

# **Attachment 6: Driveway Width Review and Zoning Bylaw Recommendations**

## **1. Purpose**

Council directed staff to consider the following motions regarding driveway width regulations in the final recommendation report of the Comprehensive Zoning Bylaw at the July 13, 2022, statutory public meeting:

1. That staff consider formalizing the current position on driveway parking/enforcement on semi-detached and on-street townhomes in the final recommendation report of the comprehensive zoning bylaw.

The current criteria is as follow:

- That any driveway (residential) is no wider than five (5) metres;
  - That there is no negative impact on lot drainage;
  - That no hard surface shall be located closer than the 1.5 metres setback from a municipally owned or boundary tree and not incur loss or damage to the tree;
  - That the remaining front yard, excepting the driveway (residential) shall be landscaped and no parking is occurring within this landscaped open space;
  - That the boulevard portion of the driveway (residential) does not exceed 3.5 metres; and,
  - That City-owned water shut-off valves shall not be located within any portion of the driveway that exceeds the Zoning Bylaw sections as listed above.
2. That staff give consideration to amend 5.11.3 b), Despite section 5.11.3 (a) a surfaced walkway within 1.5 metres of the nearest foundation wall is permitted providing that is it not used for parking.
    - That staff remove "providing that it is not used for parking."

The purpose of this paper is to provide background information to Council, including Provincial and City policy and other municipal practices that has informed the staff recommended driveway width regulations. This paper summarizes background research and analysis conducted to date as part of the City's ongoing review of driveway width regulations in the zoning bylaw and provides updated recommendations and rationale.

## **2. Background**

The City of Guelph Zoning Bylaw has included driveway width regulations since 1954 when a minimum width was introduced to accommodate access to a parking space. Maximum driveway width regulations have existed for residential development since 1962 and prior to 1995, a driveway was generally restricted the

width of the garage. The current Zoning Bylaw (1995)-14864 regulates driveway widths based on the width of the lot and the width of the garage for townhouses.

The general intent and purpose of regulating driveway widths in the city is to maintain residential streetscape character, ensure front yards are not dominated by parking, ensure that appropriate drainage and swales are provided as well as opportunities to promote green infrastructure, to provide green space and adequate soil volumes in front yards to allow for street trees and to maintain the ability for on-street parking within neighbourhoods.

### **3. Policy Review**

#### **Provincial Policy Statement (PPS), 2020**

The PPS provides policy direction on matters of provincial interest related to land use planning and development and supports the provincial goal to enhance the quality of life for Ontarians. The PPS notes that zoning is an important tool for implementation of the PPS.

The PPS includes a number of policies related to appropriate development standards that promote intensification and compact form while mitigating risks to public health and safety and avoiding development and land use patterns which may cause environmental concerns. The PPS focuses on planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and preparing for the regional and local impacts of a changing climate.

The PPS specifically directs that planning authorities should promote green infrastructure to complement infrastructure (1.6.2). Green infrastructure is defined in the PPS as:

natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

The PPS speaks to planning for stormwater management (1.6.6.7). Policies encourage maximizing the extent and function of vegetative and pervious surfaces; and promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

The PPS also encourages maximizing vegetation within settlement areas, where feasible, to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate (1.8.1).

### **A Place to Grow, Growth Plan for the Greater Golden Horseshoe, 2020**

A Place to Grow is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life.

The Growth Plan supports achievement of complete communities and a range and mix of housing options in a compact built form, prioritizes intensification and higher densities in strategic growth areas, supports the protection and enhancement of natural heritage, hydrologic, and landform systems, features, and functions and the integration of green infrastructure and appropriate low impact development. The Growth Plan integrates climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure.

### **City of Guelph Official Plan, 2022 Consolidation**

The City's Official Plan establishes a vision, guiding principles, strategic goals, objectives and policies to manage future land use patterns that have a positive effect on the social, economic, cultural and natural environment of the city. The Official Plan promotes long-term community sustainability, promotes the public interest and provides a comprehensive land use policy basis to be implemented through the zoning bylaw and other land use controls.

The Official Plan contains policies and objectives that provide direction for the establishment of maximum driveway width regulations. Policies related to urban design, stormwater management and urban forest will be highlighted in this section and need to be taken into consideration when balancing the ask for additional driveway width on a lot.

### **Stormwater Management Policies (Section 6.4)**

The City encourages the use of landscape-based stormwater management planning and practices (also referred to as low impact development) including rainwater harvesting, green roofs, bioretention, permeable pavement, infiltration facilities and vegetated swales in the design and construction of new development where site conditions and other relevant technical considerations are suitable (6.4.5).

### **Urban Design Policies (Section 8)**

The urban design policies of the Official Plan aim to create attractive communities that support a high quality of life. Urban design objectives include building compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage a choice of mobility options including walking, cycling, transit and driving. Urban design policies also aim to improve conditions for greater personal security within publicly accessible spaces by designing them to be attractive and comfortable to the public, increasing the potential for informal surveillance and reducing opportunities for crime.

Urban design policies specifically support the retention of vegetation in front yards along residential streets to maintain attractive streetscapes and minimize the impacts of driveways on the pedestrian realm (8.5.5). Within the City's right of way, planting of trees, shrubs and groundcover in street medians and shoulders shall be designed to allow for their long term health through the implementation of best practices for planting and maintenance (8.2.9). The Official Plan also encourages strategies (such as rear lane development) that minimize the impact of driveways on the pedestrian realm (8.5.4).

#### **Urban Forest Policies (Section 4)**

Trees provide various benefits and services to the city including reduction of air pollution, moderation of the urban heat island effect, carbon sequestration, shade, habitat for urban adapted wildlife and mental health benefits. Urban forest objectives include (4.1.6):

The Official Plan recognizes that the Urban Forest provides important ecosystem services that benefit current and future generations by:

- i) identifying opportunities for protection, enhancement and restoration; and
- ii) supporting initiatives that provide for ongoing management and stewardship of the Urban Forest. To maintain and increase tree canopy cover within the city, with a target of 40% by 2031.

