

Comprehensive Zoning Bylaw Review – Amendment Package Two

APPLICATION SUMMARY

A Comprehensive Review of the Zoning Bylaw Project (Project) is being undertaken to align the Zoning Bylaw with identified strategic priorities, current trends, changes to provincial legislation and to make minor amendments. This report is the second package of proposed amendments being undertaken as part of the Project. The proposed amendments address a range of topics identified during the information-gathering phase of the Project.

RECOMMENDATION

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider Administration's recommendation that the proposed amendments to Bylaw No. 8770, Zoning Bylaw, 2009, as outlined in this report, be approved.

BACKGROUND

The general scope of the Project will, through new and amended regulations, bring Bylaw No. 8770, the Zoning Bylaw, (Zoning Bylaw) into alignment with relevant City strategies and plans in order to reflect and balance community values, industry needs and to support and manage city growth. The proposed Zoning Bylaw amendments are being managed through a series of amendment packages staged out over the course of the Project. At its April 28, 2020 meeting, City Council approved amendment package one of the Project. This report is the second amendment package for the Project.

DISCUSSION

Proposed amendments of the Zoning Bylaw include:

- New regulations for on-site bicycle parking;
- Amendments to the General Administration, General Provisions and Required Parking, Loading and Vehicular Circulation Provisions Sections of the Bylaw; and
- Amendments to specific Zoning Districts.

These proposed amendments, if adopted, will achieve several outcomes that are supportive of approved strategies and plans and the City's strategic goals, including:

- Implementing an Active Transportation Plan recommendation for on-site bicycle parking regulations;
- Adding flexibility and clarity and reducing potential costs for home and business owners and property developers through amendments to certain parking regulations, building height provisions, minor variances, etc.; and
- Addressing several matters within specific zoning districts that improve consistency of interpretation and application, enable additional development

forms not currently permitted and align provisions with the forthcoming Saskatoon North Partnership for Growth District Zoning Bylaw.

A Project Update outlining future work can be found in Appendix 1.

Proposed Amendments to Zoning Bylaw – Bicycle Parking

New regulations to incorporate on-site bicycle parking requirements are being proposed. The Active Transportation Plan provides direction to develop requirements for short-term and long-term bicycle parking and other end-of-trip facilities for new developments. Appendix 2 contains the proposed regulations and rationale for on-site bicycle parking requirements.

Additional supporting information regarding the design of bicycle parking structures or apparatus and end-of-trip facility design is being developed and will be available to the public to further support the implementation of high-quality bicycle parking facilities.

Proposed Amendments to Zoning Bylaw – General Administration, General Provisions and Parking and Loading

Amendments are being proposed for Sections 4, 5 and 6 of the Zoning Bylaw, include:

- Minor Variances;
- Permitted Obstructions in Required Yards;
- Building Height;
- Secondary Suites;
- Corner Cut Offs;
- Width of Drive Aisle; and
- Required Parking and Loading Standards for Street Townhouses in Residential Districts.

These amendments were suggested by stakeholders during the Project scoping and are intended to address policy gaps, improve flexibility and remove inconsistencies of the above-mentioned sections in the Zoning Bylaw. Appendix 3 outlines the proposed amendments and rationale.

Proposed Amendments to Zoning Districts – RMTN, RMTN1, B2, M3, M4, FUD and AG Districts

Amendments are being proposed to the following Zoning Districts:

- RMTN (Townhouse Residential);
- RMTN1 (Medium Density Townhouse Residential);
- B2 (District Commercial);
- M3 (General Institutional Service District);
- M4 (Core Area Institutional Service District);
- AG (Agricultural); and
- FUD (Future Urban Development).

Proposed regulations relate to items which were raised by stakeholders during the Project scoping and are intended to address gaps, improve flexibility and remove inconsistencies in the above-mentioned sections in the Zoning Bylaw. Appendix 4 outlines explanations of proposed amendments and the rationale for each.

Further review of the RMTN and RMTN1 Districts is under way. Information about this review is provided in Appendix 5.

Policy Review

Alignment with Bylaw No. 9700, Official Community Plan

Proposed amendments in this report conform to the Official Community Plan policies as required by *The Planning and Development Act, 2007*.

Comments from Other Departments

Proposed amendments were circulated to affected departments through an internal review process; no concerns were raised.

COMMUNICATIONS AND ENGAGEMENT

The Public Engagement Summary for the proposed amendments for bicycle parking are found in Appendix 6. The Public Engagement Summary for the remaining proposed amendments can be found in Appendix 7. Communications will be developed to communicate changes to all affected stakeholders.

PUBLIC NOTICE

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Policy No. C01-021, Public Notice Policy.

Once this report has been considered by the Municipal Planning Commission, it will be advertised in accordance with Policy No. C01-021, Public Notice Policy and a date for a public hearing will be set. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

APPENDICES

1. Comprehensive Review of the Zoning Bylaw Project Update – March 2021
2. Proposed Amendments to the Required Parking, Loading and Vehicular Circulation Provisions for Bicycle Parking
3. Proposed Amendments to the General Administration, General Provisions and Required Parking, Loading and Vehicular Circulation Provisions Sections
4. Proposed Amendments to Zoning Districts – RMTN, RMTN1, B2, M3, M4, FUD and AG Districts
5. RMTN / RMTN1 Review
6. Public Engagement Summary – Summary for Appendix 2
7. Public Engagement Summary – Summary for Appendix 3 and 4

REPORT APPROVAL

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Lesley Anderson, Director of Planning and Development
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SP/2021/PD/MPC/Comprehensive Zoning Bylaw Review – Amendment Package Two/mh

Zoning Bylaw Review

Official Community Plan
Zoning Bylaw Review



Project Overview

Information Gathering Phase (Spring – Fall 2019)

The purpose of this phase was to gather input regarding the topics that should be included in the Comprehensive Review of the Zoning Bylaw Project (Project). An [information report](#) was provided to the Standing Policy Committee on Planning, Development and Community Services (PDCS) on November 5, 2019.

Amendment Phase (September 2019 – 2022)

The purpose of this phase is to undertake amendments to the Zoning Bylaw through a series of amendment packages staged over the course of the Project. Each topic will involve an appropriate level of engagement for the topic being considered with stakeholders and the community.

Working groups consisting of industry experts and community members may be formed to assist with the development of amendments to address issues.

Two groups have been formed thus far:

- In February 2020, a Technical Advisory Committee for the review of the RMTN / RMTN1 Districts.
- In March 2021, a focus group for the review of Neighbourhood Level Infill regulations.

Completed Sections of Project

The following have been completed as part of the Project:

- Amendment package one was approved by City Council in [May 2020](#).
- The [Development Applications Fee Bylaw](#) was approved by City Council in November 2020.
- Amendment package two is being considered by City Council in April 2021.

Repeal and Replace (2022)

To repeal Zoning Bylaw No. 8770 and replace the Bylaw. When this occurs, the new Bylaw will replace the existing Zoning Bylaw No. 8770 with final review and revisions of the full document taking place during the final stage of the Project.

Project Topics

Several topics have already been addressed with amendment packages one and two. Topics that are still under review and will be addressed in future amendment packages are outlined in this report.

New items added to the Project since the last update or items that will no longer be addressed through the Project are identified in the next section. We will continue to identify new items in future updates to ensure transparency.

General Updates to the Zoning Bylaw

General updates to the Zoning Bylaw will be undertaken to ensure consistency with the applicable Provincial legislation, the Official Community Plan, and other relevant City policies and practices. The Zoning Bylaw will also be updated to correct spelling and grammatical errors, clarify definitions where appropriate, provide clarification where needed and review the Bylaw for repetition and consistency.

General updating of the Bylaw will be undertaken throughout the Project.

Updates to the Bylaw

The review of specific regulations identified during stakeholder consultations is underway. This includes:

- Review of the Architectural Review Committee provisions;
- Ensuring consistency with accessibility standards;
- Review of regulations for residential care homes, family care homes to ensure consistency with provincial regulations;
- Review and clarify building height regulations;
- Review and clarify permitted obstructions in required side, front and rear yards;
- Clarification of regulations as they relate to grade;
- Review of discretionary uses;
- Review and clarify regulations for accessory buildings;
- Consideration of school site zoning regulations;
- Review and clarify amenity space requirements;
- Review requirements for Site Plan Control; and,
- Review setbacks in residential and commercial districts to ensure consistency.

In addition, updates to various Zoning districts and sections of the Bylaw will be undertaken including:

- RMTN/RMTN1 and B1B Districts;
- Regional Retail DCDs (Preston Crossing, Blairmore and Stonebridge); and,
- South Downtown Local Area Design Plan.

