



Report Committee of Adjustment

Filing Date: July 16th, 2024
Hearing Date: August 20th, 2024

File: A-2024-0261

**Owner/
Applicant:** ANDREW HALLADEEN & SHARON SHARPE-HALLADEEN

Address: 35 SKEGBY ROAD

Ward: WARD 1

Contact: Paul Brioux, Assistant Development Planner

Recommendations:

That application A-2024-0261 be refused.

Background:

Existing Zoning:

The property is zoned 'Residential Semi-Detached (R2A)' according to By-law 270-2004, as amended.

Requested Variances:

The applicant is requesting the following variances:

1. To permit a driveway width of 7.83m whereas the by-law permits a maximum driveway width of 7.0m; and
2. To permit 0.0m of permeable landscaping abutting the side lot line whereas the by-law requires a minimum 0.6m of permeable landscaping abutting the side lot line.

Current Situation:

1. Maintains the General Intent and Purpose of the Official Plan

The subject property is designated 'Residential' in the Official Plan and 'Low Density Residential' in the Brampton Flowertown (Area 6). The subject property is also designated as 'Community Areas' and 'Urban Centres' (Schedule 1A – City Structure) and 'Neighbourhoods' (Schedule 2 – Designations) in the Brampton Plan. On May 16th, 2024, the Region of Peel formally issued a notice of approval with modifications for the City of Brampton's new Official Plan, known as the 'Brampton Plan.' The Plan was scheduled to take effect on June 6th, 2024, except for any sections that may be subject to appeal. Schedules 1A and 2 have been appealed on a city-wide basis and therefore the 2006 Official Plan designations are in effect until the appeal is resolved.

Section 4.2 of the Official Plan provides policies on Residential development. In particular, section 4.2.1.14 (iii) requires driveway design to relate to lot width and be sized accordingly to function as a driveway surface leading to a garage. When a garage is provided, it is considered to assist in providing the required number of parking spaces for the property and the driveway is the logical means to get to the garage. The design of the driveway should be sized and configured accordingly and not in a manner so as to be the primary parking space(s). In addition, the objective of Residential Design Official Plan Policy 4.2.7 is to avoid excessive parking of vehicles in the front yard on driveways and to promote a realistic driveway design that is complementary to the house and lot size. The driveway design for this property is capable of allowing excessive parking in the front yard on the driveway and is not considered to be a realistic design relative to the house and lot size.

The requested variances are reflective of the current site conditions of the property and the application, as presented, is intended to legalize the site conditions. The objective of the Residential Design Official Plan Policy 4.2.7 is to avoid excessive parking of vehicles in the front yard on the driveway and to promote a realistic driveway design that is complementary to the house and lot size. The existing driveway conditions are capable of allowing excessive parking in the front of the property, which will be in addition to the parking available in the enclosed garage. Therefore, the requested variances are not considered to maintain the general intent and purpose of the Official Plan.

2. Maintains the General Intent and Purpose of the Zoning By-law

Variance 1 is requested to permit a driveway width of 7.83m whereas the by-law permits a maximum driveway width of 7.0m. The intent of the by-law in regulating the maximum permitted driveway width is to ensure that the driveway does not dominate the front yard landscaped area and that the driveway does not allow for an excessive number of vehicles to be parked in the front of the dwelling.

The existing driveway was widened on both sides for a total width of 7.83m which is 0.83m wider than what the by-law permits. The widened area of the driveway leads directly to the main entrance of the dwelling and allows for several vehicles to be parked across the width of the driveway, which is contrary to the intent of the by-law.

Variance 2 is requested to permit 0.0m of permeable landscaping abutting the side lot line whereas the by-law requires a minimum 0.6m of permeable landscaping abutting the side lot line. The intent of the by-law in requiring a minimum permeable landscape strip is to ensure that sufficient space is provided for drainage and that drainage on adjacent properties is not impacted.

The removal of the landscaped area on the site lot line is not considered desirable in accordance with the City's Development Design Guidelines for residential neighbourhoods. Cumulatively, the hardscaping on the property creates an abundance of hard surfacing throughout the property which can potentially lead to drainage issues and contributes to a sense that the front of the property is dominated by hard surface.

As a result, the requested variances do not maintain the general intent and purpose of the Zoning By-law.

3. Desirable for the Appropriate Development of the Land

The property is subject to the Mature Neighbourhood Area policies, which include additional standards to ensure that proposed residential additions and replacements in older mature neighbourhoods blend with the existing character. Although these policies don't specifically address driveway width, they highlight that the property is in an area Council deems to have special characteristics warranting consideration. This underscores the importance of maintaining the aesthetic and character of mature neighbourhoods, even in areas where specific driveway regulations may not be outlined. The variances are requested to permit existing site conditions and bring them into conformity with the Zoning By-law requirements. The variances would allow the front yard to be dominated with vehicles and contribute to increased runoff due to the lack of impervious surfaces having negative impacts on neighbouring properties. Subsequently the loss of the landscaped area along the side lot line forms an uninterrupted pattern of hardscaping that interrupts and affects the character and design of the neighbourhood and streetscape.

The variances are not considered to be desirable for the appropriate development of the land.

4. Minor in Nature

The variances to allow an increased driveway width and a reduced permeable landscaping are considered to facilitate negative impacts. The proposal lacks sufficient open landscaping on the property allowing for inadequate drainage and permits the ability for multiple vehicles to be parked in a manner considered excessive. The variance is not deemed minor in nature and it is recommended that it is refused.

Respectfully Submitted,

Paul Brioux

Paul Brioux, Assistant Development Planner

Appendix A:

