



## PUBLIC ENGAGEMENT SUMMARY

### Comprehensive Review of the Zoning Bylaw – Amendment Package 1

#### Project Description

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

#### Engagement Strategy

##### Purpose

To inform and consult – Feedback was requested using various forms for engagement as outlined below.

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

Comments and concerns were sought from the public and stakeholders.

##### Form of Engagement Used

Tactic	Process	Response
Correspondence with 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 these amendments from moving forward.
E-Newsletter	A newsletter was emailed to 659 newsletter subscribers on January 31, 2020. The newsletter detailed topics for consideration as part of the proposed amendments and provided information on how stakeholders could comment via the City's Engage Page.	Two people provided comments / questions by email in response to the newsletter. These are provided below along with the response.

<b>Tactic</b>	<b>Process</b>	<b>Response</b>
Engage Page (saskatoon.ca/engage/zoning-bylaw-review)	Information about the topics to be considered were provided on the City's Engage Page. Comments could be provided directly on the Engage Page or through email or phone. On February 4, 2020, a social media post (Facebook and Instagram) was used to increase awareness about the Engage Page content.	One person provided comments / questions on the Engage Page. These are provided below along with the response.
Detailed Amendment Information	Specific details regarding the draft proposed amendments were provided to the Saskatoon & Region Home Builders' Association on January 29, 2020 and March 27, 2020, as well as to the Developers Liaison Committee at their February 6, 2020 meeting.	Clarifications were provided by Administration to the Developers Liaison Committee at the February 6, 2020 meeting. The comments / questions and response are provided below.

### **COVID-19 Impacts**

Due to COVID-19, Administration did not have the opportunity to share all proposed amendments with all stakeholders and the public via the e-newsletter, the Engage Page or otherwise. Amendments that were not shared with stakeholders or the public prior to the drafting of this report have been noted in Appendix 2, 3, 4 and 5 and are considered non-controversial items. All proposed amendments were shared with the Saskatoon & Region Home Builders' Association by email prior to the drafting of this report.

### **Summary of Engagement Feedback**

Comments and questions received by email and on the Engage Page have been summarized in the table on the following page.

Comments	Response
<p>Concern that items not addressed through the Project will remain in the Bylaws for some time without being addressed.</p>	<p>The <i>Planning and Development Act</i> provides for a process to amend the Zoning Bylaw when required. Items not addressed through the Project specifically may be evaluated and addressed through other work.</p>
<p>Most of the proposed first round of amendments are minor or clerical in nature. Are there future rounds of amendments planned as well? Are more transformative changes being contemplated?</p> <p>The Zoning Bylaw Review list of amendments that was circulated doesn't provide a lot of change or an impact with respect to setbacks, building heights and parking. When can we see more of those impactful changes implemented?</p>	<p>This is a multi-year Project that will include multiple series of amendments to the Zoning Bylaw. See the Project Update (Appendix 1) for more detail of what will be included in the Project.</p> <p>Administration has identified priorities (in consultation with Industry) and are working toward the development of proposed amendments for these priorities. An immediate example is the creation of the RMTN / RMTN 1 Technical Advisory Committee (formed in February 2020) and the Infill Technical Advisory Committee which is expected to be formed later in 2020.</p> <p>For all proposed amendments, appropriate consultation is required and will be built into the schedule.</p> <p>Due to the election planned for later in 2020, and resulting reduction in Committee and Council meetings this fall there may also be impacts in the ability of Administration to bring forward proposed amendments for consideration until later this year.</p>
<p>Edmonton is in the process of removing parking minimums and perhaps changing them to parking maximums. Is this something that may be considered through this zoning review process?</p>	<p>Administration will be reviewing parking regulations as outlined in the Project Update (Appendix 1).</p>

Comments	Response
<p>In particular, there were a number of comments at the public engagement session that suggested reforms to the parking requirements.</p> <p>It looks like the changes to parking are minor and actually increase the requirements for certain districts which seems to go against contemporary best practice for city planning. Request to provide a clarification on what is actually changing regarding the item: Remove inconsistency in the reduced parking rate for smaller dwelling units in M, B districts.</p>	<p>Regarding the parking rate for small cars, the Bylaw was amended so that the size of a small dwelling unit of 56 m<sup>2</sup> in area was consistent throughout the Bylaw as some districts referenced an area of 50 m<sup>2</sup> and others referenced 56 m<sup>2</sup>.</p>
<p>Ensure that a connection between an accessory building and a principal building is a structural connection. At first glance, this is stating that any accessory building needs to be structurally connected to the primary structure.</p>	<p>This is to ensure that where there is a connection between an accessory building and a principal building, the connection is structural. It does not require that all accessory buildings need to be connected to the primary building.</p>
<p>Where a dwelling has a secondary suite, direct access to the mechanical room shall be provided from the principal dwelling. Shouldn't this allow for an exterior direct access as well?</p>	<p>Direct interior access to the mechanical room from the primary dwelling must be provided. The mechanical room is considered as part of the principal dwelling unit, as per the definition of a dwelling unit.</p>
<p>What happens if a property has been purchased where the configuration may not allow for the mechanical room to be provided from the principal dwelling unit and only via the secondary suite?</p>	<p>Access must be provided to the mechanical room via the principal dwelling unit for all new applications. This is currently a practice required by Administration. This amendment will formalize the requirement in the Zoning Bylaw.</p> <p>If an existing legal secondary suite only has access to the mechanical room via the secondary suite, this will be considered legal non-conforming.</p>

<b>Comments</b>	<b>Response</b>
<p>Suggest abolishing minimum parking requirements and zoning districts that are primarily aimed at restricting development to single detached dwellings. The aforementioned frustrate walkable neighbourhoods, densification, place-making, social equity, etc. Furthermore, these zoning controls completely undermine the City's stated policy goals for infill development. Completely revise our zoning regulations such that they are no longer built around the assumption of the private automobile as the principal mode of transportation. It should be the last consideration for urban transportation and only accommodated where appropriate and in limited fashion. If you thought that was hardcore, I also firmly believe that free private vehicle storage on publicly funded roadways (aka "on-street parking") should not exist anywhere in the City - full spectrum from downtown to suburban cul-de-sac.</p>	<p>Abolishing minimum parking requirements are not within the scope of the Project; however, Administration will be reviewing parking regulations as outlined in the Project Update (Appendix 1).</p> <p>Administration will be reviewing infill regulations as outlined in the Project Update (Appendix 1).</p> <p>The Project will be considering amendments to the Zoning Bylaw to ensure the Zoning Bylaw is consistent with the Plan for Growth.</p>

### **Next Steps**

<b>ACTION</b>	<b>ANTICIPATED TIMING</b>
Public Notice: An advertisement is prepared and placed in <u>The StarPhoenix</u> through the City Pages.	Early to mid-May 2020
Public Hearing will occur at City Council with the opportunity for interested parties to present. Proposed amendments are considered together with the reports of the Planning and Development Division and any written or verbal submissions received.	May 25, 2020
City Council may approve, deny, or defer the decision.	May 25, 2020

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