

City of Mississauga
Corporate Report



<p>Date: July 10, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: BL.09-DWY (All Wards)</p>
	<p>Meeting date: July 29, 2024</p>

Subject

PUBLIC MEETING INFORMATION / RECOMMENDATION REPORT (ALL WARDS)

Proposed Zoning By-law Amendments for Driveways

File: BL.09-DWY (All Wards)

Recommendation

That the proposed amendments to Zoning By-law 0225-2007 for driveways, as detailed in Appendix 3 of the report dated July 10, 2024, from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That an implementing zoning by-law be enacted at a future City Council meeting.
2. That notwithstanding planning protocol, this report regarding revised regulations for driveways in the City's Zoning By-law, be considered both the public meeting and combined information and recommendation report.

Executive Summary

- Council directed staff to review the driveway-widening process, including enforcement statistics, benchmarking with other municipalities, "green driveway" initiatives, and simplified zoning regulations.
- Staff are proposing a simpler, lot frontage-based approach to maximum driveway widths, in a manner comparable to that of benchmarked municipalities. This would result in three maximum driveway width categories for low-density zones – one for one-car driveways, another for two-car driveways, and the last for three-car driveways.
- The Zoning By-law currently permits permeable materials in driveway construction. Creating a new zoning category for wider driveway widths than those proposed exclusively

for green driveways was investigated, but staff recommend that on-street and lower boulevard parking represent a more viable alternative.

Background

On April 5, 2023, Council approved a motion directing staff to review the City's driveway-widening process. The motion (Appendix 1) directed staff to make recommendations on new and consistent driveway regulations, including possible legacy exemptions (grandfathering) for existing non-compliant driveways; provide enforcement statistics; benchmark with other municipalities in the Greater Toronto Area (GTA); and, investigate "green driveways" for expanded driveway permissions.

Staff from various City Divisions, including City Planning Strategies, Enforcement, and Transportation and Works, have reviewed the motion and its implications to the City.

In order to provide the appropriate information and context, staff have divided this report into three main sections:

- Zoning regulations and benchmarking with other GTA municipalities;
- Surface material requirements (environmentally-friendly construction); and,
- Enforcement practices and statistics.

The purpose of this report is to summarize the background research and analysis completed by staff in its review of driveway regulations, as well as provide updated recommendations and rationale regarding proposed improvements to the Zoning By-law.

When framing the recommendations, staff took a holistic approach by investigating parking demand in its entirety. In this regard, staff also took into account the possibility of on-street permit and lower boulevard parking, which will be considered by Council later this year.

Comments

As will be described in more detail, the recommendations are structured to address the following issues:

- Simplify the zoning regulations so they are more easily understood.
- Increase the permitted driveway widths for certain zones to be more consistent with other cities, as well as better capture minor expansions (the walkable area beside vehicles, for example).
- Reduce CofA applications and create more certainty for By-law Enforcement staff.
- Suggest on-street and lower boulevard parking as a viable, climate-friendly option, versus permitting larger widenings (e.g. three car width driveways on small lots) for permeable driveways.

In order to better understand the existing situation, staff sought to examine the number of non-compliant driveways across the city. Although several options were explored, available technology could not derive the specific number of non-compliant driveways on a city-wide basis. Consequently, to give a general approximation, staff randomly selected and reviewed 330 properties across the City, evenly distributed through each ward. In this review, it was determined that almost half the properties were non-compliant with current regulations. It should be noted that it is possible some of these driveways were constructed during periods when no associated regulations existed; further, many of these “non-compliant” examples represented expansions under a car-width in size. When the proposed regulations were applied, the percentage of non-compliant driveways was reduced to 40%. Only one of the 330 properties had a CofA application to facilitate a driveway expansion.

In day-to-day operations, the identification of non-compliant driveways operates on a complaint basis.

Zoning Regulations and Benchmarking with Other GTA Municipalities

Staff have reviewed the relevant zoning regulations for the City of Brampton, the City of Guelph, the City of Markham, the City of Richmond Hill, the City of Toronto, the City of Vaughan, the Town of Caledon, and the Town of Oakville.

The purpose of this review is to both evaluate the individual regulations relative to Mississauga's current standards, as well as to examine the overall approach used by these municipalities.

