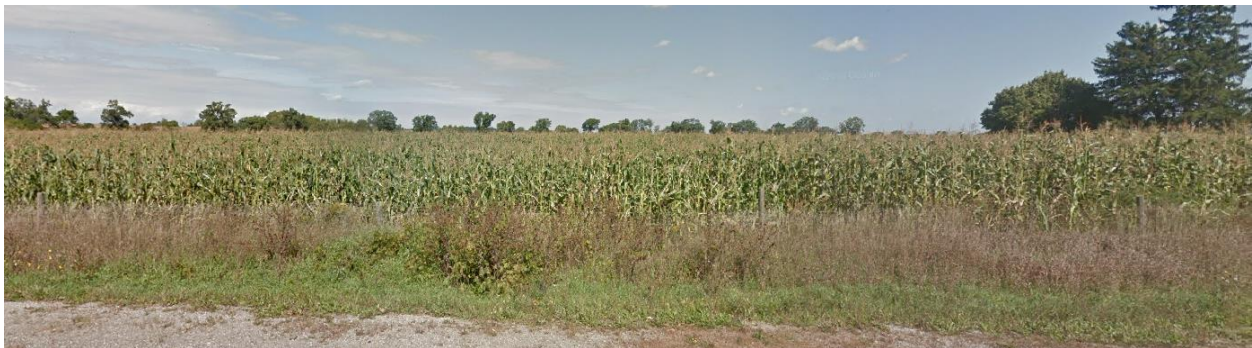
**Figure 4:** Property to the North of 517 Paris Road – Rural Residential – 514 Paris Rd.

**Figure 5:** Property to the East of 517 Paris Road – Rural Residential – 513 Paris Rd.

**Figure 6:** Property to the South of 517 Paris Road – Rural Residential – 648 Oak Park Rd.

**Figure 7:** Property to the West of 517 Paris Road – Agricultural lands – 539 Paris Rd.

**Figure 3** – Property to the North of 517 Paris Road – The Agricultural lands of 494 Paris Rd.



**Figure 4:** Property to the North of 517 Paris Road – Rural Residential Property - 514 Paris Rd.





**Figure 5:** Property to the East of 517 Paris Road – Rural Residential Property - 513 Paris Rd.



**Figure 6:** Property to the South of 517 Paris Rd. – Rural Residential Property - 648 Oak Park Rd.



**Figure 7:** Property to the West of 517 Paris Road – The Agricultural lands - 539 Paris Rd.



### **3.0 Proposed Development & Planning Applications:**

The proposed development will involve the removal of the existing dwelling from the property in preparation for proposed development. The site redevelopment is planned to consist of a one-storey convenience retail / gas bar with 8 gas pumps, 1 diesel pump and drive-thru coffee facilities (i.e. Tim Hortons). The proposed development is in line with the County of Brant's vision of development of the area.

The requested zoning by-law amendment would see the subject property rezoned from Rural Residential (RR) to General Commercial (C2) bringing the property into conformity with the

**Figure 8 – 517 Paris Road, Brantford (Site Plan)**



The subject property is located between the built boundary urban areas of the Town of Paris to the west and the City of Brantford to the east. Located within a cluster of rural residential homes, this corner property is surrounded by agricultural fields and scattered industrial buildings. While, at the present time, the surrounding landscape appears to be predominately agricultural, the lands on the south side of Paris Road, surrounding and including the subject property, are designated for 'Employment' and 'General Commercial' purposes within the County's Official Plan. Leading us to the assumption that the communities of Paris and Brantford grow over time, and the general character of the surrounding lands will change as a result. Since the lands surrounding the subject property are designated for 'Employment' and 'General Commercial' purposes, the proposed redevelopment conforms with the County of Brant's vision for the area.



## 4.2 **Transportation:**

Both Paris Road (County Road #2) and Oak Park Road are designated 'Rural Arterial' roadways under the County of Brant's Official Plan, Schedule B – Transportation Plan. Rural Arterial roadways are anticipated to have an ultimate width between 24 – 45 metres. Currently Oak Park Road has an approximate right-of-way width of 35m and Paris Road has an approximate right-of-way width of 32 m, with the T-intersection of these two roadways being significantly wider.

Paris Road is a key connector road between Paris and Brantford and carries a significant volume of daily commuters and commercial goods. As development in the vicinity of the subject property continues, it is anticipated that at some future point in the future, the intersection of Oak Park Road and Paris Road will need to be upgraded, (*however it is not warranted at this time*). Given that the road allowance width, as it approached the intersection of Oak Park Road and Paris Road widens from 35m to approximately 65m, it is anticipated that, if and when the intersection warrants signalization, ample land has already been allocated to meet this need at this location.

As part of the development requirements, a traffic analysis was completed by RC Spencer and Associates Inc. Traffic counts were completed in the vicinity of the subject property on two separate occasions, November 14, 2019 and October 20, 2020.

The initial traffic analysis, completed in November of 2019, indicated that traffic flow along Paris Road functions favourably. For the most part, the intersection of Paris Road and Oak Park Road functioned within expected parameters. However, during peak afternoon travel times, traffic approaching the intersection of Paris Road, northbound along Oak Park Road often experienced delays finding a gap in traffic to safely make a left-hand turn onto Paris Road. Utilizing traffic counts and trip generator software, the report concluded that the proposed development would have no significant impact on traffic volumes and that existing lane configurations would be sufficient to meet site traffic demands.

As part of the November 2019 analysis, RC Spencer and Associates evaluated the potential need for the conversion of the intersection of Oak Park Road and Paris Road into a signalized intersection. The report also concluded that traffic volumes were well below the required conversion thresholds to warrant such a conversion.

A second traffic analysis was completed, at the request of the municipality, on October 20, 2020. The second analysis again looked at traffic movement along both Paris Road and Oak Park Road and this time included physical traffic counts from similar existing operations as the one proposed on the subject lands (as opposed to relying solely on trip generating software).

The 2020 traffic analysis again concluded that traffic flow along Paris Road functioned favourably and that the intersection of Oak Park Road and Paris Road functioned within expected parameters. Again, during peak traffic, commuter turning left from Oak Park Road onto Paris Road experience delays. Physical traffic counts from similar development indicated that traffic volume count entering and existing the subject site would be slightly higher than those anticipated in the 2019 traffic analysis. Utilizing traffic counts, the report concluded that the existing lane configuration along Paris Road and Oak Park Road should be acceptable to meet site demands.

### **4.3 Impact of Proposed Development:**

Given the current official plan designation of the subject lands and surrounding properties ('General Commercial'), the existing rural character of the immediate area is destined to change. It is the long-term vision of the County of Brant to see significant growth on the south side of Paris Road in terms of employment and general commercial services. The proposed redevelopment of the subject property would see the under-utilized rural residential lots converted into a commercial development that will make efficient use of land and infrastructure, thereby helping to support and offer convenient services to the local area. Redevelopment of the site from a single detached dwelling, to a convenience commercial development (gas bar and services), is in character with the vision of the County of Brant's Official Plan designation for the subject property and should have no intolerable impacts on the surrounding or adjacent properties.

### **5.0 Existing Planning Policy and Regulatory Framework:**

#### **5.1 Provincial Policy Statement (PPS) (2020):**

The updated Provincial Policy Statement (PPS) for the Province of Ontario came into effect on May 1, 2020 and replaces the PPS issued on April 30, 2014. It provides the provincial policy direction on matters of provincial interest related to land development provided under Section 3 of the *Planning Act*. The goal of the PPS is to enhance the quality of life for all people living, working and/or playing in Ontario. The PPS is generally supportive of various forms of development within established Urban Settlement Areas (Built-Up Area), similar to the subject lands.

*Applicable policies from the Provincial Policy Statement have been included as follows:*

#### **"1.0 Building Strong Healthy Communities**

- 1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.

#### **1.1.3 Settlement Areas**

*1.1.3.1 Settlement areas shall be the focus of growth and development.*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support *active transportation*;
- f) are *transit-supportive*, where transit is planned, exists or may be developed; and
- g) are *freight-supportive*.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.
- 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:
  - a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and
  - b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and *public service facilities* required to meet current and projected needs.

