



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON PLANNING, DEVELOPMENT
AND COMMUNITY SERVICES**

Monday, September 16, 2019, 9:00 a.m.

Council Chamber, City Hall

Committee:

Councillor D. Hill, Chair, Councillor A. Iwanchuk, Vice-Chair, Councillor T. Davies,
Councillor H. Gough, Councillor Z. Jeffries, His Worship, Mayor C. Clark (Ex-Officio)

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented and the speakers be heard.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

4 - 18

Recommendation

That the minutes of Regular Meeting of the Standing Policy Committee on Planning, Development and Community Services held on August 12, 2019 be approved.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.1.1 Dr. Sudhir Suryavanshi - Residential Care Home Zoning Regulations [File No. CK 4355-1, x7830-3]

19 - 21

A letter dated August 26, 2019, from Dr. Sudhir Suryavanski, Warm 'n' Cozy Care Inc, is provided.

Recommendation

That the matter be referred to the Administration to follow up

with the writer.

- 6.1.2 Municipal Heritage Advisory Committee - Request for Letter - Survey of Historic Places in Saskatchewan Municipalities - 2018 [File No. CK. 225-18]** 22 - 41

A letter dated September 9, 2019, from Lenore Swystun, Chair, Municipal Heritage Advisory Committee, is provided.

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services provide direction with respect to the request of the Municipal Heritage Advisory Committee to send a letter of thanks and inquiry to the Ministry of Parks, Culture and Sport.

- 6.1.3 Municipal Heritage Advisory Committee – Request for Approval of Elder Engagement and Guidance [File No. CK 225-18]** 42 - 42

A letter dated September 9, 2019, from Lenore Swystun, Chair, Municipal Heritage Advisory Committee, is provided.

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services provide direction with respect to the request of the Municipal Heritage Advisory Committee for approval of elder engagement and guidance invitation.

- 6.1.4 Municipal Heritage Advisory Committee - Renaming Request - Traffic Bridge – Information to Tell the Story of the Traffic Bridge [File No. CK. 6310-1 x 6050-8]** 43 - 56

An information report and a letter dated September 9, 2019, from Lenore Swystun, Chair, Municipal Heritage Advisory Committee, are provided.

Recommendation

That the information be received and that the Standing Policy Committee on Planning, Development and Community Services provide direction with respect to the request of the Municipal Heritage Advisory Committee to have one more review of the panels by Indigenous representatives before the placement.

6.2 Matters Requiring Direction

6.3 Requests to Speak (new matters)

**6.3.1 Peggy Sarjeant - Saskatoon Heritage Society - Capital Theatre
Artifacts [File No. CK 4040-1]**

57 - 57

A letter dated September 4, 2019, from Peggy Sarjeant,
President, Saskatoon Heritage Society is provided.

Recommendation

That the information be received.

7. REPORTS FROM ADMINISTRATION

7.1 Information Reports

Recommendation

That the report contained in item 7.1.1 be received as information.

**7.1.1 Central Avenue Streetscaping Project – Update and Request for
Capital Budget Funding [File No. CK 4125-15, x1700-1 and PL
0217-71-14 (BF 055-18)]**

58 - 60

An information report is provided.

7.2 Approved Reports

7.3 Decision Reports

8. MOTIONS (notice previously given)

9. GIVING NOTICE

10. URGENT BUSINESS

11. IN CAMERA SESSION (If Required)

12. ADJOURNMENT



PUBLIC MINUTES

STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

**Monday, August 12, 2019, 9:00 a.m.
Council Chamber, City Hall**

- PRESENT:** Councillor D. Hill, Chair
Councillor A. Iwanchuk, Vice-Chair
Councillor T. Davies
Councillor H. Gough
His Worship, Mayor C. Clark (Ex-Officio)
- ABSENT:** Councillor Z. Jeffries
- ALSO PRESENT:** General Manager, Community Services L. Lacroix
Solicitor J. Manastyrski
Deputy City Clerk S. Bryant
Committee Assistant P. Walter

1. CALL TO ORDER

The Chair called the meeting to order.

2. CONFIRMATION OF AGENDA

Moved By: Councillor Gough

1. That the request to speak from Jen Altenberg, President and Shane Partridge, Safety Coordinator, Pleasant Hill Community Association, dated August 8, 2019 be added to Item 6.1.1;
2. That the following letters be added to Item 7.1.3:
 1. Request to Speak
 1. Paula Lichtenwald, Vice-Chair, Municipal Heritage Advisory Committee, dated August 8, 2019;
 2. Bernie Cruikshank, Friends of the Forestry Farm House, dated August 12, 2019;
 2. Submitting Comments:

1. Peggy Sarjeant, President, Saskatoon Heritage Society, dated August 9, 2019;
2. Bernadette Vangool, Saskatchewan Perennial Society, Dated August 11, 2019;
3. Jeff Lindgren, Saskatoon Zoo Society, dated August 12, 2019;
3. That the request to speak from Rita Field, Executive Director, Saskatoon Crisis Intervention Service Inc., dated August 8, 2019 be added to Item 7.1.6;
4. That the following letters be added to Item 7.3.1:
 1. Request to Speak:
 1. Randy Pshebylo, Executive Director, Riversdale Business Improvement District, dated August 12, 2019;
 2. Submitting Comments:
 1. Keith Moen, NSBA, dated August 8, 2019;
 2. Brent Penner, Downtown Saskatoon, August 11, 2019;
5. That the items with speakers be considered immediately following consideration of Unfinished Business:
 1. 6.1.1 - Jen Altenberg and Shane Partridge
 2. 6.3.1 - Michael Donauer;
 3. 7.1.3 - Peggy Sarjeant;
 4. 7.1.3 - Bernadette Vangool;
 5. 7.1.3 - Paula Lichtenwald;
 6. 7.1.3 - Bernie Cruikshank;
 7. 7.1.6 - Darlene Brander and Tara Janzen;
 8. 7.1.6 - Rita Field;
 9. 7.3.1 - Randy Pshebylo; and
6. That the agenda be confirmed as amended.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

3. DECLARATION OF CONFLICT OF INTEREST

There were no declarations of conflict of interest.

4. ADOPTION OF MINUTES

Moved By: Councillor Iwanchuk

That the minutes of Regular Meeting of the Standing Policy Committee on Planning, Development and Community Services held on June 11, 2019 be approved.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.1.1 Pleasant Hill Community Association - Calls to Action in Pleasant Hill [File No. CK 5605-3]

A letter from the Pleasant Hill Community Association, dated July 10, 2019, was provided along with a request to speak from Jen Altenberg, President and Shane Partridge, Safety Coordinator, Pleasant Hill Community Association.

Ms. Jen Altenberg, President, Pleasant Hill Community Association, addressed the Committee regarding the quality of life in the Pleasant Hill Community and the 56 boarded-up homes in the neighbourhood.

Fire Chief Hackl responded to questions regarding what work has been going on to date regarding concerns with the boarded-up housing.

General Manager, Community Services Lacroix noted that there is an outstanding referral to the Administration to report back on licensing of landlords.

Moved By: Councillor Gough

1. That the letter, dated July 10, 2019 be forwarded to Administration for a response to the writer; and
2. That the Administration report back by fourth quarter in 2019 about current City and other agency engagement with currently boarded-up houses in Pleasant Hill and other neighbourhoods experiencing similar rates, identifying process to ensure more comprehensive and proactive follow up on this issue in our city.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

Moved By: Councillor Iwanchuk

That the letter be forwarded to the Board of Police Commissioners for consideration and possible response to the writer.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

Item 6.3.1 was considered next.

6.2 Matters Requiring Direction

6.2.1 Municipal Planning Commission - 2020 Proposed Budget [File No. 1704-5]

A letter from Robin Mowat, Chair, Municipal Planning Commission, dated June 26, 2019 was provided.

Moved By: Councillor Davies

That the budget request from the Municipal Planning Commission for an additional \$2,000 be referred to budget deliberations.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

6.3 Requests to Speak (new matters)

6.3.1 Michael Donauer - Hoist the Hoops-Landmark Outdoor Basketball Project [File No. CK 150-1]

A letter from Michael Donauer, Hoist the Hoops, dated July 8, 2019 and a letter with additional information, dated August 12, 2019 was provided.

Mr. Marcus Storey addressed the Committee regarding a plan to build a world-class outdoor basketball court in Saskatoon. The plan would require the City's approval for land preferably in the core area (ie. River Landing near the outdoor exercise equipment). Mr. Storey noted that all fundraising will be managed by the organizers.

Moved By: Councillor Iwanchuk

That the information be received and that the Administration follow-up with the writer as appropriate and report back to once a detailed business plan has been received.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

Item 7.1.3 was considered next.

7. REPORTS FROM ADMINISTRATION

7.1 Information Reports

Moved By: Councillor Davies

That the reports contained in items 7.1.1, 7.1.2, 7.1.3, 7.1.4 and 7.1.5 be received as information.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

7.1.1 Application Summary: Land Use Applications Received for the Period from April 30, 2019 to July 16, 2019 [File No. CK 4000-5 and PL 4350-1]

An information report was provided.

7.1.2 Building and Development Permit: Streamlining Practices and Development Approvals [File No. CK 301-1 and PL 4240-9]

An information report was provided.

7.1.3 Saskatoon Forestry Farm Park and Zoo Master Plan Refresh [File No. CK 4205-8 and PL 4206-FO-12]

An information report was provided.

Letters from the following were provided:

Requests to speak:

- Peggy Sarjeant, Saskatoon Heritage Society dated August 3, 2019 (including comments dated August 9, 2019);
- Bernadette Vangool, Saskatchewan Perennial Society dated August 5, 2019 (including comments dated August 11, 2019);
- Paula Lichtenwald, Vice-Chair, Municipal Heritage Advisory Committee, dated August 8, 2019; and

- Bernie Cruikshank, Friends of the Forestry Farm House, dated August 12, 2019.

Submitting Comments:

- Jeff Lindgren, Saskatoon Zoo Society, dated August 12, 2019

Ms. Peggy Sarjeant, Saskatoon Heritage Society addressed the Committee regarding the new proposed main public parking and admissions area and expressed her opposition to the new plans. Ms. Sarjeant suggested a different location for the parking lot that would leave the manicured lawns intact.

Bernadette Vangool, Saskatchewan Perennial Society addressed the Committee regarding the history and heritage value of the Forestry Farm including the park, buildings and shelterbelts. Ms. Vangool requested the parking lot stay in its current place so the landscaping is not compromised. Ms. Vangool provided her speaking notes and letters dated August 11 and 12 2019.

Ms. Bernie Cruikshank, President of the Friends of the Forestry Farm House addressed the Committee regarding concerns with the proposed placement of the Admission building and shuttle service shelter and the placement of the proposed public parking lot. Ms. Cruikshank provided Committee members with a copy of a book entitled "Saskatoon Forestry Farm Park & Zoo: A Photographic History" by Sara Williams.

It was noted that Ms. Paula Lichtenwald was not in attendance.

Discussion followed and General Manager, Community Services Lacroix responded to questions of the Committee and indicated the next update report on this matter will be this fall.

Item 7.1.6 was considered next.

7.1.4 Proposed Zoning Bylaw Amendment – Cannabis Production Facilities in IL1 [File No. CK 4350-68 and PL4005-9-16]

An information report was provided.

7.1.5 Saskatoon North Partnership for Growth Update [File No. CK 4110-45 and PL 4250-4]

An information report was provided.

A letter from Alex Fallon, Independent Chair, Regional Oversight Committee, dated July 4, 2019, was provided.

7.1.6 Stand-Alone Funding Agreements for 2020 and 2021 [File No. CK 1871-1, x1700-1 and RCD 1870-1]

An information report was provided along with the following requests to speak:

- Darlene Brander, Chief Executive Officer, Wanuskewin Heritage Park Authority, dated July 30, 2019; and
- Rita Field, Executive Director, Saskatoon Crisis Intervention Service Inc, dated August 8, 2019 (including comments).

Ms. Darlene Brander, Chief Executive Officer along with Ms. Tara Janzen, Development Manager, Wanuskewin Heritage Park Authority addressed the Committee regarding the current state and future plans of Wanuskewin Heritage Park. She requested that funding be increased by 2% to support new and expanded program offerings.

Ms. Rita Field, Executive Director, Saskatoon Crisis Intervention Service Inc. addressed the Committee regarding an overview of services and current challenges the Saskatoon Crisis Intervention Service is facing.

Moved By: Councillor Iwanchuk

That the information be received.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

Moved By: Councillor Gough

1. That the August 12, 2019 report of the General Manager, Community Services Department be forwarded to the Board of Police Commissioners specifically regarding the Saskatoon Crisis Intervention Service, for its consideration;
2. That the Standing Policy Committee on Planning, Development and Community Services recommend to the August 19, 2019 Governance and Priorities Committee that a 2% inflationary increase be applied to the stand-alone grants for Saskatoon Crisis Intervention Services and Wanuskewin Heritage Park as set out in the August 12, 2019 report of the General Manager, Community Services Department.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

Moved By: Mayor C. Clark

1. That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that a letter be written to Saskatchewan Health Authority regarding the funding relationship between the City and Health authority including the Saskatoon Crisis Intervention Service and Brief Detox Centre; and
2. That the August 12, 2019 report of the General Manager, Community Services Department be forwarded to the Community Safety and Well Being Partnership Table.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

Item 7.3.1 was considered next.

7.2 Approval Reports

7.2.1 Building Better Parks Asset Management Plan Update [File No. CK 1295-1, x4205-1, and x1815-1]

An approval report was provided.

Moved By: Councillor Iwanchuk

That the Standing Policy Committee on Planning Development and Community Services recommend to City Council that \$350,000 be allocated from the Parks Infrastructure Reserve to Capital Project 901 – Parks Upgrades, Enhancements and Repairs in order to replace up to three playgrounds that are currently in poor or very poor condition.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

7.2.2 Status Report on the Ten-Year Housing Business Plan 2013 - 2022 [File No. CK 750-1 and PL 950-32]

An approval report was provided.

Moved By: Councillor Gough

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that if a Neighbourhood Land Development Fund dividend is declared and allocated to the Affordable Housing Reserve, \$270,000 of the \$400,000 allocated for 2020 be used for capital grants to support the creation of affordable rental housing for low-income households.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

7.2.3 Vacant Lot and Adaptive Reuse Incentive Program – 880 Broadway Avenue [File No. CK 4250-1 and PL 4110-71-82]

An approval report was provided.

Moved By: Mayor C. Clark

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that:

1. A five-year tax abatement, equivalent to 100% of the incremental municipal and library taxes for the development of 880 Broadway Avenue, be approved;
2. The Neighbourhood Planning Section be requested to submit an application under the Provincial Government's Education Property Tax Exemption/Abatement Program seeking approval of a five-year tax abatement, equivalent to 100% of the incremental education taxes, for the development of 880 Broadway Avenue;
3. The City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal; and
4. The five-year tax abatement on the incremental taxes be applied to the subject properties, commencing the next taxation year following the completion of the project.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

7.2.4 Review and Update on Election Sign Rules - Temporary Sign Bylaw Amendments [File No. CK 6280-2, x265-1 and PL 6280-4 (BF 025-18)]

An approval report was provided.

Bylaw Compliance Manager Grazier presented the report with a PowerPoint.

Moved By: Councillor Iwanchuk

1. That the Standing Policy Committee on Planning, Development, and Community Services recommend to City Council that the City Solicitor be requested to amend Bylaw No. 7491, the Temporary Sign Bylaw, as outlined in the August 12, 2019 report of the General Manager, Community Services Department; and
2. That the Solicitor prepare the Bylaw for the August 26, 2019 City Council meeting.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

7.3 Decision Reports

7.3.1 Proposed Amendments to the Cannabis Business License Renewal Fee [File No. CK 4350-68 and PL 4005-9-16 (BF 032-18)]

A decision report was provided.

License and Permitting Manager Wilson presented the report with a PowerPoint.

The following letters were provided:

- Mr. Randy Pshebylo, Executive Director, Riversdale Business Improvement District, dated August 12, 2019;
- Keith Moen, Executive Director, NSBA, dated August 8, 2019; and
- Brent Penner, Executive Director, Downtown Saskatoon dated August 12, 2019.

Mr. Randy Pshebylo, Executive Director, Riversdale Business Improvement District addressed the Committee regarding the proposed amendments to the cannabis business license renewal fee and expressed support for reducing the renewal fee to \$85, similar to licensing for liquor establishments.

Moved By: Councillor Iwanchuk

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the City Solicitor be requested to amended Bylaw No. 9525, The Cannabis Business License Bylaw, 2018, to:

1. Amend the Business License Renewal Fee for a cannabis retail store and a cannabis production facility to \$85, as outlined in Option 1 of the August 12, 2019 report of the General Manager, Community Services Department.

In Favour: (2): Councillor Iwanchuk, and Mayor C. Clark

Against: (3): Councillor Hill, Councillor Davies, and Councillor Gough

Absent: (1): Councillor Jeffries

DEFEATED

Moved By: Councillor Iwanchuk

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the City Solicitor be requested to amended Bylaw No. 9525, The Cannabis Business License Bylaw, 2018, to establish a Change of Location Fee for a cannabis retail store and a cannabis production facility of \$500.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

Moved By: Councillor Gough

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the City Solicitor be requested to amended Bylaw No. 9525, The Cannabis Business License Bylaw, 2018, to amend the Business License Renewal Fee for a cannabis retail store and a cannabis production facility to \$500, as outlined in Option 2 of the August 12, 2019 report of the General Manager, Community Services Department.

In Favour: (4): Councillor Hill, Councillor Iwanchuk, Councillor Davies, and Councillor Gough

Against: (1): Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED

Moved By: Councillor Gough

That the Administration report back in one year regarding the adequacy of the renewal fee.

In Favour: (5): Councillor Hill, Councillor Iwanchuk, Councillor Davies, Councillor Gough, and Mayor C. Clark

Absent: (1): Councillor Jeffries

CARRIED UNANIMOUSLY

The meeting recessed at 11:33 a.m. and reconvened at 11:43 a.m. Item 6.2.1 and the remaining items were considered after the recess.

- 8. MOTIONS (notice previously given)**
- 9. GIVING NOTICE**
- 10. URGENT BUSINESS**
- 11. IN CAMERA SESSION (If Required)**

12. ADJOURNMENT

The meeting adjourned at 12:30 p.m.

Councillor D. Hill, Chair

Ms. S. Bryant, Deputy City Clerk

From: [Web E-mail - Mayor's Office](#)
To: [Web E-mail - City Clerks](#)
Cc: [Web E-mail - Mayor's Office;](#) [REDACTED]
Subject: correspondence from Safal Suryavanshi
Date: Monday, September 09, 2019 1:56:28 PM
Attachments: [Letter to the Mayor.pdf](#)

Hello,

Mr. Suryavanshi, copied on this email, has requested that this letter be forwarded to the City Clerk's Office for further handling. Please contact our office should you have any questions or concerns.

Office of the Mayor | tel 306.975.3202

City of Saskatoon | 222 3rd Avenue North | Saskatoon SK S7K 0J5

www.saskatoon.ca

If you receive this email in error, please do not review, distribute or copy the information.

Please contact the sender and delete the message and any attachments.

From: Safal Suryavanshi [[mailto:\[REDACTED\]](mailto:[REDACTED])]

Sent: August 29, 2019 11:01 AM

To: Clark, Charlie

Subject: Warm 'n' Cozy Care Inc.

Dear Mayor,

I am Safal Suryavanshi, my parents and I had met you few weeks ago regarding the issues we are facing with the seniors care home development in the new neighborhoods. You had mentioned that it will be a good idea to talk to the planning commission regarding the issues and that you will be able to forward the information to the committee.

Please find a letter attached, stating the concerns we discussed.

--

Warm regards

Safal Suryavanshi

Manager & Administrator

Warm 'n' Cozy Care Inc.

[REDACTED]

www.warmandcozy.ca



August 26, 2019

The Honorable Charlie Clark
Mayor of Saskatoon
222 - 3rd Avenue North
Saskatoon SK S7K 0J5

Dear Mayor Clark,

My name is Dr. Sudhir Suryavanshi. My family owns The Business Of Kindness - Warm 'n' Cozy Care Inc. We have four Type 2 residential senior care homes in the City of Saskatoon. This letter is in reference and follow up to the meeting we had in your office about the suggestions and implements regarding the improvements in the senior care industry.

The issues, for now, that we want to bring to your notice are #1. The living space for seniors and, #2. The allocated number of garbage collection bins and removal of the garbage from care homes. Both the situations are unbelievably complex, despairing and regretful. Allow me to discuss the situations one by one.

First, the impracticable living space versus the building area. The lots designated for making a care home are shrinking in size. These lots were never appropriate in size in the first place. Moreover, the bylaw restricting the built area by no more than 40 % of the lot size is irrational in this particular scenario. We need to understand that older people do not get out of the building enough. For the seniors, either it is too hot or too cold as soon as they step out of the building. If not, then it is too windy. Much of their time is spent indoors despite the best efforts to bring them into open. To add further misery to this existing problem is that the lot sizes are decreasing as the newer developments are being built.

The second displeasing problem is the number and the size of garbage bin allocation to the care homes like ours. While designing the lots within the community, probably the calculation of refuse produced in a setting like ours was overlooked. Fifteen seniors could produce garbage equal to or more than the amount produced from TEN houses. Let us keep in mind that the seniors do not live by themselves. A team of staff, family and visitors, doctors, nurses, owners, volunteers and many others visit the homes. All we get is ONE regular bin. In contrast, the homes with legal suite are entitled to two bins. To complicate the situation, during the winter months the garbage collection slows down to half. The drenched soaker pads, with urine and feces, are produced more during cold months.

The solutions could be one or a combination of the following, plus more.

The number of residents living in one care home is 15 at the most (Type 2 care home). It is more of a home than an institution. The idea of having a care home within the community setting is an excellent one. Kudos to the one who came up with it. It becomes



www.warmandcozy.ca

Warm 'n' Cozy Care Inc.

Warm 'n' Cozy Personal Care Home

easy for the family and friends to visit their family living in the care home. However, this setting needs a revision in the placement of such lots. To begin with, three individual lots for building care homes were designed side by side. Warm 'n' Cozy owns and runs three care homes side by side on Atton Cres. in Evergreen. We noticed the problem of parking the vehicles grew exponentially. We provide feedback to the city and the officers took a good step (but not efficient enough) immediately. Future designs have two lots side by side instead of three. We still feel the problem has not dissolved.

For the garbage collection either there should be more bins and frequent collection or in such establishments, there should be provisions to gather garbage in a bigger centralized location where the collecting vehicle could work.

Warm regards

Sudhir Suryavanshi
Sudhir Suryavanshi

[Redacted]

[Redacted]

September 9, 2019

Secretary, SPC on Standing Policy Committee on Planning, Development & Community Services

Dear Secretary:

Re: Municipal Heritage Advisory Committee – Request for Letter - Survey of Historic Places in Saskatchewan Municipalities - 2018 [File No. CK. 225-18]

The Municipal Heritage Advisory Committee (MHAC), at its meeting held on September 4, 2019 considered the summary report of the Ministry of Parks, Culture and Sport's 2018 Municipal Heritage Survey for information.

During discussion of the survey the Committee expressed gratitude for the survey results as it provided interesting statistics on municipalities of all sizes with respect to policies and actions regarding heritage matters. For example, it illustrated that some rural and urban centres have hardship in offering financial incentives and resources to help with the development of heritage buildings and sites. This triggered further discussion indicating that the City may wish to revisit its incentive package and related actions. This latter matter was referred to MHAC's subcommittee on policy for further discussion and a recommendation back to the Advisory Committee.

The Committee members requested to have a letter sent to the Ministry of Parks, Culture and Sport expressing thank you for the information and to inquire about future surveys and initiatives that may come from the results.

We seek permission or direction from the Standing Policy Committee to send such a letter of thanks and inquiry to the Ministry of Parks, Culture and Sport.

Yours truly,



Lenore Swystun, Chair
Municipal Heritage Advisory Committee

LS:ht

cc: General Manager, Community Services Department
Director, Planning and Development, Community Services Department
Heritage & Design Coordinator, Community Services Department

From: Web E-mail - City Clerks
Sent: Wednesday, August 14, 2019 2:36 PM
To: Thompson, Holly
Subject: FW: Summary Report for the 2018 Municipal Heritage Survey is Available for Viewing

From: Thomas, Marvin PCS [mailto:Marvin.Thomas@gov.sk.ca]
Sent: Wednesday, August 14, 2019 2:18 PM
Subject: Summary Report for the 2018 Municipal Heritage Survey is Available for Viewing

The Ministry of Parks, Culture and Sport is pleased to announce that the summary report for the ministry's 2018 municipal heritage survey is available on the [Saskatchewan Publications Centre website](#). The 2018 survey was the third in a series of similar surveys that the ministry has been conducting at five year intervals since 2008. The previous years' reports are also available through the above link. These surveys are designed to help the ministry develop tools and services that respond to the heritage interests and needs of local governments. Municipal officials benefit from the benchmarking and self-assessment involved in completing the survey, and from greater awareness of the range of municipal heritage activity around the province

Similar to previous years, the 2018 survey had an impressive response rate. The ministry was also pleased to see increasing use of various heritage tools, including growing numbers of Official Community Plans with policy for the protection and use of heritage resources. On the other hand, competing priorities and availability of resources continue to be challenges for municipal heritage programming. You are encouraged to view the full report for more detailed findings.

The ministry would like to thank all of the respondents for the time, effort and thoughtfulness put into completing the survey questionnaire. Their contributions are extremely useful and greatly appreciated. For any questions about the survey, or to provide feedback, please do not hesitate to contact me.

Sincerely,

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SURVEY OF HISTORIC PLACES IN SASKATCHEWAN MUNICIPALITIES



SUMMARY OF RESULTS

Prepared by:
Ministry of Parks, Culture and Sport
2019

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EXECUTIVE SUMMARY

The purpose of this study was to understand the activities municipalities are engaged in to protect and promote historic places within their jurisdictions. The study was also designed to support the development of heritage tools and services for municipalities.

A total of 770 municipal contacts were directly emailed an invitation to participate in the historic places online survey. Email addresses were obtained from the Ministry of Government Relation's Municipal Directory. A total of 385 completed survey questionnaires were returned.

Identification, protection and regulation

Three quarters (74.5%) of respondents were aware of the *Heritage Property Act*. The large majority of respondents (81.8%) were aware that properties could be designated as Municipal Heritage Property (MHP). Only 38.2% reported that their municipality had a designated MHP. A small proportion of respondents (14.4%) reported that their municipality monitors the condition of historic places. Over half of those respondents (50.9%), reported that MHPs are monitored only when necessary.

A small proportion of respondents indicated that their municipality has a Municipal Heritage Advisory Committee (2.6%) or some other committee that advises council on heritage (9%).

A small proportion of respondents (8%) use the *Standards and Guidelines for the Conservation of Historic Places in Canada*. The most commonly reported uses were: 1) providing heritage conservation advice to property owners and others (56.7%); and 2) as a guide when making alterations to municipally owned historic places (46.7%). Forty-three percent of users indicated that the Standards and Guidelines had been officially adopted by policy or bylaw. A small proportion of respondents (3.1%) use the Statement of Significance.

Heritage policy and planning

Approximately two thirds of respondents (64.6%) indicated that their municipality has an Official Community Plan. Of these, 42% indicated that the plans contain policy for the protection and use of historic places.

Respondents were also asked if their municipality had any of five types of stand-alone plans to protect and manage historic places. The most commonly reported types of plans were: informal heritage policy (9.3%) and municipal heritage policy enacted by bylaw (8.4%).

Municipal investment and incentives

A little over three percent (3.4%) of respondents indicated that their municipality has provided financial incentives to support the preservation, restoration or rehabilitation of historic places during the past five years. The incentives included grants, loans, property tax reductions and fee waivers. In-kind assistance was reported by nine percent of respondents, most commonly labour, materials and use of equipment.

Promotion

The most frequently cited tools used by municipalities to promote historic places were: municipality's website (40%); museum exhibits (29.4%); and on-site plaque, sign or cairn (26.7%)

Over a quarter of respondents (26.4%) were aware that MHPs can be listed on the online Canadian Register of Historic Places. Over two thirds (35.5%) were aware that MHPs can be listed on the online Saskatchewan Register of Heritage Property.

Municipal priorities and resources

A small proportion of respondents (6.6%) indicated that the protection of historic places is a high or very high priority in their municipality. Three in 10 (35.2%) respondents reported that the protection of historic places is a medium priority.

Respondents indicated that the most common outcomes that were quite likely or extremely likely to result if a municipality is actively involved in protecting or promoting historic places were: 1) Greater community pride (33.7%) 2) Increased tourism (29.5%) 3) The municipality will be a more appealing place to live (22.3%).

The groups or organizations that were reported to be the most active in protecting or promoting historic places were: Local museum (27.6%); Individual volunteers (17.3%).

Respondents were asked to rate how different factors have limited their municipality's ability to protect historic places. The factors most frequently reported limitations were: 1) Lack of municipal financial resources (70.7%); 2) Limited volunteer capacity (69.5%); and 3) Municipal staff lacks heritage expertise (64.9%).

INTRODUCTION

The conservation and promotion of historic places has real economic, environment and social benefits. Rehabilitating historic buildings generates jobs, revitalizes older neighbourhoods, and increases property values and property tax revenues. Rehabilitated historic buildings have often proven to be good sources of housing stock. Compared to demolition and new development, historic building rehabilitation and reuse also reduces landfill waste, and reduces greenhouse gas emissions. Finally, historic places that are conserved and promoted increase residents' pride in their communities and often support tourism.

Municipal governments are key players in protecting and promoting Saskatchewan's historic places. They possess knowledge of local heritage resources, and are connected with local individuals and organizations that can help conserve and promote historic places. Under *The Heritage Property Act* and *The Planning and Development Act, 2007* municipal governments are also empowered to regulate, protect and promote local heritage resources.

The purpose of this study is to learn about municipalities' heritage activities, and to support the development of tools and services to help local governments protect, use and enjoy their communities' historic places. This report presents the overall survey results, including results broken down by municipality type. The report makes no attempt to draw insights or conclusions from the results.

METHODOLOGY

The questionnaire was developed by the Strategic and Corporate Services Branch and Heritage Conservation Branch of the Ministry of Parks, Culture and Sport, and based primarily on the Historic Places in Saskatchewan Municipalities Surveys that were conducted by the Ministry in 2008 and 2013.

The sample for the survey was drawn from the email list of municipal contacts obtained from the Ministry of Government Relations' Municipal Directory. A total of 770 municipal contacts were directly emailed an invitation to participate in the survey. Municipal contacts were also sent two email reminders. Data was collected during June and August, 2018. This process resulted in a total of 385 completed surveys. Readers should exercise caution when interpreting the results for cities, given the small number of respondents.

All identifiers were removed immediately to protect the privacy of the survey respondents.

Table 1 – Response Rate by Municipality Type

	Completed Surveys	Response Rate
City	6	37.5%
Town*	86	57.7%
Village [†]	142	46.0%
Rural Municipality	151	51.0%
TOTAL	385	50.0%

* Includes Towns and Northern Towns

[†] Includes Villages, Resort Villages, Northern Villages and Northern Hamlets

SURVEY RESULTS

The following sections present the overall results and the results by municipality type, based on the following four groups (n = number of responses):

- 1) Village – includes villages, resort villages, northern villages and northern hamlets (n=142);
- 2) Town – includes towns and northern towns (n=86); and
- 3) Rural Municipality (RM) – includes rural municipalities (n=151)
- 4) City – includes cities (n=6).

Demographics

Current Employment Status

Over three-quarters of respondents (77%) indicated that they were a full-time municipal staff member.

Table 1 - Current Employment Status

	Town	Village	RM	City	Overall
I am not an employee of the municipality	2.3%	3.5%	0%	0%	1.8%
Full-time municipal staff	89.5%	50.7%	95.4%	83.3%	77.4%
Part-time municipal staff	4.7%	44.4%	2.6%	16.7%	18.7%
Municipal elected official	3.5%	2.1%	2.6%	0%	2.6%

Approximately 43% of the respondents who were not municipal employees indicated that they were an individual volunteer. A smaller proportion of respondents (28.6%) indicated that they were affiliated with a heritage group or organization.

Table 2 – Organizational Affiliations

	Town	Village	RM	City	Overall
Member of a heritage organization (e.g., local museum, historic site)	50%	20%	0%	0%	28.6%
Individual volunteer	100%	20%	0%	0%	42.9%
Consultant or contractor	0%	60%	0%	0%	42.9%
Local business person	0%	20%	0%	0%	14.3%

Section 1 – Identification, Protection and Regulation

Historic Places Inventory

The following table shows the percentage of respondents who indicated that their municipality has an inventory of historic places.

Table 3 – Inventory of Historic Places

	Town	Village	RM	City	Overall
Yes	36%	12.7%	23.2%	83.3%	23.1%
No	57%	63.4%	58.9%	16.7%	59.5%
I do not know	7%	23.9%	17.9%	0%	17.4%

Designated Municipal Heritage Property

The following table shows the percentage of respondents who indicated that they were aware of *The Heritage Property Act*.

Table 4 – Aware of The Heritage Property Act

	Town	Village	RM	City	Overall
Yes	76.5%	65.5%	80.8%	100%	74.5%

Overall, the large majority of respondents (81.8%) were aware that properties can be designated as Municipal Heritage Property (MHP).

Table 5 - Aware Properties can be Designated as Municipal Heritage Property

	Town	Village	RM	City	Overall
Yes	87.2%	74.6%	84.7%	100%	81.8%

Approximately 38% of respondents (n=147) indicated that their municipality has historic places that have been designated as MHP.

Table 6 – Municipality has Designated Properties

	Town	Village	RM	City	Overall
Yes	50%	23.9%	43%	83.3%	38.2%
No	38.4%	54.2%	31.8%	16.7%	41.3%
I don't know	11.6%	21.8%	25.2%	0%	20.5%

Eligibility Criteria

A small proportion of respondents (5.2%) reported that their municipality has eligibility criteria for designating historic places as municipal heritage property

Table 7 – Municipality has Eligibility Criteria for Designating Historic Places

	Town	Village	RM	City	Overall
Yes	3.5%	4.2%	4.7%	66.7%	5.2%
No	60%	54.2%	53.3%	16.7%	54.6%
I don't know	36.5%	41.5%	42%	16.7%	40.2%

Regulating Alterations to MHPs

A small proportion of respondents (8.9%) reported that their municipality has a review process for proposed alterations to MHP

Table 8 – Review Process for Proposed Alterations to Municipal Heritage Properties

	Town	Village	RM	City	Overall
Yes	11.8%	2.1%	11.3%	66.7%	8.9%
No	74.1%	73.9%	70%	16.7%	71.5%
I don't know	14.1%	23.9%	18.7%	16.7%	19.6%

Monitoring of MHPs

A small proportion of respondents (14.4%) reported that their municipality monitors the condition of MHP.

Table 9 – Monitor the Condition of Historic Places Designated as MHP

	Town	Village	RM	City	Overall
Yes	24.7%	12%	8%	83.3%	14.4%
No	63.5%	69%	77.3%	16.7%	70.2%
I don't know	11.8%	19%	14.7%	0%	15.4%

Of the 14.4% of respondents who reported that their municipality monitors MHPs, over half (50.9%) reported that MHPs are monitored only when necessary. Slightly over 41% indicated that MHPs are monitored annually.

Table 10 – MHP Monitoring Frequency

	Town	Village	RM	City	Overall
Annually	47.6%	58.8%	8.3%	40%	41.8%
Once every 2 years	9.5%	0%	8.3%	0%	5.5%
Once every 3 years	0%	0%	8.3%	0%	1.8%
Only as necessary (e.g. incident at the property, requirement for grant funding, etc.)	42.9%	41.2%	75%	60%	50.9%

Municipal Heritage Advisory Committee (MHAC)

A very small proportion of respondents (2.6%) reported that their municipality has an MHAC.

Table 11 – Municipality Has a Municipal Heritage Advisory Committee

	Town	Village	RM	City	Overall
Yes	3.5%	0.7%	1.3%	66.7%	2.6%
No	89.4%	90.7%	92.6%	33.3%	90.3%
I don't know	7.1%	8.6%	6%	0%	7.1%

Of the respondents who reported not having an MHAC or did not know if their municipality had an MHAC (n=370), a small proportion (9%) reported that their municipality has other committees to advise council on heritage.

Table 12 – Municipality Has Another Committee to Advise Council on Heritage

	Town	Village	RM	City	Overall
Yes	15.8%	7.9%	5.1%	100%	9%
No	78.9%	81.9%	89.1%	0%	83.7%
I don't know	5.3%	10.2%	5.8%	0%	7.3%

Changes to The Heritage Property Act

A small proportion of respondents (1.8%) indicated that changes could be made to the Heritage Property Act that would improve their municipality's ability to protect and manage historic places. Over 70% did not provide an opinion.

Table 13 – Making Changes to the Heritage Property Act

	Town	Village	RM	City	Overall
Yes	4.7%	0.7%	1.3%	16.7%	1.8%
No	20%	28.9%	28.9%	83.3%	26.7%
I don't know	75.3%	70.4%	69.8%	0%	71.5%

Standards and Guidelines for the Conservation of Historic Places

A small proportion of respondent (8%) use the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

Table 14 – Use of the Standards and Guidelines for the Conservation of Historic Places

	Town	Village	RM	City	Overall
Yes	14.1%	3.5%	6%	66.7%	7.9%
No	47.1%	62%	65.1%	16.7%	59.2%
I do not know	38.8%	34.5%	28.9%	16.7%	33%

Of the respondents who use the Standards and Guidelines, (n=30), the most commonly reported uses were: 1) Providing heritage conservation advice to property owners and others (56.7%). 2) As a guide when making alterations to municipally owned historic places (46.7%).

Of the respondents who used the Standards and Guidelines, 43% (n=13) indicated that the Standards and Guidelines have been officially adopted by policy or bylaw.

Table 15 - Uses of the Standards and Guidelines

Used the Standards and Guidelines (selected any of below)	7.9%
As a tool for regulating alterations to designated heritage properties	33.3%
As a guide when making alterations municipally owned historic places	46.7%
Setting eligibility and compliance standards for municipal heritage incentives	23.3%
Providing heritage conservation advice to property owners and others	56.7%
Developing municipal heritage policies or procedures	30%
Other	16.7%

Statement of Significance

A small proportion of respondents (3.1%) indicated that their municipality uses the Statement of Significance. Half of respondents from cities (50%) use the Statement of Significance.

Table 16 - Use of the Statement of Significance

	Town	Village	RM	City	Overall
Yes	3.5%	0.7%	3.3%	50%	3.1%
No	71.8%	73.2%	78%	33.3%	74.2%
I do not know	24.7%	26.1%	18.7%	16.7%	22.7%

SECTION 2 – Heritage Policy and Planning

Official Community Plan

Table 17 – Municipalities with an Official Community Plan that includes Policy for the Protection and Use of Historic Places

	Town	Village	RM	City	Overall
Yes	34.5%	13.6%	33.8%	83.3%	27.2%
No	19%	23.6%	18.2%	0%	20.1%
Our municipality doesn't have an official community plan	23.8%	45.7%	33.8%	0%	35.4%
I do not know	22.6%	17.1%	14.2%	16.7%	17.2%

For municipalities that have an Official Community Plan (n=244), 42% of respondents reported that their plan includes policy for the protection and use of historic places (n=103). Approximately 17% were unsure if their plan includes policy for historic places.

Other Heritage Plans

Respondents were asked if their municipality has any of five types of stand-alone plans to protect and manage historic places. The most commonly reported types of plans were:

1) Informal heritage policy (9.3%); and 2) Municipal heritage policy enacted by bylaw (8.4%)

Table 18 – Stand-Alone Plans to Protect and Manage Historic Places

	Town	Village	RM	City	Overall
Municipal heritage policy enacted by bylaw	9.5%	5.8%	10%	16.7%	8.4%
Informal heritage policy	11.9%	9.4%	6%	50%	9.3%
Municipality-wide heritage resource management plan	0%	0%	0.7%	0%	0.3%
Neighborhood heritage resource management plan(s)	2.4%	0.7%	0%	0%	0.8%
Property-specific heritage plan(s)	4.8%	3.6%	1.4%	0%	2.9%
Other	5.4%	2.1%	2.9%	0%	3.1%

The Planning and Development Act, 2007

Only 2% respondents indicated that their municipality has used provisions of The *Planning and Development Act, 2007* to protect historic places or facilitate the reuse of historic buildings. Half of these respondents indicated that their municipality has used dedicated lands (municipal and environmental reserve) (50%).

Table 19 – Use of Provisions of the Planning and Development Act, 2007

Dedicated lands (municipal and environmental reserve)	50%
Discretionary use provisions	25%
Contract zoning	25%
Architectural control district	12.5%
Demolition control district	12.5%
Other	25%

Municipal Cultural Plan

A very small proportion of respondents reported that their municipality has a Municipal Cultural Plan (2.9%) or has a plan in progress (0.5%).

Table 20 – Municipality Has a Municipal Cultural Plan

	Town	Village	RM	City	Overall
Yes	7.1%	0.7%	0.7%	66.7%	2.9%
Plan in Progress	1.2%	0%	0%	0%	0.5%
No	84.5%	90.8%	94%	33.3%	89.8%
I don't know	7.1%	8.5%	5.3%	0%	6.8%

Of those respondents who have a Municipal Cultural Plan or have a plan in progress, the majority (76.9%) reported that the plan includes aspects of heritage.

Table 21 – Municipal Cultural Plan includes Provisions related to Protection of MHP

	Town	Village	RM	City	Overall
Yes	57.1%	100%	100%	100%	76.9%
No	14.3%	0%	0%	0%	7.7 %
I don't know	28.6%	0%	0%	0%	15.4 %

Section 3 – Municipal Incentives

A small proportion of respondents (3.4%) reported that their municipalities have provided financial incentives to property owners during the past five years to support the preservation, restoration or rehabilitation of historic places.

Table 22 – Provided Financial Incentives during the Past Five Years

	Town	Village	RM	City	Overall
Yes	3.6%	1.4%	4%	33.3%	3.4%
No	90.4%	85.9%	86.7%	66.7%	86.9%

The following table shows the number of respondents who indicated that their municipality has provided different types of financial incentives

Table 23 – Number of Respondents Reporting Financial Incentives by Type of Incentive

	Number of Respondents
Grants	7
Property Tax Reductions	5
Reduced, Waived Municipal Fees	2
Loans	1

In-Kind Contributions

Slightly more than nine percent (9.2%) of respondents indicated that their municipalities have provided in-kind assistance to support the preservation, restoration or rehabilitation of historic places during the past five years. The most commonly reported in-kind contributions were labour equipment and supplies.

Table 24 – Number of Respondents Reporting In-Kind Assistance by Type of Assistance

	Number of Respondents
Labour	21
Site clean-up	18
Office space or supplies	5
Advertising and promotion	7
Professional services (e.g., legal, IT, accounting)	6
Use of equipment	12
Building materials or supplies	11
Other	8

Section 4 - Promotion

The most frequently cited tools used by municipalities to promote historic places were:

1) Municipality's website (40%); 2) Museum exhibits (29.4%); and 3) On-site plaque, sign or cairn (26.7%).

Table 25 –Tools Used to Promote Historic Places

	Town	Village	RM	City	Overall
Printed brochures or guides	34.5%	14.5%	9.1%	100%	21.7%
Municipality's website	62.1%	30.6%	21.8%	100%	40%
Social media	37.9%	16.1%	3.6%	100%	21.7%
Roadside signage	29.3%	9.7%	14.5%	20%	17.8%
On-site plaque, sign or cairn	29.3%	16.1%	29.1%	100%	26.7%
Newspaper or magazine advertising or articles	20.7%	6.5%	1.8%	80%	11.7%
Museum exhibits	56.9%	22.6%	5.5%	60%	29.4%
Heritage-themed events	24.1%	9.7%	5.5%	40%	13.9%
Workshops	3.4%	0%	0%	20%	1.7%
Heritage tours	20.7%	9.7%	1.8%	60%	12.2%
Heritage awards program	3.4%	0%	0%	40%	2.2
Other	8.6%	40.3%	41.8%	20%	30%

Canadian Register of Historic Places

Over a quarter of respondents (26.4%) were aware that MHP could be listed on the online Canadian Register of Historic Places.

Table 26 – Aware that MHP could be Listed on the Online Canadian Register of Historic Places

	Town	Village	RM	City	Overall
Yes	29.4%	19.7%	28.7%	83.3%	26.4%
No	70.6%	80.3%	71.3%	16.7%	73.6%

Saskatchewan Register of Heritage Property

35% of respondents were aware that MHPs are listed on the online Saskatchewan Register of Heritage Property.

Table 27 – Aware that MHP are Listed on the Saskatchewan Register of Heritage Property

	Town	Village	RM	City	Overall
Yes	35.3%	26.8%	42%	83.3%	35.5%
No	64.7%	73.2%	58%	16.7%	64.5%

Section 5 – Municipal Priorities and Resources

A small proportion of respondents (6.6%) indicated that the protection of historic places is a high or very high priority in their municipality.

Table 28 - Priority of Protecting Historic Places in Municipality

	Town	Village	RM	City	Overall
Very Low Priority	20%	26.8%	20%	0%	22.2%
Low Priority	32.9%	29.6%	43.3%	50%	36%
Medium Priority	35.3%	38.7%	31.3%	50%	35.2%
High Priority	7.1%	4.2%	4.7%	0%	5%
Very High Priority	4.7%	0.7%	0.7%	0%	1.6%

Outcomes of Protection and Promotion Activities

The following table shows the proportion of respondents who indicated that each of the following outcomes were quite likely or extremely likely to result if a municipality is actively involved in protecting and promoting historic places. The three outcomes with the highest ratings were: 1) Greater community pride (33.7%) 2) Increased tourism (29.5%) 3) The municipality will be a more appealing place to live (22.3%).

Table 29 – Outcomes of Protection and Promotion Activities

	Town	Village	RM	City	Overall
Revitalized neighborhoods	23.2%	10.3%	9.7%	33.4%	13.3%
Higher property values	20.8%	13.4%	8.3%	0%	12.8%
Increased property tax revenues	14.6%	8.8%	8.4%	16.7%	10.1%
Job growth	7.3%	8.1%	4.2%	0%	6.3%
Reduced environmental impacts	7.3%	7.3%	6.3%	50%	7.6%
Improved quality of community life	19.6%	10.3%	9.7%	33.4%	12.5%

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The municipality will be a more appealing place to live	35.4%	20%	15.3%	66.7%	22.3%
Easier to attract new business and investment	19.5%	11%	6.3%	50%	11.7%
Greater community pride	45.7%	30.9%	27.3%	83.4%	33.7%
Increased tourism	45.1%	24.3%	24.5%	50%	29.5%

Downtown Revitalization

Approximately one-fifth of respondents (21.1%) indicated that they were interested in learning about programs and tools to support heritage-based downtown revitalization strategies.

Table 30 - Interest in Learning about Downtown Revitalization

	Town	Village	RM	City	Overall
Yes	56.6%	17%	4%	50%	21.1%
No	43.4%	83%	96%	50%	78.9%

Limitations to Protection of Historic Places

The following table shows the proportion of respondents who agreed or strongly agreed that each of the following factors limited their municipality's ability to protect historic places. The factors most frequently reported were: 1) Lack of municipal financial resources (70.7%); 2) Limited volunteer capacity (69.5%); and 3) Municipal staff lacks heritage expertise (64.9%).

Table 31 - Limits to Protection and Promotion of Historic Places

	Town	Village	RM	City	Overall
Lack of municipal staff resources	71.8%	65.7%	57.1%	50%	63.4%
Lack of municipal financial resources	82.4%	75.1%	59.2%	83.3%	70.7%
Municipal staff lacks heritage expertise	72.9%	66.1%	59.2%	66.7%	64.9%
Not a priority for Council	57.6%	50%	57.8%	50%	54.8%
Lack of external financial resources (e.g., federal, provincial, private)	71.4%	59.9%	53.1%	66.7%	59.9%
Limited volunteer capacity	71.8%	69.4%	69.1%	50%	69.5%
Lack of heritage expertise in the community	63.5%	59.1%	59.2%	50%	60%
Difficult to find qualified contractors	49.4%	38.2%	38.1%	50%	40.9%
Difficult to find information about protecting historic places	30.6%	22.6%	23.8%	0%	24.6%
Lack of public interest	45.2%	45.2%	46.6%	16.7%	45.3%

Community Organizations Involved in Protecting or Managing Historic Places

The following table shows the proportion of respondents who reported that the following groups or organizations are moderately active to very active in protecting or managing historic places in their municipality. Overall, the groups or organizations that were reported as the most active were: Local museum (27.6%); Individual volunteers (17.3%).

Table 32 – Organizations Active in Protecting and Managing Historic Places

	Town	Village	RM	City	Overall
Local Museum	49.4%	11.7%	29.2%	50%	27.6%
"Friends" of an historic site	7.3%	2.9%	7.7%	66.6%	6.8%
Historical society	6.1%	2.2%	7.7%	50%	6%
Genealogical society	1.2%	0%	3.5%	16.7%	1.9%
Archaeological society	2.4%	0%	0.7%	0%	0.8%
Local archives	10.8%	5%	2.8%	50%	5.7%
Tourism committee	16.8%	1%	3.5%	33.3%	6%
Individual volunteer(s)	30.1%	38.2%	12%	33.3%	17.3%
Other (specify)	5%	3.1%	3.3%	0%	3.6%

Perception of Government Assistance

The following table shows the proportion of respondents who indicated they agreed or strongly agreed with each of the following statements.

Table 33 – Government Approval Rate in Protecting Historic Places

	Town	Village	RM	City	Overall
Our municipal government does a good job of helping protect our municipality's historic places	27.4%	11.7%	8.7%	50%	14.6%
The Saskatchewan Government does a good job of helping protect our municipality's historic places	26.2%	25%	24.9%	33.4%	25.3%
The Federal government does a good job of helping protect our municipality's historic places	20.2%	19.3%	17%	33.4%	18.8%

Section 6 - Archaeology

Respondents were asked if they ever required a developer to submit a development proposal for provincial review in order to determine if a heritage resource impact assessment were required.

Table 34 – Submission of a Development Proposed by a Developer

	Town	Village	RM	City	Overall
Yes	6%	0.7%	14.2%	16.7%	7.4%
No	66.3%	70.7%	67.6%	50%	68.2%
I do not know	27.7%	28.6%	18.2%	33.3%	24.4%

Respondents were asked if their municipality had ever submitted a development being conducted by the municipality for provincial review in order to determine if it required a heritage resource impact assessment. Approximately 1 in 11 respondents (9.3%) reported that their municipality had submitted a development for provincial review.

Table 35 – Submission of a Development Proposed by the Municipality

	Town	Village	RM	City	Overall
Yes	8.3%	2.1%	16.2%	16.7%	9.3%
No	60.7%	75.7%	62.8%	50%	63.2%
I do not know	21%	32.1%	20.9%	33.3%	27.5%

Respondents were asked if they were aware of the Ministry's online developer's screening tool, which is used to determine whether new developments are in archaeologically sensitive areas. A small proportion of respondents (14.4%) were aware of the Ministry's online developer's screening tool.

Table 36 – Aware of Online Screening Tool

	Town	Village	RM	City	Overall
Yes	11.9%	8.6%	21.1%	16.7%	14.4%
No	88.1%	91.4%	78.9%	83.3%	85.6%

September 9, 2019

Secretary, SPC on Standing Policy Committee on Planning, Development & Community Services

Dear Secretary:

Re: Municipal Heritage Advisory Committee – Request for Approval of Elder Engagement and Guidance [File No. CK. 225-18]

The Municipal Heritage Advisory Committee, at its meeting held on September 4, 2019 provided a report from the Education and Awareness Subcommittee made up of members James Scott, Garry Anaquod, Paula Lichtenwald, and Lenore Swystun.

The Chair and Committee Member Anaquod updated the Committee that the members of the Education and Awareness Subcommittee met in late June to discuss Indigenous heritage. This is an item that is identified as one of the priority areas in MHAC's work plan.

The Subcommittee determined that it would be beneficial to involve some Elders from the Saskatoon community to help guide the work of the MHAC in the areas of Indigenous history and heritage. Our Committee would like to ensure we are doing our best to honour the Indigenous protocols and ways of knowing in the work done overall as the Municipal Heritage Advisory Committee.

Under the established reporting structure set for Advisory Committees to Council, members of Committee asked that a letter be drafted to the Standing Policy Committee to seek permission to work through their subcommittee to develop a letter of invitation to send to an invited list of Elders to join a discussion to help guide the subcommittee and MHAC as a whole.

It is the hope of MHAC, that members of the subcommittee may work with the City Administration who work in this area, to identify and ask for representation of community Elders to help guide such work. The learnings of such discussions are intended to benefit the mandate and work results of the Municipal Heritage Advisory Committee. Provisions for honourariums and other associated investments to be drawn from the Education budget as able.

We ask for the above direction to be granted by Standing Policy Committee on Planning Development and Community Services so we can move forward with this effort.

Yours truly,

**Lenore Swystun, Chair**
Municipal Heritage Advisory Committee

LS:ht

cc: General Manager, Community Services Department
Director, Planning and Development, Community Services Department
Heritage & Design Coordinator, Community Services Department

September 9, 2019

Secretary, SPC on Standing Policy Committee on Planning, Development & Community Services

Dear Secretary:

**Re: Municipal Heritage Advisory Committee - Report for SPC on Planning, Development and Community Services – Renaming Request - Traffic Bridge – Information to Tell the Story of the Traffic Bridge
[File No. CK. 6310-1 x 6050-8]**

The Municipal Heritage Advisory Committee, at its meeting held on September 4, 2019, considered a report of the Administration regarding the interpretive sign panels to be installed on the new Traffic Bridge and supports the recommendation of the Community Services Department.

During discussion the Committee asked about the consultation process utilized to involve Indigenous groups. There was appreciation for the efforts made to consult key Indigenous groups.

One further request made by our Committee is to have one more review done of the panels by Indigenous representatives before the mounting of the panels (scheduled to take place in Spring 2020). The intent of another review is to ensure a balance of representation of Indigenous heritage on the panels.

The Committee respectfully requests that the above report be considered by the Standing Policy Committee on Planning, Development and Community Services with respect to the proposed interpretive sign panels.

Yours truly,



Lenore Swystun, Chair
Municipal Heritage Advisory Committee

LS:ht

cc: General Manager, Community Services Department
Director, Planning and Development, Community Services Department
Heritage & Design Coordinator, Community Services Department

INFORMATION REPORT

Renaming Request - Traffic Bridge – Information to Tell the Story of the Traffic Bridge

ISSUE

In 2018 the City of Saskatoon (City) contracted Meewasin to develop interpretive sign panels to be installed on the new Traffic Bridge.

BACKGROUND

At its meeting held on February 26, 2018, City Council resolved that:

- “1. That the City Council resolution of 2007, officially naming the Traffic Bridge “Traffic Bridge”, be maintained for the new structure when it opens, in recognition of the original name from 1907, and as of 2007 the official name “Traffic Bridge” refers to a bridge for foot and vehicle traffic; and
2. That the Administration report back to the Standing Policy Committee on Planning, Development and Community Services, on installations of historical storytelling and interpretation, on both walkways. This could be used to tell the story of the Traffic Bridge, and how it relates to the City of Saskatoon’s History as the bridge at the heart of the city that brings different parts of the community together. Please include a recommended process for engaging the entire community in this process.”

The Municipal Heritage Advisory Committee (MHAC) reviewed the draft interpretive sign panels at its meeting held on May 1, 2019. MHAC resolved that:

- “1. That the information be received;
2. That the following feedback be provided to the Administration regarding:
 - That interpretive sign panel 1 ‘Saskatoon’s Humble Beginnings’ and interpretive sign panel 7 ‘Spanning Our History’ not be forwarded to the SPC on PDCS for further review on:
 - Interpretive Sign Panel 1 ‘Saskatoon’s Humble Beginnings’
 - Text Length within Panel – Revision to shorten the length to ensure appealing to all viewers. Recommend 2 panels if required; and
 - Have Indigenous stakeholders provide confirmation of history within panel, if not previously received.
 - Interpretive Sign Panel 7 ‘Spanning Our History’
 - Revised photographs not only of the demolition but with a photo of the bridge lit up;

Renaming Request - Traffic Bridge – Information to Tell the Story of the Traffic Bridge

- Showcase the romantic view of the bridge;
 - Include information from 1930s to before the decommissioning, which potentially may be result in adding an additional panel; and
3. That other means are brought forward to tell Saskatoon's history, including folklore that are engaging and enticing to the public."

CURRENT STATUS

Completed in 1907, Saskatoon's original Traffic Bridge played a critical part in joining the communities of Nutana, Saskatoon and Riversdale. It served faithfully in this role for more than a hundred years before closing permanently in the fall of 2012.

After extensive public consultations, City Council voted on December 6, 2010, to demolish the Traffic Bridge and replace it with a modern steel truss bridge. The new Traffic Bridge opened in October 2018. The design of the new bridge was intended to respect the original heritage and character of the former 1907 bridge, while meeting modern bridge engineering standards.

DISCUSSION/ANALYSIS

In 2018 the City contracted Meewasin to develop interpretive sign panels to be installed on the new Traffic Bridge. As a result, Meewasin initially developed seven panels to tell the story of the Traffic Bridge. At its meeting on May 1, 2019, MHAC reviewed the content of these panels. MHAC resolved that the first panel (which outlined Saskatoon's origins) be shortened in text length and that various indigenous stakeholders be consulted to ensure that history is accurately reflected. MHAC also resolved that the seventh and final panel include revised photographs of the Traffic Bridge lit up, that it showcase the romantic view of the bridge, and that the panel include any information available from the 1930s to the decommissioning of the bridge. MHAC also wanted to see folklore references as they relate to the Traffic Bridge.

Based on the feedback obtained from MHAC, Meewasin has revised the initial panels, and consulted with Indigenous stakeholders. A total of nine panels are now being proposed, as shown in Appendix 1. The panel titles are as follows:

- 1) The Original Inhabitants;
- 2) Establishing Saskatoon;
- 3) Beyond Wood and Steel – Broadway Bridge;
- 4) The First Crossings;
- 5) Bridging the Gap;
- 6) Beyond Wood and Steel – University Bridge;
- 7) Built for People, Not For Trains;
- 8) Hills, the Long and Short of It; and
- 9) Spanning Our History.

Renaming Request - Traffic Bridge – Information to Tell the Story of the Traffic Bridge

Meewasin ensured that the content of these panels was reviewed by the City Archivist, the City's Municipal Heritage Advisory Committee and various Indigenous stakeholders.

The Interpretive Sign Panels will be attached to the walkway railings at the bridge lookouts on either side of the Traffic Bridge, as demonstrated in the final graphic in Appendix 1. Installation is expected to take place beginning in the fall of 2019, with completion in the winter.

IMPLICATIONS

The cost to design, develop, fabricate and install the interpretive panels on the Traffic Bridge is estimated to be \$42,000 plus taxes. This cost was included as part of the overall project budget and will be funded by Capital Project No. 2407 – North Commuter Parkway and Traffic Bridge Replacement Project. There are no legal, social or environmental implications identified.

NEXT STEPS

Meewasin will install the Interpretive Sign Panels beginning in the fall of 2019.

APPENDICES

1. Municipal Heritage Advisory Committee Submission Background Information – Traffic Bridge Interpretive Signage

Report Approval

Written by: Catherine Kambeitz, Heritage and Design Coordinator, Planning and Development
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2019/PD/MHAC – Renaming Request – Info to Tell the Story of Traffic Bridge/ac

Municipal Heritage Advisory Committee Submission Background Information – Traffic Bridge Interpretive Signage

Original Inhabitants

The area around what is now called Saskatoon has been inhabited by First Nations people for more than 11,000 years. Archaeological sites here include campsites, bison kill sites, tipi rings, and at Wanuskewin Heritage Park, the most northerly medicine wheel ever found. Over time, this area brought together many indigenous nations, including the Assiniboine, Blackfoot, Cree, Dakota, Métis, and Saulteaux (among many others), each with their own name for the area and reasons for occupation.



Gabriel Dumont
Artwork courtesy of George Gingras

The South Saskatchewan River system was central to sustaining the economies of the original inhabitants of the area, as it acted as a primary travel route for trade and commerce. This vast river system was a highway to hunting and trade territories, including the surrounding plains where bison and other animals and plants provided food, clothing, and other necessities of life.

The South Saskatchewan River system acted as a primary travel route for trade and commerce

For many Indigenous peoples, this area is remembered as a shared gathering place that brought people together.

Numerous significant trails came through this area, as people gathered for large bison hunts, for trading, and for ceremonial purposes. Major roads and highways running through the city today were built overtop of these trails, including the Moose Woods-Batoche Trail, a historical trail that ran through the Métis settlement of La Prairie Ronde (Round Prairie) to the modern-day Whitecap Dakota First Nation then to Batoche. The Round Prairie bison-hunting brigade began hunting in the area in the 1850s.

This area was home to many Cree nations who occupied this place routinely as an important gathering place and camping area on their way to the bison hunt or to trade. Cree people gathered willow in the area to make arrow shafts, one Cree name for this place is "the place where the willows are taken" or Mane-me-sas-kwa-tan.



Medicine Wheel at Wanuskewin Heritage Park
LH-5054 courtesy of the Saskatoon Public Library

The Dakota call the area Minnetonka—or "mighty water," referring to an area that included a camping area and river crossing around the Senator Sid Buckvold Bridge and Victoria Avenue. Forced to settle on-reserve in the late 1870s, the Whitecap Dakota community chose to settle upriver at Moose Woods, one of the best river-crossing sites.

The Métis hunted bison in the area in and around Saskatoon. Saskatoon also had a Métis name: "Bois de flèche" or Arrow Woods. Patrice Fleury, an 1885 Resistance participant, recounts coming West to assist in an organized bison hunt in the spring of 1858. Fleury noted that their destination was the plains east, west and south of where Saskatoon now stands, a famed bison feeding ground where the bunch, or bison grass was plentiful, the river accessible, and where vast bison herds grazed to make these plains a permanent summer pasture.

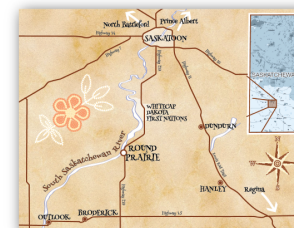


Photo courtesy of Gabriel Dumont Institute

By the 1870s, long before Saskatoon was incorporated as a city, the region was part of a larger Métis community that included the Prairie Ronde Settlement and "Frenchmen's Flats" to the south as well as Batoche and other Southbranch Settlements—Toround's Coulee, St. Louis, St. Laurent, and Petite Ville—to the north. Métis Road Allowance communities existed in Saskatoon's Nutana and Exhibition areas well into the 1950s.

Meewasin

Establishing Saskatoon



B-1724 courtesy of the Saskatoon Public Library

In 1882 John Lake, a land agent with the Ontario-based Temperance Colonization Society (TCS), arrived to determine the location of a "Temperance Colony" — an alcohol-free agricultural community dedicated to the ideals of the temperance movement. The federal government granted the TCS 213,000 acres of land in a block straddling the river and stretching from Clarke's Crossing in the north to the present-day Whitecap First Nation. Métis river lots in the process of being surveyed were cancelled by colonial officials and the land was provided to Temperance Colonists. The Métis had settled permanently in the region since the late 1850s-early '60s, although they had used the region's resources much earlier.

John Lake met with Chief Whitecap and others from the community to determine the best location for the colony. On the advice of Chief Whitecap, Lake chose present-day Nutana as the colony's administrative centre. The chosen area would allow easy access to the river. Lake indicated in his reminiscences that the initial name chosen for the settlement was "Minnetonka." The first settlers arrived the summer of 1883.

Economic relationships between the TCS and the Whitecap Dakota First Nation were established by the mid-1880s. The Dakota brought items such as fish and furs to the local stores to trade and some Dakota women worked as domestics in Saskatoon homes. As the Whitecap community developed a thriving cattle industry into the late 1890s, they brought their hay to local markets in Saskatoon. This continued until the 1950s.



LH-858 courtesy of the Saskatoon Public Library

Things began to pick up in 1890, when the Qu'Appelle, Long Lake and Saskatchewan Railway arrived in Saskatoon on its way from Regina to Prince Albert. But the train didn't stop in the little east bank community. Instead it crossed the river where the Senator Sid Buckwold Bridge currently stands, stopping at the station located on the west side of First Avenue, facing 20th Street.

In 1906, with a population of 3000, Saskatoon was the fastest growing city in Canada

Saskatoon grew slowly at first, partly due to its isolation. There was no railway and the river was too shallow and unpredictable for steamboat travel. Settlers could only take the train as far as Moose Jaw, after which they faced a daunting, 260 km (160 mile) trek overland in horse-drawn wagons.

Becoming a village meant that Saskatoon could collect taxes, borrow money, and undertake local improvements. Village assets in 1901 consisted of two road scrapers, a combination plow, a spade, a tape measure, a square, and a combined minute book and ledger.

With a population of only 113 settlers, Saskatoon was barely a dot on the map, dwarfed by major centres like Regina and Prince Albert. Communities like Rosthern and Duck Lake were substantially larger. But Saskatoon grew rapidly over the next few years.



LH-3810 courtesy of the Saskatoon Public Library

In 1906, with the promise of a traffic bridge and other civic improvements, Saskatoon, Nutana, and Riversdale amalgamated to become a city with a population of 3,000—the fastest growing city in Canada!

Meewasin

Beyond Wood And Steel - Broadway Bridge

Completed in 1932, the Broadway Bridge was one of many Depression-era public works projects built under the federal Unemployment Relief Acts of 1930 and 1931 in order to help provide short-term jobs for unemployed, married men across Canada.



A-166 courtesy of the Saskatoon Public Library



A-144 courtesy of the Saskatoon Public Library

**Single men and all women
were not eligible to work
on the bridge**

The purpose of the program was not only to provide the maximum amount of work to as many men as possible, but also to end up with public infrastructure that was both necessary and useful. The goal, in the words of one writer, was to build a bridge "not a boondoggle to keep idle men occupied." Indeed, Saskatoon had needed a new bridge for years, and the construction of one was already being discussed when the Depression struck.

Although the \$850,000 cost was shared by all three levels of government, the Broadway Bridge was very much a "made in Saskatoon" project. It was designed by engineers from the University of Saskatchewan and built by a local contractor using only local men, a total of 1,593 of whom worked on the bridge. All material used in the construction was also sourced from local suppliers.

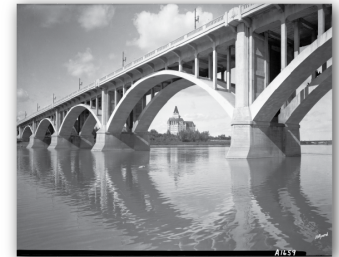


A-174 courtesy of the Saskatoon Public Library

As a relief-work project, the new bridge was to be built by married men on the unemployed register only. In order to spread the work to as many as possible, each man was only given one shift a day for a total of 16 to 22 days, depending on the size of his family. A married man without children was limited to \$25 per month, while a man with a large family could make \$37.50 per month. Single men and all women were not eligible to work on the bridge.

Construction began in mid-December, 1931. To meet the federally imposed completion deadline of December, 1932, the work continued day and night, Sundays and holidays; through wind, rain, snow or shine; all through that bitter winter and the months that followed.

The Broadway Bridge was completed on time and on budget, and opened to traffic before a crowd of several thousand on November 11, 1932, following the Remembrance Day services at the cenotaph.



A-1659 courtesy of the Saskatoon Public Library

Meewasin 

First Crossings

Although rivers in Saskatchewan were important highways, they were also barriers to travel. Even the best crossing sites – where the river was narrow, with gently sloping banks – could be dangerous, and wagons were often floated across while horses and cattle had to swim.

One answer to the problem was to establish ferry crossings.

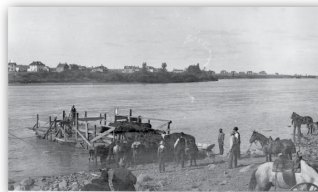
The first ferry in Saskatchewan was started in 1871 by Xavier Letendre, at Batoche, 90 km north of Saskatoon. Soon afterwards, Gabriel Dumont began operating a ferry a few kilometres south of there, where the Gabriel Dumont Bridge now stands.



LH-2014 courtesy of the Saskatoon Public Library

In Saskatoon, the first ferry service began in the fall of 1883. It was simply a large, flat-bottomed boat that could (with considerable effort) be rowed over to the other side. A "swing ferry" was built in 1884, running on cables strung across the river between present-day Victoria Park and the foot of Main Street. In 1890, it was moved to a point near the foot of Victoria Avenue. This type of ferry uses the river's own current as its motive force. Changing the angle of the ferry relative to the current allows it to move in either direction across the river.

People complained about the ferry service from the very beginning. It was slow, awkward and unreliable. It only ran for part of the year and it frequently broke down or became stuck. At an "indignation meeting" in the fall of 1902, it was reported that the ferry "was never run when the water was high, nor when it was low, nor when the wind was blowing, and when these objections did not exist the ferryman was away doing some other job."



LH-5 courtesy of the Saskatoon Public Library

The ferry approaches were also a major problem. The apron slopes were too steep, and large boulders on the shore made it difficult to load and unload, frequently causing damage to wagons and to the ferry itself. Another problem was the ferry's carrying capacity. During periods of peak travel such as market days or fair days, people, wagons and cattle would crowd the approaches.

Could you imagine waiting up to six hours to cross the river?

People also objected to paying for it. The Temperance Colonization Society had originally operated the ferry as a free service. But it was bought by a private operator in 1893, who charged a fee to take people across. This continued even after the territorial government took over operations in 1898. Free ferry service would not come to Saskatchewan until 1912. But it no longer mattered in Saskatoon, where the ferry made its last run on October 10, 1907, the day the Traffic Bridge officially opened.



The last ferry trip of 1907
LH-1987 courtesy of the Saskatoon Public Library



LH-1835 courtesy of the Saskatoon Public Library

Many people refused to use the ferry at all. After the railway bridge was built in 1890, it became a popular shortcut into town. It was claimed that in 1902, half the people coming to Saskatoon from the east side of the river tied their horses at the end of the bridge and walked across. There are even stories of people dragging wagons across the bridge to avoid taking the ferry.

Meewasin 

Bridging the Gap



PH-90-86 courtesy of the Saskatoon Public Library



LH-3092 courtesy of the Saskatoon Public Library

From the beginning, Saskatoon was remote and isolated, at the end of a long, arduous, overland trek on a lonely stretch of the nearly un-navigable South Saskatchewan River. But that was about to change. In 1889, the Qu'Appelle, Long Lake and Saskatchewan Railway company commenced construction of a railway line from Regina to Prince Albert.

That line would cross the river here, in Saskatoon.

Saskatoon was chosen for three reasons. The riverbanks were low and relatively equal on both sides (the same factor that had lured the original Temperance Colony surveyors in 1883), making it easier to build a bridge here. Owing to the ferry, it was already the crossing point for the important Regina-to-Battlefords trail; and finally, Saskatoon's Temperance Colonization Society had agreed to provide free land for the railway right-of-way and station.

Work began in August. By the time it wrapped up for the winter, they were half way to Saskatoon. Excitement mounted here as the construction crews got closer the following spring. The tracks finally reached the river on May 19th and the first train crossed a temporary bridge here in late June.

By the end of August, the bridge was complete, along with a train station, section house and water tower, all on what is now the downtown side of the river, opposite the original Temperance Colony settlement. By the end of September, twice-weekly trains were running between Regina and Prince Albert.

The world had finally come to Saskatoon.



LH-698 courtesy of the Saskatoon Public Library

In 1889, the Qu'Appelle, Long Lake and Saskatchewan Railway company started construction of a railway line from Regina to Prince Albert



LH-3871 courtesy of the Saskatoon Public Library

But the decision to place the railway station across the river split the settlement in two and ensured that the new community thus created, not the original Nutana settlement, would become the commercial centre of Saskatoon. Indeed, the railway refused to stop in Nutana at all, not even to unload passengers or freight, so that people there continued to be dependent on the ferry.

The new bridge was a simple, wooden, through-truss consisting of six spans resting on timber piers with a total length of 274 metres. Although there had been talk of building a combined railway and traffic bridge, or even a separate traffic bridge, this didn't happen. The new bridge had no provision for foot or vehicle traffic of any type.

Bridges like this were cheap to build and maintain. But the untreated, wooden piers had a limited lifespan and were susceptible to damage, particularly from the ice break up in spring. The new bridge was severely damaged on several occasions over the next few years, most catastrophically in 1904, when four spans were destroyed by the rising ice. Worse, flooding in the Qu'Appelle Valley that year washed out the bridge at Lumsden and submerged miles of track. With its only railway line cut in two places, Saskatoon was effectively isolated for the next 50 days. Travellers were stranded and an estimated 4,000 settlers, who would otherwise have gotten off the train in Saskatoon, instead spent their money elsewhere.

The bridge was rebuilt, this time with permanent, concrete piers. Again, there had been talk of adding traffic lanes, and again, they failed to materialize. Eventually, the wooden superstructure was replaced with steel, and this bridge stood until it was finally demolished in 1964 as part of the rail line relocation project that cleared the way for the Idylwyld Freeway and the Senator Sid Buckwold Bridge.



LH-872 courtesy of the Saskatoon Public Library

Meewasin 

Beyond Wood And Steel - University Bridge

By 1912, Saskatoon desperately needed a second traffic bridge. The city's population had exploded since 1907, with new neighbourhoods on both sides of the river, a new university and a planned street railway system, all of which would further strain the capacity of the already-overtaxed Traffic Bridge.

In 1913, the province and the city agreed to build a new bridge between Clarence Avenue and 25th Street, which is today known as the University Bridge, with the city covering one-third of the cost.



PH-2005-10-41 courtesy of the Saskatoon Public Library

*...creating the impression of
“a stone, skipping across
the water.”*

Originally, it was to be a steel-truss bridge similar to the railway bridge at 33rd Street. But the difference in heights between the riverbanks meant that a huge embankment would have to be built along 25th Street. Instead, they chose a spandrel-arched, reinforced concrete bridge, which could be built sloping downward from east to west with the arches decreasing in size, creating the impression of “a stone, skipping across the water.”



LH-3588 courtesy of the Saskatoon Public Library

It was to have two, 4 metre roadways with 2.4 metre sidewalks cantilevered out from each side and a pair of streetcar tracks running down the middle. When completed, it would be “the longest and probably the finest concrete bridge in all of Canada.”

Work began promisingly in August of 1913. But the boom that had been fueling Saskatoon's prosperity was collapsing and the city and province were soon in the throes of recession. The contractor building the bridge was near bankruptcy and there were delays when the concrete of one of the piers settled badly and had to be re-poured. Then on August 4, 1914, Canada went to war and the provincial government froze all public works contracts -- except for the University Bridge. Unfinished, it was in danger of being destroyed by river ice during the spring thaw.



PH-2002-141-5 courtesy of the Saskatoon Public Library

By the spring of 1916, with only the streetcar tracks to be laid and the deck to be paved, the city found itself out of money. The provincial government reluctantly agreed to cover the remaining cost and on November 15, 1916, the University Bridge officially opened. But the planned extension of the street railway system never occurred and the tracks remained unused until they were removed in 1947.

Meewasin 

Built For People, Not For Trains

When it officially opened in the fall of 1907, Saskatoon's Traffic Bridge became the very first bridge over the South Saskatchewan River to be built for people, not trains.

Saskatoon had needed a bridge for years. The slow and unreliable ferry service was not only inconvenient, it was a deterrent to commerce that the ambitious settlement could ill afford. In 1904, the territorial government had set aside \$60,000 to build traffic attachments onto the railway bridge that crossed into downtown where the Senator Sid Buckwold Bridge is now. But that idea fell through.



B-1651 courtesy of Saskatoon Public Library



LH-1819 courtesy of Saskatoon Public Library

Finally, in 1905, the communities of Saskatoon (the present-day downtown), Riversdale and Nutana began discussing the possibility of amalgamating together to become a city. But Nutana held out for a bridge to replace the ferry, and the following spring, the first budget of the brand-new province of Saskatchewan included money for a stand-alone traffic bridge for Saskatoon.

Designed by the provincial Department of Public Works and built at a cost of \$106,000, the Traffic Bridge was a "camel-backed, Parker through-truss" in which the trusses rise above the level of the roadway. It consisted of five spans with a total length of 275 metres, making it the longest dedicated traffic bridge in all of Saskatchewan or Alberta at the time. The roadway was 6 metres wide, with provision for brackets to be added on either side to carry a walkway and streetcar tracks.



LH-222 courtesy of Saskatoon Public Library

Saskatoon's Traffic Bridge became the very first bridge over the South Saskatchewan River to be built for people, not trains

Construction began in August, 1906 and the concrete piers were finished late the following January. But the company that was to supply the steel for the rest of the work was behind on its orders, and construction did not resume again until late spring. Finally, on October 10, 1907, the Traffic Bridge opened to the public.



Re-design of Victoria Avenue and Rotary Park development 1960
LH-2004 courtesy of Saskatoon Public Library

Even before it was finished there were complaints that the bridge was too narrow to accommodate the fast-growing city's future needs. The lack of a dedicated pedestrian walkway was also worrisome, as this made it dangerous for anyone crossing on foot. This was a definitely a problem, and a footbridge was added to the downstream side of the bridge in 1908. But there was no way to make it any wider, and, as was pointed out, there was ample room for two wagons to pass each other easily. What more could you want?

The importance of the Traffic Bridge to the newly-incorporated city of Saskatoon cannot be understated. Without it, Nutana would not have joined in amalgamation and Saskatoon would probably not have become a city – with all the advantages that involves – in 1906. As well, the bridge drew trade into Saskatoon from the south and east which would otherwise have gone to places like Dundurn, and so helped ensure the city's role as a regional service centre at a critical time in its history.

Meewasin 

Hills: The Long And Short of It

From the Nutana side of the river there were only two roads down to the Traffic Bridge: the Long Hill, crossing the face of the riverbank from Broadway, and the Short Hill, built a couple years later, which plunged straight down Victoria Avenue.

With an 11 percent grade, the Short Hill was too steep for most traffic. But the Long Hill road had its own hazards, in particular the sharp turn at the top onto Broadway Avenue, and the even sharper one onto the bridge at the bottom.

In 1912, both roads were paved with sandstone blocks to provide better footing for horses. Even so, loaded wagons and most motor cars found the Short Hill too steep. So did the streetcars of the Saskatoon Municipal Railway, which commenced operations in 1913.



LH-2581 courtesy of the Saskatoon Public Library



LH-1043 courtesy of the Saskatoon Public Library

Crash on Long Hill sends streetcar onto riverbank!

The sharp turns on Long Hill were a real problem for streetcars. The city had to use its smaller cars on the run into Nutana, not only for fear the larger ones would be too heavy for the bridge, but also because they were too long to make the turn at the foot of the bridge without scraping.



PH-2014-302 courtesy of the Saskatoon Public Library

In winter months, ice could make the tracks on Long Hill slippery, and a watchman had to be stationed there to keep them sanded. Even so, there were several derailments over the years. On March 3, 1922, a streetcar jumped the tracks when its brakes failed to hold as it came down the hill. Skidding out of control, it left the road, struck a pole and bounced off, plunging down the riverbank.

Amazingly, no one was killed. Of the twenty-eight passengers, only six were sent to hospital. But there were so many spectators crowding the Traffic Bridge that the chief of police ordered them removed for fear the bridge would collapse.

On several occasions, the road down the Long Hill was damaged by riverbank slumping. In 1914, slumping caused a 1.2 metre crack in the roadway. A temporary bridge had to be built to carry the streetcar lines and other traffic over the crack until it could be fixed.



LH-996 courtesy of the Saskatoon Public Library



LH-693 courtesy of the Saskatoon Public Library

In the early 1960s, the south end of the bridge was raised and a new interchange built, reducing the grade on both the Short and Long Hills slightly. The area around the bridge was substantially changed a few years later when that part of the river was filled in to make Rotary Park. The approaches were completely rebuilt when the new Traffic Bridge was completed in 2018.

Meewasin 

Spanning Our History



Completed in 1907, Saskatoon's original Traffic Bridge played a critical part in joining the communities of Nutana, Saskatoon and Riversdale. It became part of the fabric of Saskatoon, a favourite subject for local photographers and a daunting rite of passage for generations of new drivers, forced to dare its narrow lanes for the first time. It served faithfully in this role for more than a hundred years before closing permanently in the fall of 2012.

The bridge had been closed at various times before that for repairs and maintenance. As it got older, concern was expressed that it might be approaching the end of its effective lifespan. Several major inspections were undertaken between 1986 and 2005 to monitor its condition. In the fall of 2005, it was announced that the bridge had rusted so badly it was in danger of collapsing under its own weight. It was closed to vehicle traffic but remained open to pedestrians and cyclists until repair work began the following summer.



Image courtesy of the Saskatoon StarPhoenix

When the bridge re-opened in the fall of 2006 it was expected to last another twenty years. But an inspection in the summer of 2010 uncovered major structural problems and the city moved quickly to close the bridge permanently.

After extensive public consultations, Saskatoon's city council voted on December 6, 2010 to demolish the Traffic Bridge and replace it with a modern steel truss bridge similar in style to the original.

The pedestrian access ramp on the Nutana side of the bridge was dismantled in May of 2012. That fall, the first span of the bridge on that side was also removed so that Saskatchewan Crescent – which it had crossed over – could be re-opened.



Image courtesy of the Saskatoon StarPhoenix

Saskatoon's Traffic Bridge played a critical part in joining the communities of Nutana, Saskatoon and Riversdale

At the same time, archaeological research into the fate of the paddle wheeler S.S. City of Medicine Hat, which had crashed into the bridge and sank in 1908, was conducted at the base of the southernmost pier, where the accident occurred. Drilling there recovered various artifacts identified as being from the doomed steamer.

The design for the new Traffic Bridge was approved late in 2015. Work began immediately. On January 10, 2016, thousands watched as explosive charges were set off on the bridge, dropping the two remaining southern spans down onto a berm that had been constructed below. In February, the northernmost span was similarly removed. This time, however, explosives were set on the south side of the span only, severing it from the pier and letting it tip down onto the berm in order to protect the retaining wall and walkway on River Landing.

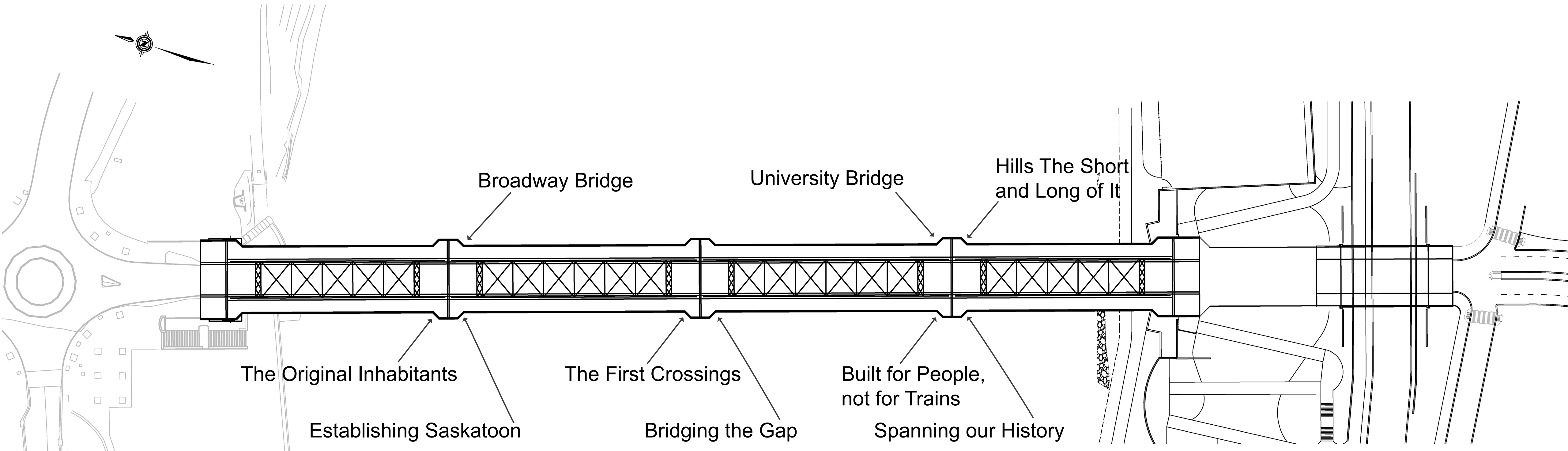


For the next few months, a single span of the historic Traffic Bridge stood alone in the middle of the river. In November, it was lowered to the berm below, cut into smaller pieces and removed, making way for construction of the new bridge.

The new Traffic Bridge officially opened to the public on October 2, 2018.

Meewasin 

Traffic Bridge Sign Locations



Mayor and Council,

City of Saskatoon

September 4, 2019

This year marks the 40th Anniversary of the demolition of Saskatoon's beloved Capitol Theatre. Many of you will have been reminded of the event by the remarkable web documentary recently produced for the CBC. Memories of this grand theatre abound.

Numerous theatre artifacts were saved from the wrecker's ball by the Saskatoon Heritage Society and members of local theatre groups. Some form part of the décor of several businesses around the city, while many more are currently in storage in less than ideal conditions. These artifacts are large and impressive and, once restored, could be brought together to replicate the entrance and part of the interior of the theatre.

It's time we found a home for these artifacts - somewhere the public can view them and catch a glimpse of the former grandeur of the theatre. They could form a focal point in a new Downtown Experience Centre, or civic museum, aimed at renewing interest and vibrancy in our Downtown core. We are asking the City to explore possibilities.

The value of our downtown Capitol Theatre has been promoted nationally by architecture critic Alex Bozikovic. Let's show the country that Saskatoon values the theatre too by making this a year to remember and bringing a small portion of the theatre back to life.

We would like to address the appropriate Committee and Council on this issue.

Sincerely,

Peggy Sarjeant

President, Saskatoon Heritage Society

Central Avenue Streetscaping Project – Update and Request for Capital Budget Funding

ISSUE

The purpose of this report is to respond to a request from City Council to provide an update on Central Avenue Streetscape Project, and advise that a request for funding to support Phase 3 has been included in the 2020 Capital Budget requests, as part of the options included within the prioritization process for the 2020/21 budget deliberations.

BACKGROUND

The Central Avenue Master Plan (Master Plan) was approved by City Council in 2009. The Master Plan report called for streetscape improvements on Central Avenue between 107th Street and 115th Street. Due to the scope of the project, it was divided into four phases. As part of the former Urban Design – City-wide Program, with funding from the Land Sales Administration Fee, Phase 1 construction (south side of the 109th Street intersection to the north side of the 110th Street) was completed in 2012, and Phase 2 (improvements north along the east and west side of Central Avenue through to the north side of the 113th Street) was completed in 2015. The Urban Design - City Wide Program and its funding source for streetscape construction concluded in 2016, and a new funding source is required before construction of Phase 3 of the streetscape plan can proceed.

At the November 26, 2018 meeting to discuss the Preliminary Business Plan and Budget, City Council requested that:

“Administration report back about Capital Budget 2166 (Urban Design – City Wide: Central Avenue Streetscaping) with details about the scope of the project, potential partnerships to fund the project (e.g. working with other Departments to identify shared work/costs for upgrades), and funding options. The report should be delivered in time for 2020 Corporate Business Plan and Budget deliberations.”

DISCUSSION/ANALYSIS

Phase 3 Construction Will Conclude South Portion of Project

Phase 3 of the Central Avenue Streetscape Project will continue the existing design improvements south to 107th Street and will conclude the south portion of the construction project. Phase 3 involves continuation of the multi-use pathway, new pavers, street furniture and some driveway realignments along Central Avenue. The design will also include a gateway feature at 108th Street that will identify and celebrate this historic business district. The Urban Design team will work with the Sutherland Business Improvement District (Sutherland BID) to design a unique gateway feature.

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Project Stakeholders Include Internal and External Partners

Streetscape improvement projects are comprehensive plans involving multiple civic departments and private stakeholders, including the Business Improvements Districts (BID) and property owners within the study area.

External stakeholders will include the Sutherland BID, who will be directly involved in designing the gateway feature. The Urban Design Team will also work with area businesses to keep them apprised of the proposed design and timing of construction to help minimize impacts on their businesses. The Sutherland BID will assist with the communication efforts to ensure area businesses and property owners are involved throughout the project.

The Urban Design team will work with internal departments to coordinate streetscape construction with any planned improvements in the area. Some of the internal partnerships include Transportation, Construction and Design, Parks, Saskatoon Water, Saskatoon Transit and Saskatoon Light and Power. These internal stakeholders will help comprise an internal steering committee to assist in guiding the project from design through construction. Any opportunities to provide further enhancements to the project will also be explored. Although funding for the streetscape project is not available through these internal Divisions, the team will search for opportunities for improvements beyond the urban design efforts, such as potentially enhanced bus stops.

Potential Sources of Funding

Based on the preliminary design, Administration estimates that \$900,000 is required to complete Phase 3 of the construction project. There is currently \$100,000 available in the City Wide Streetscape Reserve for the project, which are residual funds from the construction of the first two phases of the project. A total of \$100,000 will also be redirected from pedestrian amenities to the Central Avenue Streetscape budget. Another \$100,000 was approved for the design work in 2019, leaving a funding shortfall of \$600,000.

The first two phases of the Central Avenue Streetscape Project were funded from the Land Bank Sales Administration Fee (collected from the sale of city-owned parcels of land). To date, \$2.1 million has been dedicated from this funding source to the Central Avenue Streetscape Project. Other priorities have meant this funding source is no longer available for Phase 3 of the Central Avenue Streetscape Project.

Although parking meters were installed as part of the streetscape work along Central Avenue, the revenue forms part of the general Parking Meter revenues, which is distributed according to a set formula. Some of this funding is allocated to the BID Streetscape Reserve which is committed to the three core BIDs (Broadway, Riversdale and Downtown YXE); therefore, parking meter revenue is not a funding option for this project.

Internal discussions have occurred with all relevant groups to identify if potential funding exists in other areas to partner on this project. Other existing sources of funding have

Central Avenue Streetscaping Project – Update and Request for Capital Budget Funding

not been found; therefore, the Administration is requesting that \$600,000 be dedicated to the project from the Reserve for Capital Expenditures (RCE). A submission has been included as part of the 2020/21 RCE prioritization process for consideration during the 2020/21 budget deliberations.

Timing of Phase 4

Phase 4 of the Central Avenue Streetscape Project includes the area from 113th Street to the CP rail line, and would include a pedestrian crossing. Completion of the fourth phase will depend on funding availability, the future plan for the rail crossing and negotiations with CP Rail. There is no estimated timeline for this work to be completed.

Future of Streetscaping and Urban Design in the Sutherland BID

Although some work is required at the north end of Central Avenue, Phase 3 will conclude the majority of construction work for the Central Avenue Streetscape Project. Upon completion of Phase 3, the Administration, in consultation with all BIDs, will explore the possibility of the Sutherland BID moving into the Urban Design – BID program. This would help support the flowerpot and banner programs, public art installations, pedestrian amenities, facade grants and funding for maintenance of urban design assets in the Sutherland BID area. A report to City Council detailing the implications of this request would be provided before any action is taken.

IMPLICATIONS

The financial implications of this report include the request for \$600,000 of reserve for capital expenditures (RCE) funding to support Phase 3 construction of the Central Avenue Streetscape Project. There are no legal, social, or environmental implications identified.

NEXT STEPS

The next step in this project is for the funding request to be considered during the 2020/21 Capital Budget deliberations.

Report Approval

Written by:	Paul Whitenect, Manager, Neighbourhood Planning Section
Reviewed by:	Lesley Anderson, Director, Planning and Development Division
Approved by:	Lynne Lacroix, General Manager, Community Services Department

SP/Central Avenue Streetscaping Project – Update and Request for Capital Budget Funding/gs