At a high level, the intent in regulating a driveway's width is to:

- Maintain residential streetscape character;
- Provide adequate green space within the front yard;
- Ensure front yards are not overly dominated by vehicular parking;
- Facilitate appropriate drainage; and,
- Maintain the ability for on-street parking within neighbourhoods.

The above is primarily accomplished by establishing a driveway's maximum permitted width.

Currently in the City's Zoning By-law, the maximum driveway width is determined by a property's zone. There are 28 residential zones, each with their own individual permitted maximum driveway width (see Appendix 4). Other municipalities utilize different approaches to determining maximum driveway widths, or will have different sets of zones and lot frontages. Therefore, it is difficult to draw direct comparisons. However, staff have developed a method to generally compare the smallest and largest lots.

For Mississauga properties with a lot frontage of 6.0 m (19.7 ft.) or less, a maximum driveway width of 2.6 m (8.5 ft.) to 3.0 m (9.8 ft.) is permitted. This is consistent, but relatively conservative, with other municipal ranges, as evidenced by Table 1 below:

Lot Frontage of Less than 6.0 m (19.7 ft.)	
Municipality	Maximum Driveway Width
Town of Caledon	6.0 m (19.7 ft.)
Town of Oakville	6.0 m (19.7 ft.)
City of Brampton	4.9 m (16.1 ft.)
City of Guelph	3.0 m (9.8 ft.)
City of Markham	3.0 m (9.8 ft.)
City of Richmond Hill	3.0 m (9.8 ft.)
City of Vaughan	2.9 m (9.5 ft.)
City of Mississauga	2.6 m–3.0 m (8.5 ft.-9.8 ft.)
City of Toronto	2.6 m (8.5 ft.)

Table 1

Similarly, for properties with a lot frontage of 18.0 m (59.1 ft.) or greater, a maximum driveway width of 6.0 m (19.7 ft.) to 8.5 m (27.9 ft.) is permitted. This is again consistent, but relatively conservative, with other municipal ranges, as evidenced by Table 2 below:

Lot Frontage of 18.0 m (59.1 ft.) or Greater	
Municipality	Max. Driveway Width
Town of Caledon	10.0 m (32.8 ft.)
City of Markham	9.0 m - 11.5 m (29.5 ft.-37.7 ft.)
City of Richmond Hill	9.0 m (29.5 ft.)
City of Toronto	9.0 m (29.5 ft.)
City of Vaughan	9.0 m (29.5 ft.)
Town of Oakville	9.0 m (29.5 ft.)
City of Brampton	7.32 m - 9.14 m (24.0 ft.-30.0 ft.)
City of Mississauga	6.0 m - 8.5 m (19.7 ft.-27.9 ft.)
City of Guelph	6.5 m (21.3 ft.)

Table 2

In reviewing the above-noted municipalities, only the City of Guelph used a similar “zone-based” approach. However, Guelph only has eight residential zones.

In contrast, a “range-based” approach was used by the majority of the reviewed municipalities. This method establishes groupings based upon ranges of lot frontages, and subsequently assigns a corresponding maximum driveway width. This results in a more streamlined system that is easy to understand.

Based upon this review, staff recommends that the City implement a similar range-based approach to that of the benchmarked municipalities, as seen in Table 3 below and within Appendix 3:

Regulation	Lot Frontage Ranges		
	<6.0 m (19.7 ft.)	6.1 m – 16.9 m (29.9 ft. – 55.4 ft.)	17.0 m (55.8 ft.) +
Maximum Driveway Width	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)	8.5 m (27.9 ft.)

Table 3

Implementation of the proposed amendments would result in the following:

- Three standards for maximum driveway width – 3.0 m (9.8 ft.) for one-car driveways, 6.0 m (19.7 ft.) for two-car driveways, and 8.5 m (27.9 ft.) for three-car driveways;
- Approximately half of the zones would experience increases ranging from 0.4 m (1.3 ft.) to 2.5 m (8.2 ft.). The greatest increases would apply to the largest lots;
- The other half of the zones would remain the same;
- The vast majority of properties would not be legal, non-conforming; and,
- Would only apply to low-density residential lots (i.e. apartment, commercial or industrial properties would not be affected).

