

April 20, 2021

City Clerk

Dear City Clerk:

Re: Comprehensive Zoning Bylaw Review – Amendment Package Two [File No. CK 4350-70]

The Municipal Planning Commission, at its meeting held on March 30, 2021, considered a report of the General Manager, Community Services Division dated March 30, 2021. The Commission received a presentation from Cary Tarasoff and a letter from Warrick Baijius, Walking Saskatoon. The Municipal Planning Commission supports the following recommendation of the Community Services Division:

That the proposed amendments to Bylaw No. 8770, Zoning Bylaw as outlined in the March 30, 2021 report of the General Manager, Community Services, be approved.

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing.

Yours truly,

Penny Walter
Committee Assistant
Municipal Planning Commission

cc: Diane Bentley, MPC Chair
General Manager, Community Services

Attachments



Walking Saskatoon, Inc.

An Advocacy Group for Pedestrians in Saskatoon

contact@walkingsaskatoon.org

walkingsaskatoon.org

March 28th, 2021

Chair and members of the Municipal Planning Commission
City Hall, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK, S7K 0J5

Dear Members of the Municipal Planning Commission,

Walking Saskatoon is pleased to see attention being given to zoning regulations regarding bicycle parking. We do not see obvious deficiencies in the proposals before us for zoning regulations, but would like to provide the following observations:

- Cycles are currently parked on sidewalks by attaching them to bike stands, light posts, traffic signs, parking meters and other available permanent structures in order to prevent theft. In many cases, these bikes become additional obstacles to the already limited sidewalk space reserved for pedestrians. Bike parking needs to be designed so that it does not limit or impede walkways for pedestrians
- Multiple parked bikes tend to litter the area around entrances to buildings. This tendency prevents ease of access to buildings for pedestrians. It also requires cyclists to navigate parking lots that are inherently dangerous to them and pedestrians. If pedestrian walkways through parking lots were more commonly available, bike parking could be assigned to spaces away from entryways and enhance the safety of cars, bikes and pedestrians.
- The variety and size of bikes (e.g., cargo bikes, bikes with trailers, bikes with child carriers and bulky baskets, tricycles for adults, electric fat bikes, etc.) need to be kept in mind when designing parking spaces for them. These exceptionally large or differently shaped bikes contribute additional challenges to pedestrians working around them.
- Bike parking needs to accommodate the needs of winter cycling as well, e.g., by being easily cleared of accumulations of snow and ice that make it take up additional space.
- Requirements for properly developed bike parking should be accompanied by a relaxation of minimum car parking requirements. Given the cost of parking requirements both in land use and facilities, the development of bike parking should be seen as a beneficial change in parking provisions rather than an onerous addition to them.
- It is projected that Saskatoon's population will grow and active transportations will gain popularity over time, therefore proposed zoning regulations need not only meet the needs of today but provide for adequate bike parking in the future.

We hope you will consider our feedback in your deliberations over the bylaw, and that pedestrians will be given adequate consideration in bylaw implementation.

Regards,

Warrick Baijius
Walking Saskatoon