

Municipality	Standard
Ajax (95-2003)	5.3 Size Of Parking Space The minimum size of an off-street parking space shall be in accordance with the following: 5.3.1 Required Parking Spaces Within Private Garages All required parking spaces within a private garage shall have a minimum width of 2.7 metres and a minimum length of 5.7 metres free of any obstructions. Where more than one required parking space is provided within a private garage, all subsequent parking spaces provided shall have a minimum width of 2.5 metres. A step of not higher than 20.0 centimetres and not deeper than 25 centimetres shall be permitted to encroach into the edge of the required parking space. In addition, a maximum 0.1 metre encroachment into the edge of the required parking space for a maximum of 20% of the wall length shall be permitted for the purposes of accommodating mechanical works. 5.3.2 Required Parking Spaces Other Than Within Private Garages All required off-street parking spaces except those within a private garage, shall have a minimum width of 2.7 metres and a minimum length of 6.0 metres. A parallel parking space shall have a minimum length of 6.7 metres and a minimum width of 2.5 metres. The length of any parking space and the width of the adjacent aisle shall also be in accordance with the following standards: • 60 to 90 degrees angle of parking space - 6.7 metres perpendicular width of aisle; • 59 to 45 degrees angle of parking space - 5.5 metres perpendicular width of aisle; • 44 degrees or less angle of parking space - 4.5 metres perpendicular width of aisle; • No adjacent parking - 4.5 metres perpendicular width of aisle one direction only, 7.0 metres two directions. Access to a parking space with an angle of 44 degrees or less shall be from one direction only. 5.4 Location Of Use And Parking Parking facilities shall be located in accordance with the following: - Parking spaces shall be located on the same lot as the lot on which the use is located unless otherwise specified in this By-law. - Notwithstanding any other Section of this By-law, in any Residential Zone, where the garage is permitted to be located closer than 6.0 metres to a lot line, required parking spaces may

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	include part of the public street or road to a maximum distance of 3.0 metres but shall not include any part of the sidewalk or travelled section of the public street or road. 5.6 Parking Area Location On A Lot In A Residential Zone In any Residential Zone, not more than 30% of the aggregate area of the side yards and rear yard of any lot shall be occupied by parking spaces with the exception of parking spaces accessed by a rear lane.
Barrie (85-95)	5.3.7.8 Off-Street Parking in Front Yards: No owner shall provide any off-street parking spaces within the front yard of any lot: - except in the case of a private attached garage or carport. - except that up to two (2) front yard parking spaces each of a maximum size of 3.7 metres in width and 7 metres in length located within the driveway area of the lot shall be permitted on lots containing single detached or multiple family dwellings containing a maximum of two (dwelling units to which the Multiple Family Dwelling First Density Zone (RM1) standards apply. - where the owner provides front yard parking, the owner shall provide a minimum front yard landscape open space of 50%. - where any garage or carport located on the said lot has been converted to habitable living space the use of any converted garage or carport shall be deemed to continue as a garage or carport use for the purposes of the minimum side yard requirements as set out in Section 5.3 of this By-law. - except that up to 20% of the total parking area for apartment buildings shall be permitted in the front yard.
Brampton (2004)	10.9(b): Where parking spaces are required or provided for a single detached dwelling, semi-detached dwelling, duplex dwelling, triplex dwelling, double duplex dwelling or street townhouse dwelling unit, the following requirements and restrictions shall apply: (i) except for a parking space on a driveway, no parking space shall be permitted in the front yard; (ii) the minimum width of a driveway shall be 3.0 metres and the width of a driveway shall not exceed 50 percent of the lot width unless such maximum driveway width would conflict with the minimum landscaped open space yard requirement in the applicable zone, in which case,

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	the minimum landscaped open space requirement shall prevail; (iii) for a lot less than 0.2 hectare, no person shall pave the rear yard for the purpose of parking motor vehicles other than a driveway leading to a garage permitted by this By-law and provided that such a driveway shall not be wider than 3 metres or the width of the garage door whichever is the greater.
Burlington (2020)	Part 1 - 2.24 Street Front Openspace For detached, semi-detached, duplex, triplex, fourplex and street townhouse dwellings the following openspace requirements shall apply: a) For lots 12 m or greater in width, a maximum of 50% of the lot area between a street line and the building elevation facing the street may be used for driveways, walkways and patios, the remaining 50% shall be landscape openspace b) For lots less than 12 m wide the maximum width of a driveway shall be 6 m. Part 2 - 1(i) Parking Spaces and Driveways a) For townhouses, stacked townhouses, cluster homes and apartment buildings up to 3 storeys, driveways and parking lots shall be setback 3 m from a wall of a building containing windows of habitable rooms, except, where a parking space and driveway is for the exclusive use of the unit occupant the setback shall not apply. Parking spaces shall be setback at least 6 m from an R1, R2, R3 zone. b) For apartment buildings 4 storeys or more in height, driveways shall be setback 9 m and parking spaces 6 m from a window of a habitable room in dwelling units located on the ground floor or basement. Driveways and parking spaces shall be setback at 6 m from an R1, R2, R3 zone.
Guelph [(1995)-14864]	4.13.2 Parking Design 4.13.2.1 In a R.1, R.2 or R3.B Zone, every Parking Space shall be located a minimum distance of 6 metres from the Street Line and to the rear of the front wall of the main Building or Structure. 4.13.2.2 In a R.3A or R.4 Zone, every Parking Space shall be located in the Side or Rear Yard provided that no Parking Space is located within 3 metres of any Lot Line. 4.13.2.2.1 Despite Section 4.13.2.2, only visitor parking (not more than 25% of the minimum off-street parking required) may be located in the Front Yard or Exterior Side Yard provided it is to the

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	rear of the required Front or Exterior Side Yard. 4.13.2.2.2 No part of any surface Driveway or surface Parking Area shall be located within 3 metres of a Building entrance or any window of a Habitable Room. 4.13.7 Parking in Residential Zones In addition to the parking provisions for residential Uses in Section 4.13.2 and 4.13.4, the following parking regulations shall apply: 4.13.7.1 In a R.3 and R.4 Zone, if access to required off-Street Parking Spaces is by 1 Driveway or Parking Aisle only, such Driveway or Parking Aisle shall have a minimum width of 6 metres throughout its length. 4.13.7.2 In a R.1 and R.2 Zone and for On-Street Townhouse Buildings: i) a maximum of 2 motor Vehicles, which must be currently licensed, may be parked in the Driveway, but may not occupy any portion of the Street;; ii) 1 Driveway access only shall be created per residential property and such Driveway shall have a maximum width of 7.5 m and shall be in accordance with Table 5.1.2, Row 12 or Table 5.2.2, Row 15; iii) all off-Street parking in the Front Yard and Exterior Side Yard shall be confined to the Driveway area and any recognized legal off-Street Parking Area. 4.13.7.4 Where an off-Street Parking Space does not exist and where such space cannot be provided to the rear of the front wall of the main Building of an existing Single-Detached Dwelling, 1 off-Street Parking Space may be wholly or partially located within the required Front Yard provided such Parking Space is located totally within a distance of 3.5 metres from the side Lot Line.
London (Z-1)	4.19(4) Yards Where Parking Areas Permitted a) No person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage of a vehicle in any front yard or exterior side yard. b) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of uncovered surface parking areas in any front yard or exterior side yard. c) Notwithstanding the yard and setback provisions of this By-law to the contrary, uncovered surface parking areas that conform to the provisions of Subsection 4.19(7) (Surface and Drainage of parking Areas and Driveways) of this By-law, shall be permitted in the yards or in the area between the

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	required road allowance and the required setback as follows: Residential Class (R1, R2, R3, R4, and R11 Zones): (a) The interior side yard and rear yard, provided that no part of any parking area is located closer than 1.0 metres (3.3 feet) to any required road allowance; and, (b) Driveways in the front yard or driveways in the exterior side yard. 4.19(6) Access And Driveways To Parking Areas And Spaces a) For single, semi-detached, duplex, or converted two unit dwellings, driveways leading to all or a portion of a parking area shall be provided from an improved street by means of one or more unobstructed driveways not less than 2.7 metres (8.8 feet) in width. The combined total of all driveways to parking areas may exceed 2.7 metres (8.8 feet) to a lot maximum of 6.0 metres (19.7 feet) in width or 40% of the front lot line of the lot whichever is less. The driveway width shall be measured parallel to the said street, at any point on the lot closer to the said street than the street setback required thereof. It shall be further provided that no lot shall have more than two driveways for the first 30.0 metres. (98.7 feet) of street line. b) For uses subject to site plan control, the driveway widths shall be determined in the site plan approval process and agreement. For uses other than those described in Subsection 4.19(6)(a) and not subject to site plan approval, driveways and parking aisles shall have a minimum unobstructed width of 6.7 metres (21.9 feet) where two-way traffic is permitted and 3.0 metres (9.8 feet) where only one-way direction of traffic flow is permitted and is clearly indicated by signs, pavement markings or both. c) Each required parking space shall be readily accessible at all times for the parking or removal of a vehicle and vehicular access to any such parking space shall not be impeded by any obstruction except as provided in Paragraph (d) of this Clause, except that this provision shall not apply to prevent the use as a parking space of any part of a driveway accessory to a single dwelling, semi-detached dwelling, duplex dwelling or townhouse dwelling provided that no parking space shall obstruct access to a parking area on any other lot or of any other unit. d) Nothing in this By-Law shall prevent the obstruction of a driveway by a gate, a temporary barrier or similar obstruction used solely to restrict access to the said driveway and designed to be easily raised, swung aside or otherwise opened or removed when necessary to permit passage of a vehicle.