No other changes to the associated driveway regulations are being proposed. Any driveway would therefore still be required to meet all other applicable zoning regulations, including:

- Minimum setback distances to the side lot line (the required distance to a neighbouring property);
- Minimum soft landscaping requirements (the minimum required greenspace area); and,
- Applicable walkway attachment regulations.

For more information about the proposed amendments, please see Appendix 3.

The motion also directs staff to review legalizing legacy, non-compliant driveways, also known as grandfathering. In the absence of a formal, case-by-case review, grandfathering non-compliant driveways could result in the City permitting problematic conditions, including situations where drainage is inappropriately directed onto neighbouring properties. Grandfathering would be administratively challenging as there would be a lack of consistency and equity across the City, and the onus would be on property owners to demonstrate compliance. As driveway widenings are typically driven by demand for additional parking, other practices such as on-street parking, may increase the parking supply and reduce the creation of non-compliant driveways. Before the end of the year, staff will bring forward a report with recommendations regarding boulevard parking and the creation of a residential parking permit program, which may increase parking supply.

Staff were also directed to investigate permits for driveways. Only the City of Vaughan uses a permit system to regulate driveway construction. This process requires review from the Forestry, Building Standards, and Transportation Service Departments, and can take up to six weeks to complete. A \$130 fee is also required to be paid by the property owner.

Surface Material Requirements (Environmentally-Friendly Construction)

The motion instructed staff to investigate the appropriateness of incorporating “green” elements to permit larger driveway design.

Green elements, such as permeable pavers and pavements, are hard surfaces (concrete, asphalt, paver blocks, etc.), which allow for some degree of water infiltration. The Zoning By-law currently permits these materials as-of-right in driveway construction.

However, it should be noted that loose materials associated with these designs are often washed into the City's infrastructure and without ongoing maintenance, the integrity of these features becomes compromised, resulting in reduced environmental benefits.

Benchmarking with neighbouring municipalities was conducted to determine whether any permit larger driveways that use green elements. The majority of the reviewed municipalities did identify green urban design policies, or stormwater management best practices at an Official Plan level; however, none established individual green standards or regulations as it relates to wider driveways.

The inclusion of green elements to permit larger driveways also represents an administrative challenge, as staff would be tasked with confirming both the type and integrity of utilized materials. It is staff's opinion that the greatest environmental benefit would be achieved by utilizing existing hard-scaped surfaces, such as lower boulevard and on-street parking.

Enforcement Practices and Statistics

Staff investigated the process by which the City enforces and prosecutes non-compliant driveways. Table 4 below summarizes the number of driveway-related complaints and issued Notices of Contravention:

Year	Number of Driveway Complaints	Number of Notice of Contraventions
2024	140 (to date)	29*
2023	383	119
2022	468	265

Table 4

**Staff note, as of July 13, 2024, Enforcement has paused investigations into driveway widening requests as a result of this study.*

The above Notices of Contravention have resulted in the City pursuing prosecution two times in 2022; six times in 2023; and, three times thus far in 2024.

Data collected as part of this review identifies that the typical (median) prosecution process takes approximately 15 hours of staff time to complete. While the prosecution process for individual properties can be lengthy and staff-intensive, such cases are rare (less than 0.8% in 2022, and 5% in 2023 when measured against the number of contraventions). More typical, however, are cases where violations have been observed, but are subsequently rectified. In such cases, staff spend a median time of approximately five hours.

Generally, this resolution occurs through minor variance applications. Staff would note that in 2021 the Committee of Adjustment dealt with 49 applications pertaining to driveway and driveway-

related variances (representing 8.5% of the total number of applications); 53 applications in 2022 (or 6.8%); and 69 applications in 2023 (or 14%).

PLANNING ANALYSIS SUMMARY

A detailed Planning Analysis of the applicable land use policies and regulations can be found in Appendix 2.

LAND USE POLICIES AND REGULATIONS

The Provincial Policy Statement (PPS) introduces land use planning and development policies pertaining to matters of provincial interest within Ontario. This is accomplished by setting out province-wide direction on the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development. The Growth Plan for the Greater Golden Horseshoe (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies, which support the achievement of complete communities; a thriving economy; a clean and healthy environment; and, social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up and strategic growth areas to make efficient use of land, infrastructure, and transit.

