

Residential Parking Standards Review

Presented To:	Planning Committee
Meeting Date:	April 14, 2025
Type:	Managers' Reports
Prepared by:	Ed Landry Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	N/A

Report Summary

This report provides a recommendation regarding the scope of a residential parking standards review of the City's Zoning By-law.

Resolution

THAT the City of Greater Sudbury directs staff to return by the end of Q2 2025 with a Public Hearing under the Planning Act regarding amendments to the zoning by-law pertaining to residential parking standards, as outlined in the report entitled "Residential Parking Standards Review" from the General Manager of Growth and Infrastructure, presented at the Planning Committee Meeting of April 14, 2025.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

Reviewing the City's Residential Parking Standards is consistent with the following priorities of Council: Asset Management and Service Excellence; Climate Change; and, Housing. 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 4.3).

Regarding the City's Climate Action Plans, using less land and resources for parking encourages more modes of transportation such as transit and active transportation. Revisions to the parking standards could 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 1). They may also reinforce 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).

Financial Implications

There are no financial implications associated with this report.

Background

Housing Accelerator Fund

The City received funding under the Housing Accelerator Fund in early 2025 (HAF - See Reference 1). The funding required a commitment to undertake initiatives including, but not limited to, reviewing the City's community improvement plans, removing barriers to housing, derisking land banking sites, and reviewing the City's parking standards. Per the City's application for funding, the stated objectives of parking review are to:

- reduce parking requirements for accessory dwelling units and multiplexes.
- ensure residential parking standards and Zoning By-laws are in alignment with related planning policies for residential development; and,
- reduce carbon footprint by encouraging active transportation by reducing the land and resources required for parking requirements.

Residential Parking in Greater Sudbury

In 2019, Council directed Staff "to review residential parking standards [...] to ensure that they are consistent with City Council's vision of a sustainable transportation system [...]" (See Reference 2 – Member's Motion). This work wrapped up in early 2021, culminating in the following changes to the residential parking standards of the City's Zoning By-law:

- Allowing the required parking area to be within the minimum required front yard for all ground-oriented residential units in a residential zone, to a maximum of 50% of the width of the minimum lot frontage or the maximum driveway width, whichever is lesser.
- Reducing the parking ratios for multiple dwelling units in the R2-3 and C5 Zones to 1 parking space per dwelling unit.

Table 1 provides an overview of the City's Residential Parking Standards. A scan of municipal best practices in both 2021 and 2025 has shown that Greater Sudbury's approach is generally consistent with comparator municipalities in both the form of parking and the ratio. Some key differences include: having no minimum parking requirements for certain dwelling types (e.g., Toronto); requiring visitor parking (e.g., Guelph, Burlington, Ottawa); having maximum parking requirements (e.g., Guelph, Vaughan, Toronto, Ottawa), a more robust geography-based system for parking standards (e.g., in Downtowns, close to transit, etc.); and, tailored parking requirements for additional dwelling units (further discussed below).

Table 1 – Select Residential Parking Standards in Greater Sudbury

Use	Minimum Parking Space Requirement
Dwelling, Mobile Home Dwelling, Seasonal Dwelling Unit, Additional Dwelling, Semi-Detached Dwelling, Single Detached Dwelling, Street Townhouse Dwelling, Duplex	1 / unit
Dwelling, Multiple Dwelling, Row	1.5/unit A reduction of 25% may be applied to units that are subject to an affordable housing agreement with the City of Greater Sudbury.
Garden Suite	Zero
General	where a <i>Multiple Dwelling, Row Dwelling, Long Term Care Facility or Retirement Home</i> 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.
C6 Zoning	the conversion of a <i>building</i> or part thereof in the Downtown Commercial (C6) Zone that is 5 years of age or older to <i>dwelling units, boarding house dwellings</i> or <i>shared housing</i> shall not require any <i>parking spaces</i> .
R2-3 Zoning	1/ Dwelling Unit 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.
ADUs and Front Yard Parking	Notwithstanding anything to the contrary, the required parking area associated with the <i>additional dwelling unit</i> 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 <i>private garage</i> has been converted to an <i>additional dwelling unit</i> , the required parking area for the primary dwelling and the <i>additional dwelling unit</i> 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.
Ground-oriented Residential Dwelling Units	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

Additional Dwelling Units in Greater Sudbury

In late 2024, the City adopted third and fourth units as-of-right within the following building types:

- Single-detached dwellings
- Semi-detached dwellings
- Duplex dwellings
- Row dwellings
- Street townhouse dwellings; and,
- Within buildings and structures accessory to the types noted above.

With these changes, the City now allows up to 4 units within a main building on a fully-serviced parcel of land. These changes came about in part, due to provincial statute requiring municipalities to adopt 3rd units as-of-right policies, and as mentioned above, federal funding to allow up to 4 units as of right.

Table 2 shows where the different dwelling types are permitted by residential zone. An additional dwelling unit is a dwelling type *introduced* within an existing (or a purpose-built) ground-oriented residential dwelling unit (single detached, semi-detached, duplex, row house and street townhouse dwelling) or a building accessory thereto, and is generally subject to the zoning provisions of those dwelling types. For example, in an R1 zone, only single detached dwellings are permitted, and therefore, additional dwelling units are only permitted in the single detached dwelling type (or accessory building).

