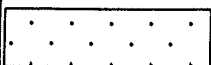
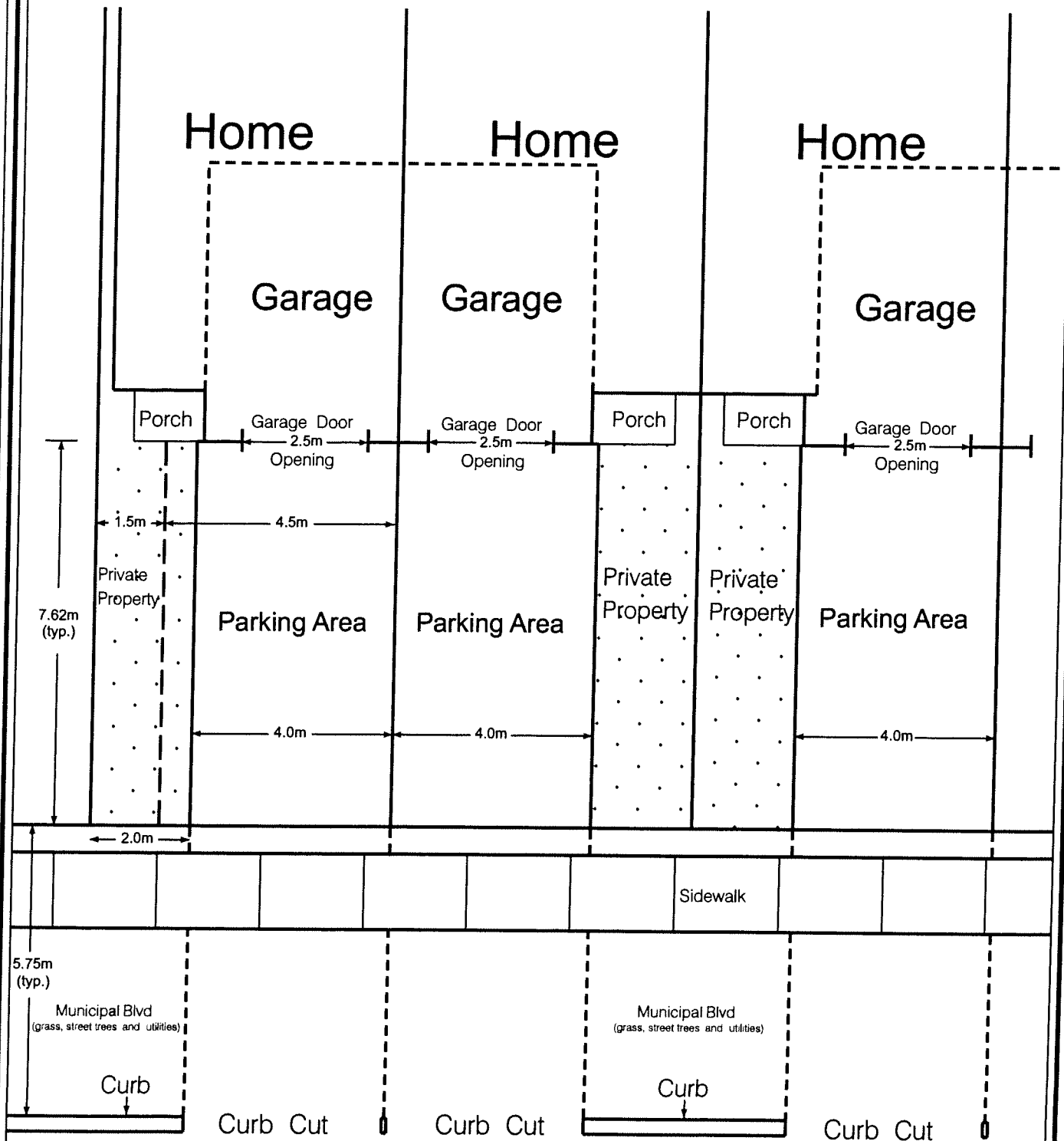


