

CITY OF  
**BRANTFORD**



**New Zoning By-law Project**

**Strategic Directions Report**



February 2023

# Table of Contents



**1 Introduction..... 1**

**2 User Guide Section..... 5**

**3 Administration Section..... 6**

**4 General Provisions ..... 8**

**5 Definitions .....14**

**6 Parking and Loading Standards.....18**

**7 Mixed-Use Zones .....26**

**8 Residential Zones.....30**

**9 Institutional Zones .....33**

**10 Employment Zones.....35**

**11 Commercial Zones.....37**

**12 Agricultural Zone .....39**

**13 Core Natural Zone.....40**

**14 Open Space Zone .....41**

**15 Development Zone.....42**

**16 Next Steps.....43**

**Appendix A: Parking Utilization Study**

# 1 Introduction



The City of Brantford New Zoning By-law Project is a comprehensive phased approach that will establish a new Zoning By-law for the City of Brantford that is in conformity with the City's Official Plan - Envisioning Our City: 2051, Provincial policies and emerging best practices. It will replace the current City of Brantford Zoning By-law 160-90 and the County of Brant Zoning By-law 61-16 where it applies to the municipal boundary adjustment lands transferred to the City in 2017. The new Zoning By-law will regulate all lands within the City of Brantford, including the former County lands, and it will provide zoning direction in a clear, concise and easy to read document.

The New Zoning By-law Project began in May 2021 and will occur over approximately twenty-seven months, divided into six phases, as outlined below.

**Phase 1** included background research related to development activity within the City and variances to the existing Zoning By-laws. In addition, the phase included a review of the City's reports related to land use, transportation, parking, and urban design.

**Phase 2** included the preparation of the Public Consultation and Communication Plan, outlining the key timelines for engagement and presentation to the Project's commenting committees. Engagement feedback received throughout the Project will inform the subsequent new Zoning By-law.

**Phase 3** included the preparation of Discussion Papers related to:

- Zoning By-law Structure;
- General Provisions;
- Definitions;
- Parking and Loading Standards;
- Residential Zones;
- Mixed-Use Zones;
- Employment Zones;
- Institutional Zones;
- Agricultural Zones; and
- Other Zones.

An overall summary report of the ten Discussion Papers was also produced.

Phase 3 also included public input into the Discussion Papers, as well as presentations to Council's Zoning By-law Task Force, and the Committee of the Whole – Planning and Administration.

**Phase 4** includes the preparation of this Strategic Directions Report, public engagement opportunities, and a presentation to the Zoning By-law Task Force and the Committee of the Whole – Planning and Administration.

**Phase 5** will include the preparation of the first draft of the new Zoning By-law, as well as public consultations, and the circulation of the draft to City Departments and commenting agencies.

**Phase 6** will include the preparation and approval of the final new Zoning By-law, as well as public consultations, and circulation among City Departments and commenting agencies. The final Zoning By-law will be presented to the Zoning By-law Task Force prior to a statutory public meeting at the Committee of the Whole – Planning and Administration and Council approval.

## **1.1 What is a Zoning By-law?**

A Zoning By-law implements the direction of the Official Plan and contains specific requirements for parcels of land including but not limited to:

- Permitted uses;
- Permitted building types;
- Building height;
- Where buildings and structures can be located on a lot – i.e., front, side and rear yard setbacks;
- Lot standards such as minimum lot area and frontage; and
- Parking standards.

As noted above, a Zoning By-law implements the direction of the Official Plan, which is required to be consistent with and conform to Provincial policies. Provincial land use documents in Ontario, such as the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, outline the rules and direction for land use. Provincial policies typically provide more general direction for land uses where Official Plans provide more details for land uses within a municipality. A Zoning By-law provides specific details for an individual property. Ontario's land use planning framework is illustrated in **Figure 1**.



Figure 1: Ontario's land use planning framework

### 1.2 Why does it matter to you?

The new Zoning By-law will implement the vision of the City's new Official Plan - Envisioning Our City: 2051, influencing the look and feel of the City.

As residents and stakeholders in and around the City, you have an important role to play in shaping the future of the City. As experts of your community, you can provide insights to help inform and influence a variety of aspects of the Zoning By-law such as urban design standards, provisions related to parking and park space, as well as building types and density.

### 1.3 Purpose of this Report

The purpose of this Strategic Directions Report is to summarize the recommendations from the Phase 3 Discussion Papers, including such matters as permitted uses and provisions by zone, general provisions that apply across all zones, and parking requirements, and to set out the structure of the new Zoning By-law. The report is formatted according to the proposed sections of the new Zoning By-law with the Discussion Paper recommendations summarized according to the section that they will be found in the new Zoning By-law.

### 1.4 Structure of the Report

The contents of this Strategic Directions Report are outlined below:

Chapter 1: provides an overview of the purpose of this Paper, and outlines what a Zoning By-law is and why it is relevant to the growth of the City;

## **Strategic Directions Report: Brantford New Zoning By-law Project**

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- Chapter 2: outlines the User Guide Section to be included in the Zoning By-law;
- Chapter 3: outlines the Administration Section;
- Chapter 4: outlines the general provisions to be included in the Zoning By-law;
- Chapter 5: outlines the definitions to be included in the Zoning By-law;
- Chapter 6: outlines the proposed Parking and Loading Standards to be included in the Zoning By-law;
- Chapter 7: outlines the permitted uses and provisions of the Mixed-Use Zones;
- Chapter 8: outlines the permitted uses and provisions of the Residential Zones;
- Chapter 9: outlines the permitted uses and provisions of the Institutional Zones;
- Chapter 10: outlines the permitted uses and provisions of the Employment Zones;
- Chapter 11: outlines the permitted uses and provisions of the Commercial Zones;
- Chapter 12: outlines the permitted uses and provisions of the Agricultural Zone;
- Chapter 13: outlines the permitted uses of the Core Natural Zone;
- Chapter 14: outlines the permitted uses and provisions of the Open Space Zone;
- Chapter 15: outlines the permitted uses of the Development Zone;
- Chapter 17: briefly outlines the next steps for the Project and;
- Appendix A: provides further analysis regarding residential parking standards.

## 2 User Guide Section



It is recommended that a User Guide section be incorporated into the new Zoning By-law. User guides are typically located at the front of a zoning by-law and provide clarification as to how the document should be read and used. Its intent is to guide the reader through the process of finding the zoning information that is relevant to a particular property, including how to read the zoning maps and symbols and how to find the applicable provisions for a zone.

Zoning By-laws that include a user guide include the Town of Ajax, Town of East Gwillimbury, Town of Milton, Town of Newmarket and Town of Oakville. Based on a review of example user guides, it is recommended that the general structure of the user guide be broken down into the following sections:

### 1. Introduction

Provide a brief introduction to the user guide and explain its purpose. State that the user guide is not a legal or operable part of the Zoning By-law and should only be used for the purpose of clarification and understanding.

### 2. Purpose of the Zoning By-law

Explain the purpose of the Zoning By-law, including its connection to the Official Plan. Outline the types of matters that the Zoning By-law can and cannot regulate and explain why. Describe the overall structure and sections of the Zoning By-law and how it relates to the City's Official Plan designations.

### 3. How to Use this Zoning By-law

Provide a set of steps that guide the reader through using the Zoning By-law, as follows:

1. Locate the property on a map (i.e., one of the Schedules to the By-law) and identify the zone and any site-specific provisions that apply;
2. Review the permitted uses for the applicable zone(s);
3. Review the standards for the zone (e.g., minimum lot area, maximum building height, etc.);
4. Review the requirements of site-specific provisions that apply, as identified in step 1;
5. Review the general provisions that may be applicable; and
6. Review the parking and loading requirements that apply to the permitted use or area.

### 3 Administration Section



The Administration section lays out the authority of how the Zoning By-law will be implemented and how it will be interpreted. Where possible, language will be simplified to make it easier for the reader to understand. The provisions in the Administration section will be organized into subsections and grouped with related provisions. For example, the section may contain an Interpretation subsection, containing all provisions that relate to interpretation of the Zoning By-law.

The following subsections will be carried forward from the City's current Zoning By-law 160-90 into the Administration section in the new Zoning By-law:

- Application – Specifies where the By-law applies.
- Interpretation – Explains the meaning of certain words, including how to interpret words in the present tense versus future tense and singular words versus plural.
- Administrator – States that a designated employee of the City will administer the Zoning By-law.
- Inspection – Describes the permissions related to property inspections conducted by Building Inspectors and By-law Enforcement Officers (i.e., Inspector or officer/employee acting under Council authority can enter during reasonable hours, carrying out duties under the By-law).
- Licenses and Permits – Explains that no building permits or municipal licenses will be issued for a proposed use or erection or alteration of a building or structure if the use or building or structure would be in violation of the Zoning By-law.
- Violations and Penalties – Describes the penalties applicable in accordance with the *Planning Act* if any provisions of the Zoning By-law are violated.
- Validity – Explains that if a section of the Zoning By-law is found to be invalid, the entire By-law is not invalidated.

In addition to the existing subsections outlined above that are recommended to be carried forward, the following subsections should be added to the Administration section in the new Zoning By-law:

- Definitions – Explains that words are defined in the Definitions section of the Zoning By-law. Words used in the By-law that are not defined in the Definitions section have their normal meaning.
- Overlay Zones – Explains how overlay zones are used in the By-law to apply an additional layer of standards to specific areas that apply on top of the standards of the underlying zones.

- Interpretation of Site-Specific Exceptions – Describes that a hyphenated suffix consisting of numbers will be displayed on the zoning maps to indicate a site-specific zone exception applies (subject to final decisions on displaying site-specific exceptions).
- Holding Symbols – Explains that holding symbols are denoted by an “H” prefix and are used to indicate where holding provisions are found in the Zoning By-law to restrict development until a hold is lifted.
- Permitted Use – Explains that if a use is defined but not listed as a permitted use within a zone or a site-specific provision, it is prohibited.

## 4 General Provisions



General provisions are standards that apply to all properties in all zones. The general provisions recommended to be included in the new Zoning By-law are listed in **Table 1**. The General Provisions may be further refined as the New Zoning By-law Project progresses, including further addition or deletion of provisions as needed.

**Table 1: General Provisions to be Included in the New Zoning By-law**

General Provision	Summary of the Provision
Additional Residential Units	Sets out provisions for additional residential units in single detached dwellings, semi-detached dwellings, and townhouses, and associated accessory structures.
Accessory Uses, Buildings and Structures	Provides regulations for accessory uses.
Availability of Municipal Services	Prohibits new land uses where municipal services and related capacity are not available.
Barrier-Free Ramps	Sets out requirements for the establishment of barrier-free entrances and ramps.
Bed and Breakfast Establishments	Sets out provisions for bed and breakfast establishments in detached dwellings.
Buffering	Requires a buffer for lots in Institutional, Commercial, Mixed-Use or Employment zones abutting a Residential or Open Space zone to screen parking, loading, and open storage areas.
Cannabis Production Facilities	Sets out regulations for this use where permitted.
Commercial Patios	Permits this use as an accessory use to a commercial use such as restaurant subject to listed provisions.

