

EXTENDED DRIVEWAY WORKING GROUP

TOWN OF MARKHAM

Council Chamber

MAY 18, 2006

7:00 PM

MINUTES

ATTENDANCE

Members:

Donna Hinde, Facilitator/Chair
Nick McDonald, Resource
Rob Watters
Paul Fink
Harry Eaglesham
Ranveer Persaud
Don Hutchinson
Kwai Leung
Jeanette Anbinder
Sharon Fortis
Costa Kollias

Staff:

Regional Councillor Jim Jones
Jim Baird, Commissioner of Development Services
Sheila Birrell, Town Clerk
Bill Wiles, Manager Enforcement and Licensing
Dave Miller, Senior Planner
Judi Kosch, Committee Clerk

Regrets

Deputy Mayor Frank Scarpitti
Regional Councillor Bill O'Donnell
Regional Councillor Jack Heath

1. INTRODUCTION

Jim Baird, Commissioner of Development Services, called the meeting to order at 7:05 p.m. and welcomed everyone to the Working Group meeting. He then introduced Donna Hinde, of The Planning Partnership Limited, who will be the facilitator/chair of the Working Group meetings. Donna Hinde reviewed the proposed format of the Working Group meetings, indicating meetings were scheduled from 7:00 to 9:00 p.m. and stressing the need for individual members to conduct themselves in a respectful and tolerant manner. She also emphasized that the goal of the Working Groups was to formulate an amicable solution to a very difficult problem.

2. PURPOSE AND MANDATE

D. Hinde provided a brief overview of both the front yard parking issue and the Working Group's Terms of Reference.

3. GENERAL PURPOSE OF ZONING BY-LAWS

Nick McDonald, Meridian Planning Consultants, provided an overview of the general purpose of municipal zoning by-laws, indicating these by-laws stipulate what can/cannot happen on private property in terms of parking. He indicated he has surveyed ten GTA municipalities to ascertain what regulations they have in place to deal with driveways and front yard parking and provided a brief overview of his survey findings.

He also spoke about the potential negative environmental impact of the paving/bricking over of front lawns - water run-off from rainfall cannot be absorbed which means the subsequent overflow runs into the sewers and increases the potential for street flooding. He also raised the issue of snow removal from these expanded driveways as the surplus snow cannot be pushed out onto the streets.

4. TOWN'S DRAFT STRATEGY

Dave Miller, Senior Planner, provided a power point presentation on the Town's draft strategy to address growing concerns from residents with respect to front and exterior parking. The strategy is comprised of the following four parts:

1. refinements to the Zoning By-law to restrict parking to the driveway; link driveway width to garage door opening or up to 6.1m subject to 40% soft landscaping; and address non-typical circumstances such as: circular driveways, dwellings with no garages, and garages that face an interior side lot line;
2. development of a communication plan to keep the public informed and as up-to-date as possible on all the ramifications of the Town regulations;
3. potential for on street overnight parking permits under certain criteria; and
4. enforcement of the by-law by ensuring that both the public and staff fully understand the intent of the by-law.

5. ROUNDTABLE DISCUSSION

The Working Group sought clarification on the following issues:

- whether the Working Group's mandate included overnight on-street parking. Members of the Group were concerned with overnight on-street parking.
- the Working Group requested a complete list of the various municipal by-laws that govern the different areas of Markham to determine the standards in each prior to the 1997 Parking By-Law (28-97).
- what the real issues of concern were with respect to wider driveways. D. Miller identified the following as the primary issues as part of his presentation:
 - Loss of landscaping and outdoor amenity space – due to excess construction.
 - Storm water run off resulting – due to excess construction.
 - Unsightliness.
 - Derelict and commercial vehicles – not the issue.
 - Neighbourhood appearance.
 - Conversion of boulevards – not the issue.
 - Loss of snow storage areas.

There was a general consensus among Working Group members that, of the above-noted concerns, aesthetics was the primary issue for consideration.

- the difference in standards between single and two-car driveways.
- the lack of communication to interested and affected residents.

- the lack of understanding as to the correct definition of a driveway under the current by-law.
- the difference between legal non conforming (those driveways built legally under regulations applicable at the time) and illegal non-conforming use (driveways that were built not in conformity with the regulations of the day), which may not comply with the proposed new regulations;
- Potential for grandfathering or amnesty for existing driveways that would not be legal non conforming.

The Working Group offered the following thoughts on the current problem:

- Issue temporary special occasion permits to park on expanded driveways (i.e. when a homeowner has overnight guests they can apply to the Town for a special permit to allow vehicles to park in the 'expanded' part of the driveway without incurring a fine).
- Concentrate on new construction.
- Create community by-laws with different regulations for various areas of Markham.
- Hold developers accountable, possibly through subdivision agreements, for adhering to the Town's rules and regulations pertaining to the size of driveways to prevent homeowners from being confronted with illegal driveways.
- Enact an interim by-law to allow for communication with the public as to new requirements.

Town staff provided the Working Group with the following additional information:

- The problems with the current By-Law 28-97 are: it is loosely worded and open to interpretation and difficult to enforce; there are a large number of driveways not conforming with the intent of By-Law 28-97 (that the driveway correspond to the garage); and there is a need to be consistent in the enforcement program.
- The issue of rear lanes is covered under the urban expansion by-law.
- Staff intend to conduct a random survey of some 500 homes across the Town, in an effort to compare to the proposed new standards to further determine the degree of the problem and to clarify what is/is not permitted under the proposed municipal regulations; and

6. WRAP-UP

D. Hinde, Chair, summarized the discussion at the Working Group meeting. She indicated an e-mail would be sent to all members providing a synopsis of the main

points for consideration by the group.

NEXT MEETING

The next meeting of the Extended Driveway Working Group is scheduled for Thursday, May 25, 2006 at 7:00 pm in the Canada Room.

EXTENDED DRIVEWAY WORKING GROUP

TOWN OF MARKHAM

Canada Room

MAY 25, 2006

7:00 PM

MINUTES

ATTENDANCE

Members:

Donna Hinde, Facilitator/Chair
Nick McDonald, Resource
Rob Watters
Paul Fink
Harry Eaglesham
Ranveer Persaud
Don Hutchinson
Kwai Leung
Jeanette Anbinder
Sharon Fortis
Costa Kollias

Staff:

Jim Baird, Commissioner of Development Services
Andy Taylor, Commissioner of Corporate Services
Sheila Birrell, Town Clerk
Bill Wiles, Manager Enforcement and Licensing
Dave Miller, Senior Project Coordinator
Councillor Khalid Usman
Blair Labelle, Committee Clerk

1. REVIEW OF MINUTES FROM MAY 18, 2006

There was some discussion regarding Item Four (4), Town's Draft Strategy regarding overnight on-street parking. Staff confirmed that a revised version of the minutes had been prepared to reflect the fact the issue only relates to overnight on-street parking.

