

62 Levesque Street, Sudbury

Presented To: Planning Committee

Meeting Date: April 13, 2026

Type: Public Hearing

Prepared by: Joel Therrien
Planning Services

Recommended by: General Manager of
Planning and Growth

File Number: PL-RZN-2025-00050

Report Summary

This report provides a recommendation regarding an application to change the zoning classification on the subject property from 'R1-5', Low Density Residential One, to 'R3(S)', Medium Density Residential Special, with site-specific provisions to allow for the construction of an eight-unit multiple dwelling.

This report is presented by Joel Therrien, Senior Planner.

Letter(s) of concern from concerned citizen(s)

Resolution

THAT the City of Greater Sudbury approves the application by 1001130273 Ontario Inc. to amend Zoning By law 2010 100Z by changing the zoning classification from 'R1-5', Low Density Residential One, to 'R3(S)', Medium Density Residential Special, on the lands described as PIN 73575-0329, Parcel 12906 SEC SES, Lot 1, Plan M-187, Lot 9, Concession 3, Township of Neelon, to allow for the construction of an eight (8) unit Multiple Dwelling structure, as outlined in the report entitled "62 Levesque Street, Sudbury", from the General Manager of Planning & Growth, presented at the Planning Committee meeting on April 13, 2026, subject to the following conditions:

1. That the amending zoning by-law include the following site-specific provisions:
 - a) Permit the refuse storage area in the front yard where refuse storage is only permitted in an interior side yard;
 - b) Permit proposed parking spaces in the required front yard, where parking is not permitted.

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

The application to amend the City's Zoning By-law is an operational matter under the Planning Act to which the City is responding. The application contributes to the 2019-2027 City of Greater Sudbury Strategic Plan goals related to housing by adding to the range and mix of housing available in this area. The application aligns with the Community Energy and Emissions Plan by supporting the strategy of creating compact, complete communities.

Financial Implications

If approved, staff estimates approximately \$36,800 in taxation revenue, based on the assumption of eight multiple residential dwelling units, based on an estimated assessed value of \$275,000 per unit, at the 2025 property tax rates.

If there is additional taxation revenue, it will only occur in the supplemental tax year. Any taxation revenue generated from new development is part of the supplemental taxation in its first year. Therefore, the City does not receive additional taxation revenue in future years from new development, as the tax levy amount to be collected as determined from the budget process, is spread-out overall properties within the City.

The amount of development charges will be based on final review of the property by the Building Services department, at time of building permit issuance.

Report Overview

An application for rezoning has been submitted to facilitate the construction of an eight-unit (8), multiple dwelling, with site specific provisions.

Staff recommend approval of the application as described in the Resolution section on the basis that it is consistent with the Provincial Planning Statement, conforms to the Growth Plan for Northern Ontario, the Official Plan for the City of Greater Sudbury, has regard for matters of provincial interest and represents good planning.

STAFF REPORT

PROPOSAL:

The purpose and effect of the proposed Zoning By-law Amendment is to change the zoning classification of the lands from the 'R1-5', Low Density Residential One, to 'R3(S)', Medium Density Residential Special to allow for the construction of an eight (8) unit, multiple dwelling with the following provisions for site-specific relief:

- a) Permit the refuse storage area in the front yard, where refuse storage is only permitted in an interior side yard;
- b) Permit proposed parking spaces in the required front yard, where parking is not permitted.

The subject property is designated 'Living Area I' in the City of Greater Sudbury Official Plan and is zoned 'R1-5', Low Density Residential One in the City of Greater Sudbury Zoning By-law.

The subject property is currently developed with a single detached dwelling and an accessory structure in the rear yard. The property is fully serviced by municipal sewer and water and would be accessed from one driveway on Levesque Street.

Surrounding land uses are mostly low density residential with some institutional uses in the general area.

A concept plan was submitted as part of the application package and is attached to the report. A location map and photos of the subject property are also attached for reference.

