

Walter, Penny

From: City Council
Subject: FW: Email - Communication - Noella Leydon - Corridor Land Use - Corridor Growth Boundary and Rezoning - CK 750-2

From: Web NoReply <web-noreply@Saskatoon.ca>
Sent: Monday, June 17, 2024 1:07 PM
To: City Council <City.Council@Saskatoon.ca>
Subject: Email - Communication - Noella Leydon - Corridor Land Use - Corridor Growth Boundary and Rezoning - CK 750-2

--- Replies to this email will go to [REDACTED] ---

Submitted on Monday, June 17, 2024 - 12:58

Submitted by user: [REDACTED]

Submitted values are:

I have read and understand the above statements.: Yes

I do not want my comments placed on a public agenda. They will be shared with members of Council through their online repository.: No

I only want my comments shared with the Mayor or my Ward Councillor.: No

Date: Monday, June 17, 2024

To: His Worship the Mayor and Members of City Council

First Name: Noella

Last Name: Leydon

Phone Number : [REDACTED]

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] Porteous Crescent

Ward: Ward 6

Name of the organization or agency you are representing (if applicable): N/A

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: June 27, 2024

What agenda item do you wish to comment on ?: Corridor Land Use, Corridor Growth Boundary and Rezoning

Comments:

Of the many issues that warrant feedback, I have chosen to focus on the Housing Accelerator Fund Initiative # 4: Reduce Parking Requirements with a Focus on Affordable Housing

This initiative imagines that citizens will have fewer cars or will no longer have a car. Developers must have accountability for parking spaces. What proof of concept from other cities that reducing parking diminishes the use of vehicles? What quantity of reduced parking increases the affordability of housing?

We have cars because it's cold in Saskatoon. We can't rely on buses in winter because they don't come on time, if at all. The buses don't take us where we need to go to get work, example, the North Industrial area.

The buses can't get health care workers to their shifts at three hospitals and many care homes on time for 7 or 7:30 am.

The bus transfers through downtown are not desirable, and scary for school children needing to get to various schools.

Saskatoon citizens use their cars to visit loved ones in care homes outside the city as there isn't room in Saskatoon for all the needs of elder care. Citizens go to their farms, lakes and travel to many other destinations in Saskatchewan and out of province. We are a rural province. We depend on our vehicles. We are not Vancouver or Toronto, that embody the true meaning of "rapid transit".

With respect to Transit Development Areas 800 metres from Bus Rapid Transit Routes, citizens don't expect to walk five minutes from their house to catch a bus that doesn't take them anywhere near where they need to go. Parking, surface or underground, needs to be planned for in all housing developments. Without planned parking, streets will be choked with vehicles, causing congestion, safety issues, and impede street maintenance, snow clearing and street cleaning.

High density housing does not equate to affordable housing. Citizens will need a vehicle to get to work so they can afford their home, therefore, they will need a place to park.

Will you be submitting a video to be vetted prior to council meeting?: No