

Walter, Penny

From: City Council
Subject: FW: Email - Communication - Brian Gotts - Comments for Municipal Planning Commission Meeting - CK 750-1

From: Brian Gotts [REDACTED]
Sent: Sunday, May 26, 2024 7:20 PM
To: Web E-mail - Zoning Bylaw Review <zoningbylaw@Saskatoon.ca>
Subject: Comments for Municipal Planning Commission Meeting May 28, 2024

Below are my comments pertaining to the proposed zoning for discussion at the Municipal Planning Commission Meeting which I will be sending the Mayor and Councillors.

Comments on the Proposed Zoning Changes

The proposed zoning changes will have little effect on new home construction in Saskatoon. The changes proposed are more likely to disrupt neighborhood character and burden existing infrastructure. This demonstrates a lack of urban planning. Greenspaces, public safety and public health issues do not appear to have been acknowledged. Why the sudden need to allow four units per lot throughout the city? Planning should be done on the basis of what is best for the city.

Changes to existing zoning laws should be done proactively and not in reaction to offers of federal funding. Arbitrary placement of four units per site throughout the city and 4 story buildings in residential areas within the transportation corridor is not good planning. To also allow infill housing in the corridor residential area without having to follow regulations and guidelines required in other areas of the city is arbitrary. Also not requiring off street parking is not reasonable considering this decision will have negative impacts on adjacent residences. It is not likely to be possible to put 4 houses on a standard city lot and provide for parking for the residents.

A more balanced approach in allowing four plexes would be to gradually extend the zoning where this construction is allowed to areas where these units are already in place, adjacent to apartment blocks or adjacent to commercial areas.

Increasing the housing supply can be done by constructing high density housing along new streets which would include a rapid transit system. In new neighborhoods, good planning would allow for wider streets or future transportation corridors for a public transportation system. Why aren't bus transportation corridors being planned into new neighborhoods where the space is readily available? The space for a bus corridor can be set aside and if not needed immediately can be later developed into bus or light rail transit. Parking, utilities and traffic flow can all be worked into such a plan more cost effectively.

I request that you reject the proposed changes and advise planning to come up with less arbitrary zoning changes. I hope you will vote against blanket rezoning, and adding four units/lot and four storey multiple dwelling buildings to accommodate the Transit and Corridor Development.

Regards,

Brian Gotts
[REDACTED]