POLICY & REGULATORY FRAMEWORK:

The property is subject to the following policy and regulatory framework:

- [2024 Provincial Planning Statement](#)
- [2011 Growth Plan for Northern Ontario](#)
- [Official Plan for the City of Greater Sudbury, 2006](#)
- [Zoning By-law 2010-100Z](#)

The Provincial Planning Statement, along with municipal Official Plans, provide a policy framework for planning and development in the Province of Ontario. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Planning Statement:

Municipalities in the Province of Ontario are required, under Section 3 of the *Planning Act* to ensure that decisions affecting planning matters are consistent with the Provincial Planning Statement (PPS).

The PPS acknowledges the Province's goal of having at least 1.5 million homes built by 2031 and identifies that Ontario will increase the supply and mix of housing options. It states:

“Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.”

Several policy sections of the PPS are applicable to the proposed rezoning application for the intended residential use on the subject lands. In general, policy sections 2.1 through 2.3 promote providing for an appropriate range and mix of housing options, densities and complete communities which efficiently use land, resources and infrastructure, particularly in settlement areas.

Policy 2.1.6 identifies that planning authorities should support complete communities by accommodating an appropriate range and mix of land uses to meet long term needs, which improves accessibility for people of all ages and abilities and improves social equity and overall quality of life for people of all ages, abilities, and incomes.

Policy 2.2.1 b) further directs that planning authorities shall provide for an appropriate range and mix of housing options, densities and residential intensification to meet projected needs of current and future residents by permitting and facilitating all housing options and types of residential intensification to meet the social, health, economic, well-being requirements and provide a net increase in residential units. Policy 2.2.1 c) promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and supports the use of active transportation.

Policy 2.3.1.2 speaks to how land use patterns should be based on densities and a mix of land uses that:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation; and
- d) are transit supportive.

Policy sections 2.9 and 3.1 mostly speak to reducing greenhouse gas emissions, preparing for the impacts of a changing climate, and efficiently planning for infrastructure and public service facilities.

Policy section 3.5 touches on land use compatibility between sensitive land uses and facilities which generate noise, vibrations (such as railways). The policy speaks to requiring buffering and/or separation between these uses to mitigate potential impacts.

Policy 3.6 speaks to sewage, water, and stormwater and includes a servicing hierarchy where municipal sewage and water services are the preferred form of servicing within settlement areas to support protection of the environment and minimize potential risk to human health and safety.

Growth Plan for Northern Ontario:

Municipalities in the Province of Ontario are required, under Section 3 of the *Planning Act*, to ensure that decisions affecting planning matters conform with the Growth Plan for Northern Ontario. The Growth Plan encourages Municipalities to plan communities that achieve accommodation of the diverse needs of all residents, now and in the future, optimize use of existing infrastructure, and result in a high quality of place.

Official Plan for the City of Greater Sudbury:

The Official Plan establishes goals, objectives and policies to manage and direct physical change and its effects on the social, economic and natural environment in the next 20 years. It forms the basis of the City of Greater Sudbury Zoning By-law and other land use controls. It guides land use and infrastructure decisions and future planning initiatives.

The subject property is designated as 'Living Area I' in the City of Greater Sudbury Official Plan. This designation includes residential areas in urbanized Communities that are fully serviced by municipal water and sewer. Given the desire to utilize existing sewer and water capacity and to reduce the impacts of un-serviced rural development, areas designated 'Living Area I' are seen as the primary focus of residential development.

Several policy sections of the Official Plan are applicable to the proposed re-zoning for the purpose of constructing an eight (8) multiple dwelling on the subject property. Policies 2.3.2.1, 2.3.2.2 and 2.3.3 speak to focusing intensification and redevelopment in the settlement area and basing land use patterns on densities and uses that are most efficient regarding land, resources, infrastructure, and public service facilities as this type of intensification minimizes negative impacts on air quality and climate change.

Policy 2.3.3 further describes that the rate and nature of intensification will not be applied uniformly across the city and that the key to intensification is making sure that it is context-specific and compatible with and reinforces the existing and planned character of a given area. Subsequent policies under 2.3.3 further clarify that intensification and development is permitted in established 'Living Area 1' lands and that residential intensification will be assessed so that concerns of the community and the need to provide opportunities for residential intensification are balanced.