## **1.2.6 Land Use Compatibility**

- 1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
- 1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
  - a) there is an identified need for the proposed use;



- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- c) *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

### **1.3 Employment**

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
- e) ensuring the necessary *infrastructure* is provided to support current and projected needs.

### **1.6.7 Transportation Systems**

- 1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

### **1.7 Long-Term Economic Prosperity**

- 1.7.1 Long-term economic prosperity should be supported by:
  - a) promoting opportunities for economic development and community investment-readiness;"

## **5.2 A Place to Grow – Growth Plan for the Greater Golden Horseshoe (2019):**

The 'Places to Grow Act' is legislation that enables the 'Growth Plan for the Greater Golden Horseshoe' policy. The Growth Plan for the Greater Golden Horseshoe (Growth Plan) policy was originally approved in 2006 and updated in June 2017. Most recently the Growth Plan was updated again in May 2019 and renamed "A Place to Grow – Growth Plan for the Greater Golden Horseshoe". Many of the changes to the document include wording updates to the existing Policies, but in many cases reduce the focus of environmental impact on development. These

policy updates will be translated into municipal planning documents such as Official Plans and Zoning By-laws as municipalities update their policies.

‘A Place to Grow’ is a provincial policy that aims to direct growth and development within the Greater Golden Horseshoe to areas that supports economic prosperity, generally protect the environment and improves the quality of life for all residents. It is the intent of ‘A Place to Grow’ to structure communities so that a good mix of residential, commercial and industrial opportunities exists, and that increased opportunities for walking, cycling and transit result. It also encourages intensification by directing a significant portion of new growth to the built-up areas of communities.

‘A Place to Grow’ sets regional standards for growth and development that must be incorporated into both Regional and Local municipal planning documents. The County of Brant has already incorporated Growth Plan (2006) policies into their Official Plans but will be updating their current Official Plans in the coming years to reflect the new (2019) Plan policies.

The (2019) Growth Plan update, further enhances the provincial direction to locate new growth within existing settlement areas, support urban intensification, create complete communities, maximize utility efficiency, and encourage transit usage. Given the scale of available mapping, it is difficult to pinpoint exactly if the subject property is within “Built-up Area – Conceptual” or “Designated Greenfield Area” Either way the subject property is within the area covered by the growth plan and is therefore subject to the plans policies (**Appendix ‘A’**).

As such the updated policies further support the proposed rezoning and development of the subject property.

*Supporting excerpts from the related Growth Plan policy are as follows:*

#### **“2.2.1 Managing Growth**

1. Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the *GGH* to the horizon of this Plan in accordance with the policies in subsection 5.2.4.
2. Forecasted growth to the horizon of this Plan will be allocated based on the following:
  - a) the vast majority of growth will be directed to settlement areas that:
    - i. have a *delineated built boundary*;
    - ii. have existing or planned *municipal water and wastewater* systems; and
    - iii. can support the achievement of *complete communities*;
  - c) within *settlement areas*, growth will be focused in:
    - i. *delineated built-up areas*;
    - ii. *strategic growth areas*;
    - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and

- iv. areas with existing or planned *public service facilities*;
  - d) development will be directed to *settlement areas*, except where the policies of this Plan permit otherwise;
  - e) development will be generally directed away from *hazardous lands*; and
  - f) the establishment of new *settlement areas* is prohibited.
3. Upper and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:
- a) establish a hierarchy of *settlement areas*, and of areas within *settlement areas*, in accordance with policy 2.2.1.2;
  - b) be supported by planning for *infrastructure* and *public service facilities* by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;
  - c) provide direction for an urban form that will optimize *infrastructure*, particularly along transit and transportation corridors, to support the achievement of *complete communities* through a *more compact built form*;
  - d) support the environmental and agricultural protection and conservation objectives of this Plan; and
  - e) be implemented through a *municipal comprehensive review* and, where applicable, include direction to lower-tier municipalities.
4. Applying the policies of this Plan will support the achievement of *complete communities* that:
- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
  - b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
  - d) expand convenient access to:
    - i. a range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
    - ii. *public service facilities*, co-located and integrated in community hubs;
    - iii. healthy, local, and affordable food options, including through urban agriculture;
  - e) provide for a more compact built form and a vibrant public realm, including public open spaces;



- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate *green infrastructure* and appropriate *low impact development*.

### **2.2.2 Delineated Built-up Areas**

2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.
3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
  - a) identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
  - b) identify the appropriate type and scale of development in *strategic growth areas* and transition of built form to adjacent areas;
  - c) encourage *intensification* generally throughout the *delineated built-up area*;
  - d) ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities*;
  - e) prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
  - f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

### **2.2.5 Employment**

1. Economic development and competitiveness in the GGH will be promoted by:
  - a) making more efficient use of existing *employment areas* and vacant and underutilized employment lands and increasing employment densities;
  - b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
  - c) planning to better connect areas with high employment densities to transit; and
  - d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.
6. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will designate all employment areas in official plans and protect them for appropriate employment uses over the long-term. For greater certainty, employment area

designations may be incorporated into upper- and single-tier official plans by amendment at any time in advance of the next municipal comprehensive review.

7. Municipalities will plan for all employment areas within settlement areas by: prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;
  - a) prohibiting *major retail* uses or establishing a size or scale threshold for any *major retail* uses that are permitted and prohibiting any *major retail* uses that would exceed that threshold; and
  - b) providing an appropriate interface between *employment areas* and adjacent non-employment areas to maintain land use compatibility.

### **2.2.7 Designated Greenfield Areas**

1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that: supports the achievement of complete communities;
  - a) supports *active transportation*; and
  - b) encourages the integration and
  - c) sustained viability of transit services.
2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:
  - b. The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will plan to achieve within the horizon of this Plan a minimum density target that is not less than 40 residents and jobs combined per hectare.

### **5.2.4 Growth Forecasts**

5. Within delineated built-up areas, municipalities may plan for development beyond the horizon of this Plan for strategic growth areas that are delineated in official plans and subject to minimum density targets, provided that:
  - a) integrated planning for *infrastructure* and *public service facilities* would ensure that the *development* does not exceed existing or planned capacity;
  - b) the type and scale of built form for the *development* would be contextually appropriate; and
  - c) the *development* would support the achievement of *complete communities*, including a diverse mix of land uses and sufficient open space.

### **5.2.5 Targets**

3. For the purposes of implementing the minimum intensification and density targets in this Plan, upper- and single-tier municipalities will, through a municipal comprehensive review, delineate the following in their official plans, where applicable:

- a) *delineated built-up areas*;
- b) *growth centres*;
- c) *major transit station areas*;
- d) other *strategic growth areas* for which a minimum density target will be established;  
and
- e) *excess lands*.

5. For each applicable delineated area, the minimum density targets in this Plan are to be implemented through:

- a) upper-tier official plan policies that identify the minimum density targets and require lower-tier municipalities to undertake planning, such as secondary plans, to establish permitted uses and identify densities, heights, and other elements of site design;
- c) zoning all lands in a manner that would implement the official plan policies;"

### **5.3 Greenbelt Plan:**

The Greenbelt Act, S.O. 2005, c. 1, as amended, is legislation that enables the "Greenbelt Plan," as a provincial policy, to preserve agricultural lands, and environmental natural areas in order to encourage a prosperous, and sustainable Ontario.

In June 2017, the Ontario Provincial Government announced minor changes to the Greenbelt Plan that came into effect on July 1, 2017. In general, these changes provide additional clarification to the existing policies, but also enlarge the greenbelt area in specific locations.

The subject property is outside of the area designated in the Greenbelt Plan and as such the policies of plan **do not apply**. (Appendix "B")

### **5.4 Niagara Escarpment Plan:**

According to the updated Niagara Escarpment Plan (2017), the subject property is not located within an area controlled by the Niagara Escarpment Plan. As such, Niagara Escarpment protection policies **do not apply** to the subject properties.