# Garage Door Opening Plus 1.5 or 2.0 Meters Approach

## 6.0 Metre Wide Townhouse Lot



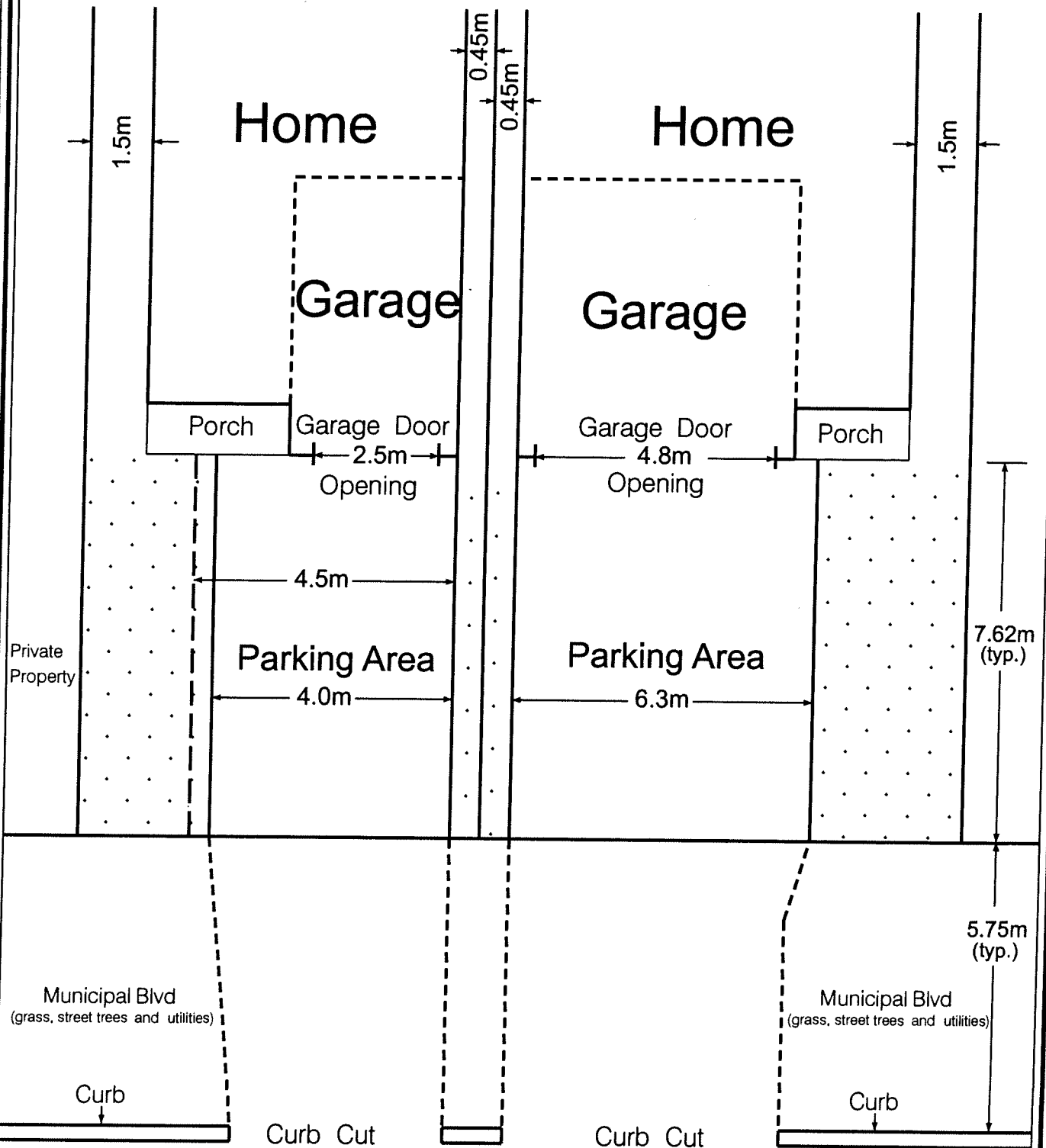
"soft" landscaping.

Not to Scale

Illustrations of curb cuts and parking areas on municipal boulevards are conceptual. If a new zoning By-law, related to motor vehicle parking, on private property is adopted the Town will review its regulations related to curb cuts and parking areas on the municipal boulevard (public property).