**Strategic Directions Report: Brantford New Zoning By-law Project**

<b>General Provision</b>	<b>Summary of the Provision</b>
Conformity with an Established Building Line	Addresses front yard setbacks for structures built between existing buildings.
Conservation Authority Regulated Areas	Addresses requirements for written approval of the Conservation Authority with any building permit application in Regulated Areas.
Day Care Facilities	Provides provisions for day care facilities including requirements in the Residential Zones.
Detached Garages and Car Ports	Provides yard, height and coverage requirements.
Emergency Shelter	Provisions applicable where an emergency shelter is permitted.
Flood Protection Overlay Zone (“F” Prefix)	Describes land uses restricted in the Special Policy Areas of the flood plain. These restricted uses include emergency services and uses that would permit vulnerable persons. In addition, no new openings, windows or doors shall be located below the elevation of the first floor of any residential use and basements are not to be permitted.
Food Service Vehicle	Outlines that food service vehicles are only permitted in accordance with the Licencing By-law.
Frontage on a Public Street	Requires lots to front on a public street.
Greenhouses	Addresses provisions for greenhouses.
Group Homes	Describes where group homes are permitted.
Hazardous Uses	Outlines that uses that are hazardous to health and the environment are not permitted.
Heating, Ventilation and Air Conditioning Equipment (HVAC)	Sets out regulations for ground level HVAC.

**Strategic Directions Report: Brantford New Zoning By-law Project**

<b>General Provision</b>	<b>Summary of the Provision</b>
Height Exceptions	Addresses exceptions on top of roofs (e.g., mechanical penthouses) which are in excess of the permitted maximum height of the building.
Highway Corridor Setback	Indicates MTO required setbacks from the lot line abutting Highway 403 and Highway 24.
Home Industries	Sets out permissions and regulations for home industries within an Agricultural zone.
Home Occupations	Sets out regulations for home occupations.
Intake Protection Overlay Zone	Describes land uses restricted in Intake Protection Zones in accordance with Brantford's Source Protection Plan. The overlay zone should be accompanied by a provision to require the submission of a Restricted Land Use Declaration Form prior to development which will facilitate enforcement of the Source Protection Plan under Sections 57, 58, and 59 of the <i>Clean Water Act</i> , 2006.
Landscape Strip	Requires a 14 metre landscape strip along Highway 403.
Live-Work Units	Addresses requirements to provide amenity areas, buffers to adjacent residential dwellings, and pick up and drop off facilities.
Minimum Distance Separation	Addresses minimum distance separation between livestock agricultural uses and other land uses.
Model Homes	Describes permitted locations and regulations for model homes.
Multiple Zones on One Lot	Addresses requirements to comply with provisions for all zones on lots where multiple zones occur.

<b>General Provision</b>	<b>Summary of the Provision</b>
Non-Conforming Uses	Addresses legal non-conforming uses and non-conforming lots.  Also states that where conveyance for a public road occurs, the remaining lot/use/building can continue to be used in conformity with the by-law.
Number of Dwelling Units on a Lot	Addresses the maximum number of residential dwelling units permitted on a lot.
Outdoor Lighting	Provides provisions for outdoor lighting.
Outdoor Display and Sales Areas	Permitted as an accessory use with listed provisions.
Permitted Encroachments in Required Yards	Identifies structures and building elements that are permitted to encroach into required minimum yards.
Places of Worship	Sets out specifications for small-scale and large-scale places of worship.
Privacy Fencing	Describes the requirements for privacy fencing on multi-residential, commercial, industrial or institutional development adjacent to low-rise residential development. Also requires chain link fencing adjacent to parks and open space areas and provides guidelines for perimeter fencing/noise attenuation walls abutting municipal roadways and City property.
Public Services	Sets out that public services (e.g., sanitary sewers, electricity transmission and distribution facilities, etc.) shall be permitted in all zones.
Setbacks from Railways and Pipelines	Sets out special setbacks from railways and pipelines.

<b>General Provision</b>	<b>Summary of the Provision</b>
Shipping Containers	<p>Sets out provisions for shipping containers used in Residential and Mixed-use Zones.</p> <p>In addition, provisions will be added to address the use of shipping containers in Commercial and Employment zones. These provisions will address:</p> <ul style="list-style-type: none"> <li>• maximum number of containers on a site (e.g., 4 total);</li> <li>• location on the lot (e.g., rear yard only);</li> <li>• required side and rear yard setbacks;</li> <li>• maximum height of the shipping container;</li> <li>• requirements that shipping containers be screened from view from streets and abutting Residential or Institutional zones; and</li> <li>• prohibitions on using shipping containers for the purpose of display or advertising.</li> </ul>
Short Term Rental Accommodations	Sets out provisions for short rental term accommodations.
Sight Triangles	Sets out sight triangle requirements on corner lots to ensure appropriate visibility is achieved for pedestrians, vehicles and other modes of transportation.
Snow Storage	Sets out provisions for the storage and handling of snow, including that it be located adjacent to parking areas and away from catch basins, and that landscaped islands and peninsulas should be incorporated for snow storage.

**Strategic Directions Report: Brantford New Zoning By-law Project**

<b>General Provision</b>	<b>Summary of the Provision</b>
Special Needs Housing, Communal Housing	States that these uses are permitted in all dwelling types.
Swimming Pools	Sets out regulations for swimming pools.
Temporary Sales Events	Describes the provisions applying to temporary sales events.
Through Lots	States that minimum front yard requirements apply on all street frontages of through lots.
Uses Permitted in All Zones	Lists the uses that are permitted in all zones.
Uses Prohibited in All Zones	Lists the uses that are prohibited in all zones.
Utilities	Identifies utilities that may be permitted in any yard in any zone in accordance with the listed provisions.
Waste and Recyclable Storage Areas	Describes provisions for garbage and recyclable material storage on multi-residential, commercial, industrial and institutional sites, including location, screening and access.
Wayside Pits and Quarries	Permits wayside pits and quarries and portable asphalt and concrete plants on a temporary basis in all zones.

## 5 Definitions



The definitions that are recommended to be carried forward and included in the new Zoning By-law are listed below. As described in Discussion Paper #3: Definitions, both the City of Brantford Zoning By-law 160-90 and County of Brant Zoning By-law 61-16 were reviewed along with a consideration for best practices to identify which terms should be defined in the new Zoning By-law.

Definitions marked with an asterisk (\*) are those which “may not be needed” based on Discussion Paper #3 (Definitions). The next stage of the Project will determine if these definitions are needed.

- Accessory Building
- Additional Residential Unit
- Adult Live Entertainment Parlour
- Agricultural Related Use
- Agricultural Use
- Agri-Tourism
- Air Treatment Control
- Alternative Health Care
- Amenity Space/Area
- Amusement Park
- Animal Shelter and Control Facility
- Art Gallery
- Asphalt Plant
- Asphalt Plant, Portable
- Attic
- Automobile Gas Bar
- Autobody Repair Shop
- Automobile Sales Establishment
- Automobile Repair Garage
- Automobile Supply Store\*
- Automobile Washing Facility
- Aviary
- Bakery
- Banquet Hall
- Basement
- Bed and Breakfast Establishment
- Berm
- Boat Dock
- Boat House
- Body Rub Parlour
- Breezeway\*
- Brewing on Premises Establishment
- Buffer or Buffering\*
- Building
- Building Height
- Building Line\*
- Building, Main or Principal
- Building, Step Back
- Building Supply Centre\*
- Built and Cultural Heritage /Built Heritage Resource\*
- Bulk Sales Establishment
- Bunkhouse/Farm Labour Housing\*
- Campground
- Campsite
- Cannabis Production / Processing Facility
- Canopy
- Catering Service Establishment
- Carport/Integral Carport\*
- Chemical and Pharmaceutical Industry
- Columbarium
- Commercial Parking Lot
- Commercial Vehicle
- Common Wall
- Community Centre or Community Hall
- Computer, Electronic or Data Processing Establishment
- Concrete Batching Plant
- Concrete Plant, Portable
- Condominium

- Construction Equipment
- Contractor's Yard
- Crematorium
- Crisis Residence
- Day Care Facility
- Density\*
- Dormitory
- Drive-Through
- Driveway
- Dry Cleaning Establishment\*
- Dwelling, Apartment
- Dwelling, Back-to-Back Townhouse
- Dwelling, Block Townhouse
- Dwelling, Duplex
- Dwelling, Fourplex
- Dwelling, Primary Unit
- Dwelling, Semi-Detached
- Dwelling, Single-Detached
- Dwelling, Stacked Townhouse
- Dwelling, Street Townhouse
- Dwelling, Triplex
- Dwelling Unit
- Electricity Generation Facility\*
- Emergency Shelter
- Energy from Waste\*
- Erect\*
- Erosion Hazard\*
- Established Front Building Line
- Events, Short Term Shows
- Events, Special Sales
- Existing
- Financial Institution
- Finished Grade Level
- Flood, One Hundred Year\*
- Flooding Hazard
- Floor Area
- Food Service Vehicles
- Food Processing Plant
- Forestry Use\*
- Funeral Home
- Gaming Establishment
- Gaming Position\*
- Garage
- Garage, Integral
- Garden Suite
- Gasoline Pump Island
- Gasoline Pump Island Canopy
- Gasoline Pump Island Kiosk
- Gatehouse
- Golf Course
- Golf Driving Range
- Grade
- Greenhouse
- Grocery Store
- Gross Floor Area (G.F.A.)
- Gross Leasable Area (G.L.A.)
- Ground Floor Area
- Ground Floor Height
- Group Correctional Home
- Group Home
- Habitable Living Space
- Hallway
- Hazardous Lands or Sites\*
- Hazardous or Toxic Substances\*
- Home Improvement Centre\*
- Home Industry\*
- Home Occupation
- Hospice Centre\*
- Hospital
- Hotel
- Impounding Yard
- Industrial Mall
- Equipment Rental Establishment
- Kennel
- Key Hydrologic Features\*
- Key Natural Heritage Features\*
- Landscaped Open Space
- Lane\*
- Library
- Livestock\*
- Limousine\*
- Liquid Industrial Waste
- Liquid Waste Transfer Station
- Loading Space
- Local Road\*
- Lodging House
- Lot
- Lot, Corner
- Lot, Interior
- Lot, Through
- Lot Area
- Lot Coverage
- Lot Depth
- Lot Line