Objectives under policy section '3.0 – Living Areas', speak to meeting all housing needs, including those for the elderly, low-income individuals and families, students, and those with disabilities by way of encouraging an adequate supply of affordable rentals and ownership and special needs housing in 'Living Areas'. Further objectives encourage the development of a mix of residential uses and focusing residential development in areas that have sufficient infrastructure and public service capacity, particularly in communities designated as 'Living Area 1'. Additional policies under this section specifically address the development of medium density housing and how it is permitted in all 'Living Area 1' designations, where full municipal services are available.

Subsequent direction under this policy section expresses that medium density development should be in proximity to arterial roads, public transit, employment and commercial areas, open space areas and community/recreational services. These policies also speak to development being compatible with the existing character of the established neighbourhood, with consideration being given to size and configuration of lots, the existing built form, building setbacks and heights, and adequate landscaping and amenity features.

Policy 3.2.1.5 directly addresses items to be considered when a rezoning application is brought forward for lands designated 'Living Area 1', it reads:

"In considering applications to rezone land in Living Area 1, Council will ensure amongst other matters that:

- a. the site is suitable in terms of size and shape to accommodate the proposed density and building form;*
- b. the proposed development is compatible with the surrounding neighbourhood in terms of scale, massing, height, siting, setbacks, and the location of parking and amenity areas;*
- c. adequate on-site parking, lighting, landscaping and amenity areas are provided; and*
- d. the impact of traffic on local streets is minimal."*

Policy sections 11 and 12 address transportation and utilities, respectively. Regarding transportation in the case of residential intensification, policies that encourage higher densities in the existing built-up area, as referenced above, support the expansion of transit services and increased ridership. Policy 11.3.2.2 requires that development proposals are reviewed to ensure efficient transit routing so that all dwellings in the development are ideally within 500 meters walking of a bus stop. Similarly, policy 11.7.2 requires that development proposals are reviewed to ensure that there is adequate pedestrian access in new developments.

Policies under section 12 require that the City's water and sewer capacities are adequate to service new developments. Alternatively, proponents of the development must upgrade, at their own expense, the existing sewage and water systems to ensure adequate delivery and treatment facilities consistent with City standards, including adequate fire flows. Section 12.2.2.2 further states that: official plan amendments, rezonings, severances, subdivision approvals, minor variances and building permits will be denied if water or sewage facility problems exists.

Policy section 14 address urban design in the case of residential intensification. The City requires high quality urban design in the review of all *Planning Act* applications, which include applications for rezonings, such as the one proposed. Policies under section 14 are used to evaluate matters that include but are not limited to: patterns of movement and the physical and social connections between people and places, interrelationships between the built and unbuilt spaces on private developments, creating appropriate transitions in scale to neighbouring existing or planned buildings, providing adequate landscaping and buffering between properties, providing safe pedestrian routes and landscaped areas within surface parking lots and providing bicycle parking facilities and, where appropriate, public transit infrastructure within the development site.

Section 17 identifies a key housing goal is to maintain a balanced mix of ownership and rental housing, and to encourage a greater mix of housing types and tenure, including encouraging the production of smaller (one and two bedroom) units to accommodate the growing number of smaller households. The Official Plan is intended to provide direction as to how housing needs and issues can be addressed in concert with the CGS Housing and Homelessness Plan.

Zoning By-law 2010-100Z:

The subject lands are zoned 'R1-5', Low Density Residential within the City's Zoning By-law.

The development standards for the proposed *Multiple Dwelling* in the requested zone, being the 'R3' Medium Density Residential Zone are as follows:

- Min. lot area of 110 m² per dwelling unit
- Min. lot frontage of 18 m
- Min. lot depth of 30 m
- Min. front yard setback of 6 m
- Min. rear yard setback of 7.5 m
- Min. interior side yard setback of 1.2 m for one storey, additional 0.6 m for each full storey above the first storey
- Max. lot coverage of 45%
- Min. landscaped open space of 30%
- Max. building height of 11 m
- Min. 1.5 parking spaces per unit, for a total of twelve (12) parking spaces
- Min. 1 barrier free parking space when ten (10) or more standard parking spaces are required
- Min. 0.5 bicycle parking spaces per unit, for a total of four (4) spaces required

In addition to the above, landscaping provisions require a 3 m wide planting strip along the entire length of the lot line where a medium density zone abuts a low-density zone. Alternatively, the 3 m wide planting strip can be reduced to 1.8 m where a min. 1.5 m opaque fence is installed along the length of the lot applicable lot line.