# Garage Door Opening Plus 1.5 or 2.0 Meters Approach

## 7.5 Metre Wide Linked Semi-Detached Lot

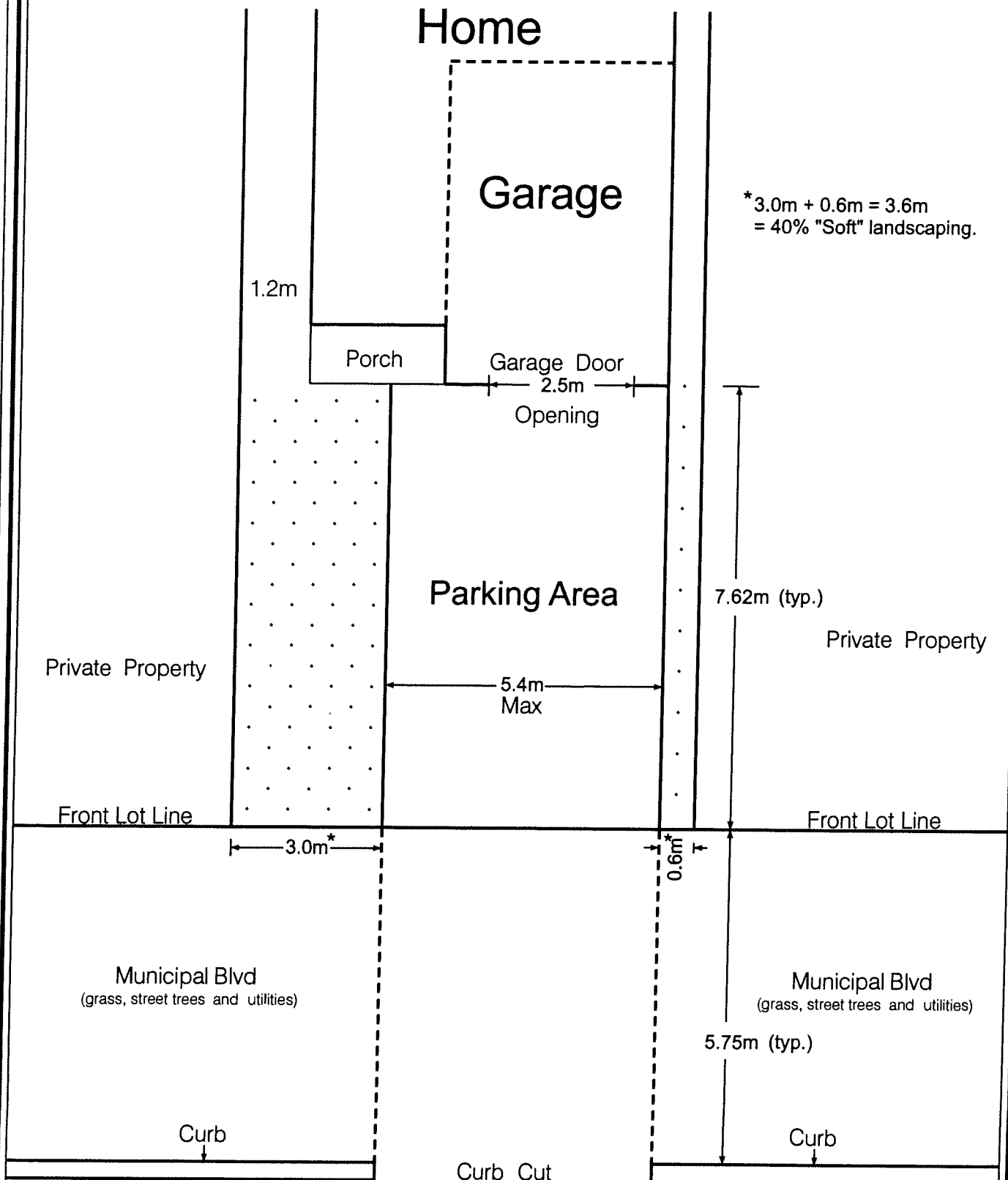


Illustrations of curb cuts and parking areas on municipal boulevards are conceptual. If a new zoning By-law, related to motor vehicle parking, on private property is adopted the Town will review its regulations related to curb cuts and parking areas on the municipal boulevard (public property).

