TORONTO

STAFF REPORT
Committee of Adjustment Application

Date:	April 5, 2013
To:	Chair and Committee Members of the Committee of Adjustment, Scarborough District
From:	Director, Community Planning, Scarborough District
Wards:	Ward 40, Scarborough-Agincourt
Reference:	File No. A044/13SC Address: 130 Fairglen Avenue Application to be heard: April 18, 2013

RECOMMENDATION

Community Planning staff recommend that the Committee of Adjustment refuse the requested variance to permit street yard parking.

APPLICATION

The applicant is seeking relief from the provisions of the Zoning By-law to permit street yard parking.

COMMENTS

The subject property currently contains a detached dwelling with what appears from the street to be a three-car garage and a driveway that encompasses the vast majority of the front yard. It should be noted that the applicant's submitted drawing does not reflect the actual size of the existing driveway, which is significantly larger than that shown in the drawing.

The subject property is designated *Neighbourhoods* in the Official Plan. The intent of the Official Plan in areas designated as *Neighbourhoods* is to permit development that respects and reinforces the existing physical character of the established neighbourhood. Included in the matters to consider are the continuation of the prevailing patterns of landscaped open space and of special landscape features that contribute to the unique physical character of a neighbourhood.

The subject property is in a Single-Family Residential (S) Zone in the L'Amoreaux Community Zoning By-law Number 12466, as amended. Street yard parking is restricted in the Zoning By-law to encourage garage, side, or rear yard parking in order to maintain

an attractive streetscape that is consistent with the surrounding area and one that is not dominated by the presence of vehicles. The restriction also aims to ensure that there is an adequate area for both landscaped outdoor amenity space and drainage purposes. Single-family dwellings, by definition, include garages that accommodate no more than two motor vehicles. The width of the driveway is restricted in the Zoning By-law in order to limit excessive street yard parking and to ensure that there is adequate open space for landscaping and drainage purposes. The maximum driveway width restriction also reflects the By-law's intended limitation of two-car garages.

The subject property is located in an area that is characterized by relatively large lots with one- and two-storey detached dwellings, generally with either single- or two-car garages and generous front yard landscaping. Newer house construction in the area has been primarily for two-storey detached dwellings with integral two-car garages.

The existing dwelling includes three garage doors and the driveway provides space for at least three vehicles parked adjacent to one another in front of the garage doors. The proposed street yard parking is not consistent with the existing physical character of the surrounding neighbourhood. The additional street yard parking space represents an intrusion within the landscaped front yard and within the neighbourhood streetscape. Given that the majority of the front yard is already paved for parking purposes, the additional street yard parking is not appropriate for the development of the land and devotes excessive space in the front yard to vehicles.

The requested variance to permit street yard parking is not consistent with the intent and purpose of the Official Plan or the Zoning By-law and is not appropriate for the development of the land, and should be refused.

CONTACT

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SIGNATURE

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