

Consolidated Clause from Report No. 1 of the Toronto South Community Council, as adopted by the Council of the City of Toronto at its meeting held on March 1, 2 and 3, 2004.

16a**Driveway Widening -
250 Poplar Plains Road (St. Paul's, Ward 22)**

(City Council on March 1, 2 and 3, 2004, adopted this Clause, without amendment.)

(City Council on January 27, 28 and 29, 2004, deferred consideration of this Clause to the next regular meeting of City Council scheduled to be held on March 1, 2004.)

The Toronto South Community Council recommends that City Council approve the application for driveway widening for two parking spaces at 250 Poplar Plains Road, as shown on Appendix 'A' of the report (December 1, 2003) from the Manager, Right of Way Management, Transportation Services, South District, subject to:

- (a) the size of the parking area not exceeding 2.05 m by 5.5 m in dimension;**
- (b) a tree being planted and maintained in the green space of the property, the species of tree to be determined by the Commissioner of Economic Development, Culture and Tourism; and**
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.**

The Toronto South Community Council submits the report (December 1, 2003) from the Manager, Right of Way Management, Transportation Services, South District:

Purpose:

To report on a request for an exemption from Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code, to permit driveway widening for a second parking space at 250 Poplar Plains Road, which does not meet the requirements of the Code. As this is an appeal and a request for an exemption from the by-law, it is scheduled as a deputation item.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendation:

It is recommended that City Council deny the application to permit driveway widening for a second parking space at 250 Poplar Plains Road.

Background:

The property owner of 250 Poplar Plains Road has requested an exemption from the requirements of the former City of Toronto Municipal Code to permit driveway widening for a second parking space at 250 Poplar Plains Road.

Comments:

The property owner of 250 Poplar Plains Road submitted an application for driveway widening for two vehicles at this location. The property was approved for one parking space subject to the applicant installing barriers to prevent excessive parking or subject to the excess paving being removed. The applicant was advised that the property was not eligible for the second parking space since the current regulations for driveway widening do not permit the licensing for more than one parking space. The applicant subsequently submitted an appeal requesting further consideration to permit a second parking space.

Driveway widening is governed by the criteria set out in the former City of Toronto Municipal Code Chapter 248, Parking Licences. The current criteria of the Code:

- (a) limits the number of licensed parking spaces that can be licensed in the front yard to one; and
- (b) requires that only the area required to facilitate a parking area be paved;

The property does not meet the criteria of the current regulations for the following reasons:

- (a) the proposal is for more than one vehicle; and
- (b) the area paved exceeds the area required to facilitate a parking area.

The lot dimensions for this property are 7.79 m by 25.57 m. While the property is not eligible for driveway widening for two parking spaces because it does not meet the requirements of the Code, the property could meet the other physical requirements of the Municipal Code, (i.e., landscape and setback requirements). The proposal for driveway widening for two parking spaces is shown on Appendix 'A', the property data map is shown on Appendix 'B'.

This property is not located within a permit parking area.

In addition, on this portion of Poplar Plains Road, between Lynwood Avenue and Balmoral Avenue, there is one property licensed for front yard parking.

A review of this application has determined that it would not be feasible to plant a tree in the front yard at this location. For your Committee's information, there is a tree in the front yard of the property to the north of this location.

Should City Council approve the application for driveway widening for two parking spaces at 250 Poplar Plains Road, as shown on Appendix 'A' approval should be subject to:

- (a) the size of the parking area not exceeding 2.05 m by 5.5 m in dimension; and
- (b) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

Conclusions:

The proposal for driveway widening for two parking spaces at this location does not comply with the requirements of the Municipal Code as the Code limits the licensing to one parking space and the existing paving exceeds the maximum permitted by the Code.

Staff cannot issue a driveway widening permit for two parking spaces, as the proposal does not meet the requirements of the Municipal Code.

On hearing the depositions, the Toronto South Community Council must decide whether or not to recommend that City Council grant the appeal.

Contact:

Ms. Marilyn Sarrazin, Permits and Licensing Clerk, Off Street Parking
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(Copies of attachments, referred to in the foregoing report, were distributed to all Members of Council with the January 5, 2004 agenda of the Toronto South Community Council, and a copy is also on file in the office of the City Clerk.)

Deanne King Rubinoff appeared before the Toronto South Community Council.

(City Council at its meeting on March 1, 2 and 3, 2004, had before it, during consideration of the foregoing Clause, the following report (January 30, 2004) from the Director of Transportation Services, West District, Works and Emergency Services:

Purpose:

To summarise existing legislation regulating vehicle parking in the boulevard areas of public road allowance and in the front yards of residential properties.