In-depth Review of Topics

Parking – Parking will be reviewed to address specific regulations identified during stakeholder consultations. This includes:

- Review of parking standards for specific uses identified during stakeholder consultations;
- Review of options for payment in lieu of required parking facilities;
- Location of parking requirements in the B5 and B6 Districts (restrict front yard parking);
- Review of small car parking requirements;
- Review separation requirements from parking space to balcony edge;
- Alternatives for hard surfacing; and,
- Review of electric vehicle parking options.

Landscaping – The landscaping section of the Bylaw will be updated to address concerns raised by stakeholders regarding repetition and inconsistencies. In addition, amendments will be proposed to address specific regulations including:

- Landscaping requirements as it relates to utility easements;
- Review of hard and soft landscaping including a review of landscaping materials;
- Review of the location of trees and other plantings; and,
- Update the Zoning Bylaw with relevant sections from the Landscape Guidelines.

Neighbourhood Level Infill – A review of the Neighbourhood Level Infill Regulations is under way. A [report](#) was presented to the Standing Committee on Planning, Development and Community Services on January 12, 2021, detailing the topics to be considered during this review.

Environmental Initiatives – Amendments will be proposed to address environmental/sustainability recommendations provided during stakeholder consultations. This includes:

- Review of bonusing options for environmental initiatives;
- Incorporating options for green roofs; and,
- Review of potential provisions for net zero buildings.



Other Topics Evaluated

After a review, it has been determined that the topics below are either not within the scope of the project, are better managed by others, or that no changes are needed to them. This table includes items that have been brought forward for consideration since the last update.

Topic	Reason
Recommendation from the Standing Policy Committee on Planning, Development and Community Services (December 2019) - That the information be received and joined to the Zoning Bylaw review file for consideration including specific classification of liquor retailers with specific information on separation distances.	<p>The SLGA issues permits to sell and keep for sale beverage alcohol in closed containers for consumption off the premises. The Province of Saskatchewan limits the number of permits based on population (to a maximum of 40 permits for a population of up to 275,000).</p> <p>A liquor store is considered a “retail store” in the Zoning Bylaw. It is Administration’s opinion that the retail sales of alcohol meets the definition of retail store as outlined in the Zoning Bylaw.</p> <p>In a scan of other Saskatchewan municipalities, most municipalities have no reference to the location or concentration of a liquor store. Prince Albert requires that a liquor store shall not be located within 500 meters of any other liquor store.</p> <p>Based on Administration’s review of best practices in Saskatchewan and the current approach, it is Administration’s opinion that the land use of a liquor store is retail sales and is adequately regulated in the Zoning Bylaw. Should further review be requested, the matter would be best managed as a business licensing issue.</p>
Review and clarify regulations related to attached/covered pools	Further review has determined that amendments are not required in order to provide clarity and the existing process for managing these items is acceptable.
Fencing requirements as they pertain to retaining wall height	Further review has determined that amendments are not required in order to provide clarity and the existing process for managing these items is acceptable.
A review of live/work regulations	This item will be considered through ongoing maintenance and sustainment of the Bylaw.
A review of regulations for residential sales centres	This item will be considered through ongoing maintenance and sustainment of the Bylaw.
Options and considerations for affordable housing	This item will be considered separately from the Project due to the resources and work required to undertake a complete review of this item. Budget or resources requirements, if required, will be brought forward through the typical budget process.

Topic	Reason
A comprehensive review of lighting including dark sky lighting	This item will be considered separately from the Project due to the resources and work required to undertake a complete review of this item. Budget or resources requirements, if required, will be brought forward through the typical budget process.
Regulations relating to drive thrus in commercial districts	This topic will be considered through the development of the Zoning Districts for the Corridor Planning Program.
Regulations pertaining to waste / recycling / organics	This item will be coordinated with the Waste Bylaw review.
Storage of RVs in the front yard of residential sites	<p>Questions were received regarding the storage of RVs in the front yard of residential sites.</p> <p>Regulations pertaining to the storage of RVs in the front yard of residential sites were comprehensively reviewed in 2010. It is Administration's opinion that the current regulations in the Zoning Bylaw are appropriate.</p>



Proposed Amendments to the Required Parking, Loading and Vehicular Circulation Provisions for Bicycle Parking

Proposed bicycle parking standards will be added to Section 6: Required Parking, Loading and Vehicular Circulation Provisions of the Zoning Bylaw.

The regulations will:

- Apply to new development or to any changes in intensity/use of existing development; and
- The minimum number of spaces will be calculated using a similar methodology that is used to calculate minimum vehicular parking rates.

Proposed definitions to be added to Section 2.0.

Bicycle parking is treated differently depending on whether it is “short-term” or “long-term” parking. To provide clarity, proposed draft definitions are:

- **“bicycle parking space”** - that part of a site or structure on which a bicycle may be parked and locked;
- **“bicycle parking space, long-term”** -a bicycle parking space in a secure location, usually a room within a building or parkade, or a covered, fenced area with a locking gate; and
- **“bicycle parking space, short-term”** -a bicycle parking space in a publicly accessible location.

Proposed draft regulations to be added to Section 6 -Required Parking, Loading and Vehicular Circulation Provisions of the Zoning Bylaw.

The following standards are proposed to be added to Section 6 of the Zoning Bylaw. Note: Specific bylaw language will be provided when the bylaw is drafted.

- Bicycle parking spaces must be located on the same site as the associated land use;
- Bicycle parking spaces must be visible, illuminated and located near primary building entrances;
- At least one rack or device used exclusively for parking and locking bicycles must be available for all bicycle parking spaces;
 - Racks must be anchored to a hard surfaced area and be separated from any obstructions that would interfere with the normal parking and locking of bicycles; and
- Bicycle parking spaces may be located in a required yard.

Proposed minimum bicycle parking requirements:

Minimum Bicycle Parking Requirements by Type of Use and Zoning District		
Type of Use	Zoning District	Minimum Number of Spaces Required
Multiple-unit dwellings and dwelling groups containing six or more dwelling units	All Districts except for B5, B5A, B5B, B5C, and B6	0.05 short-term bicycle parking spaces per dwelling unit (minimum 2 short-term spaces) AND 0.5 long-term bicycle parking spaces per dwelling unit (Refer to Note #1)
Multiple-unit dwellings and dwelling groups containing six or more dwelling units	B5, B5A, B5B, B5C, and B6	0.5 long-term bicycle parking spaces per dwelling unit (Refer to Note #1)
Community centres, banquet halls, catering halls, commercial recreation uses, health clubs, art galleries, theatres, libraries, arenas, stadiums and places of worship	All Districts except for B5, B5A, B5B, B5C, and B6	1 short-term bicycle parking space per 500 square metres gross floor area (minimum 2 spaces)
Convenience stores, cannabis retail stores, estheticians, night clubs, personal service trades, restaurants, retail stores, taverns and other retail and service establishments	All Districts except for B5, B5A, B5B, B5C, and B6	1 short-term bicycle parking space per 250 square metres gross floor area for the first 5,000 square metres only (minimum 2 spaces)
Shopping centres	All Districts except for B5, B5A, B5B, B5C, and B6	1 short-term bicycle parking space per 500 square metres gross floor area for the first 10,000 square metres only (minimum 2 spaces)
Financial institutions, medical clinics, medical/dental/optical laboratories and research laboratories	All Districts except for B5, B5A, B5B, B5C, and B6	1 short-term bicycle parking space per 500 square metres gross floor area (minimum 2 spaces)
Offices and office buildings	All Districts except for B5, B5A, B5B, B5C, B6, all Industrial Districts, AG and FUD	1 short-term bicycle parking space per 500 square metres gross floor area for the first 5,000 square metres only (minimum 2 short-term spaces) AND 1 long-term bicycle parking space per 2,000 square metres gross floor area (minimum 2 long-term spaces)

Minimum Bicycle Parking Requirements by Type of Use and Zoning District		
Type of Use	Zoning District	Minimum Number of Spaces Required
Offices and office buildings	B5, B5A, B5B, B5C and B6	1 long-term bicycle parking space per 2,000 square metres gross floor area (minimum 2 long-term spaces)
Offices and office buildings	All Industrial Districts, AG and FUD	1 short-term bicycle parking space per 2,000 square metres gross floor area for the first 16,000 square metres only (minimum 2 short-term spaces) AND 1 long-term bicycle parking space per 2,000 square metres gross floor area for the first 16,000 square metres only (minimum 2 long-term spaces)
Industrial complexes	All Industrial Districts, AG and FUD	1 short-term bicycle parking space per 2,000 square metres gross floor area for the first 16,000 square metres only (minimum 2 short-term spaces)
Child care centres and pre-schools	All Districts except R1, R1A, R1B, R2, R2A, RMHC and RMHL	1 short-term bicycle parking space per 20 persons enrolled at design capacity (minimum 2 spaces)
Hospitals and special care homes	All Districts	1 short-term bicycle parking space per 1,000 square metres gross floor area (minimum 2 spaces)
Educational institutions, elementary schools, high schools and private schools	All Districts	1 short-term bicycle parking space per 10 students at design capacity (minimum 2 spaces)

Notes:

- (1) Within a dwelling group:
- bicycle parking is not required for one- and two-unit dwellings; and
 - long-term bicycle parking is not required for dwelling units with access to a private garage.