- Lot Line, Front
- Lot Line, Rear
- Lot Line, Side
- Lot Line, Exterior
- Lot Line, Interior
- Lot of Record\*
- Lot Width
- Manufacturing Use
- Mausoleum
- Medical Clinic
- Medical Office
- Merchandise Display Cart
- Microbrewery
- Mineral Aggregate Operation
- Mineral Aggregate Resource Conservation
- Mini-Group Home
- Minimum Distance Separation Guidelines
- Mixed-Use Building
- Mobile Home Dwelling
- Mobile Home Park
- Model Home
- Municipal Drain
- Museum
- Mutual Driveway\*
- Natural Heritage\*
- Neighbourhood Convenience Store
- Non-Conforming Use
- Noxious Use
- Nursery Garden Centre
- Nursing Home
- Office, General
- On-farm Diversified Use
- Open Storage
- Owner\*
- Park
- Park, Private
- Parking Area
- Parking Space
- Parking Space, Tandem
- Passive Recreational Use\*
- Patio
- Patio, Commercial
- Pawnbroker Shop\*
- Permitted Capacity\*
- Personal Service
- Pharmacy
- Pit
- Place of Assembly
- Place of Entertainment/ Recreation
- Place of Worship
- Planting Strip
- Platform Structure
- Prescribed Drainage Feature\*
- Principal Use
- Printing Establishment
- Propane Filling Plant/Transfer Facility
- Public Agency
- Public Service\*
- Public Transit Facility
- Public Utility
- Quarry
- Rail Line, Main\*
- Rail Line, Branch\*
- Recreational Vehicle
- Recycling Operation
- Research Use
- Reserve or Access Reserve
- Residence or Residential Use\*
- Residential Character\*
- Restaurant
- Restaurant, Fast Food
- Restoration\*
- Retail Store
- Retirement Home
- Riding Stable or Arena
- Right-of-Way/ Easement\*
- Road Allowance\*
- Salvage Yard
- School, Arts
- School, Commercial
- School, Elementary
- School, Post-Secondary
- School, Secondary
- School, Trade
- Service Industry
- Service or Repair Shop
- Setback
- Shipping Container
- Shopping Centre
- Short-Term Rental Accommodation
- Sign
- Slot Machine\*
- Speciality Event Sales
- Stacking Lane
- Stacking Space
- Storey
- Storey, First
- Storey, Half\*

- Stormwater Management Facility
- Street
- Street, Private
- Street Line
- Structure
- Studio
- Table Game\*
- Taxi Establishment
- Telecommunication Services\*
- Temporary Sales Office
- Theatre
- Top of Bank\*
- Traffic Aisle
- Transportation/Truck Terminal
- Use
- Utility Service Equipment
- Veterinary Clinic
- Visibility Triangle
- Warehouse
- Warehouse, Public Storage
- Waste Transfer Station
- Wayside Pit
- Wayside Quarry
- Wetland\*
- Wholesale
- Works Yard
- Yard
- Yard, Exterior Side
- Yard, Front
- Yard, Interior
- Yard, Rear
- Yard, Side
- Zone
- Zone Boundary

## 6 Parking and Loading Standards



The Parking and Loading Standards will include a Minimum Parking Space Rates table which provides the minimum number of parking spaces that is required for different types of uses. Parking space rates will be primarily based on gross floor area ratio to simplify implementation and enforcement. The minimum parking rates by use proposed to be contained in the new Zoning By-law are set out in **Table 2**.

**Table 2: Minimum Parking Space Rates**

Use	Rate
<b>Accessory Retail Sales</b>	1 space per 30m <sup>2</sup> GFA
<b>Adult Live Entertainment Parlour, Body Rub Parlor</b>	1 space per 10m <sup>2</sup> GFA
<b>Adult Video Store, Adult Specialty Store</b>	1 space per 30m <sup>2</sup> GFA
<b>Agricultural Equipment Sales and Service Establishment</b>	1 space per 30m <sup>2</sup> GFA
<b>Agricultural Processing Facility</b>	Retail: 1 space per 30m <sup>2</sup> GFA Warehouse: 1 space per 200m <sup>2</sup> GFA
<b>Agriculture Service and Supply Establishment</b>	Retail: 1 space per 30m <sup>2</sup> GFA Warehouse: 1 space per 200m <sup>2</sup> GFA
<b>Art Gallery</b>	1 space per 30m <sup>2</sup> GFA
<b>Arena or Rink</b>	1 space per 50m <sup>2</sup> GFA
<b>Autobody Repair Shop</b>	1 space per 20m <sup>2</sup> GFA
<b>Automobile Gas Bar</b>	1 space per 30m <sup>2</sup> GFA
<b>Automobile Sales Establishment</b>	1 space per 30m <sup>2</sup> GFA
<b>Bed and Breakfast Establishment</b>	1 space per guestroom
<b>Cannabis Production and Processing</b>	1 space per 30m <sup>2</sup> GFA for office component and any retail component permitted by Provincial licence 1 space per 200m <sup>2</sup> GFA for production and processing component
<b>Catering Service</b>	1 space per 30m <sup>2</sup> GFA
<b>Community Centre</b>	1 space per 25m <sup>2</sup> GFA

Use	Rate
<b>Contractor's Yard</b>	1 space per 100m <sup>2</sup> GFA
<b>Crisis Residence</b>	2 spaces, plus 1 space per 3 residents
<b>Day Care Facility</b>	1 space per 28m <sup>2</sup> GFA of playroom space
<b>Additional Residential Unit</b>	1 space per unit
<b>Affordable Housing*</b>	0.5 spaces per unit, plus 0.15 spaces per unit for visitors
<b>Apartment*</b>	1 space per unit, plus 0.15 spaces per unit for visitors
<b>Duplex</b>	1 space per unit
<b>Fourplex*</b>	1 space per unit, plus 0.15 spaces per unit for visitors*
<b>Semi-Detached Dwelling</b>	2 spaces per unit
<b>Single Detached Dwelling</b>	2 spaces per unit Except on lots with less than 12 metre frontage and without a garage or an interior side yard 3 metres or wider: 1 space per unit
<b>Street Townhouse</b>	2 spaces per unit
<b>Block Townhouse*</b>	1 space per unit, plus 0.25 spaces per unit for visitors
<b>Stacked Townhouse*</b>	1 space per unit, plus 0.25 spaces per unit for visitors
<b>Triplex</b>	1 space per unit
<b>Emergency Services</b>	1 space per 30m <sup>2</sup> GFA excluding any garage
<b>Electrical and Electronic Products Industry</b>	1 space per 100m <sup>2</sup> GFA
<b>Farm Production Outlet</b>	1 space per 30m <sup>2</sup> GFA
<b>Financial Institution</b>	1 space per 20m <sup>2</sup> GFA
<b>Food Processing Plant</b>	1 space per 100m <sup>2</sup> GFA
<b>Funeral Home</b>	1 space per 20m <sup>2</sup> GFA or 20 spaces, whichever is greater
<b>Golf Course</b>	2 spaces per hole, plus 1 space per 20m <sup>2</sup> GFA for the club house

Use	Rate
<b>Golf Driving Range</b>	1 space per tee-off pad
<b>Grocery Store</b>	1 space per 25m <sup>2</sup> GFA
<b>Group Correctional Home</b>	1 space per 100m <sup>2</sup> GFA or a minimum of 3 spaces
<b>Building Supply Centre</b>	1 space per 30m <sup>2</sup> GFA
<b>Home Occupation</b>	1 space per home occupation plus 1 additional space for home occupations involving training or education
<b>Hospital</b>	1 space per 40m <sup>2</sup> GFA
<b>Hotel</b>	1 space per guest room plus 1 space per 10m <sup>2</sup> GFA for any restaurant
<b>Impound Yard</b>	6 spaces plus 1 space per 1000m <sup>2</sup> GFA and of open storage area
<b>Industrial Mall</b>	1 space per 40m <sup>2</sup> GFA for the first 1200m <sup>2</sup> of GFA plus 1 space per 100m <sup>2</sup> for the remainder of the GFA in excess of 1200m <sup>2</sup>
<b>Liquid Waste Transfer Station</b>	6 spaces plus 1 space per 1000m <sup>2</sup> GFA
<b>Lodging House</b>	1 space per 3 licenced lodgers
<b>Manufacturing Use</b>	1 space per 100m <sup>2</sup> GFA
<b>Mixed-Use Building*</b>	Residential: 1 space per unit plus 0.15 spaces per unit for visitors Retail and/or Office: 1 space per 30m <sup>2</sup> GFA
<b>Museum</b>	1 space per 25m <sup>2</sup> GFA
<b>Nursery Garden Centre</b>	Indoor retail component: 1 space per 30m <sup>2</sup> GFA Outdoor sales and display area are warehouse space: 1 space per 100m <sup>2</sup> GFA
<b>Retirement Home</b>	1 space per 3 beds/units
<b>Office, General</b>	1 space per 30m <sup>2</sup> GFA
<b>Office, Medical</b>	1 space per 20m <sup>2</sup> GFA
<b>On-Farm Diversified Use</b>	1 space per 100m <sup>2</sup> GFA
<b>Personal Service</b>	1 space per 30m <sup>2</sup> GFA

Use	Rate
Pharmacy	1 space per 30m <sup>2</sup> GFA
Place of Assembly	1 space per 20m <sup>2</sup> GFA
Place of Entertainment/Recreation	1 space per 18m <sup>2</sup> GFA
Place of Worship	1 space per 20m <sup>2</sup> GFA
Recycling Operation	6 spaces plus 1 space per 1000m <sup>2</sup> GFA and of open storage area
Research Use	1 space per 30m <sup>2</sup> GFA
Restaurant	1 space per 10m <sup>2</sup> GFA
Retail Store	1 space per 30m <sup>2</sup> GFA
Salvage Yard	6 spaces plus 1 space per 1000m <sup>2</sup> GFA and of open storage area
School, Commercial	2 spaces plus 1 space per 20m <sup>2</sup> GFA
School, Elementary	2 spaces per classroom
School, Post-Secondary	1 space per 70m <sup>2</sup> GFA
School, Secondary	4 spaces per classroom
Service Industry	1 space per 40m <sup>2</sup> GFA
Service or Repair Shop	1 space per 30m <sup>2</sup> GFA
Shopping Centre	1 space per 20m <sup>2</sup> GFA
Short Term Rental Accommodation	Up to 3 bedrooms per unit, the primary residential use parking requirements shall apply. For 4 or more bedrooms per unit, one additional space per bedroom.
Studio	1 space per 30m <sup>2</sup> GFA
Veterinary Clinic	1 space per 20m <sup>2</sup> GFA
Warehouse	1 space per 200m <sup>2</sup> GFA
Warehouse, Public Self Storage	1 space per 200m <sup>2</sup> GFA
Wholesale	1 space per 100m <sup>2</sup> GFA
All other uses not herein specified	1 space per 30m <sup>2</sup> GFA

\* The recommended parking rates for apartments, block townhouses, and similar uses (stacked townhouses, fourplexes, mixed-use buildings) are based on the results of a Parking Utilization Study conducted by City Staff. The Study gathered data about how parking is used at existing apartment buildings and block townhouse developments in Brantford. The Study is discussed in further detail in Appendix A to this Report.

### Other Parking Standards

Other key parking standards topics to be addressed in the Zoning By-law are outlined in **Table 3** below.