## **4. City of Guelph Plans**

### **Tree canopy - Urban Forest Management Plan, 2013-2032 and the Urban Forest Study, 2019**

The Urban Forest Management Plan (UFMP) provides guiding principles, vision and strategic goals that will guide the planning, management and monitoring of Guelph's urban forest so that it continues to be a healthy, thriving entity. The UFMP acknowledges that all trees in Guelph form the city's urban forest and are part of the city's green infrastructure, which sustains the community by filtering air pollution, providing shade, contributing to flood control, reducing local energy use, sequestering carbon, and bringing nature to the city. These services are well documented and trees are known to save municipalities millions of dollars in air pollution control and storm water management. Natural tree cover also provides a wide range of human health benefits such as enhancing mental development and creativity, lowering blood pressure, and speeding up recovery from surgery.

The vision established in the UFMP:

The City of Guelph will foster the health and sustainability of its community by increasing its urban forest cover. Continually pursuing and promoting the implementation of best practices for tree protection, tree establishment and tree maintenance will provide a range of environmental, economic, and health benefits for residents, and habitat for a diversity of plant and animal species. By setting an

example on its own lands and supporting expanded local stewardship, the city will enjoy and sustain its urban forest for the long-term.

The UFMP provides direction for the City to continually seek creative ways to leave space for and integrate existing trees into new and infill developments and to improve the retention of existing trees and canopy cover. Specific goals applicable to the Zoning Bylaw review, include:

- Foster a “tree friendly” culture among City staff through interdepartmental coordination on tree issues and sharing of ideas and best practices for tree protection, maintenance and planting.
- Recognize the urban forest as a critical municipal asset and green infrastructure component through a long-term commitment to proactive management, adequate resource allocation and joint stewardship by the City and the community.

The Plan also makes key planning recommendations, including updating City documents to be consistent with new tree-related policies, guidelines and legislation. This recommendation applies to the Comprehensive Zoning Bylaw Review.

In 2019, the City completed the Urban Forest Study Report which illustrated a detailed picture of the current conditions and areas for growth of Guelph’s entire urban forest. The study revealed that the City’s canopy cover goals cannot be achieved solely through planting trees on City-owned lands and that current planting efforts do not prove to be adequate in reaching Guelph’s targets. Findings from this study indicate that more than half or 55 percent of the urban forest is found on private lands, which emphasizes the importance of the role played by Guelph residents and business owners in growing and maintaining Guelph’s urban forest.

The UFMP is a 20-year renewable roadmap for understanding and improving the management of Guelph’s urban forest. The plan is currently in the second phase of implementation (2019 – 2023). As part of this phase, the One Tree Canopy Strategy has been initiated. The strategy aims to increase tree planting efforts across the community on both public and private land to achieve 40 percent canopy cover in Guelph. The City of Guelph Official Plan target requires doubling the current tree canopy in 9 years.

### **Stormwater Management Master Plan, 2012**

The City’s Stormwater Management Master Plan (SWM MP) provides a long-term plan to manage stormwater runoff safely and effectively from urban areas while also ensuring that the City’s water supply and the environment are protected in a sustainable manner.

City Staff are currently undertaking a study to update the 2012 Stormwater Management Master Plan, which will provide direction on how to best manage stormwater from now to 2051.

The City's Development Engineering Manual includes impervious land percentages that are used by developers, City staff, and the 2021 SWM MP model to determine how much impervious surface there is per land type. This is directly related to the amount of runoff calculated to be controlled on site or to be entering the City's stormwater management system. The current SWM MP update model has relied on the existing percentage split between impervious and pervious surfaces for single detached, semi-detached and townhouse lots in order to recommend pipe upgrade and quantity and quality control projects. If maximum driveway width regulations were to increase, the modelling work may be underestimating the amount of runoff generated by each property, and the quality of said runoff. The current SWM MP work also studied existing SWM ponds in the city. Of the City's over 100 ponds, 56 were studied in detail. 17 ponds were found to have an increase in imperviousness in the catchment area, rendering the pond unable to meet its original design objectives. If the driveway width regulations were to change, and the percentage of imperviousness per land type were to increase, there would likely be more SWM ponds that would not be meeting their intended design.

The SWM MP update is using a climate-change adjusted intensity-duration-frequency curve to plan for future infrastructure needs. It will also recommend a treatment train approach for runoff, for which increased paved areas would not be encouraged. To conform to the Ministry of Environment, Conservation and Parks new requirements, Guelph needs to adopt a treatment train approach which means increased treatment at-source, which may require encouragement for green infrastructure such as rain gardens in front lawns.

For lot modifications where a development application is not required, there are no requirements to implement stormwater management criteria. Increased driveway widths will create additional runoff for the City to manage from a quality and quantity perspective. The goals and objectives of the SWM MP support reducing the amount of impervious surfaces city-wide, including reducing driveway widths.

### **Development Engineering Manual (DEM)**

The City has standard stormwater management parameters for subdivision application review that assumes the ratio of permeable and impermeable surfaces both within the road right of way and within the front yards of singles, semis, townhouses, and other land use types. These parameters are used to size infrastructure (pipes, etc.) and treatment facilities (storm ponds, etc.). Increasing driveway widths after a subdivision is approved for construction can impact the infrastructure and facilities.

The City requires that development sites maintain a balance between pre- and post-development water discharge (recharge and runoff); see DEM Section 5.7.6 Water Balance Criteria. Increasing pervious areas (such as in front and rear yards,

park/amenity areas) and use of low impact development infrastructure are often used to ensure water balance.

The DEM also contains direction to locate driveways away from proposed services (sanitary, storm and water).

### **Transportation Master Plan, 2022**

The City's Transportation Master Plan (TMP) sets direction for how Guelph's future transportation system will be built and operated through the provision of policies and programs that have minimal impact on the natural environment. The TMP focuses on transportation in Guelph to be "safe, equitable, sustainable, complete, affordable and supportive of land use."