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	e) Nothing in this Subsection shall apply to prevent the use of a right-of-way as a means of obtaining access to a parking area, provided the said right-of-way has been specifically established for such purpose, or to prevent the establishment of abutting driveways or parking aisles along a common lot line. f) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of parking or storage of a vehicle or; for the purposes of uncovered surface parking areas or; for the purpose of access driveways, on any corner lot, within the triangular area bounded by the street lines and a line joining points on the street lines as defined in Section 4.24 (Sight Triangle) of this By-law. g) Residential Garage Widths for Small Residential Lots: For single detached dwellings permitted in Residential Zones with a lot frontage of less than 12 metres (39.4 feet), the maximum residential garage width shall not exceed 53% of the lot frontage. h) Residential Driveway Widths for Small Residential Lots: For single detached dwellings permitted in Residential Zones with a lot frontage of less than 15 metres (49.2 feet), the maximum driveway width leading to all or a portion of a parking area, shall not exceed 50% of the lot frontage or a maximum of 6.0 metres (19.7 feet), whichever is less.
Mississauga Township of Toronto (5500)	37B Parking Areas in Residential Zones Parking shall be provided and maintained on each lot for at least one (1) car for each dwelling that is erected on the lot subject to the following: (1) the maximum permitted driveway or hard surface parking area width per dwelling at any given point shall be 5.2 m for all street row dwellings and semi-detached dwellings, and 6.0 m for all detached dwellings with lot frontages of less than 12.0 m; (2) the maximum permitted driveway or hard surface parking area width per dwelling at any given point on lot frontages of 12.0 m or greater shall be limited to the maximum of the distance equal to 50% of the lot frontage or 8.5 m, whichever is the lesser for all detached dwellings; (3) no motor vehicle may be parked or stored in any front or rear yard except on a properly constructed, drained and hard surface driveway in accordance with subsections (1) and (2) of this section; (4) for the purposes of subsection (3) of this section, all driveways and driveway widenings shall have a minimum overall depth of 15.0 cm comprised of crushed stone, granular material, or aggregate, with an asphaltic or cement binder, or any other permanent type of surfacing which prevents the

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	raising of dust or loose particles; (5) all driveways which legally existed on or before the day this section comes into force (May 11, 1992) are deemed to comply with this By-law; (6) the nearest part of a driveway or any other parking area for a detached dwelling, semi-detached dwelling and end unit of a street row dwelling shall be a minimum distance of 0.6 m from any side lot line other than the common side lot line separating an attached semi-detached dwelling or an attached street row dwelling; (0026-2000) (7) for the purposes of this section, "DRIVEWAY" or "PARKING AREA" includes any hard surface or other surface used for vehicular ingress and egress or for the parking or storage of one (1) or more motor vehicles, trailers, boats or other recreational equipment, or any combination thereof. (0026-2000)
Richmond Hill (Front Yard Parking By-law, 2003)	Note: these provisions do not apply to driveways legally existing before May 20, 2003. (1) In any Residential or Rural Residential Zone, no vehicle shall be parked or stored in a required front yard or required exterior side yard other than in a driveway used to gain direct access to a garage, carport, underground garage or identified parking structure. (2) In any Residential or Rural Residential Zone, the maximum width of a driveway shall be 3.0 m for residential lots having frontages of less than 9.0 m; 6.0 m for lots having less than 18.0 m frontage; and 9.0 m for lots in excess of 18 m (see Diagrams 1, 2 & 3 - these are on the following page); (3) In any Residential or rural Residential Zone, a minimum area of 45% of the required front yard and required exterior side yard shall be landscaped; (4) The access, parking and/or storage of vehicles is not permitted in any landscaped area of any front or exterior side yard.

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	Diagram 1 Lots 9 metres or less in frontage width Diagram 2 Lots greater than 9 metres and less than 18 metres in frontage width Diagram 3 Lots more than 18 metres in frontage width

Diagrams 1, 2 & 3 from the Richmond Hill Front Yard Parking By-law

City of Toronto

Residential Driveway Widths – Existing Zoning By-law Regulations

Area	Residential Dwelling Type	Driveway Width
Toronto	detached, duplex, row house, rowplex, semi-detached, demi-detached duplex, triplex, semi-detached triplex	Min. 2.6 m Max. 2.6 m for lots with frontage of 9.15 m or less Max. 3.05 m at front lot line and 4.9 m at front wall of bldg. (for lots with frontage > 9.15 m)
East York		No minimum. Max. 3.0 m
York	Detached, semi-detached, converted dwelling, duplex	Min. 2.4 m Max. 4.0 m
Etobicoke	Detached, semi-detached, duplex, triplex	Min. 2.4 m Max. 6 m
North York	Detached, semi-detached, duplex	Min. 3.0 m Max. 6 m; driveway leading to garage can exceed 6 m but cannot exceed width of garage
Scarborough	Detached, semi-detached, duplex, street townhouse	Min. 2.5 m Max. 6 m; Max. 9 m for 3 car garages where the lot frontage is 24 m or more in communities of Centennial, Highland Creek, West Hill

Proposed Zoning Regulations

Lot Frontage Size	Front Yard Driveway Width	Front Yard Parking	Front Yard Landscaping	Soft Landscaping
10.7 m (35 ft.) and less	Minimum 2.7 m and maximum 3.3 m.	Permit 1 parking space on the driveway in tandem to a parking space located behind the main front wall.	Minimum 50% landscaped open space. Landscaped open space is an area that supports the growth of vegetation and may include a walkway, patio or similar area, but does not include a driveway or parking space.	Minimum 75% of the front yard, excluding driveway and parking space, to be soft landscaping. Soft landscaping is an area that supports the growth of vegetation such as grass, trees, shrubs, flowers or other plants and permits water infiltration into the ground.
> 10.7 m (35 ft.) to < 24 m (79 ft.)	- Minimum 2.7 m and maximum 3.3 m. - For 2 adjoining parking spaces behind the main front wall, but not in the rear yard, maximum 6 m.			
24 m (79 ft.) and greater	- Minimum 2.7 m and maximum 3.3 m. - For up to 3 adjoining parking spaces behind the main front wall, but not in the rear yard, maximum 9m but no greater than the width of adjoining parking spaces.			

- Notwithstanding the above, the portion of the driveway located in the front yard leading to a parking space in the rear yard shall not exceed the width of the driveway in the side yard.
- A driveway in the sideyard would be limited to a maximum width of 3.3m.
- For driveway access from a flankage street, the driveway width would be minimum 2.7m and maximum 3.3m. For 2 adjoining parking spaces behind the main wall maximum 6m.

Residential Front Yard Landscaping – Existing Zoning By-law Regulations

Area	Residential Dwelling Type	Front Yard Landscaped Open Space
Toronto	detached, duplex, row house, rowplex, semi-detached, semi-detached duplex, triplex, semi-detached triplex, converted house	- minimum 50% front yard landscaped open space (includes landscaping, walkway, patio, platform max. 1.2 m above ground, pool, tennis court or other recreational area) - lots with a frontage less than 9.15 m, minimum 30% of the 50% landscaped open space must be soft landscaping (landscaping and area that permits water infiltration into the ground) - lots with a frontage of 9.15 m or greater, minimum 40% of the 50% landscaped open space must be soft landscaping
East York	R1C, R2A, F2B, R3A (East York): detached, semi-detached, duplex, triplex, double duplex, double triplex	- lots with frontage less than 7.5 m, max. 60% of front yard can be covered by parking pad and the remainder to be landscaped open space (lawn, trees, shrubs, flowers, patios, pergolas, and walks, but not car parking areas, ramps, driveways, or other areas with an impervious surface, nor swimming pools)
York	R1 Zone: Detached (12 m lot frontage) R2, R3 Zone: Detached (8 m lot frontage), semi-detached, duplex, triplex, double duplex, double triplex R3 Zone: street townhouse RM1, RM2 Zones: apartments, townhouses, stacked and street townhouses, double duplex, double triplex	- minimum 50% front yard green landscaped open space (allows the permeation of water, and which is suitable for the growth and maintenance of grass, trees, shrubs, flowers, vegetables or other planting material; cannot be used for parking) - minimum 35% front yard green landscaped open space (excluding porch, verandah, deck, or balcony) - minimum 10% front yard green landscaped open space - minimum 10% front yard green landscaped open space (excluding porch, verandah, deck or balcony)

Area	Residential Dwelling Type	Front Yard Landscaped Open Space
Etobicoke	Detached, semi-detached, duplex, triplex	- Driveway can be max. 6 m wide or 40% of the front yard area. Rest of front yard can only be used for sodding, landscaping, footpaths, or other permitted structures.
North York	R zones: Detached	- Lots with a frontage of 15 m or more, maximum 50% front yard hard surface (driveways, parking spaces, patios, unenclosed porch, walkways or other such hard surfaces) - Lots with a frontage less than 15 m, maximum 60% front yard hard surface
	RM zones: semi-detached	- Maximum 70% front yard hard surface (driveways, parking spaces, patios, unenclosed porch, walkways or other such hard surfaces)
	RM zones: semis, duplex, triplex, double duplex, townhouses, apartments	- All yard areas other than driveways and parking spaces are to be landscaped (lawn, shrubs, walkway, patio)
Scarborough	Detached, semi-detached, duplex, townhouses	- No general regulations for residential zones. - Circular driveways are permitted on lots with a frontage greater than 18 m frontage provided the driveways and parking spaces in the street yard do not cover more than 60% of the street yard. - Hammerhead turnarounds are permitted on lots with a frontage greater than 18 m or on lots having access to 27 m wide streets provided the driveways and parking spaces in the street yard do not cover more than 60% of the street yard.

Residential Front Yard Parking – Existing Zoning By-law Regulations

Area	Zoning By-law Regulation	Parking For A Second Suite
Toronto	- cannot park beyond the front wall of a house - can park beyond the front wall of a house if a licence is issued by the City - permits casual parking on a driveway	- can park on a driveway in front of the main front wall of the dwelling - the parking space may be located partially on the boulevard if a boulevard licence is issued
East York (6752)	- front yard parking pad is only permitted on lots less than 7.5 m in width	- can park in front of the main wall of the house in tandem on a driveway leading to the required parking space for the dwelling
York	For buildings built prior to 1977 - front yard parking only permitted when a parking space cannot be provided in a garage, in the side yard, or in the rear yard - front yard parking may extend into the boulevard when a boulevard licence and parking permit have been issued by the City	- can park in the front yard on a driveway which leads to a required parking space - can park in the boulevard when a boulevard licence and parking permit have been issued by the City
North York	- can park in a garage, in the rear yard, or on a driveway in the front or side yard - tandem parking is permitted	- can park on a driveway in the front, or side yard, and in the rear yard - tandem parking is permitted
Etobicoke	- required parking space must be in a garage, carport or in the rear yard - can park in the front yard on a driveway which leads to a required parking space - detached or semi-detached house built prior to 1949, 1959, 1962 or 1964 (depending on area) which cannot provide a required parking space in compliance with the by-law can have 1 parking space in the front yard	- can park in front of the required parking space.
Scarborough	- can only park in the front yard on a driveway which leads to a required parking space - the required parking space can be located in the street yard provided the dwelling was built prior to 1985, the side yards are less than 2.5 m in width, and a parking space did not exist on the site prior to 1985. - in Birchcliff Community, the required	- can park in the front yard in tandem on a driveway leading to the required parking space for the dwelling
	parking space can be located in the street yard provided (i) a parking space was not established prior to 1985, or (ii) the max. width of combined driveway and parking space is 3 m. In the street yard, the parking space and driveway to have a minimum acute angle of 80 degrees; or (iii) For a mutual driveway, the required parking space can be located parallel and abutting the mutual driveway and have a max. width of 3 m.	

MEMORANDUM

To: Dave Miller
From: Nick McDonald and Joe Nethery
Date: June 13, 2006
Re: Proposed Front Yard Parking Standards in Markham and Toronto
Our File No: 3146

As requested, we have compared Markham's current front yard parking proposal to the one recently endorsed by the City of Toronto. It should be noted that the Toronto proposal applies to the former municipalities of Toronto, York, East York and Scarborough.

Driveway Widths, Landscaping and Soft Landscaping

Markham is proposing to restrict driveway width by giving homeowners the option of having a driveway that is:

- no wider than 1.5 metres than the width of the garage opening (with no restrictions on the amount of landscaped open space required); or,
- no more than 6.1 metres wide, provided a minimum of 40% of the front yard is the site of soft landscaping.

