



PUBLIC ENGAGEMENT SUMMARY

Comprehensive Review of the Zoning Bylaw Summary for Appendix 3 and 4

Appendix 3: Proposed Amendments to the General Administration, General Provisions and Required Parking, Loading and Vehicular Circulation Provisions Sections

Appendix 4: Proposed Amendments to Zoning Districts – RMTN, RMTN1, B2, M3, M4, FUD and AG Districts

Project Description

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

Community Engagement Strategy

Purpose:

To inform and consult – Feedback was sought using various forms for engagement.

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

Comments and concerns were sought from the public and stakeholders. Respondents were asked to review the proposed regulations and provide input. Feedback gathered from these consultations were used to identify gaps or changes to the proposed regulations.

Limitations of the Data:

Limited number of responses: No comments were received on the Engage Page or by email. Social media posts are included below. To mitigate this issue, Social media platforms (Facebook / Instagram / Twitter) were boosted to provide better coverage. Information was also shared through the Saskatoon & Region Homebuilders' Association and the North Saskatoon Business Association newsletters to provide better coverage.

Some proposed amendment information was shared late: The Engage Page was available for review starting February 11, 2021. Information regarding the following proposed regulations were added after this date because the proposed regulations were still in development. Some respondents may not have viewed these proposed regulations:

- Removal of the term “corner” in the Notes for Development Standards in the M4 District (Added February 22, 2021).
- Secondary suites shall not be located in one-unit dwellings located within a dwelling group (Added February 24, 2021).

Form of Engagement Used:

Intended Audience	Process	Response
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 this report from proceeding.
Public and Stakeholders	<p>Engage Page - Information about proposed amendments was provided on the City’s Engage Page starting February 11, 2021. 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> <p>The public was advised about the Engage Page through:</p> <ul style="list-style-type: none"> - E-newsletter was emailed to 599 subscribers on February 12, 2021. - Social media posts (Facebook, Instagram and Twitter) were boosted to increase awareness about the Engage Page content. - The North Saskatoon Business Association included information about the Engage Page in their weekly newsletter on February 16, 2021. - The Saskatoon & Region Homebuilders Association included information about the Engage Page in their weekly newsletter on February 24, 2021. 	<p>No comments were provided on the Engage Page or on Facebook / Instagram.</p> <p>On Facebook / Instagram, there were over 3,520 individual users reached with a small number following to the Engage Page.</p> <p>Twitter had 4 Retweets and 3 Likes. Twitter posts where the City of Saskatoon was tagged are provided below.</p> <p>Administration received two emails with comments. Comments are provided below.</p>
Development Industry	<p>Specific details regarding the proposed amendments were provided to the Saskatoon and Region Home Builders Association – Builders Industry Liaison Committee.</p> <p>Detailed information regarding the proposed amendment specific to the RMTN / RMTN1 Districts was provided to the RMTN / RMTN1 Technical Advisory Committee (TAC) in January and February of 2021. Additionally, specific details regarding the proposed amendments were provided to the RMTN / RMTN1 TAC by email on February 11, 2021.</p>	<p>At the time of writing this report, a meeting is being planned with the Builders Industry Liaison Committee to discuss any questions they may have.</p> <p>The RMTN / RMTN TAC supported the RMTN / RMTN1 related amendments identified in this report. Additional information regarding future amendments to the RMTN / RMTN1 District is provided in Appendix 5.</p>

Summary of Community Engagement Feedback

No comments or feedback was received on the Engage Page. Comments below were provided on Twitter or by email.

Comments and questions have been summarized in the following table:

Comments	Response
<p>Twitter Post: This is the second round of small tweaks coming out of the Zoning Bylaw Review. Some good changes here but we're still just working the edges. When will @cityofsaskatoon start the difficult conversations on parking minimums and density?</p> <p><i>Citizen Reply</i> Agree. Would also like to see @cityofsaskatoon abolish single-family dwelling zones, allow next increment of density as a right.</p> <p>Also, would like to see measures mandating reclamation of building materials as part of demolition. So much waste. Believe exists in #YVR.</p>	<p>A Twitter response was provided to the Post advising that the information had been shared with the Project team.</p> <p>The Zoning Bylaw Review Project scope does not include broader discussions, such as density. Density discussions are occurring through the relevant projects - for example, the Corridor Planning Project.</p> <p>Parking topics to be considered through this Project are identified in Appendix 1. A comprehensive review to remove parking minimums is not within scope of the Zoning Bylaw Review Project. This work would require a reallocation of Project resources and/or additional resources/budget.</p> <p>The Zoning Bylaw does not mandate reclamation of building materials.</p>
<p>Email from Citizen – human rights infrastructure concerns:</p> <p>Width of Drive Aisle (Section 6.2.2(f)): Disability accessible parking spaces require increased width for loading and unloading, depending on the setting. In residential parking lots, a minimum of one unit would be recommended to be designed for accessibility needs.</p> <p>Reduction of Space for Street Townhouses: Reducing parking spaces for dense housing (townhomes) is interferes with equitable diversity needs for actual housing affordability and gendered issues involving isolation of domestic violence victims and abilities to effectively commute to sustain two incomes to consistently afford a home, or the needed roommates to help out with household</p>	<p>A response email was provided to the Citizen.</p> <p>Comments are noted. Drive aisles provide access to parking or loading spaces. Requirements for barrier free parking including minimum dimensions for these spaces is provided in Section 6.2.</p> <p>Comments are noted. Street townhouses are located on their own site and have their own access onto the street, similar to a one-unit dwelling. They are not part of a dwelling group, which may comprise of several townhouses or other dwellings on one site.</p>

