Planning Justification Report

118,126,130,132 Dundas Street East, 34 Paris Road, Paris County of Brant, Ontario

December 2025

Prepared For:

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1.0 Introduction

Landwise has been retained by the applicant, LIV (Paris) GP (o/a LIV Communities), to prepare this Planning Justification Report in support of a Zoning Bylaw Amendment, and Draft Plan of Subdivision application for 118, 126, 130, 132 Dundas Street East, 34 Paris Road in the County of Brant. A Pre-Consultation meeting was held on October 09, 2025, with Planning Staff from County of Brant, the Applicant, and the consultant team. This report has been prepared in accordance with the Pre-Consultation comments and the County of Brant's Terms of Reference for Planning Justification Reports.

This report includes an overview of the subject lands in context with surrounding land uses, a description of the proposed development, key findings of supporting studies, an analysis of the pertinent planning framework, the proposed planning instruments, and a professional planning opinion based on the materials available at the time of submission.

Land Acknowledgement for the County of Brant

We acknowledge that we meet on the lands and territory of the Mississaugas of the Credit First Nation, Six Nations of the Grand River, and the traditional territory of the Attiwanderonk.

We remind ourselves that the County of Brant is situated on lands that are full of rich Indigenous history and home to many First Nations, Inuit, and Métis people today; we recognize the significance of their contributions to the past, present, and future of this land.

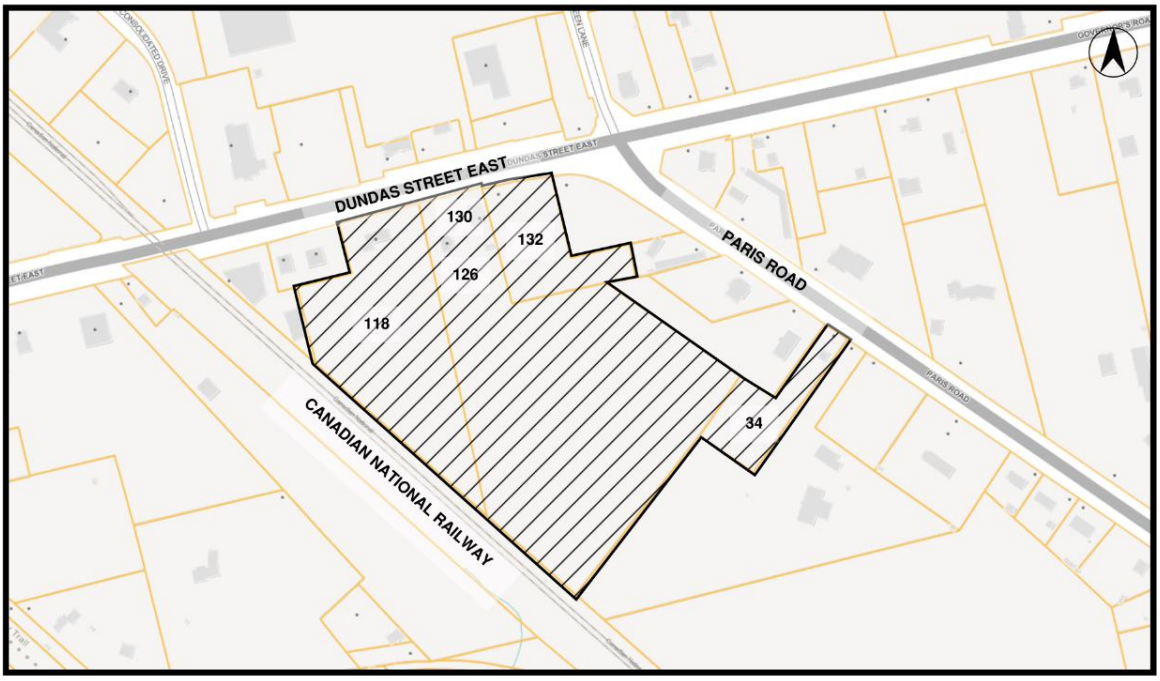
As a County, we have a shared responsibility for the stewardship of the land on which we live and work and a commitment to the Truth and Reconciliation calls to action. We commit to continue learning, reflecting on our past, and working in allyship.

1.1 Subject Lands Description

The subject lands, consisting of 118, 126, 130, 132 Dundas Street East, 34 Paris Road, Paris ("subject lands") are located at the intersection of Dundas Street East and Paris Road in the Primary Settlement area known as Paris (refer to Figure 1).

Collectively, the properties are irregularly shaped and have a total approximate area of ±7.34 hectares (±18.13 acres). The subject lands have approximately ±181.42 metres (±595.21 feet) of frontage along Dundas Street East and ±22.40 metres (±73.49 feet) of frontage along Paris Road. The lands are currently vacant.

Figure 1: Location Map of Subject Lands



SUBJECT PROPERTY
118, 126, 130, 132 Dundas Street East, 34 Paris Road
Paris, Ontario

1.2 Community Context

The subject lands are located in Ward 2 of Paris, situated on the south side of Dundas Street East and the west side of Paris Road. The following uses are immediately adjacent to the subject lands:

Direction	Use
North	Commercial (Car Servicing Shop and Dealership, Gas Station, Restaurants), Employment lands (Industrial use)
East	Commercial (Restaurants, Motel, Car Servicing Shop), Low Density Residential.
South	Canadian National Railway, Low Density Residential
West	Commercial (Car Wash, Yoga and Wellness Centre)

The subject lands are primarily surrounded by commercial uses across Dundas Street East and Paris Road. The community offers access to a variety of commercial, institutional and employment uses within 1km of the subject lands. These include convenience stores, Places of Worship, the Brant County Fire Station 1, and the Cowan Community Health Hub that offers community health care and social services for the County of Brant community. The area is also supported by public parks and open spaces, including Optimist Park.

Both Dundas Street East and Paris Road are classified as Urban Arterial Roads per Schedule E-B-1 “Mobility Network Road Classification” of the County of Brant Official Plan. Arterial Roads are designed to move large volumes of traffic within and through the County of Brant. Dundas Street East is a major road currently undergoing a multi-year reconstruction project that includes the replacement of watermains and sewer infrastructure, along with full road resurfacing, new curbs and upgraded sidewalks, enhancing the long-term capacity and streetscape quality of the corridor.

Figure 2: Community Context Map

2.0 Proposed Development

The proposed development is for three (3) Condominium townhouse developments consisting of two (2) Common Element Condominium developments with 117, 3-storey rowhouses (townhouses), 105 2-storey rowhouses (townhouses) along with one (1) Standard Condominium Development with 96, 3 to 4-storey stacked townhouses, totaling 318 dwelling units.

The third condominium, featuring stacked townhouses, will have planning permissions to support an introduction of additional commercial to the area within a mixed use development, depending on market needs at the time of that stage of the development proceeding.

Vehicular access to the development is proposed from Dundas Street East via two (2) private roads. The first private access, located near the western limit of the property line, aligns with the set entrance that forms part of the Dundas Street East reconstruction plan. The second proposed private access is located approximately 75 m east of the first entrance, both located along Dundas Street East. These roads form a two-way internal loop that provides circulation throughout the site, including access to amenity areas, resident paring, and visitor parking. A 1.8 m wide sidewalk is proposed along one side of the internal condominium road system to support pedestrian mobility.

An area has been set aside to facilitate a future access to Paris Road, which will be developed in conjunction with the neighbouring development lands, should they proceed. This collaborative approach will allow a safe and comprehensively designed entrance to Paris Road, supporting necessary access requirements for the neighbouring lands. The access to Paris Road is not required in order to appropriately develop the subject lands, meeting municipal design requirements. All three (3) condominium developments will have reciprocal easements over each other to allow them to act as one complete community, sharing roads, common amenity area and visitor parking.

The property abuts the Canadian National Railway (CNR) corridor, and as required by the Federation of Canadian Municipalities and the Railway Association of Canada “Guidelines for New Development in Proximity to Railway Operations”, a 30 m setback has been provided along the southwest property line, and no residential units are located within this setback area. This buffer ensures appropriate separation between residential uses and the rail line and accommodated required safety and mitigation measures.

2.1 Phased Development

The development is proposed to be implemented in three stages to allow for logical construction sequencing, coordinated infrastructure and efficient servicing. The stages are described in detail below and on Overall Site Plan SP0-1.

2.1.1 Stage 1

Stage 1 includes the development of one (1) townhouse Common Element Condominium consisting of 68, 3-storey rowhouses (townhouses) and 59, 2-storey rowhouses (townhouses), totaling 127 dwelling units.

Parking: Each unit will have a driveway parking space and a second parking space within its garage, for a total of 254 residential parking spaces (2 per unit). 86 visitor parking spaces (0.67 per unit) are provided, including four barrier free spaces.

Amenity area: Private amenity space is provided through the rear yards of the units, and the second storey balconies.

Vehicular access: The two (2) proposed accesses to the site will be developed as part of the Stage 1 development and will serve as access for future Stage 2 and Stage 3 condominium developments through reciprocal easements which will be established over each condominium. In order to provide adequate mobility through Stage 1 development, a section of the Stage 2 abutting east internal road will be temporarily constructed to serve Stage 1.

2.1.2 Stage 2

Stage 2 is for the development of one (1) townhouse Common Element Condominium consisting of 49 3-storey standard townhouses and 46 2-storey standard townhouses, totaling 95 dwelling units.

Parking: Each townhouse unit will have a driveway parking space and a second parking space within its garage, for a total of 190 residential parking spaces (2 per unit). 38 visitor parking spaces (0.40 per unit) are provided, including two barrier free spaces.

Amenity area: Private amenity space is provided through the rear yards of the standard townhouse units, and the second storey balconies.

Vehicular access: Access to the Stage 2 condominium will be held through the two (2) proposed accesses along Dundas Street East, both developed as part of the Stage 1 development through reciprocal easements which will be established over each condominium.

As part of the design, Stage 2 will have an area set aside to facilitate a future access to Paris Road, which will be developed in conjunction with the neighbouring development lands, should they proceed. This collaborative approach will allow a safe and comprehensively designed entrance to Paris Road, supporting necessary access requirements for the neighbouring lands. The access to Paris Road is not required in order to appropriately develop the subject lands, meeting municipal design requirements. This will address the County's comments on access coordination with the adjacent lands.

2.1.3 Stage 3

Stage 3 includes the development of one (1) Standard Condominium consisting of 96 stacked townhouse units. Stage 3 will be developed as two (2) developments blocks which will be developed comprehensively as a single Standard Condominium Corporation. This third condominium will have planning permissions to support an introduction of additional commercial to the area within a mixed use development, depending on market needs at the time of that stage of the development proceeding.

Parking: 160 residential parking spaces (one per 1-bedroom and two per 2-bedroom unit) and 25 visitor parking spaces (0.26 per unit) are provided, including three barrier free spaces.

Amenity area: A ±2,251m^2 (24,230ft^2) outdoor amenity area is proposed at the south end of the condominium development intended for the recreational use of the condominium residents which includes landscaped and play areas (±23 m^2 per stacked townhouse).

Vehicular access: Access to the Stage 3 condominium will be held through the two (2) proposed accesses along Dundas Stret East, both developed as part of the Stage 1 development through reciprocal easements which will be established over each condominium.

Refer to Appendix A for the Concept Plan.

2.2 Planning Applications

On October 9, 2025, a Pre-Consultation meeting was held with Planning Staff from County of Brant, the Applicant, and Landwise agents. The meeting confirmed that a Zoning By-law Amendment ("ZBA") and a Draft Plan of Subdivision would be required to facilitate the proposed development.

The Pre-Consultation confirmed that the following reports and plans are required for a Complete Official Zoning By-law Amendment and Draft Plan of Subdivision application:

- Survey Plan
- Concept Plan
- Conceptual Building Elevations
- Planning Justification Report (including Draft Amending By-law)
- Draft Plan of Subdivision
- Conceptual Landscape Plan
- Urban Design Study
- Archaeological Study
- Land Use Compatibility Study
- Environmental Impact Study & Environmental Implementation Plan
- Tree Management / Protection Plan
- Transportation Impact Study
- Preliminary Grading Plan
- Preliminary Site Servicing Plan
- Functional Servicing and Stormwater Management Report

3.0 Supporting Studies

In addition to this Planning Justification Report, the following reports and studies identified during the Pre-Consultation meeting were completed in support of the proposed development:

- Urban Design Study
- Archaeological Study
- Land Use Compatibility Study
- Environmental Impact Study & Environmental Implementation Plan
- Tree Management / Protection Plan
- Transportation Impact Study
- Functional Servicing and Stormwater Management Report

A copy of each has been included within the submission package. This section provides a summary of the findings for each study. A set of Conceptual Site Plans, Sample Building Elevation Drawings, Draft Plan of Subdivision, Vehicle Maneuvering Plans, Survey Plans, Lot Grading Plans, and Servicing Plans were included in the submission package.

3.1 Archaeological Study

Timmins Martelle Heritage Consultants Inc. (TMHC) conducted a Stage 1-2 Archeological Assessment of the subject land due to dated December 10, 2025, to assess the archaeological potential of the development area. The assessment considered the subject lands proximity to features that signal archeological potential, including:

- A registered archeological site;
- Mapped 19th century thoroughfares (Dundas Street East, Paris Road, and Greene Lane);
- Mapped 19th century railway (Buffalow & Lake Huron Railway); and,
- Mapped 19th century structures (Brumhill and other farmsteads).

Timmins Martelle Heritage Consultants Inc. invited the Mississaugas of the Credit First Nation, Six Nations of the Grand River, and the Haudenosaunee Confederacy Chiefs Council via the Haudenosaunee Development Institute to participate in the archaeological assessment. No concerns were submitted as a result of the fieldwork or resulting report.

TMHC confirmed that no archeological material was documented during the assessment and no further investigation is required. As identified in the Archaeological Assessment Status Memo prepared by TMHC, dated December 10, 2025, the report has been submitted to the above noted local indigenous bands. Following any comments obtained through their review, the report will be submitted to the Ministry of Citizenship and Multiculturalism for review and entering into their registry.

3.2 Land Use Compatibility Study

A Land Use Compatibility Study ("LUCS"), dated December 3, 2025, was prepared by Rowan Williams Davies & Irwin Inc. (RWDI) to assess the land use compatibility of the proposed residential development with nearby employment uses, major facilities and transportation corridor. The study reviewed existing and permitted land uses in the surrounding area to identify potential impacts associated with the introduction of new sensitive land uses. The LUCS identified five nearby industrial operations with the potential to generate noise impacts, as well as traffic related noise from Dundas Street East and Paris Road. Additionally, the LUCS confirmed that proximity to the CN rail line warrants further assessment of potential vibration impacts on the proposed development. The LUCS concludes that appropriate mitigation measures should be confirmed through the completion of site specific Noise and Vibration Studies. Given the flexibility in proposed uses and forms of development these measures could be secured at the detailed design stage.

3.3 Environmental Impact Study

A Scoped Environmental Impact Study ("EIS"), dated December 3, 2025, was prepared by Geoprocess Research Associates to assess the potential impacts of the proposed development on the Natural Heritage System, provide mitigation measures and provide recommendations for the required buffers and developable limits of the subject lands to protect existing natural heritage features. No significant natural heritage features were identified on the subject lands. Refer to the EIS for a comprehensive list of the natural heritage features and potential species considered while reviewing the subject lands.