**Table 3: Other Parking Standards Topics**

Parking Provision	Summary of the Provision
Parking Exemptions and Reductions	Provides for reduced parking requirements in the Downtown and will be aligned with the Downtown Urban Growth Centre. The Zoning By-law will also allow reductions in parking where car-share parking is provided.
Parking Deficiencies	Addresses where an existing use provides fewer parking spaces than the Zoning By-law requires.
Shared Parking	In mixed-use zones, it allows for the sharing of spaces based on the differing rates of use during different periods of the day.
Parking Space Dimensions	Minimum requirements for length, width and vertical clearance (if necessary) of parking spaces.
Off-Site Parking	Permission for required parking spaces in certain commercial and employment zones to be permitted off-site within 150 m of the site. The new Zoning By-law will also allow off-site parking in the Downtown and to facilitate small infill and intensification where it is not possible to park on the lot, provided third party agreements secure the off-site parking.
Parking Location	Addresses setback of parking spaces from lot lines and provision of tandem parking in low-rise residential zones.
Access to Parking/Aisle Widths	Requirements for width of aisles and driveways, turning radii, etc. for parking lots.
Accessible Parking	Requirements for accessible parking spaces including required number of spaces, dimensions, location, etc. The

	accessible parking rate will be based on the existing rates in the Brant County Zoning By-law 61-16.
<b>Parking Provision</b>	<b>Summary of the Provision</b>
Bicycle Parking	Parking rates for both short-term and long-term bicycle parking in commercial buildings and multi-unit residential developments.
Electric Vehicle Parking/Charging	Requirement for a certain proportion of parking spaces to be wired as electric vehicle charging stations. These requirements may be applied in residential, commercial, and mixed-use buildings that require a minimum threshold of parking spaces.
Storage of Recreational Vehicles, Trailers and Boats	Permits outdoor storage of these vehicles in residential zones subject to specific conditions (e.g., vehicles are only permitted on a driveway in a front yard between May 1 <sup>st</sup> and October 31 <sup>st</sup> ; the vehicle cannot occupy a required parking space; it is limited to a size of 7 metres in length and 2.3 metres in height; a required minimum setback of 1.5 metres to a street or lot line; and the vehicle cannot obstruct visibility for traffic and pedestrians along the public street).
Parking Surface Treatment	Requires parking spaces to be located on a stable surface like asphalt or concrete with a provision prohibiting parking on grassed areas.
Parking Structure	Addresses setbacks for above-grade and below-grade parking structures.
Compact Parking Spaces	Allows for smaller parking space dimensions on a limited basis. Where more than 10 parking spaces are required on a lot, the minimum parking space size of not more than 10% of such required parking spaces shall be a width of 2.6 metres and a length of 5.5 metres, provided that any such parking space is clearly identified as being reserved for the parking of small cars only.

**Loading Spaces**

The loading space requirements by differing land uses will be simplified. The Type A loading space (3.5 x 20m) will be required for all industrial and commercial uses greater than 1,000m<sup>2</sup> GFA. In addition, the By-law will introduce a loading space of 3.5 x 9m to be used for cube vans for non-residential uses of less than 1,000m<sup>2</sup>. Within the Historic Mainstreets Zone in the Downtown, commercial uses should not require a loading space.

The next step of the New Zoning By-law Project will also consider a reduction in driveway widths that provide access to the loading space to address past minor variances.

**Drive-Throughs and Stacking Rates**

Brantford’s current provisions for stacking rates for drive-throughs associated with financial institutions, automobile washing facilities, and restaurants, as shown in **Table 4** below, are consistent with most other municipalities’ Zoning By-laws and are recommended to be carried forward to the new Zoning By-law.

**Table 4: Stacking Rates**

Use	Stacking Spaces
Financial Institution	5
Automobile Washing Facility - automated	12
Automated Washing Facility – manual	3
Restaurant	13

The new Zoning By-law shall also address additional matters for drive-throughs including:

- the length of a stacking space;
- the number of stacking spaces between an order and pick-up window; and
- the location on a lot with regard to vehicular and pedestrian entrances to the site.

**Other Changes and Additions**

Access to parking/aisle width requirements will remain the same as the current Brantford Zoning By-law, but will be set out in a table for simplicity. However, where 3 or more parking spaces are required, the current By-law requires the parking spaces to be located within a parking lot, rather than a driveway. Low-rise residential zones should be exempt from this provision.

The new Zoning By-law will move all accessible parking standards to one location within the Parking and Loading Standards section of the By-law.

Several Official Plan policies, as discussed in Discussion Paper #4 – Parking and Loading Standards, will be addressed in the new Zoning By-law. The matters to be addressed include:

- provisions for underground and/or structured parking facilities;
- parking management and/or transportation demand management strategies;
- requirements for parking and servicing areas to be located at the side or rear of buildings;
- requirements for screening of parking from residential zones; and
- prohibiting parking lots in the Official Plan's Historic Mainstreets Precinct from having direct frontage on Colborne Street, Dalhousie Street or Market Street, and requiring that access to parking facilities be provided from local roads and laneways wherever possible. Similar provisions will also be considered for the Brant Avenue Heritage Conservation District.

## 7 Mixed-Use Zones



Six mixed-use zones are proposed for the new Zoning By-law. The zones include:

- Historic Mainstreets (HM) Zone;
- Lower Downtown (LD) Zone;
- Upper Downtown (UD) Zone;
- Major Commercial Centre (MCC) Zone;
- Brant Heritage Conservation District (BHC) Zone; and
- Intensification Corridor (IC) Zone.

### 7.1 Permitted Uses

The permitted uses for the mixed-use zones are set out in **Table 5**.

**Table 5: Uses Permitted in the Mixed-Use Zones**

Zone	Historic Mainstreets Zone	Lower Downtown Zone	Upper Downtown Zone	Major Commercial Centre Zone	Brant Heritage Conservation District Zone	Intensification Corridor Zone
Alternative health care	Yes	Yes	Yes	Yes	Yes	Yes
Additional residential unit	-	-	Yes	-	Yes	Yes
Apartment dwellings	Yes	Yes	Yes	Yes	Yes	Yes
Art gallery	Yes	Yes	Yes	Yes	Yes	Yes
Automobile repair garage	-	-	-	Yes	-	Yes
Automobile sales establishment	-	-	-	Yes	-	Yes
Automobile supply store	-	-	-	Yes	-	Yes
Banquet hall	Yes	Yes	Yes	Yes	Yes	Yes
Bed and breakfast establishment	Yes	Yes	Yes	Yes	Yes	Yes
Block townhouse dwelling	-	-	-	-	-	Yes
Brewing on premises establishment	Yes	Yes	Yes	Yes	Yes	Yes
Building supply centre	-	Yes	Yes	Yes	-	Yes
Gaming establishment	-	Yes	-	-	-	-
Catering service establishment	-	-	-	Yes	-	Yes
Commercial school	Yes	Yes	Yes	Yes	Yes	Yes
Crisis residence	Yes	Yes	Yes	Yes	Yes	Yes
Day care facility	Yes	Yes	Yes	Yes	Yes	Yes
Duplex dwelling	-	-	Yes	-	Yes	-
Drive through	-	Yes	Yes	Yes	-	Yes
Elementary school	Yes	Yes	Yes	Yes	Yes	Yes
Financial institution	Yes	Yes	Yes	Yes	Yes	Yes
Fourplex dwelling	-	-	Yes	-	-	-
Funeral homes	Yes	Yes	Yes	Yes	Yes	Yes
General office	Yes	Yes	Yes	Yes	Yes	Yes
Grocery store	Yes	Yes	Yes	Yes	Yes	Yes
Group correctional home	Yes	Yes	Yes	Yes	Yes	Yes
Group home	Yes	Yes	Yes	Yes	Yes	Yes
Home Improvement Centre	Yes	Yes	Yes-	Yes	Yes	Yes
Home occupation	Yes	Yes	Yes	Yes	Yes	Yes
Hotel	Yes	Yes	Yes	Yes	Yes	Yes
Lodging house	Yes	Yes	Yes	Yes	Yes	Yes
Medical clinic	Yes	Yes	Yes	Yes	Yes	Yes
Medical office	Yes	Yes	Yes	Yes	Yes	Yes
Microbrewery	-	-	-	-	-	Yes
Mini-group home	Yes	Yes	Yes	Yes	Yes	Yes

## Strategic Directions Report, Brantford New Zoning By-law Project

Zone	Historic Mainstreets Zone	Lower Downtown Zone	Upper Downtown Zone	Major Commercial Centre Zone	Brant Heritage Conservation District Zone	Intensification Corridor Zone
Mixed-use building	Yes	Yes	Yes	Yes	Yes	Yes
Museum	Yes	Yes	Yes	Yes	Yes	Yes
Neighbourhood convenience store	Yes	Yes	Yes	Yes	Yes	Yes
Nightclub, Bar, Pub	Yes	Yes	-	Yes	Yes	Yes
Office, general	Yes	Yes	Yes	Yes	Yes	Yes
Nursery garden centre	-	Yes	Yes	Yes	-	Yes
Personal service	Yes	Yes	Yes	Yes	Yes	Yes
Pharmacy	Yes	Yes	Yes	Yes	Yes	Yes
Place of assembly	Yes	Yes	Yes	Yes	Yes	Yes
Place of entertainment/recreation	Yes	Yes	Yes	Yes	Yes	Yes
Place of worship	Yes	Yes	Yes	Yes	Yes	Yes
Post-secondary school	Yes	Yes	Yes	Yes	Yes	Yes
Public transit facility	Yes	Yes	Yes	Yes	Yes	Yes
Research uses	-	-	-	Yes	-	-
Restaurant	Yes	Yes	Yes	Yes	Yes	Yes
Retail store	Yes	Yes	Yes	Yes	Yes	Yes
Retirement home	Yes	Yes	Yes	Yes	Yes	Yes
Secondary school	Yes	Yes	Yes	Yes	Yes	Yes
Semi-detached dwelling	-	-	Yes	-	Yes	-
Service or repair shop	Yes	Yes	Yes	Yes	Yes	Yes
Short term accommodation rental	Yes	Yes	Yes	Yes	Yes	Yes
Single detached dwelling	-	-	Yes	-	Yes	-
Street townhouse dwelling	-	-	Yes	-	Yes	Yes
Studio	Yes	Yes	Yes	Yes	Yes	Yes
Taxi establishment	Yes	Yes	Yes	Yes	Yes	Yes
Theatre	Yes	Yes	Yes	Yes	Yes	Yes
Triplex dwelling	-	-	Yes	-	Yes	-
Veterinary clinic	Yes	Yes	Yes	Yes	Yes	Yes

## 7.2 Provisions

All mixed-use zones will generally include the following list of provisions within the new Zoning By-law:

- Min. Lot Area;
- Min. Lot Width;
- Min. Height;
- Max. Height;
- Min. Building Step-back;
- Min. Ground Floor Height for mixed-use buildings;
- Min. Front Yard;
- Min. Rear Yard abutting a Residential Zone;
- Min. Interior Side Yard abutting a Residential Zone;
- Min. Interior Side Yard abutting a building with windows on the facing wall;
- Min. Interior Side Yard abutting any other zone;
- Min. Exterior Side Yard;
- Min. Amenity Space;
- Min. Landscaped Open Space;
- Balcony depths;
- Main wall length; and

- Main wall setbacks.