Proposed Amendments to the General Administration, General Provisions and Required Parking, Loading and Vehicular Circulation Provisions Sections

Section 4: General Administration				
	Item	Current	Proposed Change	Rationale
1	Minor Variance (Section 4.4.3)	The existing provisions do not include specific requirements for a change of use in Established Neighbourhoods.	Expand to include that in the Established Neighbourhoods, for a change in use of an existing building, a minor variance may be issued for: <ul style="list-style-type: none"> the minimum site area, width or depth; regulations pertaining to Parking and Loading Space requirements; site coverage; and, gross floor space ratio. 	To provide flexibility for development in Established Neighbourhoods for the change of use of an existing building.
		Minor variances shall only be granted for applications for one and two-unit dwellings, semi-detached dwellings, mobile homes and accessory buildings to such developments.	Remove the requirement that minor variances shall only be granted for applications for one and two-unit dwellings, semi-detached dwellings, mobile homes and accessory buildings to such developments. The conditions by which a minor variance can be granted is not changing as such a minor variance may only be granted for building setback requirements.	To provide flexibility for where a minor variance can be applied.

Section 5: General Provisions				
	Item	Current	Proposed Change	Rationale
1	Permitted Obstructions in Required Yards (Section 5.8)	The permitted obstruction of balconies into a required side yard by up to 1.8m, or 25% of the width of the required side yard, whichever is lesser.	It is proposed that the requirement for 25% of the width of the required side yard not apply to sites where the side yard flanks a street or registered lane.	The current provision does not make a distinction for side yards that are along an intervening lane or a flanking street on a corner site where there could be additional flexibility for the size of a balcony. Sites would still be required to meet the 1.8m requirement.
2	Building Height (Section 5.11)	Roof coverage be applied to mechanical penthouses only.	Add language that roof area coverage applied to <i>enclosed</i> mechanical penthouses only.	To provide clarity that the existing provision applies to enclosed mechanical penthouses only.
		No screening requirement for mechanical equipment.	Add a screening requirement for mechanical equipment.	To ensure that mechanical equipment is adequately screened.
		No requirement for stair/elevator structures that provide access to roof tops.	Add that height limitations do not apply to stair and elevator structures that provide access to roof tops.	Stair and elevator structures for access to roof tops were not previously included in the Bylaw, however these structures were considered by Administration to be exempt from building height requirements. This amendment will align with current practices.
3	Secondary Suites (Section 5.30)	Minimum gross floor area of the principal building, including the area of the basement, be 100m ² .	Remove the minimum gross floor area for the principal building.	Size of a proposed secondary suite will be required to meet the existing provision that the secondary suite shall occupy no more than 40% of the gross floor area of a dwelling, including the area of the basement, will continue to apply.
		The maximum size of a secondary suite is 65m ² .	Increase maximum size to 80m ² .	To align the maximum size with the National Building Code.
		No more than three persons to occupy a secondary suite.	Remove the requirement for no more than three persons to occupy a secondary suite.	This requirement is not enforced and will provide flexibility for the number of residents in a secondary suite.

		That the parking space for secondary suites be paved.	Remove the requirement for the parking space to be paved however, it will still require demarcation and appropriate curbing.	Paving a parking space for a secondary suite has proven to be cost prohibitive and is not appropriate in some areas where paved parking for dwellings is not the norm. This will also reduce the number of appeals received for secondary suites.
		None	Secondary suites shall not be located in one-unit dwellings located within a dwelling group	<p>Secondary Suites are an accessory use to a one-unit dwelling however this does not apply within a dwelling group where the building form is one-unit dwellings.</p> <p>If the units are proposed at the onset of the project and if all other requirements are met, they would be allowed however they would not be considered a secondary suite under the Zoning Bylaw regulations.</p>
4	Corner-Cutoffs (New Section)	None	Add a new section to provide clarification for how front yard corner-cutoffs are managed in R1A, R1B and R2 Districts, including illustrations.	To clarify how to measure a front yard setback for a dwelling unit on a site with a front yard corner-cutoff in the R1A, R1B and R2 Districts.

Section 6: Required Parking, Loading and Vehicular Circulation Provisions																	
	Item	Current Provision and Proposed Change			Rationale												
1	Width of Drive Aisle (Section 6.2(2))	<div>It is recommended the following table be included in the Zoning Bylaw. Draft proposed <i>new</i> content is shown in <i>italics</i>.</div> <table><tr><th>Parking Angle in Degrees</th><th>Width of Aisle or Driveway (<i>Minimum</i>)</th><th><i>Width of Parking Facility Vehicle Access Door (Minimum)</i></th></tr><tr><td>75 to 90</td><td>6.0 metres (two-way traffic)</td><td><i>5.4 metres (single door) or two 2.7 metre doors</i></td></tr><tr><td>50 to 74</td><td>5.5 metres (two-way traffic)</td><td><i>5.4 metres (single door) or two 2.7 metre doors</i></td></tr><tr><td>49 or less</td><td>3.7 metres (one-way traffic only)</td><td><i>2.7 metres (single door)</i></td></tr></table>			Parking Angle in Degrees	Width of Aisle or Driveway (<i>Minimum</i>)	<i>Width of Parking Facility Vehicle Access Door (Minimum)</i>	75 to 90	6.0 metres (two-way traffic)	<i>5.4 metres (single door) or two 2.7 metre doors</i>	50 to 74	5.5 metres (two-way traffic)	<i>5.4 metres (single door) or two 2.7 metre doors</i>	49 or less	3.7 metres (one-way traffic only)	<i>2.7 metres (single door)</i>	<div>Stakeholders provided feedback that 6.0m door widths are not practical in all circumstances and that greater flexibility is needed to allow for two doors where the width of aisle or driveway is 6.0m or 5.5m.</div> <div>The proposed changes will provide an option for two doors depending on the width of aisle or driveway.</div>
Parking Angle in Degrees	Width of Aisle or Driveway (<i>Minimum</i>)	<i>Width of Parking Facility Vehicle Access Door (Minimum)</i>															
75 to 90	6.0 metres (two-way traffic)	<i>5.4 metres (single door) or two 2.7 metre doors</i>															
50 to 74	5.5 metres (two-way traffic)	<i>5.4 metres (single door) or two 2.7 metre doors</i>															
49 or less	3.7 metres (one-way traffic only)	<i>2.7 metres (single door)</i>															
2	Required Parking and Loading Standards for Street Townhouse in Residential Districts (Section 6.3)	Amend the parking requirement for street townhouse from two parking spaces per dwelling unit to one parking space per dwelling unit.			<div>This amendment would only apply to street townhouses in the RMTN and RMTN1 Districts only.</div> <div>The minimum site width for street townhouses is 6m. It is difficult to fit two 2.7m by 6.7m required parking spaces in the interior of the garage on a site developed to the minimum site width. If there is a utility easement on the side of the site, the area of the garage is decreased further. However, typically a garage can fit two average sized vehicles.</div> <div>Street townhouses with lanes do not have front driveways and there is street parking available.</div> <div>Street townhouses in the MX1 District are required to provide one space per dwelling unit.</div>												

Proposed Amendments to Zoning Districts – RMTN, RMTN1, B2, M3, M4, FUD and AG Districts

	District	Current Provision	Proposed Change	Rationale
1	RMTN – Townhouse Residential District (Section 8.8)	Maximum site coverage is 30% for dwellings in dwelling groups. Site coverage may be increased for attached covered patios or decks by the percentage of the area covered by such patio or deck, but the total site coverage shall not exceed 40%. The areas of detached accessory buildings are not included in the current provision.	Maximum site coverage is 40% including detached accessory buildings, covered patios, decks and entrances.	The revised provision will simplify application of the regulation as all buildings and covered areas will be included in the calculation. It will also be an accurate reflection of the actual coverage of the site. Will also provide for flexibility for developers will allow for additional building area depending on design.
		Side yard setback of 2.3m for street townhouses on a corner site where the side yard adjoins a street.	Reduce corner side yard setback to 1.5m for street townhouses.	This side yard requirement was excessive when compared to setbacks for other low-density residential uses.
		For street townhouses, a landscaped strip of not less than 4.5m in depth throughout lying parallel to and abutting the front site line shall be provided on every site and shall be used for no purpose except landscaping and necessary driveway access to the site.	When a front yard requirement for a street townhouse is less than 4.5m, (reduced to 3.0m on a local street where there is a rear lane), the entirety of any required front yard shall be landscaped.	This provision will provide for consistency of landscaping strips for street townhouses in the RMTN and RMTN1 Districts.