Public Consultation:

The statutory Notice of Application was provided to the public by newspaper and to nearby landowners and tenants located within 244 m (800 ft) of the subject lands on January 15, 2026. The statutory Notice of Public Hearing was provided to the public by newspaper on March 21, 2026 and to nearby landowners and tenants located within 244 m (800 ft) of the subject lands on March 19, 2026.

The owners were also advised of the City's policy recommending that applicants consult with their neighbours, ward councillor, and key stakeholders to inform area residents of the application prior to the public hearing. The applicant has also stated in their application that they will contact the Ward Councillor and request their assistance in arranging a neighbourhood information meeting. The intent of this meeting would be to present a comprehensive site plan and elevation drawing to clearly illustrate the proposal. The applicant would also be available to answer questions and those attending would be invited to provide comments and follow-up questions after the meeting.

At the time of writing this report, Planning Services has received one written submission, and two phone calls regarding the application.

The author of the written submission and callers are opposed to the application and generally cited the following concerns: not enough parking proposed, traffic congestion and safety, limited space for snow removal and storage, concerns with refuse storage in front yard (aesthetic, smell, pests, animals etc.).

See complete written public comments, attached to this report.

Department/Agency Review:

The application and relevant accompanying materials have been circulated to all appropriate departments and external agencies. Responses received from departments and agencies have been used to assist in evaluating the application and to inform and identify appropriate development standards regarding amending the City's Zoning By-law, should the application be approved. During the review of the proposal, comments provided by circulated departments included the following:

Source Water Protection noted that the subject property is located within Ramsey Lake Intake Protection Zone "3" but that the proposed activity of demolishing the existing structure and constructing the proposed 8 unit building structure would not cause any significant threats to drinking water at this time.

Development Engineering provided the following:

- That a design lot grading plan will be required at the building permit stage, to ensure existing guy wires do not interfere with parking orientation.
- Applicant to confirm capacity of the services to the lot and that the cost of upgrading existing services, if required will be borne entirely by the applicant.
- A driveway permit will be required to close the existing driveway and open a new entrance (due to the existing barrier curb) at the time of the building permit.

Building Services provided that the owner be aware of the following:

- That a demolition permit will be required for the removal of the existing structure (s), to the satisfaction of the Chief Building Official.
- A Building Permit will be required for the construction of the proposed, to the satisfaction of the Chief Building Official.

Financial Services provided standard estimates concerning taxation revenue based on the assumption of the proposed development on the subject property.

Strategic and Environmental Planning commented that compliance with the federal *Migratory Bird Convention Act, 1994*, the provincial *Fish and Wildlife Conservation Act, 1997*, and the provincial *Endangered Species Act, 2007* is the sole responsibility of the applicant.

Roads, Fire Services, Conservation Sudbury, Transit had no concerns on the proposed. See department and agency comments attached to this report for complete comments.

PLANNING ANALYSIS:

The Provincial Planning Statement (PPS, 2024), the Growth Plan for Northern Ontario (GPNO, 2011), and the City of Greater Sudbury Official Plan were reviewed in their entirety. The following section provides a planning analysis of the application with respect to the applicable policies, including issues raised through agency and department circulation.

The PPS and the City of Greater Sudbury Official Plan, encourage appropriate growth and residential intensification to occur within settlement areas on full municipal services. Regarding residential intensification, the PPS and Official Plan each have policy sections which aim to permit and facilitate a net increase in residential units and a mix of housing types to meet social, health, well-being and economic needs. These policies also speak to how land use patterns should be based on densities and a mix of uses which efficiently use land and resources which include but are not limited to public service facilities, transit, active transportation etc.

City of Greater Sudbury Official Plan policies further describes that the rate and nature of intensification will not be applied uniformly across the city and that the key to intensification is making sure that it is context-specific and compatible with and reinforces the existing and planned character of a given area. Subsequent policies further clarify that intensification and development is permitted in established 'Living Area 1' lands and that residential intensification will be assessed so that concerns of the community and the need to provide opportunities for residential intensification are balanced.

