

## **Driveway Entrance Policy for Residential Properties - District 3 - All Wards**

*(City Council on August 1, 2, 3 and 4, 2000, adopted this Clause, without amendment.)*

**The North York Community Council recommends that:**

- (1) the adoption of the joint report (June 5, 2000) from the Director, Transportation Services, District 3, Works and Emergency Services, and the Director, Community Planning, North District, Urban Development Services, subject to amending Recommendation (1) E (iv) by adding the words, “with the exception of cul-de-sacs and outside curbs”, so that such recommendation shall now read as follows:**

“(iv) All driveway entrances, with the exception of cul-de-sacs and outside curbs, shall be constructed at a 90 degree angle to the street line with a minimum side yard set-back of 1.0 metre. Where there are obstructions such as trees, or utility structures, the applicant must make arrangements to relocate and/or revise the location of the driveway entrance at the applicant’s cost”;

- (2) the adoption of the supplementary joint report (July 4, 2000) from the Director, Transportation Services, District 3, Works and Emergency Services and the Director, Community Planning, North District, Urban Development Services; and**

- (3) the adoption of the following Resolution by Councillor Feldman, North York Spadina:**

“WHEREAS under the General Provisions for All Zones, Surfacing of Driveways, Parking Areas, and Loading Areas for the section Surfacing of Driveways, Parking Areas and Loading Areas in All Zones except Industrial and Commercial Zones, “All driveways, parking areas and loading areas in all zones except Industrial and Commercial zones shall be graded and gravelled or surfaced with concrete asphalt, crushed stone or other hard surface and dustless material”; and

WHEREAS all driveways, parking areas and loading areas in all zones except Industrial and Commercial zones shall be surfaced and maintained with asphalt, concrete or interlocking stone;

THEREFORE BE IT RESOLVED THAT the Driveway Entrance Policy for Residential Properties, District 3, Supplementary report include a recommendation that “All driveways in Residential Areas shall be surfaced and maintained with asphalt, concrete or interlocking stone”.

**The North York Community Council submits the following joint report (June 5, 2000) from the Director, Transportation Services, District 3, Works and Emergency Services and the Director, Community Planning, North District, Urban Development Services:**

Purpose:

To adopt revised policies for residential driveway entrances in the former City of North York, that clarify and consolidate existing curb cut policies.

Financial Implications and Impact Statement :

Not applicable.

Recommendations :

It is recommended that:

- (1) The North York Community Council adopt the following guidelines with respect to driveway entrances for residential properties in the former City of North York:

SINGLE FAMILY AND DUPLEX DWELLINGS

A. For Lots Not Exceeding 18.3m (60 ft.) Frontage

- (i) A maximum of one driveway entrance is permitted.
- (ii) Where there is no garage or carport the driveway entrance width is 3.0 metres.
- (iii) The driveway entrance shall have a minimum width of 3.0 metres and maximum width of a garage or carport but not to exceed 6.0 metres.

B. For Lots Greater Than 18.3m (60ft.) But Not Exceeding 20.7m (68ft.) Frontage

- (i) A maximum of two driveway entrances are permitted.
- (ii) The minimum driveway entrance width is 3.0 metres.
- (iii) The maximum driveway entrance width is 6.0 metres.
- (iv) The maximum total combined width for two separate driveway entrances is 7.5 metres.

C. For Lots Greater Than 20.7m (68 ft.) Frontage and/or Including Flankages of Corner Lots

- (i) A maximum of two driveway entrances are permitted.
- (ii) The minimum driveway entrance width is 3.0 metres.
- (iii) The maximum driveway entrance width is 6.0 metres.
- (iv) The maximum total combined width for two separate driveway entrances is 9.0 metres including frontage and flankage.