### **5.5 Mid-Peninsula (Niagara to GTA) Highway Corridor:**

The Mid-Peninsula (Hwy) Corridor was proposed in the 1950's, and is a planned tract of land that will eventually accommodate a new major highway system that will link Hwy 407, Hwy 403, and Hwy 401 in the Burlington/Hamilton area to a new twinned Peace Bridge crossing at the Canadian/USA Boarder in Fort Erie.

The Mid-Peninsula Corridor project has recently completed Stage 1 of the study (2013). Stage 2 of the study has not yet been initiated; however, it will scope a more detailed corridor, conceptually design transit-ways/linkages and goods movement connections, and conceptually



design municipal/regional road connections. The development of this Highway system is not expected for a number of years and is subject to political intervention.

The subject property is not included in any of the preliminary concept routes for this Mid-Peninsula Highway system. As such, Mid-Peninsula Highway Corridor protection policies **do not apply** to the subject properties.

## **5.6 Grand River Conservation Authority (GRCA):**

The subject property is located within the jurisdiction of Grand River Conservation Authority. No portion of the subject property falls within an area regulated by the authority, and therefore a Conservation Development permit should NOT be required.

## **5.7 Brant County Official Plan (2012):**

The Brant County Official Plan was in 2012 and serves through the planning horizon of 2031. The County of Brant is a single tier municipality which encompasses the former Towns of Paris, Township of Burford, Township of Oakland, Township of Onondaga, and the Township of South Dumfries. The Official Plan lays out the long-term vision for the County of Brant's physical form and community character.

The Brant County Official Plan includes the subject property within "Primary Urban Settlement Area Boundary" of Paris and is designated as "General Commercial" on the Paris Land Use Plan Mapping – Schedule A-1 (**Appendix 'C'**). Schedule B – Transportation Plan designated both Oak Park Road and Paris Road as 'Rural Arterial Roads' (**Appendix 'D'**). The subject property is not within any area designated to contain any natural heritage or wetland features (schedule C-1) or Archeological Resources. The County is generally supportive of redevelopment and intensification of properties that are within the Primary Urban Settlement Area Boundary" and in conformity with the vision as outline through its official plan designation.

*Applicable excerpts from the Brant County Official Plan have been included below:*

## **"2.0 PLANNING STRATEGY AND GENERAL DEVELOPMENT POLICIES**

### **2.2 GROWTH MANAGEMENT POLICIES**

#### **2.2.1 GENERAL**

Based on population and employment projections, a land needs analysis, and other background studies, Growth Management Policies have been prepared to guide the nature and physical extent of anticipated growth in the County of Brant to the year 2031.

The Growth Management Policies for the County of Brant provides a basis for future planning activities throughout the County, and implements the direction of the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.

#### **2.2.2.2 Land Needs Analysis**

According to the 2008 Growth Analysis Study, there is a sufficient supply of land

designated for both residential and employment long-term growth in the County of Brant. All of the residential growth that is anticipated to 2031 can be accommodated within the existing settlement area boundaries. In addition, there is a sufficient amount of employment land designated in the County to accommodate the projected employment growth to 2031.

### **2.2.2.3 Designated Greenfield area Density Targets**

The designated Greenfield area of the County will be planned to achieve a minimum density target that is not less than 30 residents and jobs combined per hectare, increasing to 35 residents and jobs combined per hectare by 2012, and 40 residents and jobs combined per hectare by 2022.

### **2.2.3.1 Urban Settlement Areas**

The County's Urban Settlement Areas provide the widest range of land uses and County services relative to smaller communities that have a smaller range of land uses and partial or no County services. To recognize the range of land use characteristics and servicing capacities in each of the County's Urban Settlement Areas, and the need to accommodate anticipated growth over the planning horizon, two classes of Urban Settlement Areas have been identified and are shown on Schedule A:

- a. Primary Urban Settlement Areas; and
- b. Secondary Urban Settlement Areas.

The following sections describe the function of and provide guidance for each of the classes of the County's Urban Settlement Areas.

#### **2.2.3.1.1 Primary Urban Settlement Areas**

The County's Primary Urban Settlement Areas of Paris, St. George and Cainsville / Brant East have been identified based on their servicing capacity and ability to accommodate projected growth through development, redevelopment, and intensification opportunities. Primary Urban Settlement Areas have access to full County services and have an existing supply of designated land that can accommodate development.

The County's Primary Urban Settlement Areas shall function as the main areas for growth, development, and urban activities in the County over the course of the planning horizon.

The following policies shall apply to the County's Primary Urban Settlement Areas:

- a) Each of the Primary Urban Settlement Areas has a built boundary as identified in Section 2.2.5.1 of this Plan and as shown on Schedule A.
- b) As it is anticipated that there is sufficient land to accommodate the majority of projected population and employment growth for the County to the year 2031, the majority of growth and development shall be directed to the County's Primary Urban Settlement Areas.
- c) The County shall work with development proponents to ensure that development will be provided with County sanitary sewage, stormwater management, and potable water services, as well as an appropriate level of transportation

- infrastructure to accommodate the growth projected to 2031.
- d) In order to encourage intensification, the County shall direct a significant portion of its population and employment growth to appropriate areas within the built boundary in accordance with the intensification policies of Section 2.2.5.2.
  - e) With the exception of infilling, new residential growth and development occurring in the designated Greenfield area (as defined in Section 2.2.5.1 e) between the settlement area boundary and the built boundary may require the completion of an Area Study, in accordance with Section 2.2.4 of this Plan.
  - f) In accordance with the requirements of Section 2.2.4.3, Area Studies shall establish densities for the study area that contribute to the achievement of the designated Greenfield area density target in Section 2.2.2.3
  - g) Primary Urban Settlement Areas shall support orderly, efficient, and sustainable opportunities for development, redevelopment, and intensification.
  - h) All development, redevelopment, and intensification shall take into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities to accommodate projected needs.
  - i) All development shall be consistent with and guided by the Servicing Systems policies in Section 5.2 of this Plan.
  - j) Primary Urban Settlement Areas shall develop as complete communities by accommodating a mix and range of urban land uses including residential, commercial, employment, retail, institutional, cultural, recreational, and open space uses.
  - k) All development, redevelopment, and intensification shall be designed to create high quality urban spaces and public open spaces that promote opportunities for transit, walking, and cycling.
  - l) The County shall not permit the establishment of new Primary Urban Settlement Areas.
  - m) Primary Urban Settlement Area boundary expansions shall only occur as part of a Municipal Comprehensive Review in accordance with Section 2.2.3.1.3 of this Plan.

## **2.5 ECONOMIC DEVELOPMENT POLICIES**

### **2.5.2 LOCATION OF ECONOMIC ACTIVITY**

The County shall therefore promote opportunities for economic activity in different areas of the County in an effort to focus specific economic activities in close proximity to the resources, amenities and forms of existing development they require to thrive. As such, the following shall be the policy of the County:

- a. Commercial, retail and office employment uses shall be prioritized on land that is in proximity to Highway 403, including interchanges, and on land that is fully serviced or on land where services can be reasonably extended.

## **2.7 GENERAL DEVELOPMENT POLICIES**

### **2.7.2 SITE SUITABILITY**

Growth and development patterns in the County shall be planned to minimize negative impacts to adjacent land, the environment, and the public. Site suitability shall be considered for all development proposals in the County.



### **2.7.9 DRIVE THROUGH FACILITIES**

Where drive-through facilities are permitted, the following shall be the policies of the County:

- a. A drive-through facility shall not be permitted between a main building and the public sidewalk in the Core Area and Mixed Uses designations.
- b. The County may establish minimum requirements to regulate drive through facilities in the Zoning By-law, including:
  - i) a minimum setback from adjacent residential zones;
  - ii) minimum requirements for buffers, screening and fences; and/or
  - iii) minimum landscaping coverage.

## **3.0 LAND USE DESIGNATIONS**

### **3.2 POLICIES APPLICABLE TO ALL DESIGNATIONS**

The following general policies apply to all land use designations in the County, in addition to the land use policies specific to each designation:

- a) The County Zoning By-law shall establish permitted uses for each of the zones associated with the County's land use designations.
- b) Wherever a use is permitted in a designated area, it is intended that uses, buildings or structures normally incidental, accessory and/or essential to that use shall also be permitted and may be established in the County Zoning By-law.
- c) Any designation may be further classified through separate zoning categories in the County's Zoning By-law.