Toronto is proposing to simply tie driveway widths to lot frontage. This is primarily because many of the homes in the older parts of Toronto do not have garages extending from the front wall, as is the case in Markham. Instead, many are located in the rear and are accessed by a driveway located beside the home.

Markham is proposing to require 40% of the front yard to be composed of soft landscaping, whereas Toronto is requiring 50% (on lots having under 15.0 m of frontage) or 60% (on lots having over 15.0 m of frontage) to be landscaped. In addition, the Toronto by-law will require 75% of the landscaping to be soft. This means that 37.5% of front yard of the smaller lots and 45% of the front yard of the larger lots in Toronto has to be composed of soft landscaping.

On the basis of the above, the overall landscaping standard is less onerous in Markham. However, in comparing soft landscaping requirements, Markham requires more soft landscaping on the smaller lots (40% versus 37.5%) and less soft landscaping on the larger lots (40% versus 45%) than in Toronto.

Potential Driveway Widths

How these figures apply on the ground depends upon several variables, most importantly the dimensions of the particular lot. We have calculated four scenarios - for illustrative purposes only - of maximum potential driveway widths on sample lots in Markham and Toronto under each By-law. These figures would change depending upon the individual circumstances on each lot.

1. Lot frontage of 10.0 m, front yard depth of 6.0 m, garage width of 3.0 m

On a small lot with a single-car garage, a property in Markham could have a driveway up to 6.0 m in width (in order to provide the required 40% of the front yard area as soft landscaping).

On the same lot in Toronto, the maximum potential driveway width would be 5.0 m (again, to meet landscaping requirements).

A property owner in Markham would be required to provide 24.0 m² of the front yard area as soft landscaping, while a property owner in Toronto would be required to provide 22.5 m² of the total front yard area as soft landscaping.

2. Lot frontage of 10.0 m, front yard depth of 6.0 m, garage width of 6.0 m

If the same lot as above has a double-car garage, the maximum potential driveway width would be 7.5 m in Markham, or the width of the garage plus 1.5 m. There is no minimum requirement for the provision of soft landscaping on these properties.

This lot in Toronto would have the same requirements as the above scenario: maximum driveway width of 5.0 m to meet landscaping requirements, and at least 22.5 m² of the total front yard area covered by soft landscaping.

3. Lot frontage of 12.0 m, front yard depth of 6.0 m, garage width of 6.0 m

On a mid-sized lot with a double car garage, the maximum potential driveway width would be 7.5 m in Markham, or the width of the garage plus 1.5 m. There is no minimum requirement for the provision of soft landscaping on these properties.

On the same lot in Toronto, the maximum potential driveway width would be 6.0 m and the minimum required area of the front yard covered by soft landscaping would be 27.0 m².

4. Lot frontage of 15.1 m, front yard depth of 7.5 m, garage width of 6.0 m

On a large lot with a double car garage, the maximum potential driveway width would be 7.5 m in Markham, or the width of the garage plus 1.5 m. There is no minimum requirement for the provision of soft landscaping on these properties.

On the same lot in Toronto, the maximum potential driveway width would be 6.0 m and the minimum required area of the front yard covered by soft landscaping would be

51.0 m². Lots having at least 15.0 m in frontage in Toronto are subject to an increased soft landscaping requirement.

Again, we note that potential widths would vary based on individual circumstances, and that these are provided for illustrative purposes only.

Grandfathering Clause

At the present time, it is not proposed to insert a specific 'grandfathering clause' into the proposed Markham By-law.

The Toronto by-law does, however, the 'grandfathering clause' specifically applies to lands within the former City of Toronto and only in circumstances where a license to construct or add on to a driveway has already been issued under the City of Toronto Act. In essence, if a license has already been issued, the driveway is 'grandfathered'. The text of the Toronto clause is found in Appendix 'A'.

The Toronto by-law is silent on the issue of driveways that were erected in accordance with previous zoning by-laws under the Planning Act, as is the proposed Markham By-law.

Licensing and Special Conditions

At this time, Markham is not proposing a permit system specifically for driveways.

Toronto already has such a system (as a result of special powers enabled by the *City of Toronto Act* of the early 1980's) and is using this review to strengthen its role in planning applications. A poll of all residents on a given street or block is required prior to the first request for a driveway expansion. Currently, 25% of residents need to petition for a poll, with 50% of voting residents needing to say "yes" to approve the expansion. It is proposed to increase those numbers to 50% at the petition stage and 60% voting "yes". Poll results are valid for three years afterward. An approved application results in a "front yard parking licence" being granted to the property owner. Should the amendment be adopted, the City will require Site and Landscaping Plans in addition to vehicle information, proof of ownership, and a permit fee. Permits are renewed annually.

Toronto also proposes to use their permitting system as a means to accomplish other goals as well, in particular environmental considerations. As a condition on the permit, the City proposes requiring permit holders to plant an additional tree on either their property or somewhere in the vicinity. If a tree is not planted, the City will plant a tree at the applicant's expense and collect it through an additional levy on the property. Permeable paving treatments, such as ecostone or turf stone, are to be used on the parking pad. Further, the City is proposing the applicant be required to disconnect the eavestrough downspouts, if both applicable and feasible. Also, if a permit holder voluntarily wishes to cancel the permit, the City proposes offering several services to the property owner including re-sodding, tree planting, water audits, and a free year of on-street parking for one vehicle in the household.

It must be noted that several areas in Toronto permit on-street permit parking year round and have for many years. Permitting on-street parking allows the City to refuse or reject some permit applications.

Geographic Limitations on Permits

Toronto is also planning on being quite strict with its enforcement of a maximum two parking spaces per property: one in the garage, one on the driveway. Parking pads and permits are proposed only for specific areas in the City (most Wards in Toronto are prohibited from submitting applications) as a last resort and only where required parking spaces cannot be accommodated elsewhere on the lot. The recommended driveway widths will be the maximum extents permitted.

The following tables, attached as Appendix 'A' to this report, provide a direct comparison between provisions in the proposed Markham and Toronto By-laws. Note that the Toronto proposal is not final and is subject to change.



Nick McDonald, MCIP RPP
Partner



Joe Nethery
Planner

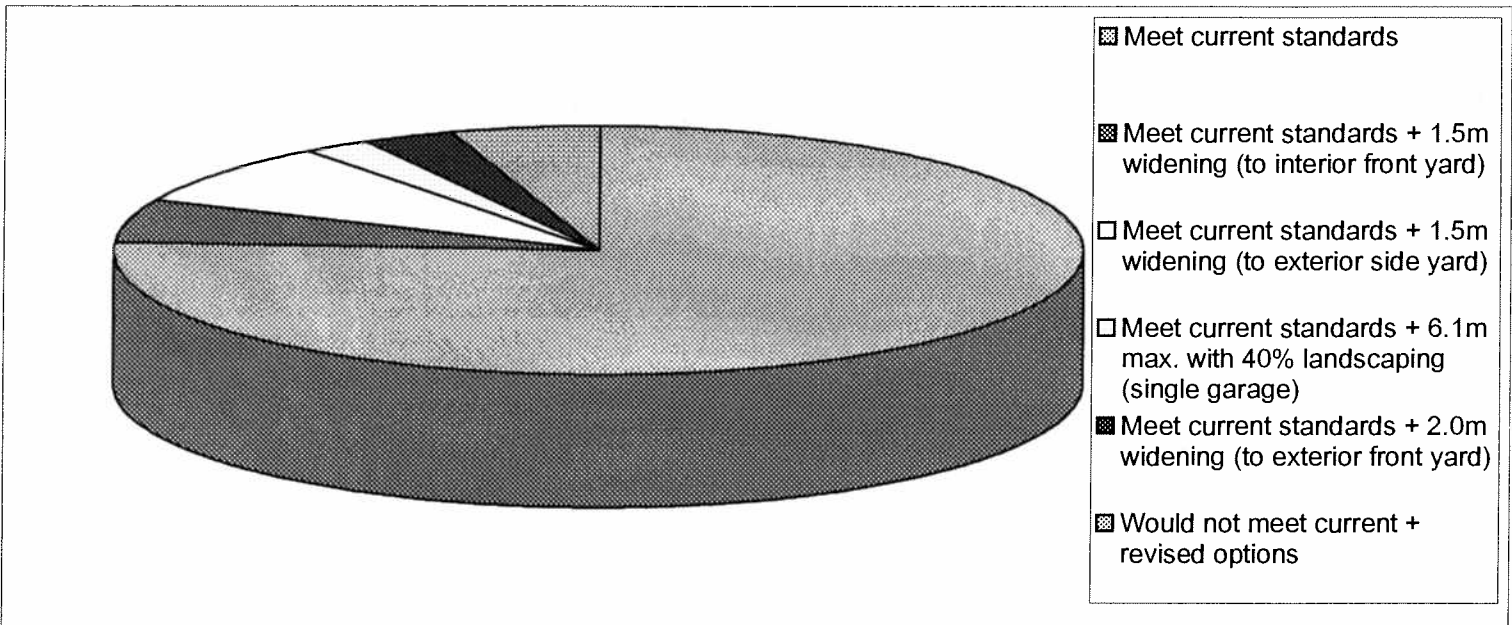
APPENDIX 'A' - PROPOSED FRONT YARD PARKING STANDARDS IN MARKHAM AND TORONTO

Issue	Markham	Toronto
Dwelling types affected	Ground oriented residential dwellings: - single detached; - semi-detached; - duplex; - triplex; - fourplex; - multiple or townhouse dwelling units with direct motor vehicle access from a public street.	Any property with a residential building: - single detached; - converted house; - detached house; - duplex; - row house; - rowplex; - semi-detached house; - semi-detached duplex; - triplex or semi-detached triplex
Yards affected	Front and exterior side yards.	Front yard only.
Maximum driveway width	Equal to the greater of: i) the garage door width plus 1.5 metres; or, ii) 6.1 metres, provided a minimum 40% soft landscaping is provided in the front or exterior side yard that the driveway is located.	Minimum 2.6 m. Lots with frontage less than 6.0 m - 2.6 m Lots with frontage of 6.0 m to 23.0 m - 6.0 m Lots with frontage greater than 23.0 m - 9.0 m
Landscaping requirements	Minimum 40% soft landscaping in front or exterior side yard that the driveway is located.	Lots less than 15.0 m wide - 50% of the front yard as landscaped open space. Lots greater than 15.0 m wide - 60% of the front yard as landscaped open space. From the above, 75% of the landscaping to be soft (permeable).
Maximum parking pad width	Where there is no private garage all areas on a lot accessible to motor vehicles shall be considered as parking pads. In this case, a parking pad is permitted. Equal to the greater of: i) 3.7 metres; or, ii) 6.1 metres, provided a minimum 40% soft landscaping is provided in the front or exterior side yard that the driveway is located.	Not covered in the proposed Toronto By-law; would be subject to existing parking By-laws covering the former municipalities. Parking pads are intended only for properties there is no private garage.
Setbacks	When crossing a front lot line, a driveway or parking pad used for parking motor vehicles must meet the same minimum distance from an interior or exterior side lot line as is required for the main building. Where a private garage is detached from the main building, the driveway shall be no closer to the exterior or interior side lot line than the minimum distance for the detached private garage. When crossing an exterior lot line, a driveway or parking pad used for parking motor vehicles must meet the same minimum distance from the front or rear lot line as is required for the main building.	No provisions in proposed new By-law (would be treated by garage width and location, maximum driveway width). NOTE: Toronto project manager is looking into this.