Not to Scale

## Minimum 40% "Soft" Landscaping Approach

## 9.0 Metre Wide Single Detached Lot

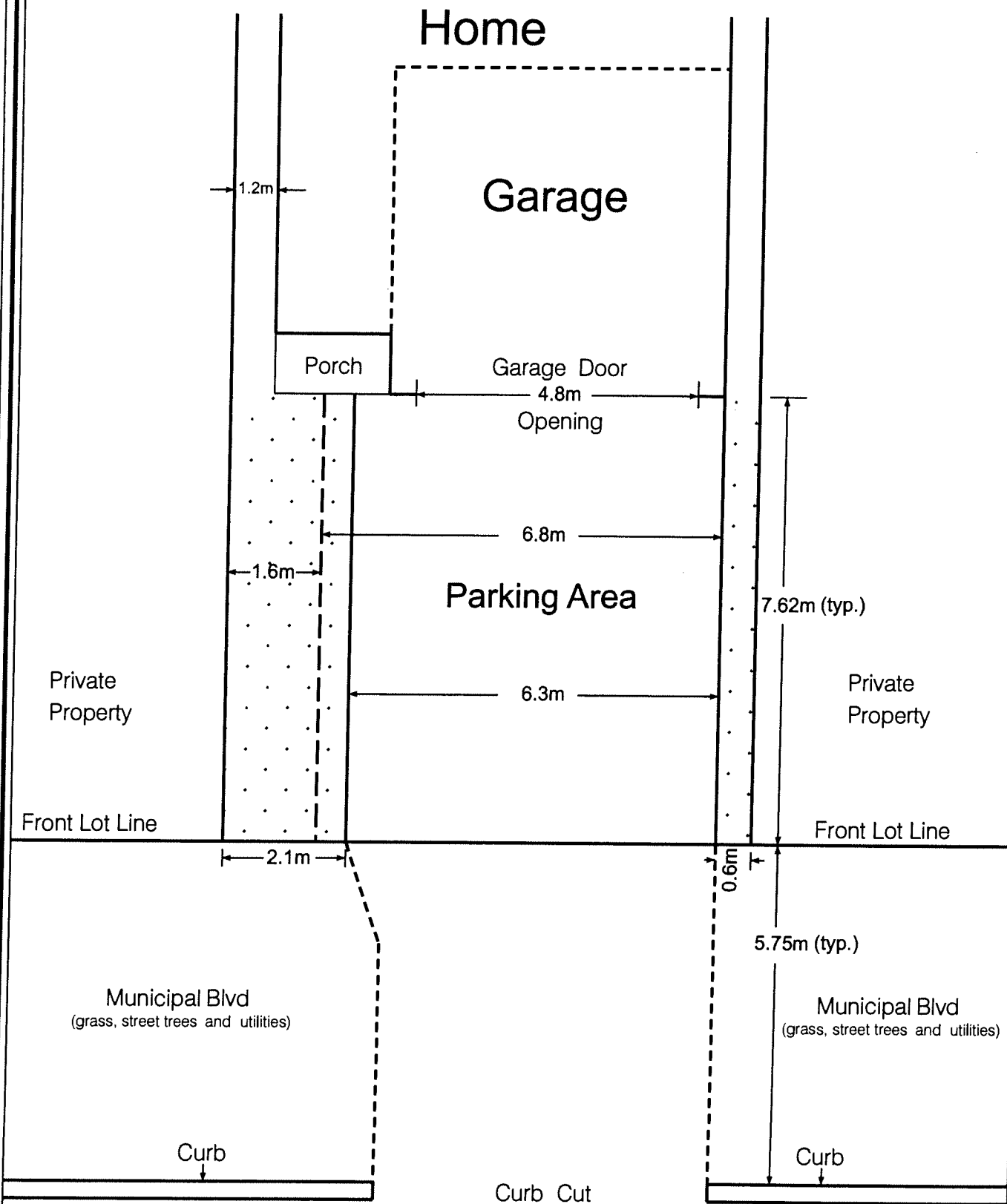


40% "soft" landscaping.

Not to Scale

Illustrations of curb cuts and parking areas on municipal boulevards are conceptual. If a new zoning By-law, related to motor vehicle parking, on private property is adopted the Town will review its regulations related to curb cuts and parking areas on the municipal boulevard (public property).