## **3.9 GENERAL COMMERCIAL**

### **3.9.1 INTENT**

The intent of the General Commercial designation is to provide for commercial establishments offering goods and services which primarily serve the County's market area.

### **3.9.2 PERMITTED USES**

The following policies shall apply in determining uses that are permitted on land that is designated General Commercial:

- a. The primary form and predominant use of land in the General Commercial designation shall be limited to retail commercial establishments, places of entertainment, professional offices, financial institutions, assembly halls, eating establishments, automotive uses, hotels and motels, community facilities, convenience stores, and residential uses above the first floor.

### **3.9.3 LAND USE POLICIES**

The following policies apply to all lands designated General Commercial:

- a. Development within the General Commercial designation shall be compatible with surrounding uses with respect to building form, height, and setback, and shall be adequately buffered from adjacent sensitive land uses.
- b. Buildings within the General Commercial designation, and associated lighting or signs, shall be designed, erected and installed to minimize the impact on any

- adjoining residential uses in accordance with the County's Sign By-law.
- c. Adequate off-street parking facilities shall be provided for all permitted uses and access points to such parking shall be limited in number and designed in a manner that shall minimize the danger to both vehicular and pedestrian traffic. Where possible, shared accesses and driveways shall be provided.
  - d. The County shall encourage the provision of facilities that promote cycling and walkability.
  - e. A high standard of site design and maintenance shall be required through Site Plan Control, in accordance with Section 6.7 of this Plan.

### **5.3.2 ROAD SYSTEM**

The County's Road System will be made up of different classes of roads that have different characteristics, depending on the nature of the surrounding land use and the intended function that they serve. The County's Road System will facilitate the safe and efficient movement of both people and goods through the County at minimal economic, environmental and social cost. Additionally, the road system is intended to promote the established and anticipated development pattern in the County and be supportive of economic activity.

The following shall be the policies of the County:

- i. The impact of a development proposal on the transportation system, including increased traffic and the means of access, shall be examined through a multimodal transportation impact study. Only those development proposals that can be accommodated in the existing system shall be permitted. Where the transportation system is not adequate, the County shall require, as a condition of development approval, that the proponent of the development:
  - i) improve the transportation system to accommodate the proposed development to the satisfaction of the County, without the County incurring any costs;
  - ii) make the necessary financial contributions for the required improvements; and/or
  - iii) dedicate rights-of-way for the development of roads, trails and walkways.
- j. The cost of traffic impact studies and any other required supporting documentation shall be borne by the proponent. Costs incurred by the County in engaging peer review consultants to evaluate the proposal and supporting submissions shall be reimbursed by the proponent.
- k. Transportation impact studies shall be undertaken in accordance with the County's Transportation Impact Study Guidelines

#### **5.3.2.1 Classification of Roads**

Public roads in the County shall be classified into a hierarchy on the basis of jurisdiction, function, user characteristics, speed and interconnections. The Transportation Master Plan and Development Manual provide further guidance with respect to the transportation network and road hierarchy and classifications. The classification of

roads and the existing and proposed road system is shown on Schedule B.

#### **5.3.2.1.3 Rural Arterial Road**

Rural Arterial Roads are roads designed to provide mobility to traffic throughout areas of low density and low development activity. Rural Arterial Roads typically link centres of activity separated by large distances and provide connections with collectors, other arterial roads or highways. Rural Arterial Roads typically service relatively high volumes of traffic at high speeds.

With respect to Rural Arterial Roads, the following shall be the policies of the County:

- a. The standard road right-of-way width for a Rural Arterial Road may range from 24 to 45 metres. The roadway width may vary for Rural Arterial Roads due to the range of intended uses, topography and varying adjacent land development. Setbacks from Rural Arterial Roads shall be established in the Zoning By-law.
- b. Sidewalks are typically not required and shoulder bike lanes may be considered on Rural Arterial Roads, particularly where the Rural Arterial Road is a connecting link to a Primary or Secondary Settlement Area or is identified as a bicycle route.
- c. On certain Rural Arterial Roads that exhibit high traffic volumes, access limitations may be required.
- d. The County shall address the adequacy of sight distances related to the road alignment and shall avoid multiple individual access points when reviewing development applications on Rural Arterial Roads
- e. Traffic calming is typically not provided.
- f. Transit service is typically not provided.
- g. On-street parking is typically not provided."

### **5.8 County of Brant Zoning By-Law 61-16, as amended:**

Under the current County of Brant Zoning By-Law 61-16, as amended, the subject property is currently designated Rural Residential (RR) (**Appendix 'E'**). The requested zoning by-law amendment would see the subject property rezoned from Rural Residential (RR) to General Commercial (C2) which is in line with the vision of development permitted under Brant County Official Plan.

*Applicable excerpts from the Brant County Zoning By-law 61-16 have been included below:*

#### **"SECTION 3: DEFINITIONS**

##### **AUTOMOBILE SERVICE STATION**

Means an establishment designed for the retail sale of gasoline motor car fuel, diesel fuel, propane, other similar products, electric recharge station, lubricating oil and allied additives and the introduction of such materials into vehicles and may contain facilities for the repair and maintenance of vehicles but does not include an auto body shop, a car wash or a salvage yard. It may include the sale of associated sundry items, tobacco, and snack food provided the gross floor area devoted to the sale of these items does not exceed 150 square metres.

## **CONVENIENCE STORE**

Means a retail store that provides a variety of household necessities, groceries and other convenience items primarily to the immediate neighbourhood, but shall not include appliances, electronics, apparel, luggage, jewelry, sporting goods, hardware, paint, and other similar products provided the gross floor area does not exceed 150 square metres.

## **DRIVE-THROUGH FACILITY**

Means a building or structure, where goods and/or services are offered to the public while the customers may or may not remain in their motor vehicles. Drive-through facilities may serve as the primary use of the site or may serve as an accessory use.

## **LOT LINE**

Means any boundary of a lot.

- i. **FRONT LOT LINE** Means:
  - a. In the case of an interior lot, the street line of the lot;
  - b. In the case of a corner lot, the lot line used for the principal entrance to the lot shall be deemed to be the front lot line.
  - c. In the case of a through lot, the lot line used for the principal entrance to the lot shall be deemed to be the front lot line.
- ii. **REAR LOT LINE** Means, in the case of a lot having four (4) or more lot lines, the lot line farthest from and opposite to the front lot line, except that where a lot has only three (3) lot lines there shall be deemed to be no rear lot line.
- iii. **SIDE LOT LINE** Means a lot line other than a front or rear lot line.
- iv. **EXTERIOR SIDE LOT LINE** Means a side lot line that abuts a street.
- v. **INTERIOR SIDE LOT LINE** Means a side lot line other than front, exterior or rear side lot line.

## **SECTION 4: GENERAL PROVISIONS**

### **4.7 Daylight Corners/ Visibility Triangles**

Notwithstanding any other provisions of this By-Law, no buildings or structures or any yard encroachments, including a fence, sign or driveway, shall be permitted within a visibility triangle and no shrubs, foliage, berm or any landscaping materials shall be planted or maintained which exceed a height of 0.6 metres above the centreline grade of the intersecting streets.

### **4.8 Drive-Through Facilities**

Drive-through facilities are subject to the following provisions:

- a) Where drive-through facilities are permitted, stacking lanes are required and shall be exclusive of any other parking space and loading space and aisle or driveway requirements contained within this By-Law and shall be provided in accordance with the provisions of this section.
- b) No drive-through facilities including drive through lanes and all order boxes using voice communication to order shall be permitted closer than 15 metres to any lot line where the abutting lot contains a residential use.
- c) The distance between the closest driveway access and the last stacking space, measured in a straight line from the middle point of the driveway at the lot line, shall be 15.0 metres.