Issue	Markham	Toronto
	Where a private garage is detached from the main building a driveway shall be no closer to rear lot line than minimum distance requirement for the detached private garage. Where there is no private garage a parking pad shall be no closer to rear lot line than the minimum distance for a detached accessory building.	
Circular driveways	A second 3.7 metre wide driveway is permitted on lots with frontages greater than 19.2 metres provided: i) main building is set back at least 8.0 metres from street line; ii) driveways at least 7.0 metres apart at the street line; and, iii) second driveway connects the public street to the driveway providing direct access from the public street.	Not covered
Garages facing interior side lot line	Maximum driveway width in this scenario - 6.1 m.	Not covered
Other Issues		
Grandfathering	No clause in proposed By-law. Legally constructed driveways built prior to By-law amendment that did not meet new standards would be treated as legal non-conforming under the <i>Planning Act</i>. Any change would require an application (Minor Variance, Zoning By-law Amendment) to the Town.	"If, prior to the coming into force of this chapter, a front yard parking licence has been issued or was approved for issuance, the licence shall be governed by the regulations in effect at the time of issuance or approval of the licence as long the conditions of approval at the time of issuance or approval continue to be complied with and any required fees are paid in accordance with Municipal Code Chapter 441, Fees." In Toronto a driveway is considered to be a legal non-conforming driveway if it had already been licensed. In parts of Toronto that were not subject to the licensing system (North York, Etobicoke, East York, Scarborough), it is presumed that By-laws legally established in accordance with previous Zoning By-law provisions would also be legal non-conforming driveways.
Polling	No system currently proposed by the Town.	Will require a petition of 50% of a street or block's residents is required to trigger a poll. 60% of those responding must vote "Yes" to permit any driveway expansions. Results are valid for 3 years.
Tree planting	No system currently proposed by the Town.	Will require a tree to be planted on-site or on a nearby property if a permit is approved.
Downspout disconnection	No system currently proposed by the Town.	Will require downspout connection on the property if applicable and if feasible.

Town Wide Survey of Existing Driveways for Compliance with Current Proposed Regulations

Criteria	#	%	%
Meet current standards	776	76%	76%
Meet current standards + 1.5m widening (to interior front yard)	55	5%	82%
Meet current standards + 1.5m widening (to exterior side yard)	82	8%	90%
Meet current standards + 6.1m max. with 40% landscaping (single garage)	23	2%	92%
Meet current standards + 2.0m widening (to exterior front yard)	33	3%	95%
Would not meet current + revised options	50	5%	100%
Total	1,019	100%	



Adjusted Figures to Estimated 65,300 Driveways in Markham

Criteria	#
Meet current standards	49,728
Meet current standards + 1.5m widening (to interior front yard)	3,525
Meet current standards + 1.5m widening (to exterior side yard)	5,255
Meet current standards + 6.1m max. with 40% landscaping (single garage)	1,474
Meet current standards + 2.0m widening (to exterior front yard)	2,115
Would not meet current + revised options	3,204
Total	65,300

Cumulative Figures

Criteria	#
Meet current standards	49,728
Meet current standards + 1.5m widening (to interior front yard)	53,253
Meet current standards + 1.5m widening (to exterior side yard)	58,507
Meet current standards + 6.1m max. with 40% landscaping (single garage)	59,981
Meet current standards + 2.0m widening (to exterior front yard)	62,096
Would not meet current + revised options	3,204

**Town Markham
Extended Driveway**

**Community Information Sessions
Summary of Questions**

May 29th 2006

1. Is parking allowed between sidewalk and street, parallel to the street?
2. 60' wide lot single garage, can I have a driveway 36' wide?
3. Will town make me rip out interlock on their property to put back grass and if not will I be able to use it?
4. On street parking permits- Can other people park in front of your house? - Reserved spots?
5. How will you measure an irregular shaped driveway?
6. Sunken driveway with retaining walls- space to open doors accommodate for?
7. How will this be enforced, will by law officers be trespassing on private property to measure width?
8. Too many parking variables. Are there other property standards bylaws that can address the "unsightly" properties?
9. How do the rules apply to irregular width widening offset
10. Will there be a permit required to widen your driveway?
11. What's the point of 1.5 expansion on a double car driveway if it wont allow enough space for a third vehicle anyway?
12. If you already have a widened driveway why cant you park on it if the town wont ask for it to be re-grassed
13. Can 40% soft landscaping be anywhere at front of property or does it also have to be at the sided of the widened driveway?
14. Will people be allowed to gravel over their little yard?
15. Double car garage having added parking spot?
16. How does the present planning policies of setbacks on properties fit with the proposed by-law?
17. What about temporary visitor parking?
18. Why any restrictions?
19. Why for new development: two-car garage require 2200 sq. ft?
20. Street parking – overnight-emergency vehicles- winter restrictions?
21. Why did the town allow developers to build subdivisions of houses without enough land to accommodate the number of cars?
22. Why can't the currently expanded driveways continue to be used for parking... if you are not going to require it to be returned to soft landscaping anyway
23. What about angle parking in cases of insufficient setback (no perpendicular up to 45 degrees)
24. What should the setback be for the driveways from side lot lines on single detached lots?
25. Unless they are proven to be stopping drainage. Who makes a decision on unsightliness? Who decides on neighbourhood appearance?
26. If no one has done anything about existing driveways, why can't we continue

May 30th 2006

1. If by-law is not enforced until 2007 what will prevent homeowners from expanding their driveways beyond existing bylaw standards or proposed bylaw standards?
2. How will penalties be levied- fines, tickets added to taxes?
3. I still have a problem with overnight permit parking over the winter
4. It would help to find out a priority to (pg 2 Q & A #1) what the existing council is hoping to accomplish
5. Bill mentioned to make other arrangements (with a neighbour?) All my neighbours have single car garages and have no room for another vehicle where can we park?
6. Why has the town not taken action before the situation has become so large?

June 1ST 2006

1. What if your driveway existed, as it is when you moved in?
2. How will sufficient parking spaces be available for smaller houses with children?
3. Why not just grandfather the parking style now the losses are already fact live with it
4. How can I play basketball or other sports if cars are in the road and we can't hit and no room to run?
5. Where do guests park?
6. Why two-readings- it's late?
7. How do we qualify for street parking and how would services be provided such as snow and garbage removal?
8. Snow removal if cars on street?
9. Surely aesthetically it is worse to have cars on street than in driveway?
10. Is my driveway with existing extension affected?
11. What's the bylaw rules made to driveway parking?
12. What will happen in winter time with parking on the street?
13. Will we eventually have to pay for street parking?
14. Who will eventually benefit from the money you may collect from the parking permits?
15. Who can tell me if I have to put my illegal driveway extension on Town Boulevard back to grass when the town removed the legal curb and fitted the curb and redid the lower driveway illegally?
16. How do we stop this law?
17. Why has it taken so long to be concerned about driveways?
18. If you do not have a sidewalk and your driveway has been widened (within 40%) can you park on municipal boulevards
19. No sidewalks, can we park on driveway at the bottom belonging to the town?
20. What happens when you have to repave your driveway if your driveway is presently of the "illegal" non-conforming status? Can you repave it using the present dimensions?
21. The town appears to be imposing enforcement on ones private property- for what- to get more money for the city?
22. Can the town of Markham put this to a vote- as in a decision made by ratepayers?
23. Clarify single car garage- where 2 cars fit one behind the other without going onto sidewalk, can we park, without using the garage as parking?
24. Semi-detached single car garage with 2 cars parked in a line behind the garage door. Is this on municipal property?
25. If grandfathering is allowed will we also be grandfathering with respect to parking?
26. Why cant you just make a bylaw for new houses?
27. Where do you expect the cars to be parked if not in our driveways or in our garages?
28. Why cant you just give existing driveways amnesty?
29. Who came up with this new money grab?
30. Why was this not advertised properly?
31. If so many cars are parked on the street how are cars/ snow removal trucks/ buses/ garbage trucks going to get through?
32. Will there be criteria for applying for street permit?
33. What sort of fine or parking fee will the town charge to violators?
34. Why did you take away free parking on the street and institute permit parking a few years ago? This is when people started expanding their driveways
35. Can the parking permits be issued to ratepayers free of charge on an annual basis?
36. What happened to my case where the builder advised me that there would be a parking pad upon purchasing, but didn't do it at the end? Perhaps the builder knew the upcoming proposed bylaw
37. What are you going to do in winter when cars have to park on the street?

38. How can we make this law be more responsive to the needs of growing families (allow them an aesthetic extension that shows imagination rather than restriction)
39. As our street has no sidewalks if cars are parked on the street, who will be responsible for the accidents as people are walking between cars?
40. If the previous owner widened the driveway, what can we do for the hard surface?
41. Why not grandfather all existing hard surfaces?
42. Where do we walk?
43. How can you do this? You have granted building permits to allow new subdivisions with little parking?
44. You'd rather have all the cars on the street than more of them in the driveway?
45. When the family dynamic has changed over 25 years- most families are 2- 3- 4 car families, why are you allowing buildings with no parking?
46. Will the new bylaw allow me to park two cars side by side? I have a single car garage
47. Can enforcement of setback from side lot line be enforced on a "by complaint" basis only by affected adjacent neighbour only and on a specific site complaint only?
48. What can I do to influence this horrible proposed bylaw?
49. Won't there be some roads in which cars are not allowed to park?
50. Can I still construct the parking pad prior to 2007- if the new bylaw is in effect?
51. What are city planners doing about development of new areas, are lots going to continue to get smaller and will they develop as much as they can?
52. When selling our home will property values decrease because of this bylaw restriction?
53. What fine structure are you planning and will there be an appeal?
54. Single garage home does not mean less people, what is the fee for overnight parking?
55. Can this be brought to a vote? (Democracy)
56. Are you counting the entire front lot or just the area next to the driveway?