	District	Current Provision	Proposed Change	Rationale
		None	It is recommended that semi-detached dwellings be added as a permitted use.	<p>Semi-detached dwellings are permitted within dwelling groups and street townhouses.</p> <p>This will allow this form of dwelling to be built on appropriate sites.</p>
2	RMTN1 – Medium Density Townhouse Residential District (Section 8.9)	<p>Maximum site coverage is 40% for dwellings in dwelling groups. Site coverage may be increased for attached covered patios or decks by the percentage of the area covered by such patio or deck, but the total site coverage shall not exceed 45%.</p> <p>The areas of detached accessory buildings are not included in the current provision.</p>	Maximum site coverage is 45% including detached accessory buildings, covered patios, decks and entrances.	<p>The revised provision will simplify application of the regulation as all buildings and covered areas will be included in the calculation. It will also be an accurate reflection of the actual coverage of the site.</p> <p>Will also provide flexibility for developers and will allow for additional building area depending on design.</p>
		None	It is recommended that semi-detached dwellings be added as a permitted use.	<p>Semi-detached dwellings are permitted within dwelling groups and street townhouses.</p> <p>This will allow this form of dwelling to be built on appropriate sites.</p>

	District	Current Provision	Proposed Change	Rationale
3	M3 – General Institutional Service District (Service 9.3) M4 – Core Area Institutional Service District (Section 9.4)	Special needs housing is a discretionary use because it has a lower parking rate in comparison to similar types of uses that are not non-profit or public authorities (e.g., special care homes, dwelling groups and multiple unit dwellings).	It is recommended that special needs housing be a permitted use to align with similar types of uses that are not non-profit or public authorities.	Special needs housing means multiple unit dwellings or dwelling groups operated by a non-profit corporation or public authority and used exclusively for the domestic habitation of senior citizens, people with disabilities, occupants of subsidized housing, or the cohabitant spouse and children of persons noted above. The change would align special needs housing with similar types of uses that are not non-profit or public authorities in these districts.
4	M4 – Core Area Institutional Service District (Section 9.4) Notes to Development Standards (6)	The current provision states: “The side yard shall be increased in width by 0.3 metres for each additional storey, excluding any permitted penthouse, above three storeys; provided further, that on a corner site along a flanking street or lane the side yard need not exceed 3 metres.”	It is recommended that “corner” be removed so that this applies to site that may have a flanking lane.	The current wording suggests that the 3.0m maximum side yard only applies to corner sites along a flanking street or lane; however, the provision should apply more broadly to any site with a flanking lane. It is not sensible to restrict the provision only to the scenario of a corner site with a flanking street and lane.

	District	Current Provision	Proposed Change	Rationale
5	B2 – District Commercial District (Section 10.4)	All uses in the B2 District have a minimum height of 7.5m	It is recommended the height be increased to 10.5m. Sites within the established neighbourhoods will be increased to 8.5m.	Stakeholders have requested a review of the height in B2. It is recommended the height be increased to provide flexibility for the types of building forms that can be accommodated in this district. The increase in height is compatible with the heights of residential land uses that are often located adjacent to these commercial districts and aligns with the progression of height and massing of commercial districts in the City's Zoning Bylaw.
6	AG – Agricultural District (Section 12.1) FUD – Future Urban Development District (Section 12.2) Amendments in this section are to align uses in the AG and FUD Districts with the proposed Saskatoon Partnership for Growth (P4G) District Zoning Bylaw.	None	It is recommended to add secondary suites as a permitted use in both districts.	To allow secondary suites as a permitted use in both districts.
		Agricultural research stations are a discretionary use in the AG and FUD Districts.	It is recommended to remove agricultural research stations as a discretionary use in the FUD District.	Due to the permanent nature of agricultural research stations, these uses are more suited to the AG District. There are currently no agricultural research stations in the FUD District.
		Market gardens, nurseries and greenhouses are a permitted use in the AG and FUD Districts.	It is recommended that market gardens, nurseries and greenhouses be discretionary in the FUD District.	This use is currently a permitted use, however, due to the nature of this use and to align with the P4G Zoning Bylaw, it is recommended this be discretionary. Applications will be evaluated based on the proposed intensity of the use. There are currently no uses that would fall under this classification in the FUD District.

	District	Current Provision	Proposed Change	Rationale
		<p>Childcare centres and pre-schools are not permitted or discretionary in the FUD District.</p> <p>Childcare centres and pre-schools are discretionary in the AG District.</p>	It is recommended that childcare centres and pre-schools be added as a discretionary use when they are accessory to a dwelling in the FUD District.	<p>To allow childcare centres and pre-schools as a discretionary use in the FUD District.</p> <p>No change is being proposed for childcare centres and pre-schools in the AG District.</p>
		The AG and FUD Districts include a list of prohibited uses.	It is recommended that the list of prohibited uses be removed in both districts.	The list of prohibited uses is not required in the Zoning Bylaw. If a use is not listed as a permitted or discretionary use, it would not be allowed in these districts.

RMTN / RMTN1 Districts Review

A review of the RMTN / RMTN1 Districts was identified as a priority during the scoping of the Comprehensive Review of the Zoning Bylaw by Administration and the development industry.

A Technical Advisory Committee (TAC) was formed in February 2020 to provide expert advice to Administration on potential amendments to the Zoning Bylaw for the RMTN / RMTN1 Districts. The committee consists of builders, land developers, designers and architects, as well as the Saskatoon & Region Home Builders' Association. Administration will continue to meet with the TAC as this work moves forward.

Work Plan

The work plan for the RMTN / RMTN1 Districts review consists of:

- Phase 1: Amendments to the RMTN / RMTN1 Districts to address specific items identified during the Project scoping. Some of these amendments are being brought forward for consideration in this report. A list of amendments under review or which have been requested is provided below.
- Phase 2: During the review of the RMTN / RMTN1 Districts, the need for additional flexibility has become apparent. Phase 2 will consider further amendments to the existing RMTN / RMTN1 Districts or the creation of a new district that can accommodate more flexible forms of development. In addition, an evaluation of existing RMTN / RMTN1 sites will be undertaken to determine if any existing RMTN sites would be better suited as RMTN1 sites based on their location within the neighbourhood or other factors. Detailed work on this phase has not begun.

Phase 1 – Potential Amendments

Several potential amendments to the RMTN / RMTN1 Districts have been brought forward for consideration by the Committee or Administration. The table below outlines these amendments.

Proposed amendments included with this report or completed amendments		
	Potential Amendment	Description
1	Add semi-detached dwellings as a permitted use	Adding this use will provide flexibility in the development of sites.
2	Clarification of landscaping requirement for street townhouses in the RMTN District	The proposed amendment will clarify this requirement and be consistent with the current regulations in the RMTN1 District.

3	Side yard setback for street townhouses adjacent to the street be reduced from 2.3m to 1.5m	Side yard setback for street townhouses recommended to be reduced to be consistent with similar uses in other districts.
4	Tandem parking for street townhouses	Request to allow for tandem parking for street townhouses that do not have a rear lane. A proposed amendment in this report will reduce parking requirement from two to one space for street townhouses which will address this issue.
5	Parking for street townhouses - cannot fit two spaces in a garage on a 6.0m wide site	A proposed amendment in this report will reduce parking requirement from two to one space for street townhouses which will address this issue.
6	Parking – reduce (eliminate) visitor parking when each unit has its own driveway	Completed with Amendment Package One – May 2020.
7	Increase / clarify site coverage for dwelling groups	A proposed amendment in this report will clarify how site coverage is measured for dwelling groups. No increase in overall site coverage is proposed.
8	Bike parking standards	Proposed amendment will require 0.05 short-term bicycle parking spaces per dwelling unit (minimum 2 short-term spaces) and 0.5 long-term bicycle parking spaces per dwelling unit. Within a dwelling group, long-term bicycle parking is not required for dwelling units with access to a private garage.

