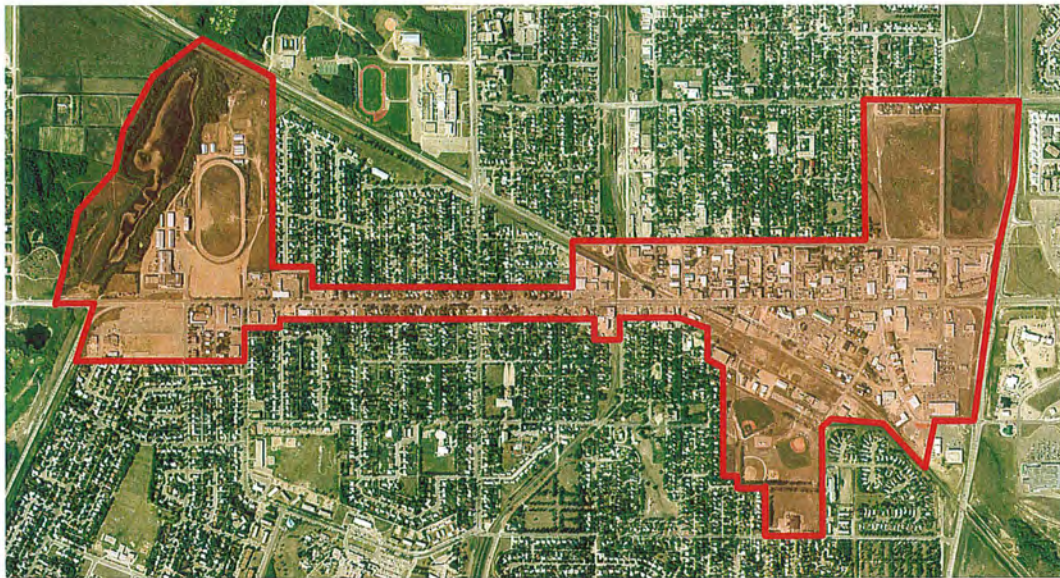


# City of Yorkton

## Downtown & West Broadway Corridor Redevelopment Plan







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## Executive Summary

An overview of Yorkton illustrates a City rich in heritage, culture, and agricultural tradition. Despite a population of only 17,000, it is the largest City in east central Saskatchewan, with the third largest trade region in the Province consisting of 14,000 square miles and 150,000 people. A strong senior's demographic, well educated workforce, healthy employment rate, and stable commercial and residential sector, are factors supporting the community's viability and attractiveness.

Regardless of these strengths, Yorkton is typical of most centres that have experienced the real estate market shift from the traditional commercial core to the suburbs. This investment shift is a primary factor in the Downtown's decline, leading to general decay and pockets of dilapidated or vacant properties and buildings. Reversing this cycle requires a Plan and intervention strategy to reestablish the Downtown as the heart of the community.

The *Yorkton Downtown and West Broadway Redevelopment Plan* is the culmination of a two-year planning process that began in the summer/fall of 2003. The Plan's primary objective is the formulation of a revitalization strategy that will remove blight, reverse economic decline, and recreate the character and appeal of the central core. A multi-faceted approach has been applied to foster a vision that promotes amongst other things, beautification, heritage and culture, innovative design principles, and commercial investment.

A central premise of the Plan's development has been a public participatory process that captures the views and opinions of the citizenry. Early, middle, and latter stages of the Plan's development employed various consultation methods to ensure a strategy that is both practical and representative of the public interest. In November 2003 a resident questionnaire survey was mailed to all City households whose responses provided the foundation for defining key planning issues. This was followed by Focus Group Sessions with leaders from more 40 organizations to create various revitalization themes and strategies. Finally, a CMHC sponsored planning design charrette, was conducted in October of 2004, with the support of the urban design



consultant, Hilderman Thomas Frank Cram, to formulate and detail the redevelopment vision.

A diverse range of themes and ideas came out of these public consultation initiatives. Nonetheless, there was a general consensus that the Downtown lacks the atmosphere, character, and aesthetic interest to set it apart from other cities. Poor urban design, a lack of public and commercial amenities, and undesirable land uses were concerns most commonly expressed. Improving the Downtown image involves establishment of a theme that emphasizes arts and culture, historic building architecture, streetscape design, mixed uses, pedestrianism, and more compatible commercial anchors.

Together with this framework are targeted redevelopment sites and projects that will serve as revitalization anchors throughout various districts of the redevelopment area. Redevelopment of the Agriplex grounds, commercial development of West Broadway, a sustainable commercial “power centre” for the Dracup Avenue Corridor, an expanded CPR Park, a commercial centre themed as a Farmer’s Market, new Fire Hall, and a diverse range of housing initiatives are just some of the key projects proposed. Since all of these projects require assembled land, infrastructure, plan designs, and public or private funding, continuous planning and concentrated efforts are needed if they are to be realized.

Despite a ten to fifteen year implementation horizon, the broad scope and \$30+ million budget of the Plan demands a rigorous schedule and a sustained commitment from Council, Administration, business community, and public/volunteer organizations. Programs and organizations that were formed during the development of the Plan such as the *Enterprise Zone Incentive Program* or the *Yorkton BID*, will provide some assistance. Nevertheless a significant injection of public capital is essential from the outset of the implementation strategy. Despite the potential tax hike required to do so, the financial return from the development to follow will prove to finance most of the improvements in latter stages, along with expanding the future tax base of the City.

Pursuing the recommendations and concepts presented throughout the Plan, will establish Yorkton as one of the most unique centres in the Province. With a firm commitment from the Council, Administration, the business community and stakeholders, it is anticipated that many of the components of this Plan can be achieved within five years. The accomplishments of this period will determine the phasing schedule of numerous larger projects, however it is realistically proposed that the complete Plan can be realized by 2020.



## GENERAL OVERVIEW

In June of 2003, the City of Yorkton adopted a new Development Plan (Plan Yorkton) and Zoning Bylaw to guide the City's growth for the next five years. The Development Plan touches upon many areas of development including transportation, infrastructure services, urban design, recreation, and land use. Through its policy statements the Development Plan has provided the City with the planning principles needed to guide development, capital spending, and future planning initiatives in Yorkton. The Zoning Bylaw assists in providing the regulatory powers to realize these policies through the provision of area and bulk requirements, site development requirements, and regulations which curb undesirable development and conflicting land uses. While these key planning documents serve to protect the City from unplanned development, a more visionary, detailed, and targeted plan was needed to revitalize the core.

### 1.1 Plan Objective

*The Yorkton Downtown and West Broadway Redevelopment Plan* is a response to the specific planning issues facing the Downtown and West Broadway Corridor. In this regard, the Plan functions like a Local Area Plan, or a Neighbourhood Improvement Plan whose primary objective is revitalization of the target area via a series of strategic planning initiatives. The Plan touches upon a wide range of planning issues that are supported by five key redevelopment themes:

- *Urban Design*
- *Pedestrian and Vehicular Accessibility*
- *Economic Development*
- *Housing*
- *Social Activities and Events*

These five themes are utilized and assembled in a myriad of combinations throughout the Plan to explore physical, economic and social redevelopment



opportunities. The result is numerous themes, ideas, and community enabling approaches to pursue the revitalization and redevelopment of both the Downtown and the West Broadway Corridor.

## 1.2 Redevelopment Area Defined

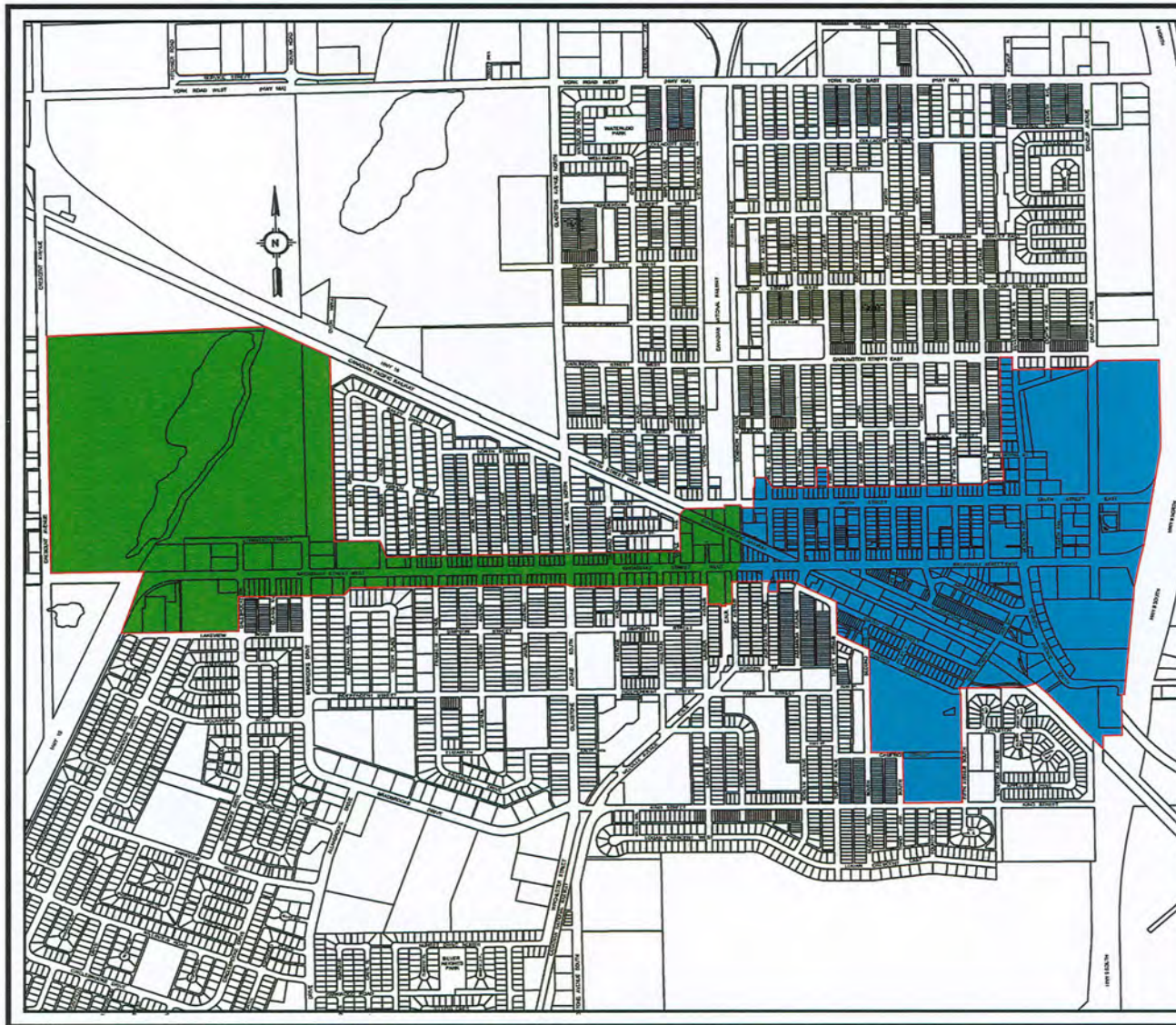
Illustrated in Map 1, the redevelopment area is made up of two primary neighbourhoods: (1) the Downtown and (2) the West Broadway Corridor. Extending east to west the total redevelopment area is approximately 204 hectares (504 acres) consisting of approximately thirty blocks from east to west. Together these two areas share the vast majority of concerns related to the redevelopment and revitalization of Yorkton.

The Downtown area is bound by Highway 9 in the East, the CN Railway Line in the West, Smith Street and Darlington Street in the North, and South Front Street in the South. In total this area (105 hectares) consists of fourteen blocks from east to west, and is predominantly within the C-1 Downtown Commercial District, with the exception of Jubilee Park and the parcel east of Dracup Avenue. The redevelopment challenges associated with the Downtown Area include vacant and underutilized properties, limited greenspace, deteriorating heritage properties, lack of pedestrian activity, and the negative impacts (vehicular circulation and appearance) of the CPR and CN Tracks.

The West Broadway Corridor is the second area of the Redevelopment Plan, extending from the CN Tracks in the East to Highway #10 in the West, including the Agriplex Grounds and Ecological Ravine which anchor the West End. This Corridor is bound by the back lanes north and south of the properties fronting West Broadway, consisting of sixteen city blocks and approximately 99 hectares. Problems associated with the Corridor include pockets of dilapidated residential dwellings, pedestrian safety, poor streetscape design and a lack of commercial anchors.

Although the Plan includes elements which deal with factors east of Highway 9, this area was not included in the defined redevelopment area. The East End, which includes the Mall and the Yellowhead Commercial Park, has witnessed significant development in recent years, with some 10.2 hectares (25.5 acres) of available greenfield commercial property for development. The real estate market in this area is relatively buoyant, and consequently it does not present the same challenges as the Downtown and West Broadway Corridor. Nonetheless the Plan recognizes the need to tie the East End into the Downtown.





MAP 1  
DOWNTOWN & WEST  
BROADWAY  
REDEVELOPMENT AREA

- PLANNING AREA
- DOWNTOWN
- WEST BROADWAY

SCALE: N.T.S.  
DATE: 28/07/2005

**Yorkton**  
Planning & Engineering

map 1.dwg

## GENERAL OVERVIEW

1.0



### 1.3 Overview of Planning Process

Figure 1 illustrates a conceptual overview of the two year planning process for the Redevelopment Plan. This process was initiated subsequent the adoption of *Plan Yorkton* in June of 2003 which made it clear that a Downtown Redevelopment Plan was needed to address a wide variety of planning issues facing the Downtown. Subsequent the adoption of the Development Plan, mobilization of administrative resources began along with in-depth research of planning related issues.

The research involved an analysis of Yorkton's existing conditions including a comprehensive overview of demographics, heritage properties, site design conditions, transportation and so on. These conditions were looked at in relation to other cities in Saskatchewan and abroad, as well as contemporary 'best practices' in the fields of planning, architecture, landscape architecture, and engineering. Based on this preliminary analysis a framework was established to develop questions to guide the public consultation process.

The public consultation process began in November 2003 and consisted of three major participatory initiatives. The first was a four page resident questionnaire survey mailed out to 6,500 households throughout the City. The second component organized fifteen Focus Group Sessions with some 45 major interest groups or stakeholders throughout the City.

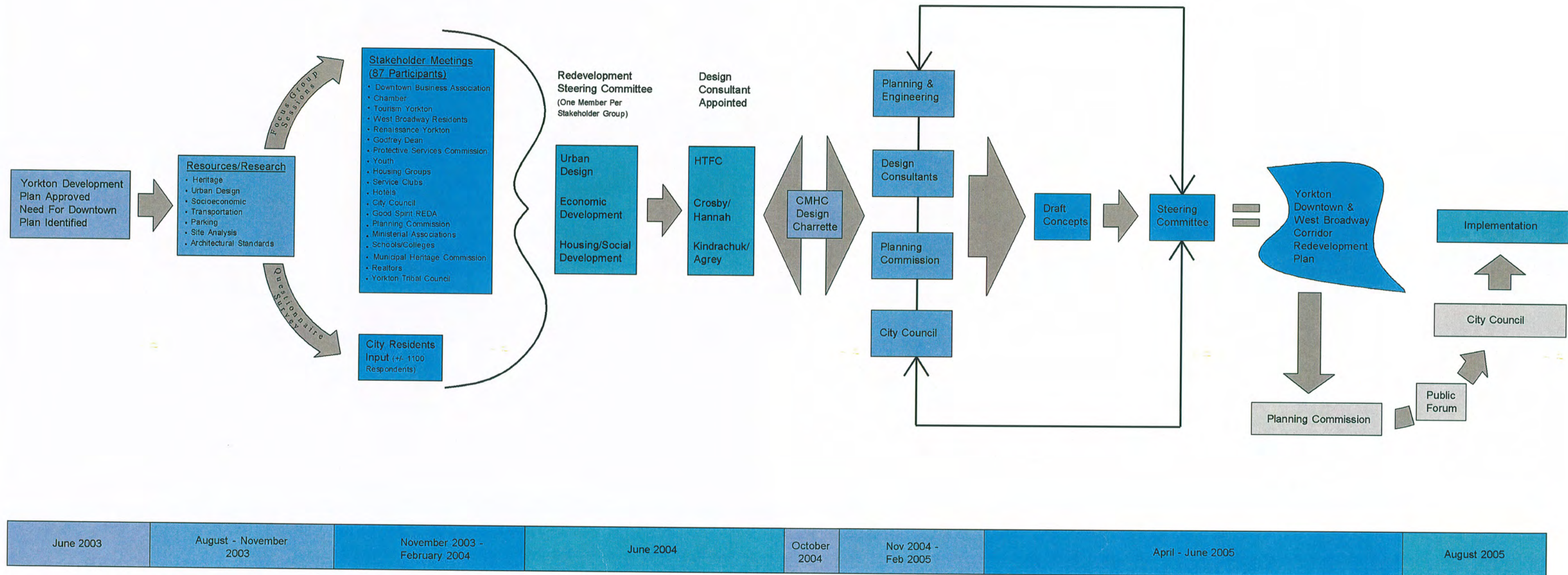
A Redevelopment Committee was formally struck in the spring of 2004 with appointments coming from key organizations that participated in the Focus Group Sessions. The Committee worked to build consensus, provide direction, and develop policy based on public consultation on the five key themes: urban design, accessibility, economic development, housing, and social activities and events. In June of 2004 an urban design consultant, *Hilderman Thomas Frank Cram*, was appointed by the Redevelopment Committee to lead the development of illustrative design concepts for the Plan. During this stage the third public participation component, a CMHC sponsored Downtown Redevelopment Planning Charrette, was held. With the Charrette and direction from the Steering Committee, the consultant design concepts were formed and refined over a seven month period.

### 1.4 Plan Structure

Including this Section, the Plan is divided into 12 Sections, which move from a broad contextual understanding of Yorkton, to an overview of publicly identified concerns, to specific redevelopment strategies, a costing and implemen-



FIGURE 1:  
Redevelopment Planning Process







tation plan, and recommendations. The following Section provides a brief overview of Yorkton's community including regional context, demographics, economic conditions, land use, zoning, and relevant planning policy.

**Sections 3.0 and 4.0** provide an overview of the community concerns raised during the public consultation process which began in the Fall of 2003. This includes the Resident Questionnaire survey mailed to residents, Focus Group Sessions, and the outcomes of the three-day Planning Charrette.

**Section 5.0** deals with pedestrian and vehicular accessibility issues and needed improvements in the Downtown and West Broadway Corridor. Sidewalks and traffic calming measures to create a more pedestrian-friendly environment are explored. Roadway configuration changes are proposed to provide better vehicular circulation and specific site redevelopment opportunities.

**Section 6.0** highlights the historic buildings in Downtown Yorkton and identifies a strategy for historic preservation and restoration. The strategy outlines the municipal designation process, provides guidelines for preservation and restoration, and documents a model historic restoration project.

**Section 7.0** is a streetscaping plan for the Downtown and West Broadway Corridor. The application of decorative lighting, street furniture, public signage, landscaping, and banners and flags are proposed to highlight "gateways" and create a more comfortable pedestrian environment.

**Section 8.0** provides standards and guidelines for building architecture, commercial signage, and site improvements, and the application of Leadership in Energy and Environmental Design (LEED) principles.

**Section 9.0** identifies key commercial and residential redevelopment areas to anchor future development. Redevelopment of Agri-Exhibition grounds, commercial development of the West Broadway Corridor, a sustainable "power centre" for the Dracup Avenue corridor, and redevelopment of the Cornerstone District (south of Broadway Street along CPR tracks) to include high density housing and a commercial centre themed as a "farmer's market".

**Section 10.0 and 11.0** provide a cost breakdown of the various initiatives and an implementation strategy. The latter discusses incentive programs, public private partnerships, land assembly, a marketing strategy, and an implementation schedule.

**Section 12** concludes with summary recommendations for Council and Administration to pursue during the Plan implementation stage.







## COMMUNITY CONTEXT

Developing a practical revitalization plan requires an understanding of the community context including its economic strengths, demographics, workforce conditions, and physical make-up. All the redevelopment concepts proposed in the Plan are based on an understanding of the City and the surrounding Region, and their social, economic, and physical conditions. This understanding provides the basis for sustainable development and tangible quality of life improvements.

### 2.1 Regional Context

With a population of 17,000 people and a trading area of 14,000 square miles (150,000 people), Yorkton is the largest City in East Central Saskatchewan and fifth in size in the Province. Situated along the Trans-Canada Yellowhead Highway No. 16, between Winnipeg, MB and Saskatoon, SK, Yorkton is located 188 km northeast of Regina, 451 km from Winnipeg, and 332 km from Saskatoon. In addition to Highway No. 16, the City is serviced by other major Saskatchewan Highways including Highways No. 10 and No. 52, as well as No. 9 which extends from the U.S. border north to Hudson Bay. Other major transportation linkages include both the CPR and CN Railway Lines as well as the Yorkton Municipal Airport.



An abundance of arable land and fertile soil conditions has long-established agriculture as the primary industry for the region. Key businesses such as Morris Industries, Leon Manufacturing, Harvest Meats, and Popowich Milling are a few examples of this vibrant sector. The strength of agribusiness, and the continued growth of Yorkton, has led to significant growth in other sectors such as wholesale, retail, service, health, and tourism.



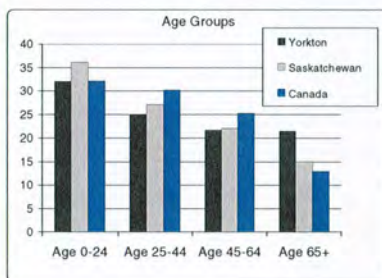
The City shares the region with several urban and rural municipalities, provincial parks, and First Nations that have strengthened Yorkton as a government centre and regional service provider. This not only includes those RM's beyond the Yorkton Planning District, but surrounding centres such as Melville, Canora, Kamsack, Roblin, and First Nations such as Cote, Kahkewistahaw, Keeseekoose, Key, Ocean Man, and Sakimay. While it is not the Plan's purpose to detail such an approach, it is clear that the revitalization of Yorkton's Downtown and West Broadway Corridor are dependent upon fostering regional partnerships.

## 2.2 Demographic Conditions

Demographic conditions are an indicator of a City's ability to attract business and investment in a competitive environment. A review of Yorkton's demographic make-up assists in identifying local strengths and limitations to formulate a feasible revitalization strategy.

### 2.2.1 Age Breakdown

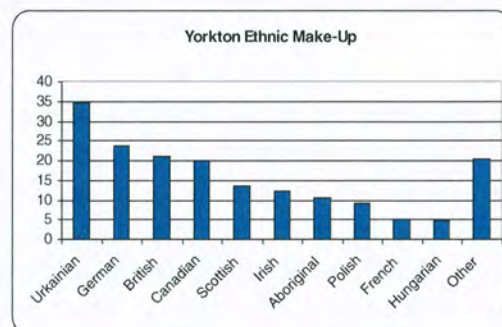
Illustrated in the chart to the left, Yorkton is on par with the rest of Canada, yet lower than Saskatchewan in the percentage of youth (0-24 years) residing in the City. It is also worth noting that the City has a significantly higher senior's population (21.4%) in comparison to Saskatchewan (15%) and Canada (13%).



Regional demographics indicate Yorkton will grow as a retirement destination for seniors and the City will capitalize on this redevelopment opportunity via housing, health care, and services. A challenge of the existing make-up however will be retaining youth to support and grow the workforce demographic (ages 25-64). With lower percentages than the Province and Canada, the City needs to focus on job market expansion and the diversification of local educational opportunities.

### 2.2.2 Ethnicity

Outside of a strong and rapidly growing Aboriginal population, Yorkton's ethnic make-up is predominantly European descent. Ukrainian, German, and British being the most represented ethnic groups; other notable ethnic groups include Scottish, Irish,

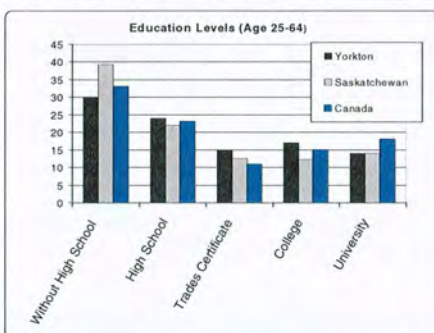




Aboriginal, Polish, French and Hungarian. Incorporating culture as a central redevelopment component, provides the opportunity to recognize and celebrate these and other ethnic groups.

### 2.2.3 Education

Illustrated below, Yorkton has a well-educated work force. In addition to containing a fewer number of adults without high school education (30%) than Saskatchewan (39.3%) and the rest of Canada (33.1%), the local population has a higher number of adults with high school, trades certificate, or college education.

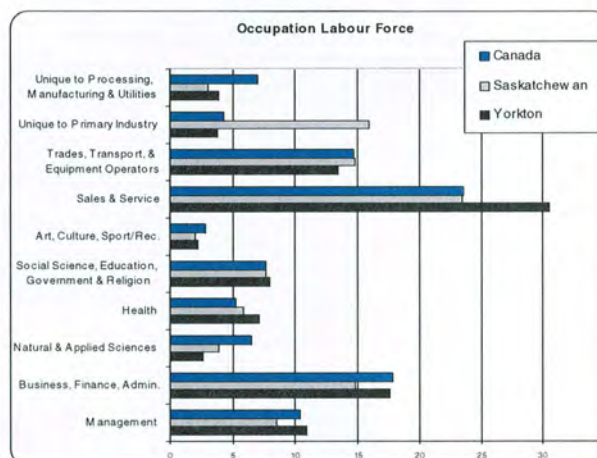


Yorkton is level with Saskatchewan and lower than the rest of Canada in terms of people with University education. Retaining and/or attracting University graduates will require an expansion of University accreditation in Yorkton, as well as more professional jobs in the City.

### 2.2.4 Employment

Yorkton has a participation rate of 60.5%, and contains a 2001 unemployment rate of 5.7% which is a decline of 3.1% from 1996 when the unemployment rate was 9.1%. The 2001 average is significantly lower than Saskatchewan which has an unemployment rate of 6.3% and Canada which has an unemployment rate of 7.4%. These figures suggest a strong labour market that has grown in the past five years.

The employment of Yorkton residents who are participating in the workforce is illustrated to the right. The chart demonstrates strengths in a number of industry sectors. The strongest sector being sales and service at 30.5% compared to Saskatchewan as a whole at 23.5% or Canada at 23.6%. Other strong local sectors include Business/Finance/Administration 17.6%, Trades/Transport/Equipment Operations (13.4%), Management (10.9%), Social Sciences/Education/ Government / Religion (8%), and Health (8%). Weak or moderate sectors include Natural and Applied Sciences (2.6%), Primary Industry (3.8%), and Processing/ Manufacturing (3.9%).





### 2.2.5 Housing and Building Permit Construction

According to the 2001 Census, Yorkton has some 6,395 dwellings, 68% of which are owned and 32% rented. While the ownership is higher than the Canadian average of 66%, it is lower than Saskatchewan's 73%. The average dwelling value in Yorkton is \$85,547 which has increased from the 1996 average of \$73,019. This is however lower than the Saskatchewan average of \$93,065 and significantly lower than the Canadian average of \$162,709.

Illustrated below, Yorkton has witnessed steady new building construction over the past six years. Single and multiple residential expansions have been strong with single and multiple residential dwellings averaging \$5.7 million over five years, commercial \$3.2 million and institutional \$6.9 million. In total the City has averaged \$15.8 million per year in new construction over the past five years. The most noticeable factor from the table is the zero growth in new industrial development. Should Yorkton seek to encourage expand the tax base and the job market, it is evident that stepped up efforts are needed to attract industry.

<i>New Building Permit Construction</i>						
<i>Year</i>	<i>Singe Dwellings</i>	<i>Multi-Unit Dwellings</i>	<i>Commercial</i>	<i>Industrial</i>	<i>Institutional</i>	<i>Total</i>
1999	\$3,568,000	\$1,560,000	\$10,408,000	\$0	\$1,598,150	\$17,134,150
2000	\$4,499,000	\$5,200,000	\$4,105,000	\$0	\$0	\$13,804,000
2001	\$3,074,000	\$4,815,000	\$374,656	\$0	\$0	\$8,263,655
2002	\$4,078,000	\$962,500	\$579,000	\$0	\$9,350,000	\$14,969,500
2003	\$2,135,000	\$320,000	\$3,424,000	\$0	\$15,350,000	\$21,229,000
2004	\$3,618,000	\$200,000	\$547,000	\$0	\$14,949,000	\$19,314,000
<i>Average</i>	<i>\$3,495,533</i>	<i>\$2,176,250</i>	<i>\$3,239,609</i>	<i>\$0</i>	<i>\$6,874,525</i>	<i>\$15,785,717</i>

In addition to new construction, Yorkton has witnessed significant investment in building renovations and additions over the past six years. Residential renovations/additions have averaged \$565,000, commercial \$1.5 million institutional \$1.35 million and industrial \$670,000 million. In total this averages approximately \$4.1 million per year in total building renovations and additions over the past six years.

## 2.3 Land Use and Property Assessment

Existing land use patterns and property values are fundamental elements to the formulation of a sound zoning plan and local area redevelopment strategy. Like many cities, Yorkton's Downtown and West Broadway Corridor consist of a mixture, of on the one hand viable and desirable land uses, while on the other vacant and or inappropriate land uses.

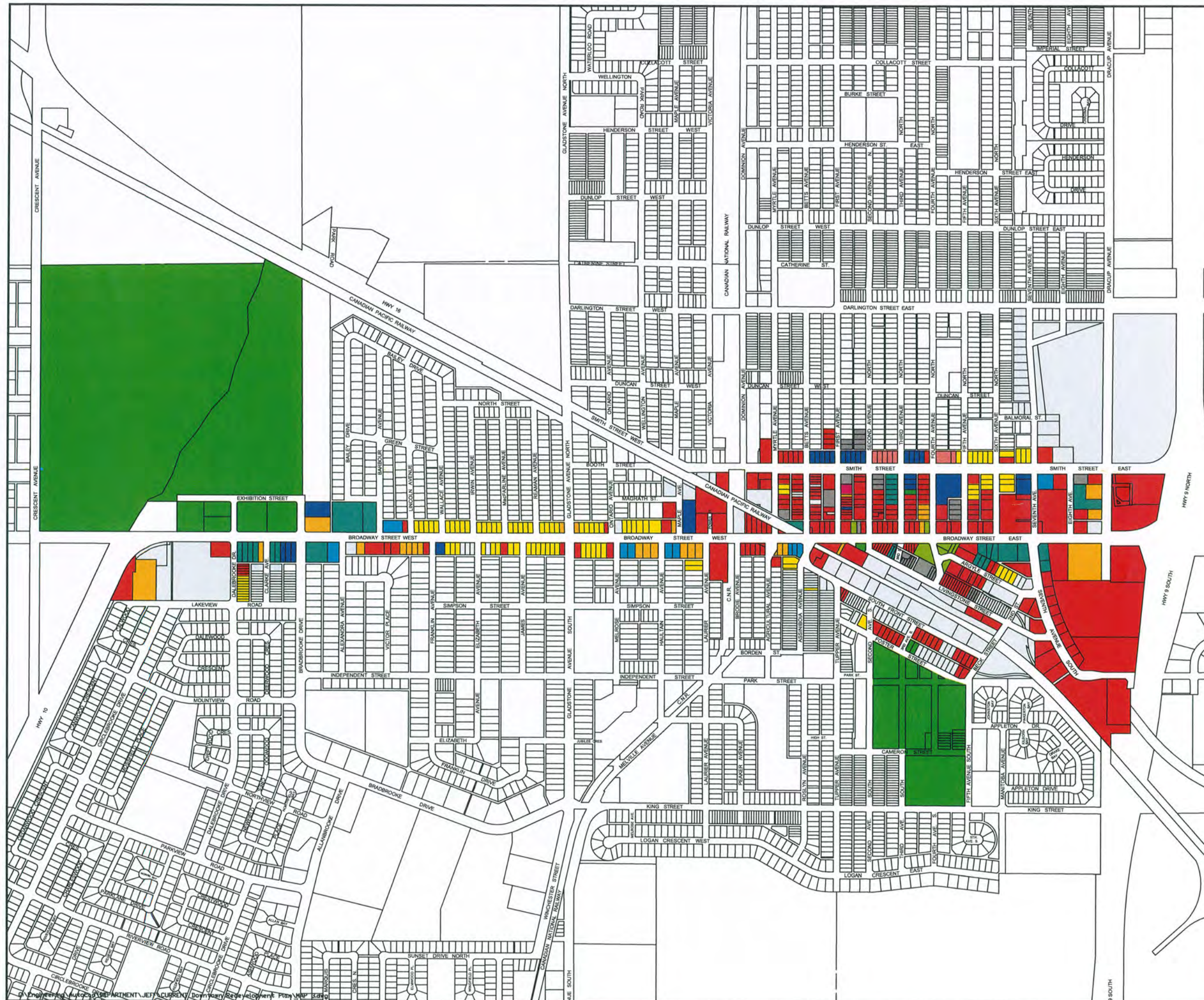


# MAP 3 LAND USAGE

## LEGEND:

- BANKS
- BUS DEPOT
- CHURCHES
- COMMERCIAL
- HOTELS, LIQUOR & GAMING
- MUNICIPAL PARKING LOTS
- PARKS & RECREATION
- PUBLIC
- RESIDENTIAL
- RESTAURANTS
- SERVICE STATIONS
- VACANT

SCALE: N.T.S.  
DATE: 30/06/2005







The varied land use patterns of Downtown Yorkton and the West Broadway Corridor are illustrated in Map 3. The CBD is presently built-up north of Broadway Street, between Broadway and Smith Street, and Betts to Fourth Avenue. This area is concentrated with commercial retail, with pockets of banks, churches, professional services, offices, restaurants, public institutions and other land uses.

