



## **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.

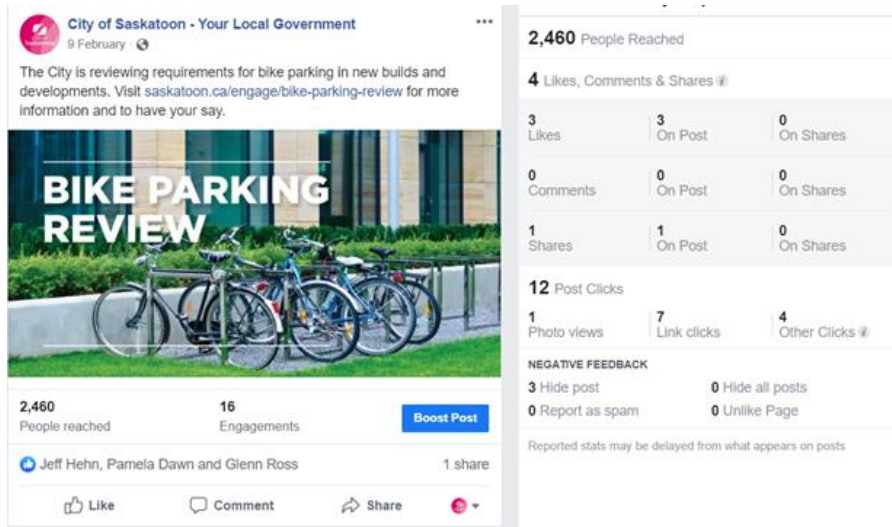
A limitation of the online survey feedback is that while some of the targeted stakeholder groups did share the online survey more broadly via social media, the input from the online survey is from specific targeted stakeholder groups and not the broader public. Public input was requested using the tactics 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 &amp; 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	<a href="#">Engage Page</a> - 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"> <li>- 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.</li> <li>- Social media posts (Facebook, Instagram and Twitter) were boosted to increase awareness about the Engage Page content.</li> <li>- The North Saskatoon Business Association included information about the Engage Page in their weekly newsletter on February 16, 2021.</li> <li>- The Saskatoon &amp; Region Homebuilders Association included information about the Engage Page in their weekly newsletter on February 24, 2021 (including Amendment Package Two information).</li> </ul>	<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"> <li>- No (23) (67%)</li> <li>- Parks and public places (6)</li> <li>- Government, municipal buildings (2)</li> <li>- Sports stadiums, arenas (2)</li> <li>- Places of worship (2)</li> <li>- Theatres (2)</li> <li>- Farmers' markets, event venues (1)</li> <li>- Public transportation hubs (1)</li> <li>- Other/non-applicable (1)</li> </ul>	<ul style="list-style-type: none"> <li>- No (47) (72%)</li> <li>- Parks and public places (5)</li> <li>- Theatres (3)</li> <li>- Places of worship (2)</li> <li>- Public transportation hubs (2)</li> <li>- Museums (1)</li> <li>- Sports stadiums, arenas (1)</li> <li>- Hotels, convention centres (1)</li> <li>- Uses already included (4)</li> </ul>
<p><b>Response:</b> 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"> <li>- Public/civic facilities are generally captured under the "community centre" land use, which is included for bicycle parking.</li> <li>- Places of worship, theatres, libraries and sports stadiums/arenas have been added.</li> <li>- 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.</li> </ul>	

**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"> <li>- None/no comments (18) (53%)</li> <li>- Agree with general regulations (6)</li> <li>- Safety and security of bicycles is important (3)</li> <li>- Disagree with general regulations/any regulations (2)</li> <li>- Disagree with cycling-related projects (2)</li> <li>- Other/non-applicable (2)</li> </ul>	<ul style="list-style-type: none"> <li>- None/no comments (41) (63%)</li> <li>- Type/design of racks is often an issue (functionality, useability, safety) (8)</li> <li>- Agree with general regulations (4)</li> <li>- Proximity to parked vehicles is often an issue (interference, clearance) (3)</li> <li>- Encourage, don't require (2)</li> <li>- Disagree with location restrictions (same site; near entrances) (2)</li> <li>- Location not specific enough (1)</li> <li>- Should be aesthetically pleasing (1)</li> <li>- Disagree with general regulations/any regulations (1)</li> <li>- Other/non-applicable (2)</li> </ul>
<p><b>Response:</b>  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>
<p>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 Department, Municipal Planning Commission, and any written or verbal submissions received.</p>	<p>April 26, 2021</p>
<p>City Council may approve, deny, or defer the decision.</p>	<p>April 26, 2021</p>