The Planning Act requires that municipalities' decisions regarding planning matters are consistent with the Provincial Policy Statement (PPS) and conform with the applicable provincial plans. Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the Greenbelt Plan, and the Parkway Belt West Plan.

Financial Impact

There is no financial impact resulting from the recommendations of this report.

Conclusion

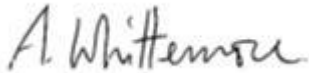
The proposed zoning by-law amendments are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed amendments represent improvements that simplify the City's approach to regulating driveway widths, provide increased flexibility, and improve end-user experience, while maintaining other City objectives regarding driveways.
2. The updated regulations provide an approach that more closely aligns with other municipalities and will serve to reduce the number of minor variance applications.

Should the proposed amendments be approved by Council, the implementing zoning by-law will be brought forward to Council at a future date.

Attachments

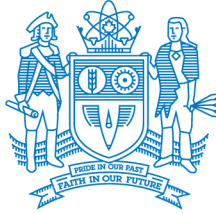
- Appendix 1: Notice of Motion
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Proposed Zoning By-law Amendments
- Appendix 4: Current Maximum Driveway Width Regulations



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

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APPENDIX 1
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MISSISSAUGA ON L5B 3C1
carolynparrish.ca

NOTICE OF MOTION

GENERAL COMMITTEE
March 29, 2023

Moved by: Councillor Carolyn Parrish

Whereas a building permit is not required to widen a driveway;

Whereas there are regulations that have to be followed based on a variety of zonings for properties which dictate the width of the driveway and minimum soft landscape area required for each zone;

Whereas when widening a driveway at the boulevard a new curb cut must be requested from the City;

Whereas the relevant by-law has general provisions that apply to all properties for walkways and setbacks to property lines (subsection 4.1.9 Zoning By-law);

Whereas adding to the complexity, it is suggested: “if something in the general provisions conflicts with the zoning regulations, follow the zoning regulations”;

Whereas information on surface treatments of the driveway is in another zoning by-law (article 3.1.1.7);

Whereas the following disclaimer is included in the printed materials: “The information presented on this web page is provided for information purposes only. It should not be solely relied on when making decisions related to real estate transactions, development proposals or building permits. We strongly advise you review the text in the official zoning by-law and or speak with City staff before making important decisions.”;

Whereas the Committee of Adjustment deals with at least five cases of driveway widening every week;

Whereas thousands of “illegally” widened driveways exist in Mississauga, safe from prosecution, usually investigated on a complaints basis only (see attached for samples);

Whereas driveways can be widened in an environmentally approved form and should be encouraged as part of the City’s Climate Action Plan (see attached samples);

THEREFORE BE IT RESOLVED:

Staff prepare a report for a future General Committee with a review of the driveway widening bylaws, paying particular attention to the following:

1. An approximation of the number of driveways in the City that exceed the required widths and other breaches including soft surfaces, extended walkways and other related issues.

2. Total number of complaints and enforcements of driveway by-law breaches investigated by staff over the past 12 months.
3. A compilation of the number of prosecutions over the past 12 months with an approximation of staff time involved in driveway investigations and a record of altered driveways as a result.
4. Bench marking with other GTA municipalities regarding by-laws, permits and any other regulations addressing driveway widening.
5. A scan of “green” methods of driveway widening that promote rainwater absorption and soft surfacing incorporated into widened driveways and pathways
6. A draft by-law that reflects staff’s findings and recommendations regarding possible legacy exemptions for driveways currently improperly widened, new and consistent standards for widening driveways, and “green” standards for approval of driveway widening including cost comparisons for different methods.



