



May 30, 2017

TO: CHAIR AND MEMBERS OF THE PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE

RE: **PROPOSED FRONT YARD PARKING PAD MORATORIUM THROUGHOUT TORONTO**

RECOMMENDATION:

- 1) That the report be deferred indefinitely; OR
- 2) Request the General Manager of Transportation Services to report directly to City Council, at its meeting of July 5, 6 and 7, 2017, and to include any other wards within the City of Toronto where paved driveways, circular driveways, residential multi-parking spaces are allowed and how to bring them into compliance with the Wet Weather Flow Management Master Plan and Policy.

SUMMARY:

We understand that the report which will be introduced at the Public Works and Infrastructure Committee on June 8th is recommending to extend the moratorium on front yard parking in exempted areas which are in compliance with the Wet Weather Flow Management Master Plan and Policy. The purpose of the above-noted recommendations are to bring **paved services** such as circular driveways, paved/asphalted driveways and multi-residential parking pads in North York, Scarborough, and Etobicoke into compliance with the Wet Weather Flow Management Master Plan and Policy, which will alleviate the basement flooding problems in these areas. Therefore, these districts should be subject to the same regulations that are in place and that have worked effectively for front yard parking pads in exempted geographical wards within the City.

In areas where front yard parking is exempted, there are strict guidelines to be complied with, including the removal of all existing concrete, asphalt, greenspace and tree planting. As you know, local Community Councils have the delegated authority to authorize front yard parking pads that are in compliance with the by-law. Front-yard parking regulations/bylaws have been reviewed by City Council on a number of occasions, since amalgamation. These regulation and bylaw changes have resulted in a high level (by City standards) of community input. Prior to proceeding with the appeal process, applicants are requested to submit a petition signed by local residents to highlight support for the request. A letter from the owner articulating why they require such an accommodation is also taken into consideration. Formal polling is then undertaken, which requires a minimum response rate and approval rating to attain a positive report.

The by-law was reviewed by City Council, a few years ago, to accommodate some wards that had been exempted, by adopting the Wet Weather Flow Management Master Plan and Policy which included more environmentally friendly and permeable materials, while adding significant green

space requirements such as pervious pavement in parking areas/driveways, soft landscape, absorbent landscaping, planting of more trees/flowerbeds, rainwater harvesting and major lot grading to slow runoff and enhance infiltration.

This is in stark contrast to many other City decisions that are often made against the wishes of the vast majority of the community, without their input at all. It is our opinion that we need more consultation of this kind, which is a very open, transparent and democratic process. In our opinion, to extend the Wet Weather Flow Management Master Plan and Policy throughout the City, more consultation is required which must be open and transparent before anything is implemented, as it has been done with the existing front yard parking policy.

However, what is not stated or properly taken into consideration on a City-wide basis by staff, is the size of residential low rise property lots. When assessing driveways and parking pads throughout the City, it is clear that the former Cities of York and Toronto lots are much smaller and result in less of a strain on the storm water management levels.

It is significantly important that larger driveways and multiple parking pads in other suburban areas of the City be held to the same environmental restrictions as front yard parking pads that are in full compliance with the existing bylaws. If the intent and purpose of the by-law is to reduce the amount of water run-off into the storm water system, then it is abundantly clear that strict measures need to be implemented to ensure that all driveways/parking spaces are constructed from environmentally friendly permeable materials, so that the maximum water absorption is attained on the private/public property side for residential homes throughout the City and especially in suburban areas where lot sizes are much bigger than in areas where front yard parking is exempted.

Furthermore, it is worth noting that the former Cities of York and Toronto are very much downtown Wards with significantly narrow streets and a lack of available on-street and on-site parking amenities for residents. Whenever, overnight parking permits are not feasible, residents often turn to front-yard parking to alleviate the parking dilemma, which is on a **NEED** basis. Ward 17 has been exempted from the moratorium policy that is found in other neighbouring wards (ward 11, 12, 13), and as a result, any new application must be in compliance and adhere to the soft landscape, permeable materials and tree planting requirements.

In many cases, front-yard parking applications are for the physically disabled or elderly, who have valid medical reasons. Moreover, protecting our tree canopy is vitally important, particularly in the older parts of the City such as Ward 17. This is exactly the reason that whenever a front-yard application comes forward, the front yard parking policy requirements are very strict in that the applicant provide greenspace, adds a tree, or pay for a tree to be planted at an alternate suitable location in order to increase the tree canopy in the City, which is very positive and welcoming by local communities.

The Public Works and Infrastructure Committee should be focusing on a City-wide policy that assesses all surface driveways within the public/private portion(s), parking pads, circular driveways, along with public places within the Public Realm, in order to ensure that these



accommodations are also constructed of permeable materials that are environmentally friendly to mitigate the impacts of basement flooding and storm water management levels across Toronto.

We sincerely hope that the above recommendations are taken seriously and the recommendations be deferred indefinitely or that the General Manager of Transportation be requested to report directly to City Council where the matter can be debated so that the residents can be defended with energy and determination.

Sincerely Yours,

Cesar Palacio
Toronto City Councillor
Ward 17 – Davenport

Frank Di Giorgio
Toronto City Councillor
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