

# Missing Variance(s) & Info

1. **Severed Lot - Diagram show 1.2m set back from the side lot line**  
Section 10.27 **Older Mature Neighbourhoods**
  - b) Minimum Interior Side Yard Width:
    - i) 1.2m for the first story, or part thereof, plus 0.6m for each additional storey, or part thereof, where the lot is less than, or equal to, 16m  
***Set back required is 1.8m - variance is not listed***
2. **Retained Lot - rear yard setback is 2.38m (7ft 10in) - per the diagram**
  - The staff report on page 9, variance 5 requested is 3.91m – either side is 2.38m/2.42m
  - Zoning By-Law is 7.5m — 31% if 3.91m was correct
  - It's actually 1.22m because of the stairway - this is 16% of the requirement
  - ***This is EXTREME and NOT MINOR!!***
3. **Per the Diagram - Retained Lot**
  - Lot depth 16.46m South side / 16.57m North side of lot
  - Staff Report: Page 8, Variance 3 - “to permit a lot depth of 27.02m where by-law requires a minimum lot depth of 30m
  - Staff is incorrect - the Variance required would actually need to be HALF of the by-law - and that **is not MINOR in nature**

***How many more variances / information is still missing???***

# Missing Variance(s) & Info

**Full Context - widening the driveway:** Zoning maximum is 6.71m (22ft) request to 7.31 (24ft) - on .6m!!!??

- Staff is misleading - current width of the driveway is 4.05 m (13 feet) - which the diagram omits as well
- Actual increase in the width of the driveway would be 13 feet to 24 feet which is over an **11 ft INCREASE - that is NOT minor in nature that is almost DOUBLE and is 100% wider**
- Diagram and arborist report omits the tree that will be taken down as well
- The Arborist Diagram flips the driveway - the applicant has the driveway on the opposite side - which is correct???

**Severed Lot - only 1.2m from the HYDRO easement area**

- These easements were put along the back of properties for a reason and were not meant to be developed this closely to a Hydro easement - too much risk to the community
- Please recall from page 2 of the April 23, 2024 staff report, “concerns were voiced by the City’s Zoning staff regarding the accuracy of the provided measurements”
- We share Zoning’s concerns, in addition to the accuracy of the variances requested - in addition to what’s missing??

***How many more variances / information is still missing???***

# Green Space Impact

**April 24, 2024 Brampton Committee of Council Meeting - Councilor Keenan** requested all driveway extension requests to be on hold and revisit this by-law

- Runoff to sewer system - cumulative impact down the road
- Mature trees impacted
- Take into account the community & Mature Neighbourhoods

## **Commissioner Steve Ganesh - Planning Building**

- commented - “excellent suggestion” and there needs to be “context aware” in the new Plan
- “Seen many driveway extension expose roots of mature trees - damaging them”
- “Climate change impact”
- “Needs to be addressed”

***This application will add well over 2500 ft<sup>2</sup> / 232 m<sup>2</sup> of hardscape***

# Committee of Adjustment: Signage



Not displayed on time and was not always displayed properly.

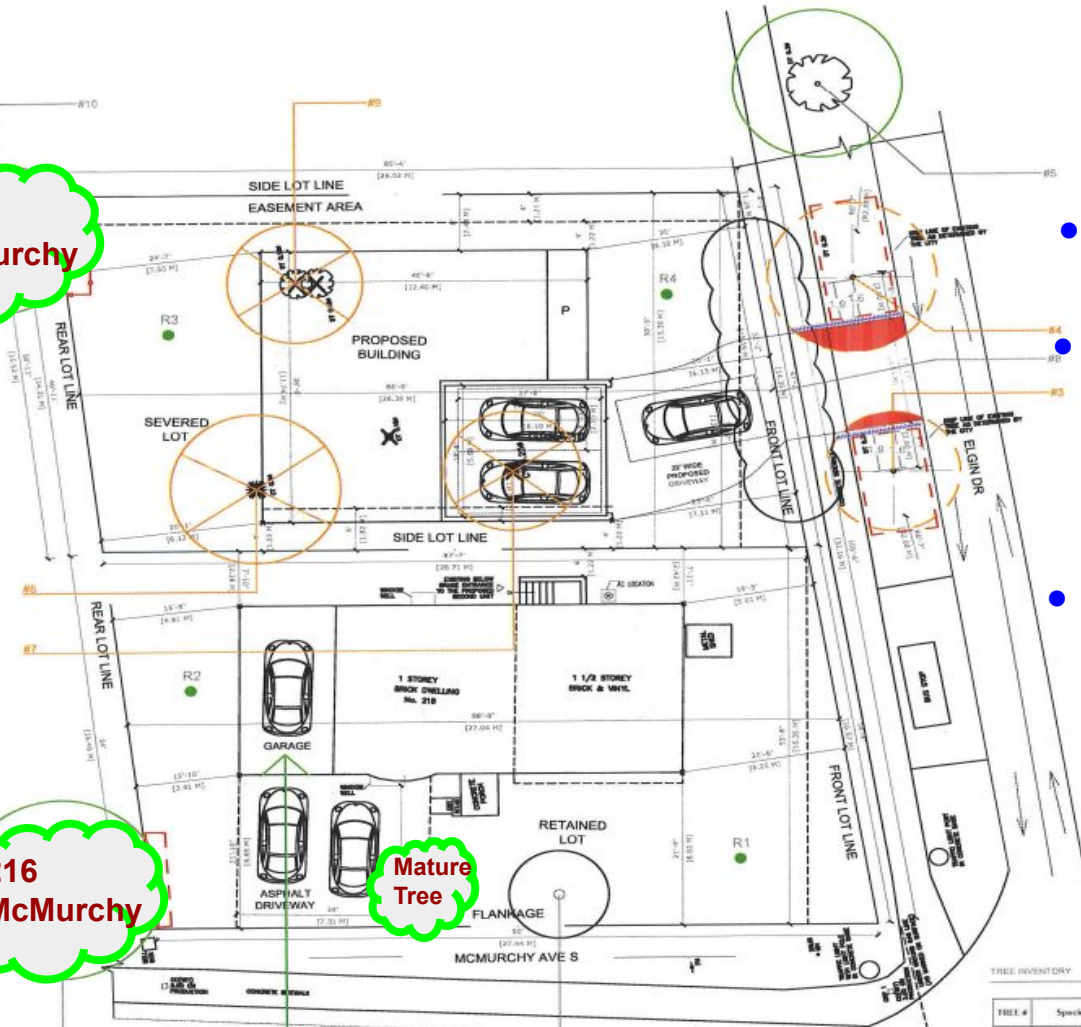
# Brampton Tree Preservation By-law 317-2012