## 9.0 Metre Wide Single Detached Lot

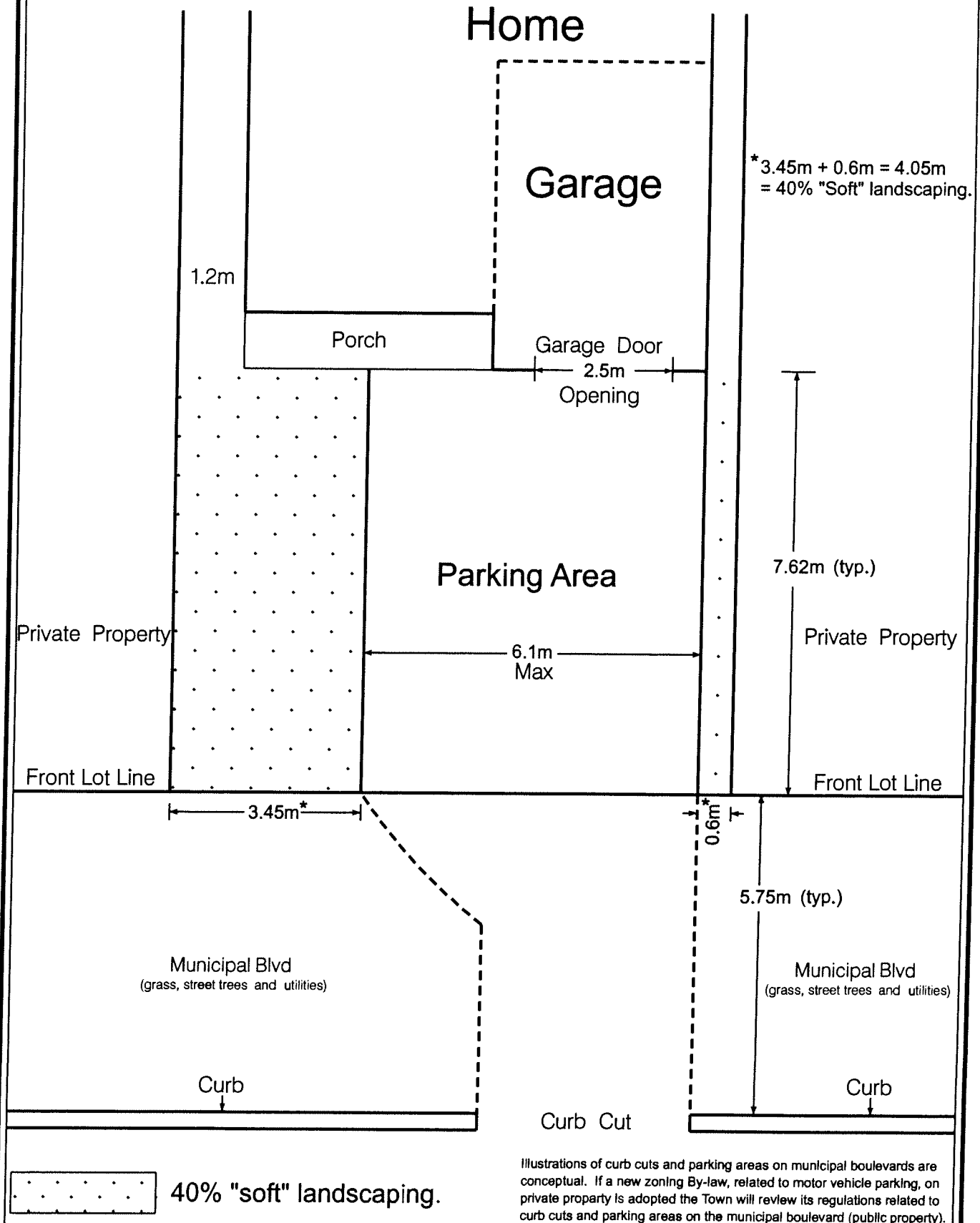


Illustrations of curb cuts and parking areas on municipal boulevards are conceptual. If a new zoning By-law, related to motor vehicle parking, on private property is adopted the Town will review its regulations related to curb cuts and parking areas on the municipal boulevard (public property).