Franchise and big box developments anchor the east end of the Downtown south of Broadway Street. Despite this commercial development, density is



Staples and other "Big Box" developments have anchored new commercial expansion on City's East End.

relatively low south of Broadway Street and vacant properties in this area need to be targeted for future growth. The lack of investment in this area is primarily attributable to the close proximity of the tracks and the negative associated perception. Encouraging development in this area

would square off the land development patterns which have tended to grow in a long and narrow strip along Broadway Street.<sup>1</sup>

The map indicates few vacant properties on the West Broadway Corridor, and a significant concentration of residential properties (yellow). The far west end contains a healthy mixture of commercial retail and recreational uses; unfortunately the substandard condition of the housing stock presents a major challenge to attracting reinvestment. It is clear that a land assembly strategy is needed in this area to replace the dilapidated residential properties with new commercial development.

In addition to the area south of Broadway Street, larger tracts of vacant land exist north of Smith Street between Dracup Avenue and Highway 9. Approximately 40 acres in size, this property is zoned Medium Density Residential, Downtown Commercial, and Highway Commercial. Together these tracts significantly expand the commercial and residential base of the Downtown, and therefore should be incorporated in the overall development strategy.

Map 4 illustrates the assessed values of properties within the Downtown and West Broadway Corridor. Those parcels in red are assessed the highest, with



Greenfield parcel with development potential, north of Smith Street between Dracup Avenue and Highway 9.

<sup>1</sup> The 1966 Development Plan suggested Downtown revitalization will only be achieved if the existing railway tracks and related uses were relocated. The Plan aptly identified that segments of the downtown area north and south of Broadway were disjointed and could only be reintegrated via the removal or better access through the railway which presented a major obstacle to expansion (Yorkton Development Plan, Izumi, 1966).



orange, yellow, green, and blue following. The lowest assessed properties are in purple, light purple and gray. The map based the assessment value on land and improvements per parcel rather than a unit square footage of both land and building figure. Nonetheless the map demonstrates the stronger areas of viable commercial or residential properties.

The noticeable concentrations of gray and purple on streets such as Myrtle Avenue, Betts Avenue, Fifth Avenue, Argyle Street, Livingstone Street, South Front Street, and the West Broadway Corridor are indicative of needed reinvestment/redevelopment. With this in mind the Redevelopment Plan should seek to find ways to inject investment and revitalization opportunities into these areas.

## 2.4 Zoning

Part of the purpose of the Redevelopment Plan is to create a more desirable urban form by expanding and encouraging the vision and intent of the Zoning Bylaw and Development Plan. *Map 5: City of Yorkton Zoning*, illustrates the new zoning districts established to create the City's desired future land use pattern.

Included in the above, the Zoning Bylaw has established an Architectural Control (AC) overlay district, which under the *Planning and Development Act, 1983* provides an extra level of discretion for site and building development in the Downtown. Although strong public support for an architectural theme in the Downtown has been identified, the City has not yet taken a proactive approach in the encouragement and/or enforcement of architectural design. This Plan gives further consideration toward guidelines and incentives to support more desirable and aesthetically appealing architecture.

The most significant zoning change under the new Bylaw is the rezoning of the West Broadway corridor from Transitional Residential and Multiple Unit Dwellings to Arterial Commercial (C-2). This rezoning establishes Broadway Street as a continuous commercial strip, with the intent of phasing out the dilapidated housing on the West Broadway Corridor. This corridor will be anchored with the expansion to the Agriplex (Gallagher) Centre and the future development of the Casino and Kahkewistahaw development.



Vacant parcels and rundown dwellings on West Broadway provide for commercial redevelopment opportunities.

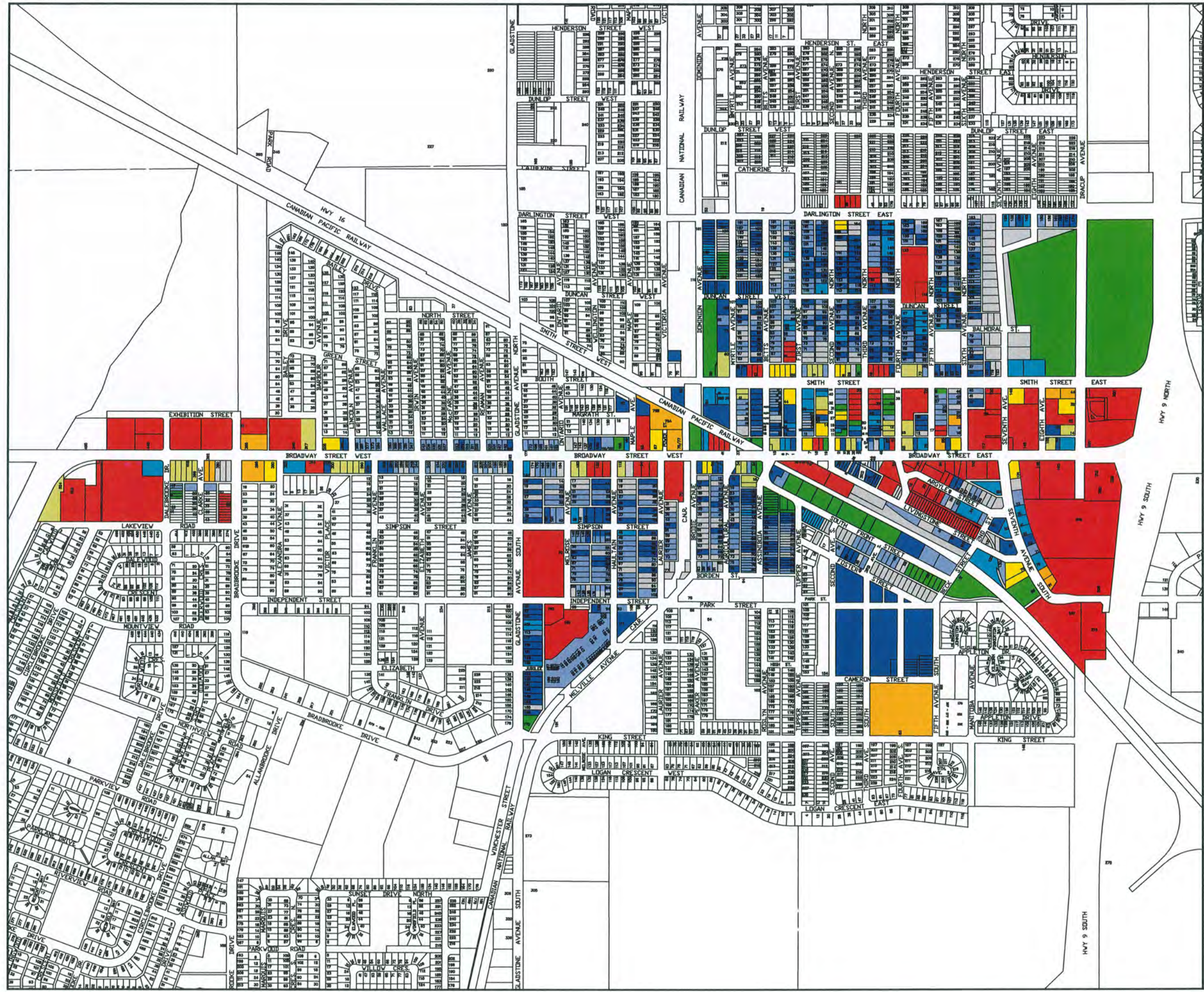


# MAP 4 TOTAL TAXABLE ASSESSMENT

## LEGEND: Assessment

- \$0 - \$25,000
- \$25,001 - \$50,000
- \$50,001 - \$100,000
- \$100,001 - \$150,000
- \$150,001 - 200,000
- \$200,001 - \$300,000
- \$300,001 - \$400,000
- \$400,001 - \$500,000
- \$500,001+

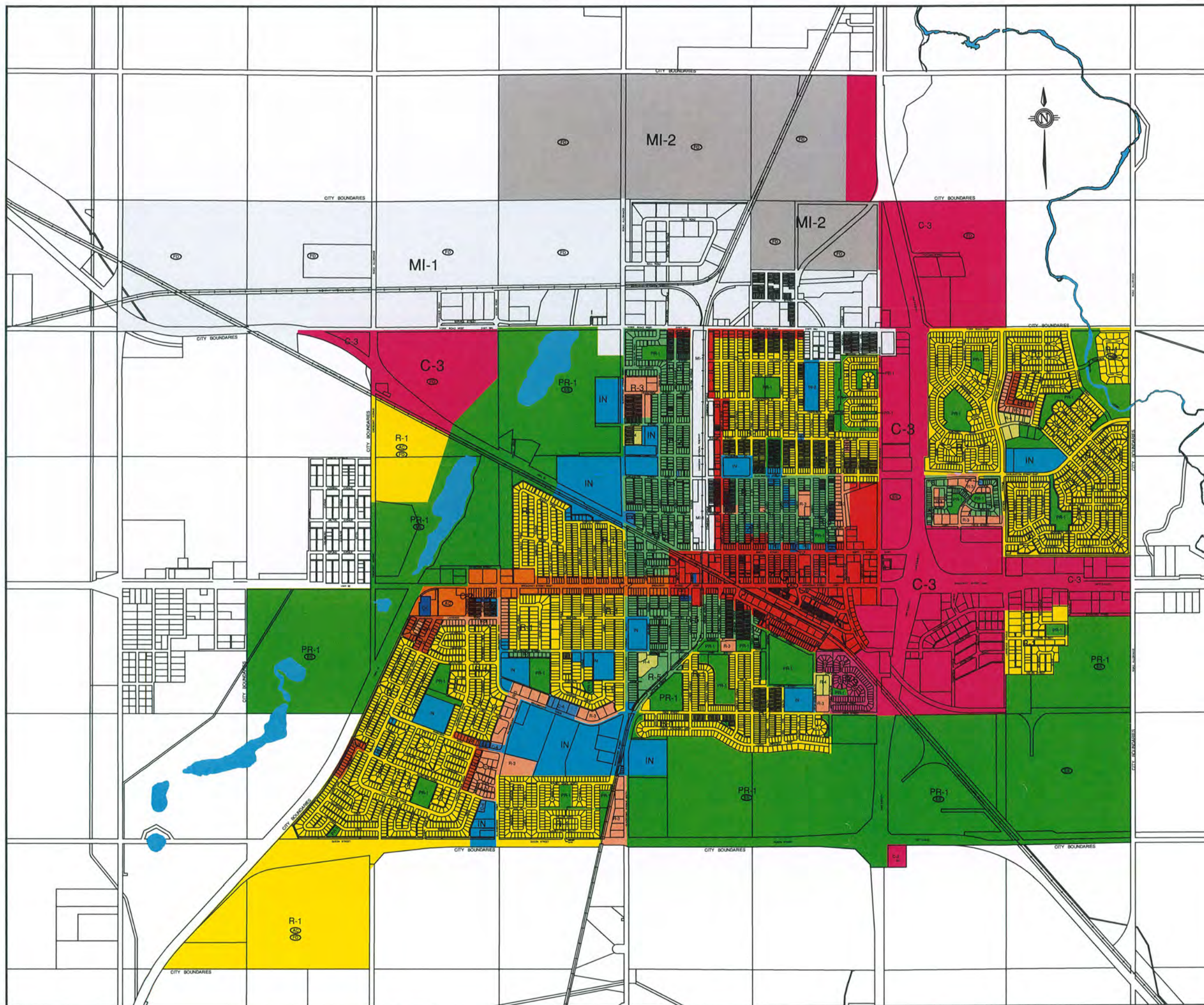
SCALE: N.T.S.  
DATE: 30/06/2005











# MAP 5 ZONING DISTRICTS

MUNICIPAL ZONING BYLAW  
14 - 2003 - Schedule Z-1

## LEGEND: ZONING DISTRICTS

### RESIDENTIAL DISTRICTS

- R-1 GENERAL RESIDENTIAL
- R-2 LOW DENSITY RESIDENTIAL
- R-3 MEDIUM DENSITY RESIDENTIAL
- R-4 HIGH DENSITY RESIDENTIAL
- R-5 MIXED DENSITY RESIDENTIAL
- R-6 MANUFACTURED HOME RESIDENTIAL

### COMMERCIAL DISTRICTS

- C-1 CITY CENTRE COMMERCIAL
- C-2 ARTERIAL COMMERCIAL
- C-3 HIGHWAY COMMERCIAL
- C-4 NEIGHBOURHOOD COMMERCIAL

### INDUSTRIAL DISTRICTS

- MI-1 LIGHT INDUSTRIAL
- MI-2 HEAVY INDUSTRIAL

### MUNICIPAL DISTRICTS

- IN INSTITUTIONAL
- PR-1 PARKS AND RECREATION
- CZ CONTRACT ZONE

### OVERLAYS

- AC ARCHITECTURAL CONTROL
- ES ENVIRONMENTALLY SENSITIVE
- FD FUTURE DEVELOPMENT

SCALE: N.T.S.  
DATE: 30/06/2005







## 2.5 Transportation

One of the biggest transportation concerns relating to vehicular circulation in the Downtown and West Broadway Corridor is the transecting railway lines. These lines have not only created obstacles to land development, but a conflict between train and vehicular/pedestrian traffic movements. The area of biggest concern in the Downtown is south of Broadway Street to South Front Street extending from Beck Street in the east to Assiniboia Avenue in the west. The CPR tracks traverse this area, separating it from the rest of the Downtown.

Yorkton's Broadway Street serves as the primary east-west artery connecting both ends of the City to the Downtown. While West Broadway has witnessed a decline in traffic counts with the demolition of the West End Mall, the new Family Leisure Centre (Gallagher Centre) and the construction of a new Casino will lead to increased traffic counts. Traffic flow will be further spurred on as the street frontage of West Broadway transforms from residential to commercial.

Coupled with this increase in automobile traffic however is a rising concern for pedestrian safety. Several serious accidents between vehicles and pedestrians on the West End indicate problems associated with speeding, visibility, and crosswalk identification. The most relevant concern in this regard is the lack of sidewalks leading into the Downtown from peripheral residential neighbourhoods.

Despite an ample supply of parking spaces, parking is a perceived problem in the Downtown. The City's 2003 Transportation Plan indicates a surplus of both on- and off-street parking. Despite the free two-hour on-street parking, the surplus of spaces is indicative of a trend toward the convenience shopping of the "big box" or mall outlet stores. While creating a renewed interest in the Downtown is a primary objective of the Plan, it is not perceived that parking will be a major concern of the Plan.

## 2.6 Yorkton Development Plan

There were numerous plans and studies undertaken which have impacted on the development of Yorkton's Downtown and West Broadway Corridor. The most recent and significant planning document is the Development Plan adopted by City Council in 2003. *Plan Yorkton*, provides the authoritative consent of Council, setting the framework for the Redevelopment Plan via its policies on key issues relating to the Downtown and West Broadway Corridor. A



Decorative paving and landscaping in the Downtown adds interest to pedestrian links.



few such policies are noted as follows:

- *Continue to upgrade and revitalize the Downtown area by addressing issues such as streetscape improvements, vehicle and pedestrian circulation, and renovation and redevelopment of older structures where appropriate;*
- *Promote pedestrian amenities in the retail core area, including decorative paving, awnings, street furniture, enhanced lighting, bus shelters, etc.;*
- *Work towards the development of a major civic focus in the Downtown. The development could involve the situation of a civic facility in a park or plaza-like setting, complete with landscaped open spaces, and/or a courtyard, or may just involve the development of a park with the above-mentioned features;*
- *Encourage greater residential population within and adjacent to the Downtown area (where and whenever possible) through a variety of means, including flexible development regulations, consideration of rezoning applications, the provision of residential amenities, and the on-going upgrading of municipal infrastructure to increase the vitality and viability of the Downtown;*
- *Work with business groups to explore the benefits of establishing a Special Improvement District (SID) or Business Improvement District, in addition to utilizing Municipal efforts toward revitalizing the Downtown;*
- *Work with the Municipal Heritage Advisory Board to establish criteria for designating Municipal Heritage Properties, and inventory and map all such properties within the City;*
- *Encourage redevelopment projects within the traditional business district, which mirror the architectural character, features or materials of buildings having heritage value; and,*
- *Highlight and strengthen the predominant entrance points or “gateways” to the Downtown via sculpture, decorative signage, landmarks, murals, icons, and other elements, which can be utilized to artistically express the character of the City and the CBD.*

Utilizing these policies as a foundation for the planning process, an in-depth consultative process with residents, interest groups, and stakeholders was conducted. The following two sections highlight the major findings of this process.





## PUBLIC PARTICIPATION PROCESS

The vision and strategy of the Redevelopment Plan evolved from an extensive public consultation process. Two key participation components were initiated early on to define the public's views and interests pertaining to the Downtown and West Broadway Corridor. The first of these was a Resident Questionnaire survey, and the second Focus Group Sessions. These exercises established common themes and ideas to provide a planning foundation for the Downtown Steering Group, the Planning Charrette, and the Urban Design Consultant.

### 3.1 Participation Process

In October of 2003 a questionnaire survey was mailed to residents throughout the City to gain public opinion and recommendations for improvements to the Downtown and West Broadway Corridor. The questionnaire surveys were mailed to every household (including single-family dwellings and apartments) throughout the City. From the 6500 households, a total of 1100 completed the survey for a response rate of 17%.

The survey process was designed to get a representative sample of residents. Illustrated in Map 6 all income levels, age groups, and areas of the City were represented, demonstrating a balanced citywide interest in the redevelopment of the Downtown and West Broadway Corridor. The majority of responses (63%) are from citizens which have resided in Yorkton for at least 16 years.

While the Resident Questionnaire Survey aimed to provide more quantitative data on what residents felt about the Downtown and West Broadway Corridor, the Focus Group Sessions fostered discussions around various redevelopment ideas. Fifteen two-hour sessions took place over three days involving a range interest groups throughout the City. Each group discussed the five key redevelopment themes: Urban Design, Vehicular and Pedestrian Traffic (Accessibility), Economic Development, Housing, and Social Activities and Events.





MAP 6  
GEOGRAPHICAL  
DISTRIBUTION OF  
QUESTIONNAIRE  
RESPONDENTS

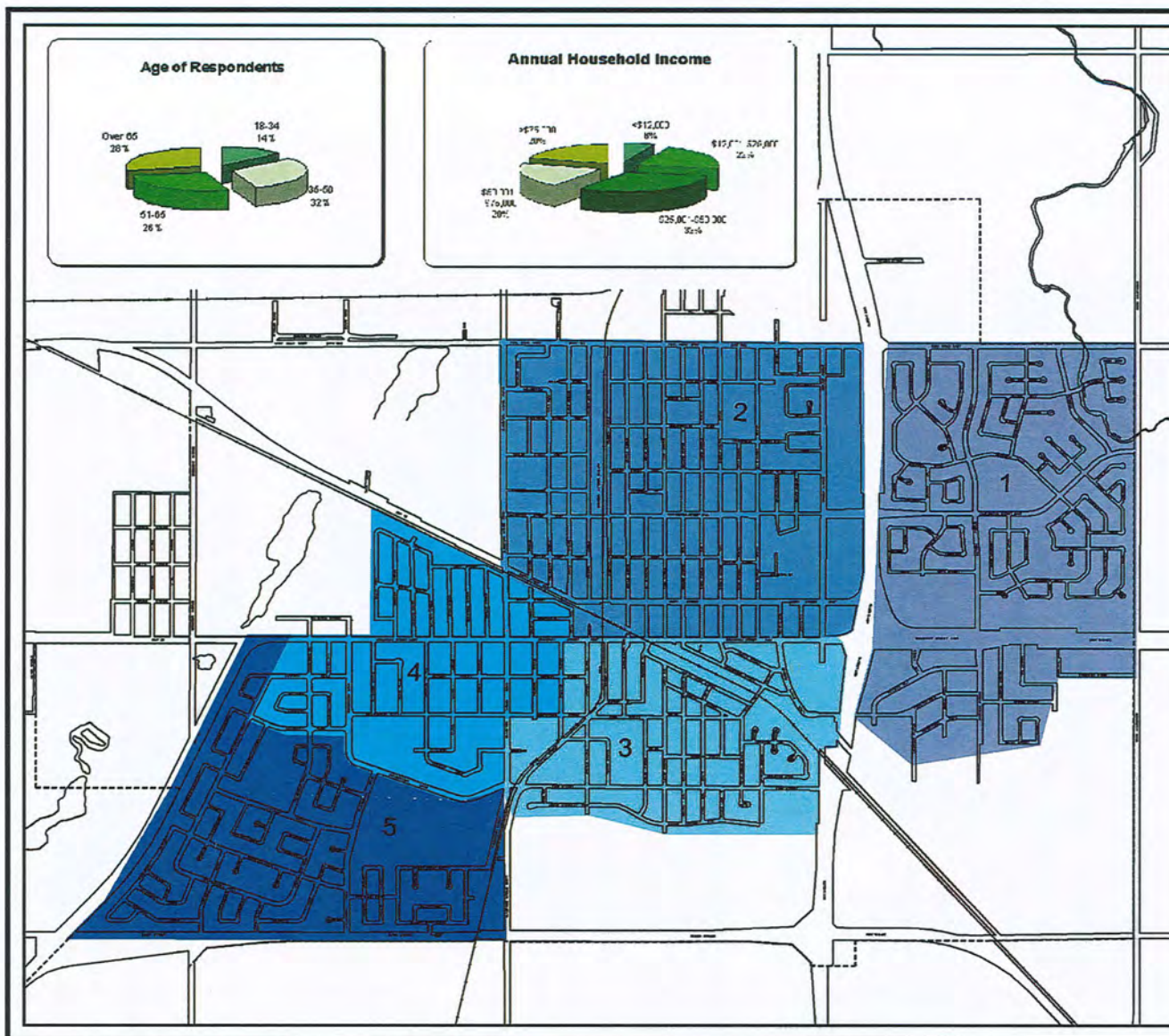
LEGEND:

AREA	% OF RESPONDENTS
1	18
2	22
3	14
4	18
5	28

SCALE: N.T.S.  
DATE: 28/07/2005

**Yorkton**  
Planning & Engineering

map 6.dwg





The City pre-selected groups to ensure participation from a broad sample of organizations and individuals that have a stakeholder interest in redevelopment. A total of 94 individuals representing 44 different organizations participated in the process. John Wolfenberg, a professional planning consultant from Regina, acted as moderator for the sessions. Illustrated below, is a cross-section of the various participating organizations.

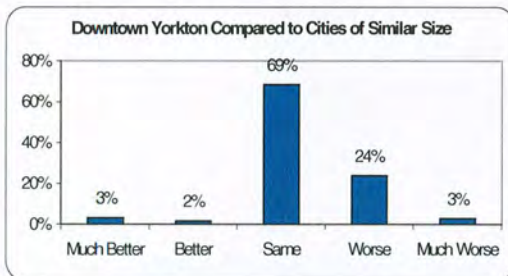
Focus Group Participant Organizations		
<ul style="list-style-type: none"> <li>• Youth               <ul style="list-style-type: none"> <li>-Sacred Heart High School</li> <li>-Regional High School</li> <li>-Parkland Regional College</li> </ul> </li> <li>• Realtors:               <ul style="list-style-type: none"> <li>-Yorkton Realtors Ass.</li> <li>-Century 21</li> <li>-Reimax Realty</li> <li>-Royal Le Page Realty</li> </ul> </li> <li>• West Broadway Residents</li> <li>• Municipal Planning Commission</li> <li>• Godfrey Dean Art Gallery</li> <li>• Yorkton Tribal Council</li> <li>• Chamber of Commerce</li> </ul>	<ul style="list-style-type: none"> <li>• Housing Authorities:               <ul style="list-style-type: none"> <li>-Yorkton Housing Authority</li> <li>-Sask. Housing Authorities</li> <li>-Yorkton Parkland Housing</li> <li>-Sask. Housing Corporation</li> </ul> </li> <li>• Ministerial Associations:               <ul style="list-style-type: none"> <li>-St. Paul Lutheran</li> <li>-Prairie Harvest Christian</li> <li>-St Gerard's</li> <li>-St. Andrew's United Church</li> </ul> </li> <li>• Schools &amp; College:               <ul style="list-style-type: none"> <li>-Parkland Regional College</li> <li>-Yorkton Catholic School Div.</li> <li>-Yorkton Public Schools</li> </ul> </li> <li>• Leisure Services Commission</li> <li>• Renaissance Yorkton</li> <li>• City Council</li> <li>• Good Spirit REDA</li> </ul>	<ul style="list-style-type: none"> <li>• Hotels:               <ul style="list-style-type: none"> <li>-Imperial 400</li> <li>-Holiday Inn</li> <li>-Travelodge</li> <li>-Days Inn</li> <li>-Comfort Inn &amp; Suites</li> </ul> </li> <li>• Service Clubs:               <ul style="list-style-type: none"> <li>-Yorkton Kinsmen</li> <li>-Yorkton Lions</li> </ul> </li> <li>• Protective Services Commission               <ul style="list-style-type: none"> <li>-RCMP</li> <li>-EMS</li> </ul> </li> <li>• Municipal Heritage Commission</li> <li>• Tourism Yorkton</li> <li>• City Administration</li> <li>• Downtown Business Association</li> </ul>

### 3.2 Public Perceptions of Redevelopment Area

While many residents visit the downtown on a daily (37%) or weekly (44%) basis, a significant number of residents (19%) visit the Downtown less than once a week. The majority of visits are for professional or public services including legal, medical, municipal, financial, postal and so on. Although a significant portion of the population goes Downtown for shopping, it is currently not a significant competitor to the one-stop convenience shopping of the mall or "big box" stores such as Wal-Mart, Canadian Tire, or Superstore.

In comparison to cities of similar size, local residents generally do not feel very positive about Downtown Yorkton. With the exception of a small percentage rating Downtown Yorkton better (2%) or much better (3%) than other cities, there is a large percentage rating it worse (24%). The majority (69%) indicated the Yorkton's downtown is simply average, qualifying this with state-





ments such as “it lacks atmosphere or character”, or that it “contains no wow factor” to set it apart or draw people in.

The small percentage that rated Yorkton as better or much better in than other cities<sup>2</sup> noted cleanliness, compact form, historic architecture, ample parking, and a diverse mix of businesses. Whereas those rating Downtown worse noted poor lighting, pedestrian

safety, a lack of curb appeal (interlocking brick and greenery), tasteless advertising signage, and the negative visual impact of the railways and vacant/run down buildings.

### 3.3 Urban Design

Residents of Yorkton strongly identified “urban design” as an important element to revitalizing both the Downtown and West Broadway Corridor. There is a strong community awareness that a cohesive strategy is required to improve the aesthetic appeal of the core. Illustrated below are the most important design features needed to improve the Downtown image.<sup>3</sup> Top ranked urban design improvements are building facade treatment (41%), heritage preservation (40%), followed by a town plaza or park (38%) and decorative lighting (38%). Other improvements receiving significant public support include landscaping (37%), wall murals (34%), more paving stone sidewalks (24%), and a public fountain (22%).

These urban design sentiments were shared by the Focus Groups who identified the Downtown as the heart of the City. Participants felt could it could be strengthened by pursuing three urban design initiatives: (1) establishing a downtown “theme” (architectural and cultural), (2) creating public “gathering place”, and (3) providing streetscape improvements.

Urban Design Feature	Rank-ing	Percentage
Building Façade Improvement	1	41%
Heritage Preservation	2	40%
Town Plaza/Park	3	38%
Decorative Lighting	3	38%
Landscaping	4	37%
Public Art	5	33%
More Paving Stone Sidewalks	6	24%
Public Fountain	7	22%

Downtown Urban Design Improvements to create better Downtown image.

<sup>2</sup> Some comparative cities noted by respondents include North Battleford, Swift Current, Estevan, Prince Albert, Weyburn, and Portage la Prairie.

<sup>3</sup> Residents were asked to rank the top five improvements. The ranking column indicates which feature received the most responses, with the percentage column indicating the total percentage of respondents.



### 3.3.1 Downtown Architectural Theme

In terms of architectural character the Downtown has a healthy stock of heritage buildings. Most buildings are at least 75 years old, and a significant number are turn of the century (early 1900s), particularly those north of Broadway Street. There was strong consensus amongst participants that attractive structurally sound historic buildings should be preserved or restored.



Building targeted for restoration, the Parker Quine (above).



Old Flour Mill (above) is a heritage symbol, however feasibility of restoration is questionable.

While Yorkton residents have expressed strong support for the preservation and restoration of historic landmarks, there is also support for improving the Downtown image by repairing vacant buildings. In both instances, the City needs to formulate a process for reviewing buildings worthy of restoration to prevent further decline. After weighing a building's historical value, architectural significance, usability, and restoration costs, decisive action can be taken.<sup>4</sup>

Shown in Map 7, there are a significant number of historic and non-historic buildings which residents in Yorkton feel should be restored or evaluated for restoration.

The majority of the non-historic buildings are south of Broadway, close to or adjacent the CPR Tracks. While some of these are fit for restoration others are more appropriately suited for demolition. On the other hand most historic buildings are on the north side of Broadway Avenue, and the majority of these should be preserved or restored.

In addition to promoting restoration it was felt design standards for new building construction are needed to support the "theme". In this regard, there was consensus that "modern" architecture can be integrated with the historic buildings.<sup>5</sup> The challenge is encouraging architectural design that is eclectic, but complimentary, to the theme in terms of materials, form, and colour.<sup>6</sup>

Business groups favoured "guidelines" versus "regulations" to provide flexibility in encouraging good design and form. An education/awareness program for the business community needs to take place to increase understanding and appreciation for heritage protection and quality architecture. Similar ar-



Building constructed in 1911 contributes to the rich history of Yorkton.