3.4 Tree Protection Plan

An Arborist Report and Tree Protection Plan ("TPP") will be prepared by Geoprocess Research Associates further into the detailed design stages of the development when impacts, if any, are known. It is anticipated that this will be a requirement of the future site plan applications following the registration of the simple block subdivision plan to support the ability for future common element condominium developments. The EIS does review the existing trees as part of its analysis. The subject lands previously contained a significant woodland which was removed from the property by a former landowner, leaving only a hedgerow of trees. At present time, no impacts are proposed to the existing hedgerow along the railway lands.

3.5 Transportation Impact Study

A Transportation Impact Study ("TIS"), December 2025, was prepared by Crozier Consulting Engineers to evaluate the potential impacts of the proposed development on the surrounding transportation network and recommend mitigation measures. The following roadways and respective intersections were included in the study area:

- Dundas Street East
- Paris Road

3.6 Functional Servicing and Stormwater Management Report

A Functional Servicing and Preliminary Stormwater Management Report ("FSR & SWM"), dated December 17, 2025, was prepared by Crozier Consulting Engineers. The study presents that the development can be appropriately serviced for water, sanitary and stormwater management in accordance with the County Requirements.

Water Supply: Water demand will be met by connecting a 150mm diameter service to the existing 400mm diameter supply within Dundas Street East.

Sanitary Sewers: Sanitary conveyance will be met by connecting a 150mm diameter gravity sewer to the existing 375mm diameter sewer within Dundas Street East.

Site Grading and Stormwater Management: The site primarily drains to the south-east corner of the site where it briefly crosses adjacent lands, passing under the CN railway lands though an existing culvert and into a water feature on the southern side of the railway. The proposal uses two (2) underground storage tanks within Stage 1 to control post-development discharge to pre-development rates. Additional LID measures are considered which will be reviewed further following the availability of the Hydrogeological Study, currently under way. The report speaks to methods for stormwater treatment considerations being addressed as well as erosion and sedimentation controls.

See the submitted FSR & SWM for further information.

4.0 Planning Framework

This section reviews the following planning documents as they apply to the subject lands and proposed development:

- *Planning Act,*
- *Provincial Planning Statement, 2024;*
- *County of Brant Official Plan;*
- *Town of Lincoln Comprehensive Zoning By-law No. 61-16.*

4.1 Planning Act, R.S.O, c.P.13

Section 51 (24) of the *Planning Act* provides specific criteria for the approval of a Draft Plan of Subdivision. The following chart provides a summary of the requirements under Section 51(24) and analyses the proposed Draft Plan against those requirements.

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:	
Criteria	**Planning Comment**
a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	The proposed development aligns with provincial interests by supporting compact growth in a form that promotes an orderly, transit-oriented design, creating a sense of place and connection to existing commercial and employment areas, while providing housing diversity and is consistent with the Provincial Planning Statement, 2024.
b) whether the proposed subdivision is premature or in the public interest;	The Draft Plan of Subdivision is not premature as it creates blocks and roads that are cohesive with the planned future development to the north, west, south and east of the subject lands. It responds to identified housing needs and leverages existing infrastructure, contributing to the public interest through inclusive development.
c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	The proposal conforms to the *County of Brant Official Plan*.
d) the suitability of the land for the purposes for which it is to be subdivided;	The subject lands are suitable for medium density and mixed-use development. The subject lands are within the urban boundary and are accessible from existing road infrastructure.

e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	The internal road network and access points from Dundas Street East are well-integrated with the surrounding street system, supporting efficient circulation. The surrounding road network has capacity to accommodate the site generated traffic as confirmed by the Transportation Impact Study (C.F. Crozier & Associates Inc., December 2025)
f) the dimensions and shapes of the proposed lots;	The Draft Plan of Subdivision establishes four (4) development blocks and driveway accesses from Dundas Street East that facilitates compatible development with the surrounding area.
g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	No restrictions are proposed at this time.
h) conservation of natural resources and flood control;	An Environmental Impact Study (GeoProcess Research Associates Inc., December 17, 2025) found the subject lands do not meet the criteria for a woodland or a woodlot. The study determined there are no Significant Natural Heritage System features on the property. The Functional Servicing & Preliminary Stormwater Management Report (C.F. Crozier & Associates, December 17, 2025) concludes that the proposed development can store and control runoff at pre-development targets.
i) the adequacy of utilities and municipal services;	The proposed design for utilities and municipal services are adequate and are discussed in further detail in the Functional Servicing and Stormwater Management Report (C.F. Crozier & Associates, December 17, 2025) submitted as part of a complete Planning Act application.
j) the adequacy of school sites;	There are existing schools in proximity to the subject lands.
k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is	The required road widening along Dundas Street East of 281.51 m^2 of land is proposed to be dedicated to meet the minimum requirements of the Official Plan.

to be conveyed or dedicated for public purposes;	
l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	The plan has been designed to accommodate urban development in a logical pattern that will support the efficient installation of energy infrastructure.
m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.	The development will be subject to Site Plan Control in phases. The proposed subdivision design complements site plan control matters, including building orientation, access, servicing and amenity provision, ensuring cohesive and efficient development.

4.2 Provincial Planning Statement, 2024

The *Provincial Planning Statement, 2024* ("PPS"), issued under the Planning Act, R.S.O. 1990, C.P.13 ("Planning Act") came into force and effect on October 20th, 2024, as a policy-led regulating document that provides direction on provincial interest related to managing land use planning and development. The Planning Act requires that, "decisions affecting planning matters shall be consistent with" the PPS.

The subject lands are located within an existing "*Settlement Area*" of Paris. Applicable policies have been reviewed below.

2.1 Planning for People and Homes

6. Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Planning Comment:

The proposed development will contribute to the creation of a complete community in Paris (County of Brant) through the introduction of ground-oriented townhouse units, diversifying the range of housing options to meet the needs of people of different ages, abilities, and incomes. The design provides pedestrian accesses to public sidewalks and transit stops, promoting the use of active transportation and public transit. An outdoor amenity area with a playground and a flexible amenity area will contribute to improving quality of life for residents.

2.2 Housing

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

   a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

   b) permitting and facilitating:

      1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

      2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

   c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

   d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Planning Comment:

The proposed development introduces a more compact built form that contributes to a diverse mix of housing options within a community node, addressing the evolving needs of current and future residents in the regional market area. The project facilitates gentle residential intensification and promotes the efficient use of existing infrastructure and public service facilities. The development improves walkability with pedestrian connections to public roads, helping to enable active transportation. The development aligns with transit-supportive planning goals by placing new housing in proximity to improved infrastructure improvement projects (Dundas Street East and Paris Road improvements).

2.3.1 General Policies for Settlement Areas

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

   a) efficiently use land and resources;

   b) optimize existing and planned infrastructure and public service facilities;

   c) support active transportation;

   d) are transit-supportive, as appropriate; and

   e) are freight-supportive.
3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

2.4.1 General Policies for Strategic Growth Areas

2. *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and d) to support affordable, accessible, and equitable housing.*

2.4.3 Frequent Transit Corridors

1. *Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*

Planning Comment:

The proposed development directs new residential development to a designated settlement area within the built up boundary of Paris. The more compact townhouse form introduces gentle residential intensification that efficiently uses land, optimizes existing infrastructure, and contributes to a mix of housing options. The development is proposed to include internal sidewalks and pedestrian connections to public streets, supporting active transportation, while the location aligns with broader transit-supportive planning. By facilitating development in an area with available and planned infrastructure and services, the proposal contributes to the creation of a complete, well-connected community.

2.8 Employment

2.8.1 Supporting a Modern Economy

3. In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.

Planning Comment:

The Land Use Compatibility Study (RWDI AIR, Inc., December 18, 2025) presents the initial findings and recommendations for next steps. Preliminary findings suggest that the proposed residential development can be made compatible with nearby industrial facilities through incorporation of mitigation measures which are to be confirmed at the detailed design stage as a result of detailed noise and vibration and air quality studies. The additional studies such as Noise, Vibration and Odour assessments are presently being carried out by RWDI.

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) support the achievement of compact, transit-supportive, and complete communities;

b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;

c) support energy conservation and efficiency;

d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and

e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Planning Comment:

The proposed development contributes to a compact, complete, and transit-supportive community. The moderate-density townhouse form makes efficient use of land and existing infrastructure, while the inclusion of sidewalks, pedestrian connections, and proximity to transit routes supports active transportation. Ample landscaping will be planted throughout the site to improve air quality and mitigate urban heat island impacts.

3.1 General Policies for Infrastructure and Public Service Facilities

1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

a) are financially viable over their life cycle, which may be demonstrated through asset management planning;

b) leverage the capacity of development proponents, where appropriate; and

c) are available to meet current and projected needs.

2. Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized; and

b) opportunities for adaptive re-use should be considered, wherever feasible.

Planning Comment:

The proposed development supports the efficient provision and use of infrastructure and public service facilities by leveraging existing municipal services within the County of Brant. The phased approach to build-out allows for logical sequencing of servicing infrastructure, including stormwater, sanitary and water systems. The proposal reflects a comprehensive approach to growth management and infrastructure planning that is financially sustainable and responsive to community needs.

3.2 Transportation Systems

1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

3. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

Planning Comment:

The proposed development supports the creation of a safe and energy-efficient transportation system by promoting walkability through well-designed internal sidewalks and pedestrian connections to surrounding public roads. It makes efficient use of existing transportation infrastructure within Paris Urban area and encourages transportation demand management by facilitating active transportation options. The site's connectivity to adjacent streets and proximity to transit routes contribute to an integrated, multimodal transportation network that supports movement of people while aligning with goals to reduce greenhouse gas emissions and improve overall transportation system efficiency. The Transportation Impact Study (C.F. Crozier & Associates, December 17, 2025) confirmed that the proposed development can be supported from a traffic operation and safety perspective.

3.5 Land Use Compatibility

1. *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*
2. *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

Planning Comment:

The County of Brant Official Plan has designated this area as a Community Node and Community Corridor allowing for both residential and commercial uses. The Land Use Compatibility Study (RWDI AIR, Inc., December 18, 2025) presents the initial findings and recommendations for next steps. Preliminary findings suggest that the proposed residential development can be made compatible with nearby industrial facilities through incorporation of mitigation measures which are to be confirmed as a result of detailed noise and vibration and air quality studies. The additional studies such as Noise, Vibration and Odour assessments are presently being carried out by RWDI. Given the proposed flexibility in form and use proposed in the amending by-law it is considered that appropriate mitigation methods could be secured at detailed design.

3.6 Sewage, Water and Stormwater

1. Planning for sewage and water services shall:

a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;

b) ensure that these services are provided in a manner that:

1. can be sustained by the water resources upon which such services rely;

2. is feasible and financially viable over their life cycle;

3. protects human health and safety, and the natural environment, including the quality and quantity of water; and

4. aligns with comprehensive municipal planning for these services, where applicable.

c) promote water and energy conservation and efficiency;

d) integrate servicing and land use considerations at all stages of the planning process;

e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and

f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5

8. Planning for stormwater management shall:

a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;

b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;

c) minimize erosion and changes in water balance including through the use of green infrastructure;

d) mitigate risks to human health, safety, property and the environment;

e) maximize the extent and function of vegetative and pervious surfaces;

f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and

g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

3.7 Waste Management

1. Waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.

Planning Comment:

The proposed development incorporates a phased servicing strategy that efficiently uses existing municipal sewage, water, and stormwater infrastructure to accommodate the projected growth. The Functional Servicing Report (C.F. Crozier & Associates, December 17, 2025) confirmed that the proposed development can be serviced for water, sanitary and stormwater management. Curbside, municipal waste pick-up has been contemplated as part of the site design.

These measures collectively support sustainable servicing, protect public health and the environment, and contribute to a resilient urban form.

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

1. Healthy, active, and inclusive communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

Planning Comment:

The private roads have been designed to create a safe and well-connected road network. Internal sidewalks provide community connectivity to on-site amenities and to public sidewalks. Outdoor amenity space is proposed, providing opportunities for on-site outdoor recreation and social interaction amongst residents.

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

1. Natural features and areas shall be protected for the long term.

2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

4. Development and site alteration shall not be permitted in:

a) significant wetlands in Ecoregions 5E, 6E and 7E;

5. Development and site alteration shall not be permitted in:

b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;

c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;

d) significant wildlife habitat;

e) significant areas of natural and scientific interest; and

f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b),

4.6 Cultural Heritage and Archaeology

1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

2. *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
3. *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*
4. *Planning authorities are encouraged to develop and implement:*

   a) archaeological management plans for conserving archaeological resources; and

   b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.
5. *Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.*

Planning Comment:

An Environmental Impact Study (GeoProcess Research Associates Inc., December 17, 2025) found the subject lands do not meet the criteria for a woodland or a woodlot. The study determined there are no Significant Natural Heritage System features on the property. A Stage 1 and 2 Archeological Assessment Status Memo (TMHC Inc. December 10, 2025) confirmed that no archeological materials were recovered during the Stage 2 assessment and no further archeological assessment was required.

Overall Consistency with the Provincial Planning Statement, 2024

The proposed development is consistent with the Provincial Planning Statement, as it supports the creation of a complete, compact, and transit-oriented community. It provides an additional form of housing that makes efficient use of land and existing infrastructure, is transit supportive and promotes active transportation. Preliminary findings suggest that the proposed residential development can be made compatible with nearby industrial facilities through incorporation of mitigation measures which are to be confirmed at the detailed design stage as a result of detailed noise and vibration and air quality studies.

The proposed development is therefore consistent with the PPS.

4.3 County of Brant Official Plan

The *County of Brant Official Plan* ("COBOP") *"A Simply Grand Plan"* was declared in force and effect as of October 2024. The COBOP outlines the land use goals, objectives and policies that the County has determined are in the best interest of their long-term growth. The subject lands are designated as "Community Node", "Community Corridor" and "Natural Heritage System" within the County's Urban Area. Applicable policies have been reviewed below.

PART 2 - INDIGENOUS ENGAGEMENT AND RECONCILIATION

1.2 Indigenous Consultation and Early Engagement

The policies set out within this section of the Plan shall apply throughout the County to all lands and waters, all development or redevelopment proposals, and all decisions undertaken by the County that could impact Indigenous rights and interests as follows:

1.2.1 In accordance with the Grand River Notification Agreement (GRNA) and in the interest of building a transparent relationship, the County shall notify Indigenous Communities being the Six Nations of the Grand River and the Mississaugas of the Credit First Nation when the County has received a development application, environmental impact study, cultural heritage impact assessment and/or archaeological assessment.

1.2.4 Indigenous participation in any development or redevelopment application shall include capacity funding at the expense of the applicant, to be agreed upon at the onset of engagement.

1.2.8 Proponents of development or redevelopment proposals throughout the County shall engage with Indigenous Communities being the Six Nations of the Grand River and the Mississaugas of the Credit First Nation prior to submission of an application for development or redevelopment. Proof of engagement shall be provided as part of a complete application.

Planning Comment:

Mississaugas of the Credit First Nation, Six Nations of the Grand River and the Haudenosaunee Confederacy Chiefs Council (Haudenosaunee Development Institute) were invited to participate in the Archeological Assessment by TMHC Inc. A representative from each community was present during the Stage 2 fieldwork for fulsome participation. Fieldwork results were communicated to each Nation by email. Each Nation was provided an opportunity to participate during fieldwork, as well as comment on the draft report and recommendations prior to submission to the Ministry. Engagement has been confirmed in the Archaeological Assessment Status Memo prepared by TMHC Inc., dated December 10, 2025.

