

By-law 2020-XXXZ

**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 the 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 the Council of the City of Greater Sudbury hereby enacts as follows:

1. That By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury be and the same is hereby amended by:

(1) In Part 4, GENERAL PROVISIONS, Section 4.2, ACCESSORY BUILDINGS STRUCTURES AND USES, by:

a. 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.”

(2) 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:

“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 the R2-3 zones.

- (3) 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”

- (4) 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.”

- (5) New section 5.5.3 for R2-3 Zone

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>	1/ <i>dwelling unit</i> , plus 0.25/ <i>guest room</i>
<i>Dwelling units</i>	1/ <i>dwelling unit</i>

- (6) In Part 7: COMMERCIAL ZONES, SPECIAL PROVISIONS FOR TABLES 7.1 AND 7.2, by:

- (a) Deleting “Multiple Dwelling” in special provision 19.
- (b) 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.”