Financial Implications and Impact Statement:

There are no financial implications associated with this report.

Recommendation:

It is recommended that this report be received for information.

Background:

At its meeting of January 6, 2004, Toronto West Community Council requested a report from the Director, Transportation Services, West District, describing the existing regulations/policies relating to the use of boulevard areas of public rights-of-way, and the front yard of residential properties, for vehicle parking purposes.

Comments:

Legislation previously enacted by the former municipalities that currently comprise Toronto West (the former Municipality of Metropolitan Toronto, the former City of Etobicoke, and parts of the former cities of North York, Toronto and York) continues to regulate the use of public road allowance unless expressly amended or repealed.

While their exact wording varies, each of the former municipalities generally prohibits vehicle parking on the boulevard portion of municipal road allowance unless authorisation to park in the boulevard is obtained from the municipality.

The principle behind this prohibition is that the boulevard area of a public street, typically defined as the untravelled portion of the road allowance, is an important resource that serves a number of purposes. It acts as a safety separation between vehicle and pedestrian traffic while at the same time maintaining an area that allows for the recovery of errant vehicles, provides snow storage, streetscaping, and accommodates sidewalks, above- and below-grade utilities, traffic signs and other traffic control devices. It reduces collision potential by providing an area between the roadway and adjacent properties that can be kept free of visual obstructions that can restrict a driver's sight lines when entering or exiting abutting properties and intersections.

Where boulevard parking is permitted, it is segregated into two distinct categories: residential and commercial. Both are linked to specific policies/bylaws and zoning ordinances. For the purposes of this report, residential front yard parking is defined as vehicle parking that occurs in the front yard of a property, and is accommodated completely on-site. Boulevard parking, whether commercial or residential, refers to vehicle parking that encroaches into the untravelled (boulevard) portion of public road allowance.

The following sections provide a brief description of existing legislation regulating residential front yard and commercial/residential boulevard parking in each of the former municipalities of Etobicoke, North York, Toronto and York relative to the Wards that currently comprise Toronto

West Community Council. Attachment No.1 provides additional information on existing residential front yard and boulevard parking legislation.

It should be noted that while the former Municipality of Metropolitan Toronto did not enact specific legislation prohibiting boulevard parking on Metropolitan roads, there were sections of the former Metropolitan Toronto uniform traffic bylaw that were interpreted as a prohibition. In those cases where Metropolitan Toronto authorised boulevard areas of Metro roads for parking purposes it was either in the form of a lease, or delegated to one of the constituent municipalities.

City of Etobicoke

The traffic bylaws contained in the Etobicoke Municipal Code prohibit parking in the boulevard area of public rights-of-way unless the vehicle is parked on a driveway leading to an attached garage, carport, rear yard parking area or front/side yard parking area authorised by the municipality.

The Etobicoke Zoning Code requires at least one parking space per residential dwelling unit provided by an attached/detached garage, carport or rear yard parking area accessible by a minimum 2.4m wide driveway. The residential setback requirements for most low density zoning categories specified in the Etobicoke Zoning Code, typically 6.0m or more from the right-of-way limit, effectively ensures an on-site parking supply of at least two vehicles that do not encroach into the municipal right-of-way or block adjacent sidewalks.

The Etobicoke Zoning Code effectively prohibits front yard parking, since a driveway to the public street must lead to either an attached/detached garage, carport or rear yard parking area. In addition, these regulations limit the amount of paved driveway area in the front yard of single family homes to a maximum of 40 per cent. In no case shall the driveway exceed a width of 6.0m at the property limit.

Property owners who want to park in their front yard; i.e., provide a driveway that does not lead to an attached/detached garage, carport or rear yard parking area, must apply to the Committee of Adjustment for a minor variance to the Zoning Code.

The Etobicoke Zoning Code 'grandfathers' residential properties constructed before a certain date, usually the 1940s, 1950s or 1960s depending on whether the property is located in the former Township of Etobicoke, Village of Long Branch, Town of New Toronto or the Town of Mimico. This 'grandfathering' provision allows properties that were not originally constructed with an attached/detached garage, carport or 2.4m wide side driveway to park one vehicle in their front yard, perpendicular to the street line, accessed by a driveway that does not exceed 3.0m in width. The total area occupied by the front yard parking stall is limited to 18m².

