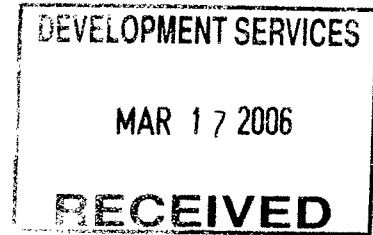


APPENDIX

B

HERITAGE MARKHAM EXTRACT



DATE: March 16, 2006

TO: R. Hutcheson, Manager of Heritage Planning;
D. Miller, Senior Project Coordinator, Special Projects

EXTRACT CONTAINING ITEM #8 OF THE THIRD HERITAGE MARKHAM
COMMITTEE MEETING HELD ON MARCH 8, 2006

8. INFORMATION

FRONT YARD PARKING IN RESIDENTIAL AREAS (16.11)

Extracts: R. Hutcheson, Manager of Heritage Planning;
D. Miller, Senior Project Coordinator, Special Projects

HERITAGE MARKHAM RECOMMENDS:

THAT Heritage Markham supports the recommendations of the report on options
for front yard parking in residential areas;

AND THAT specific policies regarding circular driveways be included in the
Town's Heritage Conservation Districts Plans.

CARRIED.

Appendix 'C' – Correspondence Received

Miller, David

From: Talbot Consultants International Inc. [toronto@talbotconsultants.com]
Sent: Monday, November 07, 2005 11:32 AM
To: 'Baird, Jim'
Cc: 'Miller, David'; Regan Hutcheson; All UVA; jjones@city.markham.on.ca; achiu@city.markham.on.ca; bodonnell@city.markham.on.ca; 'DanHorchik'; dcousens@city.markham.on.ca; EShapero@city.markham.on.ca; 'Frank Scarpitti'; gmckelvey@city.markham.on.ca; jheath@city.markham.on.ca; 'Joe Virgilio'; 'JohnWebster'; 'Khalid Usman'; 'Stan Daurio'
Subject: RE: Proposed Private Property Parking By-Law

Sounds good to me. The paving of front gardens has become a huge problem in London. Since the introduction of Ken Livingstone's Congestion Charge and the associated restriction on on-street parking a huge number of those really attractive small front gardens found in the residential areas all over London have been dug up and paved over for owner parking. The result has been a very significant deterioration in the attractiveness of the streetscapes. We certainly would not want that in the Heritage Districts (or anywhere else I expect).

All the best:

Richard

From: Baird, Jim [mailto:jbaird@markham.ca]
Sent: Monday, November 07, 2005 9:12 AM
To: 'Talbot Consultants International Inc.'
Cc: Miller, David
Subject: RE: Proposed Private Property Parking By-Law

Richard, the proposed zoning amendments would apply Town wide in all residential neighbourhoods.

The intent is to supplement existing zoning regulations, as part of a program to improve compliance and reduce the amount of front yard parking.

Jim Baird, M.B.A., M.C.I.P.
Commissioner of Development Services
Development Services Commission
Town of Markham, Anthony Roman Centre
101 Town Centre Boulevard, Markham, Ontario L3R 9W3
(905) 477-7000 ext. 4875 Fax (905) 479-7768
e mail: jbaird@markham.ca Website: www.markham.ca

-----Original Message-----

From: Talbot Consultants International Inc. [mailto:toronto@talbotconsultants.com]
Sent: November 5, 2005 11:35 AM
To: Jim Baird
Cc: Regan Hutcheson
Subject: FW: Proposed Private Property Parking By-Law

Hi Jim:

1: I assume this only applies to new applications?

2: We would not want increased front yard parking in the Heritage District.

All the best:

Richard

From: Talbot Consultants International Inc. [mailto:toronto@talbotconsultants.com]
Sent: Saturday, November 05, 2005 11:23 AM
To: All UVA (tcii@idirect.com)
Subject: FW: Proposed Private Property Parking By-Law

All UVA:

As you know parking is becoming a big issue within Markham Town Hall these days. This particular Town initiative (see copy attached) is to regulate residential private parking, driveways and on street parking.

