



2015 LUB REFRESH

August 25, 2015

SUMMARY REPORT

LAND USE BYLAW REFRESH PUBLIC ENGAGEMENT FEEDBACK

Purpose:

This report summarizes the feedback and responses received from the 2015 Land Use Bylaw (LUB) Refresh public engagement process.

Background:

An important component of the LUB Refresh is public engagement, specifically on items that may directly impact residents. The focus of the public engagement was to provide information on several items related to residential and commercial land uses. Respondents were then asked to provide their opinions and comments on these items.

The six major items brought forward for public engagement were

- Boarding Facilities
- Secondary Suites
- Use and regulations in Vehicle Retail Services (C2) and Commercial Shopping Centre (C3) districts
- Multi-attached dwellings in Comprehensively Planned Residential (RC) District
- Landscaping in Commercial and Industrial Districts
- Notifications of Variances

The public engagement strategy was designed to ensure that the public could respond through a variety of ways. This included an online survey and poster/feedback form displays set-up in City facilities. The responses received were included in this report.

Public engagement occurred over a 4 week period from mid-July to mid-August.

The results in this report are up until Monday August 17, 2015. Input will still be collected up until Monday August 24th, 2015 and will be presented at the Council meeting on Tuesday August 25th, 2015.

Poster Board Displays:

Three information/feedback poster board displays were set-up in the lobbies of City Hall, the Dow Centennial Centre, and Harbour Pool. The posters were located near front desks or areas under City Employee supervision.

Each display consisted of three large mounted posters (40"x32" inches) that had descriptions and images of the different LUB Refresh items. The posters had spaces where respondents could place a sticker if they favoured or opposed an item. The displays had feedback forms that respondents could fill out by hand and leave in an envelope.

A total of 264 stickers were placed on all three posters. No written feedback forms were received from the poster displays.

Online Survey:

The Land Use Bylaw Refresh 2015 Survey was available on the City of Fort Saskatchewan's webpage. The survey asked respondents whether they favoured or opposed the refresh items, and allowed them to leave comments.

The online survey was designed so one survey could be submitted per IP address to prevent the survey from being compromised. The respondent did not have to answer all the questions to submit the survey.

The survey was promoted through the City of Fort Saskatchewan's main page, and Planning & Development Services' Facebook and Twitter pages. There were 42 respondents who filled out the online survey.

PUBLIC FEEDBACK RESULTS

BOARDING FACILITIES

Summary:

Boarding facilities include a living arrangement where rooms are rented out in a house to individuals. Currently, the Land Use Bylaw prohibits boarding facilities and as such many of them operate without permits, and cannot be effectively managed or enforced. The Refresh is proposing to allow boarding facilities with restrictions. This allows us to introduce regulations that can be used for effective management and enforcement.

Do you feel this is an effective way to control boarding facilities?

BOARDS	
Favour	35
Oppose	9

ONLINE	
Favour	31
Oppose	10

TOTAL		
Favour	66	78%
Oppose	19	22%

Comments:

There are By-Laws already in place that are being broken in many rental properties but they are not being addressed effectively so how is that going to change because there are more restrictions... People in the surrounding homes need to be notified so that they are aware of the situation and can respond accordingly if there is a problem

Provided you don't make regulations too strict.

As long as one of the restrictions is on vehicles

The addition of boarders and some of their oversized work trucks made the community unlivable

But will it be enforced?
The current by-law isn't

Depends if restrictions are realistic or impossible to meet

Verbatim comments available pages 10 - 14.

Summary:

The new regulations for Boarding Facilities, where allowed, are intended to ensure they will blend into the community. These regulations include:

- Boarding facilities will be allowed only in the R2 (Medium Lot Residential) district
- Must be located on a corner lot, major road, or abut commercial
- Separated by 150m (492ft) from other boarding facilities
- Cannot be in a house with a home business or secondary suite
- Maximum of 6 occupants
- Are the proposed regulations appropriate?

Are the proposed regulations appropriate?

