

Sackmann, Debby

Subject: FW: Email - Communication - Shelby Knapman - Removal of Parking Mandates - CK 4350-024-001 x 750-1

From: Web NoReply <web-noreply@Saskatoon.ca>

Sent: Friday, July 19, 2024 6:36 PM

To: City Council <City.Council@Saskatoon.ca>

Subject: Email - Communication - Shelby Knapman - Removal of Parking Mandates - CK 4350-024-001 x 750-1

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

Submitted on Friday, July 19, 2024 - 18:25

Submitted by user: Anonymous

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: Friday, July 19, 2024

To: His Worship the Mayor and Members of City Council

Pronouns: He/him/his

First Name: Shelby

Last Name: Knapman

Phonetic spelling of first and/or last name: NAP-min

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] 4th Ave N

Ward: Ward 1

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: July 31, 2024

What agenda item do you wish to comment on ?: Removal of parking mandates

Comments:

Dear Mayor Clark and Members of the Saskatoon City Council,

I am writing to urge you to consider a critical policy change that could greatly benefit Saskatoon's growth, sustainability, and affordability. Specifically, I am advocating for the removal of parking minimums for new residential and commercial developments in our city.

Parking mandates require developers to include a specific number of parking spaces based on the size and type of their development. While this might seem beneficial in theory, the reality is that these requirements impose significant costs and limitations on our city's development.

Firstly, the financial burden of meeting parking mandates often translates into higher rents for residential properties and increased operating costs for commercial spaces. Structured parking can cost up to \$150,000 per spot, which directly impacts housing affordability. Unstructured parking, while less costly, consumes valuable land that could be better utilized for more productive uses, such as additional housing or green spaces. Moreover, parking infrastructure adds little to municipal revenue, creating a less efficient city and potentially higher taxes for residents.

The current parking mandates also encourage car dependency and contribute to urban sprawl. By mandating excessive parking, we are inadvertently promoting the use of private vehicles even for short trips, which exacerbates traffic congestion and increases travel times. This sprawl not only destroys valuable farmland and ecologically sensitive land but also leads to environmental issues like increased urban heat islands and impervious surfaces contributing to flooding.

Consider the example of Preston Crossing, which found its parking usage peaked at only 40%. This excess parking not only contributes nothing to the commercial development but also detracts from the city's tax revenue and results in an unpleasant pedestrian experience. In contrast, areas like Broadway generate six times the tax revenue per acre, demonstrating the value of more walkable and vibrant urban spaces.

Similarly, in Sutherland, parking mandates forced a developer to include more parking spots than were practically feasible for a student-oriented apartment building. The developer's appeal to reduce the number of parking spots led to delays and additional costs, which could have been avoided with more flexible parking requirements. The decision made by council to permit fewer parking stalls was ultimately a positive step, but such delays and uncertainties can stymie important housing developments, especially on a larger scale, which is much needed in our city.

By removing parking minimums, Saskatoon can foster a more sustainable and vibrant urban environment. It would enable developments to better match the needs and preferences of residents, reduce unnecessary costs, and promote more walkable, tax-revenue-generating areas.

Some residents may oppose this change, but it's important to note that Edmonton made a similar change years ago and has still seen parking spots continue to increase in volume. This is not an enforcement of parking maximums, but is instead a removal of minimums, as some do not grasp.

I urge you to consider the positive impacts of removing parking minimums on our city's growth, affordability, and environmental sustainability. Thank you for your attention to this important matter, which is another step in the right direction after the admirable approvals of the other HAF initiatives last month.

Sincerely,

Shelby Knapman

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