If this impacts you please note that written submissions are due by 4:30PM Friday 18th November or you can speak at the Public Hearing in the Council Chamber on November 22 at 7PM (i.e. the day after our AGM at the Varley Art Gallery)

All the best:
Richard

<< File: Parking Mtg Nov 22 - Notice.BMP >>

From: John O-Gorman [<mailto:jcogorman@sympatico.ca>]
Sent: Thursday, November 03, 2005 10:15 AM
To: O'Gorman, John
Cc: vburke@markham.ca; jheath@markham.ca; bernadette.manning@sympatico.ca; Smith, Lorne
Subject: Private Property Parking
Make sure to check out Markham's Tuesday page, Nov. 1/05, for the description of the proposed Zoning By-law Amendment on this subject as it might affect your neighbourhood.

There will be a meeting on the subject in the Council Chamber on November 22 at 7 p.m.

John

Ms Tari,

I would like to lend my support to the move to regulate and limit front yard parking in Markham. There is no need to further pave green space in any residential neighbourhood. In particular the move to allow overnight parking on residential streets, with a yearly permit, is long overdue. The relatively wide streets of most post-war neighbourhoods have more than enough space to accommodate more parking. More on-street parking will also have the benefit of slowing down traffic as cars move through narrower spaces between parked cars.

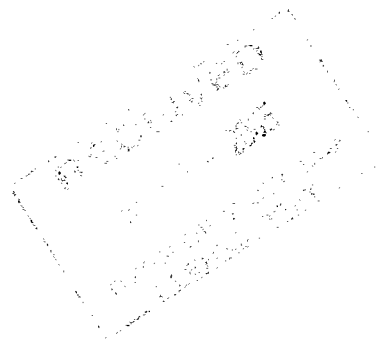
As in some Toronto neighbourhoods, to permit snow ploughing and street cleaning, there may be a need to regulate what side of the street is allowed for parking every 15 days. But the need to plough the streets should not be allowed to prevent regular on-street parking all together. Many Toronto residents deal with the inconvenience of imperfectly ploughed and cleaned streets and so can Markham residents!

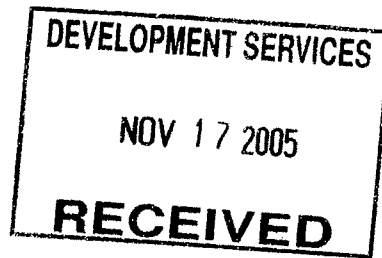
I also applaud the inclusion of an education campaign. Suburban residents have traditionally taken their rights to drive and park for free very seriously. Paid on-street parking may be a tough sell, particularly among those families with three or more vehicles. People will also resist any further regulation on what they can do with their private property. However the rights of the community and the need for improved environmental management must take priority.

Also in the interests of the environment, I wonder if anything can be done to encourage the greater use permeable driveway paving materials, such as gravel, and the type of interlock bricks that allow grass to grow through. The discouragement of asphalt driveways, and perhaps even tightly laid interlock, would be welcome. Of course this also affects regulations governing new house development.

Best regards,

Reid McAlpine
27 Victoria Ave.
Unionville





9, Aberfeldy Crescent
Thornhill.
Ontario L3T4C1

15.11.05.

George McKelvey
Chair: Development Services Committee.
Dear Sir,

This letter is in response to the notice in the liberal newspaper detailing strategy, being considered by the Town of Markham, to modify the provisions that regulate parking in residential areas.

Problems

As long-time residents of Aberfeldy (south), we, too, have become concerned about recent changes brought about by driveways extended beyond reason and good taste, by unnecessary, day-time, on-street parking, by illegal overnight on-street parking, by the parking of commercial vehicles and the dumping of derelict cars on driveways and on front lawns. These problems have been brought to your attention before, in a letter to Don Cousens, dated 17.01.05. This letter brings the parking situation on our street up-to-date.