June 7, 2006

1. Who would get parking permits, the owners and family or illegal permits?
2. The proposed new by-law will cause a great inconvenience and hardship for many residents with little benefit except to satisfy the aesthetics of Town of Markham staff and officials. Why are my civil rights being over-ruled in this way?
3. I've lived on my street for 20 years why the sudden urgency with this issue?
4. Has the town considered the safety issues that will arise from overcrowded street parking as well as pedestrian safety issues from walking long distances from street parked cars
5. How much is this costing the taxpayers?
6. On existing extensions, staff (Miller) mentioned that owner could only park on legal area (not on the extension) how will you enforce this. Are we expected to "snitch" on our neighbour?
7. I live in a condo. We have visitor parking that outsiders attending use, will this problem be worse?
8. Who came up with the questions? Did the public or their representatives have input formulating the questions? Who came up with the meeting format? Did the public or representatives have input?
9. Therefore clarification of use of existing driveway= not using existing driveway- Absurd
10. What about damage to private property once cars are forced to park on street
11. Enforcement program- how much?
12. What about grandfathering this by-law?
13. Have you looked at demographics and increase in # of household cars?
14. In answer to question #12 its says "In fairness to all town residents, any new standards adopted by council should be applied equally across the town" Does that

mean that all properties will now have to comply with the 40% soft landscaping rule if they want to keep their double driveway? Or does that only apply unfairly and discriminatorily to smaller existing homes with single garages?

15. Is this going to lead to tougher enforcement in the future? For example in Toronto councilor is making complaints himself
16. Street parking permits-will this block snow cleaning activities?
17. Why can't grandfathering include "parking" on the hard surface you're already saying we don't have to remove?
18. You talk about parking on street under permit. What happens with removal? Street cleaning? Emergency vehicle traffic?
19. Do we not have enough criminals in Markham? Why are we creating an entirely new class of criminals?
20. Couldn't our tax dollars be spent in a better way?
21. It's our taxes that are paying for his exercise and your salaries. I hope our views will be considered and your views not rail-roaded through
22. If a restaurant is allowed to continue operating as a business after zoning laws change to prohibit this, why can we not continue to park n extended parking lots if constructed before the new by-law?
23. What is this whole thing going to cost?
24. Why can't you just leave us alone the residents don't care about already expanded driveways
25. We don't really want to ask the consulting/staff team questions about their new recommended parking bylaw. We want to tell them what we think and what we want. We didn't come here to listen to them. We came here to give input, so that they could listen to us.

June 8' 2006

1. What does the town propose to do with the driveways that have been extended whereby eliminating any or all green space?
2. Would corner lot homes become a default? Parking space for the rest of the street when parking is limited in the area? If yes, would corner lot property owners be compensated?
3. What will we do with all our cars? Cars are a necessity in Markham and most families have 2+ cars. Already streets are full of cars
4. Will overnight-parking permits cost us money?
5. Why should you impose 40% landscaping in existing homes? Most of these old areas already have growth trees and flower beds etc. 40% is too large a number, 25% is more reasonable
6. What is the problem? Identify the problem, aesthetics is not a problem- aesthetics is subjective and shouldn't be a criteria
7. Why is interlocking stone a "drainage" problem? Front of town hall is interlocking; it drains between stones. What about down-spots from roots draining onto driveway and then onto the street?
8. New developing areas have a lot less soft landscaping not even 10%!
9. Will relatives of family be allowed to park?
10. Some of the driveways are awful. Why is the town not going to require them to be removed down to an acceptable standard?
11. Is the town going to deal with this issue on a case -by- case basis? Reason not all the issues will affect every homeowner
12. How will the town proceed with the homeowners, whose property does not have sidewalks?
13. Currently many homes have no grass on the driveway how will this be addressed? Provide explanation for why dead yellowed grass (due to watering shortage and restrictions) is better than decorated interlocking paving and hard landscaping.

Dead grass is not attractive. Green space is from the past; hard landscaping is the future unless there are no watering restrictions; please refer to other municipalities with water shortage

14. Why doesn't the town specify the number of cars permitted per lot size? All information is in town database, including sidewalks

**TOWN OF MARKHAM - Expanded Driveway
COMMUNITY INFORMATION SESSIONS**

Table Group Activity #1

A) What Did We Hear?

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ Not clear enough ☐ Presentation-different ☐ A proposal for a parking by-law ☐ New parking proposal re: parking in front ☐ You are forgetting parking off regular property onto the street	☐ Many different driveways are illegal ☐ We can widen our driveway up to a maximum dependant on the property size	☐ I didn't hear any concern for town services (snow removal) and street parking, the change in family dynamics and the need for vehicles, street parking to children's safety and pedestrians ☐ That they were going to enforce a new parking by law ☐ Reasonable reasons why bylaw implemented ☐ Hard not making sense words and all sorts of garbage ☐ We did not have community in put ☐ Taken a long time to develop new laws sound as though the rules are changing ☐ The town is dictating use of private property- you can change the rules and impose new rules on existing situations ☐ There are some	• Not much! • We heard the same information as presented in previously distributed materials. I heard that I would not have an opportunity to express my opposition to the proposed by-law • I did not hear a problem definition that made sense. It appears that this by-law is being rushed through without regard or prior consultation with the community • Expanded driveway that exists will no longer be able to be used for parking • Is this a two way process or what? We heard that there is a need for a new by-law or a rewrite of existing by-law • The new proposed by-law	• People are allowed to park on the driveway where there are no sidewalks. No penalty for parking on what is considered boulevard property • Quite a bit of useful information. The photographs/samples are a useful tool for visual explanation • Who pays for the expanded driveway when we bought the house it already had an expanded driveway- the former owner or the government? • Nobody knows about the Municipal Blvd. Line • To properly regulate and enforce driveway parking • 40% green space is great • New bylaw regarding driveway widening in the front footage of houses in

		problems but they may be the exception ☐ On street parking ☐ Different driveway widen examples, FAQ, purpose and benefit of this new by law ☐ Driveway widen by owner cause problem ☐ Overnight parking on street- ask opinion ☐ These proposals are probably already made- why make unnecessary change ☐ A lot of details did not get the full picture ☐ That since I moved into Thomhill in 1973, town of Markham has had difficulty enforcing its driveway by laws. 33 years!!! ☐ I heard that the city wants to restrict any freedom. If I were interested in aesthetics, it would have required specific landscaping to offset whatever negatives some would feel about having a car in the driveway that is widened ☐ Yeah it is going to cost us a lot of money to comply with this bylaw having to put hard surface bark to grass on property	• Huge uproar over new parking on private property by-law. Toronto is having same problem- by-law deferred • Another presentation by Dave Miller on front yard parking • What you've done (widened) but you can't use it • A clear agenda that is focused with an outline. Unfortunately I did not hear anything about alternatives to the proposed plan. The proposed by-law is unacceptable	the Town of Markham • There is a difference of opinion on how cars should be parked and what the size of driveways should be
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		☐ Grandfather-total amnesty= say 2ft. TAX GRAB. Are you looking at finding APT's in basement if home is still one family- driveway should be ok ☐ We heard the city is imposing what one does on ones <u>private property</u> ☐ In order to preserve "Aesthetics" the council is going to dictate what use of private property I am entitled to ☐ Bylaws ☐ The town s concerned about amount of cars accumulating in front of homes, boulevards, town property, and what people are paving ☐ The town is seeking in put from residents with respect to formulating a new bylaw regarding driveway width and "front yard" parking ☐ The town wants us to park on public street ☐ A stupid By-law ☐ New proposed parking by-law		
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b) What is our reaction?

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ Note- there is no street parking in our neighbourhood ☐ "Purpose" of this by-law does not seem to clearly match the provisions recommended ☐ Unslightly commercial and width ☐ Dirt driveway= soft ☐ Confused! ☐ Too many variables in current driveway design- grandfathering old driveways only option	☐ I don't think this is fair I feel like the government is dictating how we have to live ☐ Too many variations of existing driveways to have one standing ☐ Must grandfather existing driveways ☐ The existing bylaw should be maintaining and enforcing additional parking space should not be provided	☐ Shock and awe!! ☐ Council trying to force a new bylaw through (bully tactics) ☐ Money grab- budget 2007 \$ 260k??? ☐ Invasion of privacy ☐ It makes no sense if we can keep the driveway why cant we park on it ☐ Does the council not have more important issues to deal with, and certainly better ways of spending money, the budget for this project is outrageous. The whole idea is crazy ☐ There are more important issues than this ☐ Against the bylaw, I want to know which councillor proposed it ☐ Existing extended driveways are an issue but since the town has stated they wont make us restore the expanded hard surface, then why not just let us continue to park on the extended portion	• What is the ultimate goal of this proposed by-law? This is to satisfy a select few of fortunate people who can meet the requirements • Value of home decreased- can't use widened driveway, huge cost and headache to remove existing on municipal property • This took up 25% of the time of what was supposed to be public input • Does it affect us • Generally agree with proposal • Strong feeling of lack of communication about need for new by-law on parking and informing citizens of meetings • We do not like the new by-law as it pertains to existing driveways • Grandfather • Angry and feeling that the municipality is paying lip service to consultation.	• The problem has not been clearly identified only positive aspects of new bylaw have been proposed but it doesn't identify the problem requiring correction • Existing driveways should not be considered illegal • New bylaw should be enforced on new development areas from the time new bylaw passed • Grandfathering the existing widened driveways • We support the new driveway strategy • It's well thought out and fair • People concerned always had an expanded driveway • Concerned about parking permits will it cost us money? • No provision for number of cars • Impressed that someone

		☐ My initial reaction to the parking/ driveway was anger. It is my land, I should be able to do what I want with my driveway ☐ Need clarification for spec. situations ☐ I have paid for my property, so I object to a third party deciding for me how I will be allowed to use it ☐ I am strongly against such enforcement of the proposed new bylaw it is absurd ☐ I am definitely in favour of the aim of your proposal however I am concerned with the street parking, I'm not sure all areas can be treated the same way ☐ If added a 2 piece to your driveway, nothing has changed with run off of water and snow. ☐ In most cases making a mountain out of a mole hill ☐ Terrible injustice, bureaucratic answer to simplify a situation that is best settled in an area by area or neighbourhood by neighbourhood solution ☐ Disbelief ☐ Why change things if they are working well I	They talk about communication but this is only planned after the by-law is passed. Why the rush? • I am opposed to this proposal. I am deeply offended and angry that my individual rights to self determination are being ignored and violated by the town of Markham • Bewilderment- why the rush. How many complaints have been made and why. Leave us alone. Our homes have been there 32 years	had thought it out thank you • How is the town going to handle those driveways that have gone above and beyond the limited extensions allowed by the bylaw
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			suggest to grandfather old areas. We should be advised by a letter re any changes ☐ I didn't agree with the proposal made ☐ Driveway belongs to personal property if it won't affect others and won't take up grass or landscape area, why can't upgrade it? ☐ FAQ is comprehensive ☐ Understood purpose and benefits ☐ Not clear if this affects my driveway ☐ NO WAY too many cons, dangerous for kids, elderly how do we have snow removal properly. There is not enough street lighting to begin with ☐ How do we solve the exceptions without negatively affecting the majority of the residents ☐ It makes no sense to restrict parking on grandfathered driveways ☐ We have been parking side by side for years – why was this put into effect without input from residents ☐ None- need for clarity- simple- NEED A SIMPLE POLICY! - What's the		
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		purpose ☐ This is ridiculous ☐ Unsafe ☐ No sidewalks ☐ What are they talking about ☐ Some disagreement ☐ I have already widened my driveway as my children 20 and 22 years old will need cars and parking for them ☐ Grandfather existing with no restrictions of use (fines etc.)		
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*** Questions have been compiled in a separate list.

