



December 6, 2024

Coalition for a Liveable Sudbury

Written submission – Four Units As Of Right – amendments to the Official Plan and Zoning Bylaw

Thank you for the opportunity to provide input on this proposed amendment.

We are happy to support the proposal to allow up to four units on properties in residential areas where municipal water and sewer services are available. This proposal supports the need for more housing (and specifically, smaller, more affordable units) in our community. It also supports our community's climate goals [Community Energy and Emissions Plan Goal 1: Achieve energy efficiency and emissions reductions by creating compact, complete communities through infill developments, decreasing dwelling size through an increase in multi-family buildings, and increasing building type mix].

This would be a positive change for our community. It would support more affordable housing, and more complete & walkable communities. It would make it possible for more people to live in existing neighbourhoods, in more housing types and options.

Importantly, it would make it possible for the City to apply for federal funding for housing, through the Canada Housing Infrastructure Fund (allowing four units as of right is a requirement to apply). This type of support is very much needed to add badly needed affordable housing.

We urge Council to follow up this change by eliminating parking minimums. In its own right, eliminating parking minimums is a very effective way to support 'missing middle' housing. In regards to permitting four units on a residential lot, eliminating parking minimums becomes extremely important.

First, if parking requirements are not eliminated, then the inability to meet those requirements will de facto remove many lots from the potential to provide more housing units.

Secondly, as neighbourhoods intensify, current parking requirements would also make those neighbourhoods less climate resilient and more susceptible to flooding and extreme heat. In effect, front and side yards would become parking, replacing planted areas with paved areas.

This would increase risk of flooding (growing with cumulative effects) in the neighbourhood. It would also remove shade for sidewalks and streets, and the cooling effect of trees and vegetation. It would reduce biodiversity, and negatively affect watershed health and water quality. The need for trees, planted areas, and permeable surfaces grows more important with climate change impacts. It is

important that as policy supports densification, it also supports maintaining these important aspects of a climate resilient, liveable, and pleasant neighbourhood.

Note that reducing parking minimums does not mean eliminating parking. Eliminating parking minimums allows developers, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular needs.

Finally, as noted in our Housing Strategy submission, additional 'zoning-as-right' changes could eliminate other barriers to 'missing middle housing.' These include reduced minimum lot sizes and frontage, supporting more building forms, increasing the maximum height for accessory dwellings, and supporting more mixed use within neighbourhoods.

These changes would further support more housing, more affordable housing, and more compact, complete neighbourhoods. Complete neighbourhoods, where people can gather and access the facilities and services they need where they live, support a good quality of life, and are more affordable and sustainable.

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