

COMMUNITY FEEDBACK
Removing Minimum Parking Requirements Citywide

This document summarizes the feedback gathered about the proposed Zoning Bylaw amendments for the Housing Accelerator Fund initiative to remove minimum parking requirements, which is going to City Council for consideration in July 2024.

This document will be updated regularly as more community feedback is gathered.

The feedback received to date has been organized into themes. Note: *The language below is not verbatim from comments provided*

Theme	Summarized Comments	Response
General Support for the Proposed Amendments	Support for the proposed amendments was provided.	Comments noted.
General Opposition to Proposed Amendments	Opposition to the proposed amendments was provided.	Comments noted.
Public Transportation	<p>High public transportation usage is needed prior to reducing need for parking.</p> <p>Public transportation needs to be more accessible, safe, and convenient.</p>	<p>Car-oriented infrastructure, like abundant parking, can make public transit less desirable and walking or cycling less practical, safe or convenient. Reducing available parking will make options like the future Bus Rapid Transit system more important as Saskatoon goes forward. Further information on the plans for Bus Rapid Transit is available: https://www.saskatoon.ca/moving-around/transit/bus-rapid-transit</p> <p>Removing minimum parking requirements does not remove parking, nor the ability to provide parking. Parking can still be provided to meet the needs of residents and customers.</p>

Affordability and the need for off-street Parking	Housing is becoming less affordable, so more people are living together, increasing the need for space for vehicles.	The initiatives proposed through the Housing Accelerator Fund are to support building more housing. Removing minimum parking requirements does not remove parking, nor the ability to provide parking. In addition, regulations restrict the size of dwellings, so that there is space for parking on-site, should the need arise.
Safety	Concern related to maintaining minimum parking requirements for children's safety reasons and snow removal access.	Certain exceptions will be included as part of the review to remove minimum parking requirements, including drop-off spaces for schools, and visitor spaces for multiple unit dwellings. Parking is also able to be provided in all cases.
Social Segregation	Concern with social segregation based off removing minimum parking requirements, with some areas not providing parking and others providing more.	Based on the information gathered from other communities that have removed minimum parking requirements, parking continues to be provided at about the same rate as it was previously required. Less parking is provided in situations where there is mixed-use development, with commercial and residential; near public transportation; and close to urban centres like downtown where residents may be choosing other options for moving around.
School Sites	Rules around required drop-off onsite for school sites. Requiring drop-off spaces onsite increases conflicts with pedestrians and the existing drop-off spaces are not working. Prefer to use existing right-of-way or establishing a layby.	Passenger drop-off spaces for schools are proposed to be maintained. In the case of schools which front on to a collector or arterial street, passenger drop-off spaces will be located on school property and accessed by a service road (layby). The City will continue to consult with the applicable school boards to determine the location of drop-off spaces where there are demonstrated site constraints.

<p>Established Neighbourhoods</p>	<p>Concerns about congestion and on-street parking.</p>	<p>In situations where there is existing parking pressure, based on the experience in municipalities that have already removed parking, removing parking requirements is unlikely to reduce parking pressures, nor is it anticipated to increase parking pressure. Existing operations will continue to operate as they are now. New developments will be able to develop the appropriate amount of parking for themselves based on market demand. It would not be desirable for businesses to not have available parking for their customers and landlords to not have available parking for their tenants.</p> <p>The benefits of removing parking requirements occur where less parking is provided. Housing may be developed for residents whose daily needs are met without a vehicle. Flexibility in how much parking is provided, affordability by not passing on the costs of developing parking, and site design that promotes walkability, are all benefits that can occur if less parking is required to be provided.</p>
<p>Parking Requirements</p>	<p>Concerns about maintaining requirements for visitor parking and bicycle parking</p> <p>A minimum requirement should be included, except for existing residents.</p>	<p>Certain exceptions are being proposed as minimum parking requirements are being removed:</p> <ul style="list-style-type: none"> • accessible (barrier-free) parking requirements; • visitor parking requirements for multiple-unit dwellings and dwelling groups; • loading spaces; • drop-off spaces for schools; and • bike parking <p>These will allow for a section of parking to be included with developments to serve vehicles that may not otherwise be considered.</p>

<p>Parking Spaces for Electric Vehicles</p>	<p>As Electric Vehicles (EVs) become more popular, there are concerns that the electric grid will not be able to handle the increase.</p> <p>EVs will require a place to charge overnight.</p>	<p>A Zero-emission Vehicle (ZEV) Adoption Roadmap is currently in development. For information on City projects related to EVs, please visit Electric Vehicles and the EV Pilot Project Saskatoon.ca</p> <p>There are no concerns currently about grid capacity, and there is the ability to service several more customers with the existing capacity. There are also ongoing upgrades and monitoring in relevant areas.</p> <p>The proposal to remove minimum parking requirements will not remove existing parking spaces, nor would it restrict the ability for those developing new sites to include the appropriate amount of parking for their site, including EV stations for electric vehicles.</p>
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