

## **Residential Parking Standards Review – Draft Zoning By-law**

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Recommended by:	General Manager of Growth and Infrastructure
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## **Report Summary**

This report provides a recommendation regarding a zoning by-law amendment framework to implement the findings and recommendations of the Residential Parking Review, presented at the November 9, 2020 Planning Committee Meeting.

## **Resolution**

THAT the City of Greater Sudbury directs staff to consult with key stakeholders on the proposed changes and to undertake a public hearing under the Planning Act for the by-law, as outlined in the report entitled “Residential Parking Standards - Draft Zoning By-law”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on April 12, 2021.

## **Relationship to the Strategic Plan / Health Impact Assessment**

Reviewing the City’s Residential Parking Standards is consistent with the following Strategic Objectives of Council: Asset Management and Service Excellence; Climate Change; Housing; and, Create a Healthier Community. Specifically, revisions to the residential parking standards could reinforce infrastructure for new development by using existing infrastructure more efficiently (Goal 1.4). Using less land and resources for parking, and thereby encouraging more modes of transportation, is a strategy to mitigate the impact of a changing climate (Goal 3.2). Finally, a revision of parking standards could help promote new and existing housing choices throughout the municipality (Goal 5.3).

## **Financial Implications**

There are no financial implications associated with this report.

## **Background**

On October 7, 2019, Staff was directed “to review residential parking standards in Zoning By-law 2010-100Z to ensure that they are consistent with City Council’s vision of a sustainable transportation system and

report back to the Planning Committee with any recommended changes to the City's land use planning framework no later than Q4 2020" (See Reference 1 – Member's Motion).

Staff presented a report on November 9, 2020, which described a review of the City's residential parking standards (the "Study") to inform potential zoning by-law amendments. The Study examined two facets of residential parking: the form and the ratio. Through its municipal best practice review, staff had found that Greater Sudbury's residential parking standards were generally in line with comparator municipalities. However, there were opportunities that warranted further study, including front yard parking requirements to facilitate the creation of second units, reductions in parking ratios in specific locations or specific age of building (e.g. R2-3 zone or along Transit Main Line).

On November 9, 2020, Staff was directed "to initiate an amendment to the zoning by-law to incorporate new Residential Parking Standards no later than the end of Q1 2021" (See Reference 2).

## **Study Findings**

As noted above, the Study examined two facets of residential parking: the form and the ratio (See Reference 2). Regarding the form of residential parking, the study found that:

- Greater Sudbury's minimum parking space dimensions (2.75m x 6.0m) are consistent with other municipalities;
- Greater Sudbury prohibits the required parking area to be located in the required front yard, while other cities in northern Ontario allow some form of parking in the front yard (generally up to 50%);
- Most municipalities have a 50% landscaped open space requirement;
- Only Toronto requires a license to permit front yard parking in certain areas of the city; and,
- Tandem parking has been used to fulfill parking requirements for second units, or used when providing parking for the same dwelling;

Regarding the ratios associated with residential parking, the study found that:

- Greater Sudbury's residential parking ratios are generally consistent with comparator municipalities;
- Greater Sudbury has lesser parking requirements for most dwelling unit types than northern cities;
- Greater Sudbury appears to be in line with parking requirements for long term care facilities; and,
- All municipalities provide some type of parking requirement exceptions based on location and/or age of building (e.g. Greater Sudbury doesn't require parking for residential conversions in the Downtown C6 zone for buildings that are 5 years old or older).

In addition to the above, staff had noted there were opportunities to examine exceptions based on location. For example, the City could require lesser parking requirements for conversions of buildings built prior to 1945, based on proximity to transit Main Line, reductions if included in commercial development, etc.

Staff had also noted in its November 9 report that there may be opportunities to increase or decrease minimum and maximum driveway widths, and/or to increase/decrease the landscaped open space requirements.

## **Other Considerations**

During the November 2020 Planning Committee Meeting, there was discussion around achieving land use planning objectives through further changes to the City's parking regulations. Specifically, the Committee discussed:

- reducing the minimum parking ratios for Multiple Dwelling Units and Long Term Care Facilities
- reducing the minimum parking space size dimensions to match the dimensions found in Edmonton,

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- the enforcement of residential parking standards
- ensuring that changes to residential parking standards support the goals of “Small and Tiny Homes”

## **Proposed Draft By-law**

Staff has prepared a draft amendment to the City’s Zoning By-law (Attachment B) based on the considerations noted above. The proposed changes can be viewed through both an affordable housing and sustainability lens. In some cases, the inability to locate/provide the required parking space(s) beyond the minimum required front yard has prevented the introduction of secondary dwelling units/apartments (e.g. converting garages to secondary dwelling units). Allowing front yard parking, combined with a lesser ratio for multiple dwelling units (i.e. 1 parking space per dwelling unit) in the R2-3 Zone and in the C5 zone would help promote housing choice by facilitating the creation this type of housing.