Carolyn Parrish
Ward 5 Councillor

Driveways and Parking

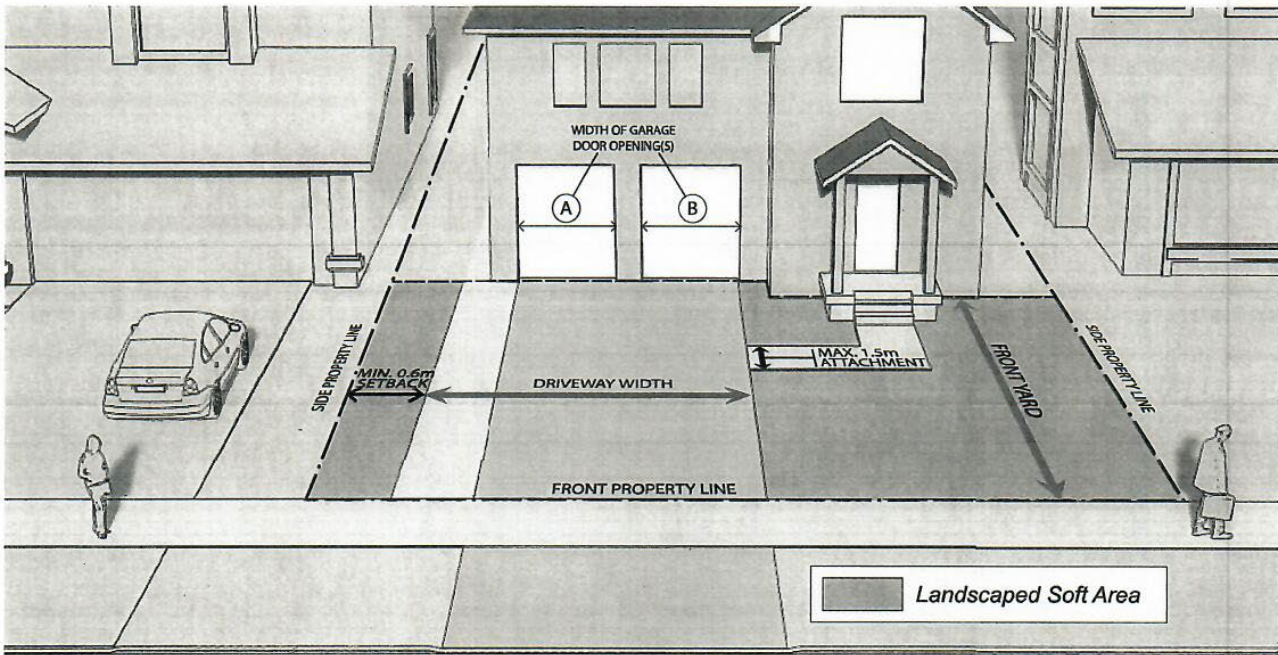
City of Mississauga Zoning by-law 225-2007

Parking In Residential Zones - Driveways

Definitions

“Driveway” means an internal roadway, that is not a street, private road, CEC-private road, internal road or lane, which provides vehicular access from a street, private road, CEC-private road, to parking or loading spaces..

“Landscaped Soft Area” means any outdoor area on a lot, located at grade, that is suitable for the growth and maintenance of grass, flowers, shrub trees and other vegetation, and including landscaping materials such as rocks and edging materials, but shall not include hard surfaced areas, such as driveways, aisles, parking areas, interlocking stone, and walkways.



Calculation of Maximum Driveway Width (Table 4.2.1)

$$\text{MAX. DRIVEWAY WIDTH} = (A) + (B) + 2.0m \text{ (to a maximum indicated in line 12.3 of Table 4.2.1)}$$

(from Table 4.2.1)

Line 1.0	ZONE	R1	R2	R3	R4	R5
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY					
12.3	Maximum driveway width	Width of garage door opening(s) plus 2.0m up to a maximum of 8.5m, if no garage door then maximum width of 6.0m	Width of garage door opening(s) plus 2.0m up to a maximum of 6.0m, if no garage door then maximum width of 6.0m	Width of garage door opening(s) plus 2.0m up to a maximum of 6.0m, if no garage door then maximum width of 6.0m	Width of garage door opening(s) plus 2.0m up to a maximum of 6.0m, if no garage door then maximum width of 6.0m	Width of garage door opening(s) plus 2.0m up to a maximum of 6.0m, if no garage door then maximum width of 6.0m
12.4	Minimum landscaped soft area in the yard containing the driveway	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	30% of the front yard and/or exterior side yard

Note: The above illustrations are for clarification and convenience only and do not form part of Zoning By-law 225-2007. The Definitions and General Provisions of this By-law must be referenced.




Porous Driveway Pavement | L...



 The Chic Ecologist
Eco Friendly Green Driveways ...