The TMP sets new mode share targets for the city to 2051: 58% of daily trips by personal vehicle, 17% by transit, 15% by walking, and 10% by bicycle. To achieve these targets, the [recommended transportation network](#) identifies improvements to deliver a sustainable and resilient transportation system, and limits road widening to what is required to deliver improved transit and active transportation services. The TMP outlines a series of policy recommendations to support the mode share targets and ensure proper function of the transportation system. Policies include promoting more sustainable modes of travel (walking, cycling, and taking the bus), aligning parking supply and management practices with mode share and greenhouse gas (GHG) targets, strengthening the Transportation Demand Management (TDM) program to increase the use of non-auto modes of transportation, as well as redesigning streets and roads to reflect the priorities of different areas around the city. The TMP also identifies the need for effective parking management to balance supply and demand for the different types of parking (e.g., short-term, long-term, and accessible). Specifically, the TMP recommends that the City conduct a review of on-street and off-street parking to ensure the city-wide parking system is in alignment with the goals and objectives of this TMP; recommendations of the study will inform future updates to the traffic, parking and zoning bylaws (5.1.1).

### **Race to Zero**

The City has committed to the United Nations Race-to-Zero campaign and has set targets for the whole community to reduce carbon emissions. This target is to reduce our per capita community carbon emissions by 63 per cent against the 2018 baseline by 2030 and achieve net zero GHG emissions by 2050.

The June 10, 2022, Council Information Report- [Cities Race-to-Zero Four-Year Interim Targets](#), outlined that the Corporate GHG emissions contribute less than 3% of the total community GHG emissions and identified one role of the Corporation is to facilitate the reduction of community GHG emissions for the different sectors. Transportation makes up the largest community contributor of GHG emissions at 26%, followed by industrial buildings (24%),

institutional/commercial buildings (24%), residential buildings (23%), and waste and wastewater (3%).

The City is responsible for developing plans and policies, as well as building, operating, and maintaining City infrastructure that supports the rest of the community. Through these responsibilities, the City can enable the broader community stakeholders to enact environmental stewardship and reduce community GHG emissions. Increasing driveway width permission in the Zoning Bylaw may have the effect of increasing the number of vehicles operating within the city and make sustainable transportation options such as transit, cycling and walking less desirable.

The Four-Year Interim Targets report outlined corporate supports to community GHG reduction targets, which includes the Urban Forest Management Plan and mode share shifts outlined in the Transportation Master Plan amongst other plans. Both plans have been referenced above in relation to regulating driveways widths to ensure adequate space for street trees and a diverse range of transportation modes are utilized in the city.

### **Urban Design Manual (Volume 2)**

The vision established in the Urban Design Manual:

Use neighbourhood infill and residential development to enhance the quality of life in existing Guelph neighbourhoods and manage growth sustainably by creating a mix of housing types within walkable communities while protecting natural and cultural heritage.

The Urban Manual places an emphasis on integrating existing natural features into the design of development and preserving existing trees in order to retain the character and value of a neighbourhood and encourages the use low impact development.

### **Built Form Standards for Mid-Rise Buildings and Townhouses, 2018**

The Built Form Standards for Mid-Rise Buildings and Townhouses implements the policies of the Official Plan and provides design direction for new mid-rise buildings and townhouses, including directions related to site design and parking. The guidelines highlight the importance of tree lined streets and the location and design of garages and parking to minimize visual impacts on the streetscape.

The Council approved guidelines provide recommendations for the Comprehensive Zoning Bylaw Review to implement a maximum driveway width of 3 metres for on-street and cluster townhouses.

## **5. Existing Zoning Bylaw Regulations, (1995)-14864**

Section 4.13.7.2.1 of the existing Zoning Bylaw establishes maximum driveway widths for residential zones:



7.5 metres in an R.1A Zone (single detached)

6.5 metres in an R.1B Zone (single detached)

6.0 metres in an R.1C Zone (single detached)

5.0 metres in an R.1D Zone (single detached)

3.5 metres in an R.2 Zone (semi-detached)

In an R.3 zone (townhouses) the driveway shall not exceed the garage width of the unit or no more than 50% of the front yard whichever is less.

The existing Zoning Bylaw also requires a minimum of 0.5 metre landscaped open space between the driveway and the nearest lot line to ensure property drainage is not impacted by the driveway. This space is to be maintained as landscaped space in the form of natural vegetation such as grass, flowers, trees and shrubbery.

## **6. Suspension of Driveway Width Enforcement**

Council directed staff to consider a motion that proposed a temporary suspension of enforcement of specific zoning regulations related to driveway widths within the R.2 residential semi-detached/duplex and R.3B on-street townhouse zones while the City undertakes a comprehensive review of the Zoning Bylaw at the September 10, 2018, council meeting.

In response to the Council motion, a review was completed to establish a better understanding of the background and rationale for the current zoning regulations, the risks/benefits of the proposed motion, and to explore potential alternatives for regulating driveway widths in R.2 and R.3B zones.