<sup>4</sup>One potential redevelopment opportunity for Downtown's historic buildings is the conversion of second stories to loft apartments.

<sup>5</sup>The form, colour and materials of the Liquor Store was noted as an "modern" example of compatible architecture.

<sup>6</sup>Youth Group indicated they wanted more than "heritage" architecture and that new construction and architectural design should be fresh and innovative.





Planters, projecting banners, and colour animate the exterior façade of the shop above.

chitectural and spatial standards should be adopted for West Broadway Corridor. Instead of a “historic” architectural theme however, groups suggested the Corridor should promote contemporary architecture. The Gallagher Centre and the Kahkewistahaw developments will assist in establishing this standard.

In addition to architectural style, many of the groups felt commercial building signage and public direction signage need improvement. As with new building construction, signage should be compatible with the overall “theme”. The need for appropriate colour schemes and more creative façade designs that are better coordinated with the streetscape was commonly expressed.

### 3.3.2 Cultural Theme

In conjunction with architecture, a “cultural theme” celebrating history and heritage was identified for the Downtown. This includes recognizing ethnic diversity such as First Nations and early settlers, along with the heritage significance of agriculture and the railways to Yorkton’s settlement history. Highlighting these themes with important historic figures and sites will assist in telling Yorkton’s story. Figures such as Harry Bronfman or Levi Beck can be recognized at appropriate sites. The former whisky baron, is known locally for owning and operating the Balmoral Hotel, in addition to a liquor business that eventually grew into the Seagrams empire. Establishing an identifier at the former site, now the parking lot of the new liquor store, would be appropriate and would serve in promoting local folklore.



The Balmoral Hotel was owned by the prominent Bronfman Family has contributed to Yorkton folklore.

### 3.3.3 Gathering Place





The Fork's in Winnipeg has a Farmer's Market environment with an eclectic mix of shops and restaurants.

A strong Downtown theme hinges upon a focal attraction or “gathering place” for residents of all ages, cultures, and interest groups. Broad guidelines for this this civic space are that it be multi-purpose; involve the public and private sector; be operational year round (indoor and outdoor); and that it support the culture and heritage redevelopment theme. The most commonly identified use for this civic centre attraction is a year-round commercial/business centre themed as a “Farmer's Market” which sells fresh produce, supports value-added food products, and expands grass-



# MAP 7 FEASIBILITY FOR RESTORATION

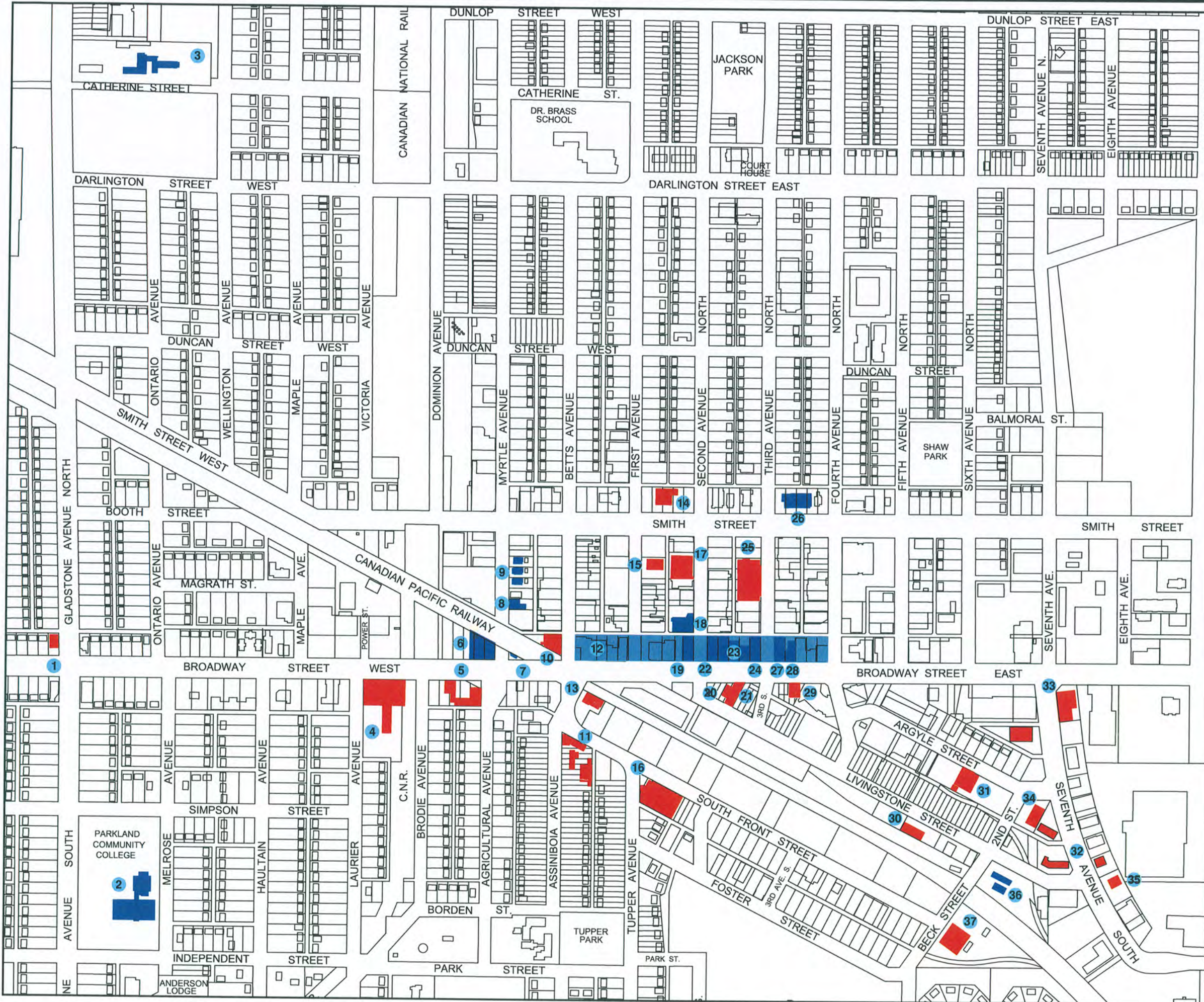
**LEGEND:** HERITAGE   
NON-HERITAGE 

- |   |                             |
|---|-----------------------------|
| 1 Gladstone Inn                                 | 31 Dedman's Property        |
| 2 Simpson's School                              | 32 Properties on 7th Ave. S |
| 3 St. Mary's Church                             | 33 Tapps Brewing Company    |
| 4 Western Grocers                               | 34 Old Engine Repair Shop   |
| 5 Northern Motors                               | 35 S.P.C.A.                 |
| 6 Parker & Quine                                | 36 Old Flour Mill           |
| 7 Scoops  | 37 Old Co-op Store          |
| 8 Speedy Auto Glass                             |                             |
| 9 Doukhobor Houses                              |                             |
| 10 City Limits Inn                              |                             |
| 11 Lumberyard                                   |                             |
| 12 Facades on Broadway from Betts to 4th Ave. N |                             |
| 13 Penguin Refridgeration                       |                             |
| 14 Fire Hall                                    |                             |
| 15 Westerhaug Bus lines                         |                             |
| 16 Former Curling Rink                          |                             |
| 17 Tower Theatre                                |                             |
| 18 Yorkton Hotel                                |                             |
| 19 Hurst's on Broadway                          |                             |
| 20 Emerald Detail & Glass                       |                             |
| 21 D's Signs & Designs                          |                             |
| 22 Dunlop Block                                 |                             |
| 23 Former Bronfman Building                     |                             |
| 24 Yaholnitsky Building                         |                             |
| 25 The Painted Hand Casino                      |                             |
| 26 Godfrey Dean Cultural Centre                 |                             |
| 27 Alexander's Men's Wear                       |                             |
| 28 Army, Navy and Airforce Veteran's            |                             |
| 29 Li's Family Restaurant                       |                             |
| 30 Dream Cabinets                               |                             |

SCALE: N.T.S.  
DATE: 12/07/2005



**Yorkton**  
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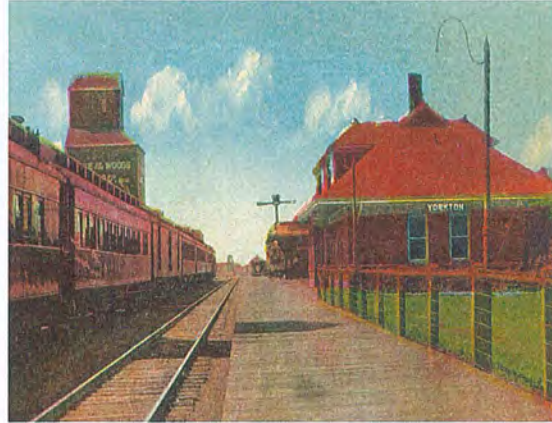






roots/cooperative marketing efforts. Given Yorkton's regional agricultural importance, the Downtown could be an incubator for value added industries and product development for local, regional, and international distribution. Compatible adjacent uses commonly identified include arts and crafts, ethnic restaurants, a coffee house, heritage museum, and an outdoor plaza/park space.

The most strongly supported site for a "gathering place" was south of Broadway Street, along Livingstone Street adjacent the CPR Tracks. This area offers several advantages from a redevelopment perspective including ample vacant land, close proximity to the Downtown Core, and strong potential for heritage theming around the Railway and the Flour Mill(s). The architecture of the themed "Farmer's Market" business centre could resemble the Flour Mills and the Old Railway Station on Livingstone Street, incorporating box-cars or trains from the Western Development Museum into the design.



Rendering of Yorkton's Old Railway Station on Front Street adjacent the CPR tracks with mill in background.

A second identified area is the existing Painted Hand Casino (Sakimay First Nation) across from City Hall, which will be at least partially vacant when the Casino moves to the West End. Given the prevailing institutional uses in the area, a quasi-public/institutional use would be appropriate. Suggested uses for retrofitting the building include office space, a place for Aboriginal arts and crafts, an interpretive centre, or an artist co-operative for local and regional artisans. With the casino parking demand alleviated, an opportunity is presented to convert portions of the parking lot to a plaza or public amenity, making Second and Third Avenues more pedestrian friendly.

### 3.3.4 Streetscaping

Participants made specific streetscaping suggestions to improve curb appeal and enhance the Downtown shopping experience. Common suggestions included more landscaping, decorative lighting, covered pedestrian ways, and "gateway" entrance features into the Downtown. Similar applications were discussed for West Broadway to improve aesthetics, calm traffic, and improve public safety.

Despite existing landscape features and flower pot programs for the Downtown, groups felt more greenery was needed to improve the atmosphere and aesthetics of the Downtown. Permanent concrete planters, planted medians,



Broadway sidewalk to be further enhanced with streetscape features.



and encouragement of businesses to landscape their properties were all suggested. A "sponsor a tree program" as well as expanding the public tree nursery and tree farm at Logan Green were also suggested.

Participants encouraged decorative or antique style lighting to replace existing cobra head light standards. In addition to beautifying the Downtown, fixtures



Examples of decorative lighting found in recent Yorkton developments.

with a more intense foot-candle will serve to improve visibility. The latter is especially pertinent in parts of the Redevelopment Area where lighting is poor such as back lanes, parking lots, or undeveloped areas.

"Gateway" features (landscaping, icons, sculpture, banners etc.) at key points in the city and downtown was merited by most groups. Highway #9 near Superstore and Highway #10 near the Agriplex, were identified as major "welcoming" entranceways to be treated as "gateways". The "dead pocket" around Myrtle Avenue, where the CPR and CN Tracks separate the Downtown from the West End was also identified as an area that could be improved as a "gateway". Others definable entrance points include Smith and Dracup, Hamilton Road and Seventh Ave South, and Livingstone Street and Fifth Avenue.

### 3.4 Economic Development

Numerous economic factors drive growth and development, but with regards to the Redevelopment Plan, group discussions focused on several key areas or themes. These themes deal with desirable commercial development, strategies for land assembly and acquisition, growth generators, youth retention, partnerships, and development incentives.

#### 3.4.1 Market Expansion

As a regional service centre, a wide range of future "big box" stores will be attracted to the City. Commercial anchors such as Costco, Future Shop, Home Depot, Michaels, London Drugs, and Chapters will bring with them smaller satellite and franchise retail stores. It was indicated that such development should be situated close to the Downtown and integrated in a manner that creates pedestrian



With all three grocery stores on the East End, the public has identified the strong need for a grocery store on the West End.



linkages that wherever possible would support the Downtown theme.

Although most of the future growth will continue to develop on the East End, additional anchors are needed on the West End. The closure of the West End Mall had a significant effect on vehicular traffic, and there is support from residents and the business community to reestablish new anchors that will serve as catalysts for future commercial development.<sup>7</sup>

Beyond commercial development, tourism is a commonly identified market sector that strongly supports downtown revitalization. The Godfrey Dean Art Gallery, the new Family Leisure Centre (Gallagher Centre), the Casino, and the expanding range of festivals and events throughout the City annually draw tourists to Yorkton. Expanding the number of festivals, concerts, attractions, and events, and concentrating them in the Downtown will bolster the revitalization strategy as well as the tourism sector.

A third strongly supported market industry is arts and crafts. An artist co-operative utilizing vacant or low-rent space as an incubator to promote arts and crafts was discussed by a number of groups. The Godfrey Dean Gallery on Smith Street is a major tourist attraction that has continued to expand its arts exhibits and presence in the community. Expansion of this industry will be supported by the municipal and private commitment to public art and revitalization. Commercial spin-offs such as architectural and interior design services, signage companies, art supply stores, framing galleries, and arts and crafts stores will naturally evolve from such efforts.

### 3.4.2 Growth Generators

The economic viability of the Plan is contingent upon additional growth generators such as Morris Industries, Harvest Meats, and the Parkland Regional College. Like industries are needed for labor market expansion and youth retention, particularly given the aging demographics and youth migration trend out of province. Youth participants identified limited wages, unavailability of professional jobs, and inadequate education opportunities as reasons for the migration. Despite the expansion of the College, full degree accreditation is typically not provided, and an insufficient range of trades/technical certification courses are made available.<sup>8</sup>



Morris Industries, an influential, agricultural-related sales and services operation.

Groups suggested the City, local organizations, and business lobby the Pro-

<sup>7</sup>Despite three super market grocery stores on the East End, West Broadway is without a grocer, inconveniencing households, particularly seniors or lower income residents without vehicles.

<sup>8</sup>Youth interested in trades would like to see the college expanded to provide a scope similar to SIAST in Moose Jaw.



vincial government and Universities in Regina and Saskatoon to expand more educational programs to Yorkton. From a regional perspective Yorkton might position itself as a training centre for agricultural research and development. R&D facilities similar to Innovation Place in Saskatoon would be aptly suited, providing opportunities for training, professional jobs, and spin-off value added agricultural industries.

### 3.4.3 Public Private Partnerships

Creative approaches and partnerships are needed for revitalization. The formation of a Business Improvement District (BID), was one such initiative identified by participants.<sup>9</sup> The BID will serve to build consensus, fund improvements, and promote the Downtown redevelopment theme. In addition to a BID, a Development Corporation was recommended as a vehicle to encourage investment and new development. Functioning as a non-profit, the Corporation would mobilize the efforts of the City, the Local Credit Union and Banks, Builders and Developers, Realtors, the REDA, and First Nations.

### 3.4.4 Land Assembly



The redevelopment of the West Broadway Corridor entails demolition of dilapidated dwellings and parcel assembly for commercial development.

Seventy percent of respondents indicated the City should take the lead role in land assembly for redevelopment. The assembly process in the Downtown would target a mix of vacant and occupied commercial properties as well as potential brownfield lands. These factors along with speculation from owners present a greater challenge than property assembly on West Broadway. Despite this challenge there is significantly greater support for the City taking a lead in land assembly in the Downtown versus the West Broadway Corridor. Having the City acquire ownership was recognized as a means of establishing the control needed to effectively broker the uses and design standards of the Cornerstone District.

Although not as critical, respondents favoured an assembly strategy to redevelop the West Broadway Corridor into a continuous commercial strip. The challenge is the presence of existing residential units and lot sizes which are insufficient for commercial development. The scheme would be to acquire a sufficient number adjacent parcels (45m or 150' of frontage) to create a parcel that can accommodate the commercial building, parking, and rear yard landscape buffers.

<sup>9</sup>In January 2005, prior to the adoption of the Plan the combined efforts of the Downtown Business Association and the City successfully established the *Yorkton BID* whose mandate centers on revitalization and redevelopment.



### 3.4.5 Development Incentives

In addition to encouragement from Focus Groups, 76% of residents believed the City should develop incentives to attract investment and encourage renovations in the Downtown. Most felt that incentives are a long-term investment essential to “cleaning-up” the core, particularly areas in blight and unable to attract investment (e.g. adjacent CPR Line).<sup>10</sup>

The most common incentive recommended by questionnaire respondents was tax relief. Phase-in abatement scenarios over 3-5 years, such as 100% - 75% - 50% - 25% over four years, were suggested. While tax breaks on a declining scale was the most commonly identified incentive, others include reduced land costs on City owned land, relief from permit fees, sharing or reduction in servicing fees, density bonusing, and matching grants for site and/or building improvements.

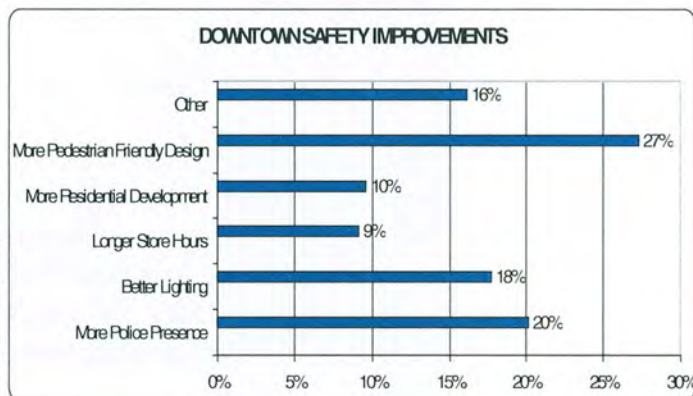
Grants and similar abatements on assessed improved were proposed for existing businesses. Incentives in this area were particularly well supported for restoring properties which have a heritage value. Similar to other cities, Yorkton should provide incentives to restore these properties if owners are willing to accept Municipal Heritage Designation. Incentives to encourage on-site public amenity features such as a park feature, fountain, sculpture or public art were also supported.

## 3.5 Pedestrian and Vehicular Accessibility

Participants expressed three main concerns regarding accessibility. The first is the lack of pedestrian safety in the Downtown and the Broadway Corridor; the second is roadway realignments to accommodate redevelopment, particularly around the CPR tracks; and the third is the availability of public and private parking.

### 3.5.1 Pedestrian Traffic

It is evident there is a strong correlation between the public's perception of safety and community walkability, with a pedestrianized environment as the most desired safety improvement (27%). Greater police presence (20%), better lighting



<sup>10</sup>In March 2005, based upon the recommendations of the Downtown Steering Group, the Enterprise Zone Incentive Program was established providing incentives to businesses for façade restoration, heritage preservation, new business creation or expansion, housing, or brownfield remediation. These incentives are explored further in Section 11 of the Plan.



(18%), more residential development (10%) and longer store hours (9%), were the next most commonly identified by residents. Other improvements mentioned include business expansion, beautification via better building facades and landscaping features, or a place for teens to gather and enjoy.

The biggest pedestrian concern relating to the Downtown is the lack of public sidewalks, with general consensus that all streets in or leading to the Downtown should contain sidewalks. Areas most commonly identified include Seventh Avenue, Eighth Avenue, Livingstone Street, Fifth Avenue, Beck Street, Broadway Street East, and Hamilton Road. Utilization of local improvement levies to expedite the completion of these capital improvements was suggested.



Four lanes of traffic and a two way left turning lane, presents pedestrian safety issues on the West Broadway Corridor.

Numerous recommendations came forward to install crosswalks on the East and West Ends of the City. Seventh and Eighth Avenues and Highway #9 to the Mall in the East, along with Franklin Avenue on the West End were identified in need. It was also pointed out that existing crosswalks are not respected, with motorists failing to stop for pedestrians. Suggestions for improving crosswalk visibility include better signage, flashing signals, pedestrian refuge islands, “bulb-outs”, and using different pavement textures and colors to more clearly demarcate the crossings.

In addition to the above pedestrian improvements, there was very strong support for the establishment of bikeways or greenways around the City and into the Downtown. While roadways are commonly used to establish such linkages, green and public spaces need to be identified to establish strategic linkages to key areas in the core. There is potential to establish such linkages eastward across #9 Highway, and South to Jubilee Park and Logan Green. Such linkages should connect directly into the “gathering place” south of Broadway Street.

### 3.5.2 Vehicular Traffic

Traffic circulation recommendations include the creation of one-way streets, additional railway crossing, and a reconfiguration of roadway patterns around the Cornerstone District. A concept garnering support from numerous groups was making Second and Third Avenues one-way streets, allowing for angle-parking, narrower streets, a pedestrian mall, with a potential park/plaza on the Sakimay First Nation (existing Casino) property.

While most recognize railway relocation as unfeasible, many noted the nega-



tive effects of the railway running through the core. In addition to the delays, noise, danger, and unsightly characteristics created by the railways lines, many residents aptly recognize the CPR Line has hindered the development and expansion of the core. A related recommended traffic change is the installation of a rail crossing over the CPR Line at Fourth Avenue and Livingstone Street. This will serve to make the area more accessible to vehicle and pedestrian traffic, thereby encouraging investment.

In conjunction with the above changes some discussions centered on the re-configuration of roadways around Livingstone Street, Argyle Street, and Seventh Avenue South. As this was identified as a potential area for a “gathering place” any reconfiguration could be done in tandem with such redevelopment.

### 3.5.3 Parking



Downtown parking is a commonly “perceived” problem by most motorists in Yorkton.

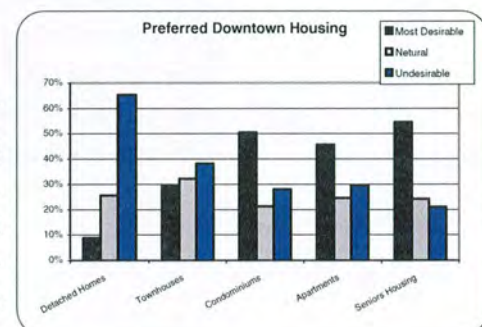
While parking in the Downtown is highly subsidized, some suggested parking should be free. Charging fees provides the opportunity to raise redevelopment monies to repair existing lots and, provide additional off-street parking in the Downtown. If higher rates are established, or on-street meters are ever reinstalled, such monies should be used to fund the revitalization initiative.

Problems associated with parking in the Downtown relate to availability of on-street and off-street parking. Residents feel inconvenienced by the two-hour, once per day parking limit, suggested that it be extended, or abandoned altogether. Additionally it was pointed out that off-street parking needs to be more accessible with consideration given to non-metred lots. Many suggested the lots should be cleaned up (paved, curbed, and landscaped) with better advertising signage to identify them as public lots.

Although historic preservation is a major objective in the Downtown core, buildings destined for demolition will lead to new developments that will be required to provide adequate on-site parking. This is particularly relevant for the West Broadway Corridor, where it is evident that a large number of dwellings will be demolished in the next 5 to 10 years.

### 3.6 Housing

More than 60% of residents favoured some form of housing (detached dwellings, apartments, condominiums, seniors, etc.), as a major redevelopment plan component. The chart to the left illustrates







Low vacancies of condo units on east end of City demonstrate potential market demand.

strongest support for seniors housing, condominiums or apartment dwellings. Moderate support exists for townhouses and little for detached homes in the Downtown. These opinions were shared by the Focus Group participants who indicated that medium to high density housing would be most suitable in the Downtown.

### 3.6.1 Housing Types and Target Populations

Although there are varying housing needs and desirable housing types, most supported the concept of a diversified community by mixing densities and target populations. A few participants mentioned apartment condos with a commercial component (pharmacy, clinic, or grocery) on the ground floor. Similar support exists for second-story loft apartments to retrofit the underutilized space of historic buildings. Such units might house business owners, young professionals, or couples who wish to live in the core.

Next to the seniors market, secondary sectors include affordable housing or starter homes for young families with children. Along with the close proximity to services and amenities, concentrating such housing in the core would also assist existing elementary schools (Dr. Brass and St. Alphonsus), which currently have the lowest enrollment in the City. As demonstrated by Provincial demographic trends, the Aboriginal population is the fastest growing demographic, and the First Nations will place an increasing demand on affordable housing stock. With surrounding bands such as Kahkewistahaw and Sakimay increasing commercial investments, more band members will take residence in the City for employment and services.



The recently constructed Bentley Seniors Assisted Living is indicative of an increasing demand for Seniors housing.

Along with starter homes, a demand for student housing may present itself if Yorkton can establish itself as a regional education centre. Term housing for college students could be established in or around the Downtown, or near the College. Demand for such housing will increase as full degree accreditation and additional trades certification are provided within the City.



Medium density housing as above is well suited to Downtown.



### 3.6.2 Suitable Housing Locations

Compatibility with adjacent land uses, proper density, sufficient buffers from adjacent business and roadways, ample green space and secure parking, are some of the concerns pertaining to site selection. Four broad areas were identified by the public as appropriate housing locations for the Downtown.

The most commonly suggested housing location is behind the Co-op Grocery store between Argyle and Livingstone Street. This area is sufficient for high density development (e.g. 60-100 units) which could incorporate courtyard features. This area contains a few single family residential units, that would be appropriate for live-work units or cottage industries. In addition to the large parcel size, the primary benefit of this site is its direct proximity to the corner-stone redevelopment and future retail and recreational amenities.



Vacant land and building behind Co-op highly suitable location for high density senior's housing.

Another area, in close proximity to the above, is south of South Front Street between Fifth and Agricultural Avenues. This property, which currently contains a mix of inappropriate light industrial uses is better suited for medium density row housing or condo-units. The units could be constructed to front Jubilee Park and could be buffered from the CPR tracks by situating commercial development north of South Front Street. The viability of

this concept will increase significantly once the City acquires a crossing over the tracks at 4th Avenue South and Third Avenue South.

A third housing site is the property north of Smith Street between Dracup Avenue and Seventh Avenue North. The corridor west side of Seventh Avenue North is zoned for medium density housing (i.e. townhouses) with the lots serviced for sale in 2006. The larger remaining parcels to the east will likely be developed as "big box" or power centre commercial developments.

In addition to the above three sites, there are several other potentially suitable areas in the heart of the Downtown. The site of the old Firestone Building on Betts Avenue, as well as the existing Fire Hall (if demolished) and adjoining land, have been identified as suitable sites for higher density housing. A third site is the 40-unit Yorkton Hotel on Second Avenue which is currently vacant. A structural and financial feasibility analysis would determine if the units could be potentially refurbished as affordable rental units.



Yorkton Hotel, now (2003) & then (1902), provides housing retrofit opportunity.



### 3.7 Social Activities and Events

In addition to strengthening the local economy, social activities and events are a major source of community pride. It was identified that further event planning is needed to celebrate art, culture, and heritage of the community to support revitalization efforts in the Downtown and West Broadway Corridor.

#### 3.7.1 Organization and Communication

Mobilizing new events of interest to residents and visitors requires committed leadership, a large volunteer pool, and coordination with other events. It was suggested that community leaders and organizations need to find ways of involving seniors and youth that have the time and interest to commit to a particular event. Other groups, such as the Business Improvement District, might expand event activities to include other attractions such as outdoor concerts and street festivals.

Scheduling was identified as a high-priority item that assists in stabilizing the economy by ensuring tournaments and events were coordinated to reduce competition for availability of rooms, facilities, and public attendance. The Community Event Calendar prepared by Tourism Yorkton posts key events, and the business community should share in promoting this awareness. In addition to web-sites, the integration of bulletin boards on street corners is a street feature that will serve to increase awareness and exposure to events. A related initiative is the discussion of an "Ambassador" program to educate staff and businesses on the importance of attractions, events, and tourism.

#### 3.7.2 Potential Activities and Events

Groups presented many ideas for new activities and events which would naturally support a revitalization strategy. The two most commonly expressed events include a cultural celebration festival such as a Regina's Mosaic or Winnipeg's Folklorama, and a Winter Festival similar to Snow Sho which was previously held in Yorkton. With the multicultural festival in the summer and Snow



Annual Summer Fair and Exhibition held on the Agriplex Grounds.

Sho in winter, the Downtown would be well suited to host such events, particularly given the redevelopment theme. Other activities suggested by the groups included a summer art event, a Harley Davidson biker show, automobile racing, a fall Fowl Supper, and outdoor concerts. Many such events are contingent upon suitable facilities and as stated before a willing volunteer base. Business, tourism, and the arts indicated that such events are central to de-



fining community identity and spirit.

### 3.7.3 Facilities and Event Location

The City needs a central location for a larger park that would be sufficient for people to gather, host concerts, festivals, and events. Three sites were identified by the public as suitable for such a space. As noted earlier, the first site is Sakimay First Nation property across City Hall. If the Band would agree to trade the parking area for the Second Avenue parking lot a park plaza could be developed. This also creates the opportunity to convert Second and Third Avenues into one-way streets, or to make Second a pedestrian mall conducive to events, outdoor cafes, and street vendors.

The property behind the Co-op was suggested as another potential gathering point due to its central location, and abundance of vacant surrounding property, as well as the site's suitability for high density residential development. The grade change provides the opportunity for a unique park design, that could tie in the other future uses of the Cornerstone District such as the farmer's market.

The third suitable park location is the existing CPR Park on Broadway Street. The acquisition of property to the east would allow for park expansion, closure of Second Avenue, and extension of Livingstone to Broadway, creating a high profile central park. This arrangement would also serve as a catalyst to redevelop Livingstone Street.



CPR Park 1930s at Broadway and Livingstone Streets. Reconfiguration would allow for a larger park and a redirection of traffic flow.







## DOWNTOWN PLANNING CHARRETTE

The three-day *Yorkton Downtown Redevelopment Planning Charrette*<sup>11</sup>, sponsored by the *Canadian Mortgage and Housing Corporation*, was hosted in late October 2004. Bringing together community stakeholders and a cross-disciplinary team of professionals, the charrette engaged some eighty participants made up of business owners, civic officials, and professionals from across Canada. Engaging the community in this dynamic design oriented process provided the opportunity to freely explore the redevelopment opportunities, setting the foundation for future, buildable plans for the Cornerstone District.

### 4.1 Planning Charrette Background

The Yorkton Downtown Redevelopment Charrette was the culmination of a public consultation process that included both a questionnaire survey as well as focus groups sessions. These public participation initiatives provided a broad framework for the charrette, with additional coordination and preparation provided by a team with diverse backgrounds. This team, which consisted of the City's Planning and Engineering Department, *CMHC*, *Hilderman Thomas Frank Cram*, the *Federation of Canadian Municipalities*, and the *National Research Council*, spent several months on pre-charrette planning. This included defining the study area; identifying stakeholder interests; formulating goals, objectives and guiding principles; and establishing a detailed itinerary for the three-day process.

Public consultation efforts identified a study area in blight, referred to as the Cornerstone District, in the heart of downtown Yorkton. This thirty-acre site has been targeted for redevelopment since the 1960s. It poses several planning challenges and constraints that have impeded sustainable development, including transecting railway tracks, potential environmental contamination, poor traffic circulation and pedestrian access, inappropriate land uses, and a

<sup>11</sup> The term "charrette" means "cart" in French and was popularized by the École des Beaux Arts in Paris in the 19th Century, representing a compressed work schedule and intense work effort. The contemporary charrette is a minimum of three days and is a collaborative design process creating a holistic plan.





number of vacant and dilapidated buildings. The cornerstone precinct's central location and public visibility have made it an area of civic concern that needs to be addressed for the Downtown revitalization efforts to be successful.