An additional statute in the Etobicoke Municipal Code allows a property constructed before the dates specified in the Etobicoke Zoning Code and originally built without an attached/detached garage or carport, to park a vehicle in the front yard and encroach in the boulevard area of the adjoining road allowance. The vehicle must be parked perpendicular to the travelled portion of the street, and cannot block the sidewalk. While the Code specifies that eligible applicants enter

into an agreement with the municipality, there appears to be very few residential properties in Etobicoke where such an exemption is actually required.

There is no specific policy or bylaw dealing with boulevard parking adjacent commercial/industrial properties. Each proposal for commercial boulevard parking requires individual authorisation from Community Council. Applicants are required to enter into agreements with the municipality, and construct the boulevard stalls to the satisfaction of the Transportation Services Division.

City of North York

Vehicle parking within the boulevard areas of public rights-of-way is prohibited. This prohibition does not apply to vehicles parking on driveways.

The North York Zoning bylaw requires single-family dwellings to provide at least two parking stalls on-site. Access to these parking stalls, which can be provided in tandem and in a garage or carport, must be taken from a driveway with a minimum width of 3.0m and a maximum width of 6.0m.

The North York Zoning Bylaw limits the amount of total front yard area dedicated to driveways, parking stalls, patios, unenclosed porches, walkways and other hard surfaces to 60 per cent of the front yard area for properties with less than 15m of lot frontage, and 50 per cent for properties with more than 15m of frontage. The North York Zoning Code further specifies that ornamental and rockery stone can be used in the remaining front yard area, provided that it is “. . . not used or capable of being used for driveway, patio, unenclosed porch or walkway purposes.”

In August 2000, North York Community Council adopted a driveway entrance policy further regulating public road access for single family and duplex dwellings. Depending on the lot frontage, residential properties are limited in the number and width of entrance driveways as described below.

- Properties with less than 15.2m of frontage are restricted to a single entrance driveway 3.0m wide or the width of the attached garage or carport. In no case shall the width of the driveway exceed 6.0m.*
- Properties with frontages between 15.2m and 18.3m are limited to one entrance driveway with a minimum width of 3.0m and a maximum width of 6.0m.*
- Properties with frontages between 18.3m and 20.7m are allowed a maximum of two entrance driveways with a minimum width of 3.0m and a maximum width of 6.0m. The combined width of two driveway entrances is limited to a maximum of 7.2m, and the property must provide a minimum separation of 5.5m between each driveway.*
- Properties with frontages between 20.7m and corner lots are allowed a maximum of two entrance driveways with a minimum width of 3.0m and a maximum width of 6.0m. The*

combined width of two driveway entrances is limited to a maximum of 9.0m, and the property must provide a minimum separation of 5.5m between each driveway.

- *Semi-detached dwelling units are limited to one entrance driveway access per dwelling unit. The driveway must provide either a minimum width of 3.0m or the width of the attached garage or carport, and in no case shall the driveway exceed a width of 5.0m.*

The policy states that regardless of the driveway width, all single-family, duplex and semi-detached dwellings must comply with the 'hard surface' limitations required by the North York Zoning Bylaw.

Exemptions to the entrance driveway and landscaping provisions of the North York Zoning Code are dealt with by both the Committee of Adjustment, through applications for minor variance to the Zoning Bylaw, and by Community Council, which must also authorise a specific exemption to North York Community Council's driveway policy.

The Commissioner of Works and Emergency Services has delegated authority to license boulevard parking stalls for commercial and industrial properties, subject to conditions such as constructing the stalls to the satisfaction of the Commissioner and indemnifying the municipality against loss or claim.

City of Toronto

The Toronto Municipal Code prohibits vehicle parking in the boulevard area of municipal road allowance unless authorised by the municipality.

The Toronto Zoning Bylaw requires that residential buildings (with the exception of residential apartment buildings) provide parking on-site for at least one vehicle per dwelling unit, accessed by a 2.6m wide driveway.

The Code further specifies that residential properties with lot frontages less than 9.15m must provide at least 30 per cent of the front yard area as "soft landscaping." Residential properties with frontages greater than 9.15m must provide at least 40 per cent of the front yard area as "soft landscaping."

Existing residential parking regulations described in the Toronto Zoning Bylaw are relatively recent, and there are a great many residential properties in the former City of Toronto that were originally constructed when household automobile ownership levels were much lower than they are today. As a result, existing building setbacks often cannot accommodate a passenger automobile entirely in the front yard of the property. Residents often have no option but to park on-street, or introduce parking in their front yards encroaching into the boulevard areas of the adjoining road allowance.

