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Date June 4, 2019 **Report No.** 2019-185

To Chair and Members
Committee of the Whole

From Paul Moore, General Manager
Community Development

1.0 Type of Report

Consent Item ☐
Item For Consideration ☒

2.0 Topic Zoning By-law Amendment PZ-18-18 (City-Wide Technical Amendment) [Financial Impact – None] (2019-185)

3.0 Recommendation

- A. THAT Zoning By-law Amendment Application No. PZ-18-18 initiated by The Corporation of the City of Brantford to amend Zoning By-law 160-90 by updating the zoning regulations and definitions, BE APPROVED, as outlined in Section 8.0 of Report 2019-185; and
- B. THAT Pursuant to Section 34(18.2) of the *Planning Act*, R.S.O. 1990, c.P.13. the following statement SHALL BE INCLUDED in the Notice of Decision:
- “Regard has been had for all written and oral submissions received from the public before the decision was made in relation to this planning matter, as discussed in Sections 7.2 of Report 2019-185.”*

4.0 Purpose and Overview

Application PZ-18-18 involves City Initiated Amendments to Zoning By-law No. 160-90 to update various zoning regulations. These modifications are housekeeping in nature and are collected by City Staff from the ongoing

administration of Zoning By-law No. 160-90. The proposed amendments include correcting typographical errors, clarifying the intent of a previous amendment, introducing model home provisions and revising parking regulations. This is discussed further in Section 8.0 of this Report and will ensure consistency with Provincial policy and address the changing nature of development within the City.

5.0 Background

Through the on-going administration of the City of Brantford's Zoning By-law No. 160-90, technical errors and deficiencies have been discovered. Proposed modifications and clarifications are also collected by City Staff on a regular basis. A housekeeping amendment is prepared to correct these matters and update the By-law.

This application has been initiated by the City to update the Zoning By-law on matters relating to the following:

- **Housekeeping Items:** to correct typographical and mapping errors, reorganize definitions for ease of reference and further clarify the intent of a previous technical amendment;
- **Model Homes:** to define a "model home" and establish regulations regarding the use of model homes for future plans of subdivisions, including a minor amendment to the Servicing Regulations; and,
- **Parking Spaces:** to review and modify parking standards as they relate to the required amount, size and location of off-street parking spaces and driveways.

6.0 Corporate Policy Context

6.1 Shaping our Future: Brantford's Community Strategic Plan (2014-2018)

This application was reviewed within the context of the Community Strategic Plan and it is consistent with the long-term desired outcomes set out under *Goal 4—Excellence in Governance & Municipal Management*. In particular:

"Brantford citizens will be engaged in and informed about their community and their city government".

The proposed changes will introduce regulations to Zoning Bylaw No. 160-90 that will ensure that the City is up-to-date with its local policies and addresses the needs of the community. This proposal is consistent with the direction established in the Community Strategic Plan.

6.2 Provincial Policy Statement

The proposed amendments have been reviewed with respect to the policies contained in the Provincial Policy Statement (PPS). The PPS is issued under the authority of Section 3 of the *Planning Act*, which requires that planning decisions “*shall be consistent with*” policy statements issued under the Act. Additionally, Section 4.7 and 4.8 of the PPS state that planning authorities shall keep their Zoning By-laws up-to-date with their Official Plans and the Provincial Policy Statement.

Planning Staff is of the opinion that the proposed amendments are consistent with the direction set out in the PPS. The amendments will provide clarity and reflect the direction set out in the Official Plan and adapt to changing trends within the community, since the Zoning By-law was approved almost 30 years ago.

6.3 Places to Grow, Growth Plan for the Greater Golden Horseshoe (2017)

This application has been reviewed with respect to the policies contained in the Growth Plan for the Greater Golden Horseshoe (“Growth Plan”). The vision for the Growth Plan is grounded in principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars are invested (Section 1.2.1).

Planning Staff is of the opinion that the proposed amendments are in conformity with the Growth Plan.

7.0 Input from Other Sources

7.1 Technical Liaison Response

This application was circulated to internal departments and external agencies for review, and the comments received are summarized in **Appendix A** and discussed in Section 8.0 of this Report.

Planning Staff also consulted with the City's Planning Advisory Committee (PAC). A Staff Report outlining the proposed amendments was presented to the Committee at their meeting held on February 20, 2019. After consulting PAC and additional research, it was determined that some of the originally proposed amendments were not necessary or were beyond the scope of a technical amendment and are not included in this housekeeping amendment. The minutes from the February 20th meeting are attached to this Report as **Appendix B**. The Planning Advisory Committee advised that they had no concerns with the proposed amendments.

7.2 Public Response

A Community Information Meeting was held on March 11, 2019 in the City of Brantford Council Chambers; notice of that meeting was published in the Civic News and on the City's website. Two Councillors and no members of the public attended the meeting. Notice of this public hearing was also posted in the Civic News. At the time of writing this Report, no comments have been received.