Map 8: The Study Area is a thirty-acre brownfield site in the heart of the City of Yorkton; flanked by commercial uses to the north and east, and residential and park space to the west and south.

Opinions and interests identified from the previously conducted public consultation efforts were used as a framework for establishing the following design objectives for the Cornerstone District:

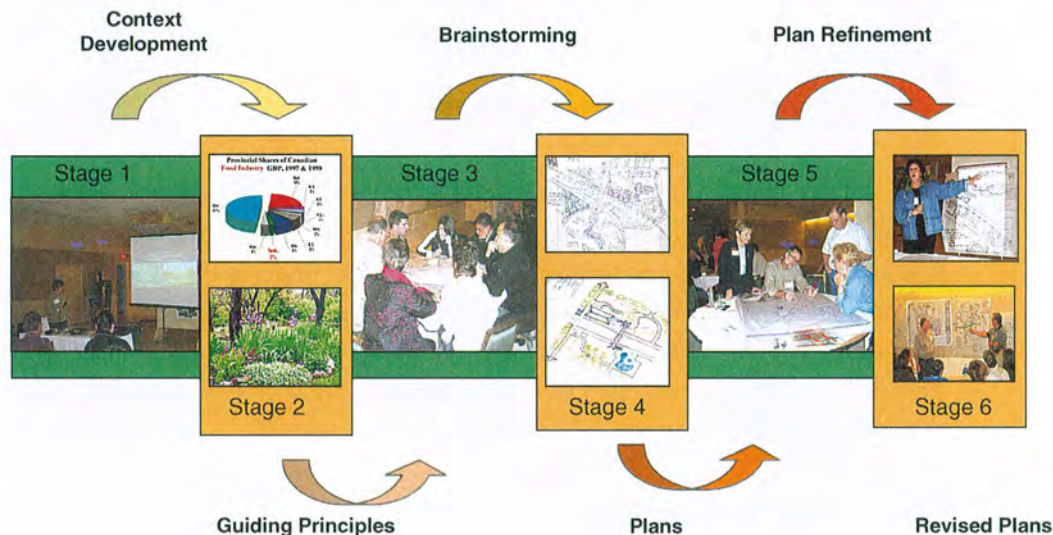
- Create park space for event venues, passive recreation and pedestrian activity;
- Improve vehicular and pedestrian flow into the study area via a network of pathways and urban trails;
- Reconfigure key arterial streets in and around the study area for improved access;
- Create an aesthetically pleasing streetscape design at a pedestrian scale;
- Consider architectural guidelines and themes for new construction in the study area that would reflect a community vision and support the historical character of the City; and,



- Identify housing options and potential sites in the study area aimed at achieving an appropriate blend of affordability, type, design, density, design and layout.

## 4.2 Design Process

Over the course of three days the stakeholders were led through a series of design stages or feedback loops. This process served to establish the context and guiding principles for the group discussions that would ultimately lead to the formation of concept plans. Presenting these concept plans to the larger group allowed participants to get a better appreciation and understanding of the redevelopment constraints and opportunities.



Each day a series of information presentations were made by professionals to establish a context to guide group discussions. Brainstorming sessions around a particular concept would lead to plans, which were continually refined and presented to the larger group. This process continued over three days to lead to final concepts.

Day one identified Yorkton's qualitative attributes such as abundance of green space, culture and heritage, the arts, sports and events, and volunteerism. The primary design objective focused on increasing traffic flow into the cornerstone district while maintaining viable circulation corridors and needed parking. Linkages for future land use scenarios were coordinated with group's plans for future anchors, amenities, and areas of interest.

Day two considered socioeconomic and demographic trends to identify an appropriate mix of land uses and amenity space for seniors, families, professionals and students. Groups incorporated high-density mixed-use developments, arts and culture venues, civic squares, parks, educational and medical facilities, and agricultural venues for direct marketing in the Cornerstone District. Participants also identified approaches to mitigate environmental im-



pacts by proposing sustainable building and site design.

Day three integrated and refined the designs and major land use types such as housing and additional commercial space. The most commonly proposed redevelopment amenity based on the previous day's discussions was a Farmer's Market. After several days of concept alteration every group retained this redevelopment anchor in the form of an agricultural retail facility and business centre. The Farmer's Market would preserve and promote local agriculture as well as act as an incubator for potential business expansion.



Day 2 plans included layout and location of proposed amenities as an overlay to circulation patterns.

### 4.3 Results and Recommendations

The charrette yielded recommendations that were a combination of buildable design plans, widely supported redevelopment principles and urban design policies. The products generated emphasized the importance of achieving sustainable growth. Recommendations can be categorized into several distinct areas: (1) vehicular circulation, (2) pedestrian scale design, (3) landscaping, (4) development of historic railway theme, (5) a farmer's market, (6) mixed use development, and (7) housing.

#### 4.3.1 Vehicular Circulation



The above site design concept proposed boardwalks and landscaped pathways, a pond with seating area, and an above-grade railway crosswalk. The plan is consistent with ideas generated by other groups.

Participants emphasized mobility and concentrated on generating manageable circulation patterns and traffic flows. Groups agreed that installing a railway crossing on grade at Fourth Avenue South would greatly increase traffic flow into the Downtown. Groups also presented the installment of safe pedestrian railway crossings, and pathways that would provide linkages to key anchors in the Cornerstone District.

Some groups proposed the closure of Beck Street after the railway crossing at Fourth Avenue South was installed. In conjunction with this closure, a roadway extension was proposed at South Front Street eastward across the tracks toward Seventh Avenue. This feature would again encourage traffic flow into and out of the Downtown while concurrently linking it to popular existing developments.



### 4.3.2 Pedestrian Scale Design

Neighbourhood walkability was emphasized by every group as a quality of life feature. Sensitivity to mobility needs of various target populations, a comprehensive network of pathways and trails in and around the study area. Streets and pathways were designed to be safe, inviting, and accessible to pedestrians. Developments were also proposed with a pedestrian scale that integrated new developments to vital public spaces.

### 4.3.3 Landscaping

Landscaping principles were incorporated into every site plan generated by participants. In addition to ample green space, buildings included accent plantings, parking lots combined shade trees and ground cover, and landscape buffers were provided to mitigate the visual and noise impacts from the existing railway tracks. Native plant selection and other xeriscaping principles were applied by some groups as a means of conserving water and lowering maintenance.

### 4.3.4 Historic Railway Theme

On the eve of Saskatchewan's centennial year, charrette participants showed a strong desire to reconnect with the City's history and roots. The railway became an important feature in the York Colony landscape in the late nineteenth century, and its charming theme was incorporated into several proposed developments in the study area including the farmer's market, a museum, and art venues. The historic railway was predominant theme that should be incorporated into the City of Yorkton redevelopment strategy.

### 4.3.5 Farmer's Market Business Centre

Every group proposed a farmer's market as a value-added venue providing direct marketing strategies for the agriculture sector. Every group situated the market directly north and adjacent to the railway tracks. Placement varied only slightly between groups with the market either on the east side or west side of the proposed roadway crossing at Fourth Avenue. It was acknowledged that the market would serve as an anchor for the Redevelopment Plan, encouraging traffic and investment.

### 4.3.6 Commercial Development

The majority of commercial developments generated in the charrette were located directly adjacent the tracks on the north side. The small land parcels



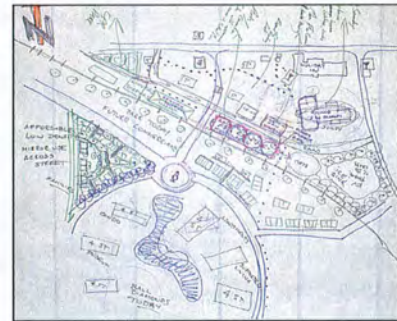


necessitate development intensification. In addition to mixed-use building design, participants proposed mixed land uses in order to promote the concept of community and quality of life. More specifically, plans for the study area incorporated a convention center or theater, a tourism kiosk, arts and boutique stores, and educational and medical facilities.

#### 4.3.7 Housing

Housing was identified as an essential component to Downtown revitalization and establishing the Cornerstone District as a sustainable community. A mix of affordable (75 units) and senior's housing (80 units) was addressed by groups. Family housing including garden apartments, town homes, and/or condominiums, were typically situated south of the railway tracks near the existing baseball diamonds. This area was also suitable for seniors housing, providing ample active and passive recreational space.

Since the senior population may have little to no vehicular use, groups proposed seniors housing north of the tracks, between Argyle and Livingstone Street, as well as at the southeast side of the study area. Housing at these locations provided easy access to centralized amenities that would be situated in close proximity to the proposed development. Such housing was typically designed to provide opportunities for social interaction in adjacent park areas and community gardens.



One group's design idea to locate a large residential development at the south end of the Cornerstone District around the recreational grounds.



## PEDESTRIAN & VEHICULAR ACCESSIBILITY

The public participation process identified numerous issues related to pedestrian and vehicular circulation. Many of these were also noted in the *2003 Transportation Study* prepared by Wardrop Engineering. These issues, coupled with other redevelopment components, have provided the framework for the following recommended improvements. These improvements are integral to the overall Plan, promoting pedestrian safety, improved vehicular flow, and a more dynamic community environment.

### 5.1 Pedestrian Improvements

Every stage of the public participation process has demonstrated a strong desire for improved pedestrian infrastructure. These concerns are verified by regular public inquiries received by the Planning and Engineering Department requesting additional sidewalks, safer crossings, and a integrated recreational pedway system. Commitment and a long-term plan is needed to phase-in these improvements.

#### 5.1.1 Downtown Sidewalk Plan

Map 9 illustrates the core area bound north south by Darlington Street and King Street, and east west by Mayhew and Gladstone Avenues. The map delineates core areas with combined curb and sidewalk, curb sidewalk and boulevard, curb only, and areas without curb or sidewalk. The City's ability to accelerate sidewalk installation is contingent upon future development, however five priority areas are identified. With private sector investment, these five areas described below, can be completed in the next five to ten years.

*Area One* includes the south side of Broadway Street (Sixth Avenue to Highway 9), the north side Broadway Street (Dracup to Highway 9), and Seventh, Eighth, and Dracup Avenues, north of Broadway Street which all require sidewalk. This high priority area links property developed north of Smith Street to the Downtown, and provides a linkage to the east across Highway 9.



*Area Two* includes both sides of Broadway Street crossing Highway 9 to Mayhew Avenue and Lawrence Avenue, and the east and west sides of Highway 9 south of Broadway. Similar to Area One, capital dollar allocation or an improvement levy is required. The expansion of the big box developments (Superstore, Canadian Tire, and Wal-Mart) and future development of the Yellowhead Commercial Park will require the businesses to install sidewalk along their frontages on Hamilton Road and other streets in the Park.

*Area Three* includes the east and west sides of Highway 9 from Broadway to Darlington Street, the west side of Seventh Avenue N, and both sides of Dracup Avenue North. The majority of this sidewalk would be at the expense of future commercial and residential development.

*Area Four* around the CPR tracks consists of Livingstone Street, west side of Beck Street to Cameron Street, both sides of Cameron Street (Third to Fifth Avenue), King Street, Manitoba Avenue, and all of South Front Street.

*Area Five* southwest of the Downtown is not a high priority area, but should be done after the other areas are completed. Portions of King Street, Melville Avenue around Patrick Park, Independent Street, Brodie Avenue, would all be a city capital expenditure.

*Area Six* includes the south side of Darlington Street (Gladstone to Dominion Avenue), south side of Duncan Street (Gladstone to Victoria Avenue), east side of Victoria Avenue (Smith to Darlington Street), both sides of Dominion Avenue (Smith to Darlington Street), and south side of Smith Street (Gladstone to Myrtle Avenue).

In addition to the above areas consideration should be given to providing wider sidewalks. The standard of 1.2 metres or 4 feet should be increased to 1.5 metres for residential streets, with downtown sidewalks increased to 2.4 metres and Broadway Street in the downtown at 3.65 metres.

### 5.1.2 Downtown Intersection Design

In addition to expanding pedestrian infrastructure, integrating design principles into the transportation network serves to calm traffic and provide greater pedestrian security. Engineering standards which promote narrower street widths to calm traffic without creating significant delays are becoming increasingly more common. This principle is illustrated in the City's 2003 Transportation Plan which recommended Yorkton narrow its residential street to 11-12 metres to 8 metres. The Study also recommended the installation of bulb-out curb design at intersections along Broadway Street East to decrease the





**LEGEND:**



30/06/2005

The logo for Yorkton Planning & Engineering features a stylized blue graphic above the company name. The graphic consists of three interlocking shapes that resemble a cluster of houses or a stylized 'Y'. Below the graphic, the word 'Yorkton' is written in a large, bold, serif font. Underneath 'Yorkton', the words 'Planning & Engineering' are written in a smaller, sans-serif font.

**Yorkton**  
Planning & Engineering

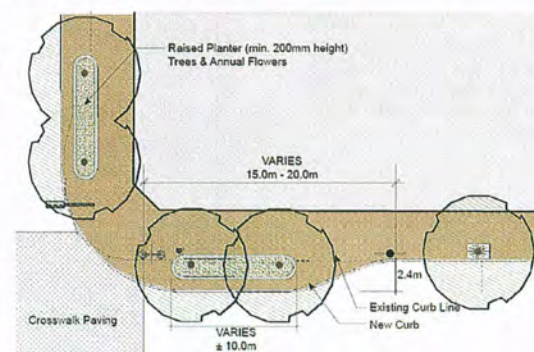
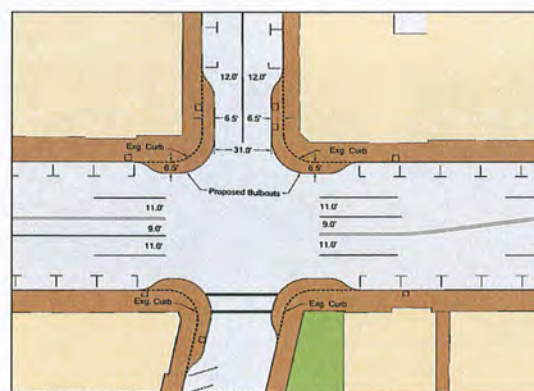






width of the street for pedestrian crossings and improve streetscape aesthetics. (*Yorkton 2003 Transportation Study*, 64-65)

The installation of curb extensions or bulbouts shorten pedestrian crossing distances, improve motorist visibility, and widen the sidewalk right of way for street furniture or landscaping. Extensions should be at least as wide as parking lane so that pedestrians are visible to motorists and not visually obstructed behind cars. Illustrated to the right, the bulb-out design for the intersection of Third Avenue and Broadway Street reduces the width of the intersection by 4 metres (13 feet), providing approximately 2 metres of extra sidewalk to each corner. In order to achieve proper drainage most of the intersections along Broadway will require the storm sewer relocation and the installation of additional catch basins. The installation of landscaping and street furniture will serve to identify these corners for winter snow clearance.



Typical bulbout on a corner with two 10 metre x 2 metre, 200mm high planters. Illustrated top, Third Avenue intersection (typical) the extension of the bulbouts by 2 metres per corner calms traffic and reduces the crossing distance for pedestrians by 4 metres (13 feet) and the reduction in roadway width calms traffic.

The two biggest concerns pertaining to the bulbouts are the loss of several parking spaces, as well as traffic delays of right turning vehicles using the parking lane on the red light. Both impacts will be nominal since, in the first case the Transportation Study identified a surplus of on-street parking, and in the second, right turn delays already occur without the bulbouts with vehicles parking within 1-2 car lengths of the intersection. Furthermore, when presented these issues, business organizations, Commissions, and City Council endorsed these changes.

Curb extensions alone can lower vehicle speeds by around .5 - 2.5 km per hour. Larger reductions occur when combined with textured crosswalks of colored paving stone or stamped concrete, with concrete border strips extending across the pavement. The width of these crossing strips should be a minimum of 2.5 m wide and installed first along busier Downtown streets such as Broadway and Smith Street before considering the Avenues.

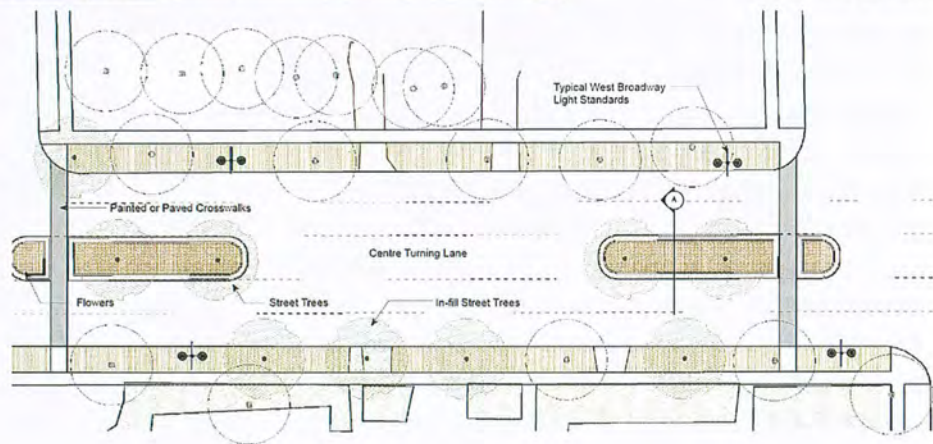
### 5.1.3 Downtown and West Broadway Pedestrian Crosswalks

Poor crosswalk identification is a major pedestrian safety issue in the Downtown and West Broadway Corridor. Several fatalities have resulted from excessive motorist speeds, particularly along the West Broadway Corridor. Re-





Modification to existing crosswalk (above left) by including landscaped median with textured concrete (above middle). Above right illustrates typical cross-section. The above should be modified to have the crosswalk intersecting through the middle of the median island (right) of the TWLTL.



designing crosswalks and intersections to improve visibility and calm traffic will make these areas more pedestrian friendly.



Crosswalk at Maple Avenue with overhead flashing pedestrian signals and refuge island in TWLTL.

In addition to the signalized intersections, Map 10 illustrates a dozen crosswalks on Broadway Street extending from Bradbrooke Drive to Highway 9. Maple (flashing pedestrian signal), Franklin, Fifth and Sixth Avenues, and Bradbrooke Drive, have overhead signs installed, whereas Seventh, Eighth, Ontario, Alexander, and Barbour Avenues require better signage. Similarly on Smith Street better signage is needed for Fifth, Sixth and Seventh Avenues. As with the Downtown intersections, these crosswalks could be further enhanced with textured or colored concrete to better delineate the crossing.

Also where feasible, refuge islands should be installed on the crosswalk edge to protect pedestrians in the two-way left turning lane (TWLTL). One such island exists on Maple Avenue, however larger islands should be proposed in the TWLTL along the Avenues of Melrose, James, Elizabeth, Franklin, Wallace, and Bradbrooke. These islands provide the opportunity for adding desirable landscaping treatment to the Corridor.

### 5.1.5 Greenways

Strong public support exists for an integrated trail or greenways system for jog-

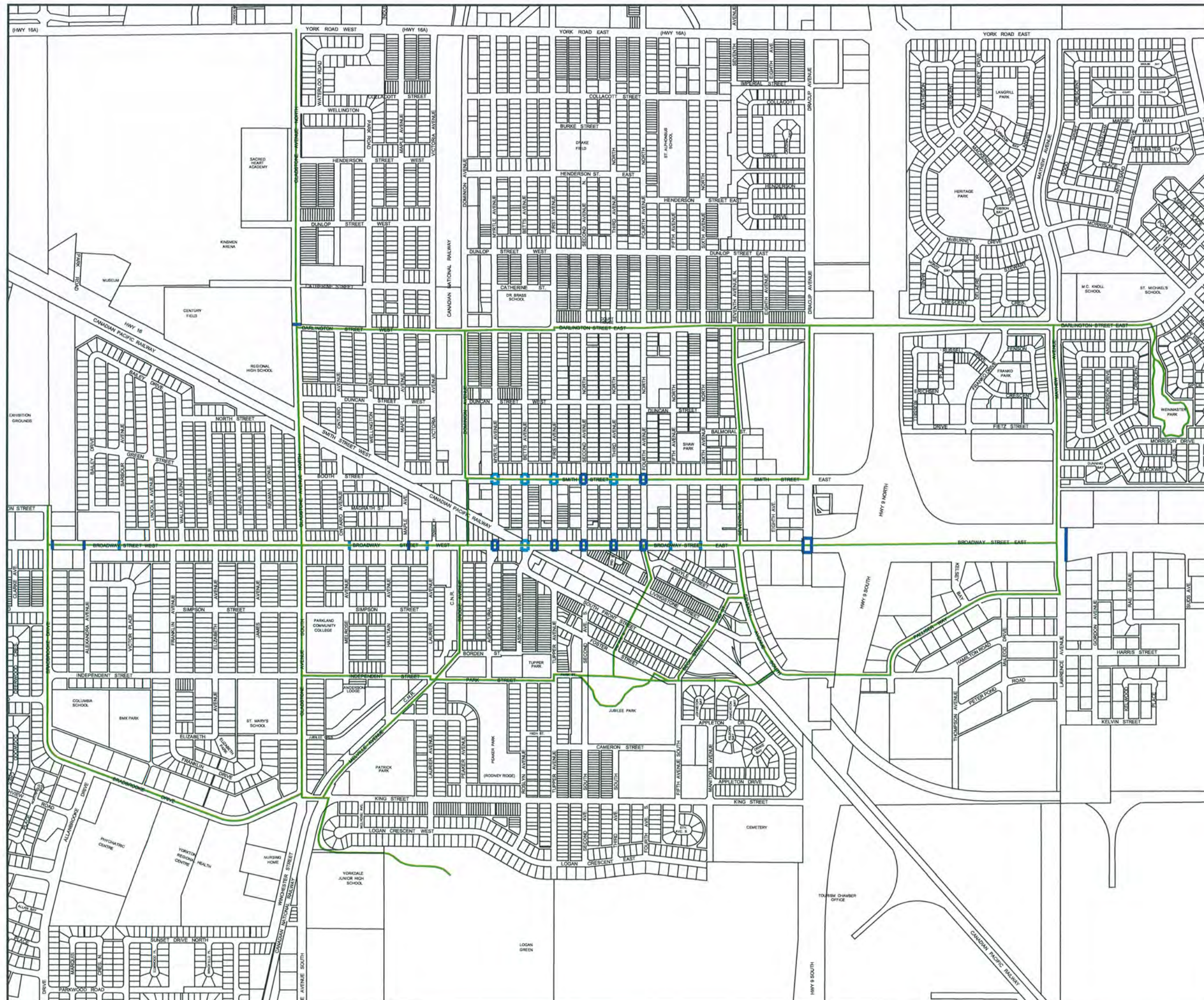


# MAP 10 BIKE TRAILS & PEDESTRIAN CROSSINGS

## LEGEND:

- CONTROLLED PEDESTRIAN X-ING
- UNCONTROLLED PEDESTRIAN X-ING
- BIKE PATH

SCALE: N.T.S.  
DATE: 13/07/2005









ging, cycling, and rollerblading. Utilizing roadway and public open spaces this system will provide a safe, convenient, and comfortable form of passive recreation for youth, families, and seniors. Areas on the outskirts are already developing pathways (Riverside Terrace, Logan Green, and the Ecological Ravine), and strategic roadways and spaces are needed to establish the Downtown as the hub for these peripheral greenways.

The following roadways, illustrated in Map 10, are identified to incorporate as roadway bike lanes:

- Seventh Avenue from Darlington Street to Hamilton Road-Lawrence Avenue to Mayhew
- Dracup Avenue from Darlington to Smith Street
- Smith Street from Seventh Avenue to Dominion Street
- Darlington Street from Gladstone to Mayhew Avenue
- Independent and Park Streets from Gladstone Avenue to Jubilee Park
- Melville Avenue - Brodie Avenue - Dominion Avenue to Darlington Street
- Beck Street/Second Street

The on-street system should be designed for a 1.5 metres wide bike lane for each side of a roadway with a 100mm solid painted line to divide the vehicles from the cyclists. Where on-street parking exists, the bike lane should be offset from the outer edge of the parking lane. In addition to the on-street system, an off-street system in the core area should include Jubilee Park as well as the large undeveloped parcels north of Smith Street, east and west of the Dracup Avenue. The off-street pathway system should be designed to a minimum width of 3 metres wide with 150mm base and 75mm asphalt surface.

## 5.2 Vehicular Traffic

The reconfiguration of several roadway networks in and around the Downtown is needed to provide amenities, improve traffic flow, and provide redevelopment opportunities. Map 11 illustrates nine proposed roadway changes, with the biggest improvements proposed in the Cornerstone District, that portion south of Broadway Street around the CPR tracks.

### 5.2.1 Livingstone Street and Broadway Street

Realignment of Livingstone Street and Broadway Street is a redevelopment scheme that will result in the expansion of CPR Park, the closure of Second Avenue South, and the transformation of Livingstone Street to a one-way from



Ecological Ravine nature trail is one outlying greenway system to be partially hard surfaced.



Livingstone Street is proposed to extend to Broadway Street through existing CPR Park.





Proposed extension of Livingstone Street and closure of Second Avenue.

integrating cobble-stone or textured concrete. As a one-way Livingstone Street will increase the traffic from Broadway Street toward the Cornerstone District further east.

### 5.2.2 Fourth Avenue Railway Crossing



Fourth Avenue at Livingstone Street is proposed to extend south across the CPR Railway line.

The Fourth Avenue railway crossing, endorsed by the public participation process and the Downtown charrette, is vital to redeveloping the 15-20 acres of vacant underutilized land traversing the north and south side of the tracks. The crossing would allow for the progression of north-south vehicular and pedestrian traffic between the Downtown and the proposed residential/commercial area adjacent Jubilee Park. Combined with the one-way traffic from west of Livingstone Street, the crossing will also facilitate east-west traffic movement.

Though the Transportation Study recommended an above or below grade crossing, based upon the required approach distances, the grade change would significantly inhibit pedestrian traffic on Fourth Avenue and Livingstone Street. This factor, along with the cost of a grade change, makes it unfeasible at this time. Preliminary discussions with CPR for the grade crossing indicate the City will sacrifice the Maple Avenue crossing, which is underutilized as well as a safety hazard.

### 5.2.3 Darlington Street and Dracup Avenue

With the residential development of the northeast end of the City, total daily traffic volumes at the intersection of Darlington Street and Dracup Avenue have increased 33% between 1987 and 2003 (from 566 to 750).<sup>12</sup> Continual residential growth, and future commercial development of the 30+ acres on both sides of Dracup Avenue, will further increase volumes on both Seventh and Dracup Avenues.

<sup>12</sup> Comparative increases are assumed for Smith Street and Dracup Avenues.

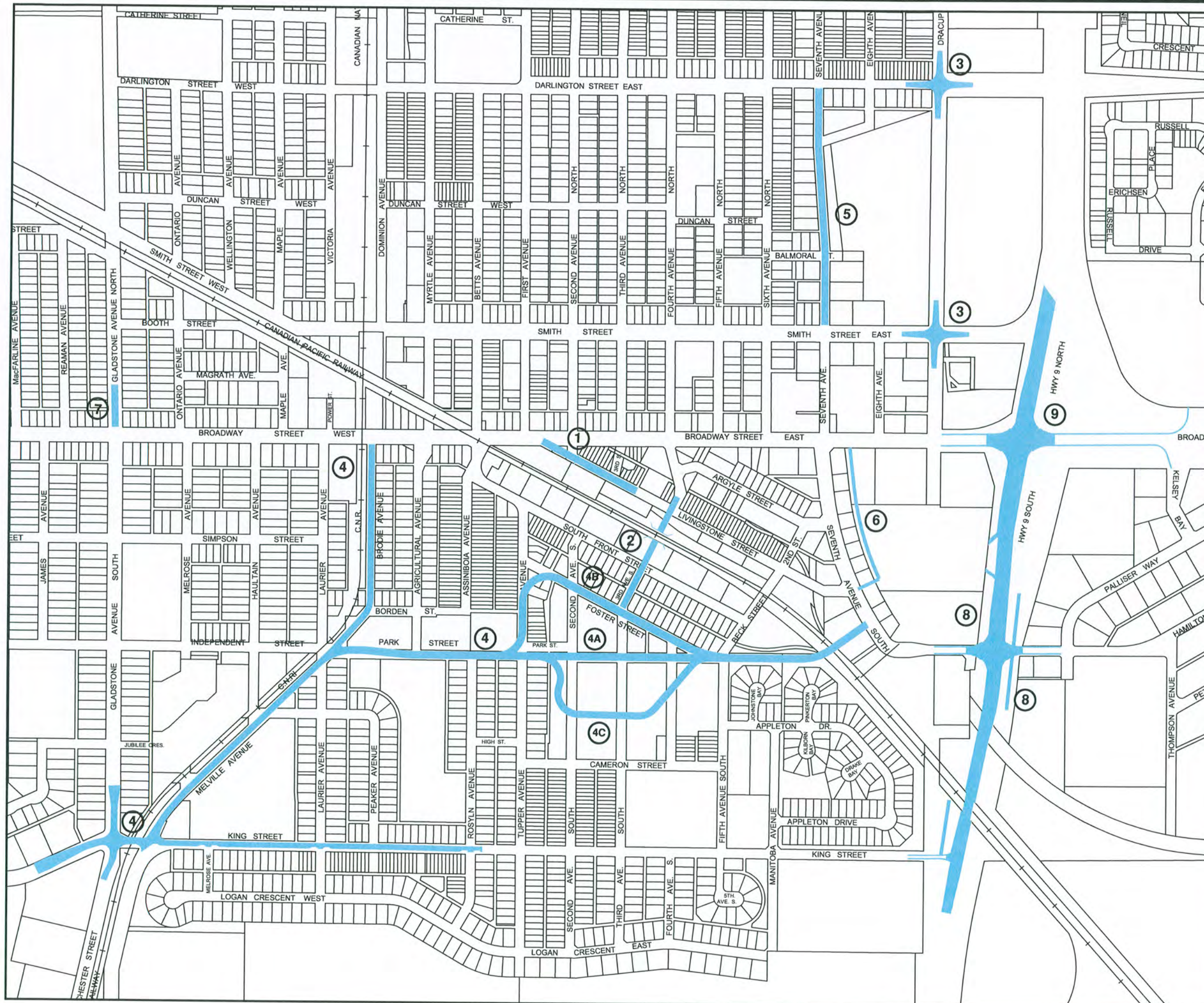


# MAP 11 DOWNTOWN ROADWAY IMPROVEMENTS

## LEGEND:

- ① LIVINGSTONE ST. EXTENSION AT BROADWAY ST.
- ② FOURTH AVE. RAILWAY CROSSING
- ③ DARLINGTON ST. & DRACUP AVE. INTERSECTION
- ④ GLADSTONE AVE., BRADBROOKE DR., MELVILLE AVE., & PARK ST. EXTENSION
- ⑤ SEVENTH AVE. N. EXTENSION
- ⑥ SEVENTH AVE. S. LANEWAY EXTENSION
- ⑦ GLADSTONE AVE. & BROADWAY ST. LANE IMPROVEMENT
- ⑧ KING ST. & HAMILTON RD. ACCELERATION / DECELERATION LANES
- ⑨ HWY #9 RECONSTRUCTION / INTERSECTION IMPROVEMENTS

SCALE: N.T.S.  
DATE: 30/06/2005









Forecasting these increases the 2003 Transportation study recommended the construction of a single lane roundabout for the Darlington Street and Dracup Avenue intersection. This will calm traffic, provide continuous movements, reduce traffic delays (NB and SB movements are experiencing high delays), and discourage truck use. Similar consideration may be given to Smith Street and Dracup Avenue in the future.