2. SUMMARY OF ZONING HISTORY

Mr. N. McDonald, Meridian Planning Consultants, provided a summary of the Town's Zoning By-law history. He indicated that Markham has multiple zoning regulations in place and presented a map illustrating the numerous By-laws in existence for each area throughout the Town (i.e. area-specific standards). Mr. McDonald advised that due to the rapid growth of municipalities in recent decades, this is a common occurrence. He also noted that By-laws initially enacted by municipalities did not always provide for the clarity necessary to properly deal with unanticipated standards and practices. Mr. McDonald indicated that although somewhat unclear, pre-1997 regulations demonstrated the Town's intent to prohibit vehicles from being parked on any area in the front yard outside of the driveway leading to the garage.

Mr. McDonald noted that the Town enacted By-law 177-96, *An Urban Expansion Area By-law* in 1997, which stipulated the permitted driveway dimensions for the Town's Official Plan Amendments (OPAs) urban expansion area. Around this time, the Town also enacted By-law 28-97, *A By-law to Regulate Parking in the Town of Markham*, which consolidated parking By-laws in an effort to establish one set of standards throughout the

Town. It was noted that By-laws 177-96 and 28-97 work together in the OPAs areas to provide for an accurate depiction of what can be enforced with respect to driveway widening and parking thereon. In the case of earlier By-laws without a specific driveway dimension, it is not as clear as to the requirements for driveway width and vehicular parking.

Mr. McDonald presented a table outlining the standard permitted dimensions for residential lots as set out by By-law 177-96 (maximum 3.5 meter driveway width for lot frontage of less than 11.6 meters and a maximum 6.1 meters for lot frontage of 11.6 meters or greater). Staff indicated that the proposed By-law will further expand the permitted dimensions of a driveway and eliminate any confusion as to the maximum driveway allowances for new construction. Council must also address enforcement issues relating to existing driveways, and the extent to which the proposed new rules will be applied to existing driveways.

Members requested clarification on where a lot would end if no sidewalk is in place. Although these dimensions are varied and dependant on right-of-way width, Staff is able to produce engineering drawings for any street in question. There was discussion as to site specific amendments to zoning also having status. Members discussed the possibility of implementing an amnesty for existing violations. The Working Group noted that identification and enforcement of legal non-conforming units will be very difficult if a general amnesty was not instated. Enforcement staff responded by noting that an enforcement program can be created around any arrangement ultimately approved by Council.

When queried, staff informed Members that a permit is not commonly required for one to construct a driveway or undertake a driveway expansion. As a result, it will be extremely important to establish a broad based communications plan in order to engage the public and make any new Town standards clearly understood.

2. RECAP OF PROBLEM DEFINITION

Ms. D. Hinde, Facilitator/Chair, reviewed the problem definition created to summarize the issues involved in the extended driveway debate. Members discussed the option for a single By-law to regulate all driveway expansion within the Town of Markham. Some noted this may not be an ideal solution as many community designs are different and a universal restriction may negate the original concept or plan for that community. There was debate as to whether universal regulation was practical or whether existing expanded driveways should be dealt with separate and apart from regulating those within new construction areas.

When asked, staff advised not all existing driveway expansions should be considered legal non-conforming. For instance, there are instances where homeowners are clearly not in conformity with the intent behind the current By-laws by paving over the entire frontage of their properties in order to accommodate additional vehicles. Staff confirmed that the prosecution of a few of these properties has been successful within the confines of the existing By-laws. The Working Group agreed on the need for clear standards for new construction but felt further discussion was required to determine how existing expanded driveways should be dealt with. Staff advised that there are a range of possible options as to enforcement or By-law provisions for existing driveways.

3. DISCUSSION OF ISSUES

a. Enforcement of current standards

The Working Group expressed concern that many residents may rush to expand their driveways while a new By-law is in the process of being adopted. In fact, it was also noted that some contractors are targeting new homeowners in an attempt to offer their services to do the same.

When asked, staff briefed Members on the current enforcement program. By-law officers regularly discuss with homeowner's the Town's concerns and advise of possible solutions before laying charges. They focus primarily on new developments, to demonstrate the existing standards using garage width as the general limitation for expansion. The officers also advise homeowners the current By-law is under review and may be adopted by Council. Homeowners are informed the new standards will be communicated through the Town's website and local papers after they have been adopted.

Some members expressed concern with the amount of time afforded to them before they had to report back to Council. Reporting June 19th may limit the Working Group from considering all options. There was consensus among working group Members that at least some degree of amnesty should apply to existing driveways, with the details to be further discussed.

Members suggested staff implement a colour coded mapping scheme that shows Town area specific By-laws to better illustrate areas of concern and existing enforcement practices. The option to create a registry for existing widened driveways was also briefly discussed. Staff noted the current focus for enforcing expanded driveways is to deal with the worst offenders.

b. Implementation of New Rules

Members suggested that the Town consider an interim measure or partially the proposed standards and regulations in order to prohibit people from widening their driveways while the By-law is being ratified. A permit or licensing program for driveway expansion was also suggested as an alternative approach to regulate any expansion in the interim. It was noted that although the concept was a good one, explicit standards for driveway widths would still need to be in place for any new regulation program to commence. Members noted the new standards should be generous enough to provide for majority compliance and understandable so that new homeowners will be able to visually identify what is permissible.

There was some discussion regarding whether the maximum allowances provided for in the proposed By-law will actually permit the parking of cars in a driveway side by each. Some Members suggested that adding 1.5 meters to the garage door width may not be enough space to allow for the proper access to both cars when parked.

c. Implications on Homeowners of Existing Non-Conforming Driveways

Staff advised the Town has a list of homeowners who have been issued a warning about their widened driveway. This can be used for future communication efforts.

There was further discussion regarding the suggestion of amnesty. It was noted that many municipalities do not consider blanket amnesty a viable solution. The Town may wish to provide for 'grand fathering' subject to conditions and deal with the enforcement of flagrant abuses. Members agreed that if amnesty was to become the recommendation of the Working Group, the parameters and implementation criteria must be established comprehensively. There was debate as to whether legal non-conforming status and possible 'grand fathering' should be determined for existing widened driveways on a case by case basis.