Not to Scale

# Minimum 40% "Soft" Landscaping Approach

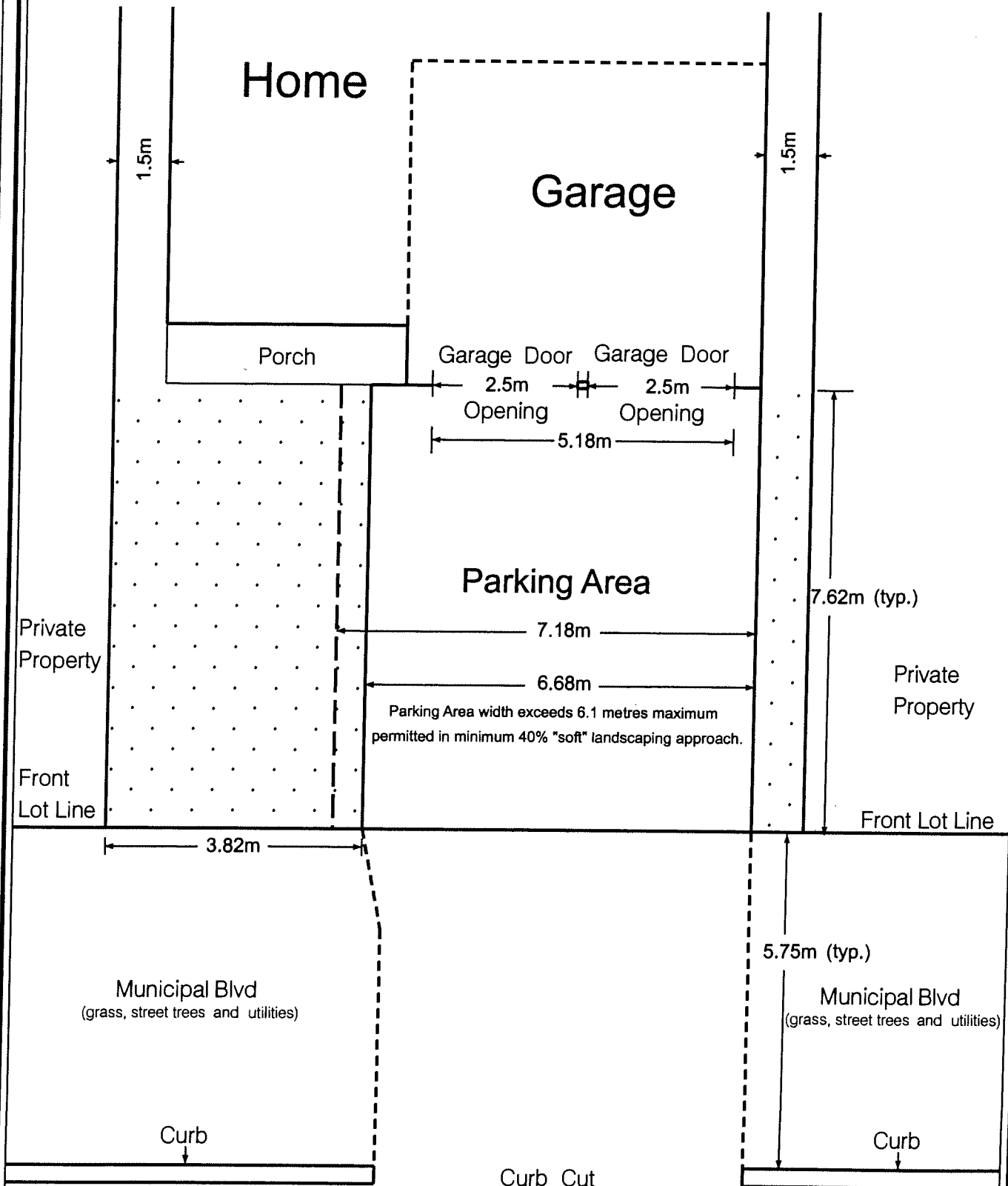
## 10.1 Metre Wide Single Detached Lot



Illustrations of curb cuts and parking areas on municipal boulevards are conceptual. If a new zoning By-law, related to motor vehicle parking, on private property is adopted the Town will review its regulations related to curb cuts and parking areas on the municipal boulevard (public property).

# Garage Door Opening Plus 1.5 or 2.0 Meters Approach

## 12.0 Metre Wide Single Detached Lot



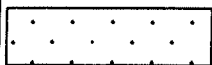
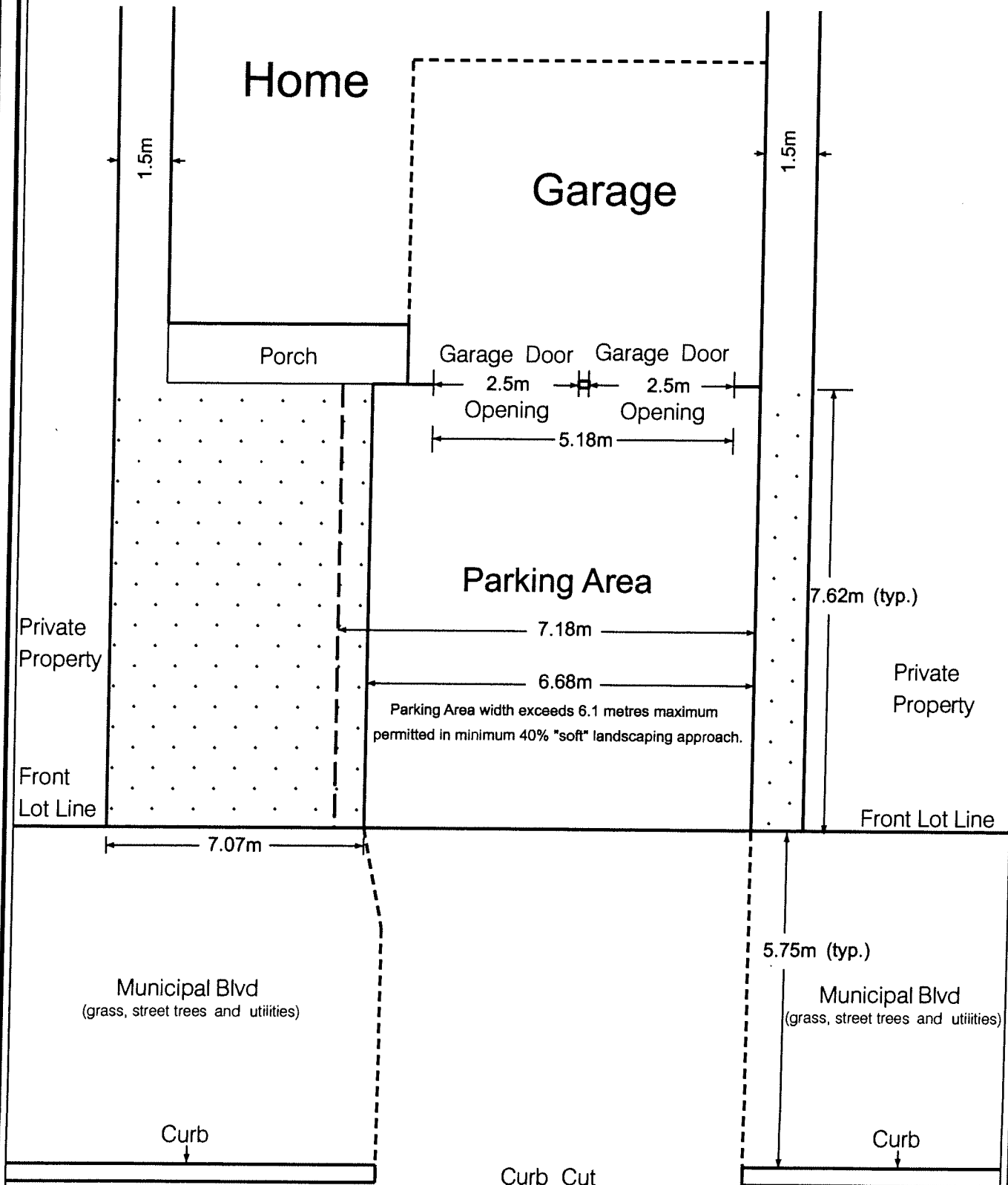
"soft" landscaping exceeds 40%