7.3 Grand River Notification Agreement

Notice of the technical amendment was issued to representatives of the Six Nations of the Grand River and the Mississaugas of the Credit First Nation, with no response received to date.

8.0 Analysis

The City of Brantford Planning Department regularly reviews Zoning By-law No. 160-90 and recommends updates and revisions through a technical amendment on an as-needed basis to Council. The last technical amendment was presented to Council in November of 2017.

As noted in Section 5.0 of this Report, the proposed amendments to the Zoning By-law relate to three general areas: housekeeping matters, model homes and parking spaces. These are described in more detail below:

8.1 Housekeeping Items

As previously stated in Section 4.0 of this Report, technical errors and regulations requiring further clarification have been discovered through the

on-going administration of the City of Brantford's Zoning By-law No. 160-90. These housekeeping amendments are as follows:

- a) **H-R4A-61 Zone:** The special exception number was incorrectly applied through By-law 4-2018 as a result of a typographical error. Lands that were zoned H-R4A-61 should have been zoned H-R4A-67 in both the text and mapping;
- b) **H-R4A-64 Zone:** Similar to the above, a special exception number was incorrectly applied through By-law 159-2018 as a result of a typographical error. Lands that were zoned H-R4A-64 should have been zoned H-R4A-68 in both the text and mapping;
- c) **H-R1B-32 Zone:** An incorrect reference was included on Schedule 'B' of By-law 60-2018. It referred to Map H-R1B-32 instead of Map R1B-32;
- d) **Reinstating C3-4 Zone:** The C3-4 Zone was deleted in its entirety through Zoning By-law Amendment No. 147-2016. This amending By-law affected lands located at 94 Grey Street and 149-151 Clarence Street to allow for a supermarket use. Inadvertently, the amending By-law removed the special exception from several other properties and it must now be reinstated;
- e) **Schedule 'A' Map V1:** An incorrect schedule reference was included in By-law 148-2018. It referred to Schedule 'A' Map V-1 instead of Schedule 'A' Map D8;
- f) **Mixed Use Building Definition:** The definition of Mixed Use Building is currently indexed in the Definition Section of the Zoning By-law under '*B*', *Building - Mixed Use*. For ease of reference, Staff are proposing that the definition of Mixed Use Building be relocated and indexed under the '*M*' Section; and
- g) **Street Townhouse Accessible Parking in the R4A Zone:** In April 2017, By-law No. 60-2017 was passed by Council to update the regulations in the Zoning By-law as they related to accessible parking spaces. The regulations clarified that accessible parking spaces were required in Zones which generally permitted more intensive uses (i.e. townhouses, apartment buildings, and commercial and industrial uses etc.). However, because the regulation was related to the Zone and not the permitted use,

accessible parking spaces would be required for street townhouses in the R4A Zone. This was never the intent of the original amendment as these types of dwelling units have direct access to a public street, the same as for single detached dwellings. Accordingly, Planning Staff recommend that the regulations in the Zoning By-law be amended to clarify that accessible parking spaces are not required for street townhouses that have direct frontage onto a public street.

8.2 Model Homes

At the present time, there are no regulations in the Zoning By-law to permit the construction of model homes in the City of Brantford. Currently, if a developer wishes to build a model home, the approval process is identical to building a regular dwelling unit in a plan of subdivision. This includes fulfilling all conditions of the subdivision agreement, such as providing servicing. Increasingly, members of the development community have enquired about constructing model homes to advance their developments so that they are able to display the types of units available to the public. In response to this request, Planning Staff are recommending the inclusion of a new definition and associated regulations for model homes.

These proposed regulations will permit construction of model homes prior to fulfilling all requirements for the full build-out of a plan of subdivision. This amendment would permit construction earlier in the regular process which benefits the development industry and future home buyers by getting their product to the market quicker. While there are benefits to adding these provisions, it is necessary to ensure that basic conditions (such as a paved road) are in place and securities are held prior to the construction of model homes.

Planning Staff have reviewed zoning regulations for model homes utilized by comparable municipalities, including Brant County, the Town of Grimsby, City of Hamilton, City of London, Norfolk County, City of St. Catharines and City of Waterloo. In reviewing the best practices of these municipalities while taking the local context of Brantford into account, Planning Staff recommend that a model home be defined and regulations respecting model homes be included in Zoning By-law 160-90. The following definition is proposed:

“Model Home means a dwelling which is not occupied for human habitation but is used for the purpose of display to the public and where a portion of this dwelling may be used as a sales office for the dwelling units to be constructed on lots within a registered plan of subdivision.”