At times there are so many cars on our street that the streetscape takes on the appearance of a parking lot as front lawns shrink and cars left parked on the street block the view of green space. Houses on the southern section¹ of the Crescent are located on narrow lots - on average around

¹ Not to be confused with Aberfeldy (north) which has more expensive homes, on larger lots with longer, wider driveways and which does not have the problems Aberfeldy (south) is experiencing.

35' so houses and driveways are close to each other, making the "parking lot" effect even more pronounced. Not only is it unsightly, detracting from the appearance of the neighbourhood but it affects property values as well as property standards.

These are not the only noticeable changes on the street. As long-term residents depart and newcomers arrive, grass goes uncut, lawn edges untrimmed, flower beds uncared for, leaves unraked and weeds abound. Junk is thrown outside and left to litter front yards as do yard waste bags.

Causes

This neighbourhood like the rest of Thornhill is designated single-family. In recent years newcomers with multi-generational families, with new basement apartments (despite the fact that new basement apartments have been illegal since 1995), with houses purchased as investment properties and rented out floor by floor and room by room, and a business where transportation to work is provided by illegally parked commercial vehicles which brings partners and employees onto the street to park all day and sometimes all night, have all contributed to parking problems on our street. Overcrowded multi-family homes lead to overcrowded driveways and streets. If the Town of Markham is serious about solving its parking problems, it should look at the causes, and enforce the bylaws that prohibit multi-family dwellings, that are already on the books, and it would find that, for single-family homes, the parking we already have is quite sufficient.

Effects

Some property tax payers are denied street-cleaning and snow plowing services because of on-street parking. In today's prices and at today's tax rates these folk

have paid the Town of Markham \$100 000 in property taxes over the last 32 years, while the people denying them these services have not paid the Town of Markham one cent. We have watched in amazement, while paramedics have had to "dance pirouettes" with ambulances, as they try to manoeuvre around vehicles parked on the street, in order to gain access to one emergency after another, at one particular address. That waste of time can make the difference between life and death and is so unnecessary when vehicles can be put back on driveways, with so little effort. One lady is ashamed to invite friends over due to negative remarks about unsightly commercial vehicles and weed-filled gardens. Many neighbours have sold up and moved out because of all the problems. Others resolve to stay for now and try to work within the system to stop and reverse the deterioration in property standards.

Action
Taken

Along with the cooperation and hardwork of the bylaw department our neighbours have been instrumental in the removal of illegal commercial signs, four derelict cars, a used car lot operation and one commercial vehicle from four front yards; three of the four cases involved vehicles parked on front lawns. As a result of these efforts the look of the street has improved considerably.

Major
Unresolved
Problem/
Commercial
Vehicles

While some problems have been resolved, other major problems persist. One of these is the parking of commercial vehicles. We do not oppose commercial vehicles per se. We have always had them in our subdivision of German Mills but, until recently, they were no larger than passenger vans, just as quiet, in good condition, with either no advertising on them or with advertising tastefully and professionally done. Their owners came and

went quietly and at reasonable times. Last winter a new homeowner parked a large double rear axle furniture removal truck, taller than the garage itself, on a single driveway, while the summer truck ended up on the front lawn and the family sedan was parked diagonally, so as to fit on the end of the driveway. The ^{winter} truck has a loud diesel engine. When it rolls onto the street at 2 or 3 in the morning, it wakes up the neighbours, who then have to listen to 10-15 minutes of men's voices shouting instructions to each other, truck and car doors slamming, engines starting up as vehicles are shuffled off and on the driveway and as partners and employees start their cars and depart. Then there's the summer truck, an old, rusted-through ramshackle cargo van, unprofessionally repainted with huge signs and telephone numbers, emitting acrid blue smoke, creaking up and down the street, loading and unloading materials into and out of the garage, dropping heavy loads with loud crashes and, like the furniture removal truck, coming and going and carrying on at all hours of the day and night, seven days a week, no respite on warm summer evenings, no respite on weekends.

