



ENGAGEMENT SUMMARY

Comprehensive Zoning Bylaw Review Project

Proposed Amendments to Sections 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12

Description

A Comprehensive Review of the Zoning Bylaw (Project) is being undertaken to align the Zoning Bylaw with identified strategic priorities, current trends, changes to provincial legislation and to make minor amendments. This report is the sixth package of proposed amendments being undertaken as part of the Project. The proposed amendments address a range of topics identified during the information gathering phase of the Project.

Using What We Learn

Stakeholders offered valuable feedback which is included in this report.

What We Did

Who we had conversations with	How we gathered input
Internal City Stakeholders (Planning and Development, Transportation, Parks, Solicitors, Building Standards, Community Standards, Sustainability, Water and Waste Operations, Saskatoon Land, Communications and Engagement)	Relevant internal divisions were contacted for input on, review and comment for proposed amendments. No comments were received that would preclude these amendments from proceeding.
Saskatoon & Region Homebuilders' Association (SRHBA)	The topics being considered for Amendment Package Six were shared with the Builders Industry Liaison Committee of SRHBA at an in-person meeting on April 4, 2023.
Riversdale Business Improvement District (BID)	The Riversdale BID was provided with the amendments to the B5C – Riversdale Commercial District and provided feedback on the proposed alcohol regulations in March 2023.
Combined Business Group	The Combined Business Group consists of the Greater Saskatoon Chamber of Commerce, Saskatoon Regional Economic Development Authority, Riversdale BID, Sutherland BID, 33 rd Street BID, Broadway BID, Downtown Saskatoon, Saskatoon Construction Association, North Saskatoon Business Association, SRHBA, Tourism Saskatoon and the Saskatoon Realtors Association. The Combined Business Group was provided with information included in Amendment Package Six at an in-person meeting on March 30, 2023.
Community Associations	Community Associations most impacted by the new proposed garden and garage suite regulations were contacted and provided with the details of the proposed amendments. This included the Evergreen/Aspen Ridge, Hampton Village, Rosewood, Stonebridge and Willowgrove Community Associations. No comments were received from any of the Community Associations.

Who we had conversations with	How we gathered input
Saskatoon Accessibility Advisory Committee (SAAC)	A presentation was made to SAAC on the proposed amendments to the regulations related to accessible parking included in Amendment Package Six on May 12, 2023.
Saskatchewan Human Rights Commission, Christian Horizons, People First, Canadian National Institute for the Blind, Saskabilities, Spinal Cord Injury Saskatchewan, Elmwood Residences and Inclusion Saskatchewan	<p>Information on the review of accessible parking was provided in September 2022 and meetings were held in October 2022 to discuss proposed amendments and potential design guidelines.</p> <p>Meetings were held in February and March 2023 to discuss further amendments proposed in Amendment Package Six to accessible parking regulations with these groups.</p>
Saskatoon Environmental Advisory Committee (SEAC)	A presentation was made to SEAC on the environmental initiatives included in Amendment Package Six on March 17, 2023.
Environmental Steering Committee	City staff on the Environmental Steering Committee reviewed the relevant recommendations in February and May 2023.
Stakeholders for Environmental Topics	Crosby Hanna & Associates were hired to conduct the Environmental Initiatives amendments. The Consultant conducted individual meetings with relevant stakeholders for each topic area of their review between February and April 2023. The stakeholders consulted are listed in Appendix 2 of this report.
Stakeholders for Garden and Garage Suites in New Neighbourhoods	Community members and developers that had previously expressed interest in building two storey garden or garage suites in newer neighbourhoods were informed of the proposed changes and asked to provide feedback. No comments were received.
Stakeholders for Alcohol Serving Establishments	Operators of microbreweries were consulted in developing the amendments related to microbreweries with regard to tasting rooms. Operators of existing taverns and nightclubs were advised of the proposed changes.
Review Committee on B4MX – Integrated Commercial Mixed-Use District	A review committee consisting of commercial real estate agents, developers, representatives of Saskatoon Land and design professionals was formed to meet to discuss the B4MX – Integrated Commercial Mixed-Use District. This committee met four times and was provided with proposed recommendations in May 2023.
General Public	<p>Information was provided on the Zoning Bylaw Review Engage Page. Visitors to the website were able to provide comment and contact the Project team.</p> <p>Videos explaining these topics were added to the Engage Page in April 2023 and social media was used to promote the information in April and May 2023. An e-newsletter was used to promote the information in May 2023. Twitter, Facebook and Next Door were used to promote the information in April and May 2023.</p>

What We Heard – Environmental Initiatives

We organized what we heard into themes and summaries below. These comments were received through the internal and external stakeholder meetings. The engagement conducted by Crosby Hanna is included in Appendix 2.

Note: The language below is not word for word comments provided by stakeholders.