The following regulations regarding model homes are proposed in the General Provisions Section of Zoning By-law 160-90:

Notwithstanding any other provisions of this By-law, where a subdivision agreement has been registered, a single detached dwelling, semi-detached dwelling or street townhouse dwellings may be constructed as a model home on a lot or block within a registered plan of subdivision subject to the following restrictions:

- a. The use shall be permitted in the Zone in which the dwelling is to be located;*
- b. Each dwelling unit shall be used for the purpose of a model home only and shall not be occupied as a dwelling unit until occupancy is issued by the Chief Building Official ;*
- c. A model home shall not be connected to public water or sanitary sewer services;*
- d. A model home shall have direct access to a street constructed with a base course of asphalt; and,*
- e. The number of model homes for any approved plan of subdivision shall not exceed the lesser of six (6) dwelling units or 10% of the total number of registered lots.*

Section 6.27 of Zoning By-law 160-90, which relates to minimum public services for buildings or structures, will also need to be amended to permit model homes to be built without connection to municipal services. These regulations, along with the subdivision agreement, will appropriately regulate the use of model homes while promoting residential development within the City. Staff recommends that the above definition and regulations be included in the Zoning By-law.

8.3 Off-Street Parking

On November 28, 2017 Council directed Staff to review parking requirements as they relate to low density residential dwellings (single and

semi-detached and duplex dwellings). The Council resolution is as follows:

WHEREAS the Owners of property at 3 Brier Crescent would like to renovate and convert part of their garage into living space which impacts their ability to provide a parking space in conformity with Zoning By-law 160-90; and

WHEREAS they have been in consultation with Staff of the Building Department and Planning Department since September and they have had to modify their renovations to satisfy the regulations in the Zoning Bylaw to avoid the need for an application for a Minor Variance; and

WHEREAS they would like to return to their original proposal which would require an application for Minor Variance to address any deficiencies relating to parking;

NOW THEREFORE BE IT RESOLVED that City Council DIRECT Planning Staff to do the following:

“THAT Planning Staff BE DIRECTED to review the parking requirements in Zoning By-law 160-90 as they relate to low density residential dwellings (single detached, semi-detached and duplex dwellings) through a technical amendment to the Zoning By-law to be considered in 2018.”

In response to this resolution, Staff has reviewed the regulations of the Zoning By-law that relate to parking space size and location and provide the following analysis.

8.3.1 Minimum Parking Space Dimensions

Although Council’s direction was to review the parking requirements as they related to low density residential dwellings, the City does not have a separate standard or parking space size requirement just for single detached dwellings, semi-detached or duplexes. Accordingly, Planning Staff reviewed the regulations as they relate to parking space size which applies to all uses in the City, as well as the location of the parking space as it relates specifically to the above noted low density dwelling types.

The minimum size for a standard off-street parking space in the City of Brantford is currently 2.75 m in width and 6 m in length. Staff has reviewed the parking space dimensions in comparable municipal Zoning By-laws

based on proximity and similar population size as shown on Table 1 below:

Table 1: Sample of Minimum Parking Space Sizes

Municipality	Length (m)	Width (m)	Area (m²)
City of Brantford	6	2.75	16.5
County of Brant	5.5	2.8	15.4
City of Guelph	5.5	Residential - 2.5 Other – 2.75	Residential – 13.75 Other – 15.125
City of Hamilton	5.8	3	17.4
City of Kingston	6	2.7	16.2
City of London	5.5	2.7	14.85
City of St. Catharines	5.2	2.6	13.52
City of Windsor	5.5	2.5	13.75
City of Woodstock	5.5	2.7	14.85
Average of Comparators	5.6	2.7	15.3

As shown in Table 1, the minimum parking space size in the City of Brantford is, on average, larger than the spaces noted in the comparator municipalities. With respect to the length of a parking space, the average length of a parking space is 5.6 m, whereas Zoning By-law 160-90 requires 6 m. The average parking space width for the comparator municipalities is 2.7 m, compared to 2.75 m for the City.

Benefits that accompany a reduction in parking space size result from repurposing the area that was formerly required to be dedicated to parking. This area can alternatively be used for pedestrian connections, landscaping, bicycle parking, and increasing a building's gross floor area and density. This is particularly relevant to medium or higher density developments such as block townhouses or apartments or mixed use developments as well as for commercial and employment type uses. An

increase in landscaping will decrease the amount of impervious surface and reduce storm water run-off. The reduction in parking space size also creates more flexibility for renovating or adding an additional dwelling unit to existing properties that have limited lot area that can be dedicated to parking requirements. For the reasons outlined above, Staff recommends that the minimum parking space width remain at 2.75 m, but that the length be reduced from 6 m to 5.6 m for all standard and accessible parking spaces.

While there are benefits to reducing the minimum parking space size, it is important to ensure that parking areas will still function appropriately. In consultation with the Transportation and Parking Services Department, the functionality of a 2.75 m x 5.6 m parking space was reviewed. Parking area functionality is based on three factors: parking space width, length and drive aisle width. A parking space must be able to accommodate vehicle storage, the opening of doors and the entering and exiting of a vehicle. Parking space width and drive aisle width play a significant role in the ease of vehicles entering and exiting a parking space and Staff is not recommending any changes to these dimensions without further comprehensive analysis and review. With respect to parking space length, the main function is vehicle storage. With the exception of larger trucks, a parking space length of 5.6 m can accommodate the majority of vehicles.