Based on this review, staff recommended that Alternative 1 (continue to enforce current regulations on an individual complaint basis while the Zoning Bylaw is being reviewed) represented the best balance of risk vs benefit, outlined in [Staff Report IDE-2018-129](#). However, Council approved the following motion:

1. That staff be directed to review specifically Section 4.13 of Bylaw (1995)-14864 as part of the upcoming comprehensive review of the Bylaw.
2. That staff be directed to temporarily suspend enforcement of the following sections of Bylaw (1995)-14864, while the review is being undertaken, as they apply to existing residential uses:
  - 4.13.7.2.3
  - 4.13.7.2.4
  - 4.13.7.2.5
  - The first sentence of Table 5.2.2, Row 15; and
  - 5.3.2.8
3. That the procedure to be developed by staff include the following criteria:

- That any driveway (residential) is no wider than 5 metres
  - That there is no negative impact on lot drainage
  - That no hard surface shall be located closer than 1.5m setback from a municipally owned or boundary tree and not incur loss or damage to the tree
  - That the remaining front yard, excepting the driveway (residential) shall be landscaped and no parking is occurring within this landscaped open space
  - That the boulevard portion of the driveway (residential) does not exceed 3.5 meters
  - That City-owned water shut off valves shall not be located within any portion of the driveway that exceeds the Zoning Bylaw sections as listed above.
4. That temporary suspension of enforcement shall not be deemed to be a condonation of any contravention of Bylaw (1995)-14854 or to prevent or stop any future enforcement of that Bylaw, or any successor to that Bylaw by, the City.
  5. That temporary suspension of enforcement of Bylaw (1995)-14854 shall not constitute or in any way grant or authorize a variance from that Bylaw or confer any legal non-conforming or non-complying status in any way whatsoever.
  6. That staff be directed to temporarily suspend the laying of charges under the sections of Bylaw (1995)-14864 noted in clause 2, subject to the criteria noted in clause 3, until such time as staff report back to Council on the procedure as directed in clause 2.

Staff returned to Council May 13, 2019 with the Procedure to Request Temporary Suspension of Enforcement of Driveway Regulations: Draft Framework Presentation ([Staff Report IDE-2019-02](#)).

Council approved the following motion on June 10, 2019:

That the provisions identified in the September 10, 2018 motion of Council, related to driveway width enforcement, continue until the review of Section 4.13 of Bylaw (1995)-14864 is completed as part of the Comprehensive Zoning Bylaw Review, and that no further action on an interim procedure for requested suspension of enforcement of driveway regulations be pursued at this time.

## **7. Driveway width review through the Comprehensive Zoning Bylaw Review**

The [Guelph Parking Standards Discussion Paper \(2019\)](#) was completed as part of Phase 2 of the Comprehensive Zoning Bylaw Review to examine and provide

parking recommendations for the new zoning bylaw. Reference to driveway width regulations is found in Chapter 9 of the discussion paper. The discussion paper compares existing regulations to those of comparable municipalities to assess the adequacy of the regulations and makes recommendations for the new zoning bylaw.

Based on an inter-jurisdictional review outlined in the Guelph Parking Standards Review, several comparable municipalities have moved towards a hybrid approach to regulating driveway widths whereby limiting the width of the driveway to a certain percentage of the overall lot width or unit width, up to a set maximum dimension.

## **8. Comparison of Other Municipal Standards**

The Guelph Parking Standards Review Discussion Paper reviewed Burlington, Kitchener, Oakville, St. Catharines, and Waterloo as comparable municipalities. These municipalities were chosen due to being similarly sized (in terms of population), being “outer-ring” Growth Plan municipalities, and have recently reviewed and updated their respective Zoning Bylaw and parking standards contained therein. City staff reviewed two municipalities (Vaughan and Kingston) in addition to the discussion paper, as both municipalities have recently updated zoning bylaws.

The following approaches are commonly used to regulate driveway widths:

- 1. Fixed maximum dimensions:** when a zoning bylaw establishes an overall maximum dimension
- 2. Maximum driveway widths as a percentage of lot width:** when a zoning bylaw establishes maximum driveway widths as a percentage of the overall lot width measured at either the front yard or the property line
- 3. Maximum driveway width as a percentage of unit width or building façade:** when a zoning bylaw establishes maximum driveway widths as a percentage of the width of the dwelling or the width of the front of the façade of a building
- 4. Hybrid approach:** when a zoning bylaw establishes maximum driveway widths with by combining Options 1 and 2 or 1 and 3 above

Many of the municipalities reviewed in the Guelph Parking Standards Review have moved towards a hybrid approach to regulating driveway widths by generally limiting the width of a driveway to a specific dimension (e.g., 7 metres) or as a percentage of the lot or dwelling width, whichever is less.

**Table 1: Semi-Detached Dwellings**

<b>Municipality</b>	<b>Comparable zones</b>	<b>Min lot width</b>	<b>Max driveway width</b>	<b>Driveway as % of min lot width</b>
<b>Guelph (existing)</b>	R.2	7.5 metres per unit	3.5 metres	47%
<b>Burlington</b>	Multiple zones	9 metres	50% of lot width	50%
<b>Kitchener</b>	RES-3/ RES-4/ RES-5	9.3 metres/ 7.5 metres	50% of the lot width or 5.2 metres, whichever is less	48%
<b>Waterloo</b>	R5	7.5 metres per unit	3.5 metres (7 metres for two units)	47%
<b>Oakville</b>	RL9	7.5 metres per unit	3 metres (6 metres for two units)	40%
<b>Burlington</b>	R4	9 metres per unit	50% of lot width	50%
<b>St. Catharines</b>	R3	7.5 metres per unit	50% of unit width	50%
<b>Kingston</b>	UR2	9 metres per unit	6 metres or 40% of lot width, whichever is less	40%
<b>Vaughan</b>	R4A	7.5 metres per unit	3.75 metres	50%

**Table 2: On-Street Townhouses**

<b>Municipality</b>	<b>Comparable zones</b>	<b>Min lot width</b>	<b>Max driveway width</b>	<b>Driveway as % of min lot width</b>
<b>Guelph (existing)</b>	R.3B	6 metres	Driveway shall not exceed the garage width of the unit or not more than 50% of the front yard whichever is less	50%

<b>Burlington</b>	RM5	6.8 metres	50% of lot width	50%
<b>Kitchener</b>	RES-4/RES-5	6 metres/5.5 metres	60% of the lot width or 5.2 metres, whichever is less	60%
<b>Waterloo</b>	R6	7.5 metres	58% of facade	58%
<b>Oakville</b>	RL11	18 metres (6 metres per lot)	9 metres (3 metres per lot)	50%
<b>St. Catharines</b>	R4	6 metres	50% of unit width	50%
<b>Kingston</b>	UR3	6 metres per unit	40% of lot frontage	40%
<b>Vaughan</b>	RT1	6 metres per unit	2.9 metres	48%

### Analysis and Recommendations

The Guelph Parking Standards Discussion Paper compared the City's existing driveway width provisions against different scenarios. Table 3 and Table 4 below illustrate that a significant increase in driveway widths would be required to get a two car (5 metres) wide driveway.