Theme	Summarized Comments	Response
Density in Residential Neighbourhoods	<ul style="list-style-type: none"> The city's development pattern results in an auto-centric community, which increases our green house gas emissions. Allow for more suites on each residential site. 	Not a part of the current amendment package but may be considered in future Zoning Bylaw updates.
Theme	Summarized Comments	Response
Dark Sky Policies	<ul style="list-style-type: none"> Previous policies presented to Council have not been implemented. Electronic billboards are too bright. Dark sky policies should apply adjacent to all natural areas in the city. Need to keep some lighting for safety and for public realm interest. 	Previous proposed policies were not adopted by City Council. The other items are not within the scope of the Project.
Bonusing	<ul style="list-style-type: none"> Bonusing for single detached units. 	The recommendations from the Consultant were primarily focused on commercial and mixed-use buildings.
Green Building	<ul style="list-style-type: none"> Setback relaxations are needed to allow for insulation. 	This will be included in Amendment Package Six.
Green Roofs	<ul style="list-style-type: none"> Considerable water usage – particularly with warmer/drier summers. Not feasible in our climate. How would this be enforced/maintained? 	This will be included in Amendment Package Six, as a bonusing option, but not required.
Low Impact Development (LID) / Landscaping	<ul style="list-style-type: none"> Opportunity to provide native plantings. Trees are needed downtown. Some LID terminology should be defined. Opportunities for vacant lots to be used as green spaces. Need a strategy to remediate and develop brownfield sites. 	Trees in soil cells can be challenging to grow and often do not survive. Xeriscaping will be defined.
Parking Standards	<ul style="list-style-type: none"> Reduce green house gas emissions, as transportation is one of the largest contributors to green house gas emissions. Current parking minimums are arbitrary. Why limit most parking recommendations to downtown? 	A comprehensive review of parking standards is not within the current mandate of the Project.
Electric Vehicle Parking	<ul style="list-style-type: none"> Expensive. Limited demand currently. Consider battery storage. Include e-bike parking. Infrastructure improvements in Riversdale for EV charging on street. 	Amendments are being proposed to facilitate EV parking facilities. Further engagement is required with the development industry.

What We Heard – B4MX – Integrated Commercial Mixed Use District

We organized what we heard into themes and summaries below. These comments were received through review committee meetings, internal meetings and information sessions.

Note: The language below is not word for word comments provided by stakeholders.

Theme	Summarized Comments	Response
Active Frontage	<ul style="list-style-type: none"> • Active frontage sites along the arterial street are the first to lease; sites with nose-in parking have been very successful. • Requiring architectural requirements is fine, the full requirements for active frontage can be onerous and ambiguous. • Difficult to provide an active frontage on multiple frontages per site, with many B4MX sites being through-sites. 	<p>Active frontage is an important element of this district’s purpose; to provide a compact, pedestrian-oriented built form that supports transportation options, street orientated buildings and active uses at grade level.</p> <p>Designating one frontage as primary and meeting a visual interest standard for other frontages and corners will maintain a high design standard while reducing the burden of the full requirement.</p> <p>Size of sites can be addressed through the subdivision process as smaller sites are accommodated in this district by the Zoning Bylaw.</p>
Parking Requirements and Credits	<ul style="list-style-type: none"> • Parking credits for on-street parking at the discretion of the Development Officer leads to uncertainty, would prefer to know what the requirement is when planning the site from the onset. • High parking requirements plays into site design and ability to create a more pedestrian-friendly environment. • High demand for parking in the area. 	<p>The proposed change for consistent and general reductions for parking requirements should alleviate some concerns for high parking requirements. Language will be clarified in the Zoning Bylaw to outline specifically how parking credits for on-street parking will be earned to provide clarity.</p>
Residential and Mixed-Use Opportunities	<ul style="list-style-type: none"> • Land costs inhibit any return on investment for residential, making it not feasible. • Guaranteeing lending is more difficult with mixed-use buildings. • Requirements for setback of buildings make for more expensive and technical designs. 	<p>The Zoning Bylaw addresses development standards and not cost.</p> <p>The proposed removal of requirements for building setbacks will simplify the process to develop multi-storey mixed-use buildings.</p>
Size of Sites; Through-Site Requirements	<ul style="list-style-type: none"> • Size of sites, combined with parking requirements and requirements for active frontage, make sites difficult to develop. • Difficult to fill sites of this size. 	<p>These items are outside the scope of the Zoning Bylaw. Opportunities exist to subdivide the sites to address their size and characteristics. Proposed amendments to the requirements for active frontage address concerns related to through-sites (see above).</p>

Theme	Summarized Comments	Response
Permitted Uses and Development Standards	<ul style="list-style-type: none"> Gas bars, services stations and car washes should be permitted, currently discretionary or prohibited. Lots of demand for drive-throughs, how can these be accommodated while maintaining active frontage? 	<p>The B4MX district promotes a compact, pedestrian-oriented built form that supports transportation options, street orientated buildings and active uses at grade level. To support this built form, car washes and gas bars will remain discretionary to allow further scrutiny for their size and concentration in the district. Service stations will remain prohibited.</p> <p>Drive-throughs will be accommodated at the interior of the site, to balance their need with the desire to provide a pleasant active frontage along the public sidewalk.</p>

What We Heard – Accessible Parking Requirements

We organized what we heard into themes and summaries below. These comments were received through information sessions.