changes in finances and sizing, as townhouse infrastructure inequitably misses the needs of the predominantly single living alone households in poverty. Transit is not planned to effectively replace vehicles for commuting, for many existing residential neighborhoods.

Density of Townhouse Residential District: Increased density of housing with reduced green space negatively affects sustainable health especially when isolated by disability or aging needs. Plans to increase rather than decrease green spaces in denser housing areas and increased plans for trees are important for liveable infrastructure for extreme heat reduction, air quality and disability and aging in place.

M3 - M4, Special Needs / Multi-unit Housing: Inadequate parking has been a long-standing barrier for marginalized residents transitioning into non-profit and especially social housing, leaving vacancies due to the inadequate infrastructure for vehicles. Committing to accessible social or non-profit housing for older adults rights or persons with mobility needs, often requires a slower transition to car-less living at a later retirement time, due to economic needs to work while aging, or maintain previous evening circles and connections in rural or other areas of the city. Students, fluctuating household makeup over time and multigenerational families need parking to keep commuting to their changing jobs, schools, night activities, mobility parking and rural or cultural home communities. Multi-unit housing must accommodate residents needs more fairly to reduce housing inequity for tenants in housing programs or denser properties. Parking space accommodations must compensate for excess walking distance for toddlers and seniors with mobility concerns, to transit stops both ways, for a safer four-seasons quality of life for residents already living high-density to benefit sustainable community. When paired with greatly increased restorative green space assurances, these may better include and meet human needs for a sustainable mental and physical health safe space, even for Saskatoon's low-income tenants and meet their diverse right to quiet enjoyment of housing infrastructure and property spaces, especially designed to compensate for such high-density benefits to the low-density community.

Comments are noted. The proposed change to site coverage for RMTN and RMTN1 is to simplify application of the regulation as all buildings and covered areas will be included in the calculation.

Comments are noted. The change to M3 and M4 is to change Special Needs Housing to a permitted use. The use is currently discretionary.

Special Needs Housing in the M3 and M4 districts requires one space per two dwelling units, plus 0.1 visitor spaces per dwelling unit. There is no proposed change to the parking rate.

<p>Human rights-based tenant needs must always be a systemic priority, given the systematic lack of City of Saskatoon equitable staffing dedicated and adequate to meet the neglected needs of low-income renters in Saskatoon.</p> <p>Targeted, equitable, comprehensive policy consultation rather than social media consultation is part of the responsibilities to restore faith and trust in ending systemic housing and community disparity.</p> <p>It would be helpful to hear how the Planning department is going to change their processes and research and inclusion for more equitable and sustainable connection to plan with the vulnerable renter populations' needs in mind.</p>	<p>Options and considerations for affordable housing will be managed separately from the Project due to the resources required to undertake a complete review of this item. Comments are noted and have been forwarded to the appropriate staff for a response.</p> <p>A response email was provided to the Citizen on the approach the Planning Department is taking in this work.</p>
<p>Email from Citizen:</p> <p>I would like to express my desire for a community in Saskatoon that's designed with the intention of providing larger yards for gardening and growing fruit trees, maybe even allowing a few chickens. It's disappointing that if you want a large yard in a new neighbourhood you have to put a big house on the lot. I would like a smaller house and more yard room. The housing size regulations are a cost impediment for many and honestly, the people who want to grow their own food aren't often rich. It would also allow for solar panels on the ground, rather than the roof. Speaking of solar panels, it would be great to accommodate solar on the roof by placing homes facing the right way. Our current street design gives no thought to it. I also think you should accommodate tiny homes for people by providing a zone for them to exist in.</p>	<p>A response email was provided to the Citizen.</p> <p>Topics outlined in this correspondence are not being addressed through this amendment package. Comments will be considered in future amendments where these comments apply.</p>

Next Steps

ACTION	ANTICIPATED TIMING
The Planning and Development Department prepares and presents proposed amendments to Municipal Planning Commission. The Municipal Planning Commission reviews proposed amendments and recommends approval or denial to City Council.	March 30, 2020
Public Notice: An advertisement is prepared and placed in <u>The StarPhoenix</u> through the City Pages.	Early to mid-April 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 Department, Municipal Planning Commission and any written or verbal submissions received.	April 26, 2020
City Council may approve, deny, or defer the decision.	April 26, 2020