The length of standard off-street parking spaces was uniform with the length of accessible parking spaces across all sampled municipalities. In consultation with the City's Accessibility Coordinator, it was determined that the Design of Public Spaces only specifies width of a parking space and not the length. The City's Accessibility Coordinator has advised that there may be an increased risk for individuals transferring assistive devices in and out of the trunk of a vehicle. Development within the City is reviewed to ensure accessibility through the Site Plan Control process. Through this process, Staff ensures that accessible parking spaces are located close to building entrances where drivers may back into the parking space and safely unload their vehicle from the sidewalk.

Reducing the length of a parking space from 6 m to 5.6 m carries with it multiple benefits and minimal impact on the functionality of parking areas. Staff recommends that Section 6.18 and Schedules D.1 and D.3 of Zoning By-law 160-90 be amended to reduce the standard and accessible parking space length from 6 m to 5.6 m (as illustrated in **Appendix C**).

It should be noted that some of the municipalities included in Table 1 also include variable regulations for parking spaces depending on the location (e.g. if the space is in a garage or in a driveway). Some also include reduced parking stalls for compact vehicles. While consideration of variable parking space sizes is beyond the scope of this housekeeping amendment, this will be explored further through the development of the new Zoning By-law.

8.3.2 Off-street Parking Location and Maximum Driveway Width

In addition to parking space size, Planning Staff have reviewed Section 6.18.3.3 of the Zoning By-law, which relates to the location of parking spaces for low density type residential uses (single detached, semi-detached and duplexes). This Section states that *the required parking space shall not be located in a minimum front yard in a RE, R1A, R1B, R1C, R1D, R2, R3 or RC Zone*. With the exception of the RE Zone, the minimum front yard is the lesser of either 6 m from the front lot line or the established front building line, as illustrated in **Appendix D**.

This regulation which prohibits a required parking space from being located in the minimum front yard can constrain the redevelopment of residential properties, especially in cases where owners are seeking to renovate or add an additional dwelling unit. An addition or renovation may occupy the area formerly used as the required parking space, or a proposal to create an additional unit will generate the need for a second parking space. Although there may be room in front of the building, and it is a common practice for residents to park on a driveway in the minimum front yard, the Zoning By-law does not permit a required parking space in this location. Planning Staff receive inquiries and minor variance applications for relief from this regulation on a regular basis.

As the current provision is a barrier to creating more second unit dwellings in the City, the following benefits that accompany these units are not achieved:

- a. *“Allow homeowners to earn additional income to help meet the cost of homeownership;*
- b. *Support changing demographics by providing more housing options for extended families or elderly parents, or for a live-in caregiver;*

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- c. Help create mixed-income communities, which support local businesses and local labour markets;*
 - d. Make more efficient use of existing infrastructure, including public transit where it exists or is planned;*
 - e. Make more efficient use of the existing housing stock;*
 - f. Create jobs in the construction/renovation industry; and*
 - g. Assist municipalities in meeting their goals regarding affordable housing, intensification and density targets, and climate change mitigation and greenhouse gas emissions reduction.” (Source: Ministry of Municipal Affairs and Housing)*

To achieve these benefits, and give flexibility to the development community, Staff recommend that Section 6.18.3.3 be amended to include an exception to allow one parking space in the required front yard for single-detached, semi-detached, and duplex and street townhouse dwellings where the required parking space cannot be provided behind the exterior of the front wall of the main building (i.e. beyond the minimum front yard). To clarify, this exception will still require parking spaces to be paved and does not permit vehicles to park on grassed areas in the front yard, which is a common complaint to the By-law Enforcement Department.

In considering the proposed regulation, Staff reviewed similar provisions in the Zoning By-laws of comparable municipalities. The table below summarizes the residential parking location provisions of comparator municipalities.

Table 2: Residential Parking Location Provisions of Comparator Municipalities

Municipality	Front Yard Parking Provision
City of Brantford	<i>The required parking space shall not be located in a minimum front yard in a RE, R1A, R1B, R1C, R1D, R2, R3 or RC Zone.</i>
County of Brant	<i>The required parking space is permitted in front and exterior yards, provided that no part of any parking space is located closer than 3 metres to the lot line.</i>
City of Guelph	<i>Where an off-street Parking Space does not exist and where such space cannot be provided to the rear of the front wall of the Main Building of an existing Single-Detached Dwelling, 1 off-street Parking Space may be wholly or partially located within the required Front Yard.</i>
City of Hamilton	<i>The required parking spaces on a lot containing a single detached dwelling, semi-detached dwelling or duplex dwelling shall be located a minimum distance of 5.8 metres from the streetline and no parking spaces shall be permitted in a required front yard or required flankage yard except as otherwise permitted for single detached, semi-detached or duplex dwellings.</i>
City of London	<i>No person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage of a vehicle in any front yard or exterior side yard.</i>
Norfolk County	<i>Not more than one required parking space may be located within the required front yard or required exterior side yard. For triplex, duplex, fourplex, street townhouse, stacked townhouse, and boarding or lodging house dwellings, required parking spaces shall be prohibited within the required front yard or required exterior side yard; except where a dwelling unit has a private garage in which case the driveway leading to the private garage may be used as a parking space.</i>
City of St. Catharines	<i>A parking space, bicycle parking space, or parking area is permitted within any yard but is not permitted to encroach in any required landscape buffer or landscape open space</i>
City of Windsor	<i>A parking space, visitor parking space or accessible parking space is prohibited in a required front yard or required landscaped open space yard, except on a lot occupied by a single-unit dwelling, semi-detached dwelling, duplex dwelling or a townhome dwelling unit.</i>
City of Woodstock	<i>Permitted to a maximum of 50% of front yard. There is a required 1.0 metre setback from street line for residential units with individual driveways and a 1.5 metre setback for other residential uses</i>