This is especially significant when we consider that 2001 survey data shows that household automobile ownership, even in areas with access to high order rapid transit, is higher than most people perceive. In Ward 14 (Parkdale-High Park) for example, there is an average of 0.7 vehicles per household. In Ward 13 (Parkdale-High Park), household automobile ownership

increases to 1.1 vehicles per household. In comparison, household automobile ownership in adjoining Ward 5 (Etobicoke-Lakeshore) and Ward 6 (Etobicoke-Lakeshore) is 1.2 vehicles per household.

To deal with these situations, the Toronto Municipal Code has approximately forty pages of detailed regulations covering a number of distinct categories of residential front yard and boulevard parking.

Residential front yard and commercial boulevard parking in the former City of Toronto has been extensively reviewed by both the Works and Emergency Services and Urban Development Services Departments. In October 1998, Toronto City Council adopted the boulevard parking regulations in the former City of Toronto that are currently in force. Over the years, these regulations were customised to reflect the needs of the community as well as a property's location relative to on-street parking, private/public laneway access, neighbourhood survey procedures, etc.

These regulations also include separate criteria for front yard and boulevard parking stalls that are required by persons with physical disabilities.

At present, there are five different sets of regulations contained in the Toronto Municipal Code that govern front yard boulevard parking in the former City of Toronto. In Wards 20, 27, 28 and 30, for example, front yard parking is completely prohibited, while in other neighbouring Wards with similar physical characteristics, front yard and boulevard parking is allowed subject to Municipal Code requirements, for example:

- Applications must be submitted by the property owner; tenants are not eligible.*
- The property must have no on-site parking.*
- Front yard and boulevard parking is only permitted for one vehicle, and the dimensions of the front yard stall are restricted to 2.6m wide by 5.9m in length.*
- Driveway and parking areas are required to be surfaced with semi-permeable materials such as ecostone pavers or interlocking stone that reduce surface runoff to the municipal sewer system. Tree protection measures are also required.*

Unlike the other former municipalities, residential front yard parking applications are subject to a municipal poll (survey) of residents within 100m of the subject property to determine if the surrounding neighbourhood supports the proposal. Staff mails survey questionnaires to all tenants, residents and property owners listed in the City's current assessment roll. The Toronto Municipal Code specifies that for the purposes of determining the survey's results, the "majority" is considered to be the majority of survey responses that have been received and counted.

The Toronto Municipal Code does not require a minimum polling response rate; consequently, it can be persuasively argued that given the low response rates typically associated with these

neighbourhood front yard parking polls, the results are often of questionable value as an accurate barometer of public opinion.

Driveway widening is another variation of front yard boulevard parking. Unlike typical front yard boulevard parking applications where no driveway exists, the property already provides driveway access less than 2.6m wide, and the applicant proposes to increase the driveway width to provide a parking stall in the front yard. This policy applies only to properties that do not already have parking that can be accessed from a rear yard laneway, and where the driveway widening will not eliminate an existing on-street parking permit stall. Driveway widening applications do not require a neighbourhood poll.

The Toronto Municipal Code allows residential boulevard parking in the side yard of corner lots. Similar to the front yard parking criteria, the property owner must submit an application, and the property must not currently have access to the rear of the property by a laneway, driveway or flanking street. The parking stall must be constructed on the property behind the main front wall of the building, and must be situated on the longer lot line. Neighbourhood polls are conducted for these applications.

The applicant can appeal to Community Council in the event that the proposed front yard or side yard boulevard parking area does not comply with Toronto Municipal Code requirements, or the neighbourhood poll suggests that there appears to be little support for the application.

Similar to North York and York, the Commissioner of Works and Emergency Services has delegated authority to license boulevard parking stalls for commercial and industrial properties, subject to conditions such as constructing the stalls to the satisfaction of the Commissioner and indemnifying the municipality against loss or claim. There is no requirement to conduct a neighbourhood poll for these applications unless the proposed parking flanks a residential street.

City of York

The York Municipal Code prohibits parking on municipal boulevards unless authorised by the municipality.

With the exception of apartments and apartment hotels, the York Zoning Bylaw requires a minimum of one parking stall per residential dwelling unit accessed by a minimum 2.4m wide driveway. Driveways of up to 4.0m are allowed, but the driveway must lead to a garage or parking stall in the side or rear yard.

Depending on the residential zoning designation, residential properties must maintain between 10 per cent and 35 per cent of their front yard area as “. . . green landscaped open space” that cannot be used for parking motor vehicles.

