

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:

“d) Except as provided in Section 5.4.2 d)”

(3) 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.”

- (4) 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”

- (5) 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.”

- (6) 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>	1/ <i>dwelling unit</i> , plus 0.25/ <i>guest room</i>
<i>Dwelling units</i>	1/ <i>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.

(7) 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.”

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