

February 27, 2024

Mr. Steve Ganesh  
Commissioner of Planning, Building and Growth  
City of Brampton  
2 Wellington St W.  
Brampton, ON  
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Sent via email to [Steve.Ganesh@brampton.ca](mailto:Steve.Ganesh@brampton.ca)

RE: **City of Brampton**  
**City Council**  
**Wednesday, February 28th**

10.4. Planning and Economic Development  
10.4.1 Staff Report: re Supplementary Report – City-Initiated Zoning By-law  
  
(Garage Dimensions)

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BILD would like to thank the City of Brampton for hosting a workshop with our members on February 22nd to discuss concerns and solutions regarding the proposed Garage Dimensions Zoning By-law amendments and associated transition policy. Through our collaborative dialogue, our members and City Staff reached a consensus that is balanced, practical, and aligns with the needs of the Region, City, and industry, and will support affordability for future purchasers. We believe the new dimensions also represent a functional space that can fulfil the requirements, while not impacting the aesthetic or functionality of the home.

It is critical to remember that changes to dimensions, particularly when they result in increases, will incur added costs for the buyers of these homes. BILD maintains its advocacy for municipalities to exercise caution in avoiding mandates that contribute to heightened unaffordability in the province.

We have outlined the mutually agreed-upon amendments to the zoning by-law, specifically addressing single-car units. BILD also supports the transition policy discussed at the Planning and Development Committee on January 29<sup>th</sup>, and further details on this policy are provided below.

### **PROPOSED GARAGE DIMENSIONS ZONING BY-LAW**

Following the discussion with City Staff on February 22nd, we have established two new sets of dimensions for single-car garages: one standard for lots equal to or less than 6m and another for lots greater than 6m. Additionally, some new encroachment and notice provisions are applicable to these standards.

The importance of having two standards grew from our discussion, where it became clear that a one-size-fits-all approach is not suitable when designing different kinds of units. For example, a single-car garage in a detached unit functions differently than a single-car garage in a back-to-back townhouse, where the overall density of the unit is generally much higher.

When drawing upon examples from other municipalities throughout the Greater Toronto Area, we note that even with these new proposed dimensions, the City of Brampton will have among the largest minimum garage sizes. Through sketches and drawings, our members were

able to prove that these newly proposed dimensions will ensure that garages will be functional and will fit average-sized vehicles comfortably, while still providing ample space for the Region's large organics, recycling and garbage bins to be accommodated effectively.

#### 1. LOTS <= 6 metres

**Lots widths equal to or less than 6 metres will have a minimum garage width of 2.9 metres and a minimum garage depth of 6.1m.**

Garages within these dimensions are commonly designed for compact, entry-level homes. These suggested dimensions enable the efficient construction of such entry-level homes, and give consideration for the existing constraints imposed by building codes and the general usability of interior space in the industry. This dimension accommodates the storage of the Region's three waste receptacles along with an average-sized vehicle. These existing constraints can include:

- **Concern for minimum hallway and stair widths.** Our members consistently aim to surpass OBC requirements to maximize the functional use of habitable spaces for the homeowners' advantage. The intention is to provide widths that align with industry standards and fulfill homeowners' expectations, avoiding a compromise on these essential dimensions solely for the sake of increasing garage width.
- The proposed garage dimensions will **reduce restricted dimensional tolerance and provide for optimal building practices in the livable areas of the home.**
- Furthermore, the proposed dimensions will **assist adherence to the updated 2024 building code requirements concerning minimum wall thickness to provide for required thermal standards.**

Alongside these dimensions, there was a discussion about incorporating a warning clause as a requirement in the Subdivision Agreement, Agreement of Purchase and Sale, as well as Homebuyer Information Map advising the purchaser(s) and/or Tenants of the minimum garage width. The intention of the clause is to provide maximum notice to purchasers about the reduced size of the garage to avoid complaints to the City, Developer/Homebuilder when above average size vehicles tightly fit, or do not fit at all, within them. **BILD strongly supports the implementation of this clause, and will work with the City to draft this.**

#### 2. LOTS > 6 metres

**Lots widths greater than 6 metres will have a minimum garage width of 3.1 metres and a minimum garage depth of 6.1 metres.**

These proposed dimensions align with the industry's typical single-car garage width standards, while the revised length also allows for the storage of waste management bins and carts without impeding access to the parking space or the ability to park a vehicle. This new standard is supported by both the industry and city staff, establishing a supported built form.

### **ENCROACHMENTS**

The current zoning by-law allows for a one-step encroachment for stair risers. Therefore, it is essential to maintain this provision in the draft by-law as it does not compromise the functionality of the garage space. Moreover, it serves as a valuable resource for facilitating the design of the interior layout for properties facing front-to-back grading challenges.

## TRANSITION POLICY

BILD supports the City's proposed transition policy, which specifies the enacted by-law will be applicable to **all new development applications** starting on July 1, 2024. This provision guarantees that applications currently underway/submitted before July 1, 2024, irrespective of their stage, will be grandfathered under the current by-law. BILD expresses gratitude to the City for promptly addressing the issue with the initial transition policy language.

## CONCLUDING REMARKS

On behalf of our members, we would like to extend our sincere appreciation to the City Staff for promptly acknowledging and addressing the industry's concerns. We are appreciative of Staff's responsiveness in actively seeking an amicable solution with our industry group. Such collaboration is what facilitates significant and equitable change.

*The above information is representative of conversations, and discussions from the meeting held on February 22<sup>nd</sup>, with concerned BILD members.*

Thank you for the opportunity to submit this letter. Should there be any questions please do not hesitate to contact the undersigned.

Kind regards,

A handwritten signature in black ink, appearing to read "Victoria Mortelliti".

Victoria Mortelliti, MCIP, RPP.  
Senior Manager, Policy & Advocacy

CC:            BILD Members  
                Allan Parsons, City of Brampton  
                Carolyn Crozier, City of Brampton  
                Simran Sandhu, City of Brampton  
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                Paula Tenuta, SVP, BILD

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*The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's 1,300 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.*