

By-law 2021-171Z

A By-law of the City of Greater Sudbury to Amend By-law 2010-100Z Being the Comprehensive Zoning By-law for the City of Greater Sudbury

Whereas Council of the City of Greater Sudbury deems it desirable to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury;

Now therefore Council of the City of Greater Sudbury hereby enacts as follows:

1.-(1) That By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury, and Schedule "A" attached thereto, be and the same is hereby amended as follows:

- (a) in Part 4, GENERAL PROVISIONS, Section 4.2, ACCESSORY BUILDINGS STRUCTURES AND USES, by adding a new section as follows:

"4.2.10.5 Secondary Dwelling Units and Front Yard Parking

Notwithstanding anything to the contrary, the required parking area associated with the *secondary dwelling unit* may be permitted in the required front yard to a maximum of 50% of the width of the minimum lot frontage, or the maximum driveway width established by this by-law, whichever is lesser.

Where a *private garage* has been converted to a *secondary dwelling unit*, the required parking area for the primary dwelling and the secondary dwelling unit may be permitted in the required front yard to a maximum of 50% of the width of the minimum lot frontage or the maximum driveway width established by this by-law, whichever is lesser."

- (b) in Part 5, PARKING AND LOADING PROVISIONS, Section 5.2.4.3, Yards Where Parking Areas are Permitted, by adding a new clause d as follows:

"d) Except as provided in Section 5.4.2 d)."

- (c) in Part 5, PARKING AND LOADING PROVISIONS, Section 5.4.2, General Parking Provisions for Ground Oriented Residential Dwelling Units in a Residential Zone, by adding a new clause d as follows:

"Notwithstanding the above, outdoor parking areas are permitted in the required front yard to a maximum of 50% of the width of the minimum lot frontage, or the maximum driveway width established by this by-law, whichever is lesser, in all Residential Zones except for the R2-3 zone."

- (d) in Part 5, PARKING AND LOADING PROVISIONS, Section 5.2.9.1, Double Parking, second paragraph, by adding a new sentence after “tandem parking space” as follows:

“, which may be permitted within the required front yard”

- (e) in Part 5, PARKING AND LOADING PROVISIONS, Section 5.4 General Residential Parking Provisions, by adding the following provision and note after Table 5.5: Residential Parking Requirements For All Zones Except the Downtown Commercial (C6) Zone as follows:

“5.3.1 Notwithstanding Table 5.5, where a *Multiple Dwelling, Long Term Care Facility or Retirement Home* is permitted and the lot is directly abutting a GOVA route, the number of required parking spaces may be reduced by 10% of the minimum required parking spaces.”

- (f) in Part 5, PARKING AND LOADING PROVISIONS, Section 5.5 RESIDENTIAL PARKING REQUIREMENTS, by adding a new section 5.5.3 as follows:

“5.5.3. R2-3 Zone

- a) Notwithstanding other provisions of this by-law, the conversion of a *building* or part thereof in the R2-3 Zone to *dwelling units, boarding house dwellings or shared housing* shall be subject to the following parking requirements:

Use	Minimum Parking Space Requirement
<i>Boarding house dwelling or shared housing</i>	<i>1/ dwelling unit, plus 0.25/ guest room</i>
<i>Dwelling units</i>	<i>1/ dwelling unit</i>

- b) In the R2-3 zone, outdoor parking areas are permitted in the required front yard to a maximum of 50% of the width of the minimum lot frontage, or the maximum driveway width established by this by-law, whichever is lesser.

(g) in Part 7: COMMERCIAL ZONES, SPECIAL PROVISIONS FOR TABLES 7.1 AND 7.2 by:

- (i) deleting "Multiple Dwelling" in special provision 19; and
- (ii) adding special provision "20" as follows:

"20. Parking for "Multiple Dwelling" in the C5 Zone shall be calculated at the rate of 1 parking space per dwelling unit."

2. The applicant, a person or public body who, before the by-law was passed, made oral submissions at a public meeting or written submissions to the council, or the Minister may appeal the passage of this By-law to the Ontario Land Tribunal by filing with the City Clerk, within 20 days of the giving of notice of passage of the By-law by the City Clerk:

- (a) a Notice of Appeal;
- (b) an explanation of how the by-law is inconsistent with a policy statement issued under subsection 3(1) of the *Planning Act*, fails to conform with or conflicts with a provincial plan or fails to conform with an applicable official plan; and
- (c) the fee prescribed under the *Ontario Land Tribunal Act, 2021*.

If these materials and fees have not been filed with the City Clerk within this period, this By-law shall be deemed to have come into force on the day it was passed.

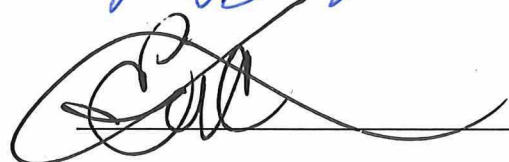
If these materials have been received within that time, this By-law shall not come into force until all appeals have been withdrawn or finally disposed of and except for those parts repealed or amended, and in such case it shall be deemed to have come into force on the day it was passed.

3. This By-law is in conformity with the City of Greater Sudbury Official Plan as amended.

Read and Passed in Open Council this 12th day of October, 2021



Mayor



Clerk