- d) The stacking lane shall have a minimum width of 3 metres.
- e) The stacking space shall have a minimum length of 5 metres.
- f) The minimum stacking space requirements within a designated stacking lane shall be as described in the following table:

**Table 4.2 Stacking Space Requirements**

<b>Use Associated with Drive-through Facility</b>	<b>Minimum Required Ingress Spaces</b>
<i>Restaurant or any Eating Establishment</i>	12
<i>Automobile Service Station</i>	3
<i>Car Wash</i>	10
<i>Financial Institution and all other uses</i>	5
<i>School, Elementary or Secondary</i>	10

- g) Required ingress stacking spaces shall be located and calculated from 2.0 meters in front of the product pick-up window or dispensing machine. The stacking spaces at the product pick-up window shall count towards the minimum ingress stacking spaces.
- h) The length of the stacking lane associated with the drive-through facility shall be the total number of required ingress stacking spaces.
- i) Where multiple stacking lanes are provided on a lot, the combined total of stacking spaces within all lanes shall meet the requirements of Table 4.2 of this By-Law for each use of which the lanes are provided.
- j) Stacking lanes shall be unobstructed and shall be clearly delineated by pavement markings or physical barriers, and shall be independent of the balance of the parking area and loading area.
- k) No stacking lanes, order boxes and wall openings associated with a drive through facility shall be located in the required minimum front yard or exterior side yard unless there is a landscaping buffer of 3 metres.

## **SECTION 5: PARKING AND LOADING REQUIREMENTS**

### **5.2 Rounding Provision**

Notwithstanding the provisions in Section 2.13 of this By-Law, where the application of any ratio in this section results in a fraction of a parking space or loading space being required, the minimum number of spaces required shall be increased to the next highest whole number.

### **5.6 Requirements for Accessible Parking**

- a) In addition to the parking spaces required under Section 5.11 and 5.12, the parking for all uses that require visitor parking spaces shall provide accessible parking in accordance with the regulations stated in this sub-section.
- b) Accessible parking spaces shall be provided and maintained on the same lot in proximity to the main entrances to the use, building or structure. (See Appendix A for illustration).



- c) Accessible parking spaces shall include two types of accessible parking spaces and shall have the following requirements:
- Type A space – Minimum width of 3.4 metres
  - Type B space – Minimum width of 2.8 metres
  - The minimum length for an accessible parking space shall be 5.5 metres.
- d) Aisles shall be provided in accordance with the following requirements:
- Minimum width of 1.5 metre (yellow striped buffer area) which shall include a depressed curb.
  - In case of parking spaces with double aisle, the aisle area shall be increased to 1.6 metres.
  - The aisle must extend full length of the parking space.

**Table 5.1 Accessible Parking Requirements**

Number of Parking Spaces Required	Minimum Number of Accessible Parking Spaces Required	Type A Parking Spaces	Type B Parking Spaces
1-12	1	1	0
13-100	4%	a) <u>For lots that require an even number of total accessible parking spaces</u> – provide an equal number of Type A and Type B spaces. b) <u>For lots that require an odd number of total accessible parking spaces</u> – provide an equal number of Type A and Type B spaces. The additional parking space may be Type B space.	
101-200	3% + 1		
201-1000	2% + 2		
1001+	1% + 11		

## 5.7 Specifications for Parking, Loading, and Access Regulations

- A parking space hereby shall have minimum rectangular dimensions of 2.8 metres by 5.5 metres
- A loading space shall have minimum dimensions of 3.5 metres by 10 metres with a vertical clearance of 4 metres.

## 5.12 Parking Requirements for Non-Residential Uses

Table 5.5 Parking Requirements for Non-Residential Zones

- Automotive Use 1 per 25 m<sup>2</sup>
- Convenience Store 1 per 25 m<sup>2</sup>
- Drive-Through Facility 1 per 15 m<sup>2</sup>

## SECTION 10: COMMERCIAL (C) ZONES

### 10.1 Uses Permitted

No person shall within any Commercial (C) Zones, use any lot or erect, alter or use any building or structure for any purpose except for one or more of the following uses as identified by a “dot”.

The Commercial Zones established by this By-Law are as follows:

- C1 Neighbourhood Commercial
- C2 General Commercial
- C3 Shopping Centre Commercial

- C4 Core Area Commercial
- C5 Mixed Use Commercial
- C6 Automotive Commercial

**Table 10.1: Uses Permitted**

List of Uses	Zones					
	C1	C2	C3	C4	C5	C6
<i>Accessory Dwelling (in accordance with Section 10.3)</i>				•	•	
<i>Art Gallery</i>			•	•	•	
<i>Assembly Hall</i>		•		•		
<i>Auditorium</i>		•	•	•		
<i>Automobile Repair Garage</i>		•				•
<i>Automobile Sales or Rental Establishment</i>		•				•
<i>Automobile Service Station</i>		•				•
<i>Bakery</i>		•	•	•	•	
<i>Bulk Sales Establishment</i>		•	•			
<i>Car Wash</i>		•				•
<i>Commercial Parking Lot</i>				•		
<i>Convenience Store</i>	•	•	•	•	•	
<i>Day Care</i>	•	•	•	•	•	
<i>Drive-Through Facility</i>		•	•			

List of Uses	Zones					
	C1	C2	C3	C4	C5	C6
Dry Cleaning and Laundromat	•	•	•	•		
Financial Institution	• <sup>1</sup>	•	•	•		
Florist Shop	•	•	•	•	•	
Funeral Home		•				
Grocery Store		•	•	• <sup>2</sup>	• <sup>2</sup>	
Home Improvement Centre		•				
Hotel		•	•	•		
Mobile Refreshment Cart	•	•	•			•
Museum	•		•	•		
Nursery and Garden Centre		•	•			
Office, Business/Professional	•	•	•	•	•	
Office, Medical		•	•	•		
Office Supply Outlet		•	•			
Personal Service Establishment	•	•	•	•	•	
Pharmacy	• <sup>3</sup>	•	•	•	• <sup>3</sup>	
Recreational Establishment		•	•	•		
Restaurant		•	•	•	•	
Retail Store	•	•	•	•	•	
School, Commercial		•	•	•	•	
Service and Rental Establishment		•				•
Shipping Container in accordance with Section 4.35		•			•	
Studio	•		•	•	•	
Taxi Stand		•		•		
Veterinary Clinic		•	•			

1 The maximum area for a Financial Institution in a C1 Zone shall not exceed 250 sq. m.

2 The maximum area for a grocery store in a C4 or C5 Zone shall not exceed 500 sq. m.

3 The maximum area for a Pharmacy in a C1 or C5 Zone shall not exceed 250 sq. m.

## 10.2 Zone Requirements

No person shall within any Commercial (C) Zones, use any lot or erect, alter or use any building or structure except in accordance with the following provisions:

**Table 10.2: Zone Provisions**

Provisions	Specifications					
	C1	C2	C3	C4	C5	C6
<b>Lot Area</b> , Minimum (sq. m)	1000	1000	1000	Nil	1000	3000
<b>Lot Frontage</b> , Minimum (metres)	15	15	30	15	15.0	15
<b>Street Setback</b> , Minimum (metres)	6.0	6.0	6.0	Nil	6.0	15
<b>Interior Side Yard Setback</b> , Minimum (metres)	3.0	3.0	3.0	Nil	3.0	7.5
-Yard abutting Residential or Institutional Zone	6.0	7.5	7.5	3.0	7.5	15
<b>Rear Yard Setback</b> , Minimum (metres)	3.0	3.0	3.0	Nil	3.0	7.5
-Yard abutting Residential or Institutional Zone	6.0	7.5	7.5	3.0	7.5	15
<b>Lot Coverage</b> , Maximum	60%	60%	60%	Nil	60%	40%
<b>Landscaped Open Space</b> , Minimum	10%	10%	10%	Nil	20%	30%
<b>Building Height</b> , Maximum (metres)	10.0	12.0	15.0	15.0	10.0	10.0
<b>Commercial Floor Area</b> , Maximum (sq. m)	500	-	-	2500	-	

1. No Minimum rear yard requirement for properties on Grand River or Nith River

## 10.5 Yard Requirement

Fuel Dispensing Notwithstanding provisions of Table 10.2 above, where the sale of vehicle fuels is a permitted use, the street setback for fuel pumps and a fuel pump island shall be 3.0 metres.”