PART 3 - COMMUNITY STRUCTURE AND LAND USE DESIGNATIONS

2.0 Land Use Designations

2.1 Community Node Designation

The Community Node Designation is found on the community area lands of the urban system in areas of the County that are central to residential and commercial areas. Generally located within a 10-15-minute walk from other nodes, these areas provide a destination for nearby residents and workers, as well as for other visitors. They are often located at the intersection of arterial or collector roads, providing easy access, and are focused on public facilities and amenities. They are intended to provide a "staying factor" and to be well connected to the

various communities of the County of Brant. They will support intensification appropriate for the local character to increase density and enhance themselves as focal points of public services, commerce, and social interaction.

2.2 Community Corridor Designation

The Community Corridor Designation includes community area lands of the urban system that bound neighbourhoods and employment areas, providing a transportation corridor connection with a mix of amenities to nearby residents and workers. Located along arterial or collector roads, these corridors are intended to connect Community Nodes and employment areas, acting as a linear focus for higher-density mixed-use development, incremental intensification, and the efficient movement of people and goods. They are intended to provide a shared but safely separated network of automobile, public transit, and active transportation modes. Properties fronting these corridors are envisioned to be oriented towards street segments in a way that does not interfere with the prioritized flow of transportation along the corridor.

2.11 Natural Heritage System Designation

The Natural Heritage System Designation recognizes the extensive and detailed mapping of the County's Natural Heritage System. This system consists of key natural heritage features, key hydrologic features, earth science areas of natural and scientific interest and established vegetation protection zones, enhancement linkages, and other supporting natural features. Development, intensification, and site alteration are generally prohibited in this designation to provide for the permanent conservation of these areas. Beyond the minimum requirements of Provincial policies and plans, a strict approach to restricting development and site alteration in the Natural Heritage System has been applied to provide for the long-term conservation and enhancement of the system, and as part of the County's goals, objectives, and actions in accordance with Section 16(14) of the Planning Act to mitigate greenhouse gas emissions and provide for adaption to the impacts of a changing climate including increasing resiliency. This designation is supported by the Provincially mapped Natural Heritage System for the Growth Plan.

Planning Comment:

The subject lands are located south west of the Dundas Street East and Paris Road intersection forming part of the Community Node and Community Corridor. The subject lands form part of a gateway into the Community of Paris being located at a primary intersection. The proposed development facilitates gentle residential intensification which will support a connection with the surrounding commercial and employment areas.

The site has been configured to incorporate more dense forms along Dundas Street East providing an activated street frontage. Access to the site from Dundas Street East is limited to two access driveways to minimize the interruptions along the Dundas Street East right of way and prioritize development along the street frontage.

PART 4 - GROWTH MANAGEMENT OBJECTIVES

2.0 Growth Management Objectives

- *Managed, phased, and sustainable urban and rural development will accommodate a minimum of at least 59,000 residents and at least 26,000 jobs over a 30-year planning horizon to 2051 throughout the County.*
- *The majority of residential and employment growth will be directed to Primary Settlement Areas with existing and planned municipal water and wastewater infrastructure.*
- *The phasing, pace and scale of all new future development will be aligned with the timing of infrastructure delivery in a fiscally, sustainable manner.*
- *Provide an increased range and mix of attainable housing and affordable housing options, including a variety of densities by structure type and tenure (ownership and rental) to accommodate a changing, diverse population base of all backgrounds, ages, and incomes in keeping with high quality urban design standards while maintaining the County's small-town charm.*
- *Provide an increased mix of smaller, modest, and attainable residential units, encouraging new long-term housing for more non-family households, especially the young and elderly recognizing a shifting cultural and demographic trend.*
- *Provide an increased mix of medium and higher density, multi-unit residential buildings to support aging in place, multiple family households, and a variety of ownership models, recognizing a shifting cultural and demographic trend.*
- *Encourage infill and intensification of the County's Delineated Built-Up Areas with mixed-use, pedestrian friendly development in appropriate locations.*
- *Ensure cost-effective development and land use patterns; and require development to demonstrate the fiscal management of growth-related costs.*
- *Provide the infrastructure required to accommodate growth in an environmentally and fiscally responsible manner.*
- *Ensure sustainable growth enhances the unique attributes of each community, Primary Settlement Areas: The County's Primary Settlement cultural heritage resources, the Natural Heritage System, and Agricultural System, and minimizes rural-urban and land-use compatibility conflicts.*

Planning Comment:

The proposed development supports the County's Growth Management Objectives by directing growth to the Primary Settlement Area of Paris, where existing and planned municipal water

and wastewater infrastructure can be utilized in a fiscally responsible manner. The project represents a cost-effective and phased approach to development, contributing to long-term growth targets while ensuring infrastructure delivery aligns with build-out. By locating intensification within the County's Delineated Built-Up Area, the proposal promotes efficient land use and protects agricultural and rural lands from urban sprawl. The development introduces a diverse mix of densities and built forms through a variety of townhouse styles, offering a range of unit sizes that include 1- and 2-bedroom units in the stacked townhouses suitable for non-family households, as well as 2- and 3-bedroom rowhouses to accommodate families. This mix addresses evolving housing needs and supports the creation of complete communities. Furthermore, the design incorporates flexibility to integrate mixed-use components in later phases should market conditions warrant, enhancing the vibrancy and functionality of the Community Node and Community Corridor designations.

6.0 Delineated Built-Up Area (B.U.A)

This Plan shall ensure that an appropriate mix of housing options, densities and intensification opportunities are provided to meet the projected needs of current and future residents throughout the Primary Settlement Areas. The County's 2023 M.C.R. recommended an increase to the minimum housing intensification target from 15% to 20% for Community Area lands occurring annually in the Delineated B.U.A, based on historical development trends, servicing availability and anticipated demand for housing. The Delineated BUAs shall be subject to the following policies:

6.1.1 Achieve a minimum overall intensification target of 20% housing growth is to occur annually within the Delineated B.U.A. of the County's Primary Settlement Areas.

6.1.2 Intensification shall mainly be directed to existing built-up neighbourhoods, nodes, and arterial and main street Community Corridors, to ensure intensification is located near public service facilities and amenities, which have a range of mobility options.

6.1.3 The County will support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

6.1.5 Through the development planning and building permit processes, it shall be demonstrated by the applicant that intensification proposals are compatible with the physical characteristics of surrounding neighbourhoods, adjacent buildings, and streetscapes by ensuring any cultural heritage resources considerations and high-quality urban design standards are met.

6.1.6 Intensification shall be directed to areas outside of hazardous lands, hazardous sites, and the Natural Heritage System in accordance with the policies of this Plan.

6.1.8 This Plan considers the contribution to the intensification targets to be a mix of the following:

- *Compatible infill development with high quality urban design standards ensuring a mix of housing options, including types and tenures;*
- *Development on vacant, under-utilized lots and brownfield sites;*
- *Reuse or redevelopment of existing buildings; and*
- *Additional Residential Units in homes and/or accessory to a principal dwelling unit.*

Planning Comment:

The proposed development will contribute approximately 318 new residential units within the built-up boundary of the community of Paris, directly supporting the Count's long term growth management objectives by accommodating population growth within a Primary Settlement Area supported by existing and planned infrastructure. The development represents an efficient and sustainable use of serviced vacant urban land. The proposed development addresses the County's intensification and infill objectives by introducing a range residential unit types and densities within the Community Node and Community Corridor designations, contributing to a more complete and divers housing stock.

The subject lands are ideally located to support multi-modal transportation, encouraging walking, cycling and transit use and providing convenient access to nearby commercial and employment areas.

No development is proposed within the areas designated within the Natural Heritage System. An Environmental Impact Study (GeoProcess Research Associates Inc., December 17, 2025) confirmed that the proposed development can proceed without negative impacts to the Natural Heritage System. The plan incorporates maintaining the existing hedgerow along the rail line and the downstream wetland without impacting the features form and function.

PART 5 – POLICIES AND DEVELOPMENT CRITERIA

1.2 Community Corridor Designation

The Community Corridor Designation is generally located along arterial or collector roads, focusing on the efficient movement of people and goods between community nodes. These corridors are intended to act as a linear focus for mixed-use development and a shared space between automobiles, public transit, and active transportation modes.

Permitted Uses

Subject to the policies in this Plan and any applicable implementation By-Laws or guidelines, the following uses are generally supported on lands designated as Community Corridor on Schedule A of this Plan:

- *Residential uses in low-rise, mid-rise, and high-right development including additional residential units, home-based businesses, and home industries.*
- *Institutional, commercial accommodation, office, and community uses in low-rise and mid-rise development.*
- *Seasonal, interim, and tourism uses.*

Policies

1.2.1 To maintain the best possible level of service for mobility along these corridors, access to developments within the Community Corridor designation shall be consolidated wherever possible, ensuring that access to arterial roads is limited to collector roads, which may then connect to local roads and property entrances, as per the County's related Transportation and Mobility policies.

1.2.2 Intensification and infill development throughout the Community Corridor designation will be supported to maximize existing and planned infrastructure and create streetscapes that are attractive, safe, and accessible for all users of the public and private spaces.

1.2.3 Development within this designation is intended to facilitate a mix of uses on each site. Uses may be mixed vertically, providing single buildings with multiple uses within the same building, or horizontally, providing multiple single-use buildings of varying uses.

1.2.4 Development and intensification within this designation shall require a high standard of urban design and built form. Policies related to the design and built form of Community Corridor areas may be supplemented by guidelines within the County's Comprehensive Design Manual and will consider, but not be limited to, the following considerations:

- *Ensuring the provision of natural light, wherever feasible,*
- *Mitigating and reducing excessive automobile noise and use,*
- *The consolidation of access, or providing the opportunities for consolidation of access to neighbouring properties, wherever feasible,*
- *Where loading, parking, or other service facilities are required, the compatible location of such facilities, mitigating visibility from the street,*
- *Large surface parking lots and parking facilities shall be discouraged and internal parking opportunities, including underground facilities, are preferred,*
- *Mixed-use buildings are encouraged to be located adjacent to collector roadways to create vibrant and lively streetscapes and public space,*
- *Where existing parking facilities may be under-utilized, as determined by a parking survey, intensification and infill may be supported where the proposed development*

includes a mix of uses, including housing and commercial, and facilitates walkability and the provision of public space.

- *Strong and integrated active transportation connections to adjacent neighbourhoods and community nodes,*
- *The inclusion of green infrastructure, wherever feasible,*
- *The inclusion of bird friendly best practices in terms of landscaping, lighting, and building design, wherever feasible,*
- *Consistent building height, providing for minimal variation and a maximum height in accordance with the implementing by-law, and,*
- *Density that meets or exceeds the required targets of this Plan.*

1.2.5 This designation will be applied to community area lands along any new urban arterial and urban residential collector roads and is intended to include any sites with frontage on these street classification and sites with internal connection to site with the aforementioned frontage.

Planning Comment:

The proposed development introduces a form and density of residential that will support a complete community and make efficient use of existing infrastructure. The proposed site-layout prioritizes development along the Dundas Street East frontage with permissions for commercial uses built into the proposed Zoning By-law Amendment. Townhouse residential units are located internal to the site to incorporate a variety of housing forms and focus on the street orientation of the stacked townhouse forms and potential mixed-use development along Dundas Street East. Multi-modal transportation is supported by creating connections through the site to the local commercial and employment areas

1.3 Community Node Designation

The Community Node Designation is generally located to provide a destination for nearby residents, workers, and for other visitors. Often located at the intersection of arterial or collector roads and anchored by public service facilities, these nodes are intended to be connected throughout the various communities of the County of Brant. The built form of these areas is intended to include a mix of uses in attached buildings and create vibrant public gathering spaces.

This designation is intended to facilitate active transportation connections, mixed-use development and public spaces that prioritize active transportation modes and opportunities to support public transportation.

Permitted Uses

Subject to the policies in this Plan and any applicable implementation By-Laws or guidelines, the following uses are generally supported on lands designated as Community Corridor on Schedule A of this Plan:

- *Residential uses in low-rise, mid-rise residential, and high-rise development, including additional residential units, home-based businesses, and home industries.*
- *Institutional, commercial, accommodation, office, and community uses in low-rise, mid-rise, and high-rise development.*
- *Seasonal, interim, and tourism uses.*

Policies

1.3.1 Intensification and infill development throughout the Community Node designation will be supported to maximize existing and planned infrastructure and create pedestrian-centric public and private spaces that are attractive, safe, and accessible for all users.

1.3.2 Development within this designation is intended to facilitate a mix of uses on each site. Uses may be mixed vertically, providing single buildings with multiple uses within the same building, or horizontally, providing multiple single-use buildings of varying uses.

1.3.3 The County shall encourage a high standard of design and development, including intensification, within the Community Node Designation, subject to guidance of the County's Comprehensive Design Manual, and will include consideration to the following at a minimum:

- *Development and intensification that creates a strong sense of place, being a destination for both local users and visitors;*
- *The creation of symbolic gateways to define entry and exit points, which may include such facilities as landscaping, green infrastructure, wayfinding, lighting, public art, or similar;*
- *The consolidation of automobile access parking to limited and easily accessible areas, including a preference for parking facilities on the periphery of and adjacent to the Community Node area, as opposed to scattered throughout the node. This may involve the requirement for a comprehensive parking strategy to address parking and traffic needs adjacent to the node and nearby neighbourhoods and corridors;*
- *Where existing parking facilities may be under-utilized, the County may wish to encourage intensification and infill development, including affordable housing and supportive housing, a mix of uses, and enhanced walkability;*

- *Community nodes shall demonstrate strong and integrated active transportation connections to adjacent neighbourhoods and along adjacent corridors;*
- *Development and intensification shall include green infrastructure, wherever feasible;*
- *The inclusion of bird friendly best practices in terms of landscaping, lighting, and building design, wherever feasible,*
- *Density of development and redevelopment shall exceed the required minimum targets of this Plan;*
- *The height of buildings in the Community Node Designation should provide incremental variations that compliment and are compatible with surrounding uses and does not exceed the maximum height as prescribed in the applicable implementation by-law.*
- *To maintain a high-quality pedestrian realm in these nodes, access and parking facilities shall be consolidated and shared wherever possible.*

1.3.4 This designation is intended to be applied within proximity to existing, newly established, and planned public service facilities and to be generally spaced within at least a 10-15- minute walk from other lands with the Community Node designation.

1.3.5 As is the case with successful areas of commerce, such as downtown main street areas, this designation is intended to provide flexibility for incremental expansion over the horizon of this Plan.

1.3.6 Notwithstanding any policies to the contrary, the height within a Community Node Designation that is a Heritage Conservation District designated under the Ontario Heritage Act, shall be limited to a height that is compatible with the built cultural heritage resources of the area and as determined by the Heritage Conservation District Plan.

Planning Comment:

The proposed development introduces residential uses in a mix of two- and three-storey townhouses that complement the surrounding context. The project supports intensification within the Community Node designation, maximizing the use of existing and planned infrastructure. The design incorporates flexibility to accommodate non-residential uses in future phases should market conditions warrant, enhancing the mixed-use character envisioned for these areas.