Table Group Activity #2

1. Should Front Yard Parking be Generally Restricted to in Front of the Garage?

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ Within ☒ No X 12 ☐ yes X3 with some overflow area in front of the house ☐ Surfaces should be finished with hard surface for parking past garage area ☐ or immediate side not blocking the front door of residence	☐ Yes X 3 ☐ For the most part yes ☐ Generally ☐ No X 4 ☐ not tied to the garage ☐ Plus some reasonable expansion ☐ It depends on the landscaping layout of the lot, driveways may curve around trees preserving them from being cut down	☐ No X28 ☐ How many cars will be allowed to park on large properties ☐ Yes X7 ☐ Within reason ☐ measurements are ok VS (only) right in front of garage ☐ flexibility should be exercised ☐ Depends on the circumstances	• Yes • It's the homeowners prerogative • No X18 • Proceeding to this activity at this point fails to acknowledge opposition to the proposed by-law in principle • Park on driveway- all of it-which may be wider than garage-otherwise cars would have to be parked on road-wide lot of problems: safety #1 • My neighbour has a very aesthetic front yard paved with minimal upkeep of shrubs • Unless there is a double or triple garage in which case, there are either double or triple driveways already in existence, which should provide sufficient parking	• Yes X4 • Except in the cases of homes without garages i.e. historic Thornhill where driveways must be adjacent to the house • With provision to allow 2 cars if there is insufficient room in front of garage • No X12 • The proposed extensions within the new bylaw is enough to satisfy homeowners needs • Our household requires a wider driveway to accommodate our cars • The front yard parking shouldn't be restricted to the front of the garage. Parents with kids need parking space • Two cars should be allowed to park side by side regardless of lot size, landscape size

2. Should Parking Parallel To The Road Be Permitted?

May 29 th 2006	May 30 th	June 1st 2006	June 7 th 2006	June 8 th 2006
☐ If not boulevard ☐ On property if aesthetics is alright ☐ No X4, headlights interfere with neighbourhood ☐ YES X 10 ☐ What about angle parking in cases of insufficient setback (no perpendicular up to 45 degrees)	☐ No X 4 ☐ Depends if interferes with neighbours example headlights ☐ Yes X4 but not beyond area that is accommodated in # 1 above ☐ Parallel parking ok if only 50% cover front of home ☐ it shouldn't apply to those homes with garages around the corner of their house ie on river bend road ☐ as long as it is not blocking traffic views	☐ No X19 ☐ Don't know yet ☐ Yes X14 ☐ As long as neighbours ok it X2 ☐ if there is landscaping to make it work it esthetic. Use your imagination and a landscaping consultant to attack this issue esthetically ☐ That's ok ☐ In some cases traffic volume, road-width dependant	• At first I thought yes why not. Then the more I thought about it I realized that car lights would swing round from the garage door and catch the front of the house and the front of the house next door, disturbing other people and causing a nuisance, so unless the site prevents this sort of nuisance, I would say no. So it's generally no, but in certain circumstances where it can be shown that there is no nuisance/ disturbance factor I would say yes. Also I think exceptions should be made for disabled drivers. • If lot is very big with extra set back • Yes X10 • No X2 • If necessary • If shrubbery is put up to stop headlights in windows • Why not? Who cares? • I don't care as long as cars aren't on the road- too	• No X10 • This is dangerous- poor visibility • Yes X2 • Safety first • Depends on design of house • We don't care

			dangerous and can't see if kids are on road. Also if car windows or cars damage who is responsible for that? • That should not be a concern of the Town of Markham • I don't think that is becoming- I prefer perpendicular • Make the driveway bigger	
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3. How Much Of the Front Yard Should Be retained As landscaped open Space? Should the Standard be Different on Lot frontage?

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ Yes X 10 ☐ 1/3 or 33% ☐ Same standard ☐ Depends on lot size ☐ Variables according to size of lot ☐ 40% X 2 ☐ for smaller lots lower percentage ☐ Every piece of land not covered by the proposed width ☐ N/A A restriction would not be fair for houses with small frontages	☐ 40% X3 ☐ 30 – 35 % ☐ 25% ☐ All if he front yard should be retained ☐ Vary by lot size ☐ 35% - 40% for small lots ☐ yes with a reasonable minimum width- maybe minimum of two cars side by side ☐ No X2	☐ 10%, ☐ At least 40% lawn or ground cover not asphalt, concrete or brick ☐ 25 – 30%, ☐ 20% ☐ The landscape should be interspaced with the parking spots that are required by families and their growing children ☐ 40% X4, ☐ 20%, ☐ Up to the owner to decide, should not set standard ☐ 10% or less, aesthetics is a matter of opinion ☐ To keep a portion of landscape is fine as long as it's being kept that way, what happens if the homeowners are seniors and can no longer keep up the landscape? I would go for total paved / interlock because It makes the appearance much cleaner and better looking ☐ Yes X11	• Depending on the lot frontage • It's the owner's prerogative • Yes X7 • You have focused on landscaped land you have not mentioned anything about environmental setbacks of grass • N/A • Is esthetics the same to everyone? Is your esthetics the same as mine? Who gave you the right to be the guru of esthetics? • 20% / up to homeowner • Let the owner of the property decide • As the owner sees fit • Should vary but not be restricted • No need to regulate this • 50% if 40 foot lot or wider lot • a) Do you mean soft landscaping- if so- 40% provided there are sensible	• 40% sounds good X2 could perhaps be 30% in homes with single car garages on very small lots • Depends on the needs of the house should not be a limit • Yes X3 • No limit • Open to the homeowner's judgment. The town should identify from its property database the recommended standard parking capacity for each lot- this can be done with a software macro • Minimum 10% but depends on what the original builder is • 20% • 30% • Soft landscape should be designed according to the lot frontage • Hard landscape as proposed should also be considered according to

		☐ The frontage landscaped to garage ☐ Yes it should depend on frontage, if a large property is nicely landscaped so that cars aren't an eyesore, perhaps more cars could be parked ☐ Depending ☐ 50% X2 ☐ % Of lot size = yes depending on lot frontage single house has a lot size on 35', layer house with 2 car garage more landscape ☐ The homeowner should decide, people with smaller houses still have children that need parking ☐ As much as it looks good – DO NOT IMPOSE YOUR TASTE ON OTHERS 10- 15% of beautiful landscaping can look better than 40% of weeds ☐ All except width of legal driveway ☐ No X4 ☐ Are you counting the entire front lot or just the area next to the driveway Please clarify	exceptions ex. Pie shaped lots. If landscaped open space includes footpaths, patios, walls, terraces, rock, gardens etc, 50% Same proviso as before for special cases. B) No wouldn't it be better to go by area. You could have two front yards with exactly the same area, one is long and narrow the other is short in depth with wider lot frontage. Each should get exactly the same amount of soft landscaping and be able to park exactly the same number of cars, all other factors being the same. If there is a depth problem on the lot, which does not permit the parking of one car behind another on the driveway, and only 2 cars can fit on a double driveway, then in this special case the driveway should be allowed to expand sideways until it can accommodate its cars. Otherwise no, wider lots should not be allowed more driveway width or less soft landscaping than any other lot. It would be a loss of green space, loss	the frontage • Depends on the builder X2 • The front yard is less than the standard for the new house • 40% is debatable, could be less, need more discussion on this question
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				of previous surfacing, aesthetically undesirable, difficult to access town services equipment (hydro gas water etc) under a driveway wider than a double driveway and might encourage the parking of derelict and commercial vehicles, boats, motor homes etc. All the problems you want to avoid.	
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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?

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ No limit- based on aesthetics ☐ Depends on the lot size ☐ The larger the lot the larger the space allocated for parking ☐ Yes X 6 ☐ Every house should fit 2 cars side by side ☐ Should be relative to lot and house size ☐ Current garage size is arbitrary ☐ One more car than garage door width (3 cars wide for double garage, 4 cars wide for triple garage ☐ Depending on the lot- up to 3 cars ☐ Depending on the homeowner on the street ☐ It should include the consideration of the size of the house and lot size ☐ 2 is ok for limit ☐ They should have that option	☐ No X4 ☐ Depends on the lot size, must be large enough to accommodate leaving 40% green space ☐ Yes X 4 ☐ Occasional in front of home ☐ 2 cars as a principle handicap parking spot size/ guide is preferable ☐ if the house has a single car garage- single car parking should be sufficient ☐ 4	☐ Yes X27 ☐ No X3 ☐ If the driveway entrance can accommodate it- children living at home reaching driving age need a place to park ☐ People should be allowed to have parking for cars side by side ☐ Better ☐ You should have two cars side by side ☐ That's a minimum ☐ Two or more depending on the lot size X2 ☐ The cut off is aesthetics not measurements	• Provided that 40% of front yard area is left as soft landscaping. With special consideration for special circumstances such as pie shaped lots. Not every homeowner wants that kind of driveway. Should every homeowner who wants such a driveway be able to have it? Yes, with the 40% soft landscaping provision. • 35 feet frontage • It's the choice of the homeowner • Allow at least 2 cars side by side • Yes X6 • When there is no more room • Leave the homeowners alone • Lot size should determine # of cars • If it doesn't bother anyone who cares • Minimum 2 X3 • If you are going after	• Certainly, most families have two or more cars, and we should be allowed two cars side by side regardless of garage size and "soft land" size • Yes X10 • The population in the homes are reaching the age of majority whereby the children are owning cars • It depends if it meets the proposed bylaw amendment. For example page 16 • Two cars minimum per driveway regardless of configuration- end to end, or side-by-side • Width of driveway • If the existing driveway is two cars then 2 meters should be permitted • Every homeowner should be allowed to widen their driveway to accommodate one car more than their garage

			driveways you shouldn't have built houses with one garage. Every home should have had 2 1/2 garages • Depends on location of property • Depends on width of lot and how much front yard will be paved • Families are changing- with baby boomers again and some with parents or children with need to change with growing demographics • To the sidewalk or if you don't have a sidewalk to the road	
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5. Should The Landscaped Component of the Front Yard be Soft or a Combination of Soft and Hard?