We request that the Town of Markham consider the the need for and/or enforcement of bylaws controlling the operation and parking of commercial vehicles in residential areas with respect to the following:

1. Height restrictions.
2. Width restrictions, related to driveway width, so as to allow safe pedestrian access to the home.
3. Limits on the days and times of operation.
4. Advertising restrictions. If advertising signs are not

allowed on lawns, buildings and fences, it doesn't seem logical to allow them on commercial vehicles parked on driveways.

5. Noise restrictions

Public Awareness

We believe the second part of the Town's strategy to be crucial. We all need information, better, much better communication and regular reminders. In fact, if we had had the public awareness campaign for the old parking regulations, that is now being proposed for the new system, we might not have the parking problems we have today. Here is one communication strategy for your consideration. We suggest:

1. Compile a "Do Not Do" list of the top ten most frequently broken parking bylaws expressed in simple English. Alongside, there could be a "Please Do" list of approved alternative options and / or brief explanations why we all need to obey the regulations.

2. Make the lists available:

- (a) on-line
 - (b) Insert the lists in the envelopes along with either the interim or final property tax bills, as a separate sheet.
 - (c) Put the lists on the Town of Markham information pages in local newspapers.
 - (d) Post the lists on Town of Markham Bulletin Boards in libraries, community centres etc., and make extra copies available.
 - (e) To new home buyers via real estate brokers before final house purchase papers are signed.
- We would dearly like to see the new home buyers' lists

contain the information that new basement apartments in Markham are illegal, in large bold print, especially since there is a strong connection between illegal parking and accessory suites.

Actually, this communication strategy could be used for different sets of bylaws. Specific instructions on grass-cutting, weed control, raking leaves etc. could be part of a top ten list aimed at those homeowners who are not doing any yard maintenance.

Whichever public awareness campaign is adopted, we have one question - how are you going to communicate with homeowners who do not understand English? Perhaps our parking prohibitions could be expressed as small diagrams, as well as in words, each diagram depicting a broken bylaw, with a bold black X superimposed.

Opposition

To Overnight
On-Street
Parking
Town-wide.

We strongly oppose the possibility of Markham extending its on-street overnight parking program town-wide because a small percentage of unknowledgeable or irresponsible residents are breaking bylaws governing front yards. We believe it is the homeowners' responsibility to purchase housing with parking sufficient for his/her needs. Providing people with overnight on-street parking will only reward the lawbreakers, discourage people from taking mass transit and encourage even more all-day, on-street parking than we already have. Worse still, it will punish and inconvenience even more the law-abiding taxpayers who have always parked responsibly. With such a system, the street will fill up with parked cars at all times and none of the homeowners on the side of the street where parking is allowed, will ever receive the street-cleaning and snow-clearing services they pay for in their taxes. It will encourage even more accessory suites and overcrowded multi-family homes and ^{cause} more disputes between neighbours.

Our street, like many others, has no sidewalks. On-street parking will push two-way vehicular traffic and pedestrians onto one side of a much narrower street, making it much more dangerous, especially for the elderly and for children walking to and from school. Larger vehicles such as S.U.V.'s and passenger vans will block a clear view of the street, making backing out of one's driveway hazardous. Add to that mix, slippery streets made even narrower by snow banks piled high in winter and it becomes even more difficult and dangerous, for vehicular and pedestrian traffic alike. Access for and efficiency of operation of emergency vehicles, garbage trucks, snow plows, street cleaners and other service vehicles will also be greatly hindered. And more parking means more noise and more pollution.