The following list of provisions will also apply to buildings above a certain height:

- Podium height;
- Tower step-back;
- Tower separation;
- Tower floor plates; and
- Angular planes.

The provisions will also take into consideration the mid-rise and high-rise building guidelines from the Brantford Urban Design Manual.

While maximum building heights will be prescribed in the Zoning By-law, it should be noted that these heights will not be achievable on all properties. In some cases, buildings will be shorter than the permitted maximum heights in order to comply with angular plane requirements and other transitional requirements that will apply adjacent to different zones and built form.

### **7.3 Additional Zone Specific Provisions**

#### **Historic Mainstreets Zone**

Area specific requirements or a schedule overlay will be considered to prohibit residential uses at-grade within the Historic Mainstreets Zone along Water Street, Wharfe Street, Colborne Street, Dalhousie Street and Market Street in conformity with the Official Plan.

A provision for a minimum building height of 3 storeys or 10 metres, whichever is greater, will need to be added to conform with the Official Plan. In addition, a maximum height of 6 storeys should be permitted.

#### **The Lower Downtown Zone**

The Lower Downtown Zone should require a minimum building height of 3 storeys per the Official Plan policies and a maximum height of 24 storeys.

#### **The Upper Downtown Zone**

To regulate heights along arterial and collector roads in proximity to the Downtown transit terminal, a height overlay will be considered. A minimum building height of 2 storeys or 7 metres, whichever is greater, should be specified per the Official Plan policies and a maximum building height of 6 storeys.

#### **Major Commercial Centre Zone**

The zone provisions will be set out by use with different provisions for mixed-use buildings, shopping centres, and standalone apartment buildings. The provisions will

need to include a minimum building height of 3 storeys for standalone residential and mixed-use buildings and cap on the size of new offices, not exceeding 4,000 square metres of gross floor area (GFA) in conformity with the Official Plan. A maximum building height of 18 storeys should be permitted.

### **Brant Avenue Heritage Conservation District Zone**

The Brant Heritage Conservation District Zone provisions should include different provisions for mixed-use and standalone residential uses. Provisions for height will require a maximum building height of 3 storeys or 10 metres, whichever is less, in accordance with the design guidance in the Brant Avenue Heritage Conservation District Study and the Official Plan.

### **Intensification Corridor Zone**

Provisions will be set out by use with different provisions for mixed-use buildings, standalone retail uses and standalone residential buildings. The minimum building height should be 3 storeys for standalone residential and mixed-use buildings, with maximum building heights along Erie Avenue set at 6 storeys to conform with the Official Plan. Other corridors should permit a maximum height of 12 storeys. Per the Official Plan, maximum gross floor area for retail, service commercial and restaurant uses should be capped at 8,000m<sup>2</sup> and 4,000m<sup>2</sup> for office uses.

The Intensification Corridor Zone will identify pedestrian prominent areas where there is an existing commercial mainstreet context. In these areas, ground floor commercial uses will be required. This requirement will ensure continuity of commercial districts. Elsewhere in in the Intensification Corridors, ground floor commercial uses will be permitted but not required.

## 8 Residential Zones



The proposed residential zones are listed below:

- Suburban Residential (SR) Zone;
- Existing Neighbourhood Low-Rise (NLR) Zone
- Greenfield Neighbourhood Low-Rise (GLR) Zone
- Neighbourhood Corridor (NC) Zone
- Residential Mid-Rise (RMR) Zone; and
- Residential High-Rise (RHR) Zone.

### 8.1 Permitted Uses

The permitted uses for the residential zones are set out in **Table 6**.

**Table 6: Uses Permitted in the Residential Zones**

Permitted Uses	Suburban Residential Zone	Existing Neighbourhood Low-Rise Zone	Greenfield Neighbourhood Low-Rise Zone	Neighbourhood Corridor Zone	Residential Mid-Rise Zone	Residential High-Rise Zone
Additional residential unit	Yes	Yes	Yes	Yes	Yes	-
Apartment dwellings	-	-	-	Yes	Yes	Yes
Back-to-back townhouses	-	-	Yes	Yes	Yes	-
Bed and breakfast establishment	Yes	Yes	Yes	Yes	Yes	Yes
Block townhouse dwelling	-	-	Yes	Yes	Yes	-
Convenience Store				Yes		See Note 1
Crisis residence	Yes	Yes	Yes	Yes	Yes	Yes
Day care facility	Yes	Yes	Yes	Yes	Yes	Yes
Duplex dwelling	-	Yes	Yes	-	-	-
Financial institution	-	-	-	Yes	-	See Note 1
Fourplex dwelling	-	-	-	Yes	Yes	-
Group correctional home	-	Yes	Yes	Yes	Yes	Yes
Group home	-	-	Yes	Yes	Yes	Yes
Home occupation	Yes	Yes	Yes	Yes	Yes	Yes
Lodging house	-	Yes	Yes	Yes	-	-
Medical office	-	-	-	Yes	-	See Note 1
Mini-group home	Yes	Yes	Yes	Yes	Yes	Yes
Personal service	-	-	-	Yes	-	See Note 1
Place of recreation	-	-	-	-	-	Yes
Retail store	-	-	-	-	-	See Note 1
Retirement home	-	-	Yes	Yes	Yes	Yes
Restaurant	-	-	-	Yes	-	Yes
Semi-detached dwelling	-	Yes	Yes	-	-	-
Short term rental accommodation	Yes	Yes	Yes	Yes	Yes	Yes
Single-detached dwelling	Yes	Yes	Yes	-	-	-
Places of worship	Yes	Yes	Yes	Yes	Yes	Yes
Stacked townhouses	-	-	-	Yes	Yes	-
Street townhouse dwelling	-	-	Yes	Yes	Yes	-
Studio	-	-	-	Yes	-	Yes
Triplex dwelling	-	Yes	Yes	Yes	Yes	-
Temporary sales office	Yes	Yes	Yes	Yes	Yes	Yes

Note 1: All commercial uses in the Residential High-Rise Zone are to be permitted in combination with a permitted residential use in the same building.

## 8.2 Zone Specific Considerations

### Suburban Residential Zone

This new Suburban Residential Zone will apply primarily to non-serviced lands, much of which are already developed with legacy private septic systems. As such, a minimum lot area of 4,000m<sup>2</sup> is recommended for addressing septic system requirements. A lot frontage of 24 metres is recommended to be applied in the new Suburban Residential Zone, carried forward from the Residential Estate Zone in the City's current Zoning By-law.

### Existing Neighbourhood Low-Rise Zone

An Existing Neighbourhood Low-Rise Zone is recommended that would permit single, semi-detached, duplex and triplex dwellings.

One set of provisions is appropriate, except for lot frontage, lot area, and coverage which can be addressed through subcategories to recognise differences among neighbourhoods within the City. For height, a maximum of 10 metres is recommended to be carried forward in the Existing Neighbourhood Low-Rise Zone.

Regarding setbacks, it is recommended that the existing rear yard setback of 7.5 metres be carried forward. A front yard setback of 4.5 metres to the main wall is recommended with a setback of 6 metres to the door of a garage. Side yard setbacks of 0.6 metres on one side and 1.2 metres on the other side are recommended.

### Greenfield Neighbourhood Low-Rise Zone

A Greenfield Neighbourhood Low-Rise Zone is intended to permit a range of low-rise, multiple-unit dwellings across these new residential areas. Permitted uses are similar to the recommended Existing Neighbourhood Low-Rise Zone while also permitting street townhouses.

One set of provisions is appropriate for this zone. For height, a maximum of 10 metres is recommended. Regarding setbacks, it is recommended that a rear yard setback of 7.5 metres, a front yard setback of 4.5 metres, and side yard setbacks of 0.6 or 1.2 metres be applied. To encourage and facilitate denser low-rise built forms, a minimum lot frontage of 9 metres is recommended along with a lot coverage of 40%, which are the current permissions in the R1D Zone in Zoning By-law 160-90.

### Neighbourhood Corridor Zone

The Neighbourhood Corridor Zone is intended to permit a range and mix of residential housing forms and neighbourhood supporting uses. As per the Official Plan, single-detached, semi-detached and duplex dwellings are specifically prohibited. It is recommended that a minimum height of 3 storeys and a maximum height of 6 storeys apply, except for the Neighbourhood Corridors in Tutela Heights where the minimum height should be 2 storeys and maximum height should be 4 storeys consistent with the Official Plan.

### **Residential Mid-Rise Zone**

One Residential Mid-Rise Zone is recommended that permits all mid-rise dwelling types including apartment buildings.

With a wide range of built forms permitted, the Residential Mid-Rise Zone would require a different set of provisions for differing building types. Of particular importance is height, as the new Official Plan permits a range of 3-6 storeys, however, this may not be appropriate across all areas intended for mid-rise residential. It is recommended that all the new Mid-Rise zoned sites should have a maximum height of 6 storeys, while all existing Mid-Rise zoned sites (i.e., former R4A and R4B zones) should have a maximum height of 4 storeys.

The current lot coverage permissions for mid-rise zones within the existing Zoning By-law is 35%, which reflects an older practice. A larger lot coverage such as 50% or 60% is recommended especially to encourage mid-rise apartments.

Another key consideration for the Residential Mid-Rise Zone is amenity space. The existing Zoning By-law requires 9 m<sup>2</sup> per unit. A reduced or prorated approach is recommended for the new Zoning By-law, such as requiring 8.0 m<sup>2</sup> per unit for the first eight (8) units, and an additional 5.0 m<sup>2</sup> per each additional unit which can be a combination of indoor and outdoor amenity space.

### **Residential High-Rise Zone**

One Residential High-Rise Zone is recommended while also permitting non-residential uses on the ground floor consistent with the new Official Plan.

With a single Residential High-Rise Zone, one set of provisions is appropriate. It is recommended that the maximum height of 12 storeys from the current Zoning By-law be maintained. In addition, the floor-to-ceiling heights can vary among buildings, therefore the introduction of heights in metres should be considered. It is also recommended that the Residential High-Rise Zone include development standards for high-rise buildings such as an angular plane. A 45-degree angular plane measured from low-rise residential areas is a common standard and could be introduced to ensure better compatibility with adjacent low-rise residential areas. A restriction on the amount of shadow cast on public parks during the day will also be considered in the new Zoning By-law.

## 9 Institutional Zones



Two institutional zones are proposed:

- Minor Institutional (I1) Zone; and
- Major Institutional (I2) Zone.

### 9.1 Permitted Uses

The permitted uses for the major and minor institutional zones are set out in **Table 7**.