Potential Amendments under Review		
	Potential Amendment	Description
1	For dwelling groups, reduce front yard setback for street facing units in dwelling group from 6.0m to 3.0m	The front yard setback for street townhouses may be reduced from 6.0m to 3.0m where there is a lane. Industry has requested this same allowance be considered for dwelling group sites. Under review by Administration.
2	Interior side yard setback for street townhouses be reduced from 1.5m to 0.75m	Under review by Administration.
3	Remove requirement for 3.0m distance from balcony to parking space	Request to address three-story building with balcony on second story because distance is measured vertically. Under review by Administration.

4	Review of amenity space regulations	Amenity space provides for quality of life. Looking for a balance. Intended to address larger developments that do not have common useable open space on site. Amenity space has implications for affordability. Under review by Administration.
5	Clarify dwelling group definition	An edit is required to clarify the types of buildings that are permitted within a dwelling group. Under review by Administration.
6	Allow for front driveway access on sites where there is a rear lane	The current regulation requires that where there is access to a rear lane, parking must be off the lane. A survey is being done of residents in greenfield neighbourhoods to understand residential perspectives on this item.
7	Allow for driveways for street facing units with attached garages for dwelling groups where there is no rear lane	For dwelling group sites, if there is no rear lane and the units are street facing, Administration's interpretation has been that hard surfacing will be allowed as it is deemed necessary access. This request is currently being reviewed by Administration; however, this issue is related to the Driveway Crossings Bylaw and the number and location of crossings which are approved by the City's Transportation Department.
8	Allow for roof-top patios	Where buildings are built to the max height, the addition of a roof top patio would increase the height (measured to top of railing). Patios are achievable provided that the building is not already built to the maximum height. Could be potential for roof top patio in the RMTN District if the allowable height is increased. Phase 2 of the review may consider rezoning sites which may allow for increased allowable height.
9	Increase building height in RMTN District to 12m	Dwelling groups in the RMTN District may be adjacent to low-density housing. Increased height may result in privacy concerns and shading with the adjacent dwellings. Phase 2 of the review may consider rezoning sites which may allow for increased allowable height, particularly for sites on arterial and collector roadways.

Topic to be managed separate from RMTN / RMTN1 Review		
	Potential Amendment	Description
1	Amendments to the landscaping regulations	Amendments to the landscaping section of the bylaw are being managed separately. Administration will consult with stakeholders regarding any proposed amendments to landscaping.

2	Measurement of grade	<p>A consistent method of measuring grade needs to be included in the bylaw. There have been inconsistent interpretations of grade.</p> <p>Administration is reviewing how grade is measured separately. Administration will consult with stakeholders regarding any proposed amendments to address grade.</p>
3	Additional encroachments should be permitted into the required yards	<p>Industry has requested that additional encroachments be able to be located into the required yards beyond what is currently allowed.</p> <p>Any proposed changes will have implications for other districts as well.</p> <p>Administration will consult with stakeholders regarding any proposed amendments to address this request.</p>
4	Adequate space on site for waste containers	<p>The Waste Bylaw is currently being reviewed and amendments to the Zoning Bylaw will be made in accordance with the Waste Bylaw.</p> <p>Due to the timing of the Waste Bylaw review, this item is not in scope of the Zoning Bylaw Review. Administration will consult with stakeholders regarding any proposed amendments when appropriate.</p>

Items where no further action to be undertaken

	Potential Amendment	Description
1	Count driveway as required parking	<p>A reduction on the parking requirements (both residents and visitor) is not specific to the RMTN and RMTN1 Districts. Rates would have to be reviewed as part of a larger project whereby rates in all districts would be examined.</p> <p>A comprehensive review of all parking rates is not within the scope of the Zoning Bylaw Review project.</p>
2	Flexible parking standards. The number of spaces determined at discretion of Development Officer	<p>The mechanism whereby parking can be relaxed is a development appeal. Planning regulations do not allow for the relaxation of a regulation by the Development Officer.</p> <p>A comprehensive review of all parking rates is not within the scope of the Zoning Bylaw Review project.</p>
3	Allow for waste containers in the required landscaping strip	<p>Landscape strips are intended to improve the site visually and to beautify. Molok-style system may be less impactful, however allowing waste containers in the landscape strip would be inconsistent with the intent.</p> <p>It is Administration's opinion that waste containers should not be permitted within the landscaping strip.</p>

	Potential Amendment	Description
4	Allow for a fence greater than 1.0m in front yards, depending on materials	<p>Maximum fence height in front yards is 1.0m in all residential districts. The purpose of the regulation is to provide for clear sight lines. The Zoning Bylaw does not regulate design or materials of fencing.</p> <p>It is Administration's opinion that no amendment be proposed for this request.</p>
5	Allow site coverage of 50% where parking is covered for dwelling groups	<p>Increased site coverage is provided for in the Bylaw for street townhouses only. A street townhouse is dwelling which is attached to another dwelling which is on its own site. As the parking is located on the same site, additional site coverage is required to accommodate both the dwelling and parking (either attached or detached).</p> <p>A dwelling group is a comprehensively planned development with several units on site. Parking may be attached to a specific unit or located in a common area. Additional site coverage is not appropriate for a dwelling group because this increase would result in the sites being overbuilt because a dwelling group needs to accommodate space for visitor parking, amenity space and areas for waste and recycling containers on-site.</p>
6	Allow for secondary suites to be developed within units in a dwelling group	<p>Allowing for secondary suites would have implications on water/sewer capacity and transportation impacts. As such, ad-hoc secondary suites cannot be accommodated for these reasons unless accounted for through prior planning.</p> <p>This request is not supported by Administration.</p>
7	Density should be measured by person and not unit / acre	Not a zoning specific issue. Out of scope.
8	Driveway crossings for dwelling groups	<p>Driveway crossings are not regulated in the Zoning Bylaw.</p> <p>Not a zoning specific issue. Out of scope.</p>
9	City's requirements are too excessive for storm water retention	<p>Storm water retention requirements are not regulated in the Zoning Bylaw.</p> <p>Not a zoning specific issue. Out of scope.</p>



PUBLIC ENGAGEMENT SUMMARY

Comprehensive Review of the Zoning Bylaw

Proposed Amendments to the Required Parking, Loading and Vehicular Circulation Provisions for Bicycle Parking

Project Description

Developing regulations for bicycle parking is a subcomponent of the Comprehensive Review of the Zoning Bylaw. Including bicycle parking requirements meets an action requirement identified in the City's Active Transportation Plan. The addition of bicycle parking was also an item identified by stakeholders during the scope of the Zoning Bylaw Review project.

Community Engagement Strategy

Purpose:

To inform and consult with stakeholders on potential regulations for bicycle parking.

Level of Input or Decision Making Required from the Public and Stakeholders:

Comments and concerns were sought from the public and stakeholders. Stakeholders and the public were asked to review the proposed general regulations for bicycle parking and the proposed bicycle parking rates. Feedback gathered from these consultations were used to identify gaps or changes to the proposed regulations and bicycle parking rates, including identifying land uses that may have been missed.

Online Surveys

Online surveys were forwarded by email to developers, businesses, cycling, community groups and other citizens who had expressed an interest. Feedback provided through the online surveys were analyzed quantitatively for multiple-choice questions and coded for open-ended questions. We did receive responses not related to zoning or bicycle parking (out of scope) that are not shown here but have been forwarded to the relevant civic department. Responses which contained offensive or inappropriate language are not shown.

Limitations of the Data:

A limitation of the data is that no comments or feedback were received from the Engage Page/public circulation and social media promotion of the proposed regulations. All feedback identified in the Engagement Summary is based on feedback provided through the online surveys.

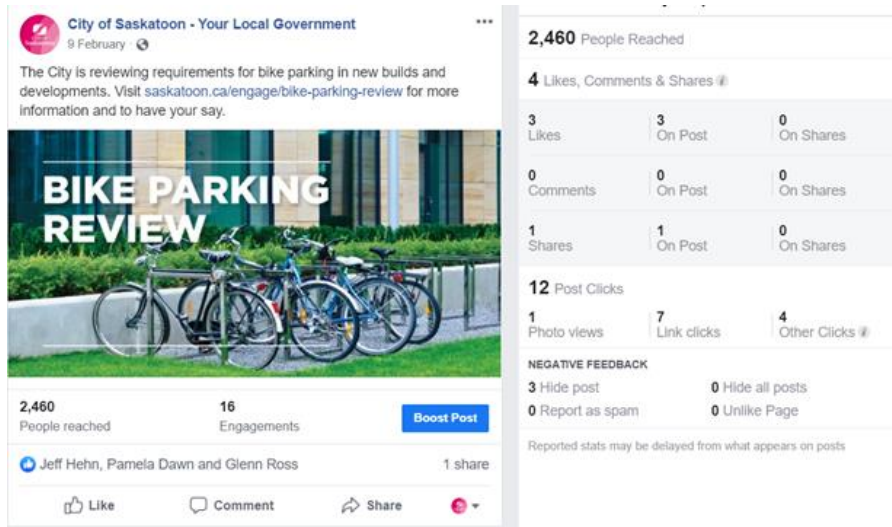
A limitation of the online survey feedback is that while some of the targeted stakeholder groups did share the online survey more broadly via social media, the input from the online survey is from specific targeted stakeholder groups and not the broader public. Public input was requested using the tactics and processes outlined below.