We are aware of the parking nightmares experienced on some Toronto streets and the argument that Torontonians seem to manage all right, in spite of all the problems. However, many of those streets have no driveways and no garages. There is no alternative but to park on the street, and, anyway, if we had been willing to endure those kinds of street conditions, we would have chosen to live in Toronto. We didn't, because we didn't want to put up with street parking. We chose to live in Markham, on a street with garages and driveways for parking, and in a municipality with wide, open, safe streets.

Reduction
of Front-
Yard Green
Space and
Storm
Damage.

We have heard from the planning department that a major concern about extended driveways is that they contribute to excessive surface run-off of stormwater, although if it is a major concern, we wonder why it was omitted from the notice in the newspaper. To assume that water damage from 25-year storms, such as the one we had this past summer, can be mitigated by maintaining front yard green space so that more water soaks into the ground, ignores the fact that excessive

amounts of stormwater soaking into the ground can lead to catastrophic geological mass-wasting events such as block-slumping, which can completely destroy even large buildings never mind homes, and which can make the problem of flooded basements appear fairly minor. The point is that stormwater from a 25-Year storm is so excessive it can cause damage whichever way it drains - as surface run-off or underground seepage.

Our Solution For Reducing Storm Damage Encouraging homeowners to plant more trees and ensuring that dead and diseased trees removed from town boulevards are replaced, rather than giving homeowners the choice whether or not to have a replacement tree, will not only mitigate both surface run-off and underground seepage but will help to hold the soil and ground in place as well.

Our Solution To Front-Yard Parking Moving parked cars from front yards to on-street parking day and night does not solve the parking problem. It just moves the problem over a few feet while creating a whole host of new problems. It would not have solved even one of the problems of vehicles parked on front lawns on our street because none of them were in use and all of them were illegal anyway on the lawn or on the street, being either derelict vehicles, a used car lot operation or a commercial vehicle. If the problem of front yard parking is so unmanageable, and this is the only solution the Town of Markham can come up with, then we believe it is time to contract out all illegal parking town-wide, including that on private property, to a private company. What we should not be doing is punishing everyone for the indiscretions of a few. What we have to come to terms with is the fact that today we are dealing with people with very different values, some of whom will resist compliance until it is forced on them. Once the people causing these problems are warned and then ticketed and if that fails,

warned and then towed, frequently and repeatedly, then and only then will the problem be solved. If the Town of Markham lacks the resources to do the job properly then let a private 'for-profit' company take it on.

Markham ratepayers pay their taxes, elect their councillors and pay town staff, to work on solving their neighbourhood problems, to improve their communities and to make our streets better not worse places in which to live. Markham taxpayers deserve to be represented and served by councillors and planners who don't give up the struggle to solve difficult issues, who will work to minimize not exacerbate the negative effects of an increasingly urbanized society, who will draw the line, as we have done, at the deterioration in our streets and neighbourhoods and who will uphold what is most precious and irreplaceable to Canadians - their quality of life.

Please pass this letter on to your committee members.

Sincerely,

E. Lias.

(Eileen Lias) 905-731-4306

Other Concerned Neighbours.

Joyce Howarth, 905 556 1914

8, Aberfeldy

Harry Howarth (Harry Howarth)

8, Aberfeldy

Malini 905 889 3070

6, Aberfeldy

Malini " "

6, Aberfeldy

Derek Williams 905 889 6582

5, Aberfeldy

cc. Mayor Don Cousens

Erin Shapero Councillor Ward 2

Dave Miller (Planning Dept)

Lorne Black (Bylaws)

Paul Fink Pres German Mills RPA

Robert Miller M.P. German Mills RPA

Franka
Salinic
hedo
alinic

Tari, Alida

From: ruo jiang [goldpho@hotmail.com]
Sent: November 16, 2005 8:19 PM
To: atari@markham.ca
Subject: Submission on private property parking provisions in front and side yards

Clerk's Department:

Submission on Private Property Parking Provisions in Front and Side Yards In Residential Areas

York Region including Markham is a suburban area, public transit is getting better but it is still inadequate and most residents have to rely on their own cars. And that create great demand for parking spaces. There are also other reasons for the widening of driveway like children becoming adults who need a car or a second family lives in the house who also needs a car.

