

January 25, 2024

Mayor and Members of Council

City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Sent via email to: cityclerkoffice@brampton.ca

Attention: Peter Fay
City Clerk

**RE: City Initiated Amendment to the Zoning By-law
Interior Garage Space Zoning Standard and Below Grade Exterior Side Yard zoning standard
Opal Valley Development Inc.
11185 Airport Road, Brampton**

Dear Mayor, and members of Council,

Candevcon Group Inc., are the Planning Consultants for Opal Valley Development Inc. ("OPAL"), owners of 11185 Airport Road. OPAL have purchased the subject lands from Massi Homes Inc. and are pursuing the subdivision for fifteen (15) single-detached dwellings on the subject property. The zoning and draft plan of subdivision application had been submitted to the city, has been deemed complete and assigned city file number (OZS-2021-0046). We would like to express our comments on the proposed amendments and its effects on our client's development project.

The proposed Zoning By-law Amendments which are of concern relates to the following provisions:

1. Below grade entrances in exterior side yards
2. Increases in the garage dimension for residential lots.
3. Increase in Driveway Widths

Below Grade Entrance

It is our understanding that the current by-law does not allow for construction of below grade entrances in a required side yard or front yard, or in a grade located between the main wall of a dwelling and a front of flankage lot line with respect to single-detached, semi-detached, or townhouse dwellings. The city is proposing an amendment to subsection 10.23.1 of the Zoning By-law requiring ***"the side yard on the opposite side of the dwelling to have a continuous width of at least 1.2 metres, and a minimum setback of 0.3 metres maintained for the below grade stairway to the adjacent lot line"***. The result of this amendment would require developers wishing to pursue basement units and not wanting to provide access within the dwellings, to provide 1.2-metre setbacks on both sides of the dwelling to accommodate the outdoor entrance.

To satisfy the province, region and city's affordable housing initiative our client is providing secondary suites options for all the single-detached dwellings proposed in their subdivision. The requirement of a 1.2-metre setback on either side of the dwelling will negatively impact the housing design prototype proposed by the landowner. We would request that the requirement for a 1.2-metre setback along opposite side of the

dwelling be reduce to 0.6 metres. This would allow 1.2-metre setback for the side yard containing the below grade stairway and 0.6 metres on the opposing side yard and fall more in line with the zoning provisions being contemplated for this site.

Driveway Widths

Currently, the Zoning By-law allows for maximum driveway width of 5.2 metres and 6.7 metres. The amendment would increase the driveway width from 5.2 metres to 5.5 metres on lots having widths of equal to or greater than 8.23 metres but less than 9.14 metres and 6.71 metres to 7 metres on lots having width equal to or greater than 9.14 metres but less than 15.24 metres. This change is initiated to reduce the number of driveway related minor variance applications dealt with by the city.

This increase in the depth requirement is of great concern given some lots on the draft subdivision plan have the shallow depths. We would ask that the exiting provision 10.9.1 (B)(1)(b) “...**5.2 metres on lots having a width of equal to or greater than 8.23 metres but less than 9.14 metres**” and provision 10.9.1 (B)(1)(c) “... **6.71 metres on lots having width equal to or greater than 9.14 metres but less than 15.24 metres**” remain.

Garage Dimensions

Currently, the existing provision 10.5 (c) of the Zoning By-law allows for interior garage space to be “**a rectangular area not less than 2.7 metres by 5.4 metres with no more than one step encroachment**”. The purpose of the amendment is to provide additional space within the interior of the garage to allow for storage of garbage bins. The amendment would increase garage widths by an extra 0.60 metres, and increase the minimum garage floor space from 14.5 square metres to 23.1 square metres resulting in approximately a 60% increase in garage floor space. The interior garage depth of 7.0 metres will restrict the housing design on shallow lots by reducing the livable ground floor area, typically used for kitchen and laundry room areas. Ultimately, this change would require a reduction in livable space provided within the dwelling unit accommodate the extra space for a vehicle and garbage bins.

It is our understanding that the Region of Peel “*Waste Collection Design Standards Manual (2020)*” allows for the storage of garbage bins within the backyard, or side yard of a dwelling in addition to inside the garage. Mandating an increase in the interior space of the garage will not guarantee the garage space as storage of the garbage bins and results in limiting the available livable space proposed for new dwellings.

This increase in garage width and depth will cause undue limitation and restrictions to our client’s development applications that are currently under consideration with the City. We would ask that the existing provision 10.5 (c) for interior spaces of a garage remain as it originally reads: “**a rectangular area not less than 2.7 metres by 5.4 metres with no more than one step encroachment**”, or, at minimum provide an alternative garage dimension which is functional but less invasive.

Transition Policy

The city is introducing a transition period ending as of December 31, 2024. We want to ensure that our development applications are not subject to this Housekeeping Zoning By-law as of January 1st, 2025.

We request that the any currently approved draft plans or planning applications submitted to the city and deemed complete at the time of Council enactment of the Housekeeping Zoning By-law be exempt from the new interior garage requirements.

The City is currently in the process of a comprehensive review of the of it Comprehensive Zoning By-law and we would suggest these issues be tabled at that time. In this way, it would generate the necessary discussion to ensure that the zoning provisions do not create outcomes that would negatively impact development within the city through non-compliance in development plan designs.

We are open to an opportunity to discuss these comments at your convenience. Feel free to contact us with any questions or concerns.

Sincerely,

CANDEVCON GROUP INC.



Maria Jones MCIP, RPP
Project Planner

Cc: Tony Priori
Frank Dodaro
Diarmuid Horgan