Geometric design of roundabout to be built at Bradbrooke Drive and Gladstone Avenue intersection.

#### 5.2.4 Gladstone Avenue and Bradbrooke Drive - Melville Avenue Park Street Extension

The location of the hospital, along with the big box construction and residential development on the east end of the City, has led to increasing King Street traffic volumes. An alternate route was recommended for construction to divert traffic from King Street to Park Street with an extension to Seventh Avenue. This would effectively link the west end of the Cornerstone District to the "big box" developments at the east end of the city. Properly developing Park Street will also reduce the westbound lane delay at King Street/Highway 9, as drivers are encouraged to use the Park Street extension.

Although Melville Avenue could be easily paved and extended through Park Street, the ball diamonds necessitate land assembly of a number of residential dwellings on the west side of Jubilee Park. Map 11 illustrates alternate routes as a result of the ball diamonds. A second challenge of the above scheme is acquiring an additional crossing from CPR. Even with the closure of the Beck Street crossing directly west, a drawn out negotiation process with CPR is evident. In the meantime it is recommended the City complete the roadway extension of Park Street to Fifth/Beck Street.

#### 5.2.5 Seventh Avenue North



Seventh Avenue N. laneway construction.

The Seventh Avenue N. extension from Smith Street to Darlington Street, began in 2004 and will be completed in 2006. The roadway extension will allow for the development of the west side of Seventh Avenue as residential units, and the east side for commercial development. As this area develops, the need for additional roadway infrastructure will become apparent.

#### 5.2.6 Seventh Avenue South Laneway Construction

The rear lots on Seventh Avenue south are prone to Spring flooding as a result of lot grades and the snow storage from the adjacent Superstore. Busi-



Laneway is warranted between Superstore and Seventh Avenue S. commercial properties.



ness owners have requested the establishment of a laneway to allow for garbage pick-up, delivery access, and drainage improvements. Superstore would have to provide an easement or sell approximately 952m<sup>2</sup> of land, and the SaskPower lines will have to be buried or relocated. This laneway would extend from Broadway Street and tie into Seventh Avenue adjacent the SPCA building. This improvement is recommended for the immediate future.

### 5.2.7 Gladstone Avenue/Broadway Street

Southbound left turn lane traffic from Gladstone Avenue traffic to Broadway Street has experienced increasing number of vehicles. With the construction of the Gallagher Centre and the Casino, traffic volumes for West Broadway are expected to increase making this intersection busier. The current configuration indicates sufficient room to accommodate a southbound left turn lane, and it is recommended this be incorporated as a transportation improvement.



Looking north on Gladstone Avenue at Broadway street. The southbound lane on left requires left turning lane.

### 5.2.8 Highway No. 9

The City in partnership with Saskatchewan Highways will be reconstructing Highway 9 from Queen Street to York Road this year. Additional improvements being made at this time include a right turn acceleration on Highway 9 from Hamilton Road, and a right-turn deceleration lane on Highway 9 onto King Street. Other improvements include the urbanization of the Hamilton Road and Broadway Street intersections, including raised medians aligned for future sidewalks construction at both intersections.

## 5.3 Parking

The heart of the Downtown, illustrated in Map 12, has an adequate supply of parking with some 320 off-street public spaces, 600 on-street spaces, and more than 500 private spaces. Several years ago the City removed the parking meters, replacing them with a two-hour free on-street parking restriction throughout the Downtown. Despite an ample parking supply, public perception is that more parking is required, perhaps driven by convenience shopping, and the desire for parking directly in front of the shopping destination.

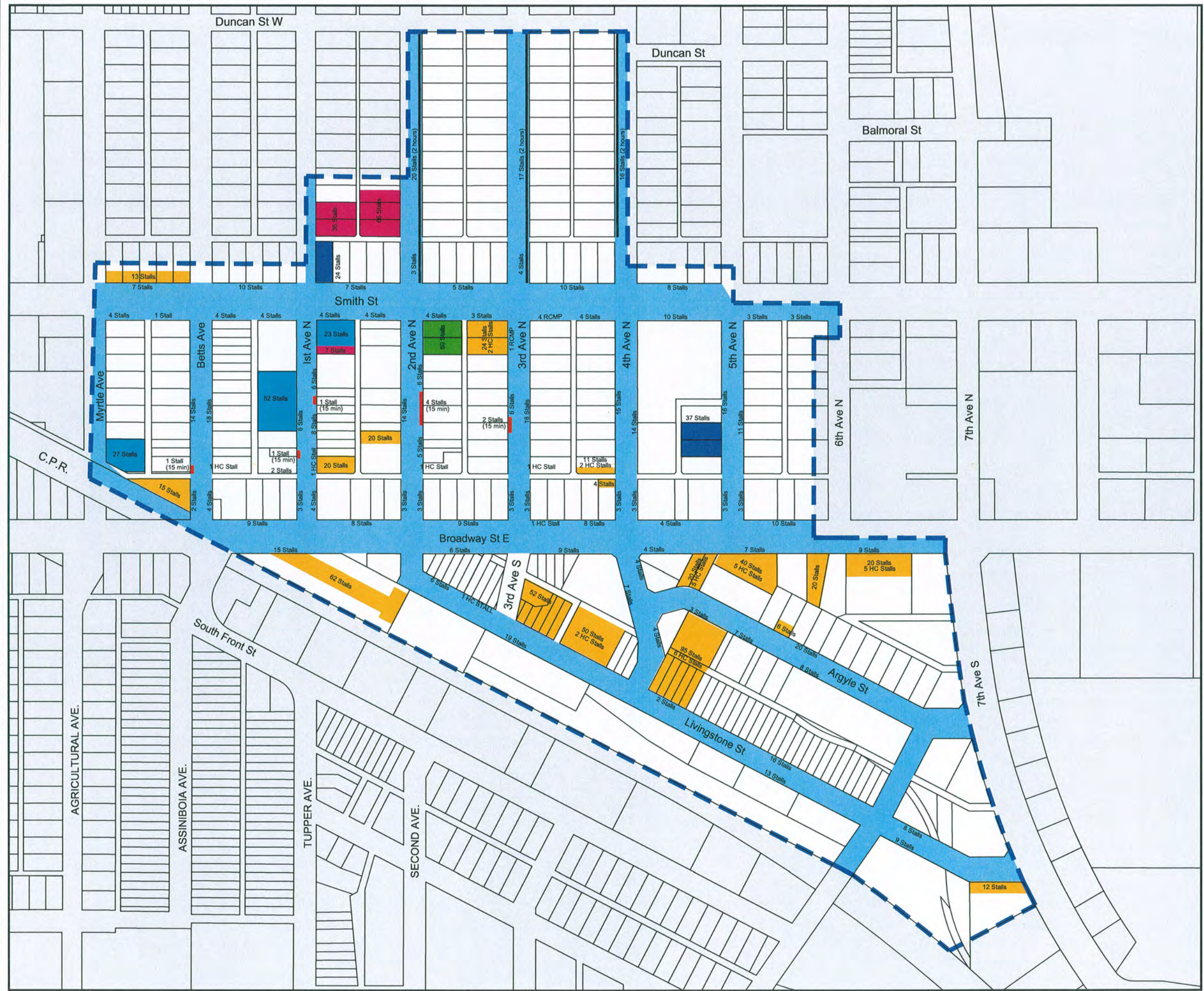


# MAP 12 ON STREET AND OFF STREET PARKING

## LEGEND:

- METERED PARKING
- PERMIT PARKING ONLY
- METERED/PERMIT PARKING
- RENTED PARKING (CASINO)
- PRIVATE PARKING
- 2 HOUR FREE PARKING
- METERED PARKING (15 min. limit)
- 2 HOUR PARKING LIMIT
- CASINO RESTRICTED PARKING

SCALE: N.T.S.  
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The 2003 traffic study conducted surveys of public on- and off-street parking supply and demand, demonstrating a surplus of on-street parking availability in the core.<sup>13</sup> The parking space capacity and vehicle counts resulted in a 59% average occupancy for 2003, which has declined significantly from a 1987 study indicating a 77% occupancy. In terms of off-street parking, seven City parking lots were surveyed demonstrating a capacity for 284 spaces with an occupancy of 40% compared to 81% in 1987.<sup>14</sup>

The underutilization of City lots, while partly attributable to big box developments, is also a result of their poor condition and identification. Better on-site and directory signage is needed to guide visitors to these lots, and the lots should be paved, curbed, with lighting and landscaping.

In 2005 the City reconstructed Lot 2 on the west side of First Avenue. This redesign includes all of the essential improvements, making it aesthetically attractive and identifiable as a City owned lot. The improvements to this lot amount to approximately \$65,000, and with the same annual allocation, the remaining public lots in the Downtown could be completed in a five year time frame. Additional monies should be considered for a public lot on the south side of Broadway Street as none currently exist.



First Avenue Parking Lot with landscaping.



Parking lot identification signage and Second Avenue



<sup>13</sup> This area is bound by Fourth Avenue to First Avenue in the west, and Broadway Street to Smith Street in the north.

<sup>14</sup> The average occupancy for metered lots (lots 1,2,4, and 5) is 50%, permit lots (lots 3 and 7) is 23%, free parking lots (lot 7) is 81%, and the casino parking is 36%.







## HERITAGE PRESERVATION STRATEGY

Historic building, with their ability to directly link tradition, heritage, culture, and folklore, are an essential element to the urban fabric. Yorkton is fortunate in not only possessing numerous quality heritage buildings, but also by a strong public will to preserve and restore this architecture. Every component of the public participation process identified heritage preservation as the primary redevelopment “theme”. To realize this theme proactive planning, strong leadership, and a greater sense of pride and ownership are needed on the part of the City, businesses, and citizenry. This section outlines a framework to pursue a heritage preservation strategy.

### 6.1 Yorkton's Historic Architecture

Despite the demolition of many historic structures over the past several decades, Yorkton maintains a wealthy stock of historic commercial, institutional and residential properties. A study prepared in 1989 by the *City of Yorkton Municipal Heritage Advisory Committee* inventoried these historic buildings. Map 13 illustrates the dispersion of these commercial, institutional, and residential historic properties throughout the City.

The primary concentration of historic commercial properties is in the Central Business District, bound north south by Broadway and Smith Street and east west by Betts and Fourth Avenues. In addition to this area the City contains a number of historic residential properties between Smith and Darlington Streets, from Second to Sixth Avenue, and south of Broadway Street between Laurier and Assiniboia Avenue. To date Yorkton has given Municipal Heritage Designation to only six historic properties within the City. These properties were designated by Council based upon the recommendations from the Heritage Sub-Commission. These properties described below include the Hudson's Bay Store, St. Paul Lutheran Church, Land Titles Building, the Yorkton Flour Mill, and two residential properties. The Yorkton Court House is the only building in Yorkton that has received Provincial Designation.





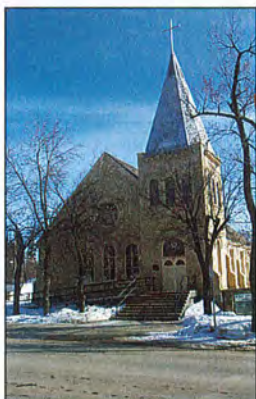
### 6.1.1 Old Hudson's Bay Store (1912-1913)

Located at 19 Broadway Street East, the Old Hudson's Bay Store was designated a municipal heritage building in 1990. The two-storey building constructed of brick and stone is representative of the Hudson's Bay transition from a fur trading operation to a retail merchandising business in the early part of the twentieth century. The building contains numerous architectural elements including square pilasters, a deep decorative dental cornice, Corinthian capitals, unique window rhythm, and a cream coloured terra cotta façade. The building remains one of the most important commercial landmarks in the Downtown.



Old Hudson's Bay Store

### 6.1.2 St. Paul Lutheran Church (1899)



St. Paul Lutheran Church

Located at 73 Smith Street, the St. Paul Lutheran Church is the oldest church building in Yorkton, receiving Municipal Heritage status in 2004. Completed in 1899 the structure attracted large numbers of immigrants during Yorkton's settlement. The 1.5 storey building was built in a Gothic, Neo-Colonial style with fieldstone and brick. The cone-shaped steeple, stained glass windows, and other elements have served to influence the architecture of the neighbourhood. The gable roof with its striking cone-shaped steeple is of particular interest, along with the original stained glass windows found at the front of the church.

### 6.1.3 Yorkton Court House (1919-1920)

The Yorkton Court House, located at 29 Darlington Street, was designated a Provincial Heritage Property 1988. Built as one of the larger judicial buildings in the Province, it is one of the last monumental



Yorkton Court House



buildings constructed by the Saskatchewan government until after WWII. The Province's first provincial architect, Maurice William Sharon, designed the two-storey building in a Colonial revival or Beaux-Arts style. The building is a landmark in terms of its composed symmetry and architectural details which include an ornate dental cornice, a brick parapet with elaborate stone trimming, arched Romanesque windows, stone carvings, projected end bays, and a stepped stone pediment at the front. The building is featured in the 1994 Architecture series of Canada's postage stamps.

#### 6.1.4 Old Land Titles Office (1907-1908)

The Land Titles Office located at 49 Smith Street, receiving Municipal Heritage Status on October 1989, was constructed as a fireproof building to house title papers for the region. Toronto base architect's Darling and Pearson designed the original two-storey building with a concrete base and red brick facing. A stone cornice runs around the building and ornamental stone was also used to accent the corners and edges of the building. Character-defining architectural features include an entablature, quoins, and Romanesque Arch windows with keystone and Tyndall stone. In 1980 a major addition was constructed for a cultural facility which now houses the Yorkton Arts Council, the Godfrey Dean Art Gallery, the Yorkton Sports Hall of Fame, a theatre, the Yorkton Short Film and Video Festival and office space for various cultural events.



Old Land Titles Office

#### 6.1.5 Yorkton Flour Mill (1900)

The Yorkton Flour Mill, originally B.P. Kent Flour Mills, is located at 120 Livingstone Street and was designated a Municipal Heritage property in May of 1997. The three-storey Mill was built by John Smith in 1900 and operated by Levi Beck, Yorkton's Merchant Prince until 1936. The Mill which is built of brick from the Yorkton Brick Company is a testament to the prairie vernacular style of architecture not found anywhere else on the Canadian prairies. Reportedly the oldest brick mill still standing in Saskatchewan, the Mill is a Yorkton landmark symbolizing the vital importance of agricultural industry. Unfortunately the lack of investment and eventual abandonment in the late 1990s has accelerated its decline. A great deal of investment is needed to bring the Mill up to code and allow it to be preserved.



Yorkton Flour Mill



### 6.1.6 Residential Heritage Properties

Although the Plan's primary focus is commercial restoration, it is recognized that Yorkton has more historic residential structures than commercial (see Map 13). Future planning efforts should be dedicated to evaluating, designating and restoring these dwellings. A successful commercial restoration initiative may be the impetus for residents and City officials to more vigorously pursue such an endeavor. Two examples of heritage dwellings are provided to demonstrate the variation in historical significance and architectural style.

The Doukabour heritage home located at 29 Myrtle Avenue was constructed in 1932 as one of six built Doukabour homes on Myrtle. The simple rectangular design with gable roof is representative of a prairie vernacular and the Doukabour lifestyle. The Doukabours, which played an integral role in the land rush of 1907-1908, brought many settlers and notoriety to Yorkton. The building, which received Municipal Designation in 1992, is in good condition and was once considered for conversion to a heritage museum for Municipal Heritage Advisory Committee.



Doukabour Heritage Home



Heritage Home (81 Second Avenue North)

The dwelling on 81 Second Avenue was constructed in 1910 and is the other residence in Yorkton with Municipal Heritage Designation. The two and a half storey brick building, built in a Victorian style with Colonial elements, possesses a number of notable features such as keystones, fan arched windows, dental cornices, decorative ball finials, a round window, and a wrap around verandah. The house was owned by Dr. C.M. Henry and was then used by the RCMP in 1940 as Detachment headquarters. After being renovated as a boarding house it was eventually purchased by owners who have restored the house to its original grandeur.

## 6.2 Heritage Designation Process

Municipal Heritage Designation begins with the assessment of the building or property via a set of established criteria. The 1989 Municipal Heritage Study evaluated a large number of properties and has provided a foundation to develop a more systematic evaluation and scoring process of heritage buildings. Although this process led to the Municipal designation of four buildings in Yorkton, a new study is required which reviews all of the buildings identified in Map 13. This will serve to identify not only a building's eligibility



# MAP 13 HERITAGE BUILDINGS

## LEGEND:

- |   |   |
|---|---|
|  |  |
| PROVINCIAL<br>HERITAGE<br>DESIGNATION   | MUNICIPAL<br>HERITAGE<br>DESIGNATION  |
|  |  |
| HISTORIC<br>BUILDING<br>(COMMERCIAL/<br>INSTITUTIONAL)                              | HISTORIC<br>BUILDING<br>(RESIDENTIAL)   |

- 1 SaskPower Corporation Building
- 2 Parker & Quine Building
- 3 Denson Commercial Foods
- 4 Scoops
- 5 City Limits Inn
- 6 Yaholnitsky Block
- 7 The Armoury Building
- 8 Glauser's Drapery Gallery / Clarica
- 9 Yorkton Hotel
- 10 N.R. Park & Sons
- 11 St. Andrew's United Church
- 12 Courthouse
- 13 Dunlop Block
- 14 Emerald Detail & Glass
- 15 The Frozen Cactus
- 16 Alexander's Mens Wear /  
Army, Navy & Air Force Veterans Unit
- 17 Hometown Sports
- 18 The Enterprise
- 19 Godfrey Dean Cultural Centre
- 20 Clarica
- 21 St. Paul's Lutheran Church

-  RESIDENTIAL WALKING TOUR
-  PROPOSED COMMERCIAL WALKING TOUR

SCALE: N.T.S.  
DATE: 13/07/2005



**Yorkton**  
Planning & Engineering









for designation, but also the value of a particular building's heritage. Such information is essential to the overall preservation strategy and action plan for Yorkton.

The City has updated the building evaluation process by establishing Heritage Evaluation Criteria measuring five key elements. Buildings are scored on these criteria to determine eligibility for designation. To apply these criteria, heritage evaluators are trained to research the history of a building, while also inspecting, documenting, and photographing the character defining elements of the site and buildings' interior and exterior. The five key criteria for the municipal designation are as follows:

- *Architecture* – Evaluates the overall architecture and quality of the building, including an assessment of architectural style, method and materials of construction, age of building, historical importance of architect or builder, and the interior design or craftsmanship of the building.
- *Historical Value* – Reviews whether the building has an association with a person or group, an event that has made a significant contribution to the community, province or nation. This criterion also evaluates the context of the building and whether it is illustrative of broad patterns of cultural, social, political, military, economic, or industrial history.
- *Environment* – Measures the contribution to the character of the street or neighbourhood, including the setting or landscaping and whether building or site is an important visual landmark.
- *Usability* – Assesses the compatibility with the current land use and zoning, adaptability to re-use, capacity public use, condition of utilities, and whether the building can be restored or preserved at a reasonable cost.
- *Integrity* – Evaluates the buildings retention of original conditions including original site, materials, design features, and whether it is in good structural condition.

After buildings within an area have been evaluated and scored, eligibility for Municipal Heritage Designation can be determined. Only buildings that have been evaluated and designated are eligible for restoration incentives. Designation and the incentives provide the ability to apply guidelines to preserve and restore the heritage characteristics of a building. The standards and guidelines that follow are intended to serve in the renovation or rehabilitation of these historic structures.





### 6.3 Historic Preservation Standards and Guidelines

The Historic Preservation Standards and Guidelines are intended to assist owners of historic buildings by providing them with a pragmatic approach to conservation. Applying these standards and guidelines will serve both to assist municipal administration measuring compliance with preserving or restoring Municipal Heritage properties; and aid property owners who wish to take a proactive approach to preservation and restoration.

Whereas the standards provide the broad fundamental principles to the practice of conservation, the guidelines are intended to provide more specific advice for applying the standards to building preservation, rehabilitation, or restoration. Seven preservation standards have been developed to assist owners and administrators through the restoration process. The seven standards, which can be applied to any historic structure at any stage of restoration, are as follows:



Hursts building with decorative Corinthian capital and Gargoyle.

1. *Evaluate*: Review and identify all heritage contributing elements of a structure to define existing and missing components. Assess the condition of such elements.
2. *Protect and conserve*: Protect and conserve original elements wherever possible. Removal or alteration of historic features should be avoided.
3. *Repair*: Repair deteriorated components with original materials and methods to match the original.
4. *Replacement*: Replace only if conservation or repair is not an option because deterioration has gone to far or an original element is missing. Preference should be given to the use of original materials before using new.
5. *Maintenance*: Structures require regular evaluation to determine the frequency/need for facade cleaning/repair and maintenance. Any maintenance or repair must be sensitive to the building conditions so as not to create any further damage or deterioration.
6. *Compatibility*: Where the use of a building changes and renovation is required to meet these needs, all construction shall be compatible with the existing building and should not destroy the character defining elements of the building.
7. *Sensitivity Alteration*: New additions to the building (either in height or footprint) shall be context sensitive to the heritage characteristics, without necessarily reflecting historic character to the adjacent building.

With the above standards in place the guidelines have been established to more specifically address the restoration of each of the character defining elements or architectural features of a building (see Appendix A: Heritage Stan-



*dards and Guidelines*). These features include windows, awnings, entranceways, facades, signs, and interiors. Failure to adhere to these guidelines when repairing or restoring any of these elements will disrupt the original architecture and design quality of the building.

Windows for example, are an important building element, influencing both the interior and exterior buildings appearance. Identifying the functional and decorative features of windows that serve to define the historic character of the building is important. Such features include frames, sashes, muntins, glazing, decorated jambs and moldings, and interior and exterior shutters. The historic appearance of a building can be diminished when windows are removed, blocked-in, or replaced with improper materials, designs, colours, and so on.



Three examples of diminished historic character resulting from removal or covering of original windows: KW Men's Wear upper storey windows, Hursts five bay windows, and Anavets ground floor and upper storey windows. Research is required to determine original window design for restoration.

## 6.4 Historic Preservation Incentives

Based upon the strong public support for the heritage theme, the Downtown Steering Group developed a Heritage Preservation Program to encourage owners to seek preservation and invest in the historic restoration of their building. This Program, which was adopted by City Council in conjunction with the Plan, is designed as part of an overall incentive strategy known as the Enterprise Zone Incentive Program (EZIP).

The historic preservation incentive, comes in the form of a municipal grant via abatement which is the least of (a) 40% of eligible work costs, (b) \$10,000, or (c) the total property taxes that would be payable in five years following the year in which the exemption is approved. All applications are subject to review from the City's Planning and Engineering Department, and should include detailed design drawings, a breakdown of restoration or renovation costs, and a schedule with an estimated time frame. No application will be considered for the incentive until the property has been formally designated as a Municipal Heritage Property.



The intent of the heritage incentive is to increase the longevity of the building and to make external improvements that residents and visitors can appreciate. Given the heritage value of a number of properties other improvements may be considered. Eligible improvements include:

- Preservation/restoration of original building elements, including significant architectural detail;
- Cleaning of surfaces, removal of unsympathetic material and painting;
- Structural stabilization;
- Improvements required to meet National Building Code (NBC) or City of Yorkton Bylaws;
- The repair or upgrading of mechanical and electrical systems;
- Improvements for energy efficiency (i.e. insulation, windows, furnace) if such work is deemed necessary to the rehabilitation or restoration of architecturally important or historically significant elements of the building; and,
- Restoration of architecturally or historically significant interiors or interior elements.

## 6.5 Anavets Model Restoration Project

Encouraging business owners to pursue the Heritage Preservation Program and reinvest in their properties requires a heightened awareness of the restoration possibilities. Although every restoration project will differ based upon the building condition, use, and level of funding, a streamlined process combined with municipal leadership and support will accelerate the revitalization process. The intent of the Anavets restoration project is to utilize a demonstration model to promote the program and stimulate public interest in heritage restoration.

The Army Navy Airforce Veterans building located at 45 Broadway Street, was chosen for its strong historic significance, architecture features, and its high profile location on Broadway Street. The building poses a classic challenge with heritage buildings in Yorkton in the sense that the alterations over the past several decades have denigrated the unique character and charm of the original building.

### 6.4.1 Anavets Heritage Value

The Yorkton Anavets consists of two conjoined two-storey brick buildings dating back 1909 and 1915. The buildings, which were constructed as local





stores under the entrepreneurship of Franklin S. Collacott. In 1962 the building was purchased by the Army Navy Airforce Veterans who converted the ground floor of the two buildings into a bar and games room, and rented out the upper storey as office space. Today the upper storey is primarily vacant with the exception of the southwest corner used by the women veterans for meetings and gatherings.

The property has received a Heritage Evaluation and is undergoing Municipal Heritage Designation. Out of a total of a total score of 100 the buildings received a score of 92 demonstrating very strong heritage significance and potential for restoration. A summary analysis is as follows:

*Architecture:* The buildings constructed of brick typical to the era, contained prominent storefront windows and recessed entranceways. The windows have since been covered with blue and white panel siding, the transom windows removed, and entranceways moved with the addition of a wheel chair ramp. The upper storey still contains many of the essential elements giving the building its unique character, including a dentil cornice, arched Romanesque windows with keystones, and a parapet. The interior of the building has few remaining historic elements, the most prominent being an original tin decorative ceiling which is covered by a suspended ceiling.

*Historical Value:* The historical significance of the building is attributable to its owner, Thomas H. Collacott, a prominent entrepreneurial pioneer, and his son Mr. Frank Collacott. In addition to being an important business leader, the father was also the Mayor of Yorkton from 1905 to 1908. The buildings also served as important local stores in the traditional town centre for half a century. As noted above the architectural design and brick construction are unique to the turn of the century era.

*Environment:* The situation of the building mid-block on Broadway Street, in the heart of downtown Yorkton, is a high profile location providing the potential for the building to become an important landmark. With restoration efforts it could become a model for the restoration of the Broadway streetscape.

*Usability:* Although a private members club occupies the building, membership is open to anyone. The building accessibility to the lower level is up to code, however since the building was not originally designed to operate as a bar, some interior renovations are needed to make the space more usable. The second storey is accessible via a stairway from the west entrance on Broadway Street. This space could be renovated into apartment units or office space, as long as the building code does not dictate the need for handicap accessibility. Electrical and mechanical are updated and well maintained.



Upper storey architectural features of the Anavets building.



Decorative corbel underneath cornice and ornamental elements.



Upper-storey arched windows on east building with keystones.



Typical of many buildings in the Downtown, the building lacks customer parking.



Contemporary photo of the Anavets illustrating the devalued historic character resulting from the removal, covering, or physical deterioration of the architectural features. The numbers correspond with a description of the various building features.

- 1 Highlight architectural defining features by repairing and painting in traditional colour.
- 2 Repair damaged brick to match existing.
- 3 Remove seasonal decorations
- 4 Open boarded up windows.
- 5 Open boarded up windows.
- 6 Incorporate gooseneck lighting for signage illumination.
- 7 Replace transoms with material original to construction.
- 8 Remove blue and white panels and replace with windows.
- 9 Remove low-quality signage and replace with channel lettering in relief.
- 10 Current interior configuration makes it difficult to move entrance back to original location. Keep entranceway at current location to emulate original.
- 11 Remove blue and white panels and replace with windows.
- 12 Repair damaged architectural details.



Window frames and lower level cornice, to be painted and repaired.



Can sign to be replaced and damaged transom to be repaired.

**Integrity:** The building is located on the original site, however significant alterations have been made to the original building facade. The second storey windows are in poor condition and need to be replaced with energy efficient windows. These alterations have stripped the building of its original character and charm, however with funding support the building can be sensitively restored to recapture its original majestic quality. The interior is well maintained but needs some renovations, a revised layout, and decorating.

The building's interior contains a number of historic features which suggest great potential for restoration of both the ground floor and the upper-storey.



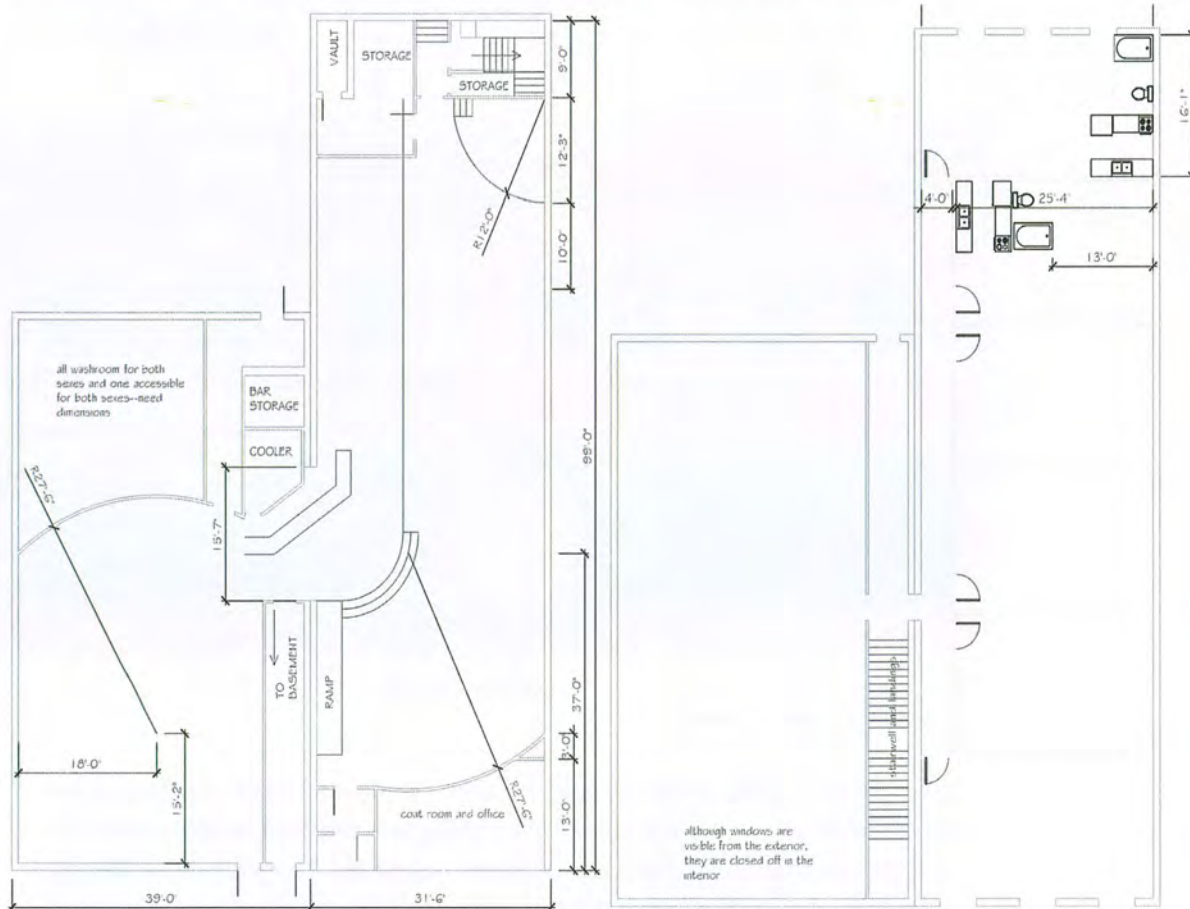
On both levels a suspended drop ceiling has been installed which obscures the original decorative tin ceiling dating back to the buildings construction. A restoration process was undertaken to a similar ceiling with the building next door (Frameworks) which could be replicated for dramatic effect. Other elements in need of attention are the shortage of natural lighting, renovation of the upper-storey for a use, and the need for a cohesive decorative interior theme.