BOARDS	
Favour	32
Oppose	14

ONLINE	
Favour	24
Oppose	17

TOTAL		
Favour	56	64%
Oppose	31	36%

Comments

The proposed regulations are too restrictive.

No mention has been made regarding parking requirements. Having lived in a neighbourhood where this was allowed, parking became a major issue.

Too restrictive. These rules have the effect of the City being able to say, "Yes, we support boarding facilities." In reality, it appears the planning department has no use for them.

Don't allow it at all!

Six in that home without it being family is too many. Should be set by number of bedrooms and baths as well as proven off street parking for at least 1 car per resident.

Corner lot?

Too Restrictive. But also *must have sufficient on property parking for all vehicles

Corner lot?

I'm surprised and offended that they would be only allowed in R2. I can understand concerns about congestion in smaller lot areas but restricting from large lot areas quite frankly sounds like the regulation is catering to NIMBYs. I think if the same conditions are met to accept a facility in R2 than should be equally acceptable in R1.

Shouldn't be allowed at all!!

Verbatim comments available pages 10 - 14.

SECONDARY SUITES

Summary:

The proposed changes to secondary suites include allowing tandem parking (one parking stall in front of the other) and removing regulations related to owner occupancy. Additional regulations have been introduced to increase the development standards and reduce potential impacts on neighbours. The regulations now include:

- Be restricted to one secondary suite per house
- Limiting the number of bedrooms to 2 per suite (new)
- Only allowing suites in single detached houses (new)
- Not allowing direct access to the secondary suite from the front of the house (new)
- Be developed so that the exterior of the dwelling unit appears as a single dwelling unit
- Requiring 1 parking stall for a bachelor or one bedroom suite, and 2 stalls for two bedroom suites (new)
- Allowing tandem parking stalls to count towards required parking (new)

Do you feel that the regulations effectively control secondary suites?

BOARDS	
Favour	28
Oppose	4

ONLINE	
Favour	26
Oppose	15

TOTAL		
Favour	54	74%
Oppose	19	26%

Do you feel that the regulations appropriately deal with potential effects that secondary suites may have on nearby properties?

BOARDS	
Favour	18
Oppose	10

ONLINE	
Favour	23
Oppose	18

TOTAL		
Favour	41	59%
Oppose	28	41%

Comments:

Tandem parking will be an issue. Vehicles will not be tandem parked only causing more vehicles to be parked on already crowded streets (especially in the new areas with narrower lots and street widths).

"Not allowing direct access to the secondary suite from the front of the house" seems like it might create problems for property owners who have a basement suite but a shared front entrance. Perhaps clearer wording.

As with home based business the neighbors should be notified.

Look at the issues already prevalent with on street parking.

I feel that parking could be the biggest issue and it appears to have been addressed.

Parking and noise are concerns

Verbatim comments available pages 11 – 15.

VEHICLE RETAIL SERVICES (C2) AND COMMERCIAL SHOPPING CENTRE (C3) DISTRICTS

Summary:

Currently the C2 and C3 districts are very similar. The districts have been revised to ensure C2 supports vehicle oriented development, and C3 supports shopping centres.

Some of these changes include:

- Regulations to improve exterior designs and storefronts for large buildings in C2
- Vehicle oriented uses, such as car washes and repair shops, are now discretionary in C3

Do you agree with these changes?

BOARDS	
Favour	17
Oppose	1

ONLINE	
Favour	34
Oppose	5

TOTAL		
Favour	51	89%
Oppose	6	11%

Comments:

Not enough info	I don't really know the difference between C2 and C3.	I can see no reason for more restrictions.	Do not have enough information to answer this question.
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Verbatim comments available pages 10 - 14.

MULTI-ATTACHED DWELLINGS IN COMPREHENSIVELY PLANNED RESIDENTIAL (RC) DISTRICT

Summary:

The objective of the RC district is to accommodate a range of housing types while ensuring a low density residential character. As such, the Refresh proposes regulations to restrict the clustering of multi-attached dwellings (townhouses).