The Working Group discussed how the new rules relate to existing expansions of driveways and parking pads onto public boulevards. It was noted that in some instances, the Town created curb cuts to accommodate driveways that had been expanded. There was also discussion about how these situations may be rectified. Some Members felt that the variances to permit widened driveways should be considered by the Committee of Adjustment.

Staff noted that based on analysis to be done, it is estimated that about 20% of existing driveways in Markham would not comply with garage door opening plus 1.5 meters. It was estimated that 90% would comply when the 40% landscaping provision is added. Staff proposed to undertake a statistically accurate, random survey using the proposed new standards.

d. Public Involvement

The Working Group recommended that the Town use Community Centre marquees as an additional communication method to advertise upcoming community information meetings. It was also recommended that a focus group test of the By-law occur before enactment. It was suggested that this may provide for an assessment as to whether the provisions are clear and comprehensible. The possibility of a Town wide referendum was also briefly discussed.

e. Communication / Education of New Rules

Members recommended that a booklet summarizing the Town's By-laws as they affect common residential use, be published and distributed to every household in Markham and made available to new homeowners. There was agreement that a communication program such as this, will lead to a greater understanding and further compliance. It was noted that other information about Town programs could be incorporated, but that information relating to driveway and fence regulations should be made most prominent.

f. Aesthetics

Members discussed the concept of greenspace in relation to the residential character of a street. It was noted that certain residents would be satisfied with a loss of greenspace in order to accommodate more driveway room for parking so that communities would not be cluttered with on-street parking. Some residents considered the elimination of on-street parking to be more aesthetically pleasing than an enlargement of greenspace on private property.

There was discussion on the proposal for all homes to have at least 40% of their front yard landscaped leaving 60% available for parking to a maximum of 6.1 meters. Members noted that other municipalities had implemented a 50/50 ratio with some further distinguishing between hard and soft landscaping.

g. Overnight On-street Parking

The Working Group discussed the impact of shallow lot conditions on how cars may be parked on driveways. Members advised that some smaller lot homeowners are unable to expand their driveways due to the location of front porches or other physical barriers. It was discussed as to whether overnight on-street parking would be allowed in these cases.

4. DISCUSSION OF INFORMATION TO BE PRESENTED / DISPLAYED AT THE COMMUNITY FORUMS

There was discussion on the proposed format of the upcoming community meetings. Staff and the facilitator suggested the format be less formal than the arrangement used for statutory public meetings. The option of a roundtable module and 'break-out sessions' was recommended as the most effective way to engage constructive debate and to obtain public input on standards and solutions. The Working Group agreed a staff presentation was necessary and that a question and answer session may be a valuable component, as well as a facilitated discussion. It was agreed that an illustration or diagram booklet detailing the proposed standards and practices be made available for those in attendance.

The following community meeting dates were confirmed:

Monday, May 29, 2006 7:00 pm	Community Meeting (Wards 4 & 5)	Markham District High School - Hot Cafeteria
Tuesday, May 30, 2006 7:00 pm	Community Meeting (Wards 3 & 6)	Canada Room, Markham Civic Centre
Thursday, June 1, 2006 7:00 pm	Community Meeting (Wards 1 & 2)	Council Chamber, Markham Civic Centre
Thursday, June 8, 2006 7:00 pm	Community Meeting (Wards 7 & 8)	Canada Room / Council Chamber, Markham Civic Centre
Thursday, June 15, 2006 7:00 pm	Working Group Meeting	Canada Room, Markham Civic Centre
Monday, June 19, 2006 7:00 pm	Special Development Services Committee Meeting	Council Chamber, Markham Civic Centre

5. NEXT STEPS

Members discussed the potential need to lengthen the time in which the Workgroup would bring forward a recommendation to Council. The Working Group discussed the upcoming community meetings and suggested that some Councillors may not be able to attend the June 1st date in particular. Staff advised the dates for all forthcoming meetings were approved by Council and that as public notice had already been published both in the local papers and on the Town's website.

The Extended Driveway Working Group meeting adjourned at 9:26 p.m.

NEXT MEETING

Community Meeting for Wards Four and Five is scheduled for Monday, May 29, 2006, 7:00 p.m. at Markham District High School in the Hot Cafeteria.

EXTENDED DRIVEWAY COMMUNITY MEETING

Wards 4 & 5

TOWN OF MARKHAM

Markham District High School

MAY 29, 2006

7:00 PM

MINUTES

ATTENDANCE

Members:

Donna Hinde, Facilitator
Paul Fink
Harry Eaglesham
Ranveer Persaud
Don Hutchinson
Sharon Fortis
Costa Kollias

Council and Staff:

Councillor George McKelvey
Councillor John Webster
Jim Baird, Commissioner of Development Services
Sheila Birrell, Town Clerk
Bill Wiles, Manager Enforcement and Licensing
Dave Miller, Senior Project Coordinator
Judi Kosch, Committee Clerk

1. INTRODUCTION

Donna Hinde, of The Planning Partnership Limited, Facilitator, welcomed everyone to this first Community meeting. She provided a brief introduction of the Working Group members who were present and also introduced the two Ward Councillors along with staff members, Jim Baird, Commissioner, Development Services; Sheila Birrell, Town Clerk; Bill Wiles, Manager, Enforcement and Licensing; and David Miller, Senior Project Coordinator.

2. BRIEF PRESENTATION

David Miller provided a power point presentation and it outlined the purpose of the Community meetings was:

1. To obtain community consultation to better understand residents' views about front yard parking;
2. Get comments on the Town's proposed strategy; and
3. To get residents' input on possible solutions.

3. QUESTION AND ANSWER PERIOD

There were a number of questions from the floor. The questions and respective answers are listed on Appendix 'A'.

4. GROUP ACTIVITIES

The attendees participated in a series of four Table-Group activities covering a broad spectrum of issues, attached as Appendix 'B'.

The Facilitator advised that every question would be answered. As well, the answers to the Table-Group questions would be posted on the website.

5. WRAP-UP

At 9:30 p.m. the Facilitator called the meeting to a close. She assured all those present that answers to their unanswered questions would be provided on the Town's web site along with a summation of their feedback on the other three group activities.