Original decorative ceiling  
Anavets above suspended ceiling.

Although the building is for private members, the existing layout of the interior illustrated below, is not conducive to comfortable a bar/restaurant atmosphere. Despite the opening of the party wall between the two buildings, there the two spaces are relatively isolated and separate. The non-existence of windows throughout the lower level gives the building a dark atmosphere.

The upper level contains the Women's Veterans meeting area with a kitchen ceiling, which can be removed and refinished. The fireplace needs to be relocated, and the office space at the front of the building needs to be relocated to



Anavets Existing Ground Floor Layout

Anavets Existing Second Floor Layout

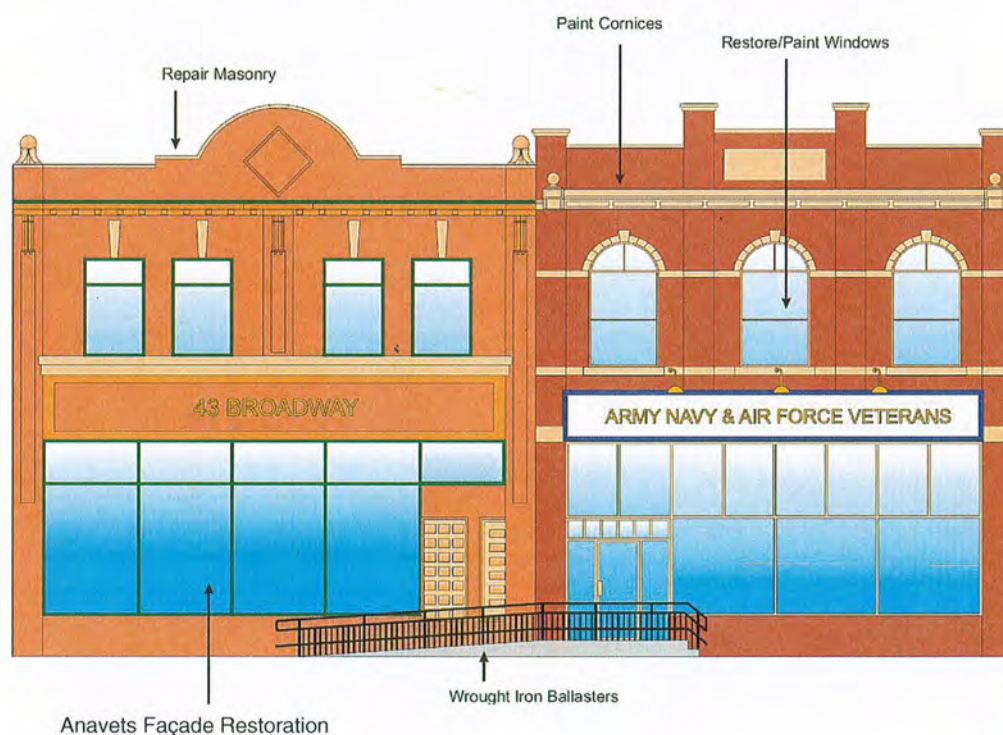


to the rear of the building. The east building contains several rooms which are separated by non-load bearing walls. Windows are found on the front (south side) of both halves, however only the east building contains additional windows on the east side. Both sides are underutilized, particularly the east side which is primarily used for storage at this time.

### 6.5.2 Proposed Restoration

Kindrachuk Agrey Architects designed a cost-sensitive facade restoration design. Given the numerous transitions which the building has experienced, it is unfeasible to pursue a complete restoration. Replacement of the original basement windows and window wells, or the restoration of the original recessed entranceways is unpractical and cost prohibitive.

Nevertheless the proposed restoration is sympathetic to the original facade, resulting in a dramatic overall improvement. Removal of the blue and white siding and the reinstallation of windows and display cases will have a tremen-

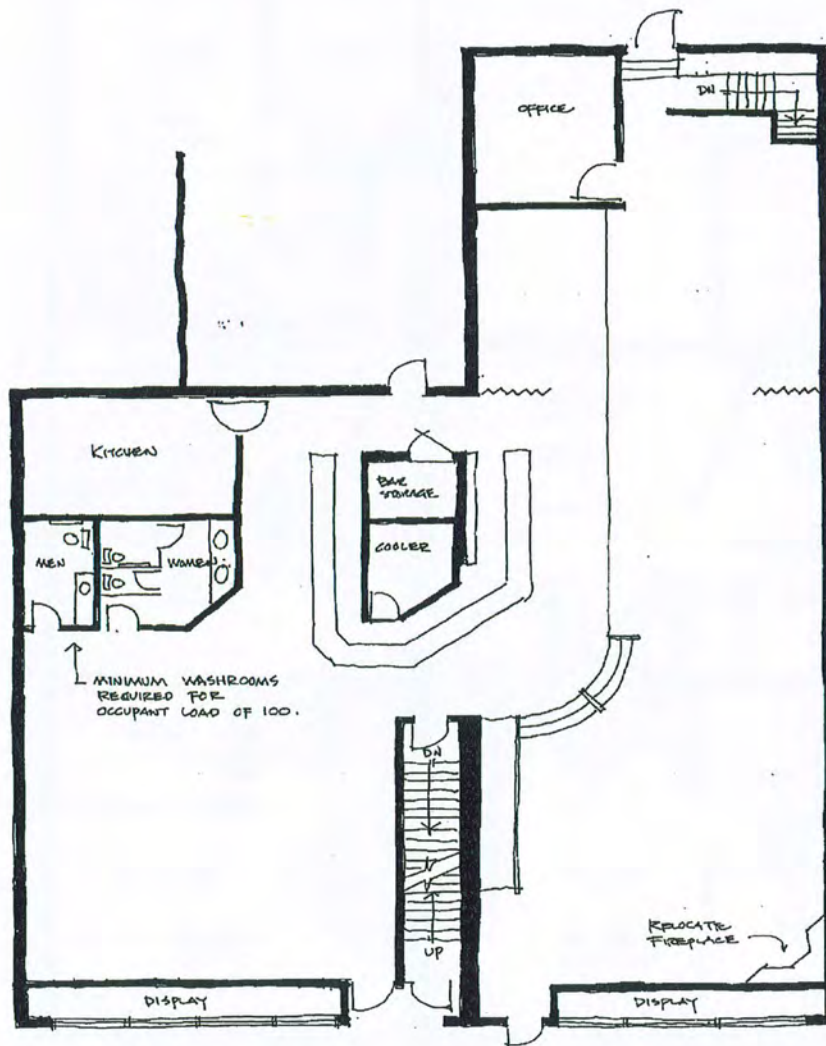


dous impact on the buildings exterior and will provide much needed natural light to the lower level interior. The entranceways are maintained at their current location but are slightly recessed with windows. The wheelchair ramp is maintained for accessibility with the metal handrail replaced by a decorative wrought iron rail guard. Upper-storey windows are to be replaced with energy



efficient double hung windows, and the upper storey architectural elements (i.e. dental cornice) will be repaired and repainted in traditional heritage colors. Channel lettering with gooseneck lighting replaces the existing signage which serves to respect the traditional character of the building.

The lower level improvements include opening up the front of the building with two 16' windows which will contain display cases to store Anavets memorabilia. Other significant changes include retrofitting the washrooms further south to allow for the establishment of a small kitchen. The bar area is opened up by removing additional portions of the party wall, allowing for a horseshoe layout. This opens up the central space, providing better connectivity between the two buildings. A folding partition wall at the back will be used for the Women Veterans space which will be relocated from upstairs.

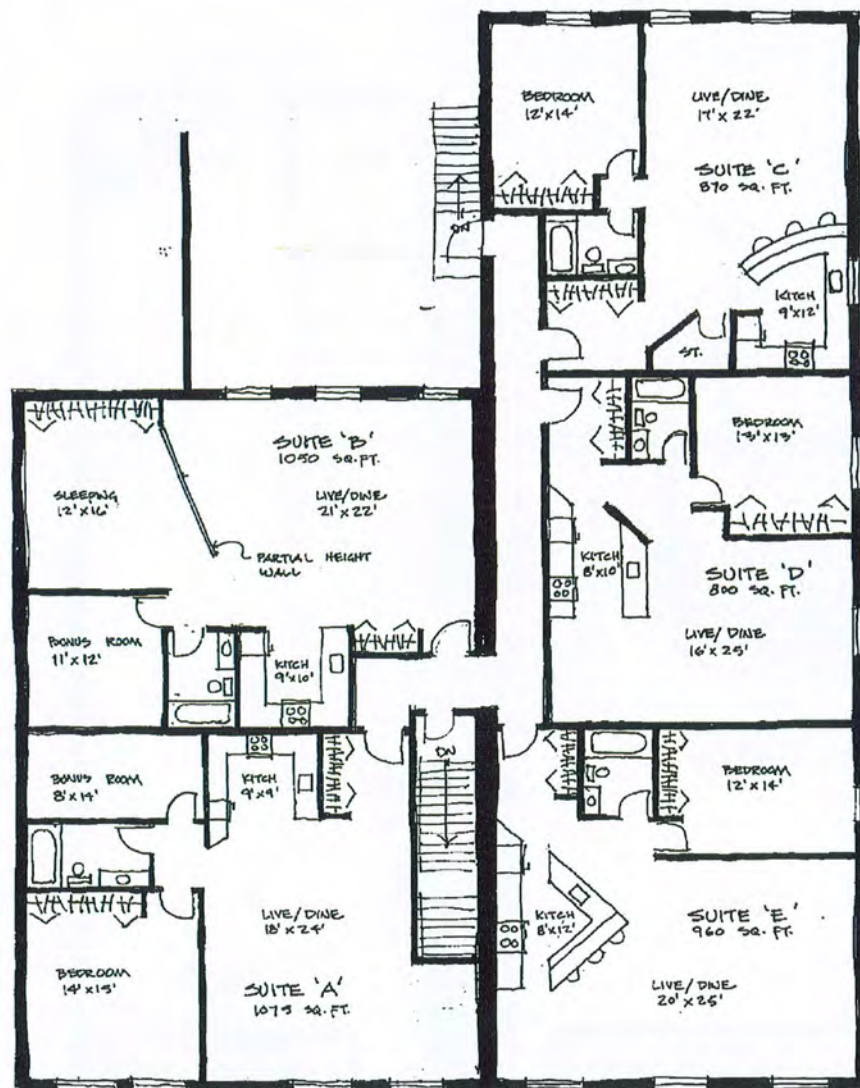


Anavets proposed layout of main floor.



The existing suspended ceiling will be removed to expose the tin decorative ceiling, which can be removed, refinished, and replaced. The fireplace needs to be relocated, and the office space at the front of the building needs to be relocated to the rear.

The second storey improvements propose the conversion of the unutilized space to five dwelling units. The units ranging in size from 800 to 1075 square feet each include a living room, kitchen, bedroom, and bathroom. Between two to four windows are provided per unit. A common hallway adjacent the party wall provides for both front and rear access. The building code may require the installation of sprinkler units as well as removal and replacement of the floor to provide fire separation between the ground floor and the upper storey.



Anavets proposed layout of second floor



## STREETSCAPING PLAN

Creating a “sense of place” in the Downtown requires a cohesive network of streets, pathways, structures, and uses that are held together by a streetscaping theme. The Plan is intended to do so by developing an attractive, welcoming, and comfortable atmosphere for residents and visitors. The streetscape plan explores options for themed applications by incorporating various design elements such as decorative lighting, street furniture, landscaping, and signage.

### 7.1 Streetscaping Theme

Public consultation has identified a number of themed approaches to developing the Yorkton streetscape. History, culture, events, and physical features unique to particular areas contribute to the evolution of the streetscape theme. Three broad theming ideas are identified for Yorkton's Downtown and West Broadway Corridor, including (1) the Yorkton brand theme, (2) the heritage theme, and (3) a cultural and events theme.

#### 7.1.1 Yorkton Brand Theme

The Yorkton brand logo and tagline “*Where good things happen*” was developed through an extensive consultation process with community stakeholders led by the Good Spirit REDA. The brand symbolizes Yorkton's competitive advantage as a meeting place where people interact, whether it be for business, sports, leisure, shopping, or essential services. Adoption of the logo by businesses, organizations, and interest groups serves to establish a clear and consistent identity for visitors and external markets that projects Yorkton as an active and vibrant central hub for the region.

The logo and slogan are being used in a wide range of media to advertise Yorkton, and from a streetscaping perspective these can easily be incorporated into a streetscape design via public signage, banners, public art, insignia on street furniture, and so on. Effectiveness in this approach requires consistency and understanding in application so neither the logo nor the tag-





line are misapplied in the streetscaping initiative.

Beyond the logo and tagline the brand meaning provides the best opportunity for streetscape theming. The brand's emphasis on people, growth, agriculture, and "good spirit" can be interpreted, understood and artistically reproduced in a number of different ways. The streetscape will provide the best opportunity for this application.



Where good things happen.

Yorkton's brand depicts positive movement, community, and the City's central position in the agriculture sector.

### 7.1.2 Heritage Theme



The Festival - A 1910 visit by Prime Minister Wilfrid Laurier where buildings on Broadway and other streets were lavishly decorated with arches and patriotic decor.

One of the strongest underlying themes echoed by stakeholder groups in Yorkton is the need to preserve and promote its heritage. A strategy for promoting heritage as a streetscaping theme involves focusing on two areas: (1) restoration of turn-of-the-century heritage buildings, and (2) historical figures and events.

Of all potential streetscaping themes, stakeholder groups most closely identified with a theme that celebrates and restores the turn of the century heritage buildings. Outlined in Section 6.0, coordinating this theme involves utilization of incentives to encourage businesses to seek designation and restore their buildings in accordance with specific heritage standards and guidelines.

Next to heritage building restoration, the celebration or acknowledgement of historical figures is central to theme development and it can be achieved in many different ways including banners, sculpture, wall murals, plaques, and public art. The strategy involves identifying people, events, or historic themes worthy of acknowledgement, and secondly finding the medium and location to express these particular ideas. The following are a few historical persons, events, or ideas worthy of consideration.

#### A. HISTORIC FIGURES



James Armstrong,  
Founding Father

- *James Armstrong*: Managing Director of the York Farmers' Colonization Company, was considered in early records to be the "Founding Father" of Yorkton. Of all the officials of the company, he was the one who was present in the colony a good portion of the first five years from 1882. In the annals of history, the work of the Company, with Armstrong at the helm, set the direction of the eventual prosperity of the community.





- *Dr. Thomas Patrick:* Came to Yorkton in 1894. Apart from being recognized for his pioneering medical practice, he became a leader in local education and conservation. In 1897 he was elected to the Legislative Assembly of the North West Territories, presenting a bill for the formation of two provinces, with the boundaries of Saskatchewan and Alberta as they exist today.
- *Annie Maude de Balinhard:* Known as "Aunt Maude" she was president of the Benevolent Society, charged with finding shelter, clothing for the needy and visiting sick. Outside of Provincial Social Services, Yorkton originated a special benevolent organization in 1968 - the Society for Involvement of Good Neighbours (SIGN) - which still operates today.
- *Harry Bronfman:* Came to Yorkton in 1905 having purchased the Balmoral Hotel. During the Prohibition period in the province from 1915 to 1923, Harry and his brother Sam became prominent in the legal and illegal liquor trade. Astute businessman and risk taker, his efforts in Yorkton led to the eventual development of the renowned Seagrams business.
- *Levi Beck:* The consummate entrepreneur establishing a butcher shop, a harness shop, a lumberyard, etc. and for several years was owner of the flourmill. He served as Mayor in 1912-13, and was an active member of the Board of Trade. His Broadway Street building was the most imposing, and part of it still remains today, housing the Frameworks business.
- *Netti Kryski:* One of the founders of the Yorkton International Film Festival which began in 1947. She is credited with keeping the organization alive through tough times in the 1950s.



Dr. Thomas Patrick



Levi Beck, the "Merchant Prince"

#### B. HISTORIC THEMES AND EVENTS

- *The Railroad (1891):* The coming of the Manitoba and North Western Railway signified the end of a nine-year period of anxiety and disappointment for the old Yorkton colonists, and the move of the old Yorkton businesses to the Railway Company's new town site. The line which still exists today brought permanency and prosperity, and the establishment of the commercial Downtown on North Front Street and Broadway Street.
- *Agriculture:* The creation of the "homestead" by the Dominion government is the main factor in the opening of the West for settlement, thereby creating an agrarian society. Yorkton became a main service center for the large farming population of the region reflected by the rapid growth, making it the largest city for a hundred mile radius. The first organization of the York colonists was the Agricultural Society in 1883, the forerunner of



Historic photo of railway in Yorkton.



today's Yorkton Exhibition Association.

- *Entrepreneurship:* A strong characteristic of the community from the time of formation is the enterprising spirit of businessmen. The shareholders of the York Farmers' Colonization Company had a thriving entrepreneurial spirit with energy and enthusiasm to build imposing structures. This group of businessmen and many of the settlers brought to this area an Anglo Ontario business, social, and political culture.
- *Military:* Yorkton has had a strong military presence over the century. From the erection of Fort Watson in 1885, the erection of the Armouries, the organization of the Royal Canadian Legion, the British Commonwealth Air Training Plan Flight School during WW II, and the establishment of the CFS Whitespruce Radar Base (1960-1985).

### 7.1.3 Culture and Events Theme

Volunteerism and a spirit of cooperation have fostered a strong sense of culture that is reflected in the City's people, activities, and events. Consultation with the public has shown strong support for promoting culture in Downtown revitalization. Whether acknowledging and celebrating ethnic diversity, promoting the arts, or advertising special activities, there are many opportunities for incorporating the culture and events theme into the streetscape.

Yorkton's ethnic make-up is primarily of European heritage consisting of Ukrainian, German, British, Scottish, Irish, Polish, French, and Hungarian. Next to these groups there is a significant and growing Aboriginal population in the City as well as other populations such as the Doukabours which have had a large impact on history. Acknowledging the importance of these groups to the history and future can be achieved by streetscape elements such as flags or banners, signage, and a public art program.

## 7.2 Decorative Lighting and Street Furniture

Lighting and street furniture serve an aesthetic and functional purpose to the streetscape. When properly integrated to the sidewalk they enhance its appearance and assist in making it an enjoyable, comfortable, and safe pedestrian experience. An environment with such amenities is essential to attracting citizens that will patronize local businesses.

### 7.2.1 Decorative Lighting

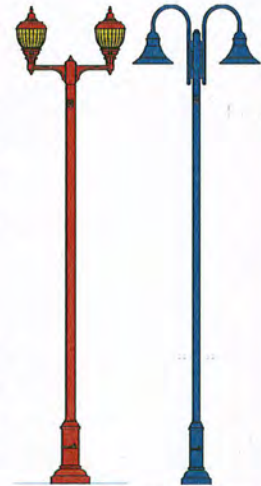
Beyond the vital function of illuminating roadways, light standards add char-



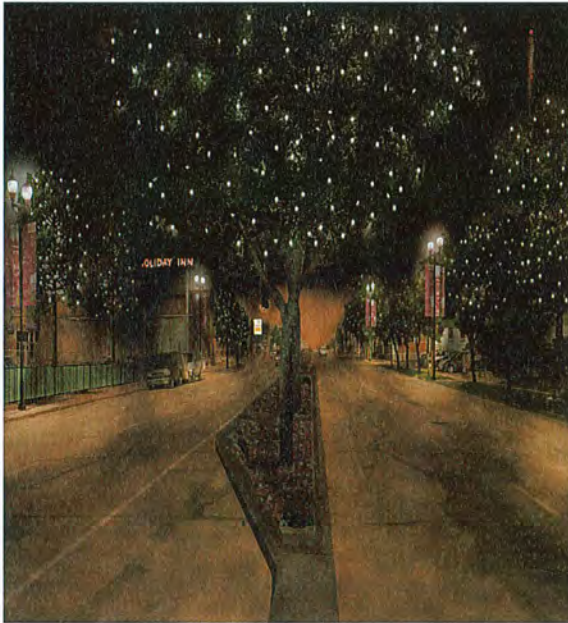


acter to a streetscape through their form, size, colour, and placement. As part of the streetscaping plan, Yorkton has committed to replacing the existing cobra-head light standard throughout the Downtown and the West Broadway Corridor. The “antique” decorative lighting style for the downtown is intended to promote the heritage theme. A double acorn style fixture will be placed on a 5” diameter, 22’ high pole, with a 3.5’ high decorative base. The poles will be designed to accommodate banners as well as hanging planter pots.

The West Broadway Corridor will utilize a more contemporary looking fixture with a candy-cane pole design. The same pole dimensions and accessories along with a similar lamp will be used to create an aesthetically pleasing streetscape environment. This fixture is proposed for incorporation from the CN Tracks to the west end of town, serving to distinguish West Broadway from the Downtown.



Downtown lighting (above left) and West Broadway lighting (above right), combine decorative poles and fixtures with high quality photometrics.



Street tree lighting will enhance the Downtown appeal in the evening and winter months –East Broadway Street.

Street tree lighting is also proposed for the winter months from Dracup to Betts Avenue on Broadway Street, and from Eighth to Betts Avenue on Smith Street. This twinkle lighting will be incorporated into raised planter beds of the bulbouts on the street corners for lighting during the winter months. Plans are to install the conduit in several phases as budget permits.

To date there is no plan to light the alleyway corridor, however some considera-

tion should be given for this to (1) provide a safe pedestrian way, and (2) to showcase a public art display as discussed in Section 7.5. The alleyway corridor would extend from Fourth Avenue west up to Betts Avenue and could be lit via a series of fixtures on the north and south-facing buildings. This has not been included in the decorative lighting plan but could be phased in over time as the public art project develops.



### 7.2.2 Street Furniture

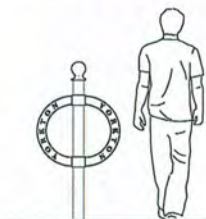
Street furniture is typically made up of amenities that serve to enhance the pedestrian experience. Street benches, trash receptacles, bike racks, and bollards are the most common types of street amenities. Coordinating these elements together not only gives an aesthetic quality to a streetscape, but it provides pedestrians with a more pleasurable walking environment. With the efforts of the Downtown Business Association, Yorkton has a well established distribution of benches, garbage bins and flower pots in the core.



Benches, garbage bins, and flower pots can be found throughout the core.



Beyond street benches, additional seating can be provided by incorporating raised concrete planters that will be utilized by pedestrians. In other areas where the sidewalk is of sufficient width, sidewalk cafes and seating areas can be installed to integrate the private-public space. This may require the removal of parking spaces or the establishment of pedways in certain areas of the Downtown.



BICYCLE RACK

Bicycle usage in the Downtown encouraged by converting parking meter poles to bike racks.

Other street furniture elements to be added to Yorkton's streetscape include bike racks or poles to encourage more bicycle traffic in the Downtown. With the removal of parking meters, the remaining poles can be converted to bike posts for lock-ups. In areas more frequented by bicycles such as parks, commercial strips, or institutional buildings, bike racks or curbs can be installed.

Pedestrian bollards which serve to block vehicles and protect pedestrians or give the feeling of pedestrian-safety can also be incorporated. Bollards are typically placed on street corners, in refuge islands, or in areas frequented by vehicles, such as parking lots. A decorative durable metal bollard is recommended for specific locations throughout the Downtown, with priority given to crosswalks and areas most frequented by pedestrians.



Decorative bollards, protect and define pedestrian ways.



Tree grates (above) replaced with flowers (below).

Other necessary infrastructural components can be added or modified to define the character, theme, and aesthetic appeal of a street. Tree grates, sewer manholes, and fire hydrants can all be modified to highlight the City. As demonstrated on several streets in the Downtown, tree grates can be replaced with flowers, manholes can incorporate decorative designs, and the existing fire hydrants can be replaced with a heritage hydrant. This program could be phased in by transfer-



Proposed decorative manhole





ring the existing infrastructural elements to newly expanding outlying areas, and replacing them with more decorative designs.

### 7.3 Landscaping Plan

The landscape plan for the Downtown and West Broadway corridor encourages a diverse mix of plant material and arrangements. Despite Yorkton's well-established urban forest, there are areas lacking landscaping. The landscape features to be incorporated include street trees, concrete planters and median plantings, flowerpots, hanging flower baskets, and pocket parks.

Street trees are utilized to enhance the atmosphere of the roadway by softening the street edges, adding life, and creating a canopy for pedestrians and vehicles. The Plan proposes that all streets in the Downtown be provided with street trees planted approximately 15 metres on centre. The landscape plan entails street trees in three sections of the redevelopment area, as well as planted medians, bulbouts, flower pots, and hanging flower baskets.



Broadway Street at Dracup Ave existing conditions (left), and after with landscape treatment.

#### 7.3.1 Street Trees - Highway 9 to Fourth Avenue

Highway 9 to Fourth Avenue has a generous number of street trees. However, additional plantings are required along Broadway from Highway 9 to Seventh Avenue and Second to Fourth Avenue. The Avenues from Fifth to Dracup as well as portions of Smith Street should incorporate additional plantings. Opportunities for median plantings have been identified, including Broadway Street from Sixth to Seventh Avenue as well as Smith Street from Highway 9 to Sixth Avenue. Bulbouts with concrete planters are proposed



Green Ash (Fall)



Patmore Green Ash



Black Ash



Dropmore Linden



Norlin Linden



Harvest Gold Linden



Jacan Elm



Marshall's Seedless Green Ash

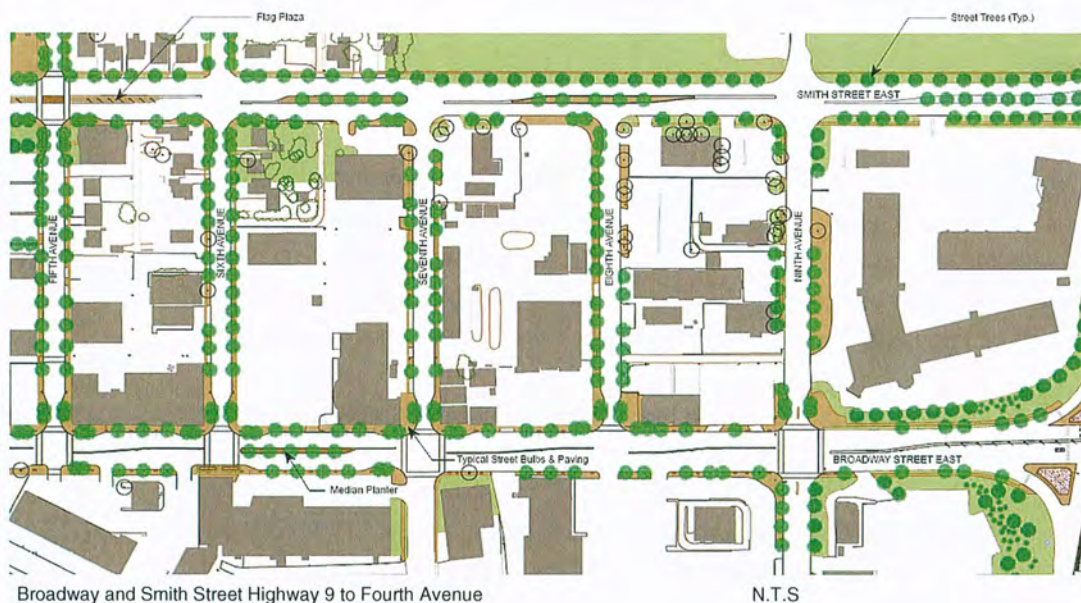


American Elm

Streets Trees for Downtown Avenues and Broadway Street



approximately from Eighth Avenue westward.



### 7.3.2 Street Trees - Fourth to Betts Avenue

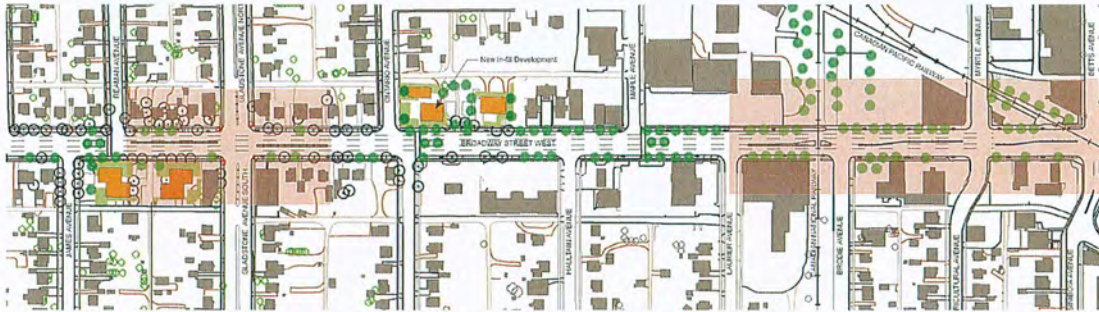
The Avenues from Fourth to Betts are well-landscaped. Additional plantings in the bulbouts are proposed on the intersections on Broadway and Smith Street. Other street trees are required from Second Avenue westward on Broadway Street as well as along Smith Street.





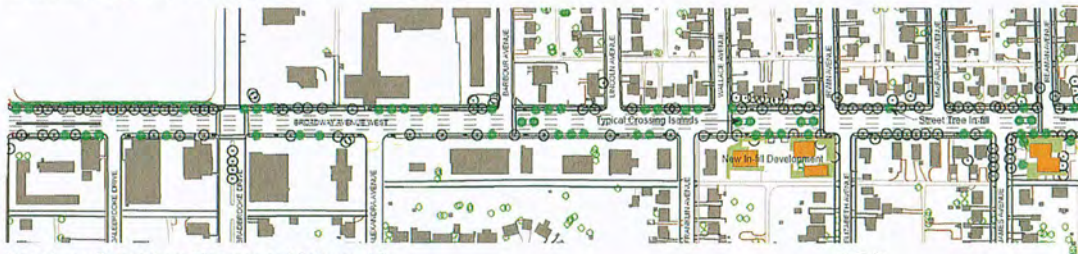
### 7.3.3 Street Trees - Betts to Highway 10

The Avenues from Betts to Highway 10 require supplemental street tree plantings, particularly the commercial areas from Betts to Maple Avenue, and Franklin to Bradbrooke Drive. Opportunities for median plantings present themselves at a half dozen pedestrian crosswalk locations requiring median refuge islands.



Broadway Street from Betts to Reaman Avenue (above)

N.T.S.



Broadway Street from Reaman to Highway 10

N.T.S.

### 7.3.4 Bulbout and Median Plantings

Concrete planters are proposed in the Downtown for areas that have proposed bulbouts. These areas include the four corners of the Broadway Street intersections from Seventh to Betts Avenues, the south corners of Smith Street from Seventh to Betts Avenues, and several along Livingstone Avenue. These planters will be raised approximately one metre in height with a plant-



Before and after median planting on East Broadway Street.



ing bed area of approximately 20 square metres. Irrigation for regular watering, and twinkle lighting for an evening/winter feature will be incorporated into the beds.



Third Ave and Smith Street existing (left) and after (right) with landscape treatment, textured crosswalks, lighting, and banners.



Typical concrete planter cross-section.