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## **6.0 Planning Justification:**

### **6.1 Site Suitability:**

The subject property is located within the Primary Urban Centre boundary for the Town of Paris and on the perimeter of an employment district. Given that site access can be attained from two rural arterial roadways it offers the opportunity for servicing a larger demographic. The proposed Zoning By-law Amendment (ZBA) will facilitate the appropriate and logical intensification of the subject property while bringing the site into conformity with the County of Brant’s Official Plan. The proposed convenience retail, gas bar and drive-thru facility will offer services to both commuters between Brantford and Paris in addition to those living and working in the surrounding employment and agricultural lands. The proposed development location also offers access to two roadways to help with the dispersion of users in a way that is in line with the vision of development for the area.

### **6.2 Provincial Policy Statement (PPS) (2020):**

The requested Zoning By-law Amendment ( and Site Plan), will allow for the redevelopment of a underutilized rural residential lot to a general commercial development that is in line with the vision of development for the area as noted within the County’s Official Plan. The infill development and change of land use is within the ‘Primary Urban Boundary’ of the Town of Paris making the proposed development an appropriate form of intensification within the confines of the site.

The proposed redevelopment can be considered an appropriate opportunity for infill development within a settlement area (1.1.2) because the site has sufficient land and existing infrastructure to meet the intent and goals of the PPS. Land use intensification will offer services to the surrounding employment lands and community at large. In general, the convenience retail and gas bar which includes drive thru facilities can be considered an efficient use of the lands resource (1.1.3.2). Given the current OP designation of the site as ‘General Commercial’, the County has identified the area as an appropriate opportunity for intensification and redevelopment (1.1.3.4) and should be considered a wise use of available resources (1.1.3.5). The Zoning By-law Amendment (**Table 1**) is also supported by the Provincial Policy Statement (PPS) as it helps to appropriately intensify a built-up area within appropriate development standards (1.1.3.4). The proposed development will also help the County of Brant meet the minimum target for employment intensification as laid out through provincial plans (1.3.1). Appropriate intensification and infill development, such as the proposed subject property, will help to ensure the long-term economic prosperity of the area (1.7.1) through an increase in employment opportunities, services and well-designed built form.

### **6.3 Growth Plan for the Greater Golden Horseshoe (2019):**

The proposed redevelopment of 517 Paris Road is located within a primary urban settlement area boundary (i.e. built-up area), and supports the Growth Plan's intensification goals. The Growth Plan aims to direct the majority of growth and redevelopment to settlement areas that are within the delineated built boundary, optimize municipal services and that can support the achievement of complete communities (2.2.2). The proposed general commercial development offers a mix of employment opportunities (2.2.1(4a)) while offering ease of site access within a pleasing, compact built form. The proposed infill development will help the County of Brant meet the Growth Plan prescribed minimum employment intensification target of 40 residents and jobs per hectare (2.2.7). Intensification will in turn offer supportive services to local business' and create additional opportunities.

### **6.4 Brant County Official Plan:**

The County of Brant's Official Plan, is generally supportive of infill and intensification in appropriate locations such as the subject property (2.2.3.1.1). Located within the Primary Urban Settlement Area Boundary, these areas are to be centres for planned growth and development (2.2.3.1.1). The County of Brant has designated the subject property as "General Commercial" with the intent of ensuring that this area can offer supportive services to the surrounding employment (and agricultural/rural) lands (3.9.1) with the ultimate aim of promoting economic prosperity (2.5.2). The proposed development achieves all these goals while optimizing on an opportunities of infill development that will conserve land resources and efficiently utilize available services.

Given the prominent location of the subject property, at the intersection of Paris Road and Oak Park Road, architectural considerations have also been made to ensure that site design enhances the sense of place and acts as a landmark feature along this busy corridor.

### **6.5 County of Brant Zoning By-law 61-16, as amended:**

The current zoning of the subject property is Rural Residential. Although, the current zoning of the subject property is appropriate for the current conditions of the site, it does not fit the long term vision of development as described in the County of Brant Official Plan. The requested ZBA would see the lands rezoned to (General Commercial) C2. The C2 designation permits the prescribed height and permitted uses (10.1) as described through the Official Plan designation of 'General Commercial'. It is the vision of the OP that rezoning of the subject property from Rural Residential (RR) to General Commercial (C2) occur in order to permit form and type of development as described in the official plan. Rezoning will permit for the construction of the proposed convenience commercial development with a gas bar and drive-thru facilities within the confines of the existing lot of record. The proposed development will be in conformity with the County of Brant's Zoning By-Law for C2 Zone, in terms of its gross floor area, as the 'restaurant' portion will utilize approximately 87 sq. m., the Commercial up to 150 sq m, and the 'Automotive Service Station' approximately 60 sq. m., staying within the permitted gross floor areas for each specified use. A ZBA will bring the proposed redevelopment on the subject



property in conformity with the County of Brant's Zoning By-Law, Official Plan and other Provincial Policies, something which the current zoning does not achieve.

## 7.0 **Analysis of the Application:**

The subject property is located within the 'Primary Urban Settlement Area Boundary' of the Town of Paris according to Schedule A-1 of the County of Brant Official Plan. Given that the land use designation of the subject land is 'General Commercial (**Appendix 'C'**)', it can be assumed that the proposed development meets the intent and vision of the County. The proposed rezoning of the subject lands will permit for the redevelopment of the lands with a convenience commercial establishment with gas bar and drive-thru facilities as well as align the Zoning to the parent Official Plan instructions.

## 8.0 **Conclusion:**

It is the Author's professional planning opinion as a Registered Professional Planner, that given the respective Provincial and County policies, as well as surrounding transitional conditions, the proposed development is considered '**Good Planning**,' is in the public interest, is consistent with the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, conforms with the County of Brant's Official Plan and maintains and compliments the character of the desired form of development for the surround lands as described through the Brant County Official plan.

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I hereby certify that this Planning Justification Report was prepared and reviewed by Registered Professional Planner (RPP), within the meaning of the *Ontario Professional Planners Institute Act*, 1994.