Stacked townhouses are oriented toward Dundas Street East to establish an active street frontage, while parking is consolidated internally to minimize visual impact and create a sense of place. Although Dundas Street is not fully urbanized, the development includes internal pedestrian connections throughout the site, with opportunities to link to future public sidewalks and improve walkability through the Community Node. The site is within a 10-15-minute walk of other Community Node lands, reinforcing connectivity and supporting the County's objective of

creating complete communities. By adding substantial residential density, the proposal will increase demand for, and improve the feasibility of, surrounding commercial development.

While the property is not within a Heritage Conservation District, it is subject to a cultural heritage overlay. the building design will respect the heritage character of Paris through appropriate materials and architectural features, as detailed in Section 5 – Urban Design Study.

1.7 Framework for Complete Communities

With respect to the complete communities' framework for the County of Brant, consideration in the design and built form of any development shall have regard to the following policies. The objectives of the Complete Community's Framework are established to be met within the horizon of this plan. The County of Brant may consider more detailed studies or strategies that relate to the elements described below, in which case consideration of those details will be reflected in an update to this plan wherever necessary. Development applications must demonstrate how they will contribute to meeting the objectives of the achievement of complete communities throughout the County of Brant.

1.7.1 The defining elements in the consideration for complete community development in the County of Brant include the following:

- *The range, mix, and supply of housing types and tenures,*
- *The range of transportation options and design of the transportation network,*
- *Accessibility and equity,*
- *Conservation of cultural heritage resources,*
- *Diversity and mix of land uses,*
- *Opportunities for incremental and small-scale infill development,*
- *Improvements to social equity and quality of life,*
- *Employment generators and economic sustainability,*
- *Vibrant and connected public and green spaces, and*
- *Complimentary, compact, and creative built form.*

1.7.2 The objectives of a complete community development in the County of Brant shall include the following at all scales of development across the County:

- *To reduce the modal share of trips that residents take by automobile from 92% of all daily trips (in 2016) to no more than 85% of all daily trips.*

- *To increase the modal share of trips that residents take by walking from 2.8% of all daily trips (in 2016) to at least 5% of all daily trips.*
- *To improve tree coverage to at least 30%.*

1.7.3 The objectives of complete community development in the County of Brant shall include the following at all scales of development within the County's settlement areas:

- *To provide a minimum of 10 square metres of green space per resident.*
- *To provide a public park or facility within 400 metres of all residents.*
- *To provide employment generators within 800 metres of all residents.*
- *To improve the mix of housing types by increasing the amount of medium- and high-density units in Paris from 23% (in 2021) to at least 35%, in St. George from 8% (in 2021) to at least 25%, and in Burford from 18% to at least 25%, in line with the population and housing forecasts of the County of Brant Municipal Comprehensive Review.*
- *To provide an increase in smaller residential units, being units where the living area is generally less than 130 square metres.*
- *To provide an increase in both horizontal and vertical mix of uses on individual sites to include residential and amenity uses.*

Planning Comment:

The proposed development provides a generous amount of landscaped open space and green areas, with approximately ±18,561 m² of landscaped open space (minimum 25% of the lot area) which equates to roughly ±19 m² of green space per resident based on an estimated population of 986 (population count used in the FSR SWM). While the stacked townhouses do not include private backyards, they will have access to a shared outdoor amenity space, and all other townhouse units will include private rear yards, ensuring access to outdoor living areas for all residents. Tree planting strategies will be refined through detailed design to improve canopy coverage and support the County's target for increased tree coverage. Although Dundas Street East is not fully urbanized, the development will provide internal pedestrian connections throughout the site, with opportunities to link to future public sidewalks, enhancing walkability and reducing automobile dependency. The site is well located in proximity to employment uses and community amenities, including the SC Johnson Trail, Optimist Park, and the Cowan Community Health Hub, which offers a range of health care and social services. The proposal also contributes to housing diversity by introducing smaller units, including one-bedroom units in the stacked townhouses, alongside larger two- and three-bedroom units, supporting a mix of household types.

1.8 Housing Supply

General Policies

1.8.1 Appropriate water and sanitary sewage systems shall be provided to the satisfaction of the approval authority having jurisdiction.

1.8.2 The County shall encourage innovative and compatible housing development that exhibits sustainable and high standard of design, in compact built form, which may represent non-traditional additions to the County's housing stock.

1.8.4 The development and redevelopment of housing shall be compatible and complimentary to adjacent uses and integrate historic attributes and characteristics of areas with cultural heritage value in accordance with the applicable policies of this Plan.

1.8.5 Development and redevelopment of housing shall be universally designed ensuring equitable size, location, and type of units, while providing a mix of household incomes, including market rent, affordable housing, and attainable housing to meet community needs. Other uses which directly support the housing development shall also be encouraged in accordance with this Section of the Plan.

Planning Comment:

The proposed development introducing a mix of stacked and ground-oriented townhouse forms in a compact, efficient layout. The project includes one- and two-bedroom units, catering to non-family households and smaller households, alongside two- and three-bedroom rowhouses suitable for families. This variety addresses the evolving needs of a growing and diverse population, offering opportunities for attainable housing. The design is compatible with surrounding uses and incorporates high-quality urban design standards, ensuring that new housing integrates with the existing character of Paris while contributing to intensification targets.

1.15 Design and Built Form

It is the intent of this Plan to facilitate a high standard of maintenance, improvement, design, and overall implementation of the built form of the urban and rural areas in the context of both new and existing development. The following policies seek to integrate planning and design in a way that will guide built form in line with the objectives of the County's complete community's framework.

General Policies

1.15.1 Development and intensification should incorporate design that is in keeping with the traditional character of the area in which the development is located, including but not limited to the height, massing, orientation, aesthetic, and landscaping, while

preserving and complimenting traditional features, enhancing a sense of place and, where appropriate, providing a unique architectural identity.

1.15.3 The County may require the submission of a design report, concept plan, and rationale including such items as visualizations, architectural drawings and renderings, material boards or similar information that offer contextual consideration and provide for a clear representation of the proposal in accordance with all other submission requirements for a development application as outlined in this Plan.

The Public Realm

1.15.4 The design of the public realm and adjacent built form shall take advantage of views and vistas, such as those of the Grand River and Nith River, providing a conveyance of public

1.15.7 Development and intensification shall enhance tree retention and replacement to improve the tree canopy in the urban and rural areas of the County.

1.15.8 Wherever feasible, parking facilities shall be designed as part of the public realm, designed in a way to prioritize pedestrian safety, and reduce conflicts with automobile traffic. Such facilities will include pedestrian scale lighting, furniture and active transportation facilities, including connections to the transportation network and bicycle parking opportunities.

Community Lands Development

1.15.11 Design of residential and mixed-use buildings and development shall consider alternatives to reverse lotting wherever possible, including fronting lots with rear lane access, residential units with accessory commercial units, residential units with additional residential units, courtyard design, or other options as may be provided in the County's Comprehensive Design Manual.

1.15.12 Intensification and infill development shall pay particular attention to compatible design with respect to the façade, height, setbacks, and other characteristics of neighbouring properties.

1.15.13 The policies of this Plan are intended to provide a flexible approach to housing options in terms of density and built form, provided the design is compatible with the smalltown charm of the County of Brant and the height and aesthetics of buildings within proximity of the development.

1.15.14 When considering building height in excess of 3 stories, podium construction should be considered to differentiate between the upper and lower portions of the building and provide opportunities for differing setbacks at various heights.

Parking Areas

1.15.18 Parking shall be designed to meet the needs of residents and businesses for the average demand as determined through appropriate surveys to the satisfaction of the County of Brant.

1.15.20 In general, visitor parking should be designed so that it is spread comprehensively throughout developments, ensuring that the fluctuating needs for parking are met at a local level.

Planning Comment:

The proposed development is designed to prioritize the pedestrian experience along Dundas Street East by orienting built form close to the street line and supporting a mixed-use or residential frontage. Vehicular access and parking are accommodated internally on the site, minimizing curb cuts and reducing interruptions along the street edge. This approach reinforces a continuous, pedestrian-focused public realm while maintaining safe and efficient vehicular circulation within the site. The proposed 2 and 3 storey built form is compatible with the surrounding area allowing a tighter urban format making efficient use of the land.

Refer to Section 5.0 – Urban Design Study for more details.

2.10 The Natural Heritage System

2.10.17 While the presence and significance of some features in the Natural Heritage System have been identified and inventoried by official sources, the presence and significance of others can only be determined after evaluation. An environmental impact study or environmental implementation plan may be required to be completed by an applicant as part of a complete application for development or site alteration to determine the presence, precise location, and significance of features in the Natural Heritage System.

2.10.30 Infrastructure, development, and/or site alteration proposed within or on adjacent lands to the Natural Heritage System for the Growth Plan and/or Natural Heritage System, shall demonstrate through the completion of an environmental impact study and/or environmental implementation plan submitted by an applicant as part of a complete application that:

- *The proposal contributes to achieving the provisions outlined in the policies of this plan related to watershed and subwatershed planning, in maintaining, restoring, and enhancing the Natural Heritage System and the Water Resources System*
- *The diversity and connectivity along the system and between features of the Natural Heritage System located within 240 metres of each other and the longterm ecological function and biodiversity of natural heritage systems will be maintained, restored, or where possible, enhanced recognizing the linkages*

between and among features of the natural heritage system, surface water features and ground water features.

- *Removal of other natural features and enhancement woodlands deemed not to be a key natural heritage feature or key hydrologic feature is avoided where feasible and incorporated into the planning design of the proposed use.*
- *There will be no negative impacts on features in the Natural Heritage System or their ecological functions and hydrological functions, and that a net gain in the long-term ecological and hydrological features and functions will be achieved.*

2.10.38 Prior to any infrastructure, development, or site alteration within and/or adjacent to enhancement woodlands the feature shall first be evaluated by an applicant through an environmental impact study to determine if all or part of the feature contains any key natural heritage features and/or key hydrologic features. Any portion determined to be a key natural heritage feature and/or key hydrologic feature shall be considered a constraint to development in accordance with the policies of this Plan.

Planning Comment:

An Environmental Impact Study (GeoProcess Research Associates, December 2025) confirmed that the subject lands do not contain any Significant Natural Heritage features. While the Official Plan identifies a former woodland at the southwest corner, field investigations determined that only a hedgerow remains, which does not meet the criteria for a significant woodland. The hedgerow will be retained and protected through vegetation buffers with native plantings, ensuring ecological connectivity. Specific tree protection measures will be confirmed through the detailed design stage. The EIS also identified a downstream wetland and concluded that it will not be impacted by stormwater discharged from the site, and in fact, additional water may be a benefit to the wetland, particularly during drier summer conditions. Overall, the EIS finds that the development can proceed without negative impacts to the natural environment.

2.17 Cultural Heritage Conservation

2.17.3 Prior to development or site alteration of properties that have been identified on the heritage inventory, the applicant may be required to prepare a cultural heritage impact assessment, conservation plan, salvage plan, or similar, in accordance with the applicable terms-of-reference to the satisfaction of the County of Brant. Such a study shall be required prior to the submission of a complete application as a proactive approach to identifying properties for evaluation under the Ontario Heritage Act. Where the County of Brant has previously evaluated the property, said studies may be required as part of a complete application or as condition of approval rather than prior to the submission of application.

2.17.4 Prior to the development or site alteration of lands adjacent to properties or areas that have been identified on the heritage inventory, the applicant may be required to

prepare a cultural heritage impact assessment, conservation plan, salvage plan, or similar, in accordance with the applicable terms-of-reference to the satisfaction of the County of Brant. Such a study shall be required as part of a complete application prior to development as a proactive approach to identifying properties for evaluation under the Ontario Heritage Act. Where the County of Brant has previously evaluated the cultural heritage resources in question, said studies may be required as a condition of approval rather than at the time of complete application.

Planning Comment:

The subject lands are identified in Annex 3 of the Official Plan as an area with potential cultural heritage interest because they are located on Dundas Street, which has historically served as a key corridor in southwestern Ontario. While there are no heritage features on or adjacent to the site, the proposed development will complement the historic character along this corridor and Paris overall.

Refer to Section 5.0 – Urban Design Study for details.

3.0 Protecting Public Health and Safety

3.4 Contaminated Sites

The County encourages the regeneration and redevelopment of brownfield sites. The County may prepare a Community Improvement Plan for contaminated properties and explore additional opportunities to provide incentives to promote remediation of these sites. Contaminated sites shall be subject to the following policies:

3.4.1 Sites with known or potential contaminants in land or water shall be assessed and remediated prior to any activity on the site in accordance with Provincial legislation, regulations, and standards such as the Environmental Protection Act.

3.4.2 Sites with soils that are known to be or have the potential to be contaminated due to existing or historical industrial or commercial land uses must have the environmental condition assessed. When managing development or site alteration of a potentially contaminated site, a Record of Site Condition either prior to the development approval, at the time of release of conditions of approval, or at the time of issuance of a building permit will be required.

3.4.3 When considering a development application that include sites suspected or known to be contaminated, the County will require at its discretion a Phase 1 Environmental Site Assessment to be completed by the applicant. If recommended by a Phase I assessment or mandated under Provincial legislation, a Phase II Environmental Site Assessment must be undertaken by the applicant.

3.4.4 As a condition of approval, the County will require that remediation, where required, is undertaken to appropriate Provincial requirements.

3.4.5 Mandatory filing of a Record of Site Condition in the Registry, by a qualified person, as required by Provincial legislation shall be undertaken for a change in use of a property from industrial or commercial to residential and parkland. The site may need to be remediated in accordance with Provincial requirements. In addition to a Record of Site Condition for a change of use, the County may require a Record of Site Condition to be filed where the application does not involve a change of use to a more sensitive land use to ensure that any remediation, or risk assessment and risk management, necessary to permit the intended use is to the satisfaction of the Province.

3.5 Land Use Compatibility

The intent of this Plan is to ensure that land uses that include major facilities are planned and developed in a way to reduce, and ideally eliminate, potential adverse effects of these intensive uses on sensitive land uses.

3.5.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures.

3.5.2 On lands outside or adjacent to Employment Areas, a transition of uses is required to prevent adverse effects, which includes a diverse mix of land uses such as mixed-use, commercial, higher density residential, public service facilities, and institutional uses to support the achievement of complete communities.

3.5.6 An appropriate transition to adjacent non-employment areas will be required to ensure land use compatibility with any development that is contiguous with or in proximity to community area lands.

3.5.7 Any development contiguous with or in proximity to a neighbouring municipality shall be circulated appropriately within that jurisdiction for comments to be considered in land use planning decisions.

3.6 Proximity to Major Facilities

3.6.6 Where avoidance is not possible, the County shall protect the long-term viability of existing and planned industrial, manufacturing and other major facilities that are vulnerable to encroachment by ensuring that the planning and development or redevelopment of proposed adjacent sensitive land uses are only permitted where it is demonstrated that all of the following shall be achieved in accordance with provincial guidelines, standards and procedures:

- *There is an identified need for the proposed use;*
- *Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
- *Adverse effects to the proposed sensitive land use are minimized and mitigated; and*
- *Potential impacts to industrial, manufacturing, or other uses are minimized and mitigated.*

3.9 Provincial D-Series Guidelines

Specific to provincial legislation, guidelines and procedures where applicable, applicants must demonstrate as part of a complete application that development and site alteration are in accordance with the most up-to date Provincial D-Series Guidelines including, but not limited to: D-1 series on Land Use and Compatibility; D-2 Compatibility between Sewage Treatment and Sensitive Land Uses; D-4 series on Landfills and Dumps; and D-6 series on Compatibility between Industrial Facilities. While certain parts of these guidelines have been stated in this Plan for ease of interpretation, detailed reference to these documents and any related reference material and legislation is required, for a complete understanding of land use compatibility requirements.