Some of the reasons for the amendment are rather vague like unsightliness. The unsightliness may not be caused by the widening of the driveway but from things store or park on the driveway. I heard that the initial reason for the amendment is due to the illegal rooming house or illegal second suites. If this is the reason, then we should target them directly and should not put the blame on the innocent ones. There should be a more in-depth study before the proposal of amendment.

Majority of the houses in my area have certain degree of modifications on the driveways. The amendment is not fair to existing residents who already have a widened driveway as it does not have a "grandfathering" clause. It should be grandfathered to existing ones. I hope a "grandfathering" clause can be built into the amendment.

The expansion of the overnight parking will create other problems: in summer that may increase loitering or noise problem, in winter snow plowing is an issue, the street may become unsafe and hazardous to both drivers and pedestrians.

For residents who have their widen driveways for 20 years, the amendment will bring changes to their front yards they do not want. If that happens, Markham will no longer be a better and friendly place to live. If the amendment is inevitable, there should be a "grandfathering" clause for the existing ones. In this aspect, it makes Markham residents feel that the Council is still listening to different opinions and not a dictatorship Council.

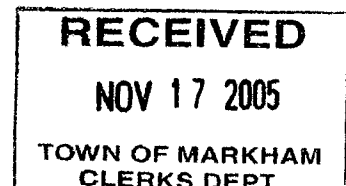
Thanks.

Thomas Lo

MSN® Calendar keeps you organized and takes the effort out of scheduling get-togethers.

<http://join.msn.com/?pgmarket=en-ca&page=byoa/prem&xAPID=1994&DI=1034>
&SU=http://hotmail.com/enca&HL=Market_MSNIS_Taglines

Start enjoying all the benefits of MSN® Premium right now and get the first two months FREE*.



Tari, Alida

From: Bavington, Kitty
Sent: November 16, 2004 8:42 AM
To: Tari, Alida
Subject: FW: Front Yard Parking

Hi Alida - here is some correspondence for the Public Meeting. I'm not sure if it has been scheduled yet, but just hang onto it.

-----Original Message-----

From: Miller, Patricia
Sent: November 16, 2004 8:05 AM
To: Bavington, Kitty
Subject: FW: Front Yard Parking

I guess this should be included for the Public Meeting.

-----Original Message-----

From: Birrell, Sheila
Sent: November 15, 2004 5:09 PM
To: Miller, Patricia
Subject: FW: Front Yard Parking

When the report goes forward, please ensure this is on the agenda as a communication.

-----Original Message-----

From: Horchik, Dan
Sent: Monday, November 15, 2004 2:33 PM
To: Birrell, Sheila
Cc: 'Barb Smith'
Subject: FW: Front Yard Parking

Sheila,

The following email from Ms. Smith is about the front yard parking by-law that the Town has been considering. Please ensure that Ms. Smith's email is included as part of the public record to be received by Committee and Council when the by-law is considered. Thank you.

Dan Horchik

-----Original Message-----

From: Barb Smith [mailto:barbsmith15@hotmail.com]
Sent: November 2, 2004 2:05 PM
To: dhorchik@markham.ca
Subject: Front Yard Parking

Dear Councillor Horchik:

I heard that the Town of Markham is going to come up with by-laws that prohibiting the widening of driveways for front yard parking in residential areas.

I have been living in the same house in Markham for about 12 years and I made no changes to my driveway but my previous owners did. I conducted a very brief survey in my neighbourhood and found about 80% of the houses have various degree of modifications in their driveway.