Terrance Glover, RPP, CPT

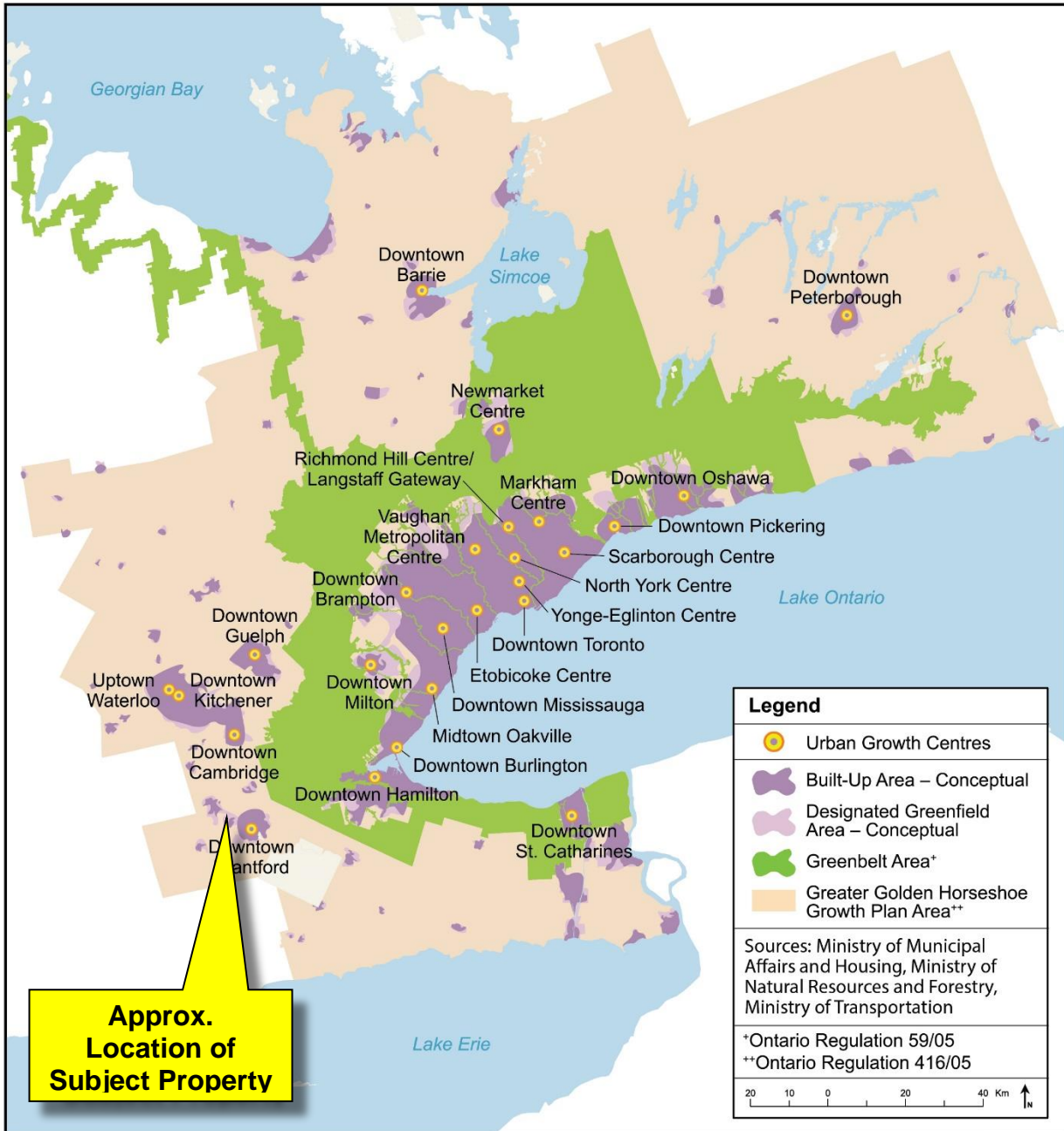
Principal

Urban in Mind, Professional Urban Planning, Land Development & CPTED Consultants



## Appendix "A"

### Urban Growth Centres – Schedule 4



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**Approx. Location of Subject Property. Outside of Map Extent.**

**LEGEND**

- Greenbelt Area\*
- Protected Countryside
- Towns / Villages
- Hamlets
- Urban River Valleys
- Niagara Escarpment Plan Area
- Oak Ridges Merinae Area
- External Connections
- Settlement Areas Outside the Greenbelt
- Upper and Single-Tier Municipal Boundaries
- Road or Highway
- F.N. First Nations

\* Ontario Regulation 192/04, as amended.

The information depicted on this map has been compiled from various sources. While every effort has been made to ensure the accuracy of the information, the Ministry of Municipal Affairs and Housing does not warrant the accuracy or completeness of the information. It is the user's responsibility to verify the information for their specific purposes.

Source of Information: The information on this map was derived from the Ministry of Municipal Affairs, Ministry of Natural Resources and Forestry and the Ministry of Agriculture, Food and Rural Affairs.

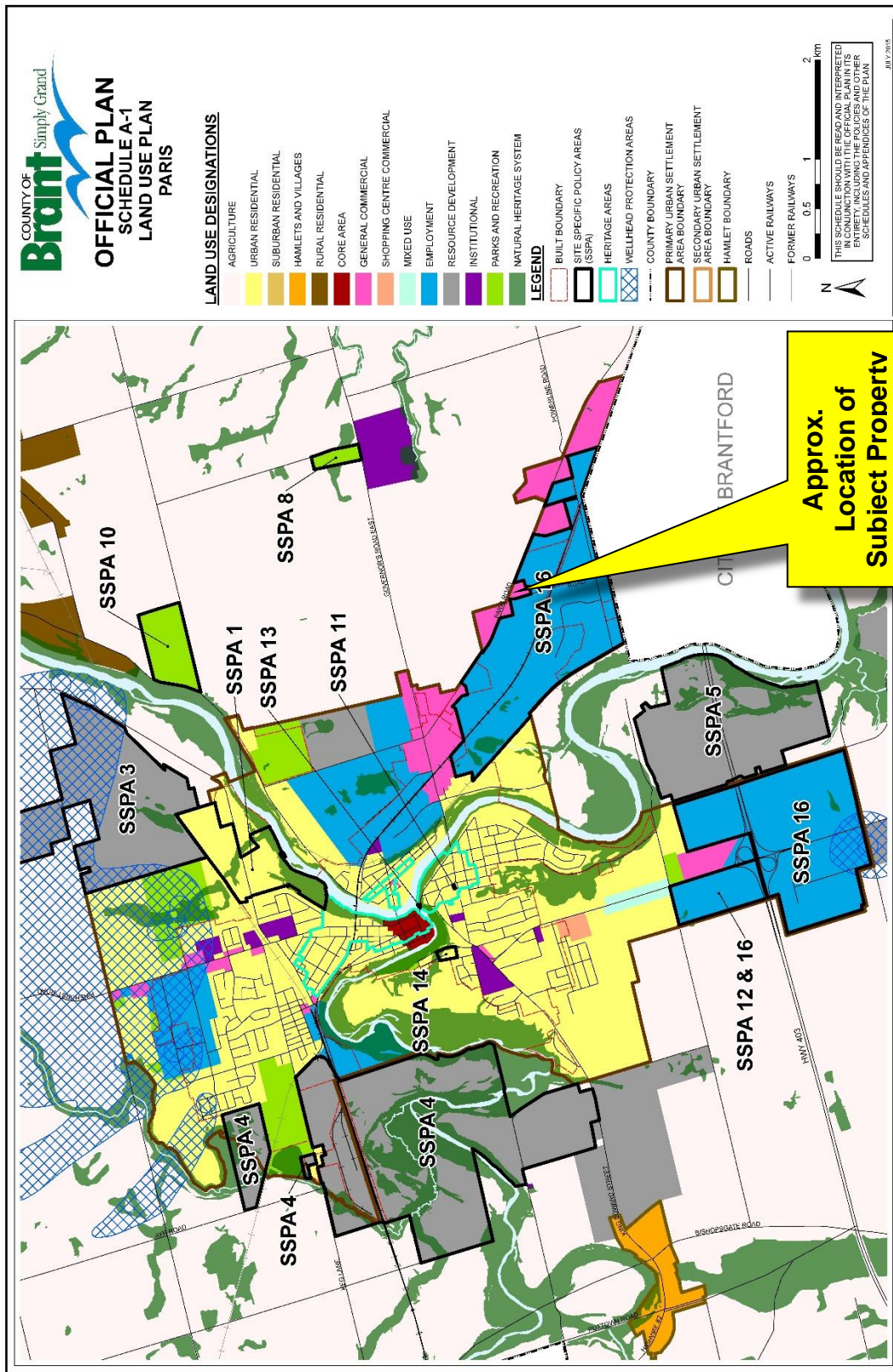
© 2017 Ontario Ministry of Municipal Affairs and Housing