- (v) Where a corner lot has frontage or flankage equal to or less than 18.3 metres and there is no garage or carport, the driveway entrance width on that frontage or flankage is 3.0 metres.
- (vi) Where a corner lot has frontage or flankage equal to or less than 18.3 metres, the maximum driveway entrance width on that frontage or flankage is the width of the garage or carport, but not to exceed 6.0 metres.

D. Semi-Detached Dwelling

- (i) A maximum of one driveway entrance is permitted per unit.
- (ii) The minimum driveway entrance width is 3.0 metres.
- (iii) The maximum driveway entrance width is the width of the garage or carport, but not to exceed 5.0 metres.

E. General Guidelines

- (i) Where the driveway leads to a rear lot garage or carport the driveway entrance width is 3.0 metres.
- (ii) All driveway entrance requests are subject to the front yard hard surface and parking requirements of By-law 7625.
- (iii) All driveway entrances shall be constructed a minimum distance of 1.0 metre from fire hydrants and utility structures.
- (iv) All driveway entrances shall be constructed at a 90° angle to the street line with a minimum side yard set-back of 1.0 metre. Where there are obstructions such as trees, or utility structures, the applicant must make arrangements to relocate and/or revise the location of the driveway entrance at the applicant's cost.
- (v) The minimum distance between driveway entrances on the same lot is 5.5 metres.

Background:

Council at its meeting of May 2, 2000 requested that the Director, Community Planning, North District and the Director, Transportation Services, District 3, report back to North York Community Council for its meeting scheduled for June 21, 2000 with a clarification of current policies and recommendations for approval of curb cuts.

The Director of Transportation Services, District 3, was also directed to report on the issue of boulevard parking in residential areas.

The current curb cut policy for the former City of North York is the result of a number of Council policies and most recently a comprehensive review of the parking standards in Zoning By-law 7625.

A number of issues have arisen with respect to the interpretation of the curb cut policy and approval of various widths of driveway entrances and potential conflicts in relation to the Zoning By-law 7625.

Section 6A (5) of Zoning By-law 7625, states the following:

6A(5) Access to Parking Spaces

- (a) For one-family detached dwellings, semi-detached dwellings and duplex dwellings, parking spaces shall comply with the following:
  - (i) Parking spaces shall have access to a street or lane by means of a driveway.
  - (ii) The driveway shall have a minimum width of 3.0 metres and maximum width of 6.0 metres.
  - (iii) Where the driveway leads to a garage or carport, the width of the driveway may exceed 6.0 metres but may not exceed the width of the garage or carport.
  - (iv) A garage or carport may be used in calculating the parking spaces.
  - (v) Parking spaces may be provided in the form of tandem parking.

The former City of North York curb cut policy states the following:

Semi-Detached

Authority: Works Committee Report No. 16 Clause 4 of 1988, former City of North York Council Resolution No. 88-44 (July 25, 1988).

“It is therefore recommended that the maximum width of a driveway to serve a semi-detached house over the roadway boulevard be set at 5.0m (16.4 ft).”

Single Family Dwellings

For Lots Less Than 18m (60 ft.)

Authority: Former City of North York By-law No. 29189 amending Zoning By-law No. 7625. By-law No. 29189 enacted and passed on April 16, 1984.

“2.(g) the width of any driveway in the front yard or side of a dwelling shall not exceed 6.1 metres in width unless said driveway leads to a private garage or carport, in which case the width of the driveway may exceed 6.1 metres but may not exceed the width of the garage or carport.”

For Lots Greater Than 18.3m (60 ft.) But Not Exceeding 20.7m (68 ft.) Frontage

Authority: Works Committee Report No. 9 dated May 18, 1993 received and adopted by Council on June 2, 1993.

“That the curb cut policy allow for 2 driveway entrances for lots 18.3m (60 ft) or greater as long as the total width of the curb does not exceed 7.5m (25 ft) and the 50% front yard surface requirement of Section 7, By-law No. 7625 is maintained.”