In terms of the City’s Community Energy and Emissions Plan (CEEP) goals, using less land and resources for parking encourages more modes of transportation such as transit and active transportation. The proposed changes help the City get closer to its goals of transit mode share to 25% and active mobility transportation mode share of 35% by 2050 (Goals 7 and 8, respectively – Reference 3). It also reinforces the goal of compact, complete communities by encouraging infill development, decreasing dwelling size through an increase in multi-family buildings, and increasing building type mix (Goal 1).

### **Front Yard Parking**

In order to facilitate affordable housing, the proposed by-law would allow the required parking area to be located in the minimum required front yard in the following circumstances:

- the creation of (a) secondary dwelling unit(s);
- in a R2-3 Zone;

### **Ratios**

In order to facilitate affordable housing, the proposed by-law would reduce the parking ratios for multiple dwelling units in the R2-3 and C5 Zones to 1 parking space per dwelling unit.

Regarding the parking ratios associated with long-term care facilities, staff examined examples found in Greater Sudbury. There are site-specific standards (e.g. I(24), C2(63), R3-1(9)) for several of these facilities. These tailored ratios are typically established by completing parking utilization studies as part of development approvals. Staff does not recommend a lesser standard at this time. However, staff could complete a parking utilization study of local long-term care facilities once the pandemic is over, and return with recommendations as appropriate.

### **Form**

Staff has considered the reduction of parking space dimensions and recommends that the dimensions remain the same at 2.75m x 6.0m. It should be noted that the size of the parking space would not necessarily eliminate a barrier to affordable housing. Two spaces side by side equals 5.5m (2.75m + 2.75m). The total width is still within the maximum driveway width permitted in the Zoning By-law (6.3m) for a single detached, duplex, or semi-detached dwelling. Similarly, the required front yard for most residential uses is 6m. Reducing the minimum length would not allow for more unit creation, even if the proposed front yard parking provisions are adopted by Council.

## **Public Consultation Strategy**

Staff recommends that the City now proceed to a public hearing as the proposed changes to the Zoning By-law are minor and technical in nature. This approach would be similar to the steps taken with recent zoning by-law amendments associated with Brewpubs, Recreational Cannabis, and Commercial Parking

Standards. Prior to the public hearing, staff would consult with key stakeholders including the Development Liaison Advisory Panel (DLAP).

## **City of Greater Sudbury Official Plan**

Parking is an important factor in land use planning. It is considered throughout the City's Official Plan, including Policy 7 of Section 3.2.1, Living Area 1 – Communities, which states the following:

"The historic pattern of residential development around the Downtown and older sections of the community of Sudbury will be recognized in the Zoning By-law. These areas are characterized by a mixture of dwelling types on small lots, often with limited parking. The Zoning By-law will permit infilling and redevelopment of these areas that are compatible with the existing character of the neighbourhood."

The proposed draft zoning by-law conforms to the intent of the City's Official Plan by allowing greater recognition of the character of the older sections of the City.

Regarding affordable housing, Policy 17.2.4 a) of the City's Official Plan states the following:

"The City of Greater Sudbury supports innovation in housing design and development that minimizes costs in the production of affordable housing. In order to achieve this, it is policy of this Plan to:

a. permit alternative development standards where appropriate;"

The proposed changes provides appropriate alternative development standards for the provision of affordable housing.

## **PPS and GROWTH PLAN for NORTHERN ONTARIO.**

These recommendations are consistent with the Provincial Policy Statement, 2020 (2020 PPS) which states that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, support active transportation and are transit-supportive. The 2020 PPS also promotes public streets that meet the needs of pedestrians and facilitate active transportation. A reduction of residential parking standards would also promote the use of active transportation and transit in and between residential, employment and institutional uses. Regarding affordable housing, the 2020 PPS requires municipalities to establish development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

## **SUMMARY AND NEXT STEPS**

Council directed staff to review the City's residential parking standards "to ensure that they are consistent with City Council's vision of a sustainable transportation system" (See Reference 1 – Member's Motion). The review focused on the form and ratios associated with residential parking as they relate to affordable housing and sustainability.

In November 2020, Council directed staff to initiate an amendment to the zoning by-law to incorporate the findings and recommendations of the review. The proposed by-law represents a technical amendment to bring certain residential parking forms and ratios in line with comparator municipalities. Staff recommends that they receive direction to initiate the required Planning Act process to adopt the draft by-law.

## **Resources Cited**

1. Member Motion October 7, 2019  
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1384&itemid=rec>

2. "Residential Parking Standards Review", report presented at the November 9, 2020 Planning Committee Meeting  
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=12&id=1458>
3. Greater Sudbury Community Energy & Emissions Plan  
<https://www.greatersudbury.ca/sudburyen/assets/File/Comms/FINAL%20Greater%20Sudbury%20CE%20EP.pdf>
4. City of Greater Sudbury Zoning By-law  
<https://www.greatersudbury.ca/do-business/zoning/zoning-by-law-2010-100z/>
5. City of Greater Sudbury Zoning By-law Illustrations  
<https://www.greatersudbury.ca/do-business/zoning/zoning-by-law-accordion/zoning-by-law-pdfs/2010-100z-zoning-by-law-illustrations-all-sept-24-2010-pdf/>

## **ATTACHMENTS**

- A. Summary of Recommendations
- B. Proposed Draft Zoning By-Law Amendment