Illustrations of curb cuts and parking areas on municipal boulevards are conceptual. If a new zoning By-law, related to motor vehicle parking, on private property is adopted the Town will review its regulations related to curb cuts and parking areas on the municipal boulevard (public property).

Not to Scale

# Garage Door Opening Plus 1.5 or 2.0 Meters Approach

## 15.25 Metre Wide Single Detached Lot



"soft" landscaping exceeds 40%

Not to Scale

Illustrations of curb cuts and parking areas on municipal boulevards are conceptual. If a new zoning By-law, related to motor vehicle parking, on private property is adopted the Town will review its regulations related to curb cuts and parking areas on the municipal boulevard (public property).

**Recommendations  
of the  
Markham Extended Driveway Working Group**

1. The Working Group Members (majority support) recommend that By-Law 2006-96 as given two readings by Markham Council be modified at section 6.2.4.2 by increasing the maximum driveway width permitted under a) i) to 2.0 metres wider than the garage door opening, provided that a minimum 1.5 metre wide soft landscaping apron is provided from the street to the front of the garage.
2. The Working Group unanimously recommends that the Town implement a policy of general amnesty for all existing driveways, except for the worst offenders (to be defined in zoning terms). For example, the Working Group expressed that in no case should there be less than 25% soft landscaping in the front yard adjacent to the driveway.
3. The Working Group unanimously recommends that the Town make a concerted effort to encourage all non-complying driveways to be brought into conformity over time, starting with the "worst offenders", through communication, education and voluntary retrofit with an incentives program.
4. The Working Group unanimously recommends that the Town's current general prohibition of on-street overnight parking should be maintained.
5. The Working Group unanimously recommends that the curb cut regulations should be reviewed.
6. The Working Group unanimously recommends that additional means for regulating driveway construction/expansion should be explored by staff, such as requiring a permit or equivalent for driveway construction/expansion.
7. The Working Group unanimously recommends that no parallel parking on private property should be permitted.
8. The Working Group (majority support) recommends continuing to allow parallel parking in the public boulevard where it does not interfere with the sidewalk.



## Commentary on Recommendations

The timeframe for arriving at recommendations was extremely compressed. The volume of information the Working Group was required to digest was substantial and the pressure to meet Council's pre-determined guidelines severe. Some of the Working Group's final recommendations may have been further refined if time allowed, although the general themes would likely have remained unchanged.

The Working Group benefited greatly from the resource of Town Staff, consultants and the facilitator. We are extremely grateful for the input provided by those who participated in the public consultation process.

The following commentary is numbered in direct corresponding order to the recommendations.

1. The Working Group agreed to operate from a general (not all-encompassing) principle that homeowners should be able to park two cars in the driveway. In newer development, this is inhibited, especially where the driveway is bisected by a sidewalk. By adding the extra .5 metre (1 foot and 6 inches) the width of an average single car garage driveway becomes 4.5 metres (17 feet and 6 inches) instead of 4 metres (16 feet). This distance is comparable to two parking spaces in a commercial parking lot and should adequately allow for the parking of two midsize cars side by side with room to open doors and exit without stepping onto the grass/snow.

The Working Group had a clear consensus on the desirability of having more soft landscaping as a general theme on a go-forward basis. The suggested by-law provisions are more oriented toward meeting parking needs and restricting excessive parking for enforcement purposes rather than encouraging soft landscaping. The proposed minimum soft landscaping requirement is to address snow storage, storm water management and aesthetic considerations and is intended to run the length of the driveway with the total 1.5 metre (5 foot measurement) being either on one side or spread across both sides of the driveway apron.

The Working Group discussed but did not reach a determinative decision that the 40% *soft landscaping* provision of section 6.2.4.2 a) ii) be modified to a requirement for 40% *landscaping* with a minimum of 75% of that *landscaping* being *soft landscaping*.

2. When considering the question of a general amnesty, the Working Group was working with the assumption that only 5% of existing driveways (using recent Town survey data) would be non-compliant. There was a general recognition that the vast majority of non-complying driveways were constructed with proper motives and only a minority of the non-complying driveways would comprise the 'worst offenders' category. Following the Working Group's final meeting where we arrived at unanimous consensus on this issue, we were advised by email that the 5% non-

compliance would actually be 13% non-compliance if the 1.5 metre soft landscaping provision did not replace the side lot line setback provisions of the draft By-Law.