As outlined in the table above, the comparator municipalities have a range of regulations related to the location of off-street parking spaces in

residential areas. Similar to Brantford's current regulation, the City of Hamilton and City of London prohibit locating a parking space in the minimum front yard. In contrast, the other comparator municipalities, all generally permit parking in the required front yard for specific situations or if certain criteria are met. The City of St. Catharines, for example, permits parking in any yard provided it does not encroach into any required landscape buffer or landscape open space. The City of Guelph and the City of Windsor have created an exception for existing dwellings and the County of Brant and City of Woodstock require minimum setbacks from lot lines. Norfolk County permits a maximum of one space in the front yard, but prohibits this for multi-unit and townhouse dwellings. Staff's recommendation to include an exception for single-detached, semi-detached, duplex and townhouse dwellings where the required parking space cannot be provided behind the exterior of the front wall of the main building is similar to the City of Windsor and the City of Guelph.

The purpose of limiting parking in the required front yard is to reduce the amount of paving and impervious surfaces. Section 6.18.3.9 of Zoning By-law 160-90 already limits paving by requiring properties to maintain 50% of their front yard as landscaped open space. Further, the proposed amendment limits the exception to one parking space which also reduces excessive paving.

Transportation and Parking Services commented that obtaining a road widening may be more difficult to secure in the event that a required parking space is located in the area to be dedicated for road widening. While this will always be an issue to some extent, Planning Staff recommend that the exception from Section 6.18.3.3 be limited to lands which are zoned RE, R1A, R1B, R1C, R1D, R2, R3 or RC. These would affect residential properties typically located in parts of the City where road widenings would not be required through the Official Plan (i.e. local roads and in newer subdivisions where the roads are already built to municipal standards in terms of road allowance width).

Transportation and Parking Staff also commented that although the current provision does not allow the required parking space to be located in the minimum front yard, the area may informally be used as off-street parking for additional vehicles. Planning Staff note that the current parking requirement for a typical single detached dwelling is one space per unit. Although locating a parking space in the minimum front yard may

eliminate an informal parking space, the property would still meet the parking requirements set out in Zoning By-law 160-90.

Planning Staff recommend that Section 6.18.3.3 be amended to add an exception for single-detached, semi-detached, and duplex and townhouse dwellings where the required parking space cannot be provided behind the exterior of the front wall of the main building.

9.0 Financial Implications

There are no direct Municipal financial implications related to the technical amendments addressed by this application.

10.0 Conclusion

The recommended changes identified in this Report arose out of ongoing monitoring of Zoning By-law 160-90 and address the changing nature of development within the City. The proposed amendments are consistent with the Provincial Policy Statement, and in conformity with Places to Grow legislation and the Official Plan. Planning Staff recommend approval of the proposed amendments to the Zoning By-law based on the Planning rationale and analysis provided above.



Sean House,
Development Planner
Community Development



Joe Muto, MCIP, RPP
Manager of Current Planning
Community Development



Lucy Hives, MCIP, RPP
Director of Planning
Community Development



Paul Moore, MCIP, RPP
General Manager
Community Development

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required ☒ yes ☐ no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk ☐ yes ☒ no

Is the necessary by-law or agreement being sent concurrently to Council? ☒ yes ☐ no

APPENDIX A
Comments

Department / Agency	Comment
Accessibility	Confirmed that accessible parking space length is not regulated in the Design of Public Spaces, though the Brantford Facility Accessibility Design Standards will need to be updated. Advised that decreasing accessible parking space length may increase the risk for individuals transferring assistive devices in and out of the trunk of a vehicle.
Brantford Power	No comment received
Building Department	Provided direction and required clarification on model homes provision
Clerks Department	No comment received
Economic Development	No comment received
Engineering Department	Recommended reduction in parking space length to 5.6 m. Concerns related to the loss of an informal parking space, and consequences for future road widenings with regard to the exception for front yard parking.
Fire Prevention Officer	No comment received
Licensing	No comment received
Parks and Recreation Department	No comment received
Long Range Planning	No comment received
Transit	No comment received

Agencies are advised at the time of circulation for comment that they are considered as having no objection to an application if they do not reply within the time limit provided. If additional time is required in which to comment they are to contact planning staff.