The subject property is in a settlement area and is fully serviced by municipal sewer and water. As clarified by Development Engineering Staff, the applicant would be required to confirm servicing capacity to the lot and that all costs associated with upgrading existing services would be borne by the applicant, if applicable. The proposed development would help to support climate change mitigation, adaptation, and the reduction of greenhouse gases by adding housing that contributes to compact and complete communities that are transit supportive. There are several public transit stops along Levesque Street and Bancroft Drive with the nearest public transit stops being approximately 100 m and 200 m of the subject property, respectively. The general area is also well served by sidewalks with existing pedestrian infrastructure along Levesque Street and Bancroft Drive.

The PPS and Official Plan also promote and encourage a wide range of housing forms to accommodate current and future housing needs. The proposed development for eight (8) multiple dwelling units would align with the Official Plan housing goal to encourage a greater mix of housing types and tenure. The proposal represents an opportunity to provide additional rental units within the City of Sudbury.

Additionally, this proposal supports the City's Municipal Housing Pledge to achieve the target of 3,800 new homes constructed by 2031. The City's Housing Supply and Demand Analysis (N. Barry Lyon Consultants Ltd., 2024) identified that the most significant housing gaps are observed in the rental market. There is an immediate need for 470 additional rental units to achieve a vacancy rate of 5%, and an average of 112 additional rental units per year for the next 30 years to meet anticipated demand. This proposal will help to contribute to the diverse range of housing options and rental unit housing targets.

The proposal is for the medium scale intensification of an existing underutilized residential parcel through the construction of an eight (8) unit multiple dwelling. The built form of the proposed development is compatible with the surrounding uses and would be required minimum buffering in the form of a 1.5 m opaque fence and 1.8 m planting strip along both side lot lines. It is also worth noting that the applicant intends to provide two (2) more parking spaces than is required by the City's Zoning By-law. While the Zoning By-law requires a total of twelve (12) parking spaces (including the one (1) required barrier-free space), the applicant is proposing to offer a total of fourteen (14) parking spaces.

With respect to the placement of the proposed refuse storage, the Zoning By-law requires such areas to be located within interior side yards. In this instance, staff considers the request to allow refuse storage within the front yard to be reasonable for the following reasons:

- The refuse storage area is situated nearly 17 m (approximately 55 ft) from the front property line. It also meets the required side yard setback and is positioned outside the 1.8 m planting strip.
- Five (5) parking spaces are proposed between the front property line and the refuse storage area. At various times throughout the day, parked vehicles will likely obscure the view of the refuse storage area, reducing its visibility from the street.
- The required 3 m planting strip along the length of Levesque Street will also serve as a visual screen. The applicant is proposing the planting of four (4) deciduous trees, two (2) on either side of the proposed driveway.

Regarding the parking proposed layout, the City's Zoning By-law requires that all parking spaces be located outside the 6 m front yard setback. The applicant must also provide a 3 m wide planting strip along Levesque Street to screen the site from the road.

The applicant is also proposing to exceed the minimum parking requirement by adding two (2) additional spaces. If parking spaces #6 and #7 as shown on the concept plan were to be removed, the special provision request would be to allow parking within approximately 0.25 m of the required front yard as opposed to 6 m. The applicant is of the opinion that the extra spaces will help reduce potential parking overflow.

The subject property is in the City's settlement area and has access to the full range of municipal services. The proposed re-development would result in an efficient use of land, resources, infrastructure and public service facilities.

Staff have evaluated the proposal and are of the opinion that the built form is compatible with the abutting lower density residential uses in terms of size, shape and siting of the subject property, lot coverage, massing, height, traffic, parking, servicing, landscaping and amenity areas.

CONCLUSION:

Overall, staff is satisfied that the subject lands are in a location that is suitable for medium density development and would be well served by public transit and active transportation infrastructure. Staff is also satisfied that the proposed development has been designed with sound urban design principles, including but not limited to fencing and required planting strips along interior side yards, required planting strip along Levesque Street in the form of rows of trees and providing for two (2) additional parking spaces.

Lastly, the development would add to diversifying the housing supply, consistent with the Province's goal of reaching 1.5 million homes built by 2031.

Staff recommends approval of the application as described in the Resolution section on the basis that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for Northern Ontario, the Official Plan for the City of Greater Sudbury, has regard for matters of provincial interest and represents good planning.