Forms of Engagement Used:

Target Audience	Process	Response
Correspondence with Internal City Stakeholders	Relevant internal groups were contacted for comment for proposed amendments as deemed appropriate.	No comments were received that would preclude these amendments from moving forward.
Cycling and Community Groups	<p>Online Survey – A detailed survey was emailed to stakeholders on December 15, 2020, and closed on January 8, 2021. The survey included questions about the proposed regulations but did not include proposed bicycle parking rates.</p> <p>The same survey was sent to various stakeholder groups by email, including SaskAbilities, SGI, Meewasin Valley Authority, Saskatoon Cycles, Tourism Saskatoon and the Saskatchewan Health Authority. Contacts were asked to share the survey with their members. Saskatoon Cycles and DowntownYXE also widely shared the survey over their social media channels.</p>	<p>65 responses were received from the cycling/community group survey.</p> <p>A summary of feedback is provided below.</p>
Developers and Businesses	<p>Online Survey – A detailed survey was emailed to stakeholders on December 15, 2020, and closed on January 15, 2021. The survey included questions about the proposed regulations including proposed bicycle parking rates.</p> <p>The same survey was sent to stakeholder groups by email including the Saskatoon & Region Home Builders Association, the Combined Business Groups, the North Saskatoon Business Association, the Chamber of Commerce, the Business Improvement Districts and the school boards. Contacts were asked to share the survey with their members.</p>	<p>34 responses were received from the developer/business survey.</p> <p>One response was received via email in response to the survey. The email correspondence is provided below.</p> <p>A summary of feedback is provided below.</p>
Public	Engage Page - Information on the standards and regulations for bicycle parking being considered was provided on the City's Engage Page. Comments could be provided directly on the Engage Page or readers were also given an email and phone number through which they could comment.	<p>No feedback was received on the Engage Page itself or social media.</p> <p>One email was received as a result of the Engage Page. The email</p>

	<p>The public was advised about the Engage Page through:</p> <ul style="list-style-type: none"> - The Zoning Bylaw Review e-newsletter was emailed to 599 newsletter subscribers on January 31, 2021. The newsletter detailed the topics to be considered as part of Amendment Package Two and provided information on how stakeholders could comment on the bicycle parking regulations via the City's Engage Page. - Social media posts (Facebook, Instagram and Twitter) were boosted to increase awareness about the Engage Page content. - The North Saskatoon Business Association included information about the Engage Page in their weekly newsletter on February 16, 2021. - The Saskatoon & Region Homebuilders Association included information about the Engage Page in their weekly newsletter on February 24, 2021 (including Amendment Package Two information). 	<p>correspondence is provided below.</p> <p>On Facebook / Instagram, there were over 2,460 individual users reached with a small number following to the Engage Page (see image below). Twitter had 3 Likes.</p>
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Facebook Awareness:



Summary of Online Survey Feedback

Highlights of the feedback received for the two online surveys is presented in the following tables.

There were common themes identified by stakeholders. To streamline this document, these commonly noted stakeholder comments are provided in Table 1.

Table 1: Commonly Noted Stakeholder Comments

Comment	Response
Stakeholders noted that all land uses should not be required to provide bicycle parking. Bicycle parking should not be a civic priority. Bicycle parking would be too costly.	Mandatory bicycle parking requirements have been identified for inclusion in the Zoning Bylaw by the Active Transportation Plan, the Official Community Plan and other civic initiatives and projects. All land uses proposed for bicycle parking were included based on industry-recommended best practice and the current approach taken in other Canadian cities.
Stakeholders noted there should be a distinction between the suburbs and the core.	All land uses where bicycle parking requirements are being proposed are treated equally across the city, except in different types of zoning district (e.g., an office building in a business district vs. one in an industrial district).
Stakeholders noted there should be requirements enforcing the type or design of bicycle parking racks to ensure functionality, useability and safety.	Administration is developing a companion document, which will contain guidance on issues including types of racks, installation and other factors to assist in meeting both the requirements of the Zoning Bylaw and the general expectations of cyclists.
Stakeholders recommended incentives / encouraging bike racks.	The City of Saskatoon offers bike racks free of charge, subject to certain requirements, through the Active Transportation Program.

Table 2: Survey Results

Section 1: A list of land uses that will be required to provide bicycle parking was provided.	
Question: Have we missed any land uses that you think should be required to provide bicycle parking?	
Developer/Business Survey (34)	Cycling/Community Group Survey (65)
<ul style="list-style-type: none"> - No (23) (67%) - Parks and public places (6) - Government, municipal buildings (2) - Sports stadiums, arenas (2) - Places of worship (2) - Theatres (2) - Farmers' markets, event venues (1) - Public transportation hubs (1) - Other/non-applicable (1) 	<ul style="list-style-type: none"> - No (47) (72%) - Parks and public places (5) - Theatres (3) - Places of worship (2) - Public transportation hubs (2) - Museums (1) - Sports stadiums, arenas (1) - Hotels, convention centres (1) - Uses already included (4)
<p>Response: Administration completed a review of the recommended land uses. Where appropriate, land uses have been added. In some cases, uses were not added to the proposed provisions based on industry best practice.</p> <p>Of note:</p> <ul style="list-style-type: none"> - Public/civic facilities are generally captured under the "community centre" land use, which is included for bicycle parking. - Places of worship, theatres, libraries and sports stadiums/arenas have been added. - Public parks and transit hubs are not recommended to require bicycle parking. Parks and transit hubs do not have a vehicle parking requirement and the City typically includes bicycle parking in the design of park spaces or transit locations as appropriate. 	

Question: Are there any land uses that you think should not be required to provide bicycle parking? If so, which ones, and why?

Developer/Business Survey (34)

- No response (24) (71%)
- All of them/any (4)
- Any use in the suburbs vs. core (1)
- Townhouse condos (1)
- Big box stores (1)
- Small uses or uses within mini-malls (1)

Cycling/Community Group Survey (65)

- No response (60) (92%)
- All of them/any (1)
- Home-based businesses (2)
- Industrial complexes (1)
- Other/non-applicable (1)

Response:

Administration completed a review of the recommendations from stakeholders.

Of note:

- Uses such as mini-malls or strip malls, which can contain several different land uses are considered “shopping centres” and have a single parking requirement, similar to vehicle parking requirements.
- Multiple-unit dwellings and townhouses, which contain six or more dwelling units would require bicycle parking. There are several conditions where multiple-unit dwellings would be exempt from the bicycle parking requirement (e.g., if they have access to a private garage).

Section 2: The difference between short-term and long-term bicycle parking was explained. All land uses in the list provided would be required to provide short-term bicycle parking (except in certain business districts), while only multiple-unit dwellings and office buildings would be required to provide long-term bicycle parking in all districts.

Question: Should short-term bicycle parking be required for all the building types listed previously in Section 1 (except in certain business districts)?

Developer/Business Survey (34)



Yes	24	(71%)
No	8	(24%)
I don't know	0	(0%)
I don't have an opinion on this	2	(6%)

Cycling/Community Group Survey (65)



Yes	60	(92%)
No	2	(3%)
I don't know	2	(3%)
I don't have an opinion on this	1	(2%)

Question (for respondents who chose “No” or “I don’t know”): Why should short-term bicycle parking not be required for all the above-mentioned land uses?

Developer/Business Survey (7)

- Disagree with any requirements (2)
- Suburbs vs. core (2)
- Some uses too small (1)
- Too costly (1)
- Concerns over security (1)

Cycling/Community Group Survey (4)

- Disagree with any requirements (2)
- Lacking info to make informed choice (1)
- Doubtful of cycling uptake (1)

Response:

Support for mandatory short-term bicycle parking for the uses proposed is at 92% among cycling/community group respondents and at 71% among developer/business respondents. Based on the feedback provided, no changes have been made to the proposed regulations.

Bicycle parking regulations will be monitored and if changes are required, they will be brought forward in a future report.