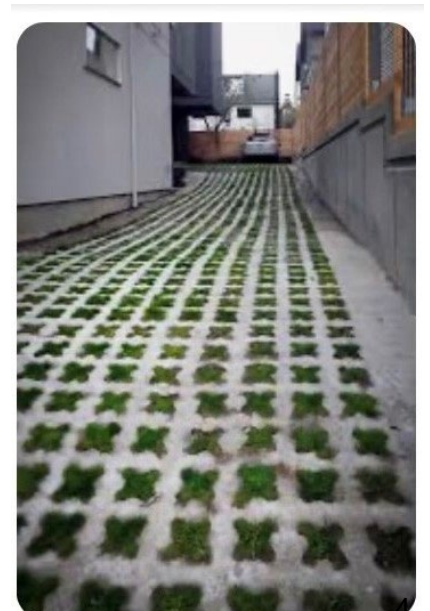
 Techo-Bloc Homeowner Blog
Eco-Friendly Backyard With P...



Environmentally Friendly Drive...

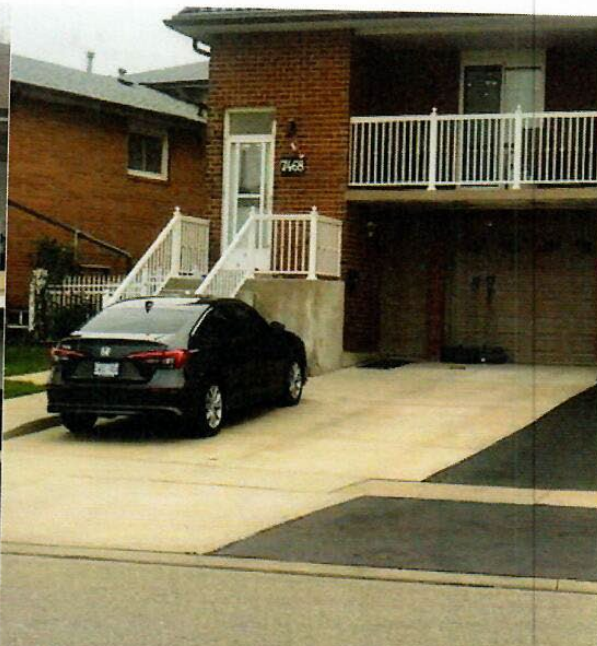


 GRN Living Show
Eco-Friendly Driveway – Gree...



All on the Same Street

APPENDIX 1



APPENDIX 1



Information / Recommendation Report
Detailed Planning Analysis
City-Initiated Zoning By-law Amendment

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1. Summary of Applicable Policies, Regulations, and Proposed Amendment

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans

. The policy and regulatory documents that affect the proposed amendment have been reviewed and summarized in the table below. Only key policies relevant to the proposed amendment

have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized.

The proposed amendment has been evaluated based upon these policies.

Policy Document	Legislative Authority / Applicability	Key Policies
<p>Provincial Policy Statement (PPS)</p>	<p>The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development.</p> <p>Zoning and development by-laws are an important tool for implementation of the Provincial Policy Statement. (PPS Part I)</p> <p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Building Strong Healthy Communities (PPS Part V)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Planning authorities should promote green infrastructure to complement infrastructure. (PPS 1.6.2)</p> <p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> • minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater; • maximize the extent and function of vegetative and pervious surfaces; and, • promote stormwater management best practices, including stormwater attenuation and low impact development. (PPS 1.6.6.7) <p>Planning authorities shall prepare for the impacts of a changing climate through land use and development patterns which:</p> <ul style="list-style-type: none"> • promote design and orientation that maximizes the mitigating effect of vegetation and green infrastructure; and, • maximize vegetation within settlement areas, where feasible. (PPS 1.8.1)

Policy Document	Legislative Authority / Applicability	Key Policies
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area.</p> <p>All decisions made on, or after, May 16, 2019, in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Applying the policies of this Plan will support the achievement of complete communities that:</p> <ul style="list-style-type: none"> contribute to environmental sustainability; and, integrate green infrastructure and appropriate low impact development. (GP 2.2.1.4) <p>Upper-and single-tier municipalities will develop policies in their official plans based upon environmental protection, that will include:</p> <ul style="list-style-type: none"> undertaking stormwater management planning in a manner that incorporates appropriate green infrastructure and low impact development. (GP 4.2.9)
Region of Peel Official Plan (ROP)	<p>Regional Council adopted a new ROP on April 28, 2022, and the Minister of Municipal Affairs and Housing approved the new ROP, with 44 modifications on November 4, 2022.</p>	

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, and Greenbelt Plan. An update to MOP is currently underway to ensure MOP is consistent with, and conforms to, changes resulting in the recently released Growth Plan, 2020. As of July 1, 2024, the Region of Peel's Official Plan is deemed to be part of an official plan of Mississauga. The following policies are applicable in the review of the proposed zoning by-law amendment. In some cases, the description of the general intent summarizes multiple policies.

