
Subject: Planning Report – A13-21 – 108 Burbank Crescent

Department: Infrastructure Services

Division: Planning

Meeting Date: 2021-09-01

Recommendations

That Planning Report – A13-21 – 108 Burbank Crescent be received;

And that the Minor Variance Application (File No. A13-21) to reduce the minimum required width of one of the parking spaces from 2.6 metres x 5.5 metres to 2.5 metres x 5.5 metres to accommodate the three parking spaces required for two dwelling units, be approved.

Introduction

Legal Description: Lot 285, Plan 110, Part 19 on Reference Plan 7R-517

Municipal Address: 108 Burbank Crescent

Applicant(s): Kerri Greenwood and Bradley Smeltzer

Official Plan Designation: 'Low Density Residential' (Schedule 'C')

Zoning (By-law 22-90): Residential Third Density (R3) Zone

Purpose: The applicants are requesting a minor variance to reduce the minimum required width of one of the parking spaces from 2.6 metres x 5.5 metres to 2.5 metres x 5.5 metres, to accommodate the three parking spaces required for two dwelling units.

Background

The subject property is located on the south side of Burbank Crescent, north of Karen Court, and south of Robb Boulevard. The property is approximately 335 square metres (3,600 square feet) in area, with 9.1 metres (30 feet) of frontage along Burbank Crescent. A 2-storey semi-detached dwelling exists on the property and is situated within a low-

density residential neighbourhood. The location of the subject lands is indicated on Attachment No. 1.

The applicants are proposing to create a second dwelling unit within the basement of the existing semi-detached dwelling. The Zoning By-law requires that a minimum of three (3) parking spaces be provided for the two dwelling units. The driveway is proposed to be widened to a width of 5.2 metres, which will accommodate two, 2.6-metre-wide parking spaces, side by side, in accordance with the driveway requirements of the by-law.

In order to permit a second dwelling unit within the basement, a third parking space is required. The third parking space is proposed to be located on the eastern side of the property where the driveway extends beyond the front face of the dwelling, as shown on Attachment No. 2 (see parking space labeled "1"). However, the width of this parking space is 2.5 metres, whereas the required width is 2.6 metres. Therefore, the purpose of this application is to reduce the minimum required width of one of the parking spaces from 2.6 metres x 5.5 metres to 2.5 metres x 5.5 metres to accommodate the three parking spaces required for two dwelling units.

Pending approval by the Committee of Adjustment of this application, the proposed development will comply with the Zoning By-law; however, will still require applicable permits under the Ontario Building Code.

Analysis

Section 45(1) of the Planning Act, R.S.O. 1990, as amended, outlines four tests that the Committee of Adjustment must be satisfied have been met when considering an application for a minor variance. Planning Division staff offer the following comments for the Committee's consideration in review of these four tests:

1. Conformity with the Official Plan

The subject property is designated "Low Density Residential" in the Town of Orangeville Official Plan. Semi-detached dwellings and second dwelling units are permitted land uses pursuant to the residential policies of the Official Plan. The reduction in the width of a parking space associated with a second dwelling unit does not conflict with or offend any high-level policy direction of the Official Plan.

The proposed variance is considered to conform with the intent of the Official Plan.

2. General Intent of the Zoning By-law is Maintained

The subject lands are zoned Residential Third Density (R3) Zone on Schedule 'A' of Zoning By-law 22-90, as amended. The R3 Zone permits a range of residential uses, including semi-detached dwellings.

The General Provisions of the By-law (Section 5.29) prescribe that a second dwelling unit is permitted within a single detached or semi-detached dwelling, provided that there is only one entrance in the front wall of the dwelling unit, and at least 3 parking spaces are

provided. The maximum driveway width for the subject lands is 5.2 metres (Section 5.17.2.b).

The applicants are requesting a minor variance to reduce the minimum required width of one of the parking spaces from 2.6 metres x 5.5 metres to 2.5 metres x 5.5 metres, to accommodate the three parking spaces required for two dwelling units.

For properties with lot frontages between 9.0 metres to 12.0 metres, the By-law prescribes that the minimum width required for a parking space in a driveway is 2.6 metres (Section 5.29). The purpose of the parking space width requirement is to ensure that the average vehicle can fit with the prescribed parking space size. It is intended that the parking space be unobstructed.

The applicant is seeking to reduce the required width for one parking space by 0.1 m, for a total width of 2.5 metres. Other municipalities (i.e. Guelph), permit exterior parking spaces within private driveways to be a minimum of 2.5 metres wide. The impact of a parking space with a reduced width is also dependant on the vehicle. The majority of vehicles should fit within a 2.5 metre wide residential parking space. For example, pick-up trucks are a widely-used, large-sized vehicle and newer models have a maximum width of around 2.05 metres (81 inches). It should also be noted that the two (2) parking spaces in the driveway remain unaffected as their width is not reduced. This provides an opportunity to strategically park vehicles where they will most conveniently fit, if required. Based on this, staff is satisfied that the reduced width of one parking space will not hinder the ability to accommodate a total of 3 vehicles on the property.

The requested variance maintains the general intent of the Zoning By-law.

3. Desirable Development or Use of the Land, Building or Structure

Semi-detached dwellings and second dwelling units are permitted pursuant to the policies of the Zoning By-law No. 22-90. The proposed variances will not have adverse impacts on surrounding properties, while permitting an additional dwelling unit on the subject land.

The requested variance is considered desirable and appropriate for the use of the land.

4. Minor in Nature

In consideration of the foregoing, the application for minor variance to Zoning By-law No. 22-90 is deemed minor in nature.

Infrastructure Services – Transportation & Development Comments:

Infrastructure Services has reviewed the Notice of Hearing for a minor variance for the property described as Lot 285, Plan 110, Part 19 of Reference Plan 7R-517, municipally known as 108 Burbank Crescent, in the Town of Orangeville. The minor variance is to reduce the minimum required width of one of the parking spaces from 2.6 metres x 5.5 metres to 2.5 metres x 5.5 metres, to accommodate the three parking spaces required for two dwelling units.

Infrastructure Services is not aware of any grading, drainage or servicing issue that would preclude the granting of this minor variance. Concluding, Infrastructure Services, Transportation and Development Division does not object to the minor variance to reduce the minimum required width of one of the parking spaces from 2.6 metres x 5.5 metres to 2.5 metres x 5.5 metres, to accommodate the three parking spaces required for two dwelling units.

Strategic Alignment

Orangeville Forward – Strategic Plan

Priority Area: Sustainable Infrastructure

Objective: Plan for Growth

Sustainable Neighbourhood Action Plan

Theme: Land Use and Planning

Strategy: Co-ordinate land use and infrastructure planning to promote healthy, liveable and safe communities

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Attachment(s): 1. Location Map
2. Site Plan