In Greater Sudbury, a multiple dwelling is defined as containing 3 or more dwelling units, with or without permitted non-residential uses, and is subject to its own zoning provisions related to setbacks, yards, parking areas, etc. Moreover, multiple dwelling units are not permitted in the R1, R2-1 and R2-2 residential zones. A scan of Ontario municipalities has shown that there is an opportunity to further define the differences between multiple dwelling, triplex, and fourplex to more clearly differentiate between the desired built forms and standards.

Staff undertook an analysis of the zoning standards vis-à-vis dwelling types and parking requirements. As noted above, the City's zoning by-law currently requires one parking space per additional dwelling unit. Table 2 assumes 4 parking spaces in the following configuration: two rows of two cars in tandem (for a total of four required parking spaces). For the low density R1 and R2 zones, the zoning requires that 50% of the front yard is maintained as landscaped area. Based on this configuration, parking for 4 units in a semi-detached or street townhouse units would currently not be possible in any residential zone where semis and street townhouses are permitted.

Table 2 – Permitted dwelling types by Residential Zone*

Dwelling Type	R1 (all)	R2-1	R2-2	R2-3	R3	R3-1	R4
Single	All fully-serviced zones except R1-7 where frontage is too narrow	Y	Y	Y	Y	Y	
Semi			N	N	N	N	
Duplex		Y	Y	Y	Y	Y	
Street Townhouse				N	N	N	
Row Dwelling**				Y	Y	Y	Y

*Grey denotes where the dwelling type is not permitted

*Y/N denotes where two rows of two cars in tandem (for a total of four required parking spaces) would be possible

**Staff is separately examining whether row dwellings should be a permitted dwelling type in all R2 zones.

Municipal Scan – Parking Standards for Additional Dwelling Units

The City of Greater Sudbury is amongst the many municipalities that have received HAF funding and have allowed four units as of right within their zoning by-law. The following municipal scan focusses on the status of some of those municipal efforts to revise their residential parking standards to further enable additional dwelling units.

Municipality	Ratio	Additional notes, if any
Barrie	1 parking space per ADU	Where four (4) or less parking spaces are provided in a separate area on the same lot, a minimum driveway width of 3.7 metres shall be provided to connect the parking area to the municipal roadway. Yield to oncoming traffic signs shall be provided if two-way traffic cannot be accommodated within the driveway connection. A minimum parking aisle width of 6.4 metres is required adjacent to the parking spaces.

Guelph	1 space per dwelling unit.	2.8m x 5.8 m in length. If no legal off-street parking space can be provided for the primary dwelling unit, as of the effective date of the by-law, no parking spaces are required for the additional residential dwelling units
Hamilton	Sets up a framework of Parking Rate Areas (PRAs). No parking required for ADUs in certain PRAs. Otherwise, 1 per unit.	Width of driveway cannot exceed the width of attached garage. Without an attached garage: 50% of lot width or 8.0 metres, whichever is less.
Kitchener	No minimum for ADUs within 800 metres of Light Rail Transit (LRT) Station 0.3 per ADU for lands farther than 800 m of an LRT station AND within the Central Neighbourhood Area (CNA). 0.6 per ADU for lands farther than 800 m of an LRT station AND outside the CNA.	Up to three spaces may be in tandem
Mississauga	No additional parking spaces required for an ADU.	
Ottawa	One per ADU.	
Thunder Bay	Converted house (built before 1945): 0.5 per home. Apartment with 6 homes or less: 1 per home.	6.0m maximum driveway width or 50% of lot frontage, whichever is lesser 50% minimum front landscaped area
Waterloo	Generally: One (1) DWELLING UNIT: One (1) PARKING SPACE Two (2) DWELLING UNITS: Two (2) PARKING SPACES Three (3) DWELLING UNITS: Two (2) PARKING SPACES Four (4) DWELLING UNITS: Three (3) PARKING SPACES	

Opportunities for review

Based on this municipal scan of parking standards, there are opportunities in this review to:

- Adopt a more geographical approach in older parts of the community (e.g., in the R2-3 zones)
- Adopt a transit-based approach where higher density mixed use developments exist or are expected to be developed (e.g., one of the 24 x 24 calls for action recommended that the City consider a 50% reduction of parking requirements if the lands were within 250 metres from a corridor (See Reference 3).
- Ensure conformity with *Accessibility for Ontarians with Disabilities Act (AODA)* parking requirements.
- Define terms such as tandem, triplex and fourplex.
- Further examine current off-street parking standards.

Summary and Recommendation

The City of Greater Sudbury has committed to reviewing its residential parking standards of part of the Housing Accelerator Funding received from the federal government. A municipal scan has shown that there are opportunities for further review. Staff should now be directed to return by the end of Q2 with a public hearing under the Planning Act regarding amendments to the zoning by-law pertaining to residential parking standards as described in this report.

Resources Cited

1. "CMHC Housing Accelerator Fund – Round 2," report presented at the August 13, 2024 Council Meeting
[CMHC Housing Accelerator Fund – Round 2 - City Council Meeting - August 13, 2024](#)
2. Member's Motion M-1, "Review of Residential Parking Standards", presented at the October 7, 2019 Planning Committee Meeting
[Planning Committee Meeting - October 07, 2019](#)
3. "Accelerating Growth and Development in Greater Sudbury: 2024 Report of the Future-Ready Development Services Ad-Hoc Committee," report presented at the May 1, 2024 Future-Development Services Ad-Hoc Committee Meeting.
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