It was also in that final meeting that the Working Group was advised that the by-law could not be retroactive in its impact, requiring the 'worst offender' driveways to be brought into a minimum standard of compliance.

Town Staff have advised that they are capable of determining a system by which the driveways granted amnesty can be recorded and new violations identified for enforcement. The Working Group is hopeful that the by-law will allow for new violations to require restoration of soft landscaping to permitted standards.

3. Ideally, the Working Group would have liked there to be immediate action in regard to the 'worst offender' driveways and some form of requirement that non-complying driveways be brought into compliance over time. We understand that this cannot be done. The Town is encouraged to explore opportunities to secure voluntary compliance – or at least some replacement of soft landscaping within the minimum apron proposed to deal with the issues stated in the second paragraph under commentary 1 above.
4. In many neighbourhoods, not developed with on-street overnight parking in their design, the advent of on-street overnight parking may result in:
  - walking unsafe distances to get to one's residence after parking
  - corner lots with extended stretches of curb may be inundated with extra vehicles
  - emergency vehicles may encounter difficulties getting to locations
  - snow removal problems may negatively impact large numbers of residents
  - the cost of posting signage for new on-street parking requirements being borne by all ratepayers
5. Staff advised that the curb cut regulations will be reviewed. The Working Group generally felt that there should be some measure of congruence between the two by-laws.
6. No additional comments.
7. No additional comments.
8. The recommendation to allow parallel parking on the boulevard portion of a driveway was determined by the Working Group to be the lesser of two evils. Those whose driveways are bisected by a sidewalk do not have the same opportunity to park cars perpendicular to the road. Parking parallel on the boulevard was determined to be preferable to on-street overnight parking.

In addition, the Town has committed to undertaking an extensive communication program in regard to the driveway by-law between the passing of a new by-law and the end of the current calendar year. This communication program will precede more rigorous enforcement of the by-law. The Working Group suggests that the communication program should not be confined to the driveway by-law and should be continued beyond the end of the current year. Following are some suggestions for improving communication in regard to the driveway by-law, other by-laws and other matters of general interest to residents by the Town of Markham to residents:

- Notification in tax bill envelope of Markham page in Economist & Sun and [www.markham.ca](http://www.markham.ca)
- Publication of driveway by-law summary in Economist & Sun and on [www.markham.ca](http://www.markham.ca)
- Development of a householder handbook advising of primary Markham by-laws affecting private residential property (Note: extensive focus group testing to be done, including consultation with local ratepayers' associations and community service groups to ensure communication is clear – measurement should be indicated in metric and imperial scales)
  - Driveways
  - Fences
  - Landscaping
  - Exterior shed construction
  - Renovation permits
  - Etc.
- Notification of by-law summary to local ratepayers' associations for inclusion in their communication vehicles

## FINANCIAL INFORMATION

Committee Name: General Committee - Finance & Administrative

Committee Date: Tuesday, June 27, 2006

Report Name: \_\_\_\_\_

G/L Account: \_\_\_\_\_

Account Type (Op/Cap): \_\_\_\_\_

Account Description: \_\_\_\_\_

Original Budget: \_\_\_\_\_

(A)

Less Spent to Date: \_\_\_\_\_

(B)

Less O/S Commitments: \_\_\_\_\_

(C)

Current Budget Available \_\_\_\_\_

0

(D) = (A) - (B) - (C)

Funding Required excl Contingency \_\_\_\_\_

(E)

Awarded to: \_\_\_\_\_

Contingency (if applicable) \_\_\_\_\_

(F)

Budget Remaining \_\_\_\_\_

0

(G) = (D) - (E) - (F)

### SECTION A - COMPLETE THIS SECTION IF ADDITIONAL FUNDING IS REQUIRED (Balance Remaining is Negative)

1. Complete the following sentence: Additional funds are required as a result of...

\_\_\_\_\_

2. Funding Source(s):

	Amount	Account(s):	Comments:
Funding Shortfall:	0	(G)	
	0		
	0		
	0		
Total:	0		

### SECTION B - CAPITAL ACCOUNT STATUS

Status: \_\_\_\_\_

If project(s) are to remain open an explanation is required:

### SECTION C - FUTURE BUDGET IMPLICATIONS

Identify Future Financial Impact:

	Year	Amount \$	Description
Expenditures	2007	188,000	Salaries \$162,000 + Operating \$26,000
Revenues			
Capital Requirements	2007	70,000	2 Vehcles @ \$35K

### SECTION D - FINANCE DEPARTMENT COMMENTS

#### NOTES:

1. All figures exclude GST and include PST where applicable.