- Brampton is committed to maintaining a healthy urban forest. That means protecting the trees in parks, public spaces and on private property. This by-law provides clear guidelines on the circumstances under which trees on private property may or may not be removed.
- Brampton Council in recognition of the environmental and aesthetic value of trees wishes to conserve and protect the City's trees by regulating and prohibiting the destruction and injury of trees on private property - as well as Brampton City property.
- Brampton Council has determined that it is desirable to enact such a by-law for the purpose of achieving the objectives of the City's Official Plan.
- We are asking CoA who are appointed by Brampton Council to follow Council's direction as it pertains to the Tree Preservation and prevent the agregis removal and destruction of ALL the trees at 218 McMurchy as well as 3 VERY mature trees on City Property which will be damaged / removed.

216  
McMurchy

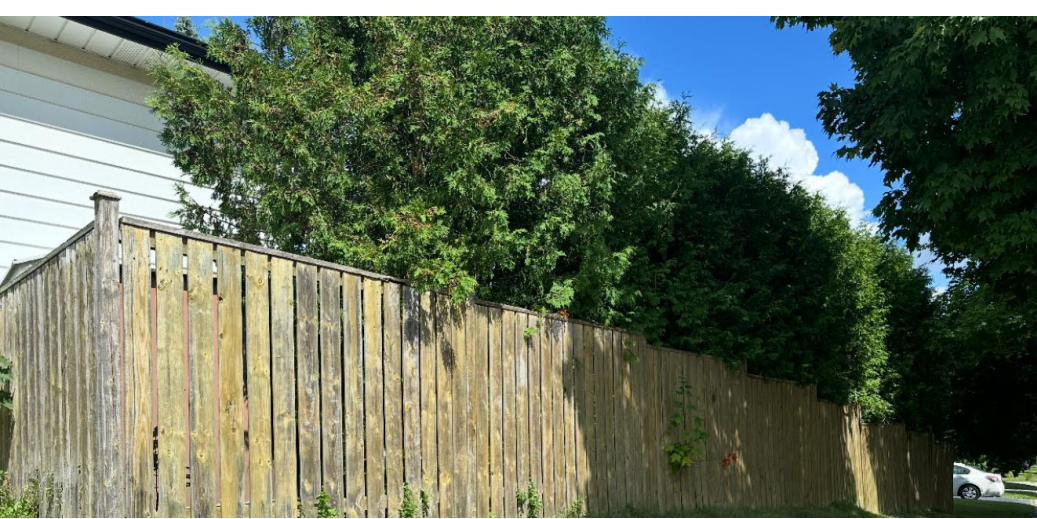
216  
McMurchy

Mature  
Tree



- 2 trees healthy trees - 216 McMurchy - risk of injury
- 2 very mature trees on the City Blvd **WILL BE INJURED** - which will be ultimately removed
  - There is NO way to excavate and protect the trees on the boulevard
- Driveway widening will eliminate another mature tree that is not properly placed on the diagram





- Row of cedars = 26 trees NOT 1
  - Eliminating a 35 ft long row of very mature cedars is NOT equivalent with a single sapling replacement
  - drainage & environmental impact



- **The staff report did not adopt all of the recommendations of the arborist report – page 9 of 27 of the arborist report**
  - Removal timing May - July
  - If Roots over 1” are discovered work is to cease and an onsite arborist is to be onsite to address
  - Protection of 216 McMurchy’s trees
  - Final visit by a professional arborist at the completion of construction - **TOO LATE - DAMAGE is DONE!**
  -
- ***The last 4 pages of this report refers to Toronto vs Brampton***