APPENDIX B
Planning Advisory Committee

Economic Development Advisory Committee
MINUTES
February 20, 2019

Page 2

BRANTFORD ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
MINUTES

WEDNESDAY, February 20, 2019
12:00 P.M.

TIM HORTON'S ROOM, VISITOR AND TOURISM CENTRE

Allan Lovett in the Chair

The meeting was called to order at 12:03pm

1. ROLL CALL

PRESENT: Mayor Davis, Councillor Utley, Mark Simpson, Stacey Fleming, Allan Lovett, Ken Karakas, Gregory Kempa

REGRETS: Paul McCaig, Joseph Soltis, Ed Doucet, Garnet Lasby, Garnet McDonald, Paul Vicano

STAFF: Kevin Finney, Robert Ham, Kevin Dekok, Sean House, Joe Muto, Nicole Drake (Recording Secretary)

2. DECLARATION OF CONFLICTS OF INTEREST

None.

3. DELEGATIONS (list, if any, available at meeting)

4. Planning Advisory Committee Matter

4.1 Zoning Bylaw Amendment PZ-18-18 (Technical Amendment) – Sean House, Planner, Development Planning

MOVED BY: Gregory Kempa
SECONDED BY: Mark Simpson

THAT the report be RECEIVED and direct Allan Lovett to prepare a response on behalf of the Committee by Friday, March 8, 2019.

Sean House presented Technical Amendments to Zoning Bylaw 160-90 regarding Zoning Bylaw Amendment PZ18-18. Joe Muto explained that technical amendments are housekeeping in nature to ensure consistency.

The first aspect is a standard housekeeping amendment to correct typographical errors, update the terms to reflect current Provincial policy (replacing the Day Nursery Act to the Childcare Early Years Act). The

**Economic Development Advisory Committee
MINUTES
February 20, 2019**

Page 3

amendment also includes changes to the spatial separation of townhouse blocks where 2 or more exist on the same property proposed to be 3m to allow for fire access, as there is no provision currently, and there is a proposed general provision that regulates the use of model homes for future plans of subdivision. This amendment also reviews and modifies parking standards as they relate to the required amount, size and location of off-street parking (Section 6.18), including that parking spaces not be included in a minimum front yard. Lastly, there is a review of the physical separation requirement for accessory retail (internal accessory sales), and changes to clarify the plural provision so that it is clear that it does not allow multiple retail spaces on one lot.

There will be further consultation internally, a Public Information Centre on March 11, 2019 (with notice in Civic News), and a report to Committee of the Whole – Community Development on May 7, 2019.

Discussion

M. Simpson - Section 6.2 townhouse separation, question regarding how much build up can be on the 3m separation. S. House noted that fire department personnel need to be able to pass through. Also, M. Simpson asked Section 6.4 question regarding the minimum frontage of a lot. S. House noted that it can be as little as 6m. M. Simpson questioned whether the frontage minus the driveway would still allow for on street parking for larger personal vehicles (such as pickup trucks). J. Muto responded that this could be addressed in the plan of subdivision. S. House agreed that this concern would be noted and commented that on a go forward basis, it would be the City's responsibility to manage this from a development standpoint as applications are received.