Scale: 1:50,000

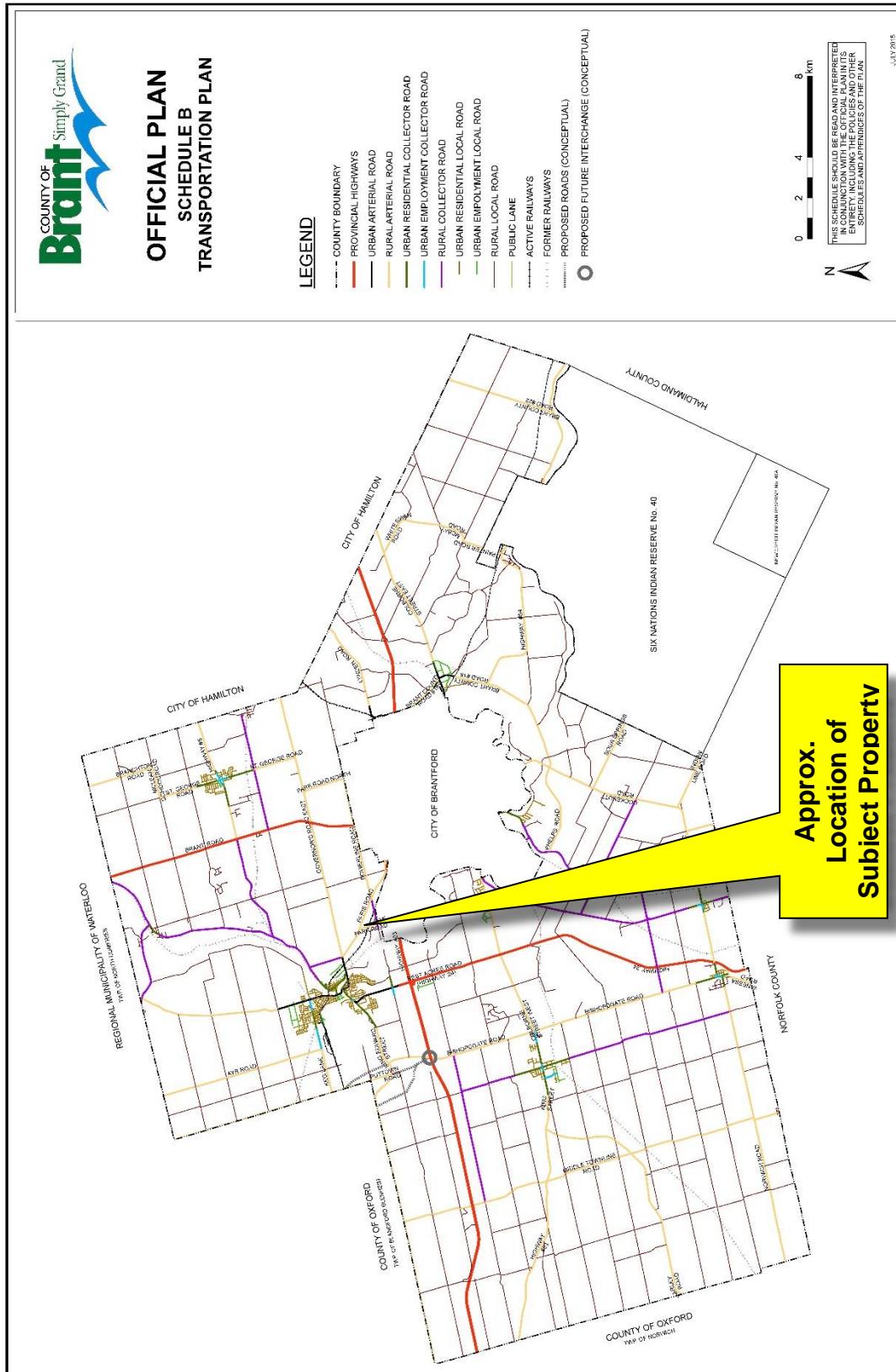
North Arrow



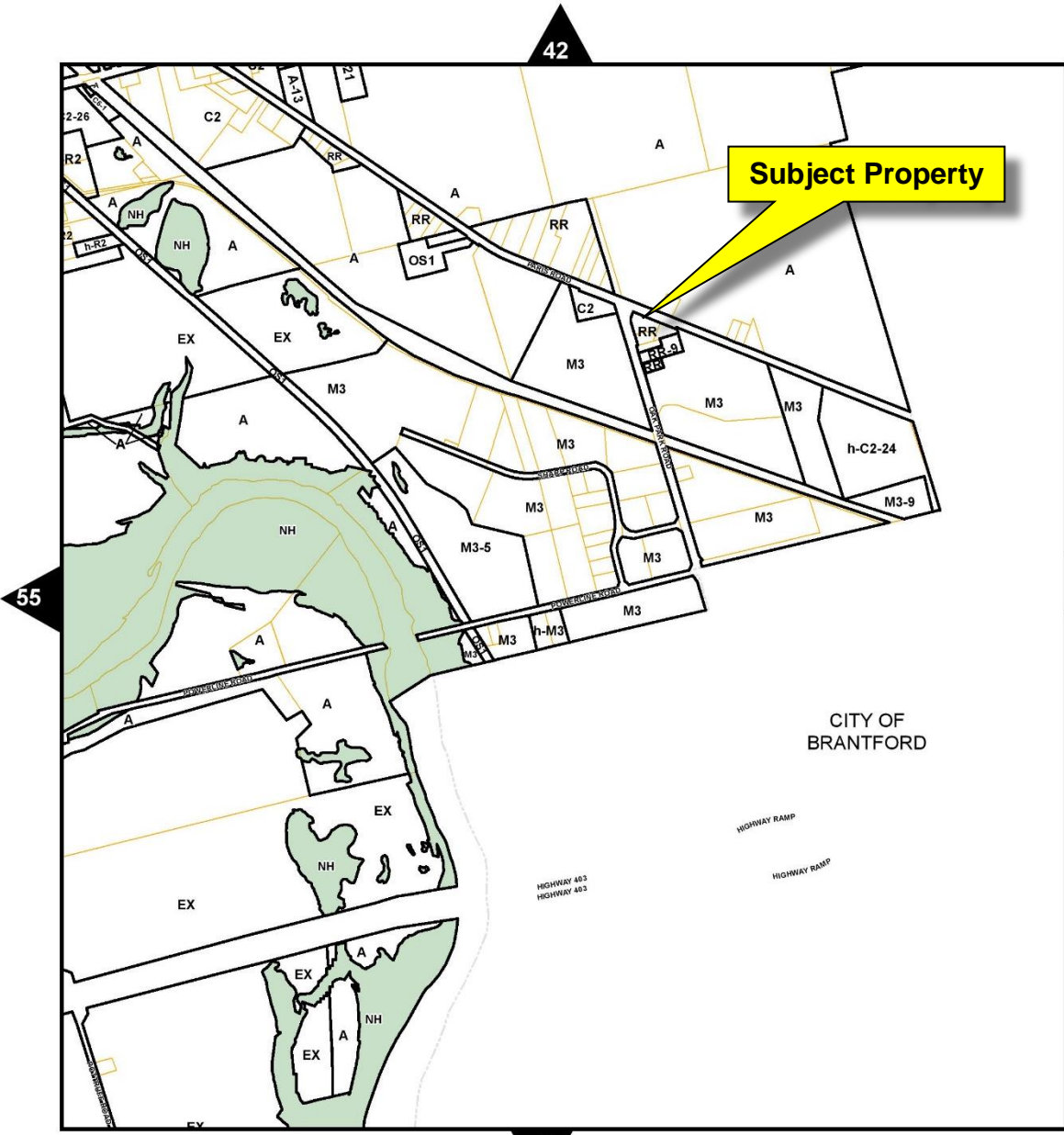
## Brant County Official Plan – Paris Land Use – Schedule A-1



# **Appendix “D”** **Brant County Official Plan – Transportation Plan – Schedule B**

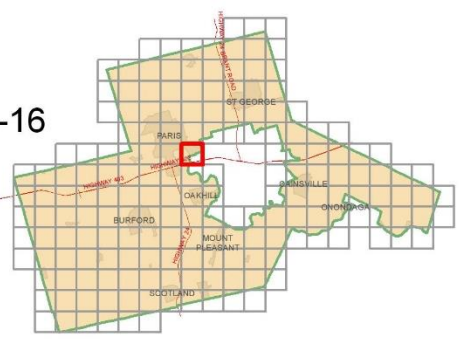
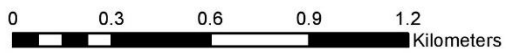


# Appendix "E" Brant County Zoning By-Law Map 56



ZONING BY-LAW NO. 61-16  
SCHEDULE 'A'  
Map No. 56

- Zoning
- Natural Heritage
- Parcel Fabric





**Appendix "F"**  
Perspective Concept Drawings



BRANTFORD | 517 PARIS ROAD

PERSPECTIVE VIEW



BRANTFORD | 517 PARIS ROAD

PERSPECTIVE VIEW