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ A combination X3- pathways to be landscaping ☐ Consider the size of the house and lot ☐ Soft only X2 ☐ Some hard landscaping can look better than soft for small lots- maybe "permeable" is a better word for drainage ☐ 100% ☐ Soft and or hard as long as it is appealing	☐ As long as it is aesthetically pleasing ☐ Combination X 7 ☐ Soft NOT hard ☐ Soft X 2	☐ Combination X26 ☐ Landscaping should not be restricted to green or soft, interlocking should also be considered as landscaping, ☐ The owner should decide X2 ☐ Whatever homeowner wants that does not bring down or offend area standards ☐ Paved ☐ Soft X2 ☐ At least 40% soft ☐ 10% soft 90% hard ☐ what you think looks good in soft may not be what someone else thinks looks good	• Combination of soft and hard X12 • Either/some municipalities have both with different percentages; you need to be careful here because this kind of detail is more difficult to assess for both the public and town staff. I think it could be applied to new developments but I would hate to see beautiful expensive and long-established landscaping torn up because it doesn't quite fit new bylaw percentages. If these can grandfather- fine • Soft but non-forcible • Whatever looks best • Interlock or pattern concrete should be part of the landscape • What is the definition of soft and hard? Why not focus on native non-invasive vegetation?	• Soft! X3 The main reason I would support this bylaw is because of the need for more permeable surface • Combination X10 • Yes • No • Open to homeowner's judgment we need to look at water conservation, and stones/ hard landscaping has advantages

6. What Should the Setback be for Driveways from Side Lot Lines on Single Detached Lots?

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ Depends on the width of lot and the distance between the houses ☐ If you continue to allow small lots, it should be considered that the builder provides community parking areas ☐ I can not determine this at this time I need more information ☐ Depends on lot ☐ As for the building ☐ 2 feet X2 ☐ N/A ☐ Depends on the lot size etc. There should be some green space between homes ☐ 1 foot- 2 feet ☐ Not required ☐ The by law proposal is excellent- the big concern is enforcement	☐ Don't know – uncertain ☐ Don't know 2 feet ☐ The house line ☐ Depends on the size of the lot ☐ Universal minimum distance if the purpose of the setback related to neighbour impact ☐ Driveway should not be widened beyond the width of the garage ☐ 4 feet ☐ The town has acted in a greedy way by allowing developers to build out smaller and smaller lots both in width and depth. It has resulted in this problem ☐ 2 – 3 feet ☐ At least 2.5 metres	☐ Do not know ☐ 1/2 meter ☐ Some as far addition ☐ ?? X3 ☐ 2 feet X4 ☐ You can keep it at 1m as long as it is enforced on a "by complain" basis only by the adjacent neighbour who is affected only for a site specific problem basis only such as encroachment, drainage or snow storage problem ☐ 1 meter ☐ At least 4 feet ☐ Whatever works and looks good. Driveways could about if neighbours agree ☐ No setback required ☐ Depending o size of lot surely X2 ☐ Enough for driveway snow removal without potting snow on neighbour property ☐ As much as the homeowner wants or	☐ 2' ☐ Depends on the landscape if they have trees between it should be less ☐ Provides a bit of grass between houses so it doesn't look like 1 big driveway ☐ 0 if garages side by side 18 feet driveway ☐ Zero. I can see there is need for homes, garages and other structures to be set back but not for driveway. In fact the narrower the separation the better. A 4 inch wide retaining wall or a 4 inch wide concrete bump, the length of the two driveways means there is no room at all for snow storage and so snow has to be cleared in opposite directions and stored on the main lawn areas. This means there is zero chance of disputes caused by one neighbour	☐ Minimum 3 meters to allow cars park side by side. ☐ No X2 ☐ Depends on lot ☐ The setback should depend on the frontage the type of street the home is located on. E.g. Homes on a crescent have less frontage especially if they are situated around the curve ☐ 6 meters ☐ Whatever the town requirements ☐ Setback to equal house garage ☐ Driveway setback to be less than lot line e.g. 1 meter

		needs ☐ Be left as they are... Had you addressed the issue of illegal basement apartments long ago, a lot of driveways would not have been extended, You have put the cart before the horse, which Markham seems to do !!! ☐ As long as it is convenient for both parties ☐ Why the city allow builders to have lot size reduced the lot lines are reduced as well thus making home owners with hardship if they need to park side by side Remember its very common for each household to have 2 cars, tandem parking makes it very inconvenient on a daily basis ☐ Same as home	blowing or throwing snow onto a narrow grassy strip between 2 driveways and having some of it land on the neighbours driveway. That situation causes a lot of trouble between neighbours. And the same applies in summer with grass- cutting. Because these strips of grass are so narrow, and even with mulching lawn mowers, the grass ends up over both driveways and when the neighbour sweeps only his own driveway or sweeps neither driveway, it leads to more disputes again. Also the further over to the side lot line the cars are parked, the less nuisance the car lights are and he less cars can be seen from the house and the more green space can be seen from the house • No restriction • No need to regulation • Depends on lot • Whatever is necessary • 2 feet or less • Not sure • No comment, unsure on question • Stay off the street and	
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			make it simple • No minimum setback • Where are the safety concerns as a result of esthetic changes? • Why did the town of Markham allow town-homes to be built at Thornhill Square- Bayview and John- that are so close together and will be paved lot line to lot line and not allow homeowners to pave just their driveways as they please. These town houses are not pleasing • DON'T	
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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

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ Unless they are proven to be stopping drainage. Who makes a decision on unsightliness?? Who decides on neighbourhood appearance?? ☐ If no one has done anything about anything about existing driveways, why can't we continue ☐ New driveways should be limited, keeping number of cars generally being parked in mind ie. older children = more cars ☐ Aesthetics looks must be changed	☐ No	☐ Yes X11 ☐ Except city property and provided at least 50% green space is presented ☐ No X6 ☐ Retroactive punitive action is pointless	• No Thank you X3 • Why fix something that is not broke • It has to be in the by-law that he pre-existing use remain • I.e. do nothing? • Grandfather	• Ignore until a proposal is made to change the driveway. Contractors must get permits from town to change homeowners driveways and therefore the town can regain control • City permit should be given for new driveway paving on construction • I would not say that. Every case should be weighed on it's history and need • Yes X8 • It is not fair to the owner who bought the house • No X4 • Meet with homeowners, educate them as to the bylaw an reasons for having a percentage of green space

2. Ignore Their Existence Completely, Unless a Complaint is Lodged or a Building Permit is Required For an Addition

May 29th 2006 Yes- based on a lifetime complain by neighbours, as of date of new bylaw	May 30th 2006 ☐ No	June 1st 2006 ☐ No X13 ☐ As long as your neighbour doesn't mind, what's the big deal! Why the city/ town get to get involved ☐ Yes X4 ☐ By whom? What gives any individual the right to dictate your private living conditions	June 7th 2006 • Yes X9 • This is logical provided you allow for public nuisances • That is obviously the way to go. Why upset everyone for a few complaints • No X3	June 8th 2006 • No X2 • Driveway change requires a permit. All contractors require a permit from town to change homeowners driveways • Yes X6 • The environment is a very important factor and the homeowner must have a permit and a very good reason to extend beyond the allowable limit • Presented bylaw should be enforced
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3. Grandfather All Driveways that Pre-exist the New Standards

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ Deal with new properties as they are built leave the old houses alone ☐ Unless objection exists ☐ Provide amnesty ☐ For use ☐ No it should depend on the width of the driveway in ratio to lot size ☐ Enforce for new and communicate to builders ☐ All legal – yes – no restrictions	☐ Yes ☐ With the exception of those that are outrageously out of line with the by law eg: only 10% green space solid concrete across total frontage	☐ Yes X16 ☐ Fine ☐ No X6 ☐ That don't have sidewalks ☐ Some compliance	☐ Yes X19 ☐ No X2 ☐ We want our driveways to be legal and for us to park anywhere on our hard surfaces legally. This should be in the by-law ☐ If the township was unable to take action previously, a new by-law cannot go back and undo what the township was previously unable to act on. Imagine the law suits ☐ And make it a legal driveway no way will we pay a fine to park on our private property ☐ Don't allow parking on extensions built on driveway ☐ If you do that, you can not go after the worst cases and the problems will just multiply until it's a free for all everywhere	☐ Present bylaw is not clear. Grandfather to existing driveways should be granted. It depends on the extents the present bylaw can tolerate ☐ No because some have completely gone beyond any allowed extensions. Grandfather all driveways that are in compliance with the new bylaw ☐ Yes X7 ☐ If they have the green space, should be allowed to stay ☐ But going forward new standards apply. For example if a non conforming driveway was narrowed, they cannot widen to go back to what it was ☐ No X2 ☐ Grandfather but needs to be within reason- not 100% asphalt paving ☐ There is no point in wasting already impermeable surfaces. Either the existing driveways should be used

				or homeowners should be encouraged (not required) to return to non-conforming driveways to soft landscaping. (Perhaps the town could help cover some of the costs of this as an incentive) • Except in extreme cases e.g. no parking on grass should be allowed. 100% hard surface is not acceptable • On a case by case only
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4. 'Grandfather' Only Those Driveways that are not in Compliance with the New Standards by a Certain Percentage (or Other Form of Measurement)

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ For boulevard parking where there is a sidewalk- a small overhand into the street should be allowed ☐ This appears to be acceptable however he form of measurement should be well defined	☐ No ☐ Extreme cases ☐ That are esthetically pleasing despite non compliance ☐ This new bylaw is 10 years too late in coming, there are too many different variations, grandfather the driveways that are not too abusive	☐ Yes X 17 ☐ No X10 ☐ Should have 20% green space but other than that they should have amnesty ☐ There must be some % of green space maintenance	☐ No X2 ☐ Yes X3 ☐ There should be amnesty and test cases should be tested with new developments only ☐ If it looks ok just leave it and if no one complains just leave it ☐ Private property please leave us alone ☐ This is not workable plan ☐ Providing that	• Within reason some homes are all driveway by design- outside radius of a corner and whole frontage must be driveway since whole frontage is the garage door width • No X5 • Give say 15% extra • 1 car + 2 car garages- driveway width should be able to accommodate 2 cars, side by side. 3+ car

			enforcement is done with logic and reason • This is the closest option. This is the fairest option. The original idea was to do something about excessively extended and unsightly driveways and somehow, that turned into 19% of ground-oriented homes, most of which have neither excessively extended or unsightly driveway. I think it is important to keep the original intention in view at all times, I think putting a limit of 6.1m is fair and that limit deals with excessiveness. Any extensions from an originally single driveway beyond 6.1m is excessive. It also deals with unsightliness to a certain extent- because it will no longer be excessive and- because the 40% soft landscaping provision ensures that there is a minimum amount of green space. If driveways are in excess of the limit by 6" or less I think they should be left alone. They comply in spirit if not in exactness of measurement	garages with equal garage width • Town should look over those properties and if frontage is there they should allow the extended driveways • Grandfather all X4 • This may be allowed depending on the number of occupants in the home e.g. mother father, children (no renters)
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5. Vigorously Enforce the New Standards in Cases Where the Driveway did not Conform at all With Existing Standards

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
☐ 700 complaints %? (time frame?) ☐ No restrictions of driveways on widths/ # of vehicles in driveway ☐ Root of problem – aesthetics / looks need different approach ☐ Wider driveway concerns (photo on screen) ☐ Parking on roads with permits will create more parking problems, emergency issues' safety issues; snow plowing issues; etc If absorption of water problem then put in drainage on lot/ neighbourly problems then enforce a fence between driveways	☐ I agree that new regulations have to be put in place, however council must grandfather in and accept their neglect for all the past years ☐ This bylaw is too late with the new rules, the driveways are built the landscaping is in place ☐ Only for driveways SERIOUSLY non-conforming ☐ If the driveway was expanded in the past illegally, the driveway should be modified to the current standards ☐ No	☐ No X18 ☐ Lot shapes that are not "standard" need to be dealt with differently ☐ No enforcement! (money grab) LEAVE US ALONE!!! We pay your salaries- you will not be re-elected ☐ This is reminiscent of life under communist Russia- our private government interference in life doesn't belong in a democracy!! ☐ Yes X2	• No definitely not X7. The word vigorously is particularly distasteful • Stay out of our lives and deal with issues you were elected for! • Go after the complaints and leave the rest of us alone- what are the proposed alternatives for the by-law X2 • If no problems exist in an area then there is no need to fix the situation- perhaps grandfathering is appropriate. If an idea does have problems i.e. cars parked every which way then enforcement may be required. However on street parking should not be allowed • Yes X2 • The previous by-laws obviously have been unclear, unknown to residents, inconsistent and not enforceable. I'm not sure that the new bylaw restricting extended	• For fairness to everyone, individual case should be considered separately especially to those under the present bylaw which is not clear • Agree totally. We must have a sense of normality in a neighbourhood. One can do whatever one chooses but within the law. Extra space is needed then approach the town and let the town make the decision on the width of the furthest extension • No X10 • It would be very unfair. We cannot put old and new houses on same level because new houses hardly have any back yard for landscaping. • For driveways that don't meet new standards: a) parking should not be permitted beyond the "legal driveway area" and this should be enforced b) Whatever hard surface is

			driveways is smart. I think it will cause safety issues • On our private property • What about commercial and other vehicles e.g. Boats etc.	beyond the legal driveway should allow to stay but not parked on • Absolutely • This creates enemies not harmony and character
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Table Group Activity #5

How should new standards be communicated to residents before they are enacted and afterwards?