Though there are some improvements in public transit over the past few years, we the residents in Markham are still relying heavily on our own vehicles for transportation. The high maintenance in lawn care will also lead to

higher water consumption which is contradict to the water conservation principle. The increase in over night parking on street will also create disastrous consequences especially during the winter snow plowing season. Markham is moving towards a higher density future and not a rural town anymore, the creation of such by-laws are pulling our steps backward.

I read through the report on this issue which was presented to the Council on Oct 19, 2004. It only touches a few considerations with a simple one sentence explanations or even no explanation. The report is poorly written . It is so biased and unprofessional that lacks in-depth research. It looks like a high school project and should never be a report come from a Director or even a Commissioner. It gives me a feeling that driveway hockey or basketball will one day be banned in Markham.

I hope you can make a genuine decision and be a gate-keeper for this ill written report. Otherwise, it would become a make-work job for some Town of Markham staff. Please be remembered that there are more pressing issues in Markham like transportation, garbage reduction, etc.

Thanks for your attention.

Respectfully Yours,

Barb Smith

Scan and help eliminate destructive viruses from your inbound and outbound e-mail and attachments.

<http://join.msn.com/?pgmarket=en-ca&page=byoa/prem&xAPID=1994&DI=1034>
&SU=http://hotmail.com/enca&HL=Market_MSNIS_Taglines

Start enjoying all the benefits of MSN® Premium right now and get the first two months FREE*.

Tari, Alida

From: shi xh [xhshi_99@yahoo.com]
Sent: November 17, 2005 10:03 AM
To: atari@markham.ca
Subject: About "Private Property Parking Provisions in Front and Side Yards in Residential Areas"

Xinghua Shi
119 WARREN BRADLEY STREET.
Markham, ON, L6C 2X5

Dear Sir or Madam:

I don't understand why Markham town wants to limit the parking area in private property.

If you want to help neighborhoods have a good environment, you can regulate the grass area percentage on whole exterior area. Generally, people wide the driveway to have more parking area, but some people just remove all grass around house for easier to keep it clean (front and back yard). I don't think it will affect other people if people parking in their private area, however, if they remove all grass around their houses, this will make our town environment and view worse.

From my point of view, I think town should regulate the grass area not the parking area for our town.

hope my opinion can be presented in public meeting.

Sincerely yours,

Jack Shi.

[Yahoo! FareChase - Search multiple travel sites in one click.](#)

9, Aberfeldy Crescent,
Thornhill, Ontario
L3T 4C1

November 23rd 2005,

George McKelvey

Chair: Development Services Committee

Dear Sir,

Having had time to read and digest the report to committee and the comments at the public meeting November 22nd, I would like to bring the following points to your attention.

The report to committee links the width of the driveway to three different measures, the width of the garage door, the width of the garage door opening and the width of the garage. There's a need for clarity and consistency here. Which one are we dealing with? I think it's the width of the garage door, but I'm not sure. In any case wording needs to be done more carefully and edited, especially going forward to the wording in the By-law.

For the purpose of this letter I have selected the width of the garage as my standard as it comes closer to the driveway width than the other two measures.

Having measured and analysed Figures 1 to 12 in your report, I have come to the conclusion that linking driveway widths to garage door widths is unfair and discriminatory. First of all, garage door widths vary in size within each category, single, double or triple, so within each category, some homeowners will be allowed more driveway width than others. Secondly when I measured the width of the garages and compared them to the lot width measurements, I found that for the homes with double and triple garages, ^{Figures 6 to 12} the percentage of lot width taken up by ^{original} driveway width (with no extensions) varied between 45 and 49% (with one exception at 43%)

2

for while single garage homes, Figures 1 to 5, the same calculations work out to between 32 and 39%. It seems unfair and discriminatory to allow some families driveway parking across 49% of their lot width while others are allowed only 32%. Since all calculations of original driveway widths, before extensions, from Figures 1 to 12, came in under 50% - that number could be a useful one. Only two of the driveway extensions exceeded 50% - Figures 7 and 8 at 52% and 57.5% respectively.