3.9.1 Where impacts from industrial activities cannot be mitigated or prevented to the level of a trivial impact in which there would be no adverse effect, development, and redevelopment whether it be an industrial use or sensitive land use, shall not be permitted.

3.9.4 Areas of potential influence potential distances are areas in which adverse effects may be experienced for industrial uses. The actual influence area, the overall range within which an adverse effect would be or is experienced, for a particular facility is site-specific and is typically located within the potential area of influence. In the absence of specific substantiating information such as in the form of land use compatibility studies which identifies an actual influence areas, the potential influence areas in the table above shall apply.

3.9.5 The minimum separation distance identifies distances within which adverse effects on surrounding sensitive land uses are likely to occur. New major facilities and sensitive land use are not permitted in the minimum separation distance. Ancillary uses such as parking lots may be within the minimum separation distance. Redevelopment, infill and mixed-use may be considered subject the Provincial D-Series guidelines, site-specific zoning, and completion of feasibility studies as may be required by the County.

3.9.7 Where avoidance, by locating a proposed major facility or sensitive land use outside the potential area of influence or minimum separation distance (in the case of redevelopment, infill and mixed-use) is not possible, the applicant shall be required to complete studies which may include but may not be limited to a demonstration of need, land use analysis, feasibility analysis, photometric drawings, hydrogeological and

servicing studies, and/or compatibility studies, as part of a complete application as determined by the County and any agency having jurisdiction. The studies must determine a specific separation distance and mitigation measures for the proposed major facility or sensitive land use that would avoid adverse effects. In no case shall the separation distance be less than the minimum separation distance.

3.9.8 In addition to applying separation distances and legislative controls, adverse effects can be minimized and prevented by incorporating other buffering techniques. Examples of mitigation measures include berms, walls, fences, topography, vegetation and other technical controls; location and orientation of facilities, buildings and activity areas; the design of buildings and structures; photometric design that incorporates dark sky friendly lighting and building design; and operational procedures such as related to storage and machinery.

3.9.9 In cases where the separation distance is reduced through other buffering techniques, they should be incorporated into site-specific zoning to address future changes in use that would normally not require rezoning, to prevent changes to an industrial use that would not be in accordance with the Provincial guidelines and standards and/or that would require additional mitigation.

3.9.11 When the new development or redevelopment is a sensitive land use, a warning of anticipated nuisance effects shall be registered on title and included in offers of purchase and sale.

Planning Comment:

The environmental condition of the subject lands will be appropriately managed prior to development. A Record of Site Condition (RSC) process is underway, and a Phase I Environmental Site Assessment has been submitted with this application, with subsequent phases progressing as required.

A Land Use Compatibility Study (RWDI, 2025) confirms that the subject lands meet the minimum separation distance from all nearby major facilities and can be made compatible with adjacent industrial operations. Mitigation measures will be refined at the detailed design stage and will be informed by a comprehensive air quality study, detailed noise impact assessment, vibration study, and traffic-related air pollution analysis. Buffering techniques such as landscaping, berms, and other use and design interventions, enabled by the by-law, can be incorporated as necessary to minimize potential adverse effects and ensure a safe and healthy living environment for future residents while maintaining the long-term viability of surrounding employment uses.

4.0 How We Green

4.2 Efficiency and Conservation

General Policies

4.2.1 Water shall be conserved through water demand management for the efficient use of water; and water recycling to maximize the reuse and recycling of water.

4.2.2 Energy shall be conserved for existing buildings and planned developments, including through:

- *The Identification of opportunities for conservation, energy efficiency and demand management, as well as district energy generation, renewable energy systems and alternative energy systems and distribution through community and municipal energy planning processes, and in the development of conservation and demand management plans;*
- *Land use patterns and urban design standards that support energy efficiency and demand reductions, and opportunities for alternative energy systems, including district energy systems; and*
- *Other conservation, energy efficiency and demand management techniques touse energy wisely as well as reduce consumption;*

4.2.3 Air quality shall be improved through reduction in emissions from municipal, commercial, industrial, and residential sources

4.2.4 Waste management should be integrated through:

- *Enhanced waste reduction, composting, and recycling initiatives, and the identification of new opportunities for energy from waste, source reduction, reuse, and diversion, where appropriate;*
- *A comprehensive plan with integrated approaches to waste management, including reduction, reuse, recycling, composting, diversion, and disposal of residual waste;*

4.2.5 A Municipal excess soil reuse strategy should be considered as part of planning for growth and development and relevant development proposals shall incorporate best practices for the management of excess soil generated and fill received during development or site alteration…

4.3 Greenspaces and Green Infrastructure

General Policies

4.3.3 Proposals for infrastructure, development and/or site alteration shall demonstrate as part of a complete application through submission of a climate change mitigation plan, landscape plan, tree preservation and planting plan, environmental implementation plan and/or similar plan that:

- *The site has been designed to maximize retention of existing and the planting of new trees and vegetation, wetlands, riparian and/or other wildlife habitats through greenspaces and green infrastructure to mitigate the impacts of a changing climate. Naturalized lawns are encouraged. Large manicured grassed areas will generally not be supported as part of site plan control.*
- *The site has been designed to achieve a minimum tree canopy coverage of 30% at maturity, where feasible. Where this is not feasible, cash-in-lieu may be required to support County planting programs to increase tree canopy coverage.*
- *Greenspaces and green infrastructure have been incorporated into the design to assist in achieving the minimum targets in conserving and restoring natural systems and biodiversity based on Guidelines from Environment Canada's How Much Habitat is Enough*
- *Where stormwater management facilities are required that naturalized stormwater retention ponds will be used to support clean water and biodiversity. Naturalized systems shall be designed to: establish ecosystems and maximize a diversity of habitats, have lower concentrations of nitrogen andphosphorus, a lower biomass of blue-green algae, have lower construction and maintenance costs, deter geese, and improve aesthetics.*
- *Where sustainable development, tree preservation, environmental implementation or similar guidelines exist, that the project has been preparedin accordance with such guidelines including any applicable terms of reference.*
- *New trees and vegetation consist of non-invasive native species. A mixture of non-invasive native trees, plants, ground covers, savannahs and tallgrass prairies, and seed mixes may be used to achieve the policies of this Plan.*
- *Where treed areas, forests, wetlands, riparian areas and other wildlife habitats have become degraded, how they will be restored and enhanced.*
- *Re-naturalization of areas already developed, particularly adjacent to wetlands and streams, should be restored by replacing hard surfaces with green spaces and green infrastructure, where feasible.*
- *Greenspaces and green infrastructure have been designed and will be managed to maximize carbon storage and sequestration in vegetation, wetlands and soils.*
- *There will be a net gain in ecological and hydrological features, areas and functions. Where natural areas and features may be considered for removal in accordance with the policies of this Plan, environmental offsetting will be required on lands subject to the project, alternate lands approved by the County and/or as cash-in-lieu.*

Planning Comment:

The proposed development supports the County's sustainability and green infrastructure objectives by incorporating measures that promote environmental stewardship and climate resilience. Curbside municipal waste collection has been contemplated as part of the site design to ensure efficient waste management. Soil reuse will be addressed following the findings of the Phase II Environmental Site Assessment in accordance with provincial requirements. As identified in the EIS (GeoProcess, 2025) the existing hedgerow along the rail corridor will be retained and enhanced through additional plantings within the vegetation protection zone, contributing to biodiversity and ecological connectivity. The EIS also anticipates that increased water discharge from the site may benefit the downstream wetland during drier summer conditions, improving its ecological function. A Tree Protection Plan and detailed landscape plan will be prepared at the Site Plan Approval stage to implement the EIS recommendations and achieve canopy targets, including the use of appropriate native, non-invasive species. Low Impact Development (LID) techniques will be integrated where necessary, informed by ongoing groundwater monitoring, and further refined through the detailed design stage.

6.0 Transportation and Mobility

6.6 Parking Solutions

6.6.6 Bicycle parking shall be provided and conveniently located in close proximity to building entrances and County of Brant trails. Sheltered bicycle parking is the parking type and should be integrated into the built form.

6.7 The Road Network

6.7.4 Residential development adjacent to Provincial Highways and Arterial Roads shall be protected from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provisions of noise attenuation measures at the time of development.

6.7.8 A widening or conveyance of a public right-of-way may be required as a condition of development whereby an owner of land may be required to convey a portion of land at no cost to the municipality, to facilitate the construction of a public right-of way based on the road classifications illustrated on Schedule E of this Plan with the total right-of-way width being described as follows:

- *Highway – Over 45 metres*
- *Arterial Road – 20 to 45 metres*
- *Collector Road – 20 to 45 metres*
- *Local Road – 15 to 22 metres*
- *Public Laneway – 6 to 10 metres*
- *Public Trails – 3 to 6 metres*

6.8 Access and Connectivity

6.8.2 Arterial Roads are designed to move large volumes of traffic within and through the County of Brant. To preserve the traffic carrying capacity of these thoroughfares, individual access to these roads shall be limited. This policy may also apply to Collector Roads, or a portion thereof, where it is determined by the County for the prioritization of the flow of traffic and transportation.

6.8.3 Direct or restricted access to any road shall only be permitted subject to the approval of the County and may be subject to detailed traffic analysis and/or parking survey to determine impacts to traffic flow, on-street parking capacity, and the existing and planned function of the road. Wherever feasible, shared access is to be incorporated as part of employment, commercial and mixed-use sites to reduce access points and reduce conflicts zones.

6.8.4 Access to the municipal right-of-way shall be in accordance with the County of Brant Entrance By-Law, as amended from time to time.

6.8.6 Where access is provided from the right-of-way to private property, including parking facilities, every effort shall be made to accommodate appropriate queueing of vehicles wishing to enter and exit the roadway where there may be interactions with pedestrian or active transportation traffic to not impede the flow of any mode of transport.

6.8.7 Development may require more than one access route for emergency service connections to the road network. Emergency access roads shall be provided by the development proponent, to the satisfaction of the County of Brant, and shall be a condition of approval for both public and private roads and developments, where applicable.

6.8.8 Plans of Condominium within the County, while held under private ownership, shall be designed to encourage, and facilitate connections and linkages to established and planned active and pedestrian transportation networks including opportunities for public access and connectivity.

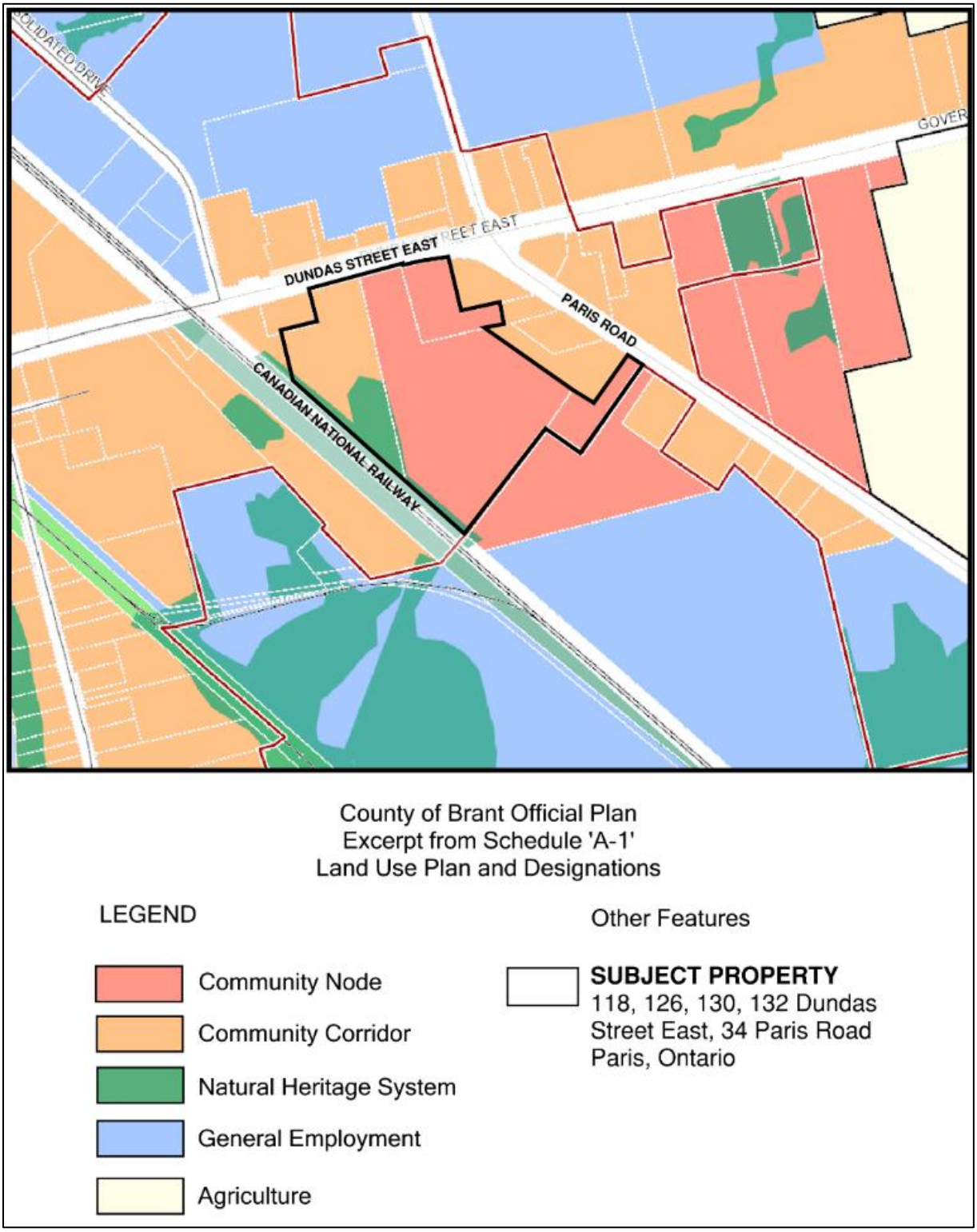
6.8.9 Spacing between entrances to the public right-of-way will be informed by the minimum standards of the Transportation Association of Canada's Geometric Design Guide for Canadian Roads, Chapter 8 – Access. Where the County of Brant wishes to go beyond the minimum standard, such a requirement will be determined by the County through the Entrance By-Law.

Planning Comment:

The proposed development supports the County's transportation and mobility objectives by incorporating measures that promote safe, efficient, and multimodal connectivity. As noted in the TIS (Crozier, 2025), site-specific transportation demand management strategies may include secure bicycle parking spaces and a compact bicycle repair station to encourage active

transportation. The proposed site accesses along Dundas Street East have been designed with appropriate spacing and are expected to operate efficiently upon full build-out, with further intersection and access operation studies to be completed at the detailed Site Plan stage. The TIS finds that the additional traffic generated by the development is anticipated to have minimal impact on the surrounding road network and is supportable from a traffic operation perspective. A 2.3-metre right-of-way widening along Dundas Street East has been incorporated into the site plan to meet County requirements. Internal pedestrian sidewalks are proposed throughout the development, with the ability to connect to future public sidewalks, enhancing walkability and supporting a reduction in automobile dependency.