**Table 3: Existing R.2 zoning regulations compared to alternative approaches**

<b>Zone</b>	<b>Existing regulation</b>	<b>Driveway width of 50% of lot width</b>	<b>Driveway width of 67% of lot width</b>
<b>R.2 (semi-detached)</b>	A 7.5 metre lot frontage with a maximum width of 3.5 metres, the driveway would permit a 1 car driveway making up 47% of lot width. This approach accommodates space for trees and on-street parking.	A 7.5 metre lot frontage with 50% of lot width would permit a 1 car driveway (3.75 m). This approach would still accommodate space for trees and on-street parking.	A 7.5 metre lot frontage with 67% lot width would generate a 2 car driveway (5 metres). An increase in hardscape and impervious surfaces will result in an increase of surface runoff and less space for landscaping, tree plantings and on-street parking spaces would be limited.

**Table 4: Existing R.3B zoning regulations compared to alternative approaches**

<b>Zone</b>	<b>Existing regulations</b>	<b>Driveway width of 60% lot width</b>	<b>Driveway width of 85% lot width</b>
<b>R.3B (on-street townhouses)</b>	Max 50% of the front yard or the width of the garage, whichever is less. A 6 metre lot frontage with 50% of lot width being 3 metres, a 1 car driveway would be permitted making up 50% of the front façade. This aligns with 50% target set out in the Urban Design Manual.	A 6 metre lot frontage, with 60% lot width would still only generate a 1 car driveway (4.8 metres). An increase in hardscape and impervious surfaces will result in increase of surface runoff and less space for landscaping, tree planting, and the ability to provide on-street parking.	A 6 metre lot frontage, a 85% lot width scenario would generate a 2 car driveway (5 metres). An increase in hardscape and impervious surfaces will result in further increase of surface runoff and less space for landscaping, a tree planting would not be possible, and no on-street parking could be provided.

Based on this study, the directions found within the Urban Design Manual as well as many other City plans, an increase in driveway widths would reduce availability of space for landscaping, tree planting, on-street parking and on-site infiltration for stormwater runoff as well as detract from the pedestrian experience. As such, the Guelph Parking Standards Review recommended that the City move towards a hybrid approach to regulating driveway widths, whereby a driveway would be limited to 50% of the dwelling width. Recommendations in the Guelph Parking Standards Review are outlined in below:

**Guelph Parking Standards Discussion Paper- Recommended Maximum Driveway Width Regulations**

<b>Zone</b>	<b>Existing Maximum Width</b>	<b>Proposed Regulation</b>
<b>R.1A</b>	7.5 metres	50% of width of dwelling or 7.5 metres, whichever is less
<b>R.1B</b>	6.5 metres	50% of width of dwelling or 6.5 metres, whichever is less
<b>R.1C</b>	6 metres	50% of width of dwelling or 6 metres, whichever is less
<b>R.1D</b>	5 metres	50% of width of dwelling or 5 metres, whichever is less
<b>R.2</b>	3.5 metres	50% of width of dwelling or 3.5 metres, whichever is less

<b>R.3</b>	50% of front yard or width of garage	No change proposed (consistent with the City of Guelph's Built Form Guidelines for Townhouses and Mid-Rise Buildings)
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## 9. Proposed Zoning Bylaw Regulations

The proposed Zoning Bylaw reflects on regulations and policies outlined in the City's Official Plan and other City plans, as well as the work completed as part of the Guelph Parking Standards Review and the feedback received to date on the proposed directions of the draft zoning bylaw.

The proposed zoning bylaw maintains the direction to regulate driveways based on lot width to address the specific context of a property and represents a more permissive approach than what was originally proposed through the Guelph Parking Standards Review Discussion Paper. The proposed approach does not restrict driveways further than what the existing zoning bylaw allows and adds more flexibility in some cases. The proposed regulations provide additional flexibility for semi-detached dwellings and on-street townhouses in cases where the lot frontage exceeds the minimum zone standards.

Allowing semi-detached and on-street townhouses to have driveways that are 50% of the lot width ensures that there is adequate parking based on the size of the lot as well as adequate green space to provide for street trees, stormwater management and ensures good urban design. The proposed regulations recognize larger semi-detached and townhouse lots, providing for additional width in those situations. This represents a balanced approach to regulating driveway widths within the city that is in line with City plans reviewed in this paper.

Table 5.9 of the proposed zoning bylaw outlines maximum driveway widths permitted in specific residential zones:

<b>Zone</b>	<b>Driveway, residential width – maximum permitted</b>
<b>RL.1</b>	Single detached dwellings – 6.5 metres Semi-detached dwellings – 50% of the lot frontage or 5 metres, whichever is less
<b>RL.2</b>	Single detached dwellings – 5 metres* Semi-detached dwellings – 50% of the lot frontage or 5 metres, whichever is less
<b>RL.3, RL.4, RM.5, RM.6, D.1, D.2</b>	Townhouses – 50% of lot frontage or 5 metres, whichever is less

\*In addition to the maximum dimensions established above, lots with a lot frontage of 12 metres or greater may have a maximum driveway width of 6 metres in an RL.2 zone.

## **10. Planning Advisory Committee (PAC) Comments**

The [October 19, 2022 PAC meeting minutes](#) can be found online.