6. NEXT MEETING

The next Community Meeting on Front Yard Parking (Wards 3 and 6) is scheduled for Tuesday, May 30, 2006 at 7:00 pm in the Canada Room.

APPENDIX 'A'

#	QUESTIONS	ANSWERS
1	A resident has a sunken extended driveway with retaining walls, how could it be accommodated within the by-law?	The site could be considered as 'site specific' and a site visit would be required and consideration given to the unique circumstances of the property.
2	Why can't existing driveways be accepted 'as is' and only consider new driveways from the time the by-law is enacted?	This is the kind of feedback the Working Group is looking for – should the Town consider 'grandfathering' and, if so, under what conditions?
3	What about the person who has two driveways?	The by-law, as proposed, relates driveways to the garage. It does not anticipate a second driveway on a property, except in the special case of circular driveways..
4	Why have any restrictions at all?	The zoning by-law is to help protect property values, community norms and ensure a clean and attractive streetscape.
5	Why is the Town trying to get vehicles off driveways and onto the street – will it not be an even worse safety issue?	The primary objective is to have cars parked in the garage and on the driveway leading to the garage. However, there may be circumstances and criteria under which overnight on-street parking could be considered, as is currently the case in Cornell, Angus Glen and parts of Thornhill. For example, when there is insufficient room in the driveway or garage due to a possible event being held at the home over a number of days, a resident can advise the Town and a special permit can be issued.
6	Are there not other by-laws that could take care of the derelict vehicle issue?	Yes, the Property Standards By-law could also be called upon to deal with derelict/unsafe vehicles.
7	What happens when you extend your driveway out to the street and there are no sidewalks?	There is generally a curb cut to the width of the driveway only and vehicles may park on the municipal portion of your driveway provided you are not: on the grass, blocking a sidewalk, overhanging a sidewalk or jutting out onto the street. However, the municipal boulevard, except the normal driveway crossing, is not to be paved over or parked on.
8	Is this not a community public relations problem?	There is a need for a clear communication of Town standards. It is the intent of this new by-law to clarify requirements and to expand permitted driveway widths legal within certain parameters to ensure it reflects community norms, maintains aesthetics and green space.

#	QUESTIONS	ANSWERS
9	How many households are currently problematic? If only 700, can't they be dealt with on an individual basis?	There are estimated to be approximately 17,000 driveways that exceed the current standard (width of garage). There have been over 1000 complaints received in recent years.
10	Is someone from the Town going out to inspect all driveways?	There has been a moratorium over the past 3 years on inspections while the Town has been considering revising the standards. Only in extreme cases has the by-law been enforced.
11	If driveways were 'illegal' when new owners moved in, is it not possible to hold developers/builders liable and ensuring that driveways will conform before issuing building permits?	Options could be examined. Driveways are not currently subject to the issuance of permits.
12	What can be done to better advise the public on this important issue – notices are not being circulated well enough throughout the Town; articles in the paper are not sufficient?	Notices have been placed in the local papers, and on the Town website. Some 200 letters were written to interested residents advising of Council's actions, the formation of the Working Group, and referring them to the papers and website. These community meetings have been arranged to allow for further input on this particular draft by-law because of public concerns.
13	When is the by-law to take effect and would there be a 'grace' period?	Enforcement of the new by-law would commence in 2007 and it is contemplated that there would be a set period of time to allow for proper communication to the residents.
14	Will I have to tear up my extended driveway to conform to the proposed by-law	No, but you will not be allowed to park on that area unless you have special circumstances, such as applying to the Town for a permit to do so on a short term basis (i.e. out of town guests)
15	Why is the Town trying to force parking off private property to the street?	The intent of current and proposed regulations is that parking occur on private property, i.e. in the garage or on the driveway leading to the garage. However, it is recognized that there may be special circumstances that warrant consideration of the overnight on-street parking option.
16	Why have any restrictions at all?	There are zoning by-laws to reflect community norms and property standards. Complaints are received because of impact on neighbourhoods when property owners engage in practices that are not in keeping with the character of the neighbourhood..

#	QUESTIONS	ANSWERS
	COMMENTS:	
1.	Create an area-by-area by-law	
2.	Any paving, etc. needs to be aesthetically pleasing.	
3.	Place notice of issues such as front yard parking in an insert in the taxbills.	
4.	Town needs to do more to communicate by-law standards and any proposed changes to residents. Not enough done to notify residents of tonight's meeting.	

FRONT YARD PARKING COMMUNITY MEETING
Wards 3 & 6

TOWN OF MARKHAM

Canada Room

MAY 30, 2006

7:00 PM

MINUTES

ATTENDANCE

Members:

Donna Hinde, Facilitator
Paul Fink
Harry Eaglesham

Staff:

Councillor Joe Virgilio
Councillor Dan Horchik
Regional Councillor Jim Jones
Andy Taylor, Commissioner of Corporate Services
Sheila Birrell, Town Clerk
Bill Wiles, Manager Enforcement and Licensing
Dave Miller, Project Coordinator
Val Shuttleworth, Director, Planning
Judi Kosch, Committee Clerk

1. INTRODUCTION

Donna Hinde, of The Planning Partnership Limited, facilitator welcomed everyone to the second Community meeting. She went on to give a brief introduction of the Working Group members who were present and also introduced the three Councillors along with staff members, Andy Taylor, Commissioner, Corporate Services; Sheila Birrell, Town Clerk; Bill Wiles, Manager, Enforcement and Licensing; and David Miller, Project Coordinator.

2. BRIEF PRESENTATION

David Miller provided a power point presentation and it outlined the purpose of the Community meetings was:

1. To obtain community consultation to better understand residents' views about front yard parking;
2. Get comments on the Town's proposed strategy; and
3. To get residents' input on possible solutions.

3. GROUP ACTIVITIES

The attendees participated in a series of five group-table activities covering a broad spectrum of issues, attached as Appendix 'A'.

The Chair opened the floor to questions. Answers to these questions will ultimately be posted on the Town's website at www.markham.ca.