Figure 3: County of Brant Official Plan Land Use Designation

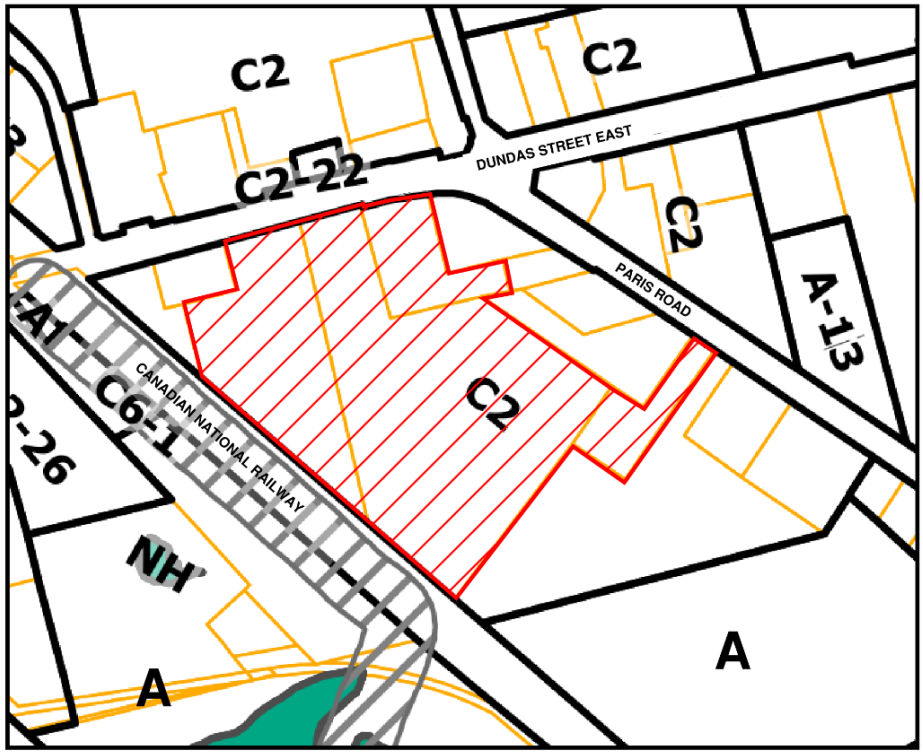


4.4 County of Brant Comprehensive Zoning By-law No. 61-16

The *County of Brant Comprehensive Zoning By-law No. 61-16* ("ZBL"), as consolidated, August 2025. The ZBL zones the subject lands "General Commercial (C2) Zone" (refer to Figure 5).

A ZBA is required to rezone the subject lands to a site-specific Residential Medium Density (RM2-XX) Zone, Modified and Residential High Density (RM3-XX), Zone, Modified. Refer to section 6.3 of this report for additional information regarding the proposed site specific Residential Zones.

Figure 4: Existing Zoning



County of Brant Zoning By-law No. 61-16
Excerpt from Schedule A 'Map No.42'

LEGEND

C2	General Commercial Zone
A	Agricultural Zone
NH	Natural Heritage Zone

Other Features

SUBJECT PROPERTY
118, 126, 130, 132 Dundas Street East, 34 Paris Road Paris, Ontario

5.0 Urban Design Study

This Urban Design Study has been prepared to demonstrate how the proposed development reflects the vision of *A Simply Grand Plan* and complements the broader area of cultural heritage interest within Paris. The study provides a design rationale that addresses the County of Brant's objectives for complete communities, high-quality built form, and heritage-sensitive development. It outlines how the proposal integrates architectural elements inspired by the historic character of Paris while introducing contemporary features that support intensification and create a strong sense of place along a corridor with an evolving identity. The design approach ensures compatibility with Official Plan policies for Community Corridors and Community Nodes, while contributing to fostering vibrant, connected, and pedestrian-oriented environments.

The subject lands are located on Dundas Street East, which has historically served as a key corridor in southwestern Ontario. Dundas Street has a mix of uses and a strong sense of place, particularly near Burwell Street (Figures 5 – 8), which functioned as a gateway to Upper Town in Paris. The subject lands are within a Cultural Heritage Overlay in *A Simply Grand Plan*, the intent of which is to ensure that future development respects the historic character of Dundas Street in both use and design.

Figure 6: Northwest Corner of Dundas/Burwell

Figure 5: Northeast Corner of Dundas/Burwell

Figure 7: Southwest Corner of Dundas/Burwell

Figure 8: Southeast Corner of Dundas/Burwell

While Dundas Street west of the Grand River exhibits a strong historic character, the eastern portion on which the subject lands are located does not share the same level of heritage identity. However, the purpose of the Cultural Heritage Overlay is to ensure that the cultural identity of the corridor is maintained as it evolves. As this corridor undergoes intensification, it will be important

to extend and connect with the historic character of the corridor, and broader heritage identity of Paris overall, through thoughtful design. Paris has numerous heritage buildings that provide architectural inspiration for new developments, such as the Arlington Hotel (Figure 7), Former Paris Town Hall (Figure 8), and Paris Wincey Mills (Figure 9). Although these buildings represent architectural styles from different eras, they share common design elements, such as traditional masonry materials, and contribute to Paris' overall history.

Figure 7: Arlington Hotel

Figure 8: Former Paris Town Hall

Figure 9: Paris Wincey Mills

The architectural expression of the proposed development will be developed through detailed design at the Site Plan Approval stage. However, LIV Communities has several typical townhouse styles that vary in façade treatments (Figures 10, 11 & 12) and the proposed development will utilize a combination of elements to complement the surrounding heritage character. The proposed development seeks to extend and connect with Paris' heritage qualities through the use of neutral colour palettes, gabled roof forms, and traditional materials like brick and stone. At the same time, modern features such as large, glazed openings and asymmetrical fenestration can introduce a contemporary interpretation, ensuring the design is both indicative of the corridor's historic context and responsive to its future role as a vibrant, intensified urban area. This approach respects Paris' heritage identity and "smalltown charm" with a hint of modernity, contributing to a sense of place and continuity as the corridor evolves.

In addition to the integration of heritage-sensitive design elements, the proposed development will conform to the design objectives for the Community Corridor and Community Node designations of *A Simply Grand Plan*. With respect to circulation and parking, the design minimizes the number of access points from Dundas Street East, preserving its functionality as an arterial corridor. Parking is located internally to limit visibility from the public realm. Visitor parking is comprehensively distributed throughout the site. Internal sidewalks provide safe pedestrian connections throughout the site, with the opportunity to connect to public sidewalks should they become available in this area.

The proposed development will avoid rear-lotting and establish an active street frontage on Dundas Street West by locating stacked townhouses with balconies along this lot line. The proposed built form consists of modest townhouse blocks with consistent heights of two and three storeys, allowing natural light to permeate through the site and enhance both private and shared outdoor amenity areas. Internal pedestrian connections and opportunities for future mixed-use development within Stage 3 will foster a vibrant, connected environment that encourages social

interaction and active transportation. Landscaping and tree planting strategies will be refined during Site Plan Approval to maximize canopy coverage and integrate bird-friendly design practices. Overall, these measures will contribute to a high-quality public realm by enhancing the pedestrian experience, promoting sustainability, and reinforcing the corridor's identity as a vibrant, connected community space.

Figure 10: Example Three-Storey Stacked Townhouses

Figure 11: Example Two-Storey Standard Townhouses

Figure 12: Example Three-Storey Standard Townhouses

6.0 Planning Analysis

The Planning Analysis is presented in three sections. The first part of the discussion will summarize the technical findings of the Supporting Studies (Section 6.1), and conformity with Provincial interest and policies (Section 6.2). The latter part of this Analysis will provide a scoped planning discussion to support the Zoning By-law Amendment (Section 6.3).

6.1 Supporting Studies

As outlined in Section 3, the subject lands and proposed development have been comprehensively studied to ensure that all technical design and environmental requirements have been met to Provincial and City policies and standards. Feedback from the pre-consultation has also been incorporated into the final design. The results of the studies support the approval of the proposed Zoning By-law Amendment.

6.2 Provincial Interest

The Planning Act provides specific criteria for the approval of a Draft Plan of Subdivision per Section 51 (24). The proposed Draft Plan of Subdivision facilitates a logical use of municipal infrastructure, as demonstrated in the submitted supporting studies. The development proposes a logical lotting pattern that is consistent with the surrounding, existing and planned future development. The Draft Plan of Subdivision protects the public interest and will not negatively impact capacity, natural heritage resources or cultural heritage resources. The Planning Act requires that, “decisions affecting planning matters shall be consistent with” the Provincial Planning Statement, 2024. The subject lands are located within an existing “Settlement Area” known as Paris. The proposed development will provide land use intensification that will contribute towards efficient use of urban lands. The proposed land uses will contribute to the overall viability of the settlement area by providing additional units serviced by existing infrastructure, with no adverse impacts to significant cultural or natural heritage resources. The proposed Zoning By-law Amendment is consistent with the Provincial Planning Statement, 2024.

6.3 County of Brant Official Plan

The proposed development and Zoning By-law Amendment conform to the County of Brant Official Plan (“A Simply Grand Plan”) by advancing its objectives for complete communities, growth management, and high-quality urban design. The subject lands are designated as Community Node and Community Corridor, with a small portion designated Natural Heritage System. The Community Node and Community Corridor designations are intended to serve as focal points for mixed-use development, intensification, and connectivity. The proposed RM2-XX and RM3-XX zones, with added permissions for Neighbourhood Commercial uses, directly support these designations by introducing a range of townhouse forms and opportunity for mixed-use development, fostering a vibrant and pedestrian-oriented environment.

The Official Plan emphasizes intensification within the Delineated Built-Up Area to achieve a minimum annual target of 20% housing growth. The proposed development will contribute approximately 318 new residential units within the Primary Settlement Area of Paris, representing a significant step toward meeting this target. By utilizing serviced urban land and introducing

medium-density housing forms, the proposal supports efficient land use and protects rural and agricultural areas from urban sprawl. The inclusion of stacked townhouses and permissions for mixed-use development within the RM3-XX zone reflects the County's policy direction to encourage higher-density forms along arterial corridors, enhancing housing diversity and supporting transit-oriented growth.

From a design perspective, the Official Plan calls for development that complements the traditional character of Paris while promoting modern, sustainable forms. The proposed site specific provisions facilitate this by allowing modest increases in building height (14.5 metres for townhouses and 27 metres for apartments) while maintaining compatibility with surrounding uses. These heights are appropriate for the Community Corridor context and enable an active street frontage along Dundas Street East, consistent with the Plan's vision for attractive, connected streetscapes.

The Official Plan also prioritizes complete communities through a mix of land uses, active transportation, and access to amenities. By permitting Neighbourhood Commercial uses within the RM3-XX zone, the proposed amendments create opportunities for ground-floor retail and service uses, enhancing walkability and reducing automobile dependency. Internal sidewalks with potential connections to future public sidewalks further reinforce multimodal mobility objectives. These measures align with the County's goals to reduce automobile trips, increase walking and cycling, and improve overall connectivity.

Environmental and cultural heritage considerations have been addressed through supporting studies, confirming that the proposed development will not negatively impact natural heritage features or cultural heritage resources. The design incorporates landscaping and tree planting strategies to improve canopy coverage and contribute to climate resilience, consistent with the Official Plan's sustainability objectives.

Overall, the proposed zoning amendments conform to the County of Brant Official Plan by supporting intensification within a Primary Settlement Area, promoting housing diversity, enabling mixed-use opportunities, and advancing the vision for complete, connected, and sustainable communities. They represent good planning practice by balancing flexibility with compatibility, optimizing serviced land, and reinforcing the County's long-term growth management strategy.

6.4 Zoning By-law Amendment

To facilitate the proposed development, a Zoning By-law Amendment is required to the County of Brant Zoning By-law No. 61-16. As discussed in Section 4.4 to this report, the lands will be rezoned from the General Commercial (C2) Zone to the Residential Multiple Medium Density (RM2-XX) Zone, Modified, and the Residential Multiple High Density (RM3-XX) Zone, Modified. A number of site-specific zoning provisions are required to permit a more efficient residential design that is aligned with the objectives of the County of Brant Official Plan. The specific modifications proposed to Zoning By-law No. 61-16 are provided in Table 1.

The proposed amendments to the County of Brant Zoning By-law No. 61-16 represent a thoughtful refinement of existing RM2 and RM3 provisions to facilitate modern built forms and efficient land

use while maintaining compatibility with the County's objectives for complete communities and high-quality urban design. These changes respond to the characteristics of a condominium tenure development and the need for flexibility to support a mix of housing options and potential future mixed-use opportunities. The RM2-XX site specific zone is tailored for a traditional townhouse neighbourhood on a common element condominium road system, while the RM3-XX Zone is designed for higher-density stacked townhouses and apartments, with permissions for Neighbourhood Commercial (C1) uses to encourage future mixed-use development. This approach ensures efficient use of land, supports intensification within a designated Community Node and Community Corridor, and aligns with the County's growth management and housing diversity objectives.

The RM2-XX Zone introduces reductions in minimum lot area and frontage to reflect the smaller footprint of three-storey rowhouses, refined setbacks to align with lot-based zoning on a condominium road, and increased lot coverage to account for features such as decks and balconies. Building height is proposed to increase to 14.5 metres to support three-storey dwellings with taller ceilings. Yard encroachments are prescribed to ensure compliance and flexibility including 1.5m for a platform structure into any yard and fire wall provisions. While back-to-back townhouses are not presently proposed, provisions to permit this form are proposed to allow flexibility in the range of built forms.

The RM3-XX Zone builds on these refinements by encouraging higher density through stacked townhouse and apartment dwelling provisions, reducing lot area to 100m^2 per unit for stacked townhouses, and allowing similar setback reductions for rowhouses. Although the built form is not currently proposed, a maximum building height of 27 metres for apartments is proposed to accommodate additional density. Combined with the inclusion of Neighbourhood Commercial uses, the proposed permissions will enable ground-floor retail or service uses in future phases, promoting mixed-use development and walkability.

These modifications represent good planning practice because they optimize serviced urban land, support intensification targets, and provide a range of unit types for different household sizes and incomes. The modifications maintain compatibility with surrounding uses and advance the County's vision for mixed-use, pedestrian-friendly development. Increased building heights remain appropriate for the context and contribute to an active street frontage along Dundas Street East. The proposed zoning framework also provides flexibility to respond to market conditions while ensuring high-quality urban design.

Table 1: Proposed Zoning Modifications

Provision	Required	Proposed Modification	
		RM2	RM3
Permitted Uses		Back-to-back townhouses	Back-to-back townhouses Neighbourhood Commercial (C1) uses
Minimum Lot Area	185m^2	118m^2 (rowhouse) 80m^2 (back-to-back)	

Minimum Lot Frontage	9.0m for rowhouses	4.8m (private road) 6.0m (street fronting)	
Minimum Street Setback	4.5m	4.0m except 3.0m for a corner unit.	
Minimum Interior Side Yard Setback	3.0m	1.5m	
Maximum Lot Coverage	40%	65% (rowhouses) 80% (back-to-back)	65% (rowhouses) 80% (back-to-back) 60% (stacked)
Minimum Landscaped Open Space	30%	25%	
Maximum Building Height	12.0m (townhouses)	14.5m	14.5m 27.0m (apartments)
Yard Encroachments	1.5m (platform structure)	Any yard	
	Steps or Stairs	Any yard	
	Fire Wall	0.6m front yard, 2m rear yard	0.6m front yard and exterior side yard, 2m rear yard

7.0 Implementation

This proposal is to be implemented through the Zoning By-law Amendment and Draft Plan of Subdivision processes to permit the townhouse development. A Draft Zoning By-law Amendment has been prepared and can be found as Appendix B to this report. A future Site Plan Approval application will be submitted to address detailed site design, as well as a Draft Plan of Condominium application.

