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**From:** City Council  
**Subject:** FW: Comments - Derek Cameron - Proposed Nutana East Limited Residential Parking Zone  
**Attachments:** RPP LETTER.pdf

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

Submitted on Thursday, March 19, 2026 - 14:15

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:** Thursday, March 19, 2026

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

**Pronouns:** He/him/his

**First Name:** Derek

**Last Name:** Cameron

**Phonetic spelling of first and/or last name:** Derek

**Phone Number :** 306 [REDACTED]

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] Main St 7

**Ward:** Ward 6

**Name of the organization or agency you are representing (if applicable):** Strong Towns YXE

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

**What meeting do you wish to speak/submit comments ? (if known)::** REGULAR BUSINESS MEETING OF CITY COUNCIL Wednesday, March 25, 2026

**What agenda item do you wish to comment on ?:** 8.2 Standing Policy Committee Transportation 8.2.1 Proposed Nutana East Limited Residential Parking Zone [TS2026-0302]

**Comments:**

I am writing to urge Council to reject the proposed expansion of the Residential Parking Program in Nutana. As currently designed, the proposed residential parking zone will not generate sufficient revenue to cover the costs of signage installation and ongoing enforcement. Rather than expanding a program that operates at a loss, the City should consider extending the existing paid parking zone in Nutana and offering residential permits at rates that better reflect the true market value of curb space. Further, the city should explore converting Residential Parking Programs zones with this model.

This approach would ensure that public resources are used more responsibly while improving the overall management of parking demand in the area.

Thank you for your consideration.

Sincerely,

Derek Cameron

President, Strong Towns YXE

**Attachments:**

- [RPP LETTER.pdf](#) 125.45 KB

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



Dear Mayor Block, Councillor Parker, and Council,

Strong Towns YXE believes that the proposed Limited Residential Parking Program (LRPP) in Nutana East **should not proceed** without changes to the Residential Parking Permit (RPP) Program.

The RPP raises broader questions about how the City allocates and prices access to scarce public space. As currently structured, Residential Parking Permits (RPPs) effectively grant a privatized claim to public curb space at a nominal cost, while shifting the burden of reduced parking availability onto the wider public.

RPPs offer clear benefits to those who request them but impose costs on others. They restrict access to public streets, reduce turnover, and displace parking demand into adjacent areas. At the same time, eligibility rules **exclude many residents of multi-unit housing**, creating an inequitable system in which some residents receive preferential access to public space while others are denied it entirely.

The current pricing structure reinforces this imbalance. At \$15 annually, permits are priced **far** below the market value of the space they confer. As the City's own report notes, total annual revenue from the proposed zone is estimated at just \$3,120, which does not even fully offset the cost of signage and enforcement. **In effect, the program commits public resources to administering and enforcing a private privilege.**

The justification for the program is weakened by the presence of significant off-street parking supply. The City's analysis shows that nearly all properties in the proposed zone already have access to off-street parking—29 of 31 properties on Main Street, 19 of 21 on 10th Street East, and all properties on Dufferin Avenue have access to off-street parking. Giving subsidized on-street parking, rather than incentivizing the use of existing off-street options, runs counter to broader planning goals of the City and exacerbates street congestion.

Public opinion also suggests that current pricing is out of step with perceived value. During Parking Day at the 33rd Street Fair in September 2025, Strong Towns YXE surveyed passersby on what they believed an annual residential parking permit should cost. Given options of \$25, \$50, \$100, and \$250, respondents with no prior knowledge of the program overwhelmingly selected \$250. Many expressed surprise that permits in high-demand areas are currently priced so low.

For these reasons, Strong Towns YXE recommends that the City **reconsider the structure of this program**. Rather than expanding a low-cost permit system, the City should extend the existing paid parking zone into this area. City Council should consider offering residential parking permits to **all residents** in affected areas at a fair market value for the space being given. This would disincentivize those with off-street parking from purchasing more permits than they need.

Under such a model, residential permits could still be offered, but at rates that more accurately reflect the value of the space being reserved. Revenue generated from this system could be reinvested local, for example, supporting the Nutana Community Association or funding neighbourhood improvements, ensuring that the benefits of pricing accrue to the community rather than being lost through underpricing.

The issue is not whether parking should be managed, but how.

The current RPP model underprices public space, excludes some residents, and requires ongoing public subsidy. A shift toward a paid parking approach would better align pricing with value, improve equity, and support more sustainable management of curb space in the Corridor Growth Area. It would also increase parking revenue for the City.

Best,

Derek Cameron

President, Strong Towns YXE.