Opportunities for median plantings exist where there is sufficient width in the median boulevard to establish trees and shrubbery. In most cases the median is little more than 1 to 1.5 metres whereas a minimum of 2-3 metres is necessary, particularly in Yorkton's winter climate where road salt is commonly used. The following areas of the Downtown and West Broadway Corridor are proposed for median plantings:

- Broadway Street between Sixth and Seventh Avenue and Betts and First Avenue.
- Smith Street between Sixth and Seventh Avenue, Second and Fourth Avenue, and Myrtle and First Avenue.
- The West Broadway corridor crosswalk medians between Maple and Laurier Avenues, Melrose and Haultain Avenues, James and Reaman Avenues, Wallace and Irwin Avenues, Barbour and Lincoln Avenue, and Highway 10 and Dalebrooke Drive.

Additional landscaping or green space can be created in the Downtown with small parks or open space. Given the amount of vacant land in the Downtown and West Broadway corridor there is ample land for additional greenspace. Whether vacant property or underutilized space, the Avenues between Betts and Seventh, Living-



stone Street and the West Broadway Corridor, present appropriate opportunities for additional greenspace. Strategically identifying opportunities and locations for greenspace and park development will assist to enhance the quality of life in these areas.

## 7.4 Gateway Features

Gateways demarcate definable vistas, entranceways, or transition areas. In many instances they provide visitors with a first impression of a city or district, and can be highlighted with landmark features such as landscaping, signage, lighting, banners, or public art. Yorkton contains a number of areas that should be enhanced to serve as gateways to the City's downtown and West Broadway Corridor.

### 7.4.1 Broadway Street and Highway No. 9

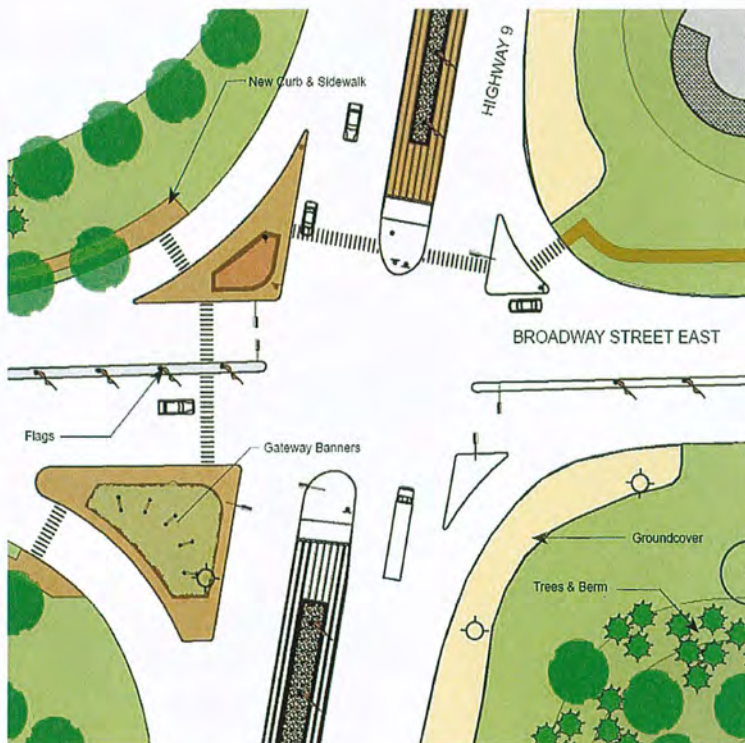
With the highest traffic volumes in the City (1994 vehicles at noon peak hour), the Broadway and Highway 9 intersection should be highlighted as the primary gateway to the Downtown. The medians, underutilized right-of-way, and available land adjacent the four corners of the intersection provides ample opportunity for landscaping, signage, banners, and street art. The proposed concept uses a combination of these elements: flags in the medians, landscaping of street edges, and signage and landscape features on the northeast corner. These elements should be incorporated in a manner, which draws traffic onto Broadway Street toward the commercial district.

Highway 9 existing conditions (below), and proposed improvements (bottom) incorporating flags, landscape features, and agricultural implement display.



An underutilized lot transformed into a pocket park, Third Avenue at Broadway Street.





The Broadway and Highway 9 gateway (above and below) proposes several key landscape features, raised medians, and decorative flags.

The concept for Broadway Street and Highway 9 involves several elements. The approach to the intersection from the south leg of the Highway 9 Corridor will incorporate street trees along the western edge as well as ground cover and cluster plantings and evergreens on the east side. A concept is proposed for a farm implement dealer display area which would incorporate a retaining wall and platform area that would display farm equipment for the existing implement dealer. This will serve to turn the dealer display into a themed attraction rather than its existing industrial appearance.

A second central feature to the Highway 9 gateway is the large park area on the northeast corner of the intersection which proposes a passive and active recreational park consisting of several ponds, a fountain, pathways, lighting, and elaborate landscaping. Significant changes in the terrain will serve to provide both visual interest and make the area usable in the winter time as a toboggan hill and skating area. The southern corner of the property should contain a "Welcome to Yorkton" sign.

A close-up of the intersection depicts raised concrete medians with concrete planters that would include low-lying shrubbery. The four raised turning islands are proposed to guide traffic and provide refuge for pedestrians. The two larger islands to the west can incorporate landscaping, with the



southwestern one also incorporating banners. Flags are proposed in the medians of all four legs of the intersection.



Existing east leg of Broadway Street at Highway 9 (top) with proposed gateway features incorporating flags, banners, decorative light fixtures and landscaping (below).



#### 7.4.2 Highway No. 9 and Hamilton Road/Seventh Avenue South

Highway 9 and Hamilton Road to Seventh Avenue South is another high traffic volume area marking the transition between the Highway Commercial District and the City Centre Commercial District. This area of the City continues to witness increasing traffic volumes with the expansion of the Yellowhead Commercial Park, and many visitors enter the Downtown via this intersection. Gateway elements to this area include



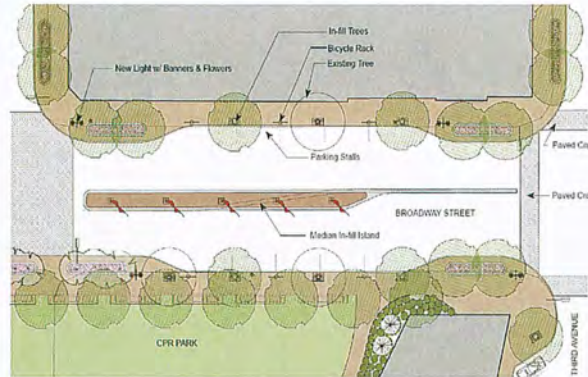
Existing conditions on west side Highway 9 at Hamilton Road (above left), with proposed site improvements (right) with landscape buffers and groundcover.



sidewalks, boulevard landscaping, and signage. Commercial businesses in this area should be encouraged to make improvements to their sites.

#### 7.4.3 Broadway Street from First and Third Avenues

Broadway Street from First to Third Avenues represents the heart of the traditional business district and is host to many of Yorkton's historic building. The concept is to highlight this area as the heart of Yorkton, serving as an attraction for tourists and a gathering place for leisure activities and special

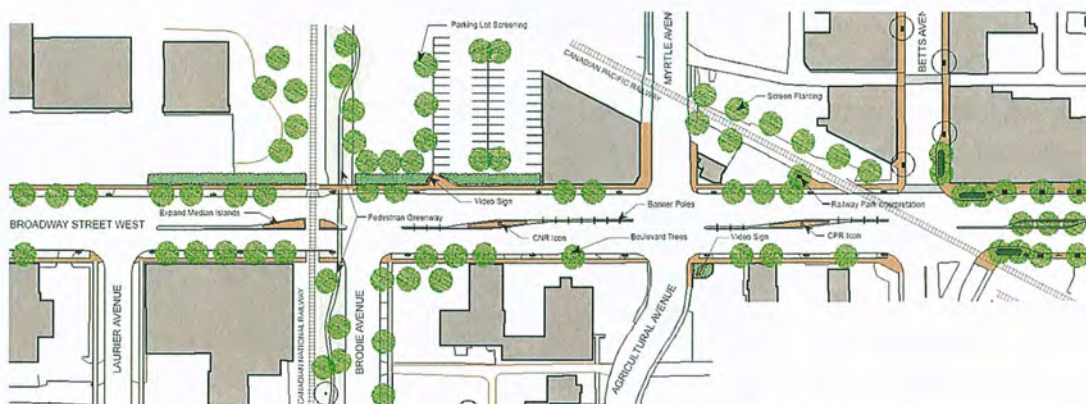


Broadway Street between Second and Third Avenue with median flags

events. In addition to plantings on the street corners, interlocking paving stone, and flags in the median, there is a plan for the expansion of the CPR Park from .21 to .52 acres which includes the closure of Second Avenue and the extension of Livingstone Street to Broadway Street. The park will also incorporate landscaping, sculpture, public art and a grandstand.

#### 7.4.4 Broadway Street from Brodie and Betts Avenue

This gateway is a transition area from the west end to the central business district and should be highlighted with features to give it the appearance of an east west entranceway to the Downtown or West Broadway corridor. Currently this area contains unsightly elements including vacant properties, the CN and CPR railway tracks, poorly kept commercial sites, and a lack of streetscaping. Improvements to this area should include street trees, banner flags in the medians, and commercial site improvements.



Broadway Street Gateway from Brodie to Betts Avenue highlighting railway theme

N.T.S.





Myrtle Avenue at Broadway Street existing (above left) and proposed (right) with median banners, landscaping, and decorative lighting.

#### 7.4.5 Broadway Street and Gladstone Avenue

Broadway Street and Gladstone Avenue is a high traffic volume intersection and marks a transition area between the established commercial development to the east, and transitional residential to the west. Highlighting this intersection as a minor gateway would include banners, signage, and some minor landscape elements.

#### 7.4.6 Broadway Street from Highway 10 to Dalebrooke Drive

Broadway Street from Highway 10 to Dalebrooke Drive on the west end is a major gateway to the City of Yorkton, particularly for traffic coming from Regina. This area of the City is currently witnessing significant redevelopment with the expansion and renovation of the old Agriplex building and grounds, as well as the future development of the Kahkewistahaw Casino. There are many streetscaping improvements required in this area including welcoming signage along Highway 10, themed landscaping and lighting of



Highway 10 and Broadway Street West Gateway concept, with landscaping, banners, and groundcover.



both the Agriplex and Kahkewistahaw properties, and welcoming banners and flags. The theme for this side of the City should support the two major anchors by incorporating sculpture and art, which promotes sports, family, entertainment and culture.

Existing conditions on Highway 10 (left), with proposed improvements below consisting of street trees, flowers, flags, and LED sign. Signage.

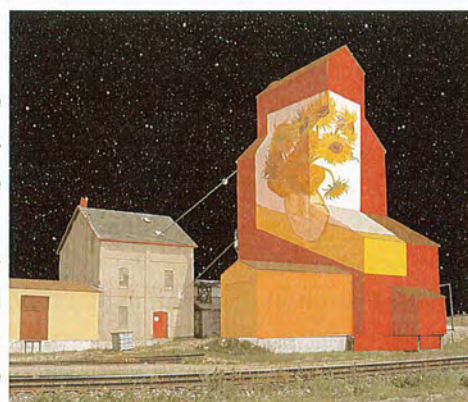


#### 7.4.7 Smith Street from Fourth to Sixth Avenue

Smith Street from Fourth to Sixth Avenue provides the opportunity for a gateway feature because of the fact that the median at this location is currently closed. Should the City decide to maintain this closure the space can be utilized to incorporate sculpture or street art.

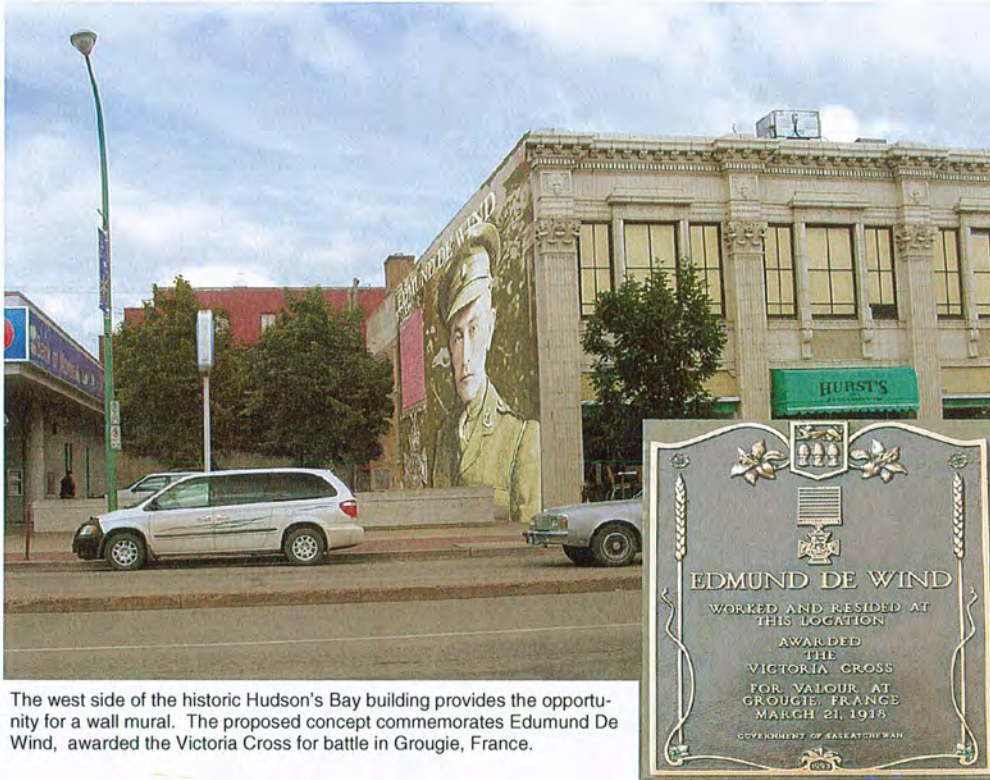
### 7.5 Outdoor Public Art

Outdoor public art programs have been successfully utilized by communities to encourage, fund, and guide art projects in designated areas. Yorkton, with its strong heritage, culture, and voluntary spirit, is well poised for a themed outdoor art program that can be sustained for the life of the Redevelopment Plan. *Renaiss-*



Art projected on to old Flour Mill.





The west side of the historic Hudson's Bay building provides the opportunity for a wall mural. The proposed concept commemorates Edmund De Wind, awarded the Victoria Cross for battle in Grougic, France.



Blank façade on Smith Street provides opportunity for wall mural or and climbing ivy.

sance Yorkton, which was established in 2004, has been working to establish and promote public art throughout the Downtown. *Renaissance* is in the process of adopting a public arts policy and program which will establish goals, guidelines, and themes for commissioning works sponsored by the public and private sectors.

In 2005 Yorkton will see its first major art projects commissioned in the form of sculpture work donated by the *Saskatchewan Centennial Committee*. This project will establish the framework for commissioning works, while simultaneously setting the standard for the Outdoor Public Art Program. It is also apparent that this work will support thematic streetscaping elements noted ear-





MAP 14: OUTDOOR PUBLIC ART LOCATIONS



lier the Yorkton brand, heritage, and culture and events.

Looking toward 2006 and beyond, the City needs to prepare itself for promoting public art and identifying locations suitable for art works. Map 14 identifies four large areas in the Downtown suitable as potential public art locations. These four areas include parks, laneways, and the main circulation arteries in the Downtown.

### 7.5.1 Downtown Parks

There are several parks in and around the Downtown that would be suitable for the display of public art. Shaw Park between Fifth and Sixth Avenue north of Smith Street is a 1.7 acre park that could, over time, be developed into a sculpture park. The CPR Park (Centennial Park), situated on Broadway Street and Livingstone Avenue, proposes a small sculptural work on the western tip. A third is the City Hall Park on Third Street adjacent City Hall, which could incorporate art works that are supportive of the existing landscape.



Shaw Park, designation of future sculpture garden.

### 7.5.2 Broadway Street East

All of Broadway Street contains high vehicular and pedestrian volumes and there are a number of locations suitable for public art on the East End and Downtown portion of Broadway. Identified in Map 14 these include the street corners on First, Third, Fourth, and Fifth Avenues, the Holiday Inn, Royal Bank, Credit Union, Liquor Store Park, Bank of Montreal Parking lot, and the York City Plaza property. *Renaissance Yorkton*, the City, the *Yorkton BID*, and the business community, should work together to get works commissioned in these areas.

### 7.5.3 Smith Street East

Smith Street from Betts to Seventh Avenue possesses a unique character with a mixture of institutional uses including several historic churches as well as the Godfrey Dean Art Gallery. Similar to Broadway Street, this corridor should establish a continuum of artwork on both sides of the streets. The large boulevards, lawns, and underutilized parking lots provide ample space for such venues.

### 7.5.4 Back Lane Art Walk

Pedestrians frequently use the Broadway Street back lane from Sixth to Betts Avenue. An artwork program should be promoted in this area, which encourages works in open spaces between buildings, on building walls, and at cor-



Welcome!

Type 1a  
and 1bType 2  
BannersType 3  
Banners

ners where the lane intersects with the Avenues. As this is a pedestrian oriented corridor many possibilities exist for wayfinding signage and artwork.

## 7.6 Banners and Signage

Graphic standards for banners and public signage should support the overall streetscape theme. The brand, heritage, and cultural motifs offer opportunities to identify the unique local features. The program provides a framework for the City and public organizations to incorporate and continually create new signage concepts that are supportive and appropriate to the overall streetscape theme.

### 7.6.1 Banners and Flags

Street banners are used to attract visitor interest by providing visual appeal and identity to a community. The proposed banner program for Yorkton will create a "sense of place" by recognizing Yorkton's unique culture and heritage. Six banner concepts have been identified for specified locations in the Downtown and West Broadway Corridor. Illustrated below, these six areas are defined by the banner types, themes, and associated logos.



- *Type 1a and 1b Banners*, welcoming visitors and tourists, will advertise Yorkton's special events and heritage. These will be placed at the primary gateways to the downtown and West Broadway Corridor on the east and west ends of the City.
- *Type 2 Banners* depicting images of Yorkton's early Downtown commercial district are proposed on Broadway Street East from Highway #9 to Betts Avenue.
- *Type 3 Banners* are intended to promote culture and art that will advertise special events such as the Sunflower Festival or the Yorkton Short Film and Video Festival. These will be placed along Smith Street from High-



way 9 to Betts Avenue on existing cobra head poles.

- *Type 4 Banners* promoting the CPR and CN railway theme are proposed on Broadway Street between Betts and Laurier Avenues.
- *Type 5 Banners* reflect the importance of agricultural to Yorkton and the region and will extend along Broadway from the CN Tracks to Ontario Avenue.
- *Type 6 Banners* highlighting the Yellowhead Gateway depicts travel and will be incorporated in the medians on Broadway Street between Reaman and Ontario Avenues.
- *Future Banners* area proposed for portions of West Broadway Street from Reaman Avenue to Bradbrooke Drive as well as the Avenues in the Downtown between Broadway and Smith Street from Betts to Dracup Avenues. With the exhibition grounds, Gallagher Centre and future Kahkewistahaw development, the former would be aptly suited to a sports, family and culture (aboriginal) theme. Whereas the latter might further build on the importance of Yorkton's traditional business district.

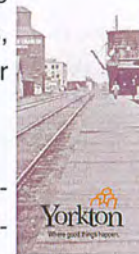
In addition to the six banner types, flags are proposed in three gateway locations to promote the multicultural heritage theme: (1) all four legs of the Broadway Street and Highway 9 intersection, (2) Broadway Street at Second Ave-



Flags illustrated for placement at key gateways throughout the Redevelopment Area.



Type 4  
Banners



Type 5  
Banners



Type 6  
Banners





nue, and (3) in front of the Ecological Ravine on Highway 10. All three gateways will install 10 to 12 metre high flagpoles with decorative finials, ground lighting, and 1.5 metre x 2.4 metre flags. In addition to the National, Provincial, and Municipal flags, key locations can include represented ethnic groups in the City. Below are the national flags of the top 25 ethnically represented populations in the City.

**Flag Etiquette in Canada**



The National Flag always takes precedence over all other flags where flown in Canada. The only flags to which precedence is given over the Canadian flag are the personal standards of members of the Royal Family and of her Majesty's eleven representatives in Canada.

The top left (first) quarter or canton should be placed in the position nearest the top of the flagpole or mast.

The location of the position of honour depends on the number of flags flown and the chosen configuration. When two flags (or more than three flags) are displayed, the position of honour is furthest to the left (to an observer facing the display). When three flags are flown, the position of honour is in the centre.

The ordinance of precedence for flags is:

1. National Flag of Canada.
2. The flags of other sovereign nations in alphabetical order (if applicable).
3. The flags of the provinces of Canada (in order in which they joined Confederation).
4. The flags of territories.

### 7.6.2 Public Signage

Public signage in the redevelopment area serves to identify key features and orient pedestrians and motorists through the Downtown and West Broadway Corridor. The proposed public sign program consists of street and highway wayfinding signs, welcoming signage, Yorkton BID advertising, and information kiosks. Unlike the current public signage in the redevelopment area, future signage should be designed to support the Yorkton theme and provide



greater visual appeal.



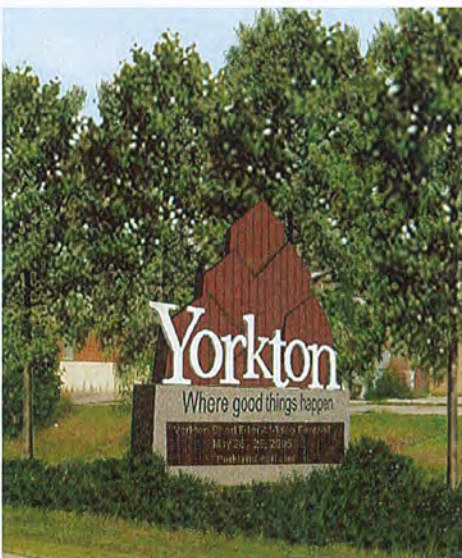
Welcome to Yorkton signs (above left) to be applied to Broadway Street signs (above right).

- **Street Signs** – Imagery reflecting Yorkton and the region is proposed to be incorporated into the street signage plan. *Welcome to Yorkton* designs - a sunflower and a sunrise/sunset with wheat fields – help foster the character and theme of the City. These signs will be placed on Broadway Street for east and west bound traffic.

- **Highway Signage** - Highway 9 and 16 should be upgraded to incorporate the Yorkton brand logo to assist tourists with identifying the City. Similarly the City should work with Highways to replace the typical Provincial brown information signs with something more aesthetically attractive and in character with the community.



Yorkton Highway Sign



Highway 10 welcoming sign with LED

- **Primary Gateway Signage** – At the primary gateways to the Downtown (Highway 9 and Broadway Street) and West Broadway Corridor (Highway 10 and West Broadway), welcoming signs should be included which incorporate the new Yorkton logo and tagline. The proposed design for the West Broadway welcoming sign incorporates these elements along with an LED sign to advertise special events. A larger sign might be proposed for the northeast corner of the Highway 9 and Broadway Street intersection.

- **Public Parking Lots** – The half dozen City owned public parking lots should be identified with more decorative signage which incorporates the Yorkton brand. The illustration below depicts a typical parking lot sign.

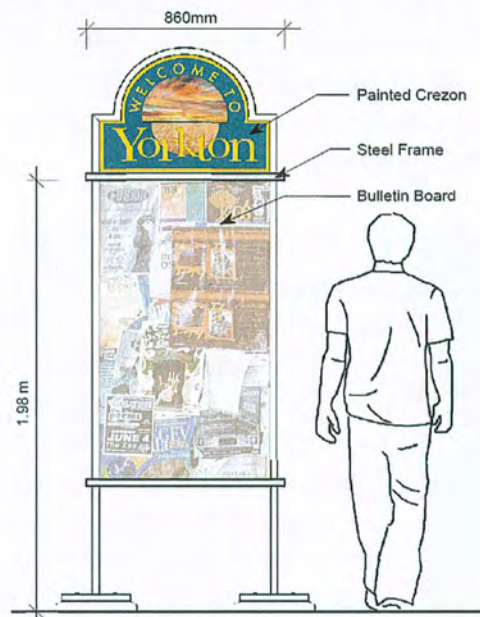


- *Yorkton BID* – The BID will be an important partner in the redevelopment of the Downtown and West Broadway Corridor. The establishment of a BID logo is important to advertise the impact of the BID and can be incorporated on banners and advertising signage sponsored by the BID. The proposed logo depicts the Bronfman Hotel, a symbol of the entrepreneurial spirit of Yorkton's early days.



BID logo depicting the Balmoral

- *Information Board* – While most public signage is designed to accommodate motorists, information boards are designed for pedestrianism. Placed on prominent intersections frequented by pedestrians, this signage is utilized to advertise upcoming activities and events. These signs are proposed at the following locations: (1) on western tip of proposed Centennial Park on Broadway Street between Second and Third Avenue, (2) the northeast corner of Fourth Avenue and Broadway Street (3) the northeast corner of Myrtle Avenue and Broadway Street (4) the southwest corner of Third Avenue and Smith Street, (5) the southeast corner of Allan-brooke Drive and Broadway Street.



Information Board to be placed on street corners



# ARCHITECTURAL & SITE IMPROVEMENT STANDARDS

Architecture and site features are critical streetscape elements, providing curb appeal and character. With this in mind the City has established general architectural standards and guidelines for the Downtown and West Broadway Corridor. The guidelines and review process will provide the opportunity to engage businesses in the design process and assist them in choosing the proper building materials and construction options.

## 8.1 Building Design Guidelines

Establishing a unified architectural appearance to the Downtown and West Broadway Corridor requires the application of an integrated design approach. Building scale, form, detail, colour, and materials define the architectural style and character of a building and streetscape. These guidelines are intended to serve new business and existing building owners doing restorative work.

### 8.1.1 Compatibility and Scale

Within the Downtown and West Broadway Corridor where most of the future development will be infill, compatibility and scale are important. Buildings should be similar in size, form and context to provide a uniform appearance and character. Setbacks, building height, rooflines, cornice levels, sign band areas, and window placement, should be in proportion and aligned from building to building to provide rhythm and visual continuity to the streetscape. With this principle in mind the variation in architectural patterns and façade details provides the opportunity to highlight individual buildings.

The point where businesses meet the sidewalk defines the relationship between public and private space. Within the City Centre Commercial District where zero lot lines are permissible, buildings are typically built to the property line. New development should be encouraged to follow this pattern and where buildings do not meet the property line, setbacks should be occupied by an active use such as outdoor eating and drinking, outdoor sales, or public space. Parking lots in the front of the building are discouraged and wherever

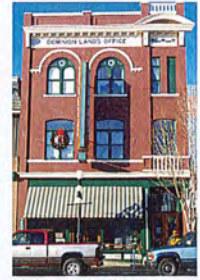


Broadway Street, zero lot lines define the streetscape.



possible should be placed at the rear of the property.

The design of new building should aim to reinforce the pedestrian scale at the lower level of the building, distinguishing the street level from the upper level by the placement of a cornice, transom or awning, and upper-storey windows. As a general guideline upper storey levels should exhibit a solid to void or wall to window ratio of 2:1 ratio with a minimum window area of 25-30% on the ground and upper storey façade.



Heritage building demonstrating pedestrian scale and well proportioned window to wall ratio.

### 8.1.2 Colour

Colour schemes compatible with the character of the Downtown should be used for building facades. Muted colours, earth tones (reds, browns, greens, tans, and greys), and natural pigments are the most appropriate, whereas primary, plain white, or fluorescent colours should be avoided or minimized. Brighter colours can be utilized to accent particular building elements, but should be used sparingly. Most effective architectural color schemes normally contain a very limited number of colours, typically one or two for the façade, with accents for the trim.



Earth tones are most suitable building colors with the architectural elements highlighted in contrasting colors.



Stone, brick, or cast in place concrete are preferred building materials.

### 8.1.3 Building Materials

New building construction should encourage use of materials that are durable and commercial in character. Since buildings were historically constructed in this manner, following this approach will not only provide better quality but will support the heritage theme. Common face brick, stone, and concrete are high quality building materials and the most preferable as the principle facing material; stucco finishing is acceptable but not encouraged. Metal aluminum siding, vinyl siding, and split faced block are strongly discouraged for commercial buildings in the redevelopment area, and a façade these materials should be used sparingly and with justification.

Wood, pressed metal, terracotta, metal trim, and decorative tile work are all acceptable for decorative finishes and accent materials. Similar to colour patterns, the use of different materials on a façade should be compatible with the



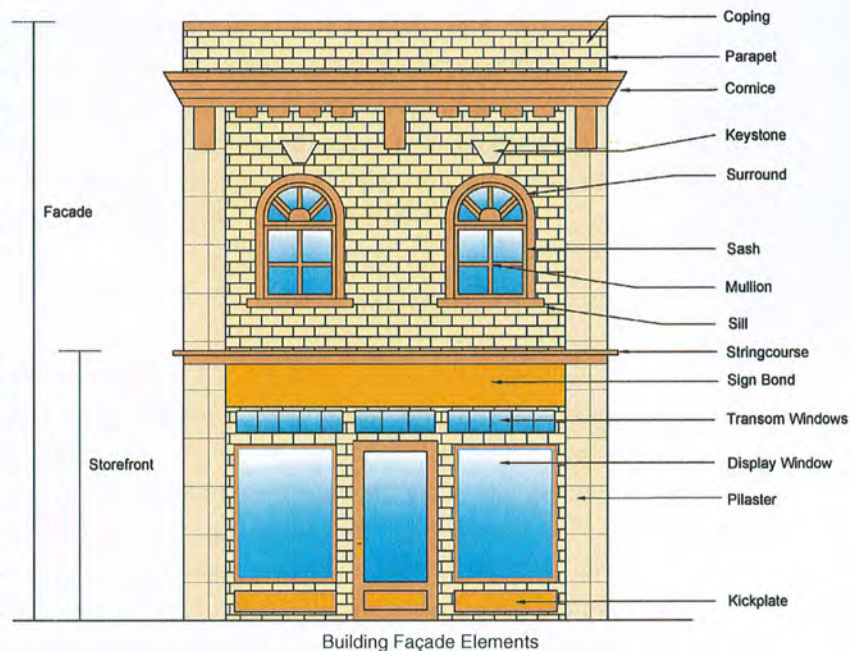
principle material. Accent materials used in parapets, lintels, cornices, pilasters, sills and decorative building elements for example can consist of brick, stone, cast stone, or architectural pre-cast concrete wood, or terracotta.

The use of a particular material should be done with meaning and purpose. While it is common to find the original materials (brick and stone) painted on heritage buildings, consideration should be given to colours and patterns so that paint is unnecessary. The natural appearance of brick or stone generally provides for a better appearance and with regular maintenance adds greater value to the building.

#### 8.1.4 Building Façade Features

For historic buildings, architectural features should be preserved or restored to their original integrity. Newer buildings do not have to mimic the historic application of these elements but should strive to utilize and incorporate these elements in more contemporary ways. Modern translations of traditional façade elements such as cornices, parapets, windows, awnings, and entranceways should be explored.

Windows in form, size, and trim are a central character defining element. Traditional storefronts contain three window types: display windows, transom glazing, and upper-storey windows. Display windows, located adjacent to the store entrance, are used to advertise merchandise. Transom glazing, located above the ground floor display windows or doorways, and is normally formed by ribbed or tinted glass to disperse light. Upper storey windows provide natural light to the second floor, typically incorporating decorative designs such as arches, keystones, or shutters.



Rooflines provide a visual terminating line of the building from the street. Articulation of the roofline with a parapet, coping, rakes, and other elements provide a decorative feature. Parapet walls also serve to screen mechanical and





Slightly recessed entranceway with awning and attracts and adds interest.



Projecting banners on building following appropriate sign guidelines in terms of size and placement.