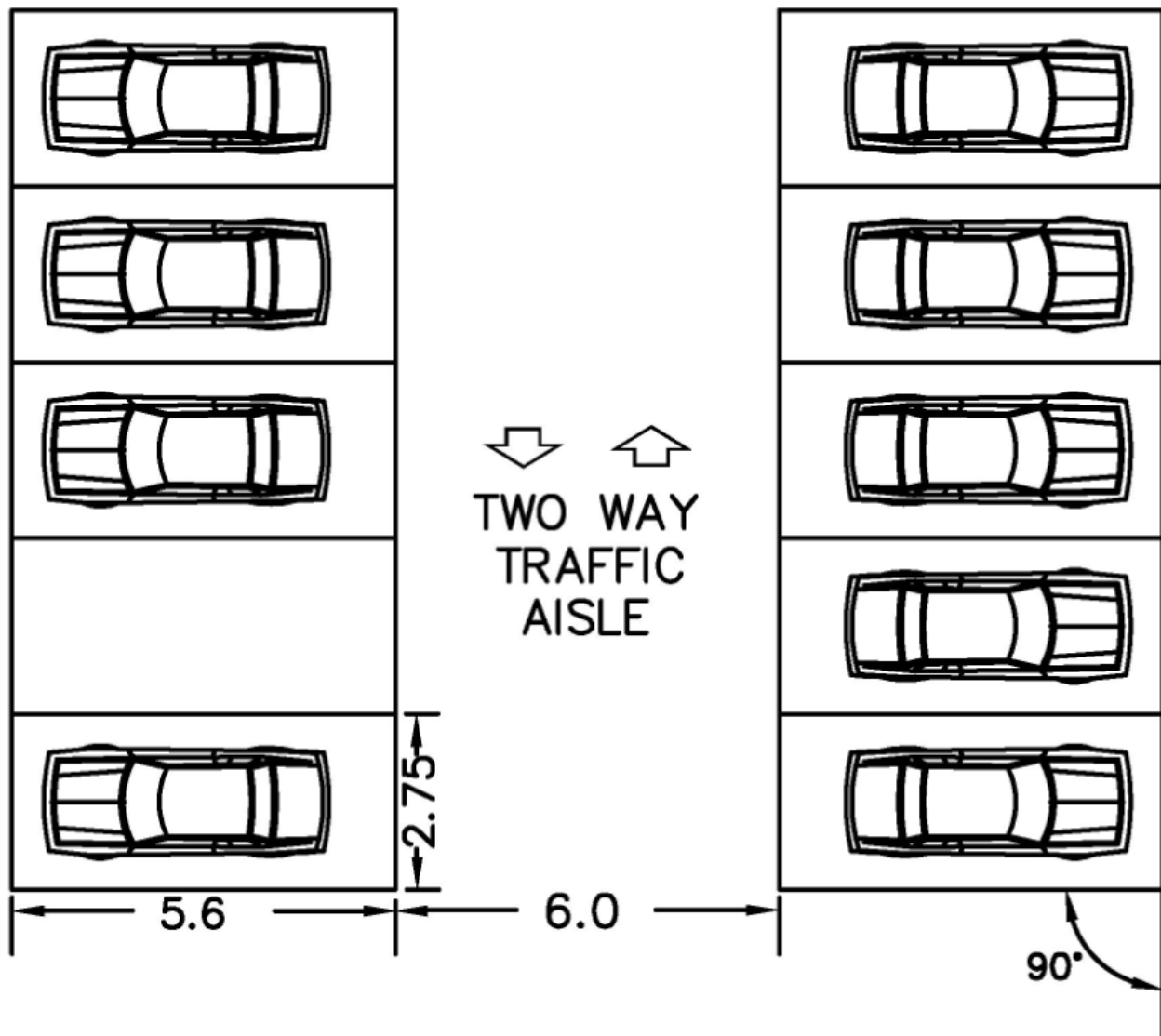
A. Lovett asked whether these changes and amendments came out of consultation with local developers or best practices of other municipalities. J. Muto indicated that it has come from both and noted that parking provisions can help developers by allowing parking for more compact vehicles. A. Lovett asked when comments from EDAC should be submitted. S. House indicated that the Committee of the Whole report will be drafted by end of March so feedback should be submitted by beginning of March. A. Lovett indicated that EDAC would respond by then.

A. Lovett invited members to send information/input to him within the next week and he will draft something on behalf of the Committee.

CARRIED.

APPENDIX C
Updated Parking Space Size Schedules

90 DEGREE PARKING



City of Brantford

SCHEDULE 'D.3'

THIS IS SCHEDULE 'D', MAP D.3

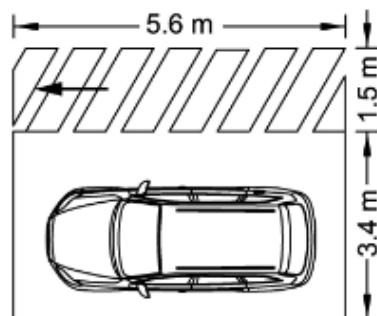
TO BYLAW No. _____,

PASSED THE ____ DAY OF _____, 20__

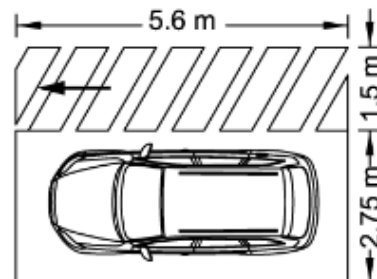
MAYOR

CLERK

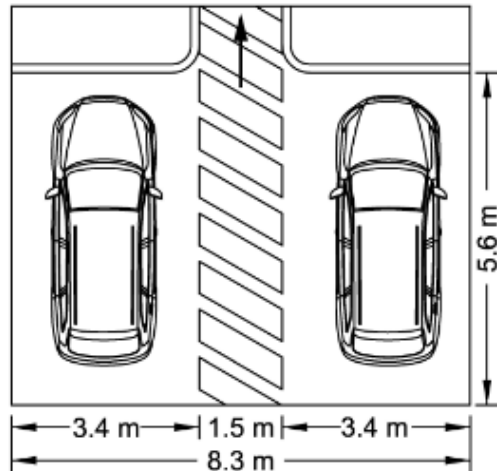
Requirements for Accessible Parking Spaces and Mobility Parking Spaces