For Lots Equal or Greater Than 21.0m (69 ft) Including Corner Lot Properties

Authority: Works Committee Report No. 17 Clause 4 and 5 of 1989, Resolution of Council No. 89-57 (September 20, 1989).

“When the frontage of a property exceeds 21m or the frontage and flankage of a corner lot exceed 21m, the owner by permitted two curb cuts not to exceed a total of 9.1m (30 ft).”

Interpretations have been made of the curb cut policy, that the width of a driveway entrance can exceed the width of a carport or garage to a maximum width of 6.1 metres for single family dwellings and a maximum of 5.0 metres for semi-detached dwellings regardless of the garage or carport widths. It further allows for curb cuts of more than 6.1 metres if the garage or carport is wider.

Comments:

This report clarifies the anomalies that exist in the present policy for driveway entrances to residential dwellings and proposes a specific policy for lots with frontages not exceeding 18.3 metres. The proposed policy directly relates the widths and numbers of driveway entrances to lot frontages and the widths of garages and carports.

The present policy provides a range of 3.0 metres to 6.1 metres, regardless of the widths of garages or carports. The proposed policy clarifies that the widths of driveway entrances will be determined by the width of the garages or carports. The width of 6.1 metres comes from an earlier form of Zoning By-law 7625.

The present policy allows for driveway entrances to be greater than 6.1 metres when a garage or carport is greater than 6.1 metres. The proposed policy caps the widths of driveway entrances to be a maximum of 6.0 metres, regardless of the widths of carports or garages. Multi-vehicle garages do not require more than 6.0 metres for driveway entrances since this width allows for one vehicle to pass another vehicle that is parked on a driveway on private property in order to exit and leave a property. The width of 6.0 metres is also consistent with the current Zoning By-law 7625.

There is currently no specified policy with respect to the widths of driveway entrances for residential properties with lot frontages up to 18.3 metres (60 ft.). As a result, the zoning

provisions governing on-site driveway widths have been used to determine driveway entrance width, resulting in over-wide driveways for these short-frontage lots. The proposed policy specifically limits such lots without garages or carports to 3.0 metre driveways. Wider driveways will only be permitted as long as they match the sizes of garages or carports up to a 6.0 metre maximum.

Having driveway entrance widths of more than 6.0 metres has implications on the public boulevard. Over the years, over-wide driveway entrances have increased the hard-surface area in the municipal boulevards, which has reduced the amount of green space and snow storage area.

Over-wide driveway entrances have also reduced the amount of short-term (three-hour) on-street parking where the spacing between adjacent driveways has been reduced below 5.5 metres.

In the former City of North York, boulevard parking is only allowed on boulevards of commercial and industrial uses. No boulevard parking is allowed in residential areas.

#### Conclusions:

The proposed guidelines will eliminate confusion between the allowed curb cut widths and the driveway widths specified in the zoning by-law.

#### Contact:

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**The North York Community Council also submits the following joint report (July 4, 2000) from the Director, Transportation Services, District 3, Works and Emergency Services, and the Director, Community Planning, North District, Urban Development Services:**

#### Purpose:

To recommend an additional category to the proposed policy for residential driveway entrances for lot widths between 15.2m (50 ft.) and 18.3m (60 ft.) and appropriate revisions to reflect this change.

#### Financial Implications and Impact Statement:

Not applicable.

### Recommendations :

It is recommended that the following revisions to the recommendations noted in the June 5, 2000, report to North York Community Council, be adopted:

- (1) Change the title of Category “A” to:
  - A. For Lots Less Than 15.2m (50 ft.)
- (2) Add a new Category “B” as follows:
  - B. For Lots Between 15.2m (50 ft.) But Less Than 18.3m (60 ft.)
    - (i) A maximum of one driveway entrance is permitted.
    - (ii) The minimum driveway entrance width is 3.0 metres.
    - (iii) The maximum driveway entrance width is 6.0 metres.
- (3) Change the title of Category “B” to:
  - C. For Lots Between 18.3m (60 ft.) But Not Exceeding 20.7m (68 ft.)
- (4) Change Category “C” to Category “D”, and remove the words “equal to or”, from sub-sections “v” and “vi”.
- (5) Change Category “D” to Category “E”.
- (6) Change Category “E” to Category “F”.