Colourful fascia sign in relief.

electrical systems, vent stacks, air conditioning units, and ducts from pedestrians.

Lastly, entranceways serve as a transition area between the public and private realm and the opportunity for businesses to draw customers in. Entranceways consisting of paving stone, accent plantings, and lighting, are encouraged to add texture and interest to the building. Recessed entrances provide an inviting atmosphere for such designs along with providing shelter and a larger window display area. Doorways are also an important entranceway feature that should be designed with a level of craftsmanship and detail appropriate to the building (e.g. windows with a wood or metal frame).

## 8.2 Commercial Sign Guidelines and Regulations

Commercial signage adds a great deal to the quality and atmosphere of a commercial district. With few exceptions, the Downtown and West Broadway Corridor suffers from a lack of aesthetically pleasing commercial advertising. Backlit can signs, oversized sign banners, painted plywood signs, portable signs, and cluttered window advertising, diminish the natural character and charm of buildings. Too often the 'more is better' approach is adopted by business owners, without giving consideration to the proper size, number, quality and placement of signage in relation to the building architecture.

### 8.2.1 Fascia Signs

Fascia (wall mounted) signs have a major visual impact on the character of a building, and are the most prominent sign types found within a downtown area. A well designed building will accommodate fascia signs in a manner that is inherent to the architecture of the building. The area directly above the transom or awning on the ground floor, defined as the "sign band" area, is the best location for aligning signage between buildings. Encouraging building owners to locate signage in this area will serve to establish a unified and eye-pleasing streetscape appearance.



Decorative fascia sign using gooseneck lighting

Sign containment within the "sign band" area also ensures that the sign does not overwhelm, obscure, or diminish the architectural elements of the building. As a rule of thumb fascia signs should not exceed a height of 60 cm (24 inches), or exceed 90% of the width of the building. Lastly the "sign band" area achieves the other important role of limiting the number of signs per building. The rule of thumb is one sign per façade for advertising purposes.



The form of fascia signs is an important feature of the building, to be treated with the same care as the building architecture. Individual or “channel” lettering, which provides relief and articulation, is preferred to backlit box or “can” signs, or flat painted wood signs. While back-lighting or individual lighting of channel lettering is acceptable, preference is given to front-lit signboards which are lit from below or above with decorative gooseneck lighting fixtures.



Tasteful backlit fascia sign.

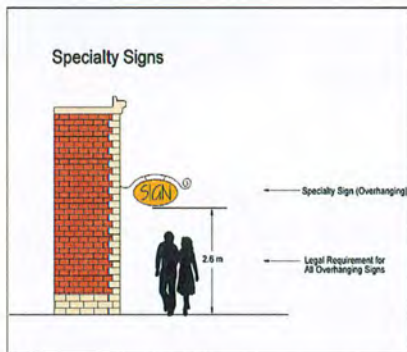
### 8.2.2 Window Signs



Appropriately designed window signage.

Window signs are not encouraged, but where utilized should follow certain guidelines. Permanent posters, banners, and letter advertising which obscures the window display area should be avoided. Along with preventing the display of merchandise, signage clutter in the window invariably means too much signage resulting in an ineffective message. As a guide, window sign areas should not occupy more than 30% of the window area, or in the case of door windows, no more than 50% of the glazed area. The lettering should consist of a simple stylized font, centered roughly at eye level, that is painted or in gold relief. Neon lettering should not be used.

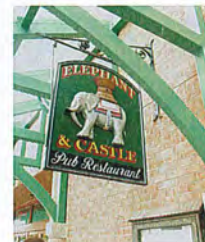
### 8.2.3 Projecting Signs, Sandwich Board Signs



Projecting sign mounted to provide pedestrian clearance.

Projecting signs and sandwich board signs provide an opportunity for businesses to increase their advertising. Both such signs are installed perpendicular to the facade along sidewalk frontages thereby enhancing the pedestrian shopping atmosphere. The most important guideline for such signage relates to pedestrian safety and non-obstruction of pedestrian traffic.

Projecting or hanging signs should be securely attached to the building, placed a minimum of 2.6 metres (8 feet, 6 inches) above the sidewalk although a clearance of 3.0 metres is preferred. These signs should not project more than 1 metre from the building, and no more than one projecting sign should be proposed per building. Similar to fascia signs, projecting signs can



Colourful projecting sign.





Broadway Street, before (above right) and after (left) with projecting sign.

be well articulated with an ornamental bracket or wrought iron arm and a carved wood, wood painted, or metal decorative face.

Sandwich board or “A” signs are signs situated on the sidewalk, commonly used to advertise sales or daily restaurant specials. These signs typically have a face area (one side) of no more than 1.8m<sup>2</sup> and are situated on the sidewalk adjacent the building so as not to impede pedestrian flow. Made of quality wood (not plywood) or plastic with stylized lettering or fonts rather than generic portable sign or neon lettering, these signs are most effective when depicting the character of the business and building.



Sandwich board sign

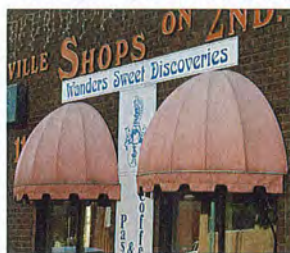
#### 8.2.4 Awnings

Awnings add colour and depth to a building while also protecting display merchandise from the sun, providing shade to the store interior, and sheltering pedestrians from the elements. Typically awnings are attached above the display windows and below the cornice or sign panel. Sometimes they are mounted between the transom and the display windows, allowing light into the business while shading the display windows.



Entranceway sign awning

An awning should reinforce the frame of the storefront and should not cover the vertical architectural elements (columns, piers and pilasters) or the space between the second-storey window sills and the storefront cornice. Awnings should be mounted so the valence is at least 2.6 m (8 feet, 6 inches) above the sidewalk, projecting from 1.2 to no more than 2.1 metres from the building. Awnings made of canvas, synthetic or durable fabric are preferred to the “plastic”, backlit, or aluminum awnings.



Well proportioned window awnings.



### 8.2.5 Freestanding Signs

Freestanding signs are stand alone signs that are more commonly found in the West Broadway Corridor than the Downtown. Where freestanding signage is proposed in the Redevelopment Area, the size and height should be minimized, and decorative elements should be added. Three principle free-standing types are identified: pylon signs, monument based signs, and portable signs.



Proposed alterations to existing Pockets sign, demonstrating decorative elements and landscaping for a monument based sign (middle) or a pylon sign (right).

Pylon signs, are most appropriate for highway commercial districts where traffic speeds are higher and building setbacks are greater. Though commonly found in Yorkton's Downtown and West Broadway Corridor, pylon signs are discouraged. Where utilized, such signage should not exceed 20' in height and should only be used on properties where there is sufficient setbacks. Such signage should incorporate landscaping and strive to be unique to the business.

A more appropriate form of freestanding signage for the Redevelopment Area is monument based signage. This signage is ground based, generally not exceeding a height of 3.6 metres. Formed in concrete, metal, or wood, monument based signs provide the opportunity to present a more decorative or ornamental type of signage that is compatible with the architecture of a building. Ground-lighting and landscaping should be incorporated with this signage to enhance the appearance and interest.

Portable signs are signs intended for temporary advertising. Their proliferation throughout Yorkton's Downtown and West Broadway Corridor has diminished the aesthetic appearance of the area. In conjunction with passing a bylaw to restrict portable signs, alternative advertising in the form of LED lighting is proposed to allow for non-point-of-sale advertising. Several such LED signs are proposed at designated areas



Existing portable sign (above) and alternative on site advertising (below)





Non-point of sale portable signs, can be replaced with a permanent LED sign.

with high traffic volumes and visual exposure, such as Broadway Street West at the CN Tracks. These signs would allow for businesses and the public sector to buy time to advertise sales, events, and coming attractions. With the City, *Chamber of Commerce*, and *Yorkton BID* splitting the costs, an allocation of 25-50% could be dedicated to publicly subsidized advertisements allowing for the remaining 50%-75% of the space for commercial ads.

### 8.3 Proposed Façade Restorations

Owners of historic properties are encouraged to seek Municipal Heritage Designation and follow the established guidelines for restoration. For owners that do not wish to seek heritage designation, but desire to restore their building, the City has established a Façade Restoration Program under the Enterprise Zone Incentive Program. A lesser incentive than the Heritage Restoration Program, the façade incentive provides a grant to business owners of 25% of improvements up to a maximum of \$5,000.

Exhibited in Section 6.0 most of the commercial heritage buildings of Yorkton are located on Broadway Street between Betts and Fourth Avenue. Given the concentration of these buildings in the heart of the Downtown, and the fact that they are situated on the busiest street, these business owners are strongly encouraged to pursue restoration. Although there are many scenarios for restoration, the following concepts demonstrate potential restoration that meets the standards of the proposed architectural guidelines.



Proposed façade improvement to Broadway Street buildings between Third and Fourth Avenue. Existing (top) is improved by incorporating a decorative cornice, aligned signage and awnings, and climbing ivy on wall between buildings.

#### 8.3.1 Broadway Street - Betts to First Avenue

The Betts to Fourth Avenue block consists of four buildings, two of which are

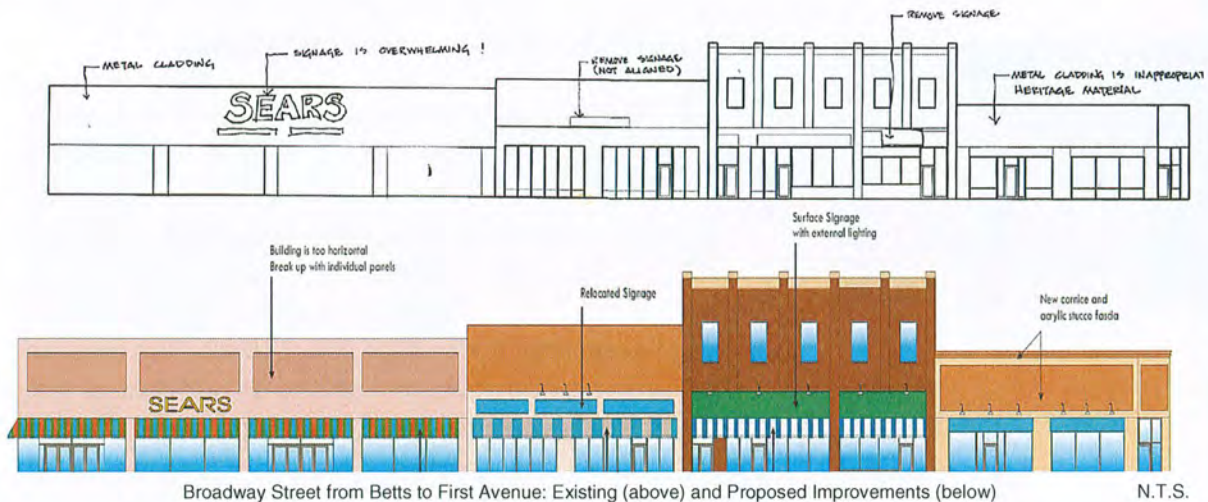




Betts to Third Avenue

potentially eligible for heritage designation. Illustrated below the roofline of this block is fairly well aligned, providing for proper alignment of the sign band areas and awnings. Proposed improvements to the Sears building include re-

placement of the large sign with a more decorative sign located in the sign band area, replacement of metal cladding with stucco and relief panels, and a decorative awning. The sign band and awnings of neighbouring buildings require realignment and canopies with external lighting considered for all three. A new cornice is proposed for the east corner building along with an acrylic stucco fascia to replace the metal clad siding.



Broadway Street from Betts to First Avenue: Existing (above) and Proposed Improvements (below)

N.T.S.

### 8.3.2 Broadway Street - First to Second Avenue

First to Second Avenue consists of three buildings, two of which are considered for heritage designation. The metal fascia of the character building to the east should be replaced with an acrylic stucco more appropriate to the heritage character. The sign cans of this building can be replaced with one sign band area that incorporates channel lettering. An awning, new cornice, and a string course above the windows would also serve to enhance the building appearance. The east corner building (Hurst's on Broadway), a heritage landmark buildings considered for Provincial designation, contains numerous architectural features in need of repair.



First to Second Avenue

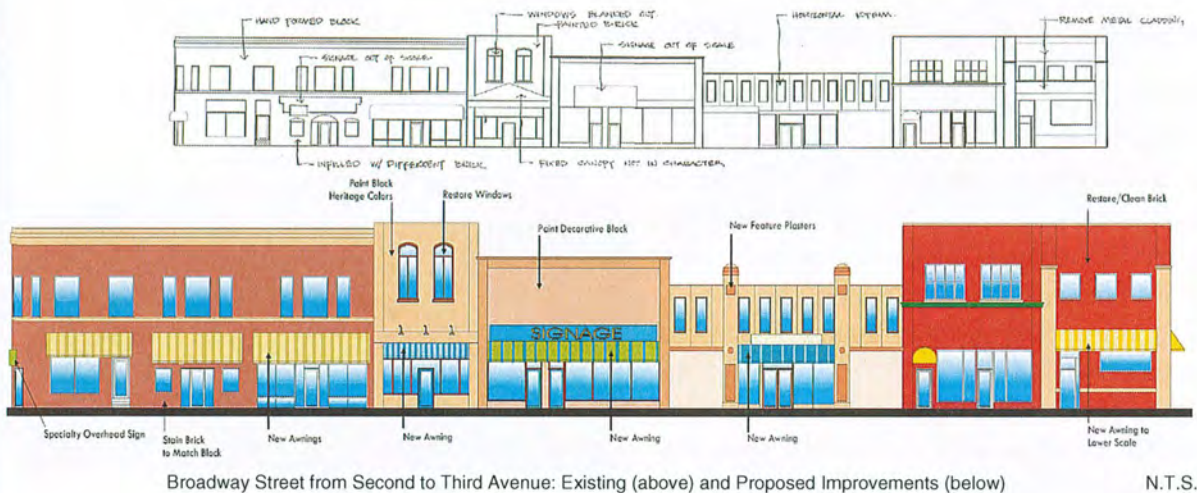




Second to Third Avenue

### 8.3.3 Broadway Street - Second to Third Avenue

Second to Third Avenue contains five buildings, four of which should be evaluated for heritage status. Proposed improvements to the western corner building include an overhanging sign on the corner entrance, matching awnings, and replacement of signage and matching brick for the middle tenant. The adjacent building should restore the upper storey windows, and along with the middle building be repainted in a heritage colour. Decorative pilasters are proposed for the second building from the right as an architectural feature, and the building on the west corner should remove the metal cladding with the brick restored, cleaned, and repainted. This strip of buildings should





incorporate awnings and improved signage with goose-neck lighting.

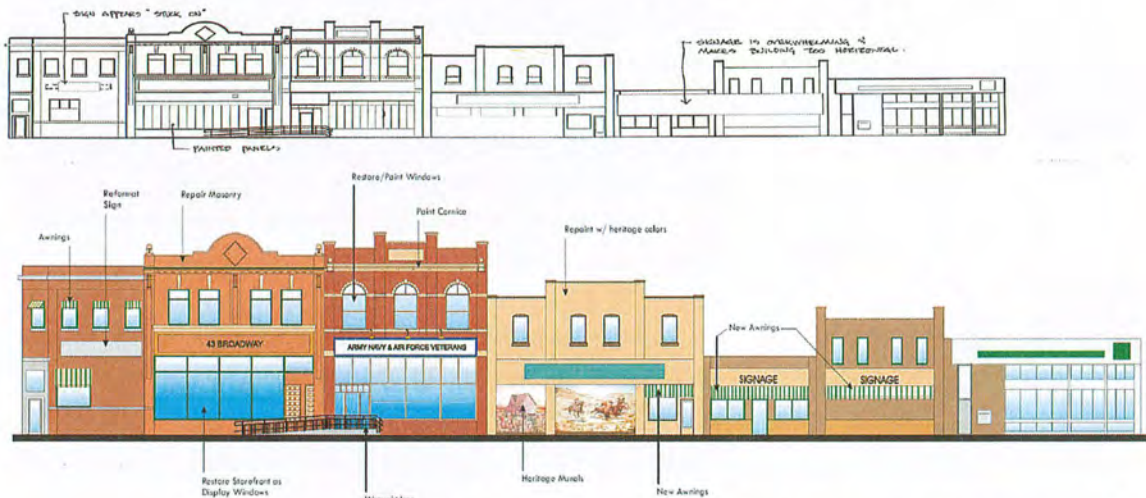


Third to Fourth Avenue

#### 8.3.4 Broadway Street - Third to Fourth Avenue

Third to Fourth Avenue contains six building facades, one of which is in the process of designation, and four others which should be evaluated for designation. The building on the west corner could incorporate awnings and a reformatted sign.

The two adjacent buildings make up the Anavets restoration project (see Section 6.0) which will remove the siding, restore the windows and repair the architectural features. The middle building should be repainted with heritage colours and windows or a mural display instead of the front blank panels. This and the adjacent building to the east should incorporate new awnings compatible with the building scale. No improvements are proposed to the



Broadway Street from Third to Fourth Avenue: Existing (above) and Proposed Improvements (below)

N.T.S.

modern TD Bank building on the east corner of the block

### 8.4 Site Development Guidelines

The Zoning Bylaw outlines most of the site requirements for new development which typically deal with issues pertaining to landscaping, sidewalks, parking and loading areas, curbing, lighting and so on. These requirements are prescriptive in nature, outlining the minimum site improvement requirements. All development proposals should demonstrate the coordination of the site with



the building, the street, and the surrounding properties and uses.

#### 8.4.1 Landscaping

Beyond the building's architecture, landscaping is the most significant feature that can be added to a site to improve its aesthetic appearance. Along with providing visual relief to large expanses of asphalt or blank building facades, landscaping improves air quality, minimizes soil erosion run-off, mitigates noise, improves air quality, and provides shelter and shade. All of these benefits serve to enhance quality of life and sustainability.

The minimum landscape standards for new site development include shade trees, buffers, and parking lot plantings. The following summarizes the minimum bylaw requirement:



A balance of deciduous (above) and coniferous (below) should be incorporated with 25% of trees at a minimum height of 2.5 metres and the balance a minimum of 1.8 metres.



Shrubs should have a minimum height or spread of 600 mm.

- Shade Trees are required along all street frontages and should be planted a maximum of 6 metres (20') on centre.
- Buffers are required between land uses to protect adjacent residential properties or a proposed development from an existing highway, railway track, or industrial use. Other on-site buffers are required to screen unsightly elements such as utility kiosks, garbage containers, and storage areas. Typically denser plantings are required for buffers then shade trees (double alternating row of trees planted 3 metres (10') on centre.
- Parking lot planting are required for parking lots which have five or more parking spaces and should include perimeter plantings around the lot, at a ratio of one landscaped island (16.5m<sup>2</sup>) per 20 parking spaces.
- The use of mature trees is encouraged to provide immediate impact especially when used in buffering adjacent uses. The Bylaw requires a minimum of 50mm (2") caliper, 1.8m (6') high for trees and a minimum two gallon size for shrubs within a minimum height or spread of 600mm (24 inches). Despite the minimum requirements larger caliper trees (75 mm) are encouraged. The boundary of a parking lot, or the frontage of a property may be better suited to a 1.2m (4') high hedge row then a row of trees 6 metres (20') on centre. It might be more appropriate to use the minimum tree requirement to promote cluster plantings rather than row plantings to highlight a specific





Parking area with boundary landscaping and islands.

area.

In addition to the boundaries of the site, landscaping should wherever possible also be provided at the base of buildings. Foundation plantings serve to accent the building and anchor it to the surrounding environment, and in situations where there is no architectural articulation in the building, plantings add interest.

Whether around the building or the site, in-ground landscaping is preferred and should comprise the majority of the landscaping requirement. Raised planters can be effective for window or entranceway plantings, or more durable (in concrete) planters that can be used for pedestrian seating areas.

#### 8.4.2 Lighting

A lighting plan must accompany a site plan for all new development or redevelopment projects. The plan should include pole and fixture locations, wattage, mounting heights, details of poles and fixtures, isolux patterns (light distribution) which includes horizontal luminance at ground levels and uniformity ratios. Generally speaking the plan should illustrate adequate lighting to ensure safe movement of persons and vehicles.

Beyond parking lots, site and foundation lighting can be creatively integrated to further highlight or accent particular features in evening hours. Ornamental lighting, bollard lights, tree lighting are commonly used in larger sites which contain large open green spaces providing for a safe and attractive environment for pedestrians. Foundation lighting can also be utilized to highlight signage, landscape beds, or even the unique architecture of a building. Though not required, all of these forms of lighting are encouraged so long as glare and spillover are minimized.

#### 8.4.3 Parking and Circulation

Separation of land uses and increasing automobile use has increased the need for off-street parking in the Downtown and West Broadway Corridor. On West Broadway where infill development is common, shared parking lots can be established between two adjoining lots. Similar joint-use parking arrangements are encouraged in the Downtown, particularly in mixed-use districts, to minimize underutilized parking spaces.

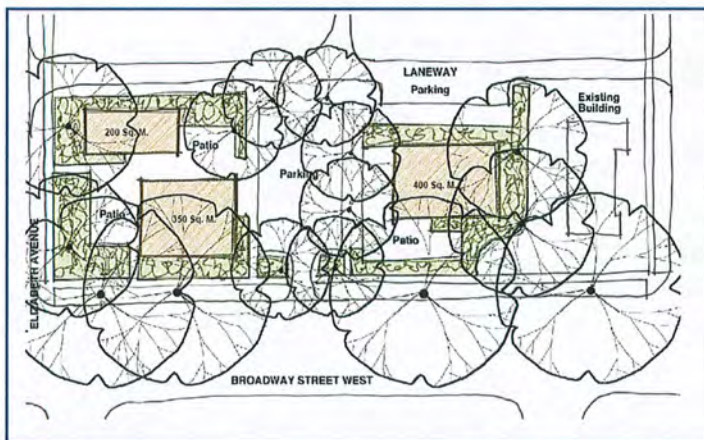
Parking lots should be designed for adequate, safe, and logical vehicular and pedestrian circulation patterns through the site. As per the bylaw, curbing,



Library parking lot with lighting.



lighting, and drainage must be incorporated and designed to ensure functional efficiency and operation. Large parking areas should install curb islands that define drive aisles to guide and calm traffic flows. Sidewalks, pathways and linkages can be incorporated into parking designs to make automobile dependent “big box” sites more accessible to pedestrians.



Parking lot concept for infill lots demonstrating shared parking between side yards of buildings. Lot area 5000 square metres, building area 950 square metres, and with 40 parking spaces.

Where parking lots are built within the Downtown or West Broadway Corridor they should, where feasible, be located at the rear or side of the property to allow the building to front the street. Parking lots adjacent the street or sidewalk should be designed to create curb appeal for pedestrians and vehicles. The minimum standards outlined in the bylaw suggest tree row plantings 6 metres (20') on centre. Alternative applications to the landscape requirement are hedge

rows, planter walls, decorative wrought iron or brick fencing, or public art. In some situations signage identifying the business and hours of operation is appropriate if it is decorative and of minimal size.

#### 8.4.4 Private Public Amenity Features

Beyond building architecture and site development, public amenity space and features are vital to establishing an interesting, pleasant, and attractive commercial atmosphere. Designing and maintaining such space however, is typically perceived to be the exclusive responsibility of the public sector. To assist in creating a unique public environment new developments, particularly large scale, are encouraged to incorporate public amenity features as part of their developments.

The dedication of a small percentage of the site and/or capital expenditure to public amenity features, provides the opportunity for a business to advertise its vested interest and commitment to the community. When done creatively, such features blend into the surrounding landscape, removing the artificial boundaries between the public and private realm. In many instances such space is a direct benefit to the operations of the business such as outdoor cafes, restaurants or retail space that opens directly to pedestrian space.

Although the size of the public amenity contribution is dependent on the busi-





Public amenity space contributed by the Cornerstone Credit Union, consisting of a small plaza, demonstrates community commitment while also providing the opportunity for advertising.

ness, the site size and scale of the development, along with the capital expenditure can be used to measure appropriate contributions. Parks, plazas, pathways, courtyards, gazebos, gardens or public art for example are all suitable public amenities. A large several acre development might contribute a 900m<sup>2</sup> park area, a plaza and fountain, pergola, or a wall mural, whereas a small business might propose a garden, pocket park, a bench, or trellis.

Businesses which make such contributions should be acknowledged by the City as well as organizations such as the *Yorkton BID* or the *Chamber of Commerce*. In addition to awarding businesses for such contributions, the City may consider incentives for public amenity contributions such as a one-time partial tax abatement on total capital improvements. As with other public private partnership initiatives, these additional amenities serve to benefit business while also enhancing the quality of life of residents.

## 8.5 Leadership in Energy and Environmental Design

Leadership in Energy and Environmental Design (LEED) has become the national standard for evaluating and crediting buildings which save energy and resources, reduce stormwater runoff, and reduce pollution. More cities, organizations, and corporations are adopting LEED principles not just to be ecologically responsible, but because the technology is becoming more cost effective and competitive.

The rating system identifies leading edge developments that incorporate design, construction, and operating practices which take a holistic approach to the reduction of environmental impacts. Points are awarded based upon performance criteria to provide varying levels of certification - Certified, Silver, Gold or Platinum. The prerequisites and credits are organized into five principle LEED categories: (1) Sustainable Sites, (2) Water Efficiency (3) Energy and Atmosphere, (4) Materials and Resources, and (5) Indoor Environmental Quality.

- **Sustainable Sites** espouses the principles of the redevelopment plan in terms of site selection. This criterion supports the concept of inner-city development by protecting outlying greenfields and environmentally sensitive areas, increasing densities, and promoting brownfield sites for



reclamation. Reduction of automobile impact is encouraged through the provision of bicycle storage areas and shared parking between adjacent uses. The criterion also deals with site development by promoting on-site stormwater management and natural water infiltration (using wetlands, vegetated filler strips and bioswales), reducing heat islands with landscaping and green roofs, and minimizing light pollution with lighting plans that incorporate cut-off luminaries and low reflecting surfaces.

- **Water Efficiency** seeks to minimize the use of potable water through more efficient building and site design. Reducing or eliminating potable water for landscaping can be achieved by planting indigenous material (xeriscaping) or using grey water or stormwater for irrigation. For the building interior installation of low-flush toilets, high efficiency shower heads, and occupant sensors can reduce the burden on the municipal water supply.
- **Energy and Atmosphere** promotes energy efficient building design and use of renewable energy sources. One of the guidelines of LEED in accordance with Canada's Commercial Building Incentive Program is to increase the energy efficiency of new buildings by 25% relative to a reference building. Encouraging renewable energy sources which minimize environmental impacts of fossil fuels by promoting non-polluting energy such as solar, wind, geothermal, and bio-mass and biogas strategies.
- **Materials and Resources** encourage the reduction of waste generated by building construction and operations. Waste reduction from building occupants should be promoted by encouraging garbage separation, recycling (cardboard, paper, plastics, glass, and metals), and composting. This category also strongly supports the Plan by encouraging the restoration of existing buildings including the updating of outdated components (windows, mechanical systems, and plumbing), removing elements that pose environmental risk (i.e. asbestos), and retaining elements that reflect culture and heritage. Also encouraged is the recycling of demolition waste to be reused for other projects. Salvageable material such as posts and beams, doors and frames, cabinetry, brick, and decorative items should be reused.
- **Indoor Environmental Quality** establishes a minimum standard for indoor air to protect the health and well being of occupants. Smoke free environments, CO<sup>2</sup> monitoring systems, reduction of indoor air contaminants, and up to date air supply systems are encouraged. During site development the building orientation, exterior and interior shading, and high performance glazing should be taken into consideration to maximize natural daylight and views.



The first step in promoting more sustainable designs would be to develop a demonstration project that incorporates LEED principles. The development of a Platinum Certified model building to educate the public and inspire the local construction industry would achieve this purpose. The second is to develop stricter bylaws pertaining to recycling, demolition materials, and minimum building code standards (i.e. low flush toilets). The third area is to promote incentives for certain components of LEED to encourage businesses to pursue LEED technology. A tax abatement could be provided for building which take an innovative design approach to pursuing renewable energy, green roofs, reuse of building materials, recycling, and the development of on-site storm water management systems.







## REDEVELOPMENT AREAS

This section of the Redevelopment Plan, provides a broad vision and strategy, which will further advance the objective of attracting new commercial and residential development. The strategy focuses on several concept plans which include infrastructure improvements, site layouts, and suitable land uses for four key nodes or districts within the Downtown and West Broadway Corridor. The four areas are: (1) Agri-Exhibition and Ecological Ravine Site, (2) the West Broadway Transitional Corridor, (3) the Dracup Avenue Development Corridor, and (4) the Cornerstone District.

### 9.1 Agri-Exhibition Ecological Ravine Site

The \$20 million redevelopment of the Parkland Agriplex Facility (now the Gallagher Centre) to include a field house, leisure pool, and contemporary convention facilities is the first major revitalization project to bolster renewed interest in the West End. The second will be the Kahkawistahaw First Nation's initiative to redevelop the West End Mall site into a new casino, hotel and commercial centre.

Beyond these improvements the West End contains one of the most important redevelopment opportunities in the city in the form of the Agripavillion-Exhibition Grounds and the Ecological Ravine. These properties make up 170 acres of land surrounding the newly renovated Gallagher Centre. The former property, operated by the Exhibition Board, is dedicated to hosting various annual events such as Spring Expo, the Summer Fair, and Harvest Showdown, while the latter is an environmentally protected sanctuary governed by the Ecological Ravine Committee, which provides passive recreation space to residents.

The site is underutilized and requires a master plan to rationalize future development and operational efficiency. Cooperative efforts are required between four key groups to achieve a sustainable development plan: the Ecological Ravine Commission, the Exhibition Board, the City, and the general public.



Given the size of the site and the investment dollars required it is envisioned the plan would take ten to fifteen years to realize, with investment coming from the private sector and senior levels of government. The proposed concept layout has been developed as a point of reference for future consideration.

### 9.1.1 Parking

The parking for the Gallagher Centre is currently situated on the east side of the building, directly adjacent the arena, and to the east of the curling rink in the large gravel parking lot. This area, containing some 500 parking spaces, is also used to host special events such as the Summer Fair and Exhibition. During large activities and events the undeveloped Kahekawisthaw lot across Broadway Street, along with adjacent streets such as Dalebrooke Drive, have



Existing water treatment plant to be decommissioned, providing the opportunity for additional parking between the Ravine and Gallagher Centre.

been utilized for overflow parking. With the development of the Kahkewistahaw site, it is evident these situations will create a parking shortage.

As part of the Gallagher Centre construction an additional 40 parking spaces will be provided on the West entrance to the building. With the construction of the new water treatment plant on Queen Street, the existing water treatment facilities and reservoirs between the Ravine and the Gallagher Centre will be decommissioned, providing the opportunity for an additional 193 parking stalls.

Additional parking could be incorporated to the west of the track, adjacent the Bradbrooke Drive Extension as well as property adjacent Highway 16. All of these parking lots should be upgraded to include paving, curbing, lighting and landscaping. This will minimize the unattractiveness of the wide open gravel lot which is vacant most days of the year.

### 9.1.2 Vehicular and Pedestrian Accessibility

The grounds are currently accessed from Broadway Street via Dalebrooke or Bradbrooke Drive. During large events the one access-egress point creates a bottleneck at these two streets which will increase as the site and adjacent properties develop. Extending Bradbrooke Drive northward toward Highway 16 and establishing a service road adjacent the railway tracks westward to Sully Road and eastward to Gladstone Drive will alleviate this problem. An extension will also provide the site with additional redevelopment opportuni-



ties on the northerly