1. Posting Information on the Town's Website.

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
	☐ Yes X6 ☐ Taking stats on people coming out o meetings and posting the results ☐ Well in advance	☐ Be 100% forth right from the beginning. Don't try to hide the bad parts ex. You don't have to remove hard surface on private property when they do have to remove it on town boulevard ☐ Yes X31 ☐ Personal mailing like the recycling brochure with diagrams and contact #s ☐ Multiple languages-the community has people from many different countries ☐ No- do it door to door, after all you guys got so much time on your hands to drum up with all these by-laws ☐ Send letters to all homeowners before the third reading... need more consultation before passing the bylaw	• Yes X14 • Why do you think that new standards will be enacted as the by-law has not been passed • Waste of time • Greatly increased two-way communication should be in place <u>before</u> the final vote on the bylaw • All of the alternatives should be enacted to inform affected parties • Do not treat tax payers like simpletons • Do not make decisions and then present a dog and pony show to appear to give us input • Before and after • Can you add an electronic feedback form for members of the public to input comments suggestions and questions? Could staff email answers? This is how the Toronto does it	• Yes X10 • This is "no cost" to town as town site is updated by town staff • No • Include photos samples of correct and wrong pictures tell a thousand words • Put bylaw plus diagram on website

2. Posting Information on Marquees in Front of Public Libraries and Community Centres.

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
	☐ Yes ☐ No X3 ☐ Well in advance, radio, community TV	☐ Not good enough, not everyone goes to libraries etc. X2 ☐ Multilingual ☐ Yes X23 ☐ Be honest from the beginning, a lot of implications did not come out until very late in the process- after second reading for example the questions- answers ☐ No	☐ Yes X10 ☐ Wouldn't hurt- but not everyone goes there ☐ Waste of time	☐ No ☐ Yes X8 ☐ "See town website for new parking regulations" sign is too small for detail inclusion ☐ Also a bus stations and grocery stores

3. Providing a Summary booklet to all Homeowners.

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
	☐ An inexpensive information piece (A booklet to all homeowners would be a waste of tax dollars) ☐ Yes X6 ☐ On the website have a "what's new for you" let this be a page only for new issues	☐ Yes X27 ☐ Could be expensive ☐ Through the tax bill notices that are usually mailed ☐ Save the paper ☐ Not too expensive ☐ Multilingual	☐ Waste of time ☐ Yes X12 ☐ Too expensive besides most can access info via town website. Put a summary sheet in property tax bill envelope inviting homeowners to contact staff about specific conditions. This could have been done in second bill	☐ Good idea ☐ Include with property tax or as part of regular Markham town flyer mailings ☐ Yes!! X13 this is a must ☐ The Canada post to owners or tenants ☐ Distribute booklets containing measurements and diagrams well before

			2005, first bill 2006 • No X2 Don't need that expense	the bylaw goes into effect
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4. Providing Briefing Notes to Ratepayers' Groups.

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
	☐ Let real estate agents know about implementing this bylaw ☐ Yes X4 ☐ ?	☐ Yes X22 ☐ You are assuming this bylaw is going to pass ☐ No x2 ☐ Low priority	• Yes X11 • To all houses and communication to all Markham tax payers • Who will pass them on to residents? • They could include it in meeting agendas and direct any questions they cant answer to appropriate town contacts • Who is our ratepayers group? Does Kings College have one?	• No X2 • Yes X7 • Also distributing info at the Markham fair or at any public activities • This is very limited- not resent in many neighbourhoods

5. Holding Day-long Front Yard Parking Zoning Clinics for Homeowners to Come and Talk With Staff About Specific Conditions.

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
	☐ No X2 ☐ Yes X2	☐ Low priority if at all ☐ Yes X21 ☐ Good idea ☐ No X3 ☐ Wouldn't this be for the purpose of explaining and education? To inform the situation or listening to the concerns of the residents? ☐ Maybe X2 ☐ And new home owners and real estate agencies ☐ Have knowledge people without hidden agendas ☐ Waste of time and money ☐ Only if there is enough demand- otherwise a waste	• Yes X11 • Too expensive, time consuming for staff. Waste of time if people don't show up • If there is no home owner form for specific conditions perhaps a revised bylaw would cover the bases • Waste of time	• No time people work during the day • This may help but only if it is on the weekend • Yes X6 • Sounds good • No

6. Providing New Homebuilders With Information on the Proposed New Standards.

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
	☐ Yes X7 ☐ Make them confirm-enforce it before home buyer buys and thinks it is "legal" ☐ New home owners and real estate agents to sign a document/ notice that they were provided with the info before purchasing their home	☐ Yes X29 ☐ As well as paying companies in York region	☐ Yes X15 ☐ Before and after	☐ Yes X9 ☐ Attached bylaw to builder agreement of purchase sale X2 ☐ Include in the purchase agreement a deed of ownership transfer ☐ Obvious- should be listed in sales agreement for new homes ☐ This should be the first priority, which will advise the proposed new buyer on the towns bylaw

7. Providing Applicants of a Building Permit for New Infill Houses With Information on the New Standards

May 29 th 2006	May 30 th 2006	June 1 st 2006	June 7 th 2006	June 8 th 2006
	☐ Yes X6 ☐ Tax insert yes ☐ Have the councilors attend their area and inform their residents All of the above ☐ Option to sign up for bylaw newsletter on the website for those who follow that kind of thing	☐ Yes X24 ☐ You had better inform all tax paying residents of Markham of your plan to try to regulate where we park in our driveways! ☐ This whole exercise is a farce! ☐ Use Thornhill post ☐ A proactive mayor and council that uphold the bylaw- Not drive by and blow kisses to any and all infractions plus a bylaw administration that is effective ☐ Regulations ☐ Public announcements- Media, newspaper, TV, radio	• Before and after • Yes X12 • And the people who buy the houses • Providing real estate agencies with information for agents so that all real-estate homebuyers also get the information. It's not just for new home buyers • On empty lots in developed neighbourhoods? • These homes should be built to conform to the neighbourhood- so it looks nice- even if it means not conforming to the new bylaw regarding driveway width • Communicate this to landscapers who work in our area so they have to get a permit for landscaping in driveways • Have a public meeting with questions and answers	• Should be a requirement of the permit and approval process • Yes X10

THE PLANNING PARTNERSHIP

Page 1 of

To: Rob Watters, Paul Fink, Harry Eaglesham, Ranveer Persaud, Don Hutchinson, Kwai Leung, Jeanette Anbinder, Sharon Fortis, Costa Kollias

c.c. Jim Baird, Dave Miller

From: Donna Hinde

Subject: Markham, Extended Driveway Working Group

Date: June 12, 2006

WORKING GROUP MEMBERS' TASK

At the last working group meeting, the challenge of the task was synthesized as three essential issues:

1. looking back - how should the Town deal with the driveways that may not conform to the new bylaw; and,
2. looking forward - how should the Town craft rules for all new driveways.
3. what is the best way to communicate new rules to residents.

I would like to summarize your recommendations for Item #1 - looking back - before our next meeting. Please email me your individual recommendations for dealing with the driveways that may not conform to the new standards by June 13. I will compile your responses and email a memo to the working group members before we meet on June 15.

I would like to focus the meeting on June 15 to a discussion of Item #2 - looking forward - the content of the new bylaw. We will be joined by Town staff who will help the Group work through the details of appropriate dimensions, locations, definitions, etc.

I will be compiling my report summarizing the consultation process and information obtained for submission to the Town on June 16.

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RECORD OF INPUT FROM COMMUNITY INFORMATION SESSIONS

I have attached a matrix that summarizes the responses to the activities from each of the community information sessions. I have also attached a separate list of all of the questions. I have not attempted to organize the questions under headings or to delete similar questions. Both files are a record of what was written on the sheets. I have not edited any of the responses. The responses on June 1 are skewed. That event was held in the lobby outside of Council chambers. The acoustics were poor, people could not engage in group discussions and therefore treated the activity sheets as questionnaires as opposed to a summary of the table group's discussion.

1. What did we hear

This information is crucial for the Town to shape a communication strategy. Clearly, a Town authored newsletter/communication piece is required to provide accurate information as a base for moving forward.

2. Direction for moving forward

We asked several questions to help the Town craft the specific content of the new bylaw:

- should front yard parking be generally restricted to in front of the garage
- should parking parallel to the road be permitted
- how much of the front yard should be retained as landscaped open space? should the standard be different on lot frontage
- 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
- should the landscaped component of the front yard be soft or a combination of soft and hard
- what should the setback be for driveways from side lot lines on single detached lots

Please review the comments in detail as we will focus on this aspect at the meeting on June 15.

3. Direction for looking back

We asked for input regarding what to do about driveways that may not conform to the new bylaw. We listed options that had been discussed by the working group:

- ignore completely
- ignore unless a complaint is lodged
- grandfather all driveways that pre-exist the new by-law
- grandfather those driveways that meet certain conditions
- vigorously enforce the new standards.

I don't see an obvious consensus, to date, on the appropriate approach. Have a look at the record of comments, and email me your recommendation for dealing with the driveways that may not conform.

4. Communications

We asked residents to comment on the best methods to communicate the new standards before and after the bylaw is enacted. It appears that all of the tools - posting information on the website, use of marquees, preparing briefing notes, holding zoning clinics, providing specialized information to new homebuilders - were viewed favourably. Clearly, there is a need for a comprehensive communication strategy as originally proposed in the Town's strategy for the new parking by-law.