	General Intent
Chapter 4 Vision	<p>Mississauga has natural areas of exceptional beauty and quality. Mississauga will serve as a steward of the environment by making use of sustainable green infrastructure, and preserving and protecting trees. (Section 4.5)</p>
Chapter 6 Value the Environment	<p>Mississauga will consider the impacts of climate change that may increase risks to the city. Mississauga will develop policies on climate change that will:</p> <ol style="list-style-type: none"> promote development and land use patterns that conserve and enhance biodiversity and consider the impacts of a changing climate; and, promote and protect green infrastructure. (Section 6.1.11) <p>Mississauga will strive to be a leader in sustainable development to mitigate, manage, and adapt to climate change. (Section 6.2.1)</p>

	General Intent
	<p>Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using stormwater best management practices. (Section 6.4.2.1)</p>
<p>Chapter 9 Build a Desirable Urban Form</p>	<p>Site development is the layout and design of all features on a property including parking and driveways. Site development policies are directed at the creation of spaces which not only satisfy the needs of its own users and those who will live and work in the area, but also the needs of future generations. Sites will be developed to:</p> <ul style="list-style-type: none"> • respect the experience, identity and character of the surrounding context. (Section 9.1) <p>Site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1)</p> <p>Site Development will be required to:</p> <ol style="list-style-type: none"> a. incorporate stormwater best management practices; and, b. provide enhanced streetscape; c. provide landscaping that complements public realm. (Section 9.5.2.11)
<p>Former Region of Peel Official Plan Policies</p>	<p>It is the policy of this plan to:</p> <ul style="list-style-type: none"> • Manage stormwater in a way that minimizes flooding and erosion and considers the risks and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation; • Maintain the natural hydrologic cycle, reduce risks associated with flooding and stream erosion, replenish ground water resources and protect, improve or restore water quality and natural heritage system functions; • Ensure that adverse drainage impacts to Regional road right-of-way's will not occur as a result of stormwater flows from adjacent lands; and, • Maximize the extent and function of vegetative and pervious surfaces, thereby reducing the volume of stormwater needed to be managed within developed areas. (ROP 2.6.20) <p>Establish healthy complete urban communities which respect the natural environment, resources, and the characteristics of existing communities.</p> <p>(ROP 5.3.1.3)</p>

2. Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) combine to provide policy direction on both matters of provincial interest related to land use planning, as well as direct the provincial government's plan for growth in supporting economic prosperity; protecting the environment; and, helping communities to achieve a higher quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementing these policies; stating, "comprehensive, integrated, and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

3. Consistency with PPS

The PPS includes policies promoting the creation of healthy, liveable, and safe communities.

Section 1.8.1 of the PPS, as referenced in the chart above, identifies the mandate for planning authorities in maximizing the mitigating effect of both vegetation and green infrastructure.

By establishing appropriate maximum driveway width regulations, the proposed amendment creates properties with suitably sized soft-landscaped areas. This is consistent with the PPS's goal in promoting and utilizing natural landscaped areas and green infrastructure.

Overall, the proposed Zoning By-law amendment conforms with the PPS.

4. Conformity with Growth Plan

The Growth Plan was updated August 28, 2020, to support the "More Homes, More Choice" government action-plan to address the needs of the region's growing population.

The new plan is intended to, amongst other things, build upon the policy framework established by the PPS and provide more specific land use planning policies which support the achievement of complete communities, a clean and healthy environment, and social equity.

By applying appropriate regulations to maximum driveway widths, and thereby limiting both the amount of hardscaping and subsequent surface-runoff, the proposed amendment is consistent with the Growth Plan's goal in utilizing green infrastructure to achieve stormwater management best practices.

Overall, the proposed Zoning By-law amendment conforms with the Growth Plan.