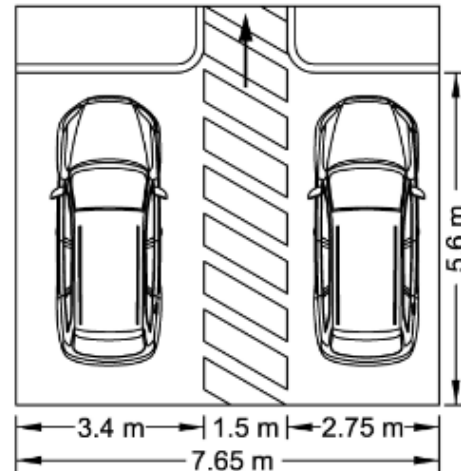
Accessible Parking Space
(Type 'A')



Mobility Parking Space
(Type 'B')



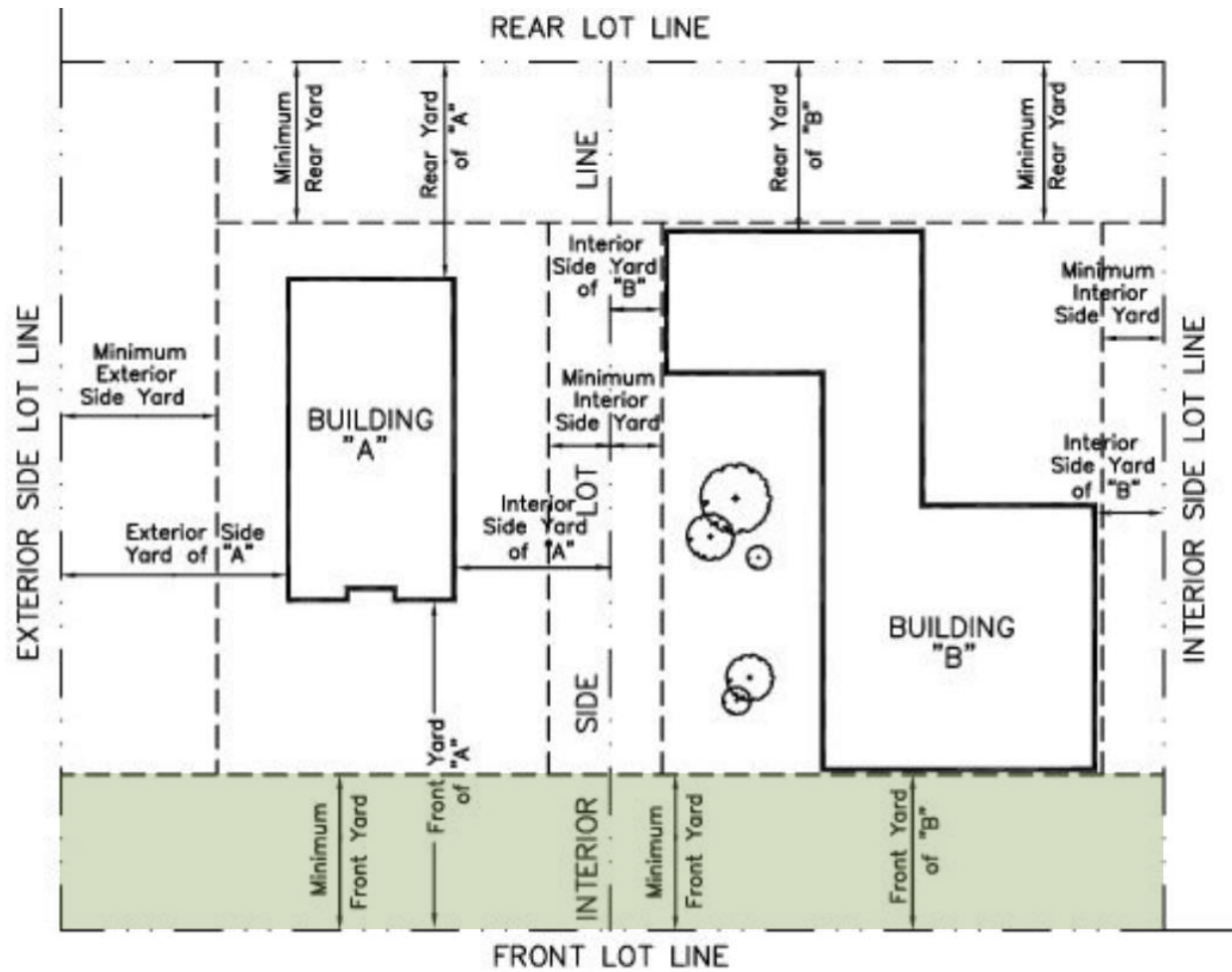
Two Adjacent Accessible
Parking Spaces With Common
Access Aisle
(Type 'A' + Type 'A')



Adjacent Accessible and Mobility
Parking Spaces With Common
Access Aisle
(Type 'A' + Type 'B')

NOTE: All dimensions are in metres and are minimum requirements

APPENDIX D
Front Yard Parking Diagram



Minimum front yard where required parking is currently prohibited