### Background :

Community Council at its meeting of June 21, 2000 requested that the Director, Community Planning, North District and the Director, Transportation Services, District 3, report back on permitting a 6.0 metre driveway entrance on lot frontages between 15.2m (50 ft.) and under 18.3m (60 ft.) and ensuring that there is sufficient driveway length which will facilitate parking on private property regardless of the carport or garage.

### Comments:

The proposed modifications to the policy, recognize that there is a large number of properties with lot widths between 15.2m (50 ft.) and 18.3m (60 ft.), which require wider driveways than originally proposed, for proper access to on-site parking. The policy as now proposed, allows for maximum driveway entrance widths of 6.0m for these properties, not related to the width of the carport or garage.

The proposed change does not impact the maximum hard surface requirements and still maintains reasonable space between driveways to permit some on-street parking in front of the lot. The requirement of a minimum driveway distance of 5.5 metres on-site from the property line, as well as all other conditions specified in the general guidelines, also apply to the new category. The policy as revised, is attached as Appendix “A”.

Conclusions:

The proposed revision to the proposed driveway entrance policy addresses the specific requirements highlighted for lots between 15.2m (60 ft.) and 18.3m (60 ft.), without affecting the on-site hard surface requirements, or significantly reducing on-street parking availability.

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(Appendix A attached to the foregoing report was forwarded to all Members of the North York Community Council with the agenda for its meeting on July 18, 2000, and a copy thereof is on file in the office of the City Clerk, North York Civic Centre)

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**The North York Community Council also submits Clause 28 (o), Report No. 6 of the North York Community Council, titled "Report Request respecting Curb Cut Policy (former City of North York)", which was received for information by City Council at its meeting held on May 9, 10 and 11, 2000:**

(City Council on May 9, 10 and 11, 2000, received this Clause, for information.)

**(o) Report Request respecting Curb Cut Policy (former City of North York).**

**The North York Community Council reports having endorsed the following Resolution from Councillor Feldman, North York Spadina, subject to the following amendments:**

**(1) the last operative paragraph be amended to read as follows:**

"BE IT FURTHER RESOLVED THAT the said moratorium on curb cuts for residential dwellings in excess of the standards specified by the curb cut policy, be implemented until the aforementioned report is submitted"; and

**(2) by adding the following new operative paragraph:**

"BE IT FURTHER RESOLVED THAT the said moratorium not apply to applications currently being processed; and that new applications which deal with disability issues be exempt":

"WHEREAS the current curb cut policy permits cuts up to a maximum of 6.1 m;



WHEREAS the current Zoning By-law permits a driveway to have a minimum width of 3.0 m and a maximum width of 6.0 m or greater based on the width of a garage or carport; and

WHEREAS the current front yard parking policy permits hard surfaces in up to 50% of the front yard; and

WHEREAS there has been a large increase in requests for widened curb cuts for single family residential dwellings regardless of the width of the garage or carport; and

WHEREAS residents have expressed great concerns with the resulting erosion of green space in the boulevard and the reduction of available on-street parking for residents and visitors;

THEREFORE BE IT RESOLVED that the Director, Community Planning, North District and the Director, Transportation Services, District 3, report back to the North York Community Council, for its meeting scheduled for June 20, 2000, with a clarification of the current policies and recommendations for approvals of curb cuts; and

BE IT FURTHER RESOLVED that a moratorium on curb cuts for residential dwellings be implemented until the aforementioned report is submitted.”

The North York Community Council also reports, for the information of Council, having requested the Director, Transportation Services, District 3, to report on the issue of boulevard parking in residential areas.”