

Strikethroughs denote proposed removal (e.g. ~~strikethroughs~~)

Italics with underline denotes proposed changes/additions (e.g. *italics with underline*)

Numbering is provided for reference purposes. Proposed numbering may change when the Bylaw is drafted.

Items that had no public consultation at the time of writing the report due to COVID-19 are identified with an (\*)

Section 2: Definitions					
	Item	Page	Current Provision	Proposed Change	Rationale
1	"building permit"	p.2-5	" <b>building permit</b> " means a permit issued under The Building Bylaw of The City of Saskatoon authorizing the construction of a building.	" <b>building permit</b> " means a permit issued under The Building Bylaw of the City of Saskatoon authorizing the construction, <u><i>erection, placement, alteration, repair, renovation, demolition, relocation, removal, use, occupancy or change of occupancy of any structure.</i></u>	To update definition and ensure alignment between the Zoning Bylaw No.8770 and The Uniform Building and Accessibility Standards Act.
Section 3: Interpretation of Districts & Maps					
	Item	Subsection	Current Provision	Proposed Change	Rationale
2	Interpretation of Zoning Districts and Zoning Maps	3.1	New	Symbols <u><i>B4MX Integrated Commercial Mixed-Use District</i></u>	To correct and update the list of zoning districts by including the B4MX District.

Section 5: General Provisions					
	Item	Subsection	Current Provision	Proposed Change	Rationale
3	Developments Subject to Airport Zoning Regulations	5.1	The Development Officer shall determine if development permit applications are subject to the requirements outlined in Registered Plan No. 88S00875 as provided by Transport Canada or its designate. Where a development permit application is subject to the Saskatoon Airport Zoning Regulations, the applicant may be required to seek the approval of Transport Canada, the Saskatoon Airport Authority, NavCanada and such other agencies as may be appropriate prior to a development permit being issued.	The Development Officer shall determine if development permit applications are subject to the requirements outlined in Registered Plan No. 88S00875 as provided by Transport Canada or its designate. Where a development permit application is subject to the Saskatoon Airport Zoning Regulations, the applicant may be required to seek the approval of Transport Canada-the Saskatoon Airport Authority, NavCanada and such other agencies <del>as may be</del> <u>when required</u> appropriate prior to a development permit being issued.	Clean up language.
4	Connection of an Accessory Building to a Principal Dwelling	5.7(8)	Where a building on a site is attached to a principal building by a solid roof or by structural rafters, and where the solid roof or rafters extend at least one third of the length of the building wall that is common with the principal building, the building is deemed to be part of the principal building and is not an accessory building or structure.	Where a building on a site is attached to a principal building by a solid roof <del>or by</del> <u>with</u> structural rafters, and where the solid roof <del>or rafters</del> extends at least one third of the length of the building wall that is common with the principal building, the building is deemed to be part of the principal building and is not an accessory building or structure.	Ensure that connection between an accessory building and a principal building is a structural connection.  Will require a building permit and be able to carry a snow load.

Section 8: Residential Districts					
	Item	Subsection	Current Provision	Proposed Change	Rationale
5	Minimum Site Dimensions for Residential Development in Montgomery Place Neighbourhood	8.4.4.6(a)	Effective April 7, 2003, lots in the Montgomery Place Neighbourhood shall have a minimum site width of 18.25 metres and a minimum site depth of 39.6 metres.	Effective April 7, 2003, <u>each site</u> in the Montgomery Place Neighbourhood shall have a minimum site width of 18.25 metres and a minimum site depth of 39.6 metres.	Provide clarification for the minimum site dimensions required for development of one-unit dwellings, two-unit dwellings and semi-detached dwellings in the Montgomery Place Neighbourhood.
Section 10: Commercial Districts					
	Item	Subsection	Current Provision	Proposed Change	Rationale
6 *	Maximum Building Height for Special Needs Housing in the M2 District	9.2.3(6)	<b>9.2.3 Discretionary Uses</b> (6) Special needs housing  Minimum Development Standards (in Metres) – Chart Building Height (Max.) 11	<b>9.2.3 Discretionary Uses</b> (6) Special needs housing  Minimum Development Standards (in Metres) – Chart <u>Building Height (Max.) 12</u>	This amendment provides for a building height that is consistent with similar Residential uses in the District (such as Multiple Unit Dwellings, Residential Care Home – Type III).
Section 10: Commercial Districts					
	Item	Subsection	Current Provision	Proposed Change	Rationale
7	Front Yard Landscaping in B1B District	10.2.8(1)	<b>10.2.8 Landscaping</b> Where parking is provided in a front yard, a landscaped strip of not less than 3 metres in width throughout lying parallel to and abutting the front site line shall be provided.	<b>10.2.8 Landscaping</b> Where parking is provided in a front yard, a landscaped strip of not less than 3 metres in width throughout lying parallel to and abutting the front site line shall be provided <u>for that portion of the site not covered by a building.</u>	Provides clarification on required landscaping requirements.

8 *	Building Cap in the B5B District	10.8A.4	<b>10.8A.4 Notes to Development Standards</b> 1(b) <i>Building Cap</i> : a minimum front yard shall be provided of 3.0 metres from the front property line up to three storeys from the front property line shall be provided for every storey above the three storey building cap, however, the minimum setback of the building cap shall not exceed 6.0 metres from the front property line.	<b>10.8A.4 Notes to Development Standards</b> 1(b) <i>Building Cap</i> : a minimum front yard shall be provided of 3.0 metres from the front property line for the first three storeys <u>above the building base.</u> <u>Each additional storey above the first three storeys of the building cap, shall provide an additional 0.6 metre setback, however, the maximum setback of the building cap shall not exceed 6.0 metres from the front property line.</u>	This amendment clarifies the existing development standard for building cap in the B5B District and reflects the Broadway 360 Plan which was adopted by City Council. The regulation ensures buildings are stepped back in the Broadway Commercial District.
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