Question: Should long-term bicycle parking be required for multiple-unit dwellings and office buildings in all zoning districts?

Note: Long-term bicycle parking is only required for multi-unit dwellings and office buildings.

Developer/Business Survey (34)



Yes	25	(74%)
No	8	(24%)
I don't know	0	(0%)
I don't have an opinion on this	1	(3%)

Cycling/Community Group Survey (65)



Yes	62	(95%)
No	2	(3%)
I don't know	0	(0%)
I don't have an opinion on this	1	(2%)

Question (for respondents who chose “No” or “I don’t know”): Why should long-term bicycle parking not be required for multiple-unit dwellings and office buildings in all zoning districts?

Developer/Business Survey (6)

- Disagree with any requirements (3)
- Should not be a civic priority (1)
- Too costly (1)
- Suggest incentives instead (1)

Cycling/Community Group Survey (2)

- Disagree with any requirements (1)
- Too costly (1)

Response:

Support for long-term bicycle parking for multiple-unit dwellings and office buildings in all zoning districts is at 95% among cycling/community group respondents and at 74% among developer/business respondents. Based on the feedback provided, no changes have been made to the proposed regulations.

Question: Have we missed any uses that you think should also be required to provide long-term bicycle parking?

Note: Long-term bicycle parking is only required for multi-unit dwellings and office buildings.

Developer/Business Survey (34)

- No (20) (59%)
- Hospitals (3)
- Hotels (2)
- City-owned facilities (2)
- Malls, shopping centres (2)
- Schools (1)
- Transportation hubs (1)
- Community centres (1)
- Libraries (1)
- Halls (1)
- Galleries (1)
- Disagree with any requirements (2)

Cycling/Community Group Survey (65)

- No (44) (68%)
- Large employers (5)
- Hospitals (3)
- Educational institutions (3)
- Hotels (2)
- Transportation hubs (1)
- Airports (1)
- Shopping centres (1)
- Dedicated public long-term parking (1)
- Uses already included (3)

Response:

A review of the recommendation by stakeholders has been completed by Administration. More than 50% of respondents to both surveys supported requiring long-term bicycle parking for multiple-unit dwellings and office buildings only.

Multiple-unit dwellings and office buildings were selected for long-term bicycle parking requirements based on industry best practice. Administration has completed a review of the recommendations provided by stakeholders. It is noted that recommendations provided by stakeholders were limited to up to three stakeholders per survey group. Based on the costs associated with long-term bicycle parking for property owners and feedback from stakeholders, Administration is not recommending additional land uses be required to provide long-term bicycle parking at this time.

Section 3: A table containing proposed rates for minimum required bicycle parking for different land uses was shared.

NOTE: This Section was excluded from the cycling/community group survey due to the technical nature of the information being provided.

Question: Please provide any feedback on the minimum rates.

Developer/Business Survey (34)

- No feedback (19)
- Some rates appear low (5) (most common: schools, multiple-unit dwellings)
- Agree with rates (4)
- Disagree with any rates at all (3)
- Some rates appear high (2) (most common: multiple-unit dwellings)

Response:

68% of the responses were “no feedback” or “agree with rates”, with the remainder divided between support/too low, oppose/too high or no rates.

Section 4: Proposed general regulations for bicycle parking were provided.

Question: Do you have any comments about the proposed general regulations?

Developer/Business Survey (34)	Cycling/Community Group Survey (65)
<ul style="list-style-type: none"> - None/no comments (18) (53%) - Agree with general regulations (6) - Safety and security of bicycles is important (3) - Disagree with general regulations/any regulations (2) - Disagree with cycling-related projects (2) - Other/non-applicable (2) 	<ul style="list-style-type: none"> - None/no comments (41) (63%) - Type/design of racks is often an issue (functionality, useability, safety) (8) - Agree with general regulations (4) - Proximity to parked vehicles is often an issue (interference, clearance) (3) - Encourage, don't require (2) - Disagree with location restrictions (same site; near entrances) (2) - Location not specific enough (1) - Should be aesthetically pleasing (1) - Disagree with general regulations/any regulations (1) - Other/non-applicable (2)
<p>Response: More than 50% of responses had no further feedback. Bicycle parking regulations will be monitored and if changes are required, they will be brought forward in a future report.</p> <p>Administration is developing a companion document which will contain guidance on other issues identified by stakeholders.</p>	

Question: Have we missed any other standards or regulations that you think should be included?

Developer/Business Survey (34)

- None/no comments (22) (65%)
- Type, design, or aesthetic standard of bike racks (3)
- Maintenance and snow removal (2)
- Interested in opportunities for incentives or trade-offs rather than regulations (2)
- Disagree with general regulations/any regulations at all (1)
- Smoke-free zones around bike racks (1)
- Interested in on-street bike corrals (1)

Cycling/Community Group Survey (65)

- None/no comments (38) (59%)
- Type or design of bike racks to ensure functionality, useability, and safety, especially for different bicycle types (16)
- Location/clearance (4)
- Maintenance and snow removal (2)

Response:

Administration is developing a companion document, which will contain guidance on bicycle parking.

Issues such as maintenance, snow removal and smoke-free zones are not covered by the Zoning Bylaw. The feedback received on these issues will be forwarded to the relevant civic department.

Survey Demographics

Survey respondents were asked demographic questions as part of the survey. This information was optional. Survey demographics were included in the survey to help measure the diversity of responses we receive and to determine how successful our communication efforts have been in reaching people with different perspectives who may be impacted by the project.

Gender Identity:

Male	53
Female	34
Non-Binary	1

Age:

0-19	0
20-34	31
25-49	34
50-64	20
Over 65	13

Neighbourhood:

Established Neighbourhoods	66
Other Neighbourhood	26

Additional Feedback Received:

Feedback	Response
<p>Email in response to the survey: The respondent was seeking more information on the exclusion of the B5, B5A, B5B, B5C and B6 zoning districts with respect to short-term bicycle parking and specifically why this exclusion was not applied to similar districts such as M4.</p>	<p>The email was responded to via phone call.</p> <p>The excluded districts were those that have a high-density commercial nature (e.g., Broadway, Riversdale, Downtown) and which already contain publicly accessible bicycle parking as part of the streetscape. Districts, which are not primarily commercial in nature, such as M4 and districts which are lower-density commercial, such as B3 or B4 were not considered for exclusion on this basis.</p>
<p>Email in response to Engage Page: I stumbled across the bike parking review bylaw proposal on the City website and it looks like you're soliciting feedback. I strongly support the proposal and the number of spaces allocated in the rate tables looked reasonable to me. 1 spot for every 10 students in schools looked low to me, but I'm sure you have better data than me on how many students actually bike to school.</p>	<p>An email response was provided.</p> <p>Comments are noted.</p> <p>All land uses proposed for bicycle parking were included based on industry-recommended best practice and the current approach taken in other Canadian cities.</p>

Next Steps:

ACTION	ANTICIPATED TIMING
<p>The Planning and Development Department prepares and presents the proposed amendment to Municipal Planning Commission. The Municipal Planning Commission reviews proposed amendments and recommends approval or denial to City Council.</p>	<p>March 30, 2021</p>
<p>Public Notice: An advertisement is prepared and placed in <u>The StarPhoenix</u> through the City Pages.</p>	<p>Early to mid-April 2021</p>
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PUBLIC ENGAGEMENT SUMMARY

Comprehensive Review of the Zoning Bylaw Summary for Appendix 3 and 4

Appendix 3: Proposed Amendments to the General Administration, General Provisions and Required Parking, Loading and Vehicular Circulation Provisions Sections

Appendix 4: Proposed Amendments to Zoning Districts – RMTN, RMTN1, B2, M3, M4, FUD and AG Districts

Project Description

The Comprehensive Review of the Zoning Bylaw is being undertaken to bring the Zoning Bylaw into alignment with strategic initiatives and plans, to reflect community values, to ensure industry needs are being met and to provide guidance and support to City Administration in the development of new and amended regulations that support City growth. This is the second package of amendments in the Comprehensive Review of the Zoning Bylaw Project (Project).

Community Engagement Strategy

Purpose:

To inform and consult – Feedback was sought using various forms for engagement.

Level of Input or Decision Making Required from the Public and Stakeholders:

Comments and concerns were sought from the public and stakeholders. Respondents were asked to review the proposed regulations and provide input. Feedback gathered from these consultations were used to identify gaps or changes to the proposed regulations.

Limitations of the Data:

Limited number of responses: No comments were received on the Engage Page or by email. Social media posts are included below. To mitigate this issue, Social media platforms (Facebook / Instagram / Twitter) were boosted to provide better coverage. Information was also shared through the Saskatoon & Region Homebuilders' Association and the North Saskatoon Business Association newsletters to provide better coverage.