#	QUESTIONS	ANSWERS
1	Once the 40% 'soft' landscaping is in place, how closely will it be monitored and enforced?	Every situation is different. The by-law officer will calculate the 'soft' landscaping elements and if relatively close, there will be some flexibility, possibly some discretion.
2	In relation to overnight parking and the possible requirement of a special permit, what is the proposed fee and what arrangements can be made during the winter and snow removal?	<p>Currently there are four areas within the Town of Markham with permitted overnight on street parking. The costs range from \$20.00 a month to \$70.00. The varying charges are related to supply and demand. For example, if parking is available for a charge on private property, it is necessary for on street parking to be more expensive to drive the parking onto private property.</p> <p>All vehicles have to be removed during snow clearing. Alternate parking must be found and that is usually on nearby private property or already cleared public roadway. The Town attempts to either make contact with someone in the area and/or signs are installed when snow is to be removed, where and when possible.</p>
3	Where would out-of-town guests park?	If it is known in advance, one could call in to the Town's Contact Centre and provide all relevant information i.e. licence number, length of stay and permission would be granted. If it is unexpected and after normal business hours, phone the parking control hot line and provide the same details; all calls are recorded and the parking control officer would be aware of the situation. Information on courtesy overnight on street parking is communicated through local newspapers, the Residents' Guide and is posted on the Town's web site.
4	What other arrangements can be made with respect to permit parking?	Move the car from one side of the street to the other.
5	Will there be an appeal process once implemented if not compliant with the 40% soft landscaping?	Staff would speak to the individual with respect to the non-conforming issue and try to work out a solution. If it is a question of parking on the front yard, charges could be laid but only after several meetings with the property owner to try to resolve the issue amicably.

#	QUESTIONS	ANSWERS
6	Would charges be laid against your license plate?	No, charges would be laid against you as the property owner. Under the proposed new by-law, anyone whose driveway would not conform as has an option to apply for a minor variance, outlining the reasons for the oversized driveway and it is up to the Committee of Adjustment members to approve/decline the request.
7	What of the issues does the Town consider most important?	Loss of green space and storm water absorption are the Town's primary concerns.
8	Will I have to tear up my extended driveway to conform to the proposed by-law	No, but you will not be allowed to park on that area unless you have special circumstances and you contact the Town to do so on a short term basis (eg. out of town guests)
9.	How can absorption be an issue, given the new type of construction with little green space amenity.	New developments are being built with yard requirements as well as underground pipes, storm water management ponds etc.
10.	What is the percentage of complaints?	In one year over 700 complaints. 30% of all by-law complaints pertain to front yard parking.
11.	What year was this?	2004. This year there have been 60 to 70 complaints.
12.	Why expand driveways when it results in devaluation of properties? There is a need for reasonable appearance and green space. There is a need for clear guidelines.	Good examples for the need for the proposed by-law.
13.	Could the Councillors present tonight indicate if they support the proposed new by-law?	The Councillors both indicated that there is a need to change the current by-law and support the need for improvements. Once the review process is complete they will then see if they can support it.
14.	If enforcement is not undertaken until 2007, is there some way to curtail new construction in the interim?	Standards will need to be established before staff can enforce. However, staff are continuing to enforce the most flagrant violations and attempting to curtail contractors.

4. WRAP-UP

D. Hinde, Chair, called the meeting to a close and asked that all remaining 'activity' sheet questionnaires be collected. D. Miller indicated that a report is intended to be going forward to the Development Services Committee slated for 7:00 p.m. June 19th where Committee will consider reports from the Working Group and the Community meetings and recommendations and any proposed changes will be considered. It is

Front Yard Parking Community Meeting
Wards 3 & 6
May 30, 2006

May 30, 2006

intended to then go to Council on June 27th. The public are welcome to attend both these meetings.

5. NEXT MEETING

The next Front Yard Parking Community Meeting is scheduled for Thursday, June 1, 2006 at 7:00 pm in the Council Chamber.

Minutes May 30 06

EXTENDED DRIVEWAY COMMUNITY MEETING
Wards 1 & 2

TOWN OF MARKHAM

Council Chamber

JUNE 1, 2006

7:00 PM

MINUTES

ATTENDANCE

Members:

Donna Hinde, Facilitator
Paul Fink
Harry Eaglesham
Jeanette Anbinder
Don Hutchinson
Sharon Fortis

Council and Staff:

Councillor Stan Daurio
Jim Baird, Commissioner, Development Services
Andy Taylor, Commissioner, Corporate Services
Bill Wiles, Manager, Enforcement & Licensing
Dave Miller, Senior Project Coordinator
Judi Kosch, Committee Clerk

1. INTRODUCTION

Donna Hinde, of The Planning Partnership Limited, Facilitator welcomed everyone to the third Community meeting. She went on to give a brief introduction of the Working Group members who were present and also introduced Councillor Stan Daurio along with staff members, Andy Taylor, Commissioner, Corporate Services; Jim Baird, Commissioner, Development Services; Bill Wiles, Manager, Enforcement & Licensing; and David Miller, Senior Project Coordinator.

2. BRIEF PRESENTATION

David Miller provided a power point presentation and it outlined the purpose of the Community meetings was:

1. To obtain community consultation to better understand residents' views about front yard parking;
2. Get comments on the Town's proposed strategy; and
3. To get residents' input on possible solutions.

3. GROUP ACTIVITIES

The attendees participated in a series of 4 group-table activities covering a broad spectrum of issues, attached as Appendix 'A'.

The Facilitator asked for questions and stated that any unanswered written questions would be answered and posted on the Town's web site, www.markham.ca.

#	QUESTIONS/COMMENTS	ANSWERS
1	If a residence does not have any sidewalk will you be allowed to park on the section of driveway crossing the boulevard?	Yes, vehicles are allowed to park on the paved extension of the driveway that makes up the boulevard but the vehicles are not allowed to overhang out onto the road.
2	With respect to the issue of grand fathering along with concerns re the number of people living in a house, has not the damage been done? Why wasn't action taken any sooner?	In answer to the grand fathering concerns, there are a range of options being considered: total amnesty regardless of the infraction; conditional amnesty with enforcement of only certain serious infractions; or full enforcement of the proposed new by-law. It is a complex issue and one of the key items for discussion in the public consultation process. The Town has been looking into this issue over the past 2 years and a number of reports, Committee meetings and a Public Meeting have been held. The end result of which is the review that is currently underway.
3	With cars being forced out onto the street, isn't it even more aesthetically unappealing and an increased danger for our children and also more difficult to deal with snow removal?	This is a question that has been heard at all the community meetings to date. The primary objective is that cars be parked in the garage or in the driveway leading to the garage. Limited overnight parking under certain circumstances may also be considered but further public input is required.
4	Further to the issue of on street parking, at one time the Town allowed free on street parking then it was changed to a monthly fee. How will it be handled under the new by-law and why was it changed?	There was a time when specific areas were allowed special consideration due to their unique circumstance; this is something that is also being considered under the proposed new by-law and we look forward to feedback on how to address this issue.
5	At the presentation in the Council Chamber, the proceedings were being recorded, what is being done to record the more meaningful comments being made at these group table activities?	There is a recording clerk taking notes.