The York Zoning Bylaw does not permit front yard parking for residential properties constructed after 1 January 1977, or for residential properties providing, or that can be made to provide,

one parking stall for each dwelling unit in a garage, side yard or rear yard accessible by a minimum 2.4m wide driveway.

Where front yard parking is allowed; i.e., residential properties that cannot supply any parking on-site and that were built before 1977, the York Zoning Bylaw limits front yard parking to one stall. Two front yard stalls are allowed for detached, duplex and semi-detached homes containing an apartment in-house, and with a lot frontage greater than 4.9m. This 'grandfathering' provision recognises that there are a number of residential areas in the former City of York that originally developed before the influence of widespread automobile ownership; however, this situation has changed. Survey data collected in 2001 shows that virtually every household in Ward 11 (York South-Weston) and Ward 12 (York South-Weston) owns at least one automobile.

Front yard parking stalls must comply with the criteria specified in the York Zoning Bylaw. Only licensed, operational vehicles can park in a front yard parking stall.

The York Zoning Bylaw specifies that front yard parking stalls are not permitted to encroach in the boulevard area of public rights-of-way without a "licence" issued by the municipality.

The York Municipal Code authorises "licencing" public boulevards for residential parking purposes, provided that the property requesting a municipal licence is located in an area where front yard parking is permitted, and where the boulevard parking area is an extension of the front yard parking area. Boulevard parking licenses prohibit parking between the curb and sidewalk of the adjoining street, and the applicant is responsible for all costs associated with providing driveway access to the front yard parking stall, including tree protection measures if required.

Residential boulevard parking licences must be renewed annually. Relief from the front yard parking requirements and regulations contained in the York Zoning Bylaw require approval from the Committee of Adjustment.

The York Municipal Code also authorises issuing commercial and industrial boulevard parking licences to properties lawfully used for these purposes, and for residential uses in industrial areas. The licencing procedures specified by the Code for commercial and industrial properties are similar to those specified for residential properties.

Licencing Fees

Front yard and boulevard parking fees required by existing municipal legislation are harmonised in the new City of Toronto, and are described in the following table (excluding GST and PST):

	<i>Application Fee</i>	<i>Annual Fee</i>	<i>Appeal Fee</i>
<i>Front Yard Blvd Parking</i>	<i>\$260.00</i>	<i>\$102.00</i>	<i>\$200.00</i>
<i>Disabled Front Yard Blvd Parking</i>	<i>\$60.00</i>	<i>\$102.00</i>	<i>N/A</i>
<i>Driveway Widening</i>	<i>\$60.00</i>	<i>\$102.00</i>	<i>N/A</i>

<i>Residential Blvd Parking (Corner Lots)</i>	<i>\$60.00</i>	<i>\$102.00</i>	<i>N/A</i>
<i>Commercial/Industrial Blvd Parking</i>	<i>\$279.18</i>	<i>\$245.68</i>	<i>N/A</i>

Conclusions:

Front yard and boulevard parking is controversial due to its impact on traffic safety, neighbourhood streetscaping and the supply of existing on-street parking permit stalls. Existing legislation enacted by the former municipalities regulating the use of front yard and boulevard areas for vehicle parking purposes attempt to balance these competing priorities in a regulatory framework that has historically developed to both reflect increasing automobile ownership patterns and the individual needs of each community.

Given the extreme differences in the regulations governing this issue, and in view of the extensive past efforts and previous trends that have been undertaken by previous administrations to adapt front yard and boulevard parking regulations to area characteristics, we do not suggest harmonising regulations at this time. We will, however, work with individual Councillors in Toronto West Community Council to develop practices and administrative guidelines within each Ward while maintaining compliance with the current legislative regimes.

Contact:

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List of Attachments:

Attachment No.1: Existing Front Yard Parking Programs in West District

Attachment #1

Attachment No.1

Existing Residential Front Yard Parking Programs and Policies
Toronto West Community Council