Some proposed amendment information was shared late: The Engage Page was available for review starting February 11, 2021. Information regarding the following proposed regulations were added after this date because the proposed regulations were still in development. Some respondents may not have viewed these proposed regulations:

- Removal of the term “corner” in the Notes for Development Standards in the M4 District (Added February 22, 2021).
- Secondary suites shall not be located in one-unit dwellings located within a dwelling group (Added February 24, 2021).

Form of Engagement Used:

Intended Audience	Process	Response
Internal City Stakeholders	Relevant internal divisions were contacted for review and comment for proposed amendments as deemed appropriate.	No comments were received that would preclude this report from proceeding.
Public and Stakeholders	<p>Engage Page - Information about proposed amendments was provided on the City's Engage Page starting February 11, 2021. Comments could be provided directly on the Engage Page or readers were also given an email and phone number through which they could comment.</p> <p>The public was advised about the Engage Page through:</p> <ul style="list-style-type: none"> - E-newsletter was emailed to 599 subscribers on February 12, 2021. - Social media posts (Facebook, Instagram and Twitter) were boosted to increase awareness about the Engage Page content. - The North Saskatoon Business Association included information about the Engage Page in their weekly newsletter on February 16, 2021. - The Saskatoon & Region Homebuilders Association included information about the Engage Page in their weekly newsletter on February 24, 2021. 	<p>No comments were provided on the Engage Page or on Facebook / Instagram.</p> <p>On Facebook / Instagram, there were over 3,520 individual users reached with a small number following to the Engage Page.</p> <p>Twitter had 4 Retweets and 3 Likes. Twitter posts where the City of Saskatoon was tagged are provided below.</p> <p>Administration received two emails with comments. Comments are provided below.</p>
Development Industry	<p>Specific details regarding the proposed amendments were provided to the Saskatoon and Region Home Builders Association – Builders Industry Liaison Committee.</p> <p>Detailed information regarding the proposed amendment specific to the RMTN / RMTN1 Districts was provided to the RMTN / RMTN1 Technical Advisory Committee (TAC) in January and February of 2021. Additionally, specific details regarding the proposed amendments were provided to the RMTN / RMTN1 TAC by email on February 11, 2021.</p>	<p>At the time of writing this report, a meeting is being planned with the Builders Industry Liaison Committee to discuss any questions they may have.</p> <p>The RMTN / RMTN TAC supported the RMTN / RMTN1 related amendments identified in this report. Additional information regarding future amendments to the RMTN / RMTN1 District is provided in Appendix 5.</p>

Summary of Community Engagement Feedback

No comments or feedback was received on the Engage Page. Comments below were provided on Twitter or by email.

Comments and questions have been summarized in the following table:

Comments	Response
<p>Twitter Post: This is the second round of small tweaks coming out of the Zoning Bylaw Review. Some good changes here but we're still just working the edges. When will @cityofsaskatoon start the difficult conversations on parking minimums and density?</p> <p><i>Citizen Reply</i> Agree. Would also like to see @cityofsaskatoon abolish single-family dwelling zones, allow next increment of density as a right.</p> <p>Also, would like to see measures mandating reclamation of building materials as part of demolition. So much waste. Believe exists in #YVR.</p>	<p>A Twitter response was provided to the Post advising that the information had been shared with the Project team.</p> <p>The Zoning Bylaw Review Project scope does not include broader discussions, such as density. Density discussions are occurring through the relevant projects - for example, the Corridor Planning Project.</p> <p>Parking topics to be considered through this Project are identified in Appendix 1. A comprehensive review to remove parking minimums is not within scope of the Zoning Bylaw Review Project. This work would require a reallocation of Project resources and/or additional resources/budget.</p> <p>The Zoning Bylaw does not mandate reclamation of building materials.</p>
<p>Email from Citizen – human rights infrastructure concerns:</p> <p>Width of Drive Aisle (Section 6.2.2(f)): Disability accessible parking spaces require increased width for loading and unloading, depending on the setting. In residential parking lots, a minimum of one unit would be recommended to be designed for accessibility needs.</p> <p>Reduction of Space for Street Townhouses: Reducing parking spaces for dense housing (townhomes) is interferes with equitable diversity needs for actual housing affordability and gendered issues involving isolation of domestic violence victims and abilities to effectively commute to sustain two incomes to consistently afford a home, or the needed roommates to help out with household</p>	<p>A response email was provided to the Citizen.</p> <p>Comments are noted. Drive aisles provide access to parking or loading spaces. Requirements for barrier free parking including minimum dimensions for these spaces is provided in Section 6.2.</p> <p>Comments are noted. Street townhouses are located on their own site and have their own access onto the street, similar to a one-unit dwelling. They are not part of a dwelling group, which may comprise of several townhouses or other dwellings on one site.</p>

changes in finances and sizing, as townhouse infrastructure inequitably misses the needs of the predominantly single living alone households in poverty. Transit is not planned to effectively replace vehicles for commuting, for many existing residential neighborhoods.

Density of Townhouse Residential District: Increased density of housing with reduced green space negatively affects sustainable health especially when isolated by disability or aging needs. Plans to increase rather than decrease green spaces in denser housing areas and increased plans for trees are important for liveable infrastructure for extreme heat reduction, air quality and disability and aging in place.

M3 - M4, Special Needs / Multi-unit Housing: Inadequate parking has been a long-standing barrier for marginalized residents transitioning into non-profit and especially social housing, leaving vacancies due to the inadequate infrastructure for vehicles. Committing to accessible social or non-profit housing for older adults rights or persons with mobility needs, often requires a slower transition to car-less living at a later retirement time, due to economic needs to work while aging, or maintain previous evening circles and connections in rural or other areas of the city. Students, fluctuating household makeup over time and multigenerational families need parking to keep commuting to their changing jobs, schools, night activities, mobility parking and rural or cultural home communities. Multi-unit housing must accommodate residents needs more fairly to reduce housing inequity for tenants in housing programs or denser properties. Parking space accommodations must compensate for excess walking distance for toddlers and seniors with mobility concerns, to transit stops both ways, for a safer four-seasons quality of life for residents already living high-density to benefit sustainable community. When paired with greatly increased restorative green space assurances, these may better include and meet human needs for a sustainable mental and physical health safe space, even for Saskatoon's low-income tenants and meet their diverse right to quiet enjoyment of housing infrastructure and property spaces, especially designed to compensate for such high-density benefits to the low-density community.

Comments are noted. The proposed change to site coverage for RMTN and RMTN1 is to simplify application of the regulation as all buildings and covered areas will be included in the calculation.

Comments are noted. The change to M3 and M4 is to change Special Needs Housing to a permitted use. The use is currently discretionary.

Special Needs Housing in the M3 and M4 districts requires one space per two dwelling units, plus 0.1 visitor spaces per dwelling unit. There is no proposed change to the parking rate.

<p>Human rights-based tenant needs must always be a systemic priority, given the systematic lack of City of Saskatoon equitable staffing dedicated and adequate to meet the neglected needs of low-income renters in Saskatoon.</p> <p>Targeted, equitable, comprehensive policy consultation rather than social media consultation is part of the responsibilities to restore faith and trust in ending systemic housing and community disparity.</p> <p>It would be helpful to hear how the Planning department is going to change their processes and research and inclusion for more equitable and sustainable connection to plan with the vulnerable renter populations' needs in mind.</p>	<p>Options and considerations for affordable housing will be managed separately from the Project due to the resources required to undertake a complete review of this item. Comments are noted and have been forwarded to the appropriate staff for a response.</p> <p>A response email was provided to the Citizen on the approach the Planning Department is taking in this work.</p>
<p>Email from Citizen:</p> <p>I would like to express my desire for a community in Saskatoon that's designed with the intention of providing larger yards for gardening and growing fruit trees, maybe even allowing a few chickens. It's disappointing that if you want a large yard in a new neighbourhood you have to put a big house on the lot. I would like a smaller house and more yard room. The housing size regulations are a cost impediment for many and honestly, the people who want to grow their own food aren't often rich. It would also allow for solar panels on the ground, rather than the roof. Speaking of solar panels, it would be great to accommodate solar on the roof by placing homes facing the right way. Our current street design gives no thought to it. I also think you should accommodate tiny homes for people by providing a zone for them to exist in.</p>	<p>A response email was provided to the Citizen.</p> <p>Topics outlined in this correspondence are not being addressed through this amendment package. Comments will be considered in future amendments where these comments apply.</p>

Next Steps

ACTION	ANTICIPATED TIMING
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