8.0 Conclusions

The proposed development is for a common element condominium townhouse development consisting of 117 3-storey standard townhouses, 105 2-storey standard townhouses, and 96 stacked townhouses, totaling 318 dwelling units. A Zoning By-law Amendment is required to rezone the lands to Residential Multiple Medium Density (RM2-XX) Zone, Modified, and the Residential Multiple High Density (RM3-XX) Zone, Modified, in the County of Brant Zoning By-law No. 61-16. The proposed changes are consistent with and conform to the applicable policy framework as outlined below:

- They are consistent with Provincial Interests in high-quality built form that respects neighbourhood character, per Section 2 of the Planning Act;
- The changes are consistent with the *Provincial Planning Statement, 2024,* in that they will facilitate the diversification of housing stock through intensification within a Primary Settlement Area, accommodating evolving societal needs using existing municipal infrastructure;
- They ensure land use compatibility with surrounding existing and future development;
- They conform to the intent of the *County of Brant Official Plan* objectives of creating a complete, sustainable, and healthy community;
- They represent good land use planning, providing intensification with a mix of compatible uses that will be integrated with existing neighbourhood character within the built-up area of Paris.

The proposed development and associated site-specific amendments to the *County of Brant Comprehensive Zoning By-law No. 61-16* are appropriate, desirable, and reflect good land use planning.

Respectfully Submitted,

LANDWISE

Prepared By:

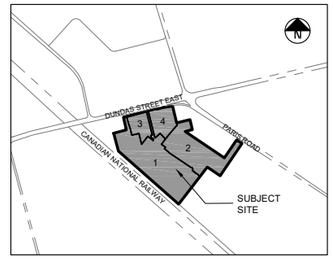
Lina Ruiz, CPT
Junior Planning Technician

Reviewed By:

Edward John, MRTPI
Partner / Principal Planner

Appendix A:

Conceptual Site Plan



KEY MAP
1:10,000

SITE STATISTICS

LOT AREA	**74,245.22m²**
CONDOMINIUM 1 - BLOCK 1	36,777.99m²
CONDOMINIUM 2 - BLOCK 2	23,409.57m²
CONDOMINIUM 3 - BLOCK 3	5,992.34m²
CONDOMINIUM 3 - BLOCK 4	8,065.32m²
UNIT COUNT BY BUILT FORM	
2-STOREY 20ft TOWNHOMES	105 (33.0%)
3-STOREY 16ft TOWNHOMES	117 (36.8%)
3.5-STOREY STACKED TOWNHOMES	96 (30.2%)
TOTAL UNIT COUNT	**318 (100%)**
DENSITY	43.0 UPH
UNIT COUNT BY STAGE	
STAGE 1 - CONDOMINIUM 1	127 (39.9%)
STAGE 2 - CONDOMINIUM 2	95 (29.9%)
STAGE 3 - CONDOMINIUM 3	96 (30.2%)
TOTAL UNIT COUNT	**318 (100%)**
PARKING SPACES	**770**
RESIDENTIAL SPACES (2 SPACES PER UNIT)	444
STACKED TOWNHOMES (1 PER1 BR UNIT & 2 PER 2 BR UNIT) (1 BR = 32 UNITS, 2 BR = 64 UNITS)	160
VISITOR SPACES (0.45 PER UNIT)	144
ACCESSIBLE PARKING SPACES (MINIMUM 2%+2 OR REQ.)	22

ZONING CHART

COUNTY OF BRANT COMPREHENSIVE ZONING BYLAW - RESIDENTIAL MULTIPLE MEDIUM DENSITY - ROWHOUSE (RM2) ZONE

DESCRIPTION	REQUIRED	PROPOSED	COMPLIANCE
MIN LOT AREA (FOR THE PURPOSES OF THIS BY-LAW, THE PARCELS / UNITS IN THE PLAN OF CONDOMINIUM MAY BE DEEMED AS LOTS)	185m² PER UNIT	118m² PER UNIT	YES (WITH ZBA)
MIN LOT FRONTAGE (20m EXCEPT 9.0m FOR ROWHOUSE DWELLINGS)	20.0m / 9.0m	4.88m FOR ROWHOUSE DWELLINGS	YES (WITH ZBA)
MIN STREET SETBACK TO ATTACHED GARAGE	6.0m	6.00m	YES
MIN STREET SETBACK TO HABITABLE PORTION OF THE DWELLING (PROVIDED THE MINIMUM WIDTH OF THE DRIVEWAY SHALL BE 5.6m)	4.5m	MIN. 3.0m FOR A CORNER UNIT	YES (WITH ZBA)
MIN INTERIOR SIDE YARD SETBACK	3.0m	1.5m	YES (WITH ZBA)
MIN REAR YARD SETBACK	6.0m	MIN. 6.0m	YES
MAX LOT COVERAGE	40%	MAX. 65%	YES (WITH ZBA)
MIN LANDSCAPED OPEN SPACE	30%	25%	YES (WITH ZBA)
MAX BUILDING HEIGHT	12.0m	14.5m	YES (WITH ZBA)
MIN SEPARATION DISTANCE BETWEEN BUILDINGS ON THE SAME LOT	3.0m	3.1m	YES
PARKING			
MIN PARKING SPACE SIZE	2.8m x 5.5m	2.8m x 5.5m	YES
MIN PARALLEL PARKING SPACE SIZE	2.5m x 6.7m	2.5m x 6.7m	YES
MIN ACCESSIBLE SPACE SIZE			
TYPE A	3.4m x 5.5m	3.4m x 5.5m	YES
TYPE B	2.8m x 5.5m	2.8m x 5.5m	YES
MIN ACCESS AISLE SIZE (SINGLE)	1.5m x 5.5m	1.5m x 5.5m	YES
MIN ACCESS AISLE SIZE (DOUBLE)	1.6m x 5.5m	1.6m x 5.5m	YES
MIN PARKING SPACES	533	570	
TOWNHOUSE RESIDENTIAL (2 SPACES PER UNIT)	444	444	YES
VISITOR (0.35 SPACES PER UNIT)	77	110	YES
MIN ACCESSIBLE SPACES (2%+2)	12	16	YES
MIN PARKING SPACE SETBACK FROM A STREET LINE	3m	MIN. 33m	YES

*** MAXIMUM LOT COVERAGE OF 40% SHALL APPLY TO DWELLING UNITS. MAXIMUM OVERALL LOT COVERAGE OF 45% SHALL BE PERMITTED. THE ADDITIONAL 5% SHALL ONLY BE USED FOR ACCESSORY BUILDINGS OR STRUCTURES.

ZONING CHART

COUNTY OF BRANT COMPREHENSIVE ZONING BYLAW - RESIDENTIAL MULTIPLE HIGH DENSITY - STACKED (RM3) ZONE

DESCRIPTION	REQUIRED	PROPOSED	COMPLIANCE
MIN LOT AREA	185m² PER UNIT	100m² PER UNIT	YES (WITH ZBA)
MIN LOT FRONTAGE (20m EXCEPT 9.0m STREET FRONTING ROWHOUSE)	20.0m / 9.0m	72.73m	YES
MIN STREET SETBACK TO ATTACHED GARAGE	6.0m	N/A	YES
MIN STREET SETBACK TO HABITABLE PORTION OF THE DWELLING (PROVIDED THE MINIMUM WIDTH OF THE DRIVEWAY SHALL BE 5.6m)	4.5m	3.2m	YES (WITH ZBA)
MIN INTERIOR SIDE YARD SETBACK	3.0m	4.5m	YES
MIN REAR YARD SETBACK	6.0m	28.12m	YES
MAX LOT COVERAGE	40%	MAX. 60%	YES
MIN LANDSCAPED OPEN SPACE	30%	25%	YES (WITH ZBA)
MAX BUILDING HEIGHT	12.0m	14.5m	YES (WITH ZBA)
MIN SEPARATION DISTANCE BETWEEN BUILDINGS ON THE SAME LOT	3.0m	15.0m	YES
PARKING			
MIN PARKING SPACE SIZE	2.8m x 5.5m	2.8m x 5.5m	YES
MIN PARALLEL PARKING SPACE SIZE	2.5m x 6.7m	2.5m x 6.7m	YES
MIN ACCESSIBLE SPACE SIZE			
TYPE A	3.4m x 5.5m	3.4m x 5.5m	YES
TYPE B	2.8m x 5.5m	2.8m x 5.5m	YES
MIN ACCESS AISLE SIZE (SINGLE)	1.5m x 5.5m	1.5m x 5.5m	YES
MIN ACCESS AISLE SIZE (DOUBLE)	1.6m x 5.5m	1.6m x 5.5m	YES
MIN PARKING SPACES	151	200	
STACKED TOWNHOMES (1 PER UNIT, PLUS 0.25 ADDITIONAL PER BED.)	112	160	YES
VISITOR (0.35 SPACES PER UNIT)	34	34 (0.35 PER UNIT)	YES
MIN ACCESSIBLE SPACES (3%+1)	5	6	YES
MIN PARKING SPACE SETBACK FROM A STREET LINE	3m	MIN. 33m	YES

DESIGN NOTES:

1. PLEASE NOTE THAT THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY.
2. ALL BUILDING DESIGNS TO BE VERIFIED BY A QUALIFIED PROFESSIONAL.
3. DESIGN SUBJECT TO CHANGE THROUGH PLANNING APPROVAL PROCESS.
4. ALL CONDOMINIUM BLOCKS WILL HAVE RECIPROCAL EASEMENTS OVER EACH OTHER TO ALLOW ACCESS, SERVICING AND MAINTENANCE.

LEGAL DESCRIPTION

PART OF WILLIAM CURTIS GRANT AND PART OF CURTIS GRANT AUGUSTUS JONES TRACT
GEOGRAPHIC TOWNSHIP OF BRANTFORD
NOW IN THE
TOWN OF PARIS
COUNTY OF BRANT

LEGEND

- OVERALL DEVELOPMENT PROPERTY LINE
- CONDOMINIUM LIMIT
- FR FIRE ROUTE SIGN
- FH FIRE HYDRANT

REVISIONS

REV.	DESCRIPTION	DATE	INIT.
A	SUBMISSION	22-DEC-2025	LR

DISCLAIMER

THIS DRAWING IS THE INTELLECTUAL PROPERTY OF LANDWISE. AND IS PROTECTED UNDER COPYRIGHT.

ANY DISCREPANCIES SHALL BE REPORTED TO LANDWISE. PRIOR TO THE START OF CONSTRUCTION.

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS OTHERWISE INDICATED.

LIV COMMUNITIES

PROJECT TITLE

118, 126, 130, 132
DUNDAS STREET EAST,
34 PARIS ROAD

PARIS, ONTARIO

landwise
PLAN • DESIGN • MANAGE
1122 WILSON STREET WEST, SUITE 200 P 905-574-1993
ANCASTER ONTARIO, L9G 3K9 W LANDWISE.CA

DRAWING TITLE

OVERALL
SITE PLAN

PRINT DATE 22-DEC-2025	DRAWN BY LR
REVISION A	DESIGNED BY LW
SCALE 1:750	DRAWING NUMBER SP0-1

Plotted by: Lina Ruiz- 22-DEC-2025, 9:19AM

File Location: C:\Landwise Dropbox\SERVER\PROJECTS\LIV Communities\Dundas St, Paris\Drawings\Planning\Dundas St, Paris_Site Plan.dwg

Appendix B:

Draft Zoning By-law Amendment

Attachment # - **Draft By-Law and Schedule 'A' Mapping**

BY-LAW NUMBER ####-26

EXPLANATORY NOTE

TO

BY-LAW ____ - 2026

This By-law applies to 7.43 hectares (18.36 acres) lands located at 118, 126, 130 and 132 Dundas Street East, as well as 34 Paris Road, Paris ON, in the County of Brant.

The purpose of this By-law is to rezone the subject lands from General Commercial (C2) to Special Exception Residential Multiple Medium Density (RM2-##) and Special Exception Residential Multiple High Density (RM3-##), respectively for the lands identified in the Location Map attached as Schedule "A".

The proposed Zoning By-law Amendment will permit the development of the subject lands through three (3) stages of construction. Stages one (1) and two (2) each include a future development block for a future common element condominium comprised of rowhouses (Blocks 1 and 2 on Schedule "A"). Stage three (3) includes two (2) development blocks of higher density built forms with permissions for mixed use (Blocks 3 and 4 on Schedule "A") which will act as a single standard condominium development. All development blocks will have reciprocal easements for access, servicing and maintenance.

Where townhouses in the form of Rowhouse or Back-to-Back are requested, the allowable uses shall permit the applied provisions of the permittable uses under the RM2 and RM3 Zone, including Stacked Townhouses.

Where commercial uses are requested, the allowable uses shall permit the applied provisions of the permittable uses under the C1 Zone within the RM3 Zone, herein.

Amendment to be read in conjunction with concept plan.

BY-LAW NUMBER ####-26

Of

THE CORPORATION OF THE COUNTY OF BRANT

To amend By-Law Number 61-16, the Zoning By-law for the County of Brant, as amended (118, 126, 130 and 132 Dundas Street East, 34 Paris Road)

WHEREAS an application was received from Landwise, agent on behalf of LIV (Paris) LP, Owner of 118, 126, 130 and 132 Dundas Street East, as well as 34 Paris Road to amend Zoning By-law 61- 16 to change the current Zoning from General Commercial (C2) to Special Exception Residential Multiple Medium Density (RM2-##) and Special Exception Residential Multiple High Density (RM3-##), in order to allow for the proposed residential development / mixed use development.

AND WHEREAS the *Planning Act* empowers a municipality to pass by-laws prohibiting the use of land and the erection, location and use of buildings or structure, except as set out in the By-law

AND WHEREAS this by-law is in conformity with the Official Plan for the County of Brant (2023)

AND WHEREAS the Council of the Corporation of the County of Brant has recommended approval of this By-law

AND WHEREAS the Council of the Corporation of the County of Brant deems it be desirable for the future development and use of the lands described above;

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE COUNTY OF BRANT UNDER THE PROVISIONS OF SECTION 34 OF THE PLANNING ACT R.S.O. 1990 HEREBY ENACTS AS FOLLOWS:

1. **SCHEDULE AMENDMENTS TO BY-LAW NO. 61-16**

That Map No. ## of Schedule "A" – Zoning Maps of Zoning By-law No. 61-16 are amended by changing the zoning from General Commercial (C2) to Special Exception Residential Multiple Medium Density (RM2-##) and Special Exception Residential Multiple High Density (RM3-##) zones respectively for the lands identified in the Location Map attached as Schedule "A" of this By-law.

2. **TEXT AMENDMENTS TO BY-LAW NO. 61-16**

THAT Section 10.3.2 "Exceptions" be amended by the addition of the following new subsection:

RM2-##

1. In addition to the permitted uses for the RM2 Zone set out in Section 8.1.1, back-to-back townhouses shall also be permitted.

2. Notwithstanding any provisions of this By-law to the contrary, within any area zoned RM2-## on Schedule "A" hereto, the following site-specific zone provisions shall apply.

