

Proposed Rezoning of 727 & 803 Hart Road– Follow-up Information – Q&A

A number of questions and concerns regarding the proposed rezoning application at 727 & 803 Hart Road have been received by the Planning and Development Division. The following information is being provided in response to those questions and concerns.

PLANNING

Q: How does this proposal fit into existing land use planning policy?

A: The Official Community Plan (OCP) is a bylaw document created under the authority of the *Planning & Development Act, 2007* to provide a comprehensive land use policy framework to guide development for the City.

727 and 803 Hart Rd are designated as Urban Centre on the Official Community Plan (OCP) Land Use Map. The current OCP states that

“Land designated as “Urban Centre” has the potential for a mix of medium density residential, institutional and community uses that compliment related Urban Centre Commercial sites. Urban Centres support all modes of transportation by incorporating transit-orientated development principles into comprehensively planned sites. These sites are typically served by collector or arterial streets and high frequency transit.”

Based on the statement, this proposal would comply with the current OCP.

Q: This site proposes a higher level of density. Is this level of density appropriate for the area and surrounding uses?

A: 727 and 803 Hart Road is currently zoned RM2 – Low/Medium Density Multiple-Unit Dwelling District. This proposal would see the site rezoned to M3 – General Institutional Service District, subject to a zoning agreement.

The density proposed would be consistent with the type of development that would be seen in an Urban Centre.

Q: How does the Building Height compare to what is currently permitted under the RM2 Zoning District?

A: The three-storey buildings in this development are proposed to range in height from 10 to 11.8 metres. For comparison, the RM2 zoned properties to the east would have a

maximum building height of 10 metres and the properties zoned R1B District to the south would have a maximum building height of 9 metres.

Enhanced landscaping is being proposed along the south property line of the development to add additional screening from the one-unit dwellings located in the R1B District to the south of the development.

Q: What are the setbacks between 'Building B' and the adjacent property? How does that relate to privacy and fire safety?

A: The current side yard setback requirement in the M3 District would be 3 metres for this proposal. The side yard setbacks for the proposed rezoning are consistent with those currently permitted under the RM2 District.

Buildings will comply with fire safety regulations through the building permit process.

Q: Have sun/shadow studies been completed for this project?

A: No. Sun/shadow studies are not submitted for most rezoning proposals, and are typically only required in the cases of large scale projects.

INFRASTRUCTURE

Q: Has the increased traffic to the neighbourhood been addressed in this proposal?

A: An external consulting company completed a Traffic Review for the proposal. In their findings, the development estimated to generate a total of 68 two-way auto trips in the weekday AM peak hour, and 84 two way auto trips in the weekday PM peak hour. Given the trip generation associated with the proposed site, it was concluded by the consulting company that the site traffic impacts would be minimal.

The Traffic Review was submitted to the City of Saskatoon's Transportation and Construction Division, and it was determined that the consultant's trip generation calculations were acceptable and the requirement for a further Traffic Impact Assessment was not required.

Neighbourhood traffic reviews are completed with intensive community engagement to identify the neighbourhood's concerns and develop recommendations. A Blairmore Suburban Centre Neighbourhood Traffic Review was completed earlier this year and is currently in the implementation phase.

The role of city is to ensure that traffic moves in a safe and efficient way for all modes. We are in a growing, urbanizing city and traffic will increase. Our objective is to manage it, not necessarily to keep it from happening.

Q: Is there sufficient parking on the site?

A: A total of 209 parking spaces will be provided on-site. There will be 88 parking spaces provided in Phase 1 (727 Hart Road) and 121 parking spaces will be provided in Phase 2 (803 Hart Road). This would provide 164 parking spaces for the residential units at a ratio of one parking space per dwelling unit with the remaining 45 parking spaces being available for the other uses on the site.

We recognize that there are on-street parking congestion issues in the area. Camponi Housing Corporation has indicated that the parking needs for their proposal (affordable rental housing) typically falls below the one space per dwelling unit.

Q: What will happen in relation to the Registered Walkway connecting Hart Road and Fortosky Crescent?

A: The Registered Walkway is designed to provide pedestrian and emergency access between Hart Road and Fortosky Crescent. The walkway is controlled by gates and not intended for general vehicular public use. This walkway will have to be maintained and Camponi Housing Corporation will be required to ensure no parking occurs on the walkway and that it is maintained and kept clear at all times, including during construction.

CRIME, SAFETY AND NOISE

Q: It's been suggested that multi-units/high density areas will experience more crime. What, if anything, is considered for this?

A: A causal relationship between increased density and increased crime has not been established. A number of social and environmental factors contribute to the incidence of crime, not the density of an area alone.

The opportunity for crime can be mitigated through thoughtful site design, good management practices, and the social cohesion of the neighbourhood. There is an opportunity for future residents of this development to provide an increased number of invested community members and "eyes on the street" that contribute positively to community safety.

Q: What about increased noise and issues with property maintenance?

A: Noise Bylaw (No. 8244) outlines specified hours in which excessive noise is not permitted, and is enforced through Saskatoon Police.

The Property Maintenance & Nuisance Abatement Bylaw, 2003 (Bylaw No. 8175) outlines requirements to ensure proper maintenance and abatement of nuisances where it impacts the safety, health and welfare of people in the neighbourhood and/or the amenity of a neighbourhood. The Bylaw is enforced through the City of Saskatoon's Community Standards Division.

Q: Can the City of Saskatoon regulate the users of the site?

A: The application for rezoning for 727 and 803 Hart Road relates to the land use of the site. The Zoning Bylaw controls the 'uses' on site (and associated development standards such as parking, building height, landscaping, and yard setbacks) and does not regulate the 'users' of the site. Income levels, rental vs. ownership scenarios, age or race for example, are not considerations of the rezoning process.

Q: Has the City has already made up its mind on this proposal? We don't want this. Why should it go ahead?

A: The City Administrations position on a specific proposal such as this is only determined after all technical review is complete, and public input has been gathered and considered.

Ultimately, the decision will be City Council's with a recommendation from City Administration. Public input needs to be balanced with larger City objectives and the direction of our City Council.