PAC provided the following comments on driveway width regulations:

- Need adequate space to plant trees to hit the City's tree canopy target
- It will cost more to plant trees with less soil and more pavement
- If we are serious about meeting the tree canopy target, the zoning bylaw needs to drive it
- Zoning bylaw is missing a definition for tree canopy
- Need a clear definition of landscape open space and buffer strip. These areas shouldn't have underground utilities. Toronto requires a certain soil volume for trees
- Wider driveways will fuel the privatization of parking in driveways throughout the city and reduce ability to accommodate on-street parking
- Consider permission for semi-permeable or permeable driveways
- Consider regulating the width of garages

PAC provided the following comments on Council's direction to allow parking on the permitted walkway:

- Difficult regulation to understand
- This may provide a loophole for additional parking
- Lack of understanding for the need for the change
- Don't see an advantage for making this change, not in favour
- If the area is intended as a walkway outside of the driveway, 1.5 metres may not be enough length
- This change does not provide clear advantage and doesn't agree with the proposed change

## **11. Accessibility Advisory Committee (AAC) Comments**

The [December 21, 2021, AAC meeting minutes](#) can be found online. Additionally, the AAC were engaged on [February 21, 2023 – meeting minutes](#) can also be found online.

During the December 2021 AAC meeting, the committee commented that vehicles outfitted to accommodate a person using a mobility device/aid have a need for more driveway width than the proposed in the draft Comprehensive Zoning Bylaw.

At the February 2023 AAC meeting, the committee were asked if the updated residential driveway width regulation to meet accessibility needs (3.4 metre driveway width and 1.5 metre access aisle) resolves their previous concern. The AAC were satisfied with the updated driveway width/configuration.

## **12. Staff Recommendations**

- 1. Maintain the proposed approach to regulating residential driveways that generally maintains 50% landscaped area in the front yard.**



## **Rationale:**

- Expanding maximum driveway widths on small lots would create additional risks related to stormwater management infrastructure
- Stormwater management infrastructure would need to be adequately sized in the future, meaning potential loss of units and additional capital costs to upgrade City infrastructure
- Wider driveways offer less opportunity to incorporate green infrastructure and low impact development
- Wider driveways offer less opportunity to ensure service laterals and water valves are located within landscaped areas, increasing risk of damage and cost to repair the infrastructure
- Adequate landscape area is required in front yards to provide space for street trees to assist in meeting the City's tree canopy targets
- In existing neighbourhoods, helps preserve existing trees as much as possible to help retain the character and value of the neighbourhood
- To establish trees in accordance with the City's Tree Technical Manual for siting and adequate soil volume on residential properties (1.5 metres from residential driveways and drainage swales and in accordance with sight line triangle, 1 metre from property lines, 4 metres from buildings and building entrances)
- To support achieving a pedestrian oriented public realm and streetscape with neighbourhoods that maintain attractive streets that reduce the conflict between driveways crossing sidewalks and allow room for street trees
- To support building compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage walking
- To provide space for on-street parking, prevent privatization of all parking within neighbourhoods and ensure visitor parking can be provided on-street

## **2. Define accessible vehicle in the Zoning Bylaw and provide as of right permissions for an accessible parking space to be provided within a single detached dwelling, semi-detached dwelling and on-street townhouse residential driveway.**

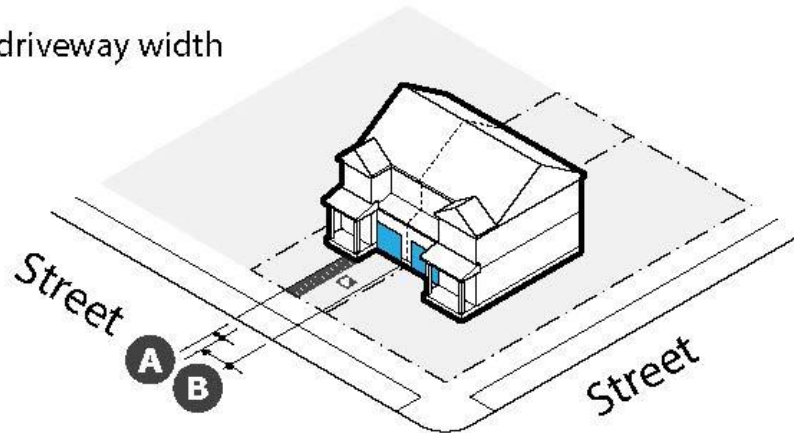
### **Proposed definition-**

**Vehicle, accessible** means a motor **vehicle** designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids.

Residential driveways should be permitted to be widened to accommodate accessible vehicles and are permitted to be 4.9 metres wide, 1.5 metres of which must be identified with a hatched marking, and no parking shall occur on this space. This exception is to provide space to accommodate the access ramp and

adequate room for a mobility device to maneuver within the paved portion of the driveway.

- A** 1.5 m access aisle
- B** 3.4 m driveway width

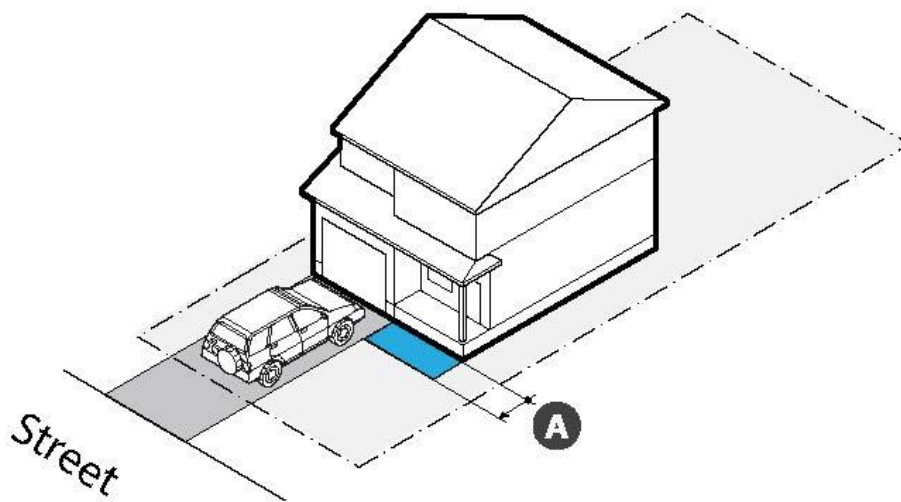


**Rationale:**

- Adding an accessible driveway provision would allow accessible parking spaces in low density residential zones for accessible needs without requiring a planning application to widen a driveway
- Alignment with the Accessibility for Ontarians with Disabilities Act (AODA) Type A parking space and access aisle minimum requirements
- Access aisle (1.5 m) must be marked to ensure that no parking occurs in the access aisle intended for use by a mobility device and pedestrian access
- Ownership or regular use of an accessible vehicle must be demonstrated

**3. Maintain the existing permission for a walkway that does not permit parking.**

We heard from the Planning Advisory Committee that the existing regulation was difficult to understand. An illustration has been created to demonstrate how this regulation is applied to a property.