Note: The language below is not word for word comments provided by stakeholders.

Theme	Summarized Comments	Response
Providing a Leading Standard for Accessible Parking Space Size and Quantity	<ul style="list-style-type: none"> There is not adequate on-street accessible parking. Finding appropriate accessible parking downtown is a struggle. Consider using bike lanes for accessible parking and loading as well. Space beside vehicle (access aisle) is what is needed. Appropriate labeling of signs, distance to the door, and width of access aisle are important concerns. Is there a way to have a zero or lower impact on total space requirements when increasing accessible parking? By reducing the total parking requirement? By reducing landscaping requirement? Why is a leading standard needed for Saskatoon? 	<p>On-street accessible parking is being reviewed as well, not related to this project.</p> <p>We are proposing increasing the proportion of required accessible parking spaces to be 4% of all required parking spaces, approximately 4 times the amount required prior to 2023. We will be proposing off-setting the space required for accessible parking spaces by reducing the total number of all required parking spaces.</p> <p>A previous amendment to the Zoning Bylaw approved in January 2023 addressed the provision of access aisles, access paths and above-ground signage.</p>
Van Accessible Spaces	<ul style="list-style-type: none"> Some really large vehicles being used. Van accessible spaces make sense. 	<p>We are proposing increasing the width and recommended height requirements for all accessible parking spaces, so that all accessible parking spaces are van-accessible.</p>

Theme	Summarized Comments	Responses
Number of Accessible Parking Spaces Provided	<ul style="list-style-type: none"> Regardless of what is decided, larger and more spaces will be requested. Significant problem in trying to decide the right number of spaces. More accessible spaces would be really beneficial. 	We are proposing increasing the proportion of required accessible parking spaces to be 4% of all required parking spaces, approximately 4 times the amount required prior to 2023. This proportion is recognized as a best practice.
Size of Accessible Spaces	<ul style="list-style-type: none"> Height restrictions can be a problem. Size of space is not an issue for those with vision loss. Access aisles and paths are appreciated. Regardless of what is decided, larger and more spaces will be requested. 	We are proposing increasing the required width and recommended height for all accessible parking spaces.

What We Heard – Other Amendments

We organized what we heard into themes and summaries below. These comments were received through email inquiries and information sessions.

Note: The language below is not word for word comments provided by stakeholders.

Amendment	Theme	Summarized Comments	Response
Garden and Garage Suites in New Neighbourhoods	Allow for more	<p>Builders/customers have requested the ability to build two stories.</p> <p>Allow for a garden or garage suite, plus a secondary suite on one site.</p> <p>The maximum size of garden and garage suites does not align with the maximum size of secondary suites.</p>	<p>This proposed amendment would allow for two stories in new neighbourhoods for garden and garage suites.</p> <p>Additional suites beyond one per site are not currently being considered as a part of this project.</p> <p>This amendment package will align the sizes of all types of suites to be the same.</p>
Garden and Garage Suites in New Neighbourhoods	Setbacks	Review the setbacks because they are quite large.	This would require additional consultation and will not be included in this amendment package.
Alcohol Serving Establishments	Tasting rooms accessory to microbreweries.	Tasting rooms are appropriate.	Small alcohol establishments are appropriate when accessory to a microbrewery.
Alcohol Serving Establishments	Stand alone taverns limited in area and size.	Concerns about removal of discretionary use requirement for all taverns and nightclubs.	The land use impacts of small taverns and nightclubs does not merit discretionary use applications.
Amendments to the Environmental Area - B5C District	Move residential uses from permitted to discretionary.	Removal of discretionary uses requirement is positive.	No further response.

What Went Well

- Trying different engagement tactics such as videos available on the engage page to disseminate information and gain feedback.
- Working to make our engagement report more accessible.
Staff were able to meet with stakeholders in-person.

What We Can Do Better

- Existing engagement methods may not be reaching stakeholders as few responses were received from webmail or the website.
- The timing of the social media engagement could have been more spread out, as there were many City projects being engaged on at the same time.

What's Next

- Work is currently underway on the final phases of the project that will commence with a repeal and replace of the existing Zoning Bylaw.