#	QUESTIONS/COMMENTS	ANSWERS
6	Are the other community meetings recorded; can you give us any feedback on any changes/new issues; is Council listening; how do we get to our Councillor; is there someone else we can write to other than our Councillor?	All of the community meetings have the same agenda/presentations; minutes are taken and all information, both written and spoken, will be posted on the Town's web site; yes, Council is listening to residents' concerns – hence all these meetings, and the creation of a working group of community representatives; you can contact your Councillor either by phone, e-mail, letter writing and also by completing all the activity forms that have been circulated this evening. You may also forward your concerns to the Town Clerk who will ensure that they are incorporated into the reports going forward.
7	The by-law is an excellent piece of writing; the current situation cannot be allowed to continue; Council needs to be more proactive in dealing with this growing problem.	
8	A by-law is needed to deal with the non-conforming driveways but this proposed by-law is not the answer	
9	While the Town wants to hear community feedback, why is it allowing all the new developments with virtually no front yards – where is the green space for these properties; how can they comply? Are the different departments within the town communicating with each other over this kind of development?	The trend in recent decades has been for more compact urban development. There are urban boundaries in place to protect agricultural and green belt areas. It's a question of finding the right balance.
10.	Are you more concerned with properties whose front yards are being turned into parking lots or widened driveways that allow 2 cars to park beside each other?	The first proposed by-law would actually allow wider driveways. It is the intent to allow smaller lots to benefit from the 40% soft landscaping rule which would enable them to park 2 cars side by side on a 30 foot lot and still have 12 feet of 'open space'
11.	If driveways are expanded to the side lot line, could that part of the by-law not be enforced except when a complaint is received?	This is a good technical point and a close look needs to be taken on how side lots are to be dealt with not only for aesthetic reasons but also for snow storage. We need to confirm proper standards so as not to have issues arise between neighbours.
12.	How is the percentage used for 'soft landscape' measured?	As a percentage of the 'front yard', measured between the front lot line and the nearest main wall of the building.

#	QUESTIONS/COMMENTS	ANSWERS
13.	With respect to water absorption, if run-off isn't the issue, is it aesthetics; could not large plant boxes fill the need of water absorption? If residents have had these illegal (non conforming) type of driveways for many years, is it not unfair to take the right away to use them for parking?	Storm water absorption is one of a number of objectives but neighbourhood character and overall appearance of the streetscape is an important component of the by-law. If you can demonstrate that you comply with the by-law, site-specific arrangements can be made. People living on pie shaped lots the area calculated would be on 40% of the whole yard.
14.	Where homes are linked underground, how is the width calculated?	It is from lot line to lot line and each link is considered a freehold property.
15.	Residents whose whole front yard is paved over should not be allowed to be 'grand fathered' under the proposed by-law. It is illegal under the current by-law and should remain so.	
16.	Zoning by-laws cannot be made retroactive. Existing driveways should be grandfathered.	There are current zoning provisions in place that do have status. As and when new standards are brought into effect they need to be compared to current standards and enforcement options determined.
17.	Will the minutes from these meetings be available?	Yes, the minutes from both the Working Group and the Community meetings will be posted on the Town's web site, www.markham.ca

4. WRAP-UP

D. Hinde, Facilitator, called the meeting to a close and asked that all remaining 'activity' sheet questionnaires be collected. J. Baird advised that there are 2 more Community meetings, June 7 and 8; the Working Group will meet to review all information received on June 15; and a June 19th Development Services Committee meeting will be held with the Working Group where Councillors will consider the reports from both the Working Group and the Community meetings and any recommendations will be considered. It is then scheduled to go to Council on June 27th. The public are welcome to attend these meetings that start at 7:00 p.m.

NEXT MEETING

The next meeting of the Extended Driveway Community Meeting is scheduled for Wednesday, June 7, 2006 at 7:00 pm in the Markham Civic Centre.

APPENDIX 'A'

Town of Markham

Community Information Session June 1, 2006

Table Group Activity #1

1. What did we hear?
2. What is our reaction?
3. What questions do we want to ask the consulting/staff team.
 - a)
 - b)
 - c)

Town of Markham

Community Information Session
June 1, 2006

Table Group Activity #2

In developing a new parking by-law aesthetic factors to consider include::

1. Should front yard parking be generally restricted to in front of the garage?
2. Should parking parallel to the road be permitted?
3. How much of the front yard should be retained as landscaped open space? Should the standard be different depending on lot frontage?
4. Should every homeowner have a driveway that provides for the parking of two cars side-by-side? If not, what should the breaking point or cut-off be?
5. Should the landscaped component of the front yard be soft – or a combination of soft and hard?
6. What should the setback be for driveways from side lot lines on single detached lots?

Town of Markham
Community Information Session
June 1, 2006

Table Group Activity #3

In developing a new parking by-law, technical factors include:

1. How the width of the driveway is to be measured.
2. How the width of the garage is to be measured, if driveway width is to be related to garage width.
3. How "driveway" is defined.
4. How "landscaping" is defining.
5. How to distinguish between "hard" and "soft" landscaping.
6. How to measure the area of the front yard that is supposed to be devoted to landscaping.

Town of Markham

**Community Information Session
June 1, 2006**

Table Group Activity #4

For existing driveways that do not conform to existing standards, there are two end results:

1. the new standards are more permissive than the old standards and the existing driveway conforms to the new standards - no issue
2. the new standards are more permissive than the old standards, but the existing driveway still does not conform to the new standards

The challenge is what to do with driveways that do not conform to the existing standards and which will not conform to the new standards. What are your comments with respect to these options:

1. Ignore their existence completely
2. Ignore their existence completely, unless a complaint is lodged or a building permit is required for an addition
3. 'Grandfather' all driveways that pre-exist the new standards
4. 'Grandfather' only those driveways that are not in compliance with the new standards by a certain percentage (or other form of measurement)
5. Vigorously enforce the new standards in cases where the driveway did not conform at all with existing standards

**EXTENDED DRIVEWAY COMMUNITY MEETING
Wards 1 & 2**

TOWN OF MARKHAM

Canada Room

JUNE 7, 2006

7:00 PM

MINUTES

ATTENDANCE

Members:

Nick McDonald, Chair
Paul Fink
Sharon Fortis

Staff:

Councillor Stan Daurio
Councillor Erin Shapero
Jim Baird, Commissioner, Development Services
Andy Taylor, Commissioner, Corporate Services
Sheila Birrell, Town Clerk
Bill Wiles, Manager, Enforcement & Licensing
Dave Miller, Senior Project Coordinator
Judi Kosch, Committee Clerk

1. INTRODUCTION

Nick McDonald, of Meridian Planning Consultants, Chair, welcomed everyone to the fourth Community meeting. Councillor Shapero welcomed those in attendance and invited public input. N. McDonald went on to give a brief introduction of the Working Group members who were present and also introduced Councillor Stan Daurio, Councillor Erin Shapero along with staff members, Andy Taylor, Commissioner, Corporate Services; Jim Baird, Commissioner, Development Services; Sheila Birrell, Town Clerk; Bill Wiles, Manager, Enforcement & Licensing; and David Miller, Senior Project Coordinator.

2. BRIEF PRESENTATION

David Miller provided a power point presentation and it outlined the purpose of the Community meetings was:

1. To obtain community consultation to better understand residents' views about front yard parking;
2. Get comments on the Town's proposed strategy; and
3. To get residents' input on possible solutions.

3. GROUP ACTIVITIES

The attendees participated in a series of 4 group-table activities covering a broad spectrum of issues, attached as Appendix 'A'.

The Chair asked for questions and stated that any unanswered written questions would be answered and posted on the Town's web site, www.markham.ca.

#	QUESTIONS/COMMENTS	ANSWERS
1	How much of the taxpayers' dollars is being spent over the next 1-2 years on this project	The Chair advised that answer would be provided on the Town's web site.
2	Residents feel that they are being railroaded into accepting this proposed by-law.	
3	Is it really a two-way process; is the Town really interested in what the residents have to say?	Yes, most definitely – that is why a working group made up of residents of the community was formed; all these community meetings were organized to get feedback and further meetings will be held before a final decision is made on June 27 as to whether to proceed with the proposed by-law or to delay and allow for further review and consultations.
4	Don't believe process really interested in what residents have to say; can't take old areas of the town and apply same standards as in new areas; look at the demographics of each area; have you looked at demographics of homes 20 to 30 years old where the children are now young adults, cars are necessary; by-law as proposed does not address these types of issues.	Thought has been given to demographics; other municipalities in the GTA have undergone similar processes to deal with this growing problem and the Town is attempting to address the issue by expanding the scope of the by-law in a more detailed manner.
5	How much thought has the Town given to on-street parking – if cars are on the street how can snow removal take place?	When overnight on-street parking was introduced in certain areas throughout the town, homeowners who have been issued permits are called and asked to move cars off the street or to have them move their cars to the opposite side of the street to enable snowplows to get through.
6	Parking has been an ongoing problem on Tamarack Street in Thornhill for years – many changes made – unsure of current rules	
7	How will grandfathering be dealt with – people have the right to park on their driveways – do not want to see 'driveway police' out measuring everybody's driveway to ensure that its legal	This is a very difficult issue and one the Working Group and Council want feedback on - there has been no decision made as to how to deal with it.

#	QUESTIONS/COMMENTS	ANSWERS
8	Two readings have already taken place at Council on this by-law, why is there such a rush to pass the by-law by the end of June?	Council requested the working group, made up of representatives of various ratepayers groups across the town, to gather all the input received at these community meetings and put together recommendations to Council on how to deal with these issues.
9	Under what circumstances will the by-law be passed at the end of June – why the urgency?	A Development Services Committee Meeting will be held on June 19 in the Council Chamber to receive the feedback from the working group and Council, on June 27, will have to decide how to proceed; they are not bound to pass the by-law on June 27. Councillor Shapero stated that Council was not unanimous on passing the two readings; the working group is a final effort to get feedback from the public and encouraged everyone to attend the upcoming meetings.
10.	Why is my freedom of rights being infringed upon by being told how and where I can park my cars?	Trying to establish standards that are generally acceptable to all.
11.	Why was there no activity between November 22, 2005 and April 18, 2006 and why is there such a rush now to get this by-law passed?	There was a Public Meeting held last November; notices were placed in the local papers; public feedback was received; town staff prepared a report; further revisions were made; there has been extensive public input, well beyond what is required by legislation. Regional Councillor Jones spoke against the proposed by-law and is pushing for deferment and further study.
12.	How does one find out how Council voted on the first 2 readings of the by-law	Visit the Town website @ www.markham.ca or contact the Clerk's Department or Councillor Shapero. Councillor Shapero urged residents to attend the Development Services Committee meeting on June 19 and the Council meeting on June 27 to state your views.

#	QUESTIONS/COMMENTS	ANSWERS
13.	I feel insulted by the format of the meeting, we are adults not nursery school children; is this by-law a 'done deal'? It was only due to the hard work of residents that people are aware of this proposed by-law. It was the Thursday before Good Friday that notice was given to 19 residents of the meeting the following Tuesday – only 6 people showed up. If that is the way the Town operates then the by-law should be delayed until next year.	Council will have a number of options as to how to proceed on June 27.
14.	By-law does not address loss of landscaping; it won't address any of the issues. What and who is driving the by-law and why do we have to deal with it?	By-law enforcement staff began receiving many letters of complaint back in 2004, from across the town that the standards of the community were not being maintained. Planning staff were asked to look at the current by-law – are standards appropriate? there is a need to possibly be more permissive; how can the by-law be more reflective of what communities are like today
15.	How are derelict vehicles dealt with? If driveways extended to lot line where does the snow go?	Zoning and Property Standards By-laws apply. Lack of snow storage is an issue and the reason for the recommended setback of driveway from the side lot line.
16.	A point of clarification – is the issue widening driveways or permission to park a number of cars in the driveway?	Focus is on widening driveways and resultant impacts of front yard parking.
17.	Why getting all this input from us; could we get feedback; were essential services approached for their input regarding on street parking?	Community & Fire Services have been involved in the process; it is not the aim of the Town to put cars on the street, but there may be circumstances under which overnight on street parking may be an option.
18.	How do you legislate aesthetics?	Process now involved in does address this issue with respect to zoning – always looks at worst circumstance and works back from that point – how much of the front yard can be used for parking. Committee of Adjustment can deal with requests for widening through minor variance applications and consideration is given to circumstances particular to that property.