- A** Surfaced Walkway -- Max. 1.5m from nearest foundation wall

**Rationale:**

- The intent of this regulation is to provide a 1.5 metre walkway to the front of a dwelling. As illustrated, 1.5 metres does not provide adequate space for parking. If parking was to be permitted in this area, pedestrian access to the front door of a dwelling unit would be blocked by a vehicle.

**4. Staff investigate opportunities to remove winter on-street parking restrictions through the city-wide parking review identified as an action in the Transportation Master Plan to be consistent with the July 28, 2014 approved Council motion:**

July 28, 2014 approved Council motion:

That the following be referred to staff to develop a policy and criteria for any local street that does not currently have, but where there is a request for, year-round permissive overnight parking, permit year-round overnight parking on one side of the street if the street has a travel width (curb face to curb face) of at least 7 metres and if the street has at least one residence with no driveway and no options to provide a driveway, and report back to the Operations, Transit, and Emergency Services Committee.

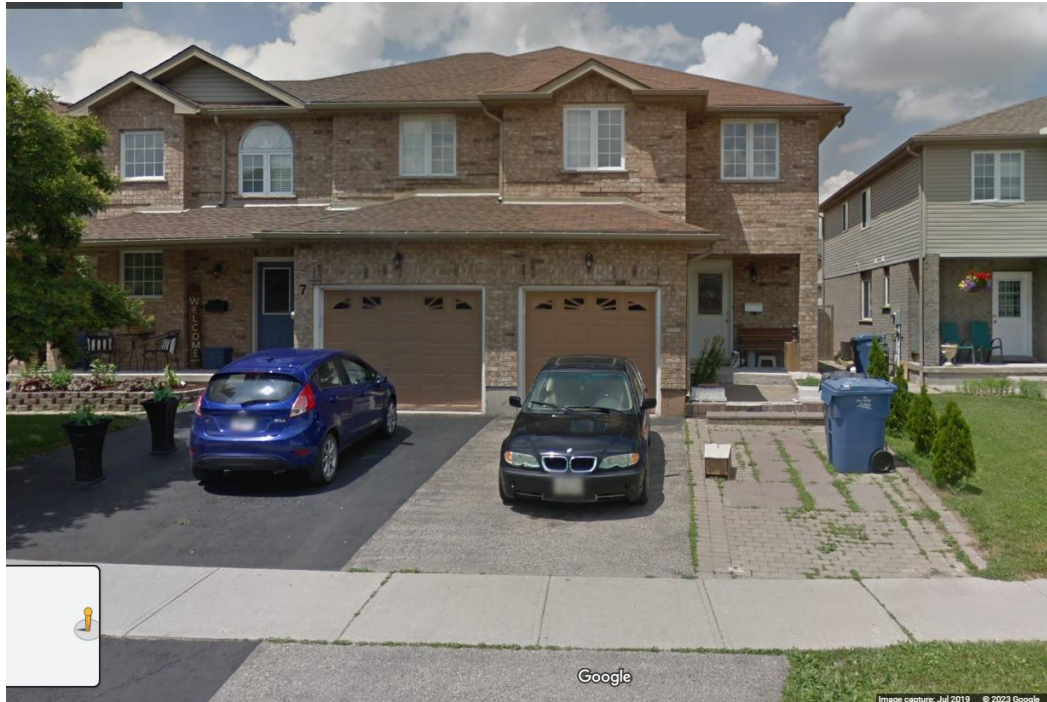
**And that the current suspension on enforcement of driveway widths be extended until the on-street parking review is complete.**

**Rationale:**

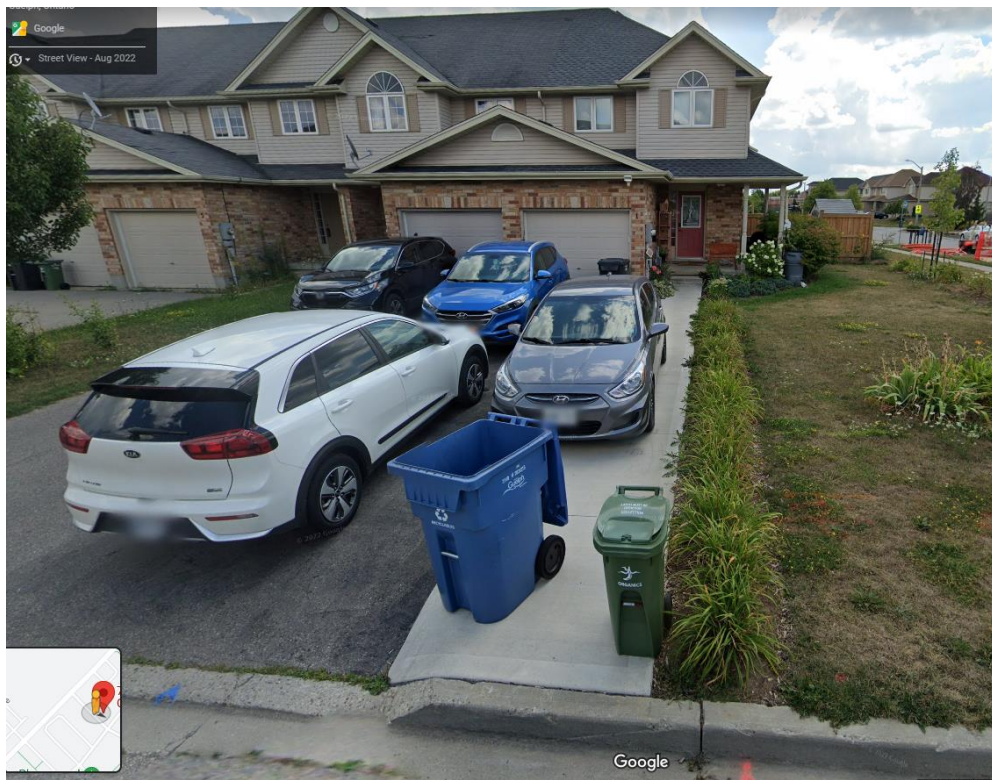
- In line with Engineering and Transportation Services capital projects workplan to conduct a city-wide on-street parking review in 2025
- Staff recommend advancing this project to 2024 to assist in providing on-street parking options for residents needing additional parking spaces who would otherwise widen their driveways
- The City-wide Parking Review could establish a city-wide policy and regulatory approach to on-street parking. It is suggested that the review also consider opportunities for city-owned parking lots within neighbourhoods.

