

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	<p>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.</p> <p>Amenity space has implications for affordability.</p> <p>Under review by Administration.</p>
5	Clarify dwelling group definition	<p>An edit is required to clarify the types of buildings that are permitted within a dwelling group.</p> <p>Under review by Administration.</p>
6	Allow for front driveway access on sites where there is a rear lane	<p>The current regulation requires that where there is access to a rear lane, parking must be off the lane.</p> <p>A survey is being done of residents in greenfield neighbourhoods to understand residential perspectives on this item.</p>
7	Allow for driveways for street facing units with attached garages for dwelling groups where there is no rear lane	<p>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.</p> <p>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.</p>
8	Allow for roof-top patios	<p>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.</p> <p>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.</p>
9	Increase building height in RMTN District to 12m	<p>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.</p> <p>Phase 2 of the review may consider rezoning sites which may allow for increased allowable height, particularly for sites on arterial and collector roadways.</p>

Topic to be managed separate from RMTN / RMTN1 Review

	Potential Amendment	Description
1	Amendments to the landscaping regulations	<p>Amendments to the landscaping section of the bylaw are being managed separately.</p> <p>Administration will consult with stakeholders regarding any proposed amendments to landscaping.</p>

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>