I suggest that 50%¹ or some number close to it be the standard for all homes with exceptions for unusual cases. Moving to a percentage calculation of driveway width compared to lot width is not only fair and non-discriminatory but it is reasonable and simple and easy for everyone to understand.

This system is mentioned in the report as a common method of regulating driveway widths (page 3, second paragraph from the bottom), but is dismissed because of minimum and maximum driveway width problems, when both problems could be easily accommodated as exceptions as they already have in many other municipalities since it is such a common method. The minimum width allowable could be the width of the garage, anything less would be ridiculous, and the maximum driveway width allowable could be related to the size of the house, the number of bedrooms or some other relevant measure.

I believe this system could be used to grandfather existing driveways and going forward. Alternately two different systems might be used. It would avoid catching so many homeowners in violation of the by-law and avoid the patchwork-quilt effect of driveways torn up into sections of asphalt, interlocking brick and patches of restored grass on boulevards which, in my opinion, would not only look ridiculous but which would be even more unsightly than what we already have. The 50% system would catch those extensions which are excessive, beyond reason and good taste, which is the whole point of the exercise, without

¹ See schematic diagram p 4.

3

trapping people with small or modest driveway extensions.

If the Town of Markham goes forward with a heavy hand, nit-picking every last little detail of the parking by-law in the enforcement phase, after decades of neglecting to inform, warn or take action against unlawful driveway changes, it may well have a ratepayers' revolt on its hands. Some people, who have already spent tens of thousands of dollars on landscaping and fancy driveways, and who face even more expense returning their front yards to a far less attractive condition in order to comply with bylaws which haven't been enforced for over 32 years, are already talking class action lawsuits.

This whole issue begs for understanding and empathy. Most people know very little if anything about local bylaws. Lack of action by the Town, for decades, has actually condoned and encouraged the changes homeowners have made unwittingly. How are people supposed to learn about bylaws which in their experience and on their street have never been enforced? And people are feeling very bitter, feeling that they are being punished because of the extreme actions of a few.

I do hope you find my 50% suggestion helpful. Please pass this letter to the rest of your committee and to Dave Miller.

Sincerely

E. Liasì.

(Eileen Liasì)

905-731-4306

cc. Paul Fink President German Mills R.P.A.

Peter Oliver V.P. German Mills R.P.A.

41

← Increasingly undesirable
due to decrease in parking

| | |
|---------------|--------|
| A | B |
| Drive- way | Garden |

40% 60%

A Insufficient
and difficult
Parking for
the modern
family

B Ample Green
Space

Aesthetically
Good.

← Allowable Proportions of
Driveway vs. Green Space

THE BALANCED
50% SOLUTION

50% 50%

Maximum Minimum

Allowable
Parking 1 Green
1 Allowable
Space

| | |
|---------------|--------|
| A | B |
| Drive- way | Garden |

50% 50%

A Sufficient
Parking due
to driveway
expansions
in some cases

B Sufficient
Green Space

Aesthetically
O.K.

← Increasingly undesirable due to
decrease in green space

| | |
|---------------|--------|
| A | B |
| Drive- way | Garden |

60% 40%

A Over-extended driveway. Ample
Parking but out of proportion
in relation to lot width

B Insufficient
Green Space

Aesthetically
Poor.

Proportions of Driveway vs
Green Space Not Allowed →

Miller, David

From: Harryhowarth@aol.com
Sent: Thursday, November 24, 2005 11:17 AM
To: dmiller@markham.ca
Subject: drivewaays and lack of grass

Pleased to have met you on Tuesday. I walked across tons of paving to get to my car parked in the crippled parking spaces and thought it rather ironic you are worried about lawns being decreased by double driveways when there is so much room for improvement on the Town of Markham's premises. Get the grass seed out for next Spring. Joyce Howarth