The proposed changes are:

- Limit of 4 dwelling units per building
- No more than 3 multi-attached buildings in a row

Do you agree with these changes?

BOARDS	
Favour	26
Oppose	5

ONLINE	
Favour	28
Oppose	12

TOTAL		
Favour	54	76%
Oppose	17	24%

Comments:

Seems to support the concept of variety in housing. I think the most important thing in RC is consideration of green space, walkability, and alternate layouts (e.g. common parking areas). Countryside Condos and Ross Creek Park (i.e. 'the Drives' behind the mall) contain some interesting and good concepts that could apply in some fashion to RC neighbourhoods. RC should not simply be an excuse to reduce setbacks but make an otherwise completely conventional suburban sprawl of a neighbourhood.

Do not have enough information to answer this question. It would depend on the location of these types of dwellings, how parking issues have been addressed and considerations made regarding the impact on surrounding residences.

Not needed.

Need more information

Verbatim comments available pages 10 - 14.

LANDSCAPING IN COMMERCIAL AND INDUSTRIAL DISTRICTS

Summary:

The Refresh proposes changes to landscaping requirements in commercial and industrial districts. In commercial districts, the changes will require a specific number of trees and shrubs within landscaped areas and parking lots. Currently, the LUB does not specify tree and shrub counts. In industrial districts, the Development Authority now has the ability to accept alternative landscaping designs depending on a sites specific conditions and area context.

Do you agree with these changes?

BOARDS	
Favour	29
Oppose	0

ONLINE	
Favour	36
Oppose	5

TOTAL		
Favour	65	93%
Oppose	5	7%

Comments:

Ensure parking lots have sufficient parking with the required landscaping amenities.

There is currently a vacant lot behind the courthouse, next to their parking lot. There are no trees or landscaping other than grass. If there are regulations to follow regarding this, everyone should have to comply. Bare parking lots and empty lots with no trees or landscaping do not add to the pleasing look that is being developed in the downtown area.

Industrial areas really do need to be considered in a case-by-case manner and I support the notion of improving landscaping but in consideration of alternatives. Also, please get rid of the silly rule to put slats into chain-link fences in the light industrial park. Who cares, it is an industrial area and the slats are a waste of resources and I would actually argue they can be a security risk, as thieves can hide behind the screened off fences.

Verbatim comments available pages 10 - 14.

NOTIFICATIONS OF VARIANCES

Summary:

A Development Authority can use their discretion to vary a regulation such as building setbacks, building height or parking. Under the current Land Use Bylaw, neighbours are notified if the regulations have been varied by 10% or more. The Refresh is proposing neighbours be notified for all variances to ensure transparency and proper communication.

Do you agree with this change?

BOARDS	
Favour	25
Oppose	3

ONLINE	
Favour	31
Oppose	10

TOTAL		
Favour	56	81%
Oppose	13	19%

Comments:

It is only fair to notify people of changes going on around them so that they can respond or make changes of their own if necessary. Not doing so leads to conflict that need not occur.

Current practice is acceptable.

No discretionary variations

Might as well make policy through NIMBY. Less than 10% doesn't need neighbours to know. If council wants political cover, then report it to them on a quarterly basis.

Verbatim comments available pages 10 - 14.

VERBATIM COMMENTS:

BOARDING FACILITIES:

Do you feel this is an effective way to control boarding facilities?

- *As long as one of the restrictions is on vehicles, cannot have 8 vehicles on the street.*
- *Boarding in the community I left to move to Fort Saskatchewan lead to massive parking issues. With 2 to 3 vehicles per house without boarders the addition of boarders and some of their oversized work trucks made the community unlivable. With now 5 to 7 vehicles per house hold we could not park close to our house and forget having people over.*
- *People that are doing it illegally will continue to do so. You still will not have knowledge or control. There are By-Laws already in place that are being broken in many rental properties but they are not being addressed effectively so how is that going to change because there are more restrictions? By-Laws seem to only be addressed (and not always satisfactorily) if a complaint is made. It should not be the responsibility of residents of a neighbourhood to police what is going on. If Boarding Facilities are allowed then they should be monitored and checked on regularly but I don't see that happening, as basement suites, once allowed, are not followed up on. This will affect the downtown residential area and I am not clear as to whether the Downtown Revitalization Plan has been finalized to address this type of situation. People in the surrounding homes need to be notified so that they are aware of the situation and can respond accordingly if there is a problem.*
- *Provided you don't make regulations too strict.*
- *Depends if restrictions are realistic or impossible to meet.*
- *But will it be enforced? The current by-law isn't*
- *None of this should be going on, rent a place not boarding or go to a hotel and rent there. this small place town is getting carried away with so much people are allowed to do what they won't and get away with it... just makes me want to move out of here*
- *Boarding facilities serve a role, especially in a community where plant shut-downs, etc. draw a lot of temporary/transient workers. It makes more sense to regulate than prohibit.*
- *Do not permit boarding facilities, we have enough hotels we do not need to become a town of boarding houses, regulate the management of rental properties more effectively re upkeep and fire code first.*

Are the proposed regulations appropriate?

- *Too restrictive. These rules have the effect of the City being able to say, "Yes, we support boarding facilities." In reality, it appears the planning department has no use for them.*

Call a spade a spade and make the recommendation to council that you simply don't want them.

- *The proposed regulations are too restrictive.*
- *Don't allow it at all!*
- *No mention has been made regarding parking requirements. What compensation will be made to residential homes that are affected by this additional strain on street parking? Having lived in a neighbourhood where this was allowed, parking became a major issue. Usually additional work vehicles were also associated with the address in addition to personal vehicles.*
- *Too many allowed. Average home is 3 bedrooms and a two car garage. Six in that home without it being family is too many. Should be set by number of bedrooms and baths as well as proven off street parking for at least 1 car per resident (min 4).*
- *Too Restrictive. But also *must have sufficient on property parking for all vehicles*
- *Shouldn't be allowed at all!!*
- *I'm surprised and offended that they would be only allowed in R2. I can understand concerns about congestion in smaller lot areas but restricting from large lot areas quite frankly sounds like the regulation is catering to NIMBYs. I think if the same conditions are met to accept a facility in R2 than should be equally acceptable in R1.*

SECONDARY SUITES:

Do you feel that the regulations appropriately deal with potential effects that secondary suites may have on nearby properties?

- *The regulations are too restrictive.*
- *Allowing more parking of any kind will be abused and what kind of enforcement have you planned? If there are complaints are you going to have staff available to enforce the rules or will it be like most places where you complain for years before getting any action? You can't enforce these rules adequately for those losing their parking and you know it. If I call will the parking be enforced that day? Week? And you know there are those that just don't care and will ignore any enforcement.*
- *Already there are homes with secondary suites in which the owner does not live but both the upstairs and basement are rented out. No proper follow-up has been done to ensure owner occupancy once the permit is given. Again, we have lived in a neighbourhood where parking became a huge issue because of this. There are guaranteed, one car per person and often a work vehicle as well. We have people on our street that own their home and park three vehicles on the street, at all times. They have back alley access but have chosen not to make allowance for vehicle parking. They have parked a storage trailer where one vehicle could go. This is one family. What would happen if there were two families living there? What guarantee is there that two people or more will not be living in a room in a basement suite, or Boarding House? Tandem parking does not work, especially in a rental situation. You are not going to give everyone living there*

copies of your vehicle keys so they can move your vehicle if it is in the way. Again, personal experience has shown that eventually only one vehicle is ever parked on the driveway and the other/ others are on the street. I already come across corner rental lots that are not shovelled in the winter, blvds are not kept up, extension cords run across the sidewalk to plug in vehicles, on a regular basis, and no one addresses these situations. Unless By-Laws are going to be enforced you are creating an unfair situation for surrounding residents to deal with and degrading their properties in the process. Even something as simple as having a visitor becomes a problem as they have to park an unreasonable distance away from the home they are visiting.

- *What happens if you own a 4 bedroom bi-level with all three br on top level? Would this mean you could not have another suite in the lower level?*
 - *I think our residential streets are crowded enough in certain areas. I feel if someone wants to go to the trouble of adding a suite they need to go to the trouble of finding parking (eg, adding a larger pad to their front yard to accommodate an extra vehicle or be on a corner lot or near a park where extra parking exists). The newer subdivisions are so close together you can't even fit a full size vehicle between the driveways of each home. By allowing people to park in tandem you will just have more people blocking the sidewalks forcing pedestrians onto the road.*
 - *Too restrictive*
 - *You are changing the rules for owner occupancy but have not mentioned it in any of the points listed*
 - *I strongly disagree with removing owner occupancy requirement. I disagree with requiring the house to "look" like a single detached, which seems excessive. As a compromise for the tandem parking, no RV, boat, or trailer or non-operational vehicle should be permitted on the property w/ a secondary suite. If the owner wants to keep such vehicles on property, they must provide proper driveway space for the secondary suite plus their own regular vehicle, not tandem.*
- Other than the above comments, I do support most of the changes.*

MULTI-ATTACHED DWELLINGS IN COMPREHENSIVELY PLANNED RESIDENTIAL (RC) DISTRICT

Do you agree with these changes?

- *I understand more people means more taxes but we left an area to move here that was becoming more and more medium to high density. Stop the madness.*

LANDSCAPING IN COMMERCIAL AND INDUSTRIAL DISTRICTS

Do you agree with these changes?

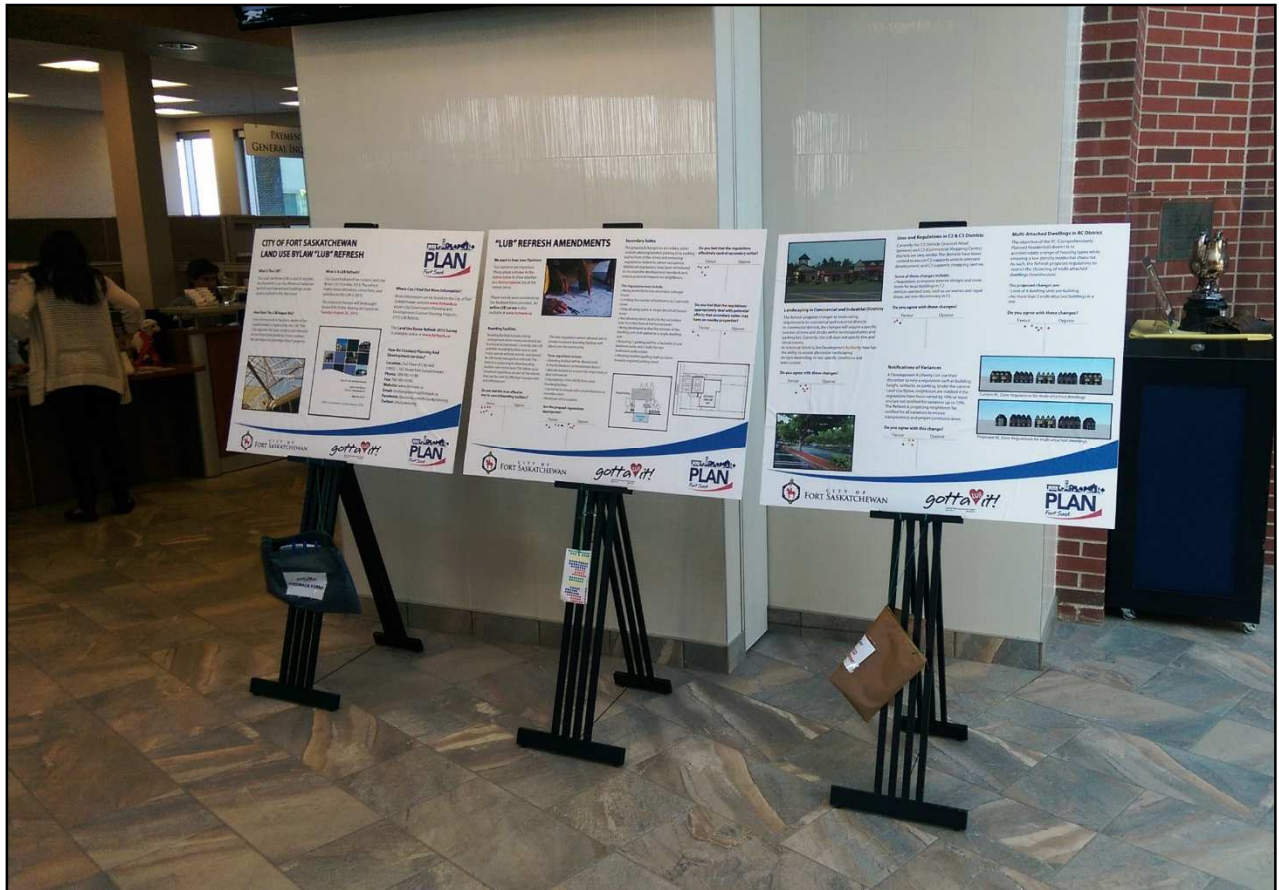
- *Keep driving up costs for businesses. Might as well increase the mill rate differential while you're at it.*
- *Sure why not.*

NOTIFICATIONS OF VARIANCES

Do you agree with this change?

- NO!! You are just asking to cause trouble between neighbours. Small variances are barely noticeable and you will end-up creating fights over trivial matters. Not to mention I would not appreciate my tax dollars going to support the crazy increase in paperwork, mail outs, appeals, etc. that such a silly practice would create. 10% seems like a perfectly reasonable cut-off. Don't blindly change that practice just because it looks like a good idea on paper in the name of 'transparency'
- This is an unnecessary waste of money.

LUB REFRESH POSTER BOARD DISPLAY



CITY OF FORT SASKATCHEWAN LAND USE BYLAW "LUB" REFRESH



What Is The LUB?

The Land Use Bylaw (LUB) is used to regulate development in our city. Where and what can be built, and how land and buildings can be used is outlined in this document.

How Does The LUB Impact Me?

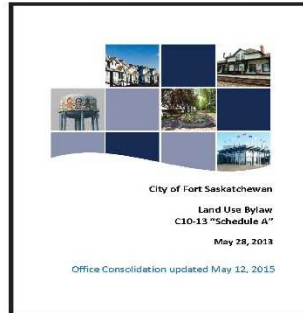
Every homeowner or business owner in Fort Saskatchewan is impacted by the LUB. The LUB regulates the type, location and intensity of use of land and buildings. It also outlines the development potential of each property.



What Is A LUB Refresh?

City Council adopted the current Land Use Bylaw C10-13 in May 2013. The refresh makes minor alterations, corrections, and additions to the LUB in 2015.

The proposed changes will be brought forward for Public Hearing at Council on **Tuesday August 25, 2015.**



Where Can I Find Out More Information?

More information can be found on the City of Fort Saskatchewan website www.fortsask.ca under City Government>Planning and Development>Current Planning Projects>2015 LUB Refresh.

The **Land Use Bylaw Refresh 2015 Survey** is available online at www.fortsask.ca

How Do I Contact Planning And Development Services?

Location: 2nd Floor of City Hall,
10005 – 102 Street Fort Saskatchewan
Phone: 780-992-6198
Fax: 780-992-6180
Website: www.fortsask.ca
Email: landuseplanning@fortsask.ca
Facebook: facebook.com/fortsaskplanning
Twitter: @fortplanning



CITY OF
FORT SASKATCHEWAN



Land Use Bylaw approved by Council
April 15, 2013



"LUB" REFRESH AMENDMENTS

We want to hear your Opinions

Your opinions are important. Please **place a sticker in the tables** below to show whether you **favour/oppose** any of the refresh items.

Please include your comments on the feedback forms provided. An **online LUB survey** is also available at www.fortsask.ca.



Boarding Facilities

Boarding facilities include a living arrangement where rooms are rented out in a house to individuals. Currently, the LUB prohibits boarding facilities and as such many operate without permits, and cannot be effectively managed or enforced. The Refresh is proposing to allow boarding facilities with restrictions. This allows us to introduce regulations, as part of the refresh, that can be used for effective management and enforcement.

Do you feel this is an effective way to control boarding facilities?

Favour	Oppose

The new regulations where allowed, are intended to ensure boarding facilities will blend into the community.

These regulations include:

- Boarding facilities will be allowed only in the R2 (Medium Lot Residential) district
- Must be located on a corner lot, major road, or abut commercial
- Separated by 150m (492ft) from other boarding facilities
- Cannot be in a house with a home business or secondary suite
- Maximum of 6 occupants

Are the proposed regulations appropriate?

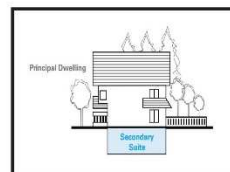
Favour	Oppose

Secondary Suites

The proposed changes to secondary suites include allowing tandem parking (one parking stall in front of the other) and removing regulations related to owner occupancy. Additional regulations have been introduced to increase the development standards and reduce potential impacts on neighbours.

The regulations now include:

- Being restricted to one secondary suite per house
- Limiting the number of bedrooms to 2 per suite (new)
- Only allowing suites in single detached houses (new)
- Not allowing direct access to the secondary suite from the front of the house (new)
- Being developed so that the exterior of the dwelling unit shall appear as a single dwelling unit
- Requiring 1 parking stall for a bachelor or one bedroom suite, and 2 stalls for two bedroom suites (new)
- Allowing tandem parking stalls to count towards required parking (new)

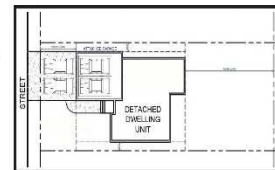


Do you feel that the regulations effectively control secondary suites?

Favour	Oppose

Do you feel that the regulations appropriately deal with potential effects that secondary suites may have on nearby properties?

Favour	Oppose



CITY OF
FORT SASKATCHEWAN



Land Use Bylaw approved by Council
April 15, 2013





Landscaping in Commercial and Industrial Districts

The Refresh proposes changes to landscaping requirements in commercial and industrial districts. In commercial districts, the changes will require a specific number of trees and shrubs within landscaped areas and parking lots. Currently, the LUB does not specify tree and shrub counts. In industrial districts, the Development Authority now has the ability to accept alternative landscaping designs depending on site specific conditions and area context.

Do you agree with these changes?

Favour	Oppose



Uses and Regulations in C2 & C3 Districts

Currently the C2 (Vehicle Oriented Retail Services) and C3 (Commercial Shopping Centre) districts are very similar. The districts have been revised to ensure C2 supports vehicle oriented development, and C3 supports shopping centres.

Some of these changes include:

- Regulations to improve exterior designs and store-fronts for large buildings in C2
- Vehicle oriented uses, such as car washes and repair shops, are now discretionary in C3

Do you agree with these changes?

Favour	Oppose

Notifications of Variances

A Development Authority can use their discretion to vary a regulation such as building height, setbacks, or parking. Under the current Land Use Bylaw, neighbours are notified if the regulations have been varied by 10% or more and are not notified for variances up to 10%. The Refresh is proposing neighbours be notified for all variances to ensure transparency and proper communication.

Do you agree with this change?

Favour	Oppose

Multi-Attached Dwellings in RC District

The objective of the RC (Comprehensively Planned Residential) district is to accommodate a range of housing types while ensuring a low density residential character. As such, the Refresh proposes regulations to restrict the clustering of multi-attached dwellings (townhouses).

The proposed changes are:

- Limit of 4 dwelling units per building
- No more than 3 multi-attached buildings in a row

Do you agree with these changes?

Favour	Oppose



Current RC Zone Regulations for multi-attached dwellings



Proposed RC Zone Regulations for multi attached dwellings



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gotta  *it!*
Land Use Regulation