5. Mississauga Official Plan (MOP)

The proposed amendment conforms with the above-noted MOP sections by promoting and protecting green infrastructure; encouraging and supporting measures that reduce stormwater runoff; and, by respecting the experience, identity, and character of the neighbourhood context.

Overall, the proposed Zoning By-law amendment conforms with MOP.

6. Zoning

Please see Appendix 3, in this regard.

7. Conclusions

City staff have evaluated the proposed amendment against the *Provincial Policy Statement*, the Growth Plan and Mississauga Official Plan.

Based upon the above analysis, staff are of the opinion that the proposed Zoning By-law amendment is consistent with these aforementioned documents. Further, staff are of the opinion the proposed amendment can be supported, as it promotes an integrated stormwater management approach; helps the City adapt to the impacts of climate change; and, contributes to sustainable complete communities.

Appendix 3: Proposed Zoning By-law Amendment

Regulation:	Lot Frontage Ranges:		
	<6.0 m (19.7 ft.)	6.1 m - 16.9 m (29.9 ft. – 55.4 ft.)	17.0 m + (55.8 ft.)
Proposed Maximum Driveway Width:	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)	8.5 m (27.9 ft.)
Comment / Explanation	- Only single-car driveways would be permitted.	- This grouping would permit up to two cars, parked side-by-side.	- This grouping would permit up to three cars, parked side-by-side.

Appendix 4: Current Maximum Driveway Width Regulations

Current Zoning Regulations:			Approx. Number of Properties:
Zone:	Min. Lot Frontage:	Max. Driveway Width:	
R1	22.5 m (73.8 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 8.5 m (27.9 ft.) ; if no garage door then maximum width of 6.0 m (19.7 ft.)	3,139
R2	18.0 m (59.1 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.) ; if no garage door then maximum width of 6.0 m (19.7 ft.)	8,359
R3	15.0 m (49.2 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.) ; if no garage door maximum width of 6.0 m (19.7 ft.)	29,585
R4	12.0 m (39.4 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.) ; if no garage door maximum width of 6.0 m (19.7 ft.)	20,782
R5	9.8 m (32.2 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.) ; if no garage door maximum width of 6.0 m (19.7 ft.)	15,885
R6	12.5 m (41.0 ft.)	Lesser of 6.1 m (20.0 ft.) or 45% of lot frontage	2,752
R7	11.0 m (36.1 ft.)	Lesser of 6.5 m (21.3 ft.) or 50% of lot frontage	3,369
R8	18.0 m (59.1 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	83
R9	13.6 m (44.6 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	259
R10	12.0 m (39.4 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	1,458
R11	9.8 m (32.2 ft.)	6.0 m (19.7 ft.)	1,374
R12	14.5 m (47.6 ft.), 16.0 m (52.5 ft.), 24.0 m (78.7 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	233
R13	13.0 m (42.7 ft.), 14.5 m (47.6 ft.), 22.0 m (72.2 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	286
R14	11.0 m (36.1 ft.), 14.5 m (47.6 ft.), 19.0 m (62.3 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	294

R15	12.0 m (39.4 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	568
R16	15.0 m (49.2 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	87
RM1	9.0 m (29.5 ft.)	5.2 m (17.1 ft.)	21,402
RM2	6.8 m (22.3 ft.)	5.2 m (17.1 ft.)	12,479
RM3	6.8 m (22.3 ft.)	4.3 m (14.1 ft.)	93
RM5	6.8 m (22.3 ft.)	5.2 m (17.1 ft.)	10,850
RM6	5.0 m (16.4 ft.)	3.0 m (9.8 ft.)	1,669
RM7	12.0 m (39.4 ft.)	6.0 m (19.7 ft.)	670
RM11	5.0 m (16.4 ft.)	2.6 m (8.5 ft.)	26
RM12	6.0 m (19.7 ft.)	2.6 m (8.5 ft.)	0

Note: The **RM4**, **RM8**, **RM9**, and **RM10 Zones** are not included within the above analysis as they either utilize non-comparable performance standards (regulating town blocks vs. individual properties); or, their associated regulations are already captured by other zoning categories.

Some of the properties within the various zones may become legal non-complying as a result of the proposed amendments; however, they represent a small minority of the lots within the City.