

# Front and Exterior Yard Parking in Residential Areas

Council

April 25<sup>th</sup>, 2006

# Wider Driveway Concerns

- Loss of landscaping & outdoor amenity space
- Storm water run off
- Unsightliness
- Derelict & commercial vehicles
- Neighbourhood appearance
- Conversions of boulevards
- Loss of snow storage areas







# Background

April 18, 2006 -	Staff presentation and report to Development Services Committee
November 22, 2005 -	Public Meeting
October 4, 2005 -	Staff presentation to Part A Development Services Committee
August 30, 2005 -	Staff presentation to Part A & report to DSC
January 25, 2005 -	Staff presentation to Part A DSC
October 19, 2004 -	Staff report to Development Services Committee
April 6, 2004 -	Staff presentation to Development Services Committee
February 23, 2004 -	Clerks report to Transportation Committee

# **Four Part Strategy:**

**To be implemented to address matter**

1. Refinements to Zoning By-law
2. Communication Plan
3. On-street overnight parking permits
4. Enforcement

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

- Allows for wider driveways
- Restrict parking to driveway
- Link driveway width to garage door opening
- Address non-typical circumstances, such as:
  - Circular driveways
  - dwellings with no garage
  - garages that face an interior side lot line



# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

- Within a front or exterior side yard motor vehicle parking will only be permitted on a driveway or a parking pad.
- The driveway shall provide direct access to a private garage from a street.

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

The maximum driveway width shall be the greater of:

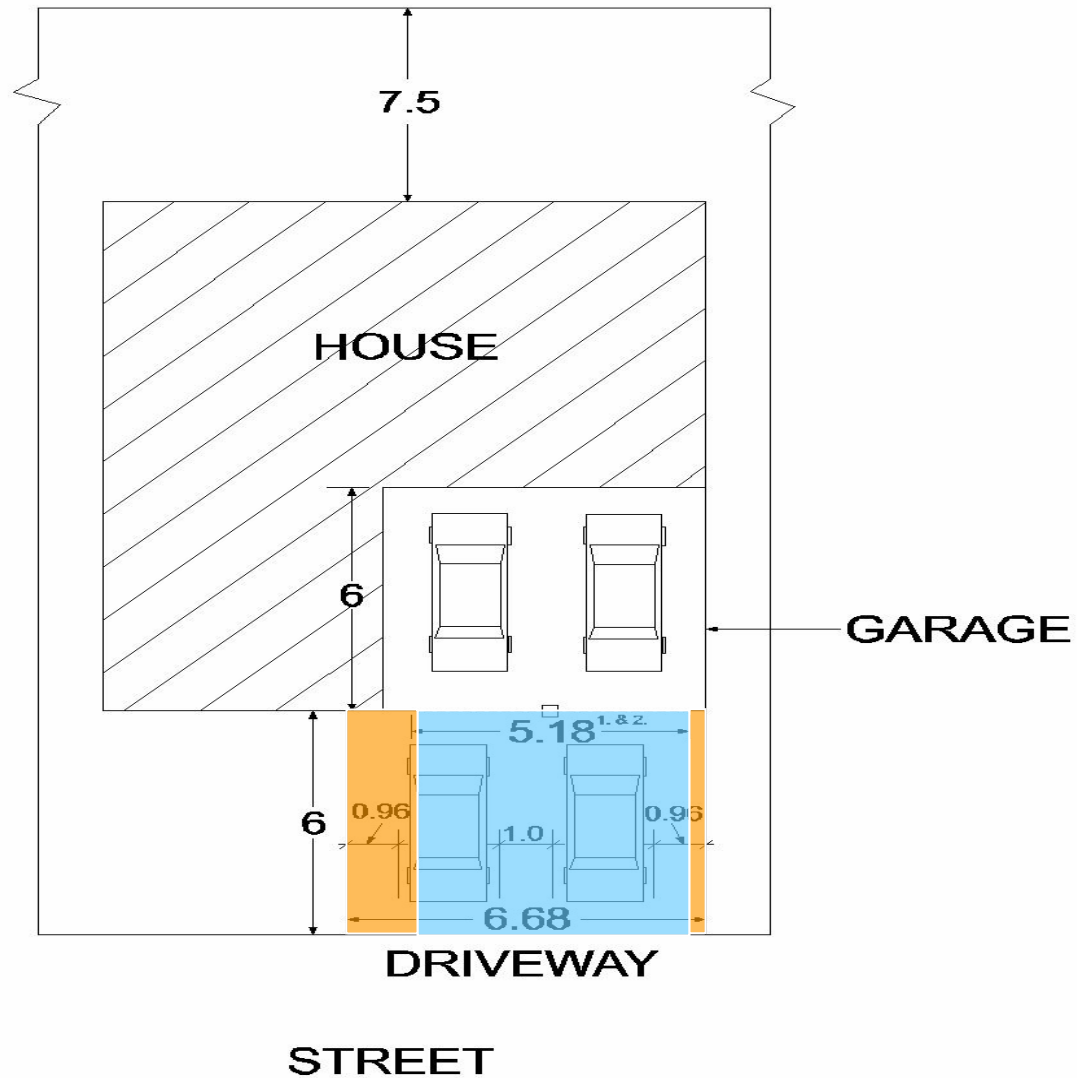
- width of garage door opening plus 1.5 metres; or
- up to 6.1 metres, provided a minimum 40% "soft" landscaping is provided in the yard that the driveway crosses.