ROWHOUSE AND STREET FRONTING ROWHOUSE DWELLINGS

i. MINIMUM LOT AREA 118m²
ii. MINIMUM LOT FRONTAGE 4.8m DWELLING WIDTH FOR ROWHOUSE DWELLINGS ON A PRIVATE ROAD AND 6m FOR STREET FRONTING ROWHOUSE DWELLINGS
iii. MINIMUM STREET SETBACK TO THE ATTACHED GARAGE 6m
iv. MINIMUM STREET SETBACK TO HABITABLE PORTION OF THE DWELLING 4m, EXCEPT 3m FOR A CORNER UNIT, PROVIDED THE MINIMUM DRIVEWAY WIDTH SHALL BE 3.0m
v. MINIMUM INTERIOR SIDE YARD 1.5m
vi. MINIMUM EXTERIOR SIDE YARD 1.5m
vii. MINIMUM REAR YARD 6m
viii. MAXIMUM LOT COVERAGE 65%
ix. MINIMUM LANDSCAPED OPEN SPACE 25%
x. MAXIMUM BUILDING HEIGHT 14.5m
xi. MINIMUM SEPARATION DISTANCE BETWEEN BUILDINGS ON THE SAME LOT 3m
xii. YARD ENCROACHMENTS IN REQUIRED YARDS
    a. COVERED OR UNCOVERED PLATFORM STRUCTURE 1.5m IN ANY

YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A LOT LINE

b. STEPS OR STAIRS IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A FRONT LOT LINE, EXTERIOR LOT LINE OR REAR LOT LINE
c. FIRE WALL 0.6m IN FRONT YARD AND 2m IN REAR YARD

BACK-TO-BACK TOWNHOUSE DWELLINGS

i. MINIMUM LOT AREA 80m²
ii. MINIMUM LOT FRONTAGE 6 m
iii. MINIMUM STREET SETBACK TO THE ATTACHED GARAGE 6m
iv. MINIMUM STREET SETBACK TO HABITABLE PORTION OF THE DWELLING 4m, EXCEPT 3m FOR A CORNER UNIT, PROVIDED THE MINIMUM
v. MINIMUM INTERIOR SIDE YARD END UNIT 1.5m
vi. MINIMUM EXTERIOR SIDE YARD 1.5m
vii. MINIMUM REAR YARD SETBACK 0.0m
viii. MAXIMUM LOT COVERAGE 80%
ix. MINIMUM LANDSCAPE OPEN SPACE 30%, APPLICABLE TO THE REQUIRED FRONT YARD ONLY
x. MAXIMUM BUILDING HEIGHT 14.5m
xi. MINIMUM SEPARATION DISTANCE BETWEEN BUILDINGS ON THE SAME LOT 3m
xiii. YARD ENCROACHMENTS IN REQUIRED YARDS
    a. COVERED OR UNCOVERED PLATFORM STRUCTURE 1.5m IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A LOT LINE
    b. STEPS OR STAIRS IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A FRONT LOT LINE OR EXTERIOR LOT LINE
    c. FIRE WALL 0.6m IN FRONT YARD OR EXTERIOR SIDE YARD

RM3-##

1. Notwithstanding any provision to the contrary, the following uses shall be permitted within any RM3-## Zone in addition to those already permitted:

    - Any use permitted in a Neighbourhood Commercial (C1) Zone
    - back-to-back townhouses

2. Notwithstanding any provisions of this By-law to the contrary, within any area zoned RM3-## on Schedule “A” hereto, the following site-specific zone provisions shall apply to

ROWHOUSE AND STREET FRONTING ROWHOUSE DWELLINGS

i. MINIMUM LOT AREA 118m²
ii. MINIMUM LOT FRONTAGE 4.8m DWELLING WIDTH FOR ROWHOUSE DWELLINGS ON A PRIVATE ROAD AND 6m FOR STREET FRONTING ROWHOUSE DWELLINGS
iii. MINIMUM STREET SETBACK TO THE ATTACHED GARAGE 6m

iv. MINIMUM STREET SETBACK TO HABITABLE PORTION OF THE DWELLING 4m, EXCEPT 3m FOR A CORNER UNIT, PROVIDED THE MINIMUM DRIVEWAY WIDTH SHALL BE 3.0m
v. MINIMUM INTERIOR SIDE YARD 1.5m
vi. MINIMUM EXTERIOR SIDE YARD 1.5m
vii. MINIMUM REAR YARD 6m
viii. MAXIMUM LOT COVERAGE 65%
ix. MINIMUM LANDSCAPED OPEN SPACE 25%
x. MAXIMUM BUILDING HEIGHT 14.5m
xi. MINIMUM SEPARATION DISTANCE BETWEEN BUILDINGS ON THE SAME LOT 3m
xii. YARD ENCROACHMENTS IN REQUIRED YARDS
    a. COVERED OR UNCOVERED PLATFORM STRUCTURE 1.5m IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A LOT LINE
    b. STEPS OR STAIRS IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A FRONT LOT LINE, EXTERIOR LOT LINE OR REAR LOT LINE
    c. FIRE WALL 0.6m IN FRONT YARD AND 2m IN REAR YARD

BACK-TO-BACK TOWNHOUSE DWELLINGS

i. MINIMUM LOT AREA 80m²
ii. MINIMUM LOT FRONTAGE 6 m
iii. MINIMUM STREET SETBACK TO THE ATTACHED GARAGE 6m
iv. MINIMUM STREET SETBACK TO HABITABLE PORTION OF THE DWELLING 4m, EXCEPT 3m FOR A CORNER UNIT, PROVIDED THE MINIMUM
v. MINIMUM INTERIOR SIDE YARD END UNIT 1.5m
vi. MINIMUM EXTERIOR SIDE YARD 1.5m
vii. MINIMUM REAR YARD SETBACK 0.0m
viii. MAXIMUM LOT COVERAGE 80%
ix. MINIMUM LANDSCAPE OPEN SPACE 30%, APPLICABLE TO THE REQUIRED FRONT YARD ONLY
x. MAXIMUM BUILDING HEIGHT 14.5m
xi. MINIMUM SEPARATION DISTANCE BETWEEN BUILDINGS ON THE SAME LOT 3m
xii. YARD ENCROACHMENTS IN REQUIRED YARDS
    a. COVERED OR UNCOVERED PLATFORM STRUCTURE 1.5m IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A LOT LINE
    b. STEPS OR STAIRS IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A FRONT LOT LINE OR EXTERIOR LOT LINE
    c. FIRE WALL 0.6m IN FRONT YARD OR EXTERIOR SIDE YARD

STACKED TOWNHOUSE DWELLINGS

i. MINIMUM LOT AREA 100m² PER UNIT
ii. MINIMUM LOT FRONTAGE 20m
iii. MINIMUM STREET SETBACK TO THE ATTACHED GARAGE 6m
iv. MINIMUM STREET SETBACK TO HABITABLE PORTION OF THE DWELLING

4m, EXCEPT 3m FOR A CORNER UNIT, PROVIDED THE MINIMUM DRIVEWAY WIDTH SHALL BE 3.0m

v. MINIMUM INTERIOR SIDE YARD 1.5m
vi. MINIMUM EXTERIOR SIDE YARD 1.5m
vii. MINIMUM REAR YARD 6m
viii. MINIMUM SETBACK TO AN UNDERGROUND PARKING STRUCTURE 0.0m
ix. MAXIMUM LOT COVERAGE 60%
x. MINIMUM LANDSCAPED OPEN SPACE 25%
xi. MAXIMUM BUILDING HEIGHT 14.5m
xii. MINIMUM SEPARATION DISTANCE BETWEEN BUILDINGS ON THE SAME LOT 3m
xiii. YARD ENCROACHMENTS IN REQUIRED YARDS
    a. COVERED OR UNCOVERED PLATFORM STRUCTURE 1.5m IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A LOT LINE
    b. STEPS OR STAIRS IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A FRONT LOT LINE, EXTERIOR LOT LINE OR REAR LOT LINE
    c. FIRE WALL 0.6m IN FRONT YARD OR EXTERIOR SIDE YARD, 2m IN REAR YARD

APARTMENT DWELLINGS

i. MINIMUM LOT AREA 1,800m²
ii. MINIMUM LOT FRONTAGE 30m
iii. MINIMUM STREET SETBACK TO THE ATTACHED GARAGE 4m
iv. MINIMUM STREET SETBACK TO HABITABLE PORTION OF THE DWELLING 4m
v. MINIMUM INTERIOR SIDE YARD 3m, EXCEPT 4.5m WITH WINDOWS TO HABITABLE PORTION OF DWELLING UNIT
vi. MINIMUM EXTERIOR SIDE YARD 1.5m
vii. MINIMUM REAR YARD 6m
viii. MINIMUM SETBACK TO AN UNDERGROUND PARKING STRUCTURE 0.0m
ix. MAXIMUM LOT COVERAGE 60%
x. MINIMUM LANDSCAPED OPEN SPACE 25%
xi. MAXIMUM BUILDING HEIGHT 27m (8-STOREYS)
xii. MINIMUM SEPARATION DISTANCE BETWEEN BUILDINGS ON THE SAME LOT 3m
xiii. YARD ENCROACHMENTS IN REQUIRED YARDS
    a. COVERED OR UNCOVERED PLATFORM STRUCTURE 1.5m IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A LOT LINE
    b. STEPS OR STAIRS IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A FRONT LOT LINE, EXTERIOR LOT LINE OR REAR LOT LINE
    c. FIRE WALL 0.6m IN FRONT YARD OR EXTERIOR SIDE YARD, 2m IN REAR YARD

USES PERMITTED WITHIN A NEIGHBOURHOOD COMMERCIAL (C1) ZONE

i. MINIMUM LOT AREA 1,000m²
ii. MINIMUM LOT FRONTAGE 15m
iii. MINIMUM STREET SETBACK 4m
iv. MINIMUM STREET SETBACK TO HABITABLE PORTION OF THE DWELLING 4m
v. MINIMUM INTERIOR SIDE YARD 3m
vi. MINIMUM EXTERIOR SIDE YARD 1.5m
vii. MINIMUM YARD ABUTTING RESIDENTIAL OR INSTITUTIONAL ZONE 3.0m
viii. MINIMUM REAR YARD 3m
ix. MINIMUM SETBACK TO AN UNDERGROUND PARKING STRUCTURE 0.0m
x. MAXIMUM LOT COVERAGE 60%
xi. MINIMUM LANDSCAPED OPEN SPACE 10%
xii. MAXIMUM BUILDING HEIGHT 10m FOR COMMERCIAL USES ONLY
xiii. MAXIMUM COMMERCIAL FLOOR AREA 500m² PER USE
xiv. YARD ENCROACHMENTS IN REQUIRED YARDS
    d. COVERED OR UNCOVERED PLATFORM STRUCTURE 1.5m IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A LOT LINE
    e. STEPS OR STAIRS IN ANY YARD, PROVIDED NO PART OF THE STRUCTURE IS CLOSER THAN 0.6m TO A FRONT LOT LINE, EXTERIOR LOT LINE OR REAR LOT LINE
    f. FIRE WALL 0.6m IN FRONT YARD OR EXTERIOR SIDE YARD, 2m IN REAR YARD

3. **THAT** this By-law shall come into force on the day it is passed by the Council of the Corporation of the County of Brant

READ a first and second time, this ___ day of _____, 2026

READ a third time and finally passed in Council, ___ day of _____, 2026

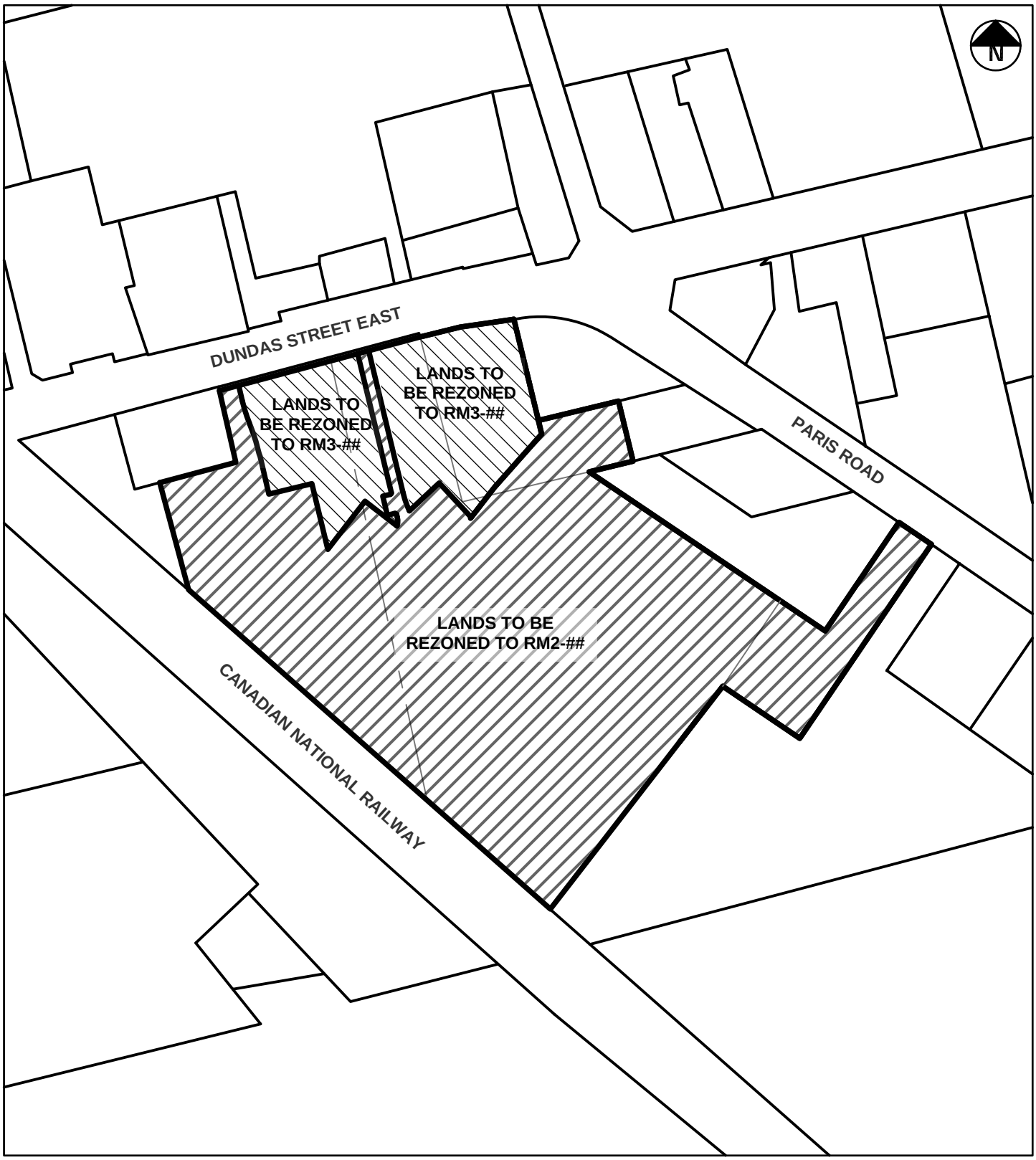
THE CORPORATION OF THE COUNTY OF BRANT

_____

Mayor

_____

Clerk



SCHEDULE 'A'
COUNTY OF BRANT
BY-LAW No. _____

COUNTY OF Brant Simply Grand