

**Walter, Penny**

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**From:** City Council  
**Subject:** FW: Email - Communication - Shannon Hey - Housing Accelerator Fund – Corridor Land Use Amendments - CK 750-1  
**Attachments:** letter to council.docx

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**From:** Web NoReply <web-noreply@Saskatoon.ca>  
**Sent:** Sunday, June 23, 2024 8:29 PM  
**To:** City Council <City.Council@Saskatoon.ca>  
**Subject:** Email - Communication - Shannon Hey - Housing Accelerator Fund – Corridor Land Use Amendments - CK 750-1

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

Submitted on Sunday, June 23, 2024 - 20:28

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:** Sunday, June 23, 2024

**To:** His Worship the Mayor and Members of City Council

**Pronouns:** She/her/hers

**First Name:** Shannon

**Last Name:** Hey

**Phone Number :** [REDACTED]

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] Bottomley Avenue South

**Ward:** Ward 6

**What do you wish to do ?:** Submit Comments

**What meeting do you wish to speak/submit comments ? (if known)::** Corridor Land Use Amendments Public Hearing June 27,2024

**What agenda item do you wish to comment on ?:** Corridor Land Use

**Comments:**

Please find attached my letter to the Mayor and all council members

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

June 23, 2024

His Worship the Mayor Charlie Clark,  
Councillor Cynthia Block, Members  
of the City Council of the City of  
Saskatoon.

To all of you,

I have been following the Bus Rapid Transit Proposal and the Housing Accelerator Fund. While I do not oppose density, the proposal for density in areas surrounding the Bus Rapid Transit Areas is causing me concern and I would like answers. The way the map reads, for the many neighbourhoods impacted, it appears that the only areas not zoned for 4 and 6 story apartment structures are areas that are designated a park. A relief for sure, but what does that say about the wholesale destruction of a neighbourhood? It is ironic that the areas of the city with the least green space per capita are the ones being targeted for density. The health and welfare of a community are not dependant on transportation, but on the ability to build relationships within the community and feel a kinship with their environment. Building density with nowhere to enjoy the outdoors is not building community.

Are unregulated apartment structures necessary in the middle of a street of homes? Can those structures not be relegated to the streets that line the bus routes? Building zoning and codes where you can touch the structure next door simply by stretching out your arms and where panic will set in each time you go out and come home and find you have no place to park your car is not building a neighbourhood. Yes, people living in these areas will still need and want to have a vehicle. Bus rapid transit does not answer the needs of shift workers or the need of caregivers to take a child or children to day care and/or play school or school and still get to work. What about the university student who moves to Saskatoon but wants to drive home on the weekend or during a school break? How about the child who has an after school job? How do they get to and from that job safely and efficiently? There is no quick or direct bus that can take a family to Jemini, Schroh, Agriplace or other arenas for hockey practices or games, or to many of the soccer, baseball or other sport fields in the city or to a splash park or indoor playground. Saskatchewan as a province is an outdoor playground with many lakes and parks and trails that people will always need a car to drive to. Having no minimum parking requirement for an apartment building is ludicrous because of Saskatchewan weather and the needs of a modern family – meaning a single parent family or a divided family sharing custody of children or an intact active family – or even the needs of a single person. Living in a Bus Rapid Transit area does not mean you don't need a car. The development of high rises is set to happen before the bus rapid transit exists so it is even more important that parking is available. That developers will be allowed to determine the amount of parking that is provided on a site is also ludicrous. The statement that the "on-street parking will be reviewed and monitored to see if there is any impact over time from the removal of off-street parking minimums" is ridiculous, as is "The City will be exploring potential policy considerations to deal with increased on street parking pressure." What

does that even mean? If, “within Residential Parking Program areas, a four-unit dwelling is eligible to apply for up to three permits per unit plus one visitor permit,” that means that there could potentially be the need for 12 cars from only one building to park on the street. Streets that are lined with cars are dangerous for children who walk or play in the neighbourhood. Once a building is built with no minimum parking restrictions on such a large portion of a property, as outlined in the proposal, there is no going back. How do you invent space after the fact?

Why is the City of Saskatoon quoting what works in Vancouver, Kelowna and Toronto? This city has needs unique to Saskatchewan just as each of those other cities have needs unique to them. The cornerstone to a functioning, safe environment for a community is dependent on well thought out and well executed plans – anything less is irresponsible. It seems, from some of the statements published on the corridor website, that there is a lack of a well thought out plan. Why does the City of Saskatoon place more care and consideration on the whims of developers than to the citizens of this city? This is evident not only in the lack of parking minimums but also to ensure that these 4 or 6 story structures have no maximum number of suites within a structure. Developers don't care about a neighbourhood once they have built their building and are collecting their revenue.

I agree that Saskatoon requires a better transit system, but Bus Rapid Transit does not solve some of the outstanding issues that Saskatoon lacks in terms of a public transportation system. Currently, the city cannot ensure the safety of the bus drivers let alone the safety of the patrons riding the buses. Bus Rapid Transit can certainly take people to the centre of the city, but that is not the only place people need to get to. Public transport cannot take a patient or visitor or staff person directly to any of the hospitals without these people having to walk a considerable distance to get to any of these entrances. If the goal is to stop people from owning or driving cars this system certainly falls short of what working people need for a secure ride home from work or grocery shopping, appointments or a movie or a dinner.

In summary I would like to know the answers to these questions:

1. What is the purpose of the no minimum parking?
2. Why are there no controls or a cohesive building plan for developers?
3. For what reason is this going ahead so quickly (Cynthia Block told me that it wouldn't happen in my lifetime so I shouldn't worry about the impact of BRT).
4. When was the last time any of you took your child to an appointment or sporting event on a bus?

Sincerely,

Shannon Hey