### 13. Examples of widened driveways in the city

#### 1. Curzon Crescent



#### 2. Clough Crescent





### 3. Schroder Crescent



### 4. Jeffrey Drive





5. Kearney Drive (illegal curb cuts)



6. Farley Drive

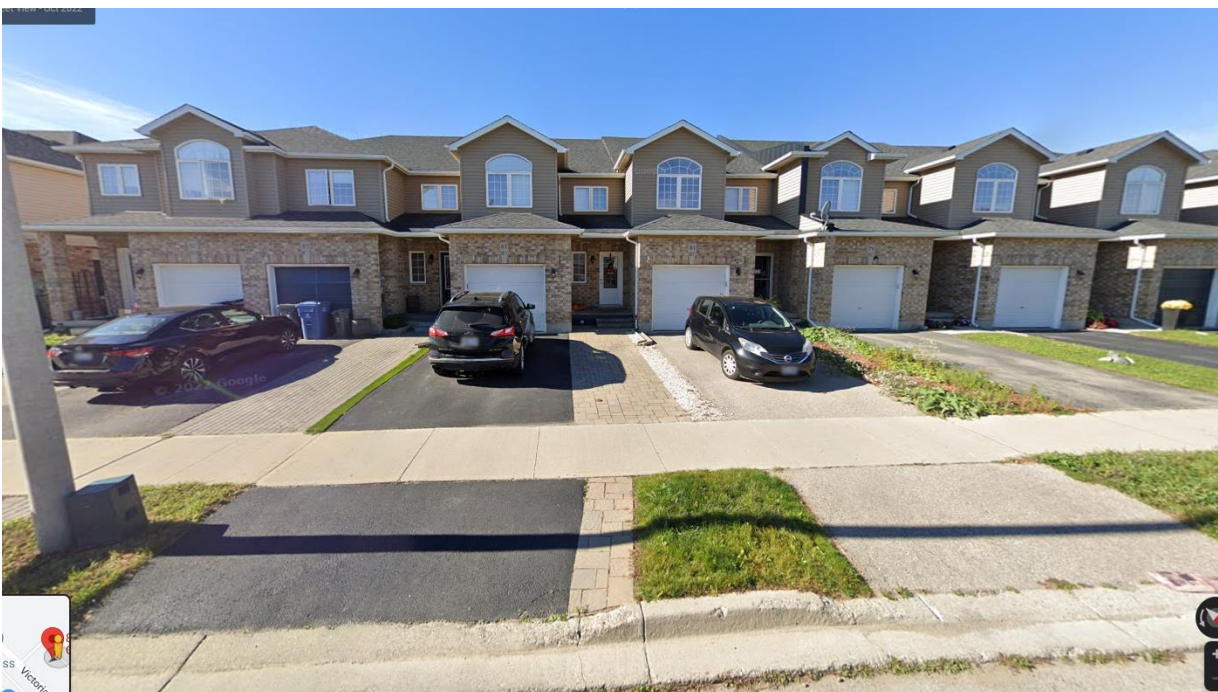




## 7. Hewitt Lane



## 8. Mussen Street (illegal curb cuts)





## 14. Council directed alternative regulations- not supported by Staff

As per Council direction provided at the statutory public meeting on July 13, 2022, Staff have provided the following zoning bylaw wording.

### 1. That Table 5.9 – Maximum residential driveway width be amended as follows:

**Table 5.9 – Maximum residential driveway width**

Row	Zone	Driveway, residential width – maximum permitted
1.	RL.1	<b>Single detached dwellings-</b> 6.5 metres <b>Semi-detached dwellings-</b> 5 metres <sup>(2)(3)</sup>
2.	RL.2	<b>Single detached dwellings-</b> 5 metres <sup>(1)</sup> <b>Semi-detached dwellings-</b> 5 metres <sup>(2)(3)</sup>
3.	RL.3, RL.4, RM.5, RM.6, D.1, D.2	<b>Townhouses-</b> 5 metres <sup>(2)(3)</sup>

Additional regulations for Table 5.9:

1. **Lots** with **lot frontage** of 12 metres or greater may have a maximum **driveway, residential** width of 6 metres.
2. **The driveway, residential** shall not be located closer than 1.5 metres from the trunk of a municipally owned or boundary tree.
3. That **City**-owned water shut-off valves shall not be located within any portion of the **driveway, residential**.

### 2. That Section 5.11.3 (b) be amended as follows:

- 5.11.3 (b) Despite Section 5.11.3 (a), a surfaced walkway within 1.5 metres of the nearest foundation wall is permitted.