Program Elements	Former Municipality		
	Etobicoke	North York	York
Relevant Legislation	Zoning Code/Municipal Code	Zoning Code/North York CC Residential Driveway Policy	Municipal Code
Appeals to Existing Legislation	Application to Committee of Adjustment	Application to Committee of Adjustment and Community Council	Application to Committee of Adjustment
No. of Permit Holders	N/A	N/A	There are approximately 2,021 front yard parking stalls currently licensed in those Wards that were previously part of the former Cities of Toronto and York and that are now part of Toronto West Community Council.
Term of Permit	N/A	N/A	One Year
Annual Permit Cost	<ul style="list-style-type: none"> ➤ No charge if front yard parking stall is contained within the property limits. ➤ For front yard parking stalls that encroach into the municipal r-o-w there is an application fee of \$260 and a \$102 annual fee. 	N/A	<ul style="list-style-type: none"> ➤ Application fee only. No charge if front yard parking stall is contained within the property limits. ➤ For front yard parking stalls that encroach into the municipal r-o-w there is an application fee of \$260 and a \$102 annual fee.

			refundable appeal fee of \$200.		<ul style="list-style-type: none"> ➤ Duplex ➤ Detached Dwelling ➤ Semi-detached Dwelling ➤ Converted Dwelling House <p>that were constructed before 1977 and do not have parking in a garage, side or rear yard parking area</p>
Eligible Property	<ul style="list-style-type: none"> ➤ Detached Dwellings ➤ Semi-detached Dwellings <p>that were constructed before a specified date without an attached garage, carport, or side/rear yard parking area.</p>	N/A	<ul style="list-style-type: none"> ➤ Duplex ➤ Detached Dwelling ➤ Semi-detached Dwelling ➤ Converted House ➤ Rowplex ➤ Row House ➤ Triplex 	Property Owner or Occupant.	2.4m
Eligible Applicants	Property Owner	N/A	Property Owner		No
Minimum Driveway Width	2.4m	3.0m			
Neighbourhood Survey (poll) Requirements	N/A	N/A			
Presence of On-street Parking Permits	N/A	N/A	Front yard parking prohibited for properties located on the same side of the street as on-street parking permits.		N/A
Vehicle Restrictions	Passenger Vehicles Only	Passenger Vehicles Only	Passenger Vehicles Only		Passenger Vehicles and Motorcycles Only
No. of Permitted Front	One	N/A	One		Properties < 4.9m = One

				the angle of the stall > 60°.
Req'd Building Clearance to Front Yard Parking Stall	N/A	N/A	0.31m from building wall or any appurtenance.	0.6m from the first step leading to the door. 0.3m from the front wall of the building.
Stall Clearance from Adjacent Trees	N/A	N/A	Small Trees < 10cm ➤ 1.2m if permeable paving used; ➤ 2.4m for non-permeable paving.	1.2m if permeable paving used. 1.8m if solid paving used.
			Medium Trees 10-50cm ➤ 1.6m if permeable paving used; ➤ 2.4m if non-permeable paving used. Large Trees > 50cm ➤ 2.4m if permeable paving used; ➤ 4.0m if non-permeable paving used; ➤ No grade change within 4.0m.	2.4m if there is a parking pad on both sides of the tree.
Tree Planting Req't's.	N/A	N/A	Tree to be planted in	N/A

Yard Parking Stalls				Properties > 4.9m with an apt-in-house (excluding converted house) = Two
Front Yard Landscaping Requirements	Minimum 60%.	Properties < 15m frontage: 60% Properties > 15m frontage: 50%	Properties < 9.15m frontage: 50% on private property of which 30% must be vegetation ('soft' landscaping). Properties > 9.15m frontage: 50% on private property of which 40% must be vegetation. Minimum of 15% of vegetation must be located on the municipal boulevard.	No parking on green-space (whatever is not paved).
Front Yard Parking Stall Dimensions	Parking area must not exceed 18m ² in area, with a width of 3.0m.	N/A	Minimum based on resident's passenger vehicle dimensions; maximum 2.6m wide by 5.6m long.	Minimum 2.5m; maximum 2.8m
Distance of Front Yard Parking Stall from Adjacent Public Sidewalks	Must not encroach into existing or future sidewalks.	N/A	0.31m for stalls perpendicular to the road; 2.13m from the travelled edge of the road if there is no sidewalk.	0.30m for stalls perpendicular to the road; 3.7m from the travelled edge of the road if there is no sidewalk.
			2.0m for angled stalls.	2.0m for angled stalls if

Driveway and Parking Stall Paving Req't's.	No requirement, al- though driveway can take the form of two hard-surfaced runways.	N/A	front yard, or applicant to provide payment-in- lieu. Cost is \$475.	N/A
			Permeable paving to be used such as ecostone or approved equivalent. Twenty-five per cent permeability required.	

(City Council also had before it, during consideration of the foregoing Clause, a communication (undated) from Nino Pellegrini, Senior By-law Officer, submitted by Councillor Cesar Palacio.)