4. WRAP-UP

N. McDonald, Chair, called the meeting to a close and asked that all remaining 'activity' sheet questionnaires be collected. He advised that there is one more Community meeting, June 8; the Working Group will meet to review all information received on June 15; and there will be a June 19th Development Services Committee meeting where Councillors will consider the reports from both the Working Group and the Community meetings and a recommendation, with any proposed changes, will be considered. It will then go to Council on June 27th. The public are welcome to attend both of these meetings that start at 7:00 p.m. in the Council Chamber.

NEXT MEETING

The next meeting of the Extended Driveway Community Meeting is scheduled for Thursday June 8, 2006 at 7:00 pm in the Canada Room.

EXTENDED DRIVEWAY COMMUNITY MEETING
Wards 7 & 8

TOWN OF MARKHAM

Canada Room

JUNE 8, 2006

7:00 PM

MINUTES

ATTENDANCE

Members:

Nick McDonald, Chair
Paul Fink
Sharon Fortis

Staff:

Councillor Alex Chiu
Councillor Khalid Usman
Regional Councillor Jim Jones
Regional Councillor Jack Heath
Councillor George McKelvey
Jim Baird, Commissioner, Development Services
Bill Wiles, Manager, Enforcement & Licensing
Dave Miller, Senior Project Manager
Judi Kosch, Committee Clerk

1. INTRODUCTION

Nick McDonald, of Meridian Planning Consultants, Chair, welcomed everyone to the fifth Community meeting. He gave a brief introduction of the Working Group members who were present and also introduced Councillors Alex Chiu, Khalid Usman along with staff members, Jim Baird, Commissioner, Development Services; Bill Wiles, Manager, Enforcement & Licensing; and David Miller, Senior Planner. N. McDonald then provided a brief overview of the format for the evening and called on Dave Miller for his presentation.

2. BRIEF PRESENTATION

Dave Miller provided a power point presentation and it outlined the purpose of the Community meetings was:

1. To obtain community consultation to better understand residents' views about front yard parking;
2. Get comments on the Town's proposed strategy; and
3. To get residents' input on possible solutions.

3. GROUP ACTIVITIES

The attendees participated in a series of 4 group-table activities covering a broad spectrum of issues, attached as Appendix 'A'.

The Chair asked for questions and stated that any unanswered written questions would be answered and posted on the Town's web site, www.markham.ca.

#	QUESTIONS/COMMENTS	ANSWERS
1	With respect to the question of drainage and 'soft' landscaping, why is interlocking stone a problem and isn't drainage more of a problem from downspouts?	Some stone is more permeable but most hard surfaces divert runoff onto the streets and into sewers rather than being absorbed into the ground.
2	Why impose the 40% soft landscaping on existing areas; are you expecting to increase that percentage?	The 40% figure is what is currently proposed; the working group is looking for input on this issue; is 60% driveway and 40% landscaping the right balance? the end percentage could be higher/lower. This will also be addressed in the next group activity.
3	With respect to parking and cars – while it is a necessity to have 2 or more cars, the streets are already full, what will be done to accommodate these extra cars and is there a fee for overnight on-street parking?	The current process is addressing how wide driveways should be; should it depend on the size of the garage/property? There has been no fee set for the proposed overnight on-street parking, but \$20/month is typical. In other areas throughout the Town where fees have been in place for overnight on-street parking, the number of permits decreased after 6 months.
4	Enjoyed the presentation; support what is being proposed; impressed with the amount of thought/effort gone into the preparation of the by-law. If there is an increase in overnight on-street parking what about those homes on corner lots, their properties could be totally blocked by parked cars.	
5	Some driveways are awful in appearance; cannot something be incorporated into the by-law to control driveway appearance?	The proposed by-law must be very clear and non-subjective. By-law measures are normally expressed in measurable dimensions or percentages
6	Town should take a stand on those individuals who have paved over their lawns. Had an issue with neighbouring downspout and runoff– Why not address those who have illegally paved over their lawns. Also, new home buyers in Scarborough receive a copy of the City's by-law as part of their purchase agreement package. Should the Town adopt this?	There are a range of options to deal with issues; the Town enforces on a complaint basis. Including the Town's by-law for new homeowners is an excellent idea.

#	QUESTIONS/COMMENTS	ANSWERS
7.	How will grandfathering be dealt with – people have the right to park on their driveways – do not want to see ‘driveway police’ out measuring everybody’s driveway to ensure that its legal	This is a very difficult issue and one the Working Group and Council want feedback on - there has been no decision made as to how to deal with possibly grandfathering landscape..
8.	What is the difference between hard landscaping and soft landscaping?	Soft landscaping includes borders, pots and sod while hard landscaping includes any surface where water cannot percolate through and drains out onto the street/sewers.
9.	When relatives/friends come to visit could they park in the restricted zone without getting ticketed?	The Town will not know who the owners of the vehicles are – resident or guest; if you are having overnight visitors, a phone call to the parking control office to register the license plate would ensure no ticket would be issued if the car is parked on the street overnight.
10.	If enforced, would the ticket go to the property owner or the vehicle owner?	If the offence takes place on private property, the notice of violation would be given to the homeowner; if on municipal property, a ticket would be issued to the vehicle owner.
11.	Is it permitted to park boats/trailers all winter on a driveway?	No; there is a time limit of 14 days depending on the location of the item; there is a separate by-law that deals with this issue.
12.	If a person parks on the boulevard and gets a ticket, shouldn’t the homeowner be liable?	If homeowner invites someone, they should advise where parking is restricted.
13.	Have attended all the meetings – there is currently no protection to stop people from doing whatever they want on their property; in Wards 6 and 7 it is an absolute travesty that Council has allowed such a situation to occur.	

4. WRAP-UP

N. McDonald, Chair, called the meeting to a close and asked that all remaining ‘activity’ sheet questionnaires be collected. He advised that the Working Group will meet to review all information received on June 15; and there will be a June 19th Development Services Committee meeting where Councillors will consider the reports from both the Working Group and the Community meetings and a recommendation, with any proposed changes, will be considered. It will then go to Council on June 27th. The public are welcome to attend both of these meetings, which start at 7:00 p.m. in the Council Chamber.

Extended Driveway Community Meeting
Wards 7 & 8
June 8, 2006

4

NEXT MEETING

The next meeting of the Extended Driveway Working Group is scheduled for Thursday June 15, 2006 at 7:00 pm in the Canada Room.

Minutes June 8 06