The setback of the driveway to the side lot line will be equal to the setback of the dwelling.



# TWO SINGLE CAR GARAGE DOORS

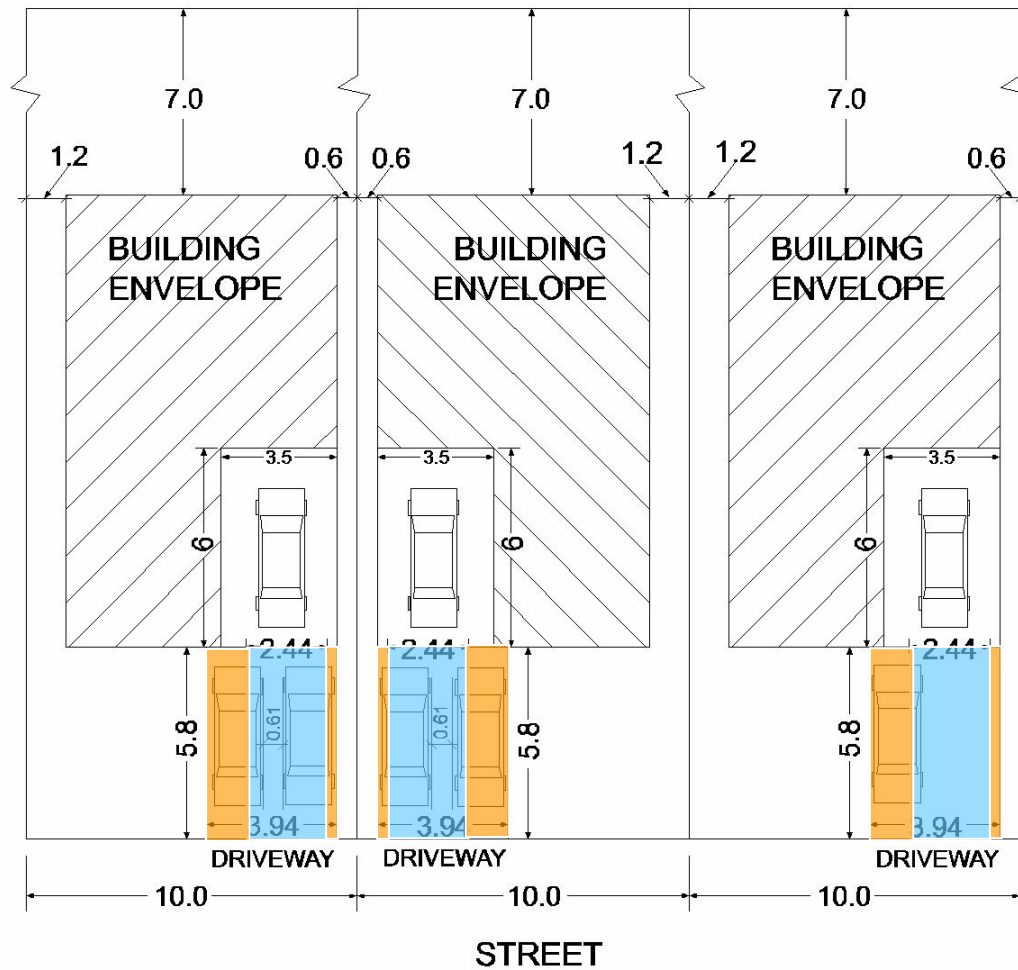
(driveway 1.5 metres wider than door openings)



All dimensions are in metres.