# Traffic Congestion - **EXTREME** already



## 8:15am **SCHOOL DAY**

- Southbound on McMurchy AT Elgin Drive - kids getting dropped off / picked up from 2 schools and swim club - **extremely congested**

# High Risk Traffic Safety Area - “Traffic Report”

## The Data in the Traffic Report failed to call this out properly:

- Collected on June 20 and July 9 - **when school was out** for the summer / exams were underway, - therefore attendance was significantly reduced
- Data was seasonal and did not capture significant impacts on traffic resulting from snow and rain - when traffic is congested even further -when the risk is extremely high due to inclement weather
- Failure to report the impact on traffic caused by the many school buses, there are 2 schools and a swim club across the street and in total 5 schools in 1km distance of this intersection

## The Data in the Traffic Report reported omitted the key risks & safety concerns that the residents and community are very concerned about:

- The data presented **omitted** concerns from:
  - School Staff/Principals (we spoke to the principals - they are VERY concerned about the traffic congestion and their students’ safety)
  - Parents
  - Local residents & members of the community
  - Swim Club members
- No data was included with regards trends of accidents / speeding in the area / traffic stops
- Impact assessment did not capture the cumulative impact of 70 new basement apartments on McMurchy Avenue on the increased volume of traffic

***The Traffic Report FAILED to accurately identify the area as a HIGH RISK Traffic Safety area***

# The Proposed Driveway Increases Traffic Risk

Exiting the proposed driveway on Elgin:

- Cars heading east on Elgin - Vision
- Blind spots are created by buses stopped / parked and students lining up for the bus



***Safety is compromised by the creation of more blind spots!***





**Blind Spots currently exist at this bus stop - Impacts Safety – here is how congested the bus stop is with just a few students.**



**Often there are over 50 students lined up....just ask the crossing guards**



# The Proposed Driveway Increases Traffic Risk

## Exiting the proposed driveway on Elgin:

- Cars heading west on Elgin - Vision is always limited
  - Sightlines are reduced by parked cars and the tree line
  - Huge blind spots - adds significant risk
  - Add bad weather / winter weather (snow drifts)



# Elgin & McMurchy is a 'high call' area to traffic



**Due to Public Safety concerns these signs are posted due to the large number of calls into the police.**



# STREETS FOR PEOPLE



**SHARED ROADWAY**  
coming soon



BRAMPTON IS A SAFE AND ACTIVE CITY



[www.brampton.ca/ATP](http://www.brampton.ca/ATP)

IMPROVING OUR ROADS



**BRAMPTON**

Looking up West to McMurchy - cars parked all along Elgin on the North side - same side as proposed severed lot.






# Impacts the community experiences...

- We are NO LONGER “Low Density”
  - As a result of irresponsible planning
  - Zoning/By-law need to take responsibility and decline applications like this instead of directing it to the CoA to make decisions - then the CoA assumes that because Zoning / By-law did not reject the application - it must have some merit
- 60 secondary units have been approved in the last 24 months as mentioned
  - Community members are here today to have their voice heard - we all strongly oppose the application for variances
  - Many residents assumed our zoning and by laws are in place to protect our community and property values - this couldn't be further from reality - they have signed the petition
- Entire Properties are rentals (many unmaintained)
- Enforcement is overwhelmed - “situation critical” CBC
  - 22% increase in calls - compared to the year before
  - Staffing levels went down 4%
  - Unable to investigate many call/complaints
  - Priority is given to safety - very common many of these calls go unanswered as well
  - No enforcement is happening in many cases

# Staff Report:

**Current Situation: According to the Official Plan - Low Density Residential (Area 6 - Bovaird to Steeles and McLaughlin to Hurontario)**

- **McMurphy Ave (36 secondary units)**  
226 224 219 218 209 195 193 191 190 185 179 176 175 167 163 162 160 158 150 137 133 125/125A  
122 120 115 109 97 94 – Garden Suite 91 89 87 79 77 75 – Pending Approval 67 – Pending Approval 63
- **Elgin Drive (7 secondary units)**  
93 96 104 106 117 131 133
- **Ridgehill Drive (4 secondary units)**  
10 18 19 49
- **Parkend (4 secondary units)**  
2 4 16 32
- **Kingsview (1 secondary unit)**  
10
- **Brenda (2 secondary units)**  
4 24
- **Greystone (4 secondary units)**  
4 43 44 48
- **Alderway (2 secondary units)**  
4 (2)

- 
- **Irresponsible - we are NO LONGER “Low Density”**
  - **60 secondary units (last 24 months)**
  - **Entire Properties are rentals (many unmaintained)**
  - **Enforcement is overwhelmed - “situation critical” CBC**



### Corner of 218 McMurchy

- Visibility is extremely poor - especially when the owner does not ensure the grass is cut - regular 311 complaints to get the weeds / grass cut
- Residents of 218 also use the bus stop garbage bin regularly to dispose of their garbage
- The residents of the area are forced to become property managers as the owner of this property



## March 2024

- Director of Enforcement - came to 'observe' - high call
- Mayor Brown, Councillor Keenan - are equally concerned regarding the increased traffic and safety