**Table 7: Uses Permitted in the Institutional Zones**

Permitted Uses	Minor Institutional Zone	Major Institutional Zone
Art gallery	Yes	Yes
Community Centre	Yes	Yes
Crisis residence	-	Yes
Day Care facility	Yes	Yes
Dormitory	-	See Note 1
Emergency medical services (Police, fire and ambulance station)	Yes	Yes
Group Correctional Home	Yes	Yes
Group Home	Yes	Yes
Hospital	-	Yes
Medical clinic	-	Yes
Medical office	Yes	Yes
Museum	-	Yes
Neighbourhood convenience store	See Note 1	See Note 1
Personal service store	-	See Note 1
Place of worship	Yes	Yes
School, Post Secondary	-	Yes
Retirement home	-	Yes
School, Elementary	Yes	Yes
School, Secondary	-	Yes
Note 1: Permitted in conjunction with an institutional use.		

### 9.2 Provisions

A different set of lot and yard provisions should be provided for different uses due to their different scale, lot size and open space requirements. As such, standards related to the lot, yard and built form are recommended to be organized into the following categories of uses:

- Schools;
- Hospitals;
- Places of Worship;
- Emergency Medical Services; and

- Other institutional uses.

The provisions for the above-mentioned use categories may include different standards but may also overlap where appropriate.

## 10 Employment Zones



There are two employment zones proposed which include:

- General Employment (GE) Zone; and
- Prestige Employment (PE) Zone.

### 10.1 Permitted Uses

The permitted uses, which conform to the Official Plan policies, are set out in **Table 8**.

**Table 8: Uses Permitted in the Employment Zones**

Permitted Uses	General Employment Zone	Prestige Employment Zone
Animal shelter and control facility	Yes	Yes
Autobody repair shop	Yes	-
Automobile supply store	Yes	Yes
Asphalt plant	Yes	-
Brewing on premises establishment	-	Yes
Bulk sales establishment	Yes	-
Cannabis production/processing	Yes	Yes
Catering service	Yes	Yes
Chemical and pharmaceutical industry	Yes	Yes
Computer, electronic or data processing establishment	Yes	Yes
Concrete batching plant	Yes	-
Contractor's yard	Yes	-
Day care facility	-	Yes
Dry cleaning	Yes	Yes
Electricity generation facility	Yes	-
Energy from waste	Yes	-
Equipment rental	Yes	Yes
Financial institution	-	Yes
Food processing plant	Yes	Yes
General office	-	Yes
Hotel	-	Yes
Impounding yard	Yes	-
Industrial mall	Yes	Yes
Industrial rental establishment	Yes	Yes
Liquid waste transfer station	Yes	-
Manufacturing	Yes	Yes
Microbrewery	Yes	Yes
Neighbourhood convenience store	-	Yes
Open storage	Yes	-
Personal service	-	Yes
Place of entertainment/recreation	-	Yes
Propane filling plant/transfer station	Yes	-
Propane storage tank	Yes	-
Printing establishment	Yes	Yes
Recycling operation	Yes	-
Research uses	Yes	Yes
Restaurant	-	Yes
Retail sale of items manufactured on the property	Yes	Yes

Permitted Uses	General Employment Zone	Prestige Employment Zone
Salvage yard	Yes	-
School, trade	Yes	Yes
Service industry	Yes	Yes
Service or repair shop	Yes	Yes
Studio	-	Yes
Transportation/truck terminal	Yes	Yes
Warehouse, public storage	Yes	Yes
Warehouse uses	Yes	Yes
Waste transfer station	Yes	-
Wholesale uses	Yes	Yes
Works yard	Yes	-

## 10.2 Provisions

The list of provisions for both employment zones will generally include the following:

- Min. Lot Area;
- Min. Lot Frontage;
- Max. Height
- Min. Front Yard
- Min. Rear Yard abutting a Residential Zone
- Min. Rear Yard abutting any other Zone
- Min. Interior Side Yard
- Min. Interior Side Yard abutting a Residential Zone
- Min. Interior Side Yard abutting any other Zone;
- Min. Exterior Side Yard;
- Min. Landscaped Open Space; and
- Landscape Strip.

Both the General Employment and Prestige Employment zones will implement the built form guidelines described in Brantford’s Urban Design Manual for employment buildings.

The General Employment Zone will also need to reflect the Official Plan requirement for ancillary offices only. A cap for office uses at 50% of gross floor area of the development on a lot is recommended.

The Prestige Employment Zone will permit major office uses; however they will be restricted at a size cap of 4,000 m<sup>2</sup> as per the Official Plan and the Growth Plan for the Greater Golden Horseshoe which directs major offices to the Downtown Urban Growth Centre and other Strategic Growth Areas.

Maximum lot coverage requirements are proposed to be eliminated. In their place, a landscape strip requirement along road frontages and a minimum landscaped open space requirement will apply to encourage more intense use of employment areas. The new Zoning By-law will additionally consider whether to provide separation between major facilities and sensitive land uses in accordance with the Province’s D-6 guidelines for Compatibility between Industrial Facilities.

## 11 Commercial Zones



Three Commercial Zones are proposed which include:

- Automobile Service/Gas Station (AS/GS) Zone;
- Convenience Commercial (CC) Zone; and
- Neighbourhood Commercial (NC) Zone.

### 11.1 Permitted Uses

The permitted uses for the zones are set out in **Table 9**.

**Table 9: Uses Permitted in the Commercial Zones**

Permitted Uses	Automobile Service / Gas Station Zone	Convenience Commercial Zone	Neighbourhood Commercial Zone
Alternative health care	-	Yes	Yes
Apartment dwelling	-	Yes	See Note 1
Art Gallery	-	-	Yes
Automobile gas bars	Yes	-	-
Automobile repair garage	Yes	-	-
Automobile washing facility	Yes	-	-
Bakery	-	Yes	Yes
Banquet hall	-	-	Yes
Brewing on premises establishment	-	-	Yes
Building supply centre	-	-	Yes
Commercial school	-	-	Yes
Day Care facility	-	Yes	Yes
Financial institution	-	-	Yes
Funeral homes	-	-	Yes
General office	-	Yes	Yes
Grocery store	-	-	Yes
Hotel	-	-	Yes
Library	-	Yes	Yes
Medical clinic	-	-	Yes
Medical office	-	Yes	Yes
Neighbourhood convenience store	Yes	Yes	Yes
Nightclub, bar, pub	-	-	Yes
Nursery garden centre	-	-	Yes
Personal Service	-	Yes	Yes
Pharmacy	-	Yes	Yes
Place of entertainment/recreation	-	-	Yes
Place of worship	-	-	Yes
Place of assembly	-	-	Yes
Restaurant	Yes	-	Yes
Restaurant, fast food	Yes	-	Yes
Retail store	-	Yes	Yes
Service industry	-	-	Yes
Shopping centre	-	-	Yes
Studio	-	Yes	Yes
Veterinary clinic	-	-	Yes

Note 1: Permitted above the ground floor with non-residential uses located on the ground floor.

## 11.2 Zone Specific Considerations

### Automobile Service / Gas Station Zone

One set of provisions will apply to this zone with provisions for setbacks to the gasoline pump island, pump island canopy, pump island kiosk as well as to car washes and any convenience stores or restaurants that are part of the gas station facility.

### Convenience Commercial Zone

The proposed Convenience Commercial Zone is intended to apply to small commercial sites located in the interior of residential neighbourhoods.

One set of provisions and standards for all permitted uses is recommended as these sites are intended to be compatible with the adjacent residential neighbourhoods. As such, the lot standards from the existing Convenience Commercial (C7) Zone in the City's current Zoning By-law are proposed to be used as the basis for the new Convenience Commercial Zone.

### Neighbourhood Commercial Zone

The new Neighbourhood Commercial Zone is intended to accommodate the largest range of permitted uses that serve residential neighbourhoods.

Two sets of provisions and standards are recommended. The first set of provisions will provide direction to sole commercial uses such as a plaza. The second set will apply to buildings with residential uses on the upper floors and heights up to 4 storeys. Where the Neighbourhood Commercial Zone applies to the Neighbourhood Centre sub-designation of the Official Plan, a minimum height of three storeys will apply to residential and mixed-use buildings and a minimum height of 8 m will apply to non-residential buildings.

## 12 Agricultural Zone



One Agricultural (A) Zone will be created in the new Zoning By-law with the following permitted uses as set out in **Table 10**.

**Table 10: Uses Permitted in the New Agricultural Zone**

Permitted Uses	Agricultural Zone
Additional residential unit	Yes
Agricultural use	Yes
Agri-tourism use	Yes
Agriculture related use	Yes
Aviary	Yes
Bed and breakfast establishment	Yes
Bunkhouse/farm labour housing	Yes
Cannabis production/processing facility	Yes
On-farm diversified use	Yes
Riding stable or arena	Yes
Single detached dwelling	Yes
Farm production outlet	Yes
Forestry uses	Yes
Greenhouse	Yes
Home occupation	Yes
Home industry	Yes

The scope of provisions to be included in the new Agricultural Zone is outlined below:

- Min. Lot Area;
- Min. Lot Frontage;
- Max. Lot Coverage;
- Max. Height;
- Min. Front Yard;
- Min. Rear Yard;
- Min. Interior Side Yard; and
- Min. Exterior Side Yard.

The new Zoning By-law should include different provisions for farms, dwellings on a non-farm rural lot, farm production outlets and greenhouses. Minimum landscape requirements should not be carried forward into the new Zoning By-law, because they are not necessary due to the large lot size of farms and rural non-farm residences. Minimum distance separation requirements will be integrated into the new Zoning By-law, as per the Province’s Minimum Distance Separation (MDS) Document: Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks.

## 13 Core Natural Zone



A new Core Natural (N) Zone will be created to implement the Core Natural Area Designation in the Official Plan. The new zone will follow the boundaries of the designation irrespective of property lines. A full scope of permitted uses is outlined in **Table 11**.

**Table 11: Uses Permitted in the New Core Natural Zone**

Permitted Uses	Core Natural Zone
Agricultural Uses	Yes
Campground	See Note 1
Cemeteries, mausolea, columbarium	See Note 1
Parks	Yes
Golf courses and driving ranges	See Note 1
Conservation and flood or erosion control projects	Yes
Forestry	Yes
Small-scale structures for passive recreational uses, including boardwalks, footbridges, fences and picnic facilities	Yes
Stormwater management facility	Yes
Wildlife management	Yes
<b>Note 1:</b> Permitted as existing uses	

## 14 Open Space Zone



One Open Space (OS) Zone will be created to implement the Parks and Open Space Designation in the Official Plan with a scope of permitted uses outlined in **Table 12** below.

**Table 12: Uses Permitted in the Open Space Zone**

Permitted Uses	Open Space Zone
Campground	Yes
Cemeteries, mausolea, crematoria, columbarium	Yes
Food service vehicles	Yes
Golf courses and driving ranges	Yes
Parks	Yes
Place of assembly	See Note 1
Place of recreation	See Note 1
Retail store	See Note 1
Restaurant	See Note 1
Stormwater management facility	Yes
<b>Note 1:</b> Permitted as accessory use	

Significant archaeological sites are recommended to be zoned Open Space with a site-specific provision to prohibit the erection of any buildings and structures.

Minimum landscaped open space will not be required. Requirements for minimum lot area, lot frontage and maximum lot coverage may also not be necessary. Separate provisions should be provided for cemeteries and golf courses. A list of provisions should include:

- Maximum height;
- Min. front yard;
- Min. rear yard;
- Min. interior side yard; and
- Min. exterior side yard.

## 15 Development Zone



A Development (D) Zone will be created and will apply to the boundary expansion lands within the Residential and Intensification Corridor designations. These lands are located within the eight Block Plan Areas identified in the Official Plan: Powerline West, Powerline Central, Powerline East, Balmoral, Lynden Garden, Tutela Heights West, Tutela Heights South, Tutela Heights East. Before development can occur in these areas, landowners must work together to prepare Block Plans to co-ordinate the comprehensive development of each Block Plan Area. Each Block Plan will illustrate a conceptual master plan layout, determined to be technically feasible in a Block Servicing Strategy, and will form the basis for approvals of subsequent applications for Draft Plan of Subdivision and Zoning By-law Amendment. The Development Zone is intended to apply to these lands on an interim basis until the Block Plan process is complete and landowners rezone the lands to applicable zone(s) in the new Zoning By-law (e.g., the Greenfield Neighbourhood Low-Rise Zone, Intensification Corridor Zone, etc.) to permit future urban development.

Only uses existing on the date the new Zoning By-law comes into effect will be permitted in the Development Zone. The development of new buildings and structures will not be permitted prior to block plan completion and rezoning; however, additions to existing building and structures will be permitted, along with accessory buildings and structures.

## 16 Next Steps



The work done in Phase 4 of the New Zoning By-law Project, as outlined in this report, provides a framework to guide drafting sections of the new Zoning By-law in the next phase of the Project.

As the New Zoning By-law Project progresses and the zoning provisions are refined, there may be a need to implement additional zones, lot provisions and/or permitted use requirements in order to ensure the Official Plan policies are fully implemented.

## **Appendix A - Parking Utilization Study**

This Parking Utilization Study has been prepared to support the New Zoning By-law Project, a comprehensive phased approach that will establish a new Zoning By-law for the City of Brantford. Determining appropriate parking requirements for multi-unit residential uses was a primary concern raised by the Zoning By-law Task Force in Phase 3 of the Project. The existing Zoning By-law has a minimum requirement of 1.5 parking spaces per unit for apartments, block townhouses, and similar uses. Discussion Paper #4 – Parking and Loading Standards identified a preliminary recommendation to reduce this requirement based on a review of best practices and trends seen in recent development in Brantford. To investigate these trends further and help inform recommendations for the parking requirements in the new Zoning By-law, Planning and Development Services Staff conducted a Parking Utilization Study to gather data about how parking spaces are used in existing apartment buildings and block townhouse developments in Brantford. The Study consisted of two parts: parking utilization case studies of select properties, and a parking utilization survey with property managers.

### **1.0 Part 1: Case Studies**

Staff completed in-depth parking utilization case studies for select properties in Brantford. Staff received permission from property managers to attend 14 properties to complete counts of occupied parking spaces. For each property, the counts were completed at multiple time periods (morning, afternoon, evening, and night) over multiple days (Thursday, Friday, and Saturday). The data collected in these case studies is provided in Table 1 and discussed below. A summary of the results of the case studies is provided in Table 2.

The “on-site parking utilization rate” (refer to Table 1) is the maximum number of on-site parking spaces used per unit. It is calculated as the ratio of the greatest number of on-site parking spaces occupied at one time (i.e., during the peak period of parking utilization), to the number of occupied residential units. This includes on-site parking spaces for residents and visitors, although it should be noted that some properties do not have parking spaces specifically demarcated for visitors, and some properties had signs indicating that visitor parking is not permitted. In most cases, the peak period of on-site parking utilization occurred at night. The surplus parking spaces are the number of on-site parking spaces that were unoccupied during this peak period.

For each of the properties, the maximum on-site parking utilization rate is lower than the minimum requirement of 1.5 spaces per unit contained in the City’s existing Zoning By-law 160-90. The surplus parking space counts show that 10% to 48% of on-site parking spaces were unused at these properties, even during the peak period of on-site parking

utilization. This indicates that the demand for parking may be lower than the City's current requirements.

Table 1 also shows the "total parking utilization rate", which is the number of on-site parking spaces used per unit, plus the number of on-street and off-site parking spaces used per unit. This value adjusts the on-site parking utilization rate by accounting for vehicles that were parked on the street or on a nearby municipal lot and are assumed to be associated with the subject development. For some properties, it appears that some residents and visitors are parking on the street or off-site due to convenience (i.e., the location of on-street parking may be closer to a building's entrance than dedicated visitor parking spaces), or to avoid paying a fee for parking on site or because visitor parking on-site is prohibited by the property manager. The total parking utilization rates are therefore slightly higher for properties where there is associated on-street and off-site parking; however in every case the total parking utilization rate remains lower than the minimum parking requirement the existing Zoning By-law.

Table 1 - Parking Utilization Case Studies

Address	Distance from Nearest Hwy 403 Interchange (km)	Tenure	Development Type	Occupied Units	On-Site Parking Spaces	On-Site Parking Utilization Rate (all on-site parking spaces)	Surplus Parking Spaces (unoccupied during peak period)	On-Site Visitor Parking Utilization Rate* (on-site visitor parking spaces only)	Total Parking Utilization Rate (including on-site parking, as well as on-street and off-site parking)
395 Conklin Road	6.9 (King George Rd/403)	Condominium	Apartments	208	287	1.11 spaces per unit	56	0.09 spaces per unit	1.11 spaces per unit
85 Morell Street	3.1 (King George Rd/403)	Condominium	Apartments	108	139	0.84 spaces per unit	48	-	1 space per unit
248 Grand River Ave	3.1 (King George Rd/403)	Condominium	Apartments	132	132	0.88 spaces per unit	16	-	0.92 spaces per unit
312 Grand River Ave	3.5 (King George Rd/403)	Rental	Apartments	53	60	0.58 spaces per unit	29	-	0.77 spaces per unit
36 Hayhurst Road	1.2 (Fairview/403)	Condominium	Apartments	144	226	1.15 spaces per unit	61	0.04 spaces per unit	1.15 spaces per unit
56 Memorial Drive	1.3 (Fairview/403)	Rental	Townhouses	70	106	0.79 spaces per unit	51	-	0.79 spaces per unit
640 West Street	1.1 (Wayne Gretzky Pkwy/403)	Condominium	Apartments	106	154	0.97 spaces per unit	51	0.09 spaces per unit	0.97 spaces per unit
Sifton Brier Park (Dunsdon Street and Coachwood Road)	2.6 (Wayne Gretzky Pkwy/403)	Rental	Townhouses	370	639	1.33 spaces per unit	146	0.03 spaces per unit	1.38 spaces per unit
19 Lynnwood Drive	2.8 (Wayne Gretzky Pkwy/403)	Rental	Apartments	59	70	0.85 spaces per unit	20	-	0.85 spaces per unit
27 Lynnwood Drive	3.0 (Wayne Gretzky Pkwy/403)	Rental	Apartments	61	50	0.74 spaces per unit	5	-	0.85 spaces per unit
335 Dunsdon Street/ 575 Park Road North	2.2 (Wayne Gretzky Pkwy/403)	Rental	Apartments	350	510	1.01 spaces per unit	157	0.05 spaces per unit	1.01 spaces per unit
9 Bonheur Court	2.5 (Garden Ave/403)	Condominium	Apartments	141	206	0.99 spaces per unit	67	-	0.99 spaces per unit
150 Darling Street/ 129 Wellington Street	3.7 (Wayne Gretzky Pkwy/403)	Rental	Apartments	242	286	0.65 spaces per unit	129	-	0.69 spaces per unit
77 Diana Ave	6.3 (King George Rd/403)	Condominium	Townhouses	177	38**	-	9**	0.16 spaces per unit	-

\*Note: This rate is only provided for properties with specifically demarcated on-site visitor parking.

\*\*Note: Includes visitor parking only, as each townhouse unit at 77 Diana Ave contains a private garage and driveway.

Table 2 - Summary of Case Study Results

		<b>Apartments</b>	<b>Block Townhouses</b>
Average Parking Utilization Rate	On-Site	0.89 spaces per unit	1.06 spaces per unit
	Total (on-site, on-street, and off-site)	0.94 spaces per unit	1.09 spaces per unit
85 <sup>th</sup> Percentile Parking Utilization Rate	On-Site	1.12 spaces per unit	N/A
	Total	1.12 spaces per unit	N/A
Minimum Parking Utilization Rate	On-Site	0.65 spaces per unit	0.79 spaces per unit
	Total	0.69 spaces per unit	0.79 spaces per unit
Maximum Parking Utilization Rate	On-Site	1.15 spaces per unit	1.33 spaces per unit
	Total	1.15 spaces per unit	1.38 spaces per unit

Note: 77 Diana Ave is excluded from this summary as only visitor parking spaces could be counted.

## 2.0 Part 2: Survey

Staff also conducted a survey on parking utilization in Brantford to supplement the results of the case studies. Property managers of 37 existing apartment buildings (with five or more units) and 10 existing block townhouse developments (without garages) completed the survey by phone or email. Property managers for an additional 9 block townhouse developments with garages completed the survey as well, however this data was excluded from the analysis as it is not possible to confirm whether garages are being used for parking. The survey responses included the following information:

- Number of residential units;
- Number of parking spaces (including parking spaces reserved for residents and spaces reserved for visitors where these spaces are distinguished); and
- Number of parking spaces utilized. Where parking spaces are assigned to specific units and/or where parking spaces are rented or sold at a separate cost in addition to the rent or purchase price of a unit, the number of parking spaces utilized is the number of spaces assigned to residents and/or rented/sold. For

developments where parking spaces are not assigned to specific units (i.e., parking is provided on a first come, first served basis) and there is no separate charge for parking, the number of parking spaces utilized is the property manager's estimate of the total number of parking spaces that are occupied on average.

This information was used to calculate the on-site parking utilization rate (i.e., the number of parking spaces used per unit) for each development participating in the survey. The results of the survey are summarized in Table 3 and discussed below.

**Table 3 - Summary of Survey Results**

	<b>Apartments</b>	<b>Block Townhouses</b>
Average Parking Utilization Rate	0.78 spaces per unit	0.91 spaces per unit
85 <sup>th</sup> Percentile Parking Utilization Rate	1.11 spaces per unit	1.55 spaces per unit
Minimum Parking Utilization Rate	0.15 spaces per unit	0.4 spaces per unit
Maximum Parking Utilization Rate	1.45 spaces per unit	1.63 spaces per unit

As with the results of the case studies, the reported average rate of parking utilization for both apartments and townhouses in the survey is lower than the existing requirement in the City's current Zoning By-law of a minimum of 1.5 parking spaces per unit. This indicates that the demand for parking may be lower than the City's current requirements. For example, for a 100 unit apartment building, the current Zoning By-law would require a minimum number of 150 parking spaces, whereas, only 78 spaces are being used based on the average parking utilization rate in the survey for apartments (0.78 spaces per unit), resulting in a surplus of 72 spaces that are not needed.

The 85<sup>th</sup> percentile parking utilization rate indicates that 85 percent of the developments in the survey have a parking utilization rate at or below that value. For apartments, this value is also lower than the City's existing minimum parking requirement in the Zoning By-law, at 1.11 spaces per unit. For block townhouses it is slightly higher at 1.55 spaces per unit; however there is a small sample size for townhouses and only one property has a rate that is greater rate than this value.

The apartment and townhouse developments with the lowest parking utilization rates in the survey are affordable housing developments. This is a trend that is seen across the survey data, and is discussed further below.

335 Dunsdon Street/575 Park Road North is the apartment development with the highest parking utilization rate in the survey of 1.45 spaces per unit. This development consists of three rental apartment buildings with 350 units. A case study was also completed for this development, and the maximum parking utilization rate observed in the case study (1.01 spaces per unit, refer to Table 1) was lower than the rate reported by the property manager in the survey. 24-30 Coachwood Road is the townhouse development with the highest parking utilization rate in the survey of 1.63 spaces per unit. It is a small development with 32 condominium townhouse units.

Staff also reviewed the survey data to determine if there are certain locational or other factors that impact parking utilization, as shown in Table 4 below and discussed below.

**Table 4 - Review of Potential Factors Affecting Parking Utilization**

Factor		Average Parking Utilization Rate	
		Apartments	Block Townhouses
Affordable Housing	Affordable housing	0.34 spaces per unit	0.6 spaces per unit
	Market-rate housing	0.98 spaces per unit	1.22 spaces per unit
Tenure	Rental	0.78 spaces per unit	0.75 spaces per unit
	Condominium	1 space per unit	1.15 spaces per unit
Downtown Urban Growth Centre (UGC)	Located within the UGC	0.42 spaces per unit	All townhouses in the survey are located outside of the UGC.
	Located outside of the UGC	0.82 spaces per unit	
Proximity to Highway 403 Access	Located within 3.5km to a Highway 403 access	0.93 space per unit	0.98 spaces per unit
	Located > 3.5km to a Highway 403 access	0.54 spaces per unit	0.6 spaces per unit
Proximity to On-Street Parking	On-street parking adjacent to development	0.76 spaces per unit	All townhouses in the survey are adjacent to on-street parking.
	No on-street parking adjacent to development	0.82 spaces per unit	
Proximity to Transit Stop	Transit stop on street adjacent to development	0.79 spaces per unit	0.95 spaces per unit
	No transit stop on street adjacent to development	0.78 spaces per unit	0.89 spaces per unit

Affordable housing is one factor with notable variation in parking utilization. The average parking utilization rates are substantially lower for affordable apartments and affordable townhouses in the survey compared to developments without affordable housing (i.e., market-rate housing). There is also some variation in the rates when considering the tenure of a development, with a lower average parking utilization rate reported in the survey for rental developments compared to condominium developments. However, since all of the affordable developments in the survey are rental developments, this variation is explained by the trend of lower parking utilization for affordable housing. In addition, it should be noted that the Zoning By-law cannot regulate the tenure of housing.

Properties located within the Downtown Urban Growth Centre also have a lower parking utilization rate compared to properties located outside of the Downtown. This trend remains true even when excluding affordable housing (0.63 spaces per units in the UGC compared to 0.99 spaces per unit outside of the UGC). Since the Downtown is walkable and transit accessible, this likely reduces the need for personal vehicles for Downtown residents.

Properties located within a 3.5 km distance (approximately a five minute driving distance) to a Highway 403 access appear to have a higher parking utilization rate compared to properties located greater than 3.5 km to a Highway 403 access. These locations may be attractive for residents who rely on highway travel frequently, like those who commute to work outside of Brantford; however it is noted that the parking utilization rates reported through the survey for properties that are closer to the highway are still well below the City's current parking requirements. Finally, only minor variations in the average parking utilization rates were observed when considering proximity to a transit stop and proximity to on-street parking.

### **3.0 Summary of Parking Utilization Study Results and Recommendations for the New Zoning By-law**

A summary of the Parking Utilization Study results is provided in Table 5. As previously noted, the case studies and the survey produced similar results, which demonstrate that the City's current requirement of a minimum of 1.5 parking spaces per unit is greater than the demand for parking for apartment and block townhouse uses in Brantford. This means there is an opportunity to reduce the minimum parking requirements for these uses in the new Zoning By-law, without creating issues associated with a deficient supply of parking.

**Table 5 - Summary of Parking Utilization Study Results**

		<b>Apartments</b>	<b>Block Townhouses</b>
<b>Average On-Site Parking Utilization Rate</b>	Case Studies	0.89 spaces per unit	1.06 spaces per unit
	Survey	0.78 spaces per unit	0.91 spaces per unit
<b>85<sup>th</sup> Percentile On-Site Parking Utilization Rate</b>	Case Studies	1.12 spaces per unit	N/A
	Survey	1.11 spaces per unit	1.55 spaces per unit

In determining the recommended rates, it is important to acknowledge that the Parking Utilization Study has some limitations, including the following:

- The case studies represent a snapshot in time of parking utilization;
- The results of the survey are dependent on the accuracy of information provided by property managers. For example, where parking is provided on a first come, first served basis, property owners provided an estimate of the number of parking spaces occupied on average. Since some developments in the survey have a small number of units and small number of on-site parking spaces, a difference of a few occupied spaces could have a notable impact on the parking utilization rate for those properties;
- Both the case studies and the survey had small sample sizes, particularly for block townhouse developments; and
- Parking utilization rates reported in the survey do not account for residents and visitors who are parking on-street or off-site.

Given these Study limitations, in determining the recommended parking requirements for the new Zoning By-law, the project team also considered the range of minimum parking rates applied in the Zoning By-laws of other Ontario municipalities reviewed as part of Discussion Paper #4 – Parking and Loading Standards. In addition, the project Team considered the range of minimum parking rates that have been approved by Brantford City Council through site-specific Zoning By-law Amendment (ZBA) applications from 2018 to January 2023, as outlined in Table 6 below.

Table 6 - Minimum Parking Rates Approved through Site-Specific Zoning By-law Amendments (2018-2023)

Year ZBA Approved	Address	Minimum Parking Rate Approved	
		Apartments	Townhouses
2018	5 Marlene Avenue	1 space per unit	-
2018	81 Peel Street	1.08 spaces per unit	-
2019	677 Park Road North	-	1 space per unit for stacked townhouses plus approximately 0.12 spaces per unit for visitors (20 visitor parking spaces for overall development with 172 units)
2019	Southwest Corner of Shellard Lane and Conklin Road	1.35 spaces per unit	-
2020	573-585 Colborne Street	1 space per unit plus approximately 0.08 spaces per unit for visitors (30 visitor parking spaces for overall development with 368 units)	-
2020	908-914 Colborne Street	1.3 spaces per unit	-
2020	120-138 Market Street and 31 and 35 Chatham Street	0.93 spaces per unit (plus one space per 40m <sup>2</sup> GFA of non-residential uses)	-
2021	180 Grand River Avenue	1.1 spaces per unit	-
2021	10 Jubilee Avenue	1.15 spaces per unit	-
2022	130 Elgin Street	0.83 spaces per unit	-

Year ZBA Approved	Address	Minimum Parking Rate Approved	
		Apartments	Townhouses
2022	177 Colborne Street	0.51 spaces per unit (plus 1 space per 101m <sup>2</sup> GFA of general offices)	-
2022	12 Fisher Street	-	1.35 spaces per unit for stacked townhouses
2022	446-450 Colborne Street	1 space per unit	-
2022	247-253 West Street	0.96 spaces per unit	-
2022	354 West Street	1.15 spaces per unit	-
2022	33-43 Erie Avenue and 100 Market Street South	0.7 spaces per unit (plus 1 space per 27m <sup>2</sup> GFA of commercial uses)	-
2022	461-467 West Street	1.18 spaces per unit	-
2023	415-417 Colborne Street East	1 space per unit (plus 1 space per 25m <sup>2</sup> of commercial/office space)	-

Table 7 outlines the minimum parking requirements for apartments, block townhouses and similar uses that are recommended to be included in the new Zoning By-law. These recommendations are also discussed below.

**Table 7 - Recommended Minimum Parking Space Rates**

Use	Rate
Affordable Housing	0.5 spaces per unit, plus 0.15 spaces per unit for visitors
Apartment	1 space per unit, plus 0.15 spaces per unit for visitors

Use	Rate
Block Townhouse	1 space per unit, plus 0.25 spaces per unit for visitors
Stacked Townhouse	1 space per unit, plus 0.25 spaces per unit for visitors
Mixed-Use Building	Residential: 1 space per unit plus 0.15 spaces per unit for visitors  Retail and/or Office: 1 space per 30m <sup>2</sup> GFA
Apartments in the Downtown Urban Growth Centre	0.7 spaces per unit, plus 0.15 spaces per unit for visitors

Visitor Parking – For each of the uses in Table 7, it is recommended that a separate requirement for a minimum number of visitor parking spaces be included in the new Zoning By-law. Visitor parking spaces are dedicated spaces that are reserved for the use of visitors. Separating visitor parking requirements is a common practice amongst other municipalities and would help to ensure that visitors are able to park on-site rather than relying solely on on-street parking.

Apartment Rates and Townhouse Rates – The Parking Utilization Study demonstrated a greater parking utilization rate for townhouses compared to apartments. Therefore it is recommended that one rate be provided for apartments, fourplexes, and residential units in mixed-use buildings, and a slightly higher rate be provided for block townhouses and stacked townhouses.

Affordable Housing – Parking requirements can be a significant barrier in the development of affordable housing. The provision of each parking space increases the per unit cost of construction, particularly for structured parking, and constrains the area available on a property for constructing housing units. Reduced parking requirements for affordable housing can facilitate the development of affordable units by making projects more financially feasible. Therefore, it is recommended that a reduced parking rate for affordable housing be included in the new Zoning By-law. This will support the provision of affordable housing, while also reflecting the trend of lower parking utilization for affordable housing that was demonstrated in the Study. Other municipalities use similar approaches for affordable housing parking requirements. In the City of

Kingston's new Zoning By-law 2022-62, there are no minimum parking requirements for affordable housing, except for accessible spaces and visitor spaces. The City of Belleville has adopted guidelines for the Committee of Adjustment which recommend granting minor variances for reduced parking rates for affordable housing developments (0.5 – 0.75 spaces per unit).

Downtown Urban Growth Centre – Given the fiscal implications of providing parking, reduced parking requirements can act as an incentive to promote higher density, mixed-use development in Strategic Growth Areas like Brantford's Downtown Urban Growth Centre. This reduction can be particularly useful in older areas of the Downtown where the existing built form limits the potential for surface parking lots. A reduced parking rate for apartments in the Downtown is recommended, which would be implemented through a parking reduction area shown on a map in the Zoning By-law. This reduced rate would incentivize intensification in the Downtown, and would also reflect the trend demonstrated in the Study of lower parking utilization in this area.