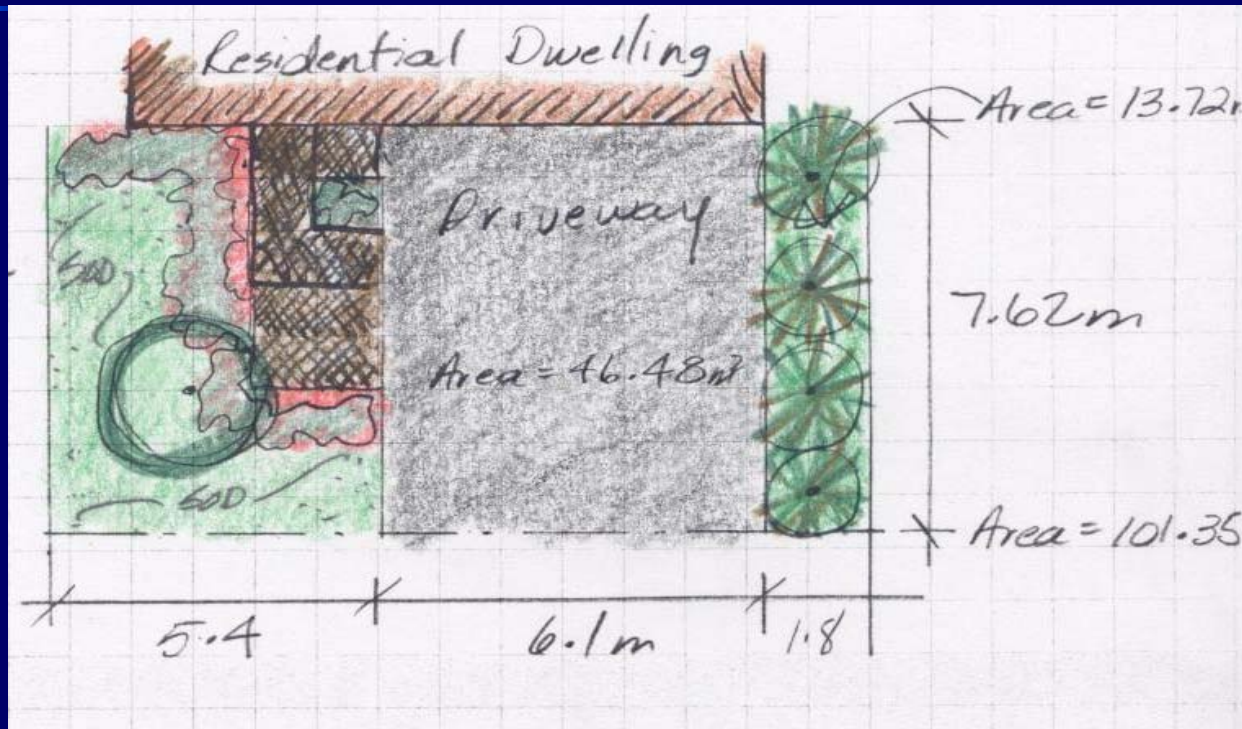
# SINGLE CAR GARAGE DOOR

(driveway 1.5 metres wider than door opening)



All dimensions are in metres.

## 13.3 m lot : Area Front Yard = 102 m<sup>2</sup>



Area of Driveway = 46 m<sup>2</sup> = 45%

Hard Landscaping = 8 m<sup>2</sup> = 8%

Front Porch = 3 m<sup>2</sup> = 3%

Soft Landscaping = 45 m<sup>2</sup> = 44%



# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### Response to public input

#### **Legal Non-Conforming:**

If the parking was legal when it was installed and does not conform to the new standard, it will retain legal non-conforming status. In these circumstances the parking can remain as constructed.

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### **Allow driveways to the interior side lot line:**

The current By-law requires a minimum 1.0 metre setback to an interior side lot line.

The proposed By-law will require cars to park the same distance from the side lot line as the setback of the dwelling.



# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

**More drivers, therefore more cars per household. Need wider driveways to accommodate vehicles and desire to avoid "car jockeying":**

Wider driveways and proposed on-street overnight permit parking may reduce situations where "car jockeying" is required.

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### **Wider driveways prevent idling of motor vehicles:**

The Town's anti-idling By-law prohibits idling longer than 3 minutes. Most people should be able to shuffle cars in less than 3 minutes. If more time is needed the cars should be shut off between moves.

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### Loss of green space from illegally widened driveways:

Proposed provisions will permit wider driveways, but maintain reasonable opportunities for green space.

Added provision to allow up to 6.1 metre wide driveways provided a minimum 40% of the yard is "soft" landscaping is provided.

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

**“Hammerheads” for safe turning on private property:**

“Hammerheads” - will be allowed on private property as long as they are not used for parking.

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### By-law Amendment Summary:

- control the width and location of driveways/parking pads;
- regulate/allow non-typical situations such as circular drives, garages that face an interior side lot line and driveways on lots without garages;

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### By-law Amendment Summary:

- add new provisions to clarify that motor vehicles can only park within a defined area (driveway) between the garage and the street line; and
- require the driveway to be setback the same distance from side lot line as required for the home.

# Committee of Adjustment

## Technical Amendments

Reduced application fees for residential application for variances to rectify existing conditions requiring minor review by staff, at the discretion of the Director of Planning and Urban Design.

\$650 per application

# Four Part Strategy:

## Part 2- Communication Plan

- To be developed with approval of by-law
- Will provide user-friendly and graphic description of by-law requirements
- Will be widely distributed and available on-line for easy reference



# Four Part Strategy:

## Part 3- Overnight Parking Permits

- Expansion of existing program
- Addresses homes where family member vehicles exceed available parking
- Full utilization of available parking on private property prerequisite
- Public input on program criteria

# Four Part Strategy:

## Part 4- Enforcement

- No enforcement action in 2006
- No driveway removal on private property
- Continued enforcement in areas of new development and municipal boulevards
- Compliance options;
  - ✓ use of 1.5 metre widening of driveway
  - ✓ overnight on-street parking
  - ✓ minor variance
  - ✓ public consultation

Comments/Questions

The End

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### Circular Driveways

On lots having a frontage greater than 19.1 metres (62 feet) a 3.7 metres wide (12 foot) second driveway will be permitted. Subject to:

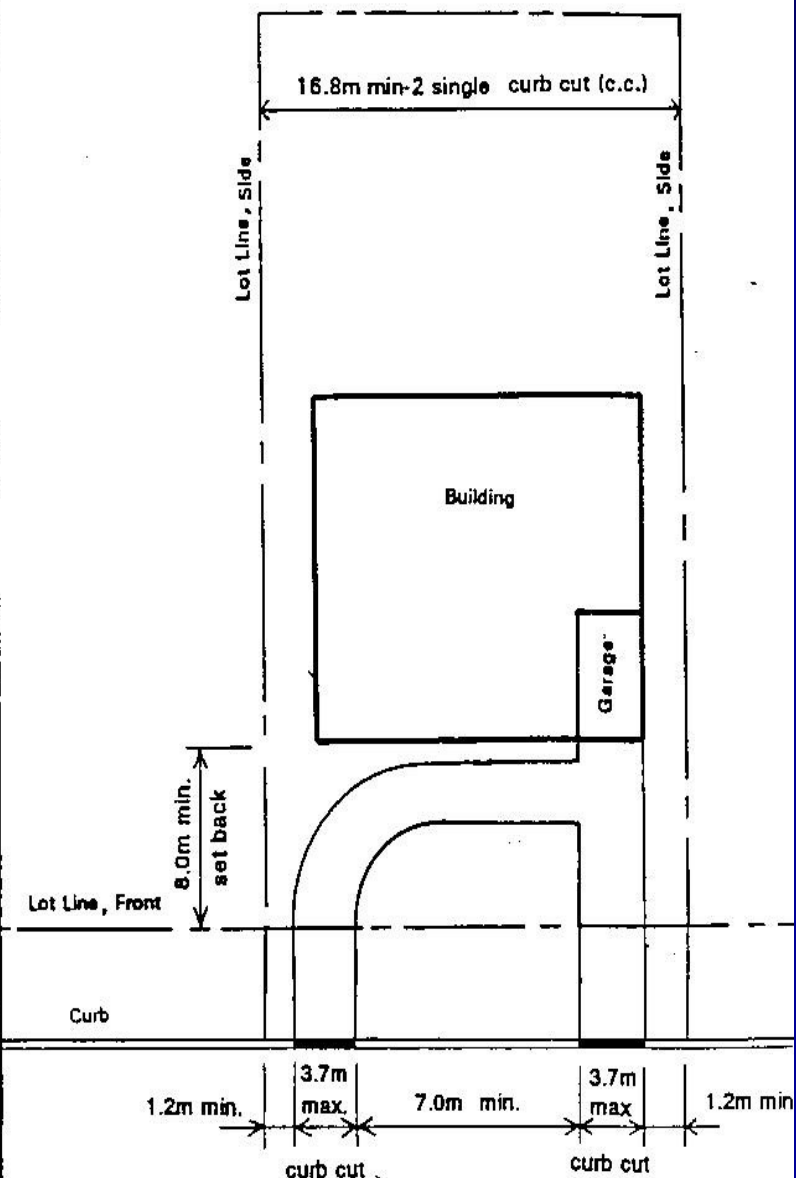
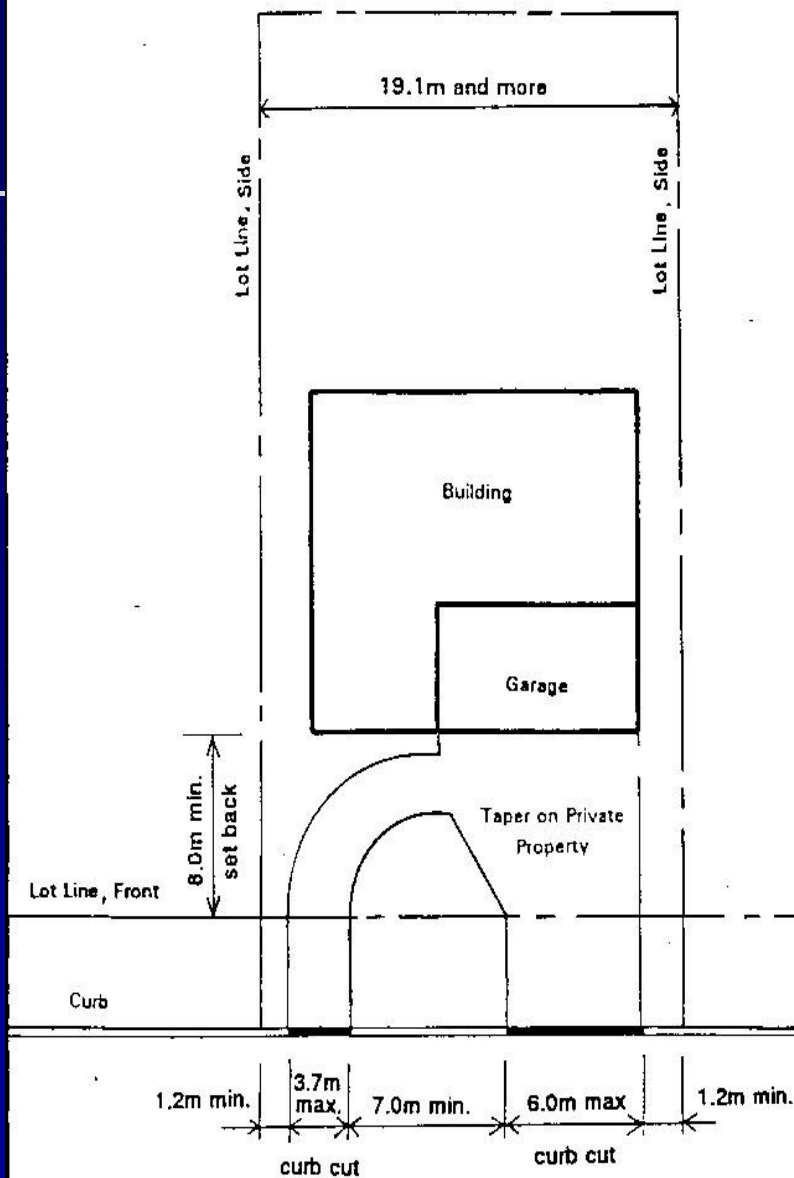
- building being setback at least 8 metres (26 feet) from the front lot line; and
- distance between the inside edges of the two legs of the circular driveway being at least 7.0 metres (22.97 feet).

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### Circular Driveways (con't)

On lots with frontages between 16.8 metres (56 feet) and 19.1 metres (62 feet) circular driveways would only be permitted if the driveways are less than 3.7 metres (12 feet) wide.



# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### Dwellings without a garage

Regulate "Parking Pads" by adding a definition, such as:

"Parking Pad" means an open area of land that is paved and/or treated with a stable surface that is used for the parking and/or storage of motor vehicles.



# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

### Parking Pads

The maximum parking pad width shall be the greater of:

- 3.7 metres (12 feet); or
- up to 6.1 metres (20 feet), provided a minimum 40 % soft landscaping is provided in the yard that the parking pad is located.

# Four Part Strategy:

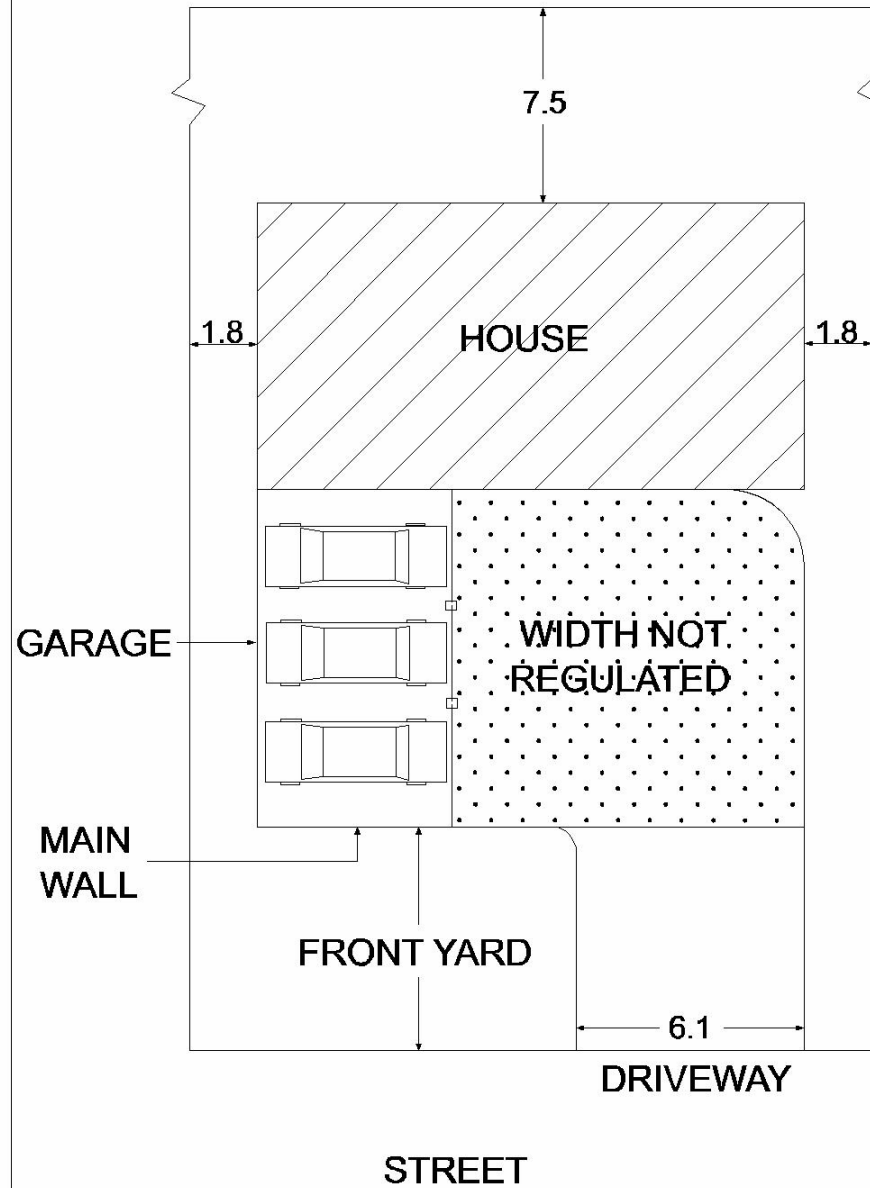
## Part 1- Refinements to Zoning By-law

### Garages that face an interior side lot line

The maximum driveway width will only apply to the section of the driveway that is located in the front yard. Any portion of the driveway located behind the main wall closest to the front lot line would be exempt from the maximum driveway width provisions.

# THREE SINGLE CAR GARAGE DOORS

(driveway 1.5 metre wider than door openings)



All dimensions are in metres.

# Four Part Strategy:

## Part 1- Refinements to Zoning By-law

- Setback of the driveway to the side lot line will be equal to the setback of the dwelling.
- No parking between an outside wall of an attached private garage and an interior side lot line.