

Thompson, Holly

From: Peggy Sarjeant <City.Council@Saskatoon.ca>
Sent: Tuesday, April 23, 2019 3:56 AM
To: City Council
Subject: Form submission from: Write a Letter to Council
Attachments: [broadway_and_brt_letter_to_council_19_04_23.doc](#)

Submitted on Tuesday, April 23, 2019 - 03:55
Submitted by anonymous user: 142.165.218.35
Submitted values are:

Date: Tuesday, April 23, 2019
To: His Worship the Mayor and Members of City Council
First Name: Peggy
Last Name: Sarjeant
Email: [REDACTED]
Address: [REDACTED] University Drive
City: Saskatoon
Province: Saskatchewan
Postal Code: [REDACTED]
Name of the organization or agency you are representing (if applicable): Saskatoon Heritage Society
Subject: BRT Broadway
Meeting (if known): City Council
Comments: Please find attached letter. I would like to address Council on this issue.
Attachments:
[broadway_and_brt_letter_to_council_19_04_23.doc](#)
https://www.saskatoon.ca/sites/default/files/webform/broadway_and_brt_letter_to_council_19_04_23.doc

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/303000>

April 23rd 2019

Your Worship and Members of Council,

The Saskatoon Heritage Society is writing in response to the BRT route options for Broadway Avenue. We would like to address City Council on this issue.

The Society is fully in support of improved public transit. If it is introduced into an historic district such as Broadway Avenue, however, care must be taken to minimize any adverse effect on the ambience of the street and on the needs of pedestrians. This street is the heart of Saskatoon's founding Temperance Colony and maintaining its character is key to telling Saskatoon's history.

One aspect of the route options which continues to concern us is the emphasis on corridor growth. Such growth could be detrimental to the character of the street, leading eventually to its loss of appeal. It is important to keep buildings to a human scale with activity at the street level. [Councillors may be interested in the current situation on 9th Avenue in Inglewood in Calgary where the City is struggling to find a balance in its densification strategy. Public transit also forms a part of that discussion].

For many years the Nutana community and Broadway have been at the forefront of neighbourhood planning, first as a catalyst behind the *Core Neighbourhood Study* of 1978, then with the first Local Area Plan and most recently as partners in the *Broadway 360 Development Plan* (2009). *Broadway 360* provides a framework for development down Broadway. We hope that pressure for more density along transit corridors does not lead to re-opening this unique plan.

Broadway 360 is all about "enhancing and reinforcing the atmosphere and character of Broadway". One of its key Objectives is "atmosphere and character retention ", stating that the success of the street "hinges on leveraging these identity –defining assets".

When deciding on the BRT route, Councillors must ask themselves what the impact will be on Broadway's heritage, particularly given the emphasis on corridor growth.

We ask City Council to reconsider the densification strategy for Broadway Avenue and assure us that the zoning and architectural controls already in place will continue to be followed.

Sincerely,

Peggy Sarjeant

President,

Saskatoon Heritage Society

BRT and Broadway 360

The report's response to questions about how a proposed Broadway BRT would support (or not) the goals of the Broadway 360 Development Plan seems particularly one-sided. The focus of the report is on Pillar 1 of the Plan with much attention being paid to increased density as a catalyst for investment. Yet Broadway 360 is all about "enhancing and reinforcing the atmosphere and character of Broadway". Pillar 3's key objective is "character and atmosphere retention", stating that the success of the area "hinges on continuing to leverage these identity-defining assets". Pillar 5 refers to the importance of keeping the needs of pedestrians front and centre – the 'Pedestrians First' mantra.

The report, however, devotes one single sentence to the need to ensure the distinct character of Broadway is maintained. There is no mention of retaining the "atmosphere" or ambience of the street.

The negative impact of a BRT route on these less tangible aspects of Broadway's assets needs to be acknowledged and explored further. One can only imagine the impact that 30 buses an hour at peak traffic time would have on street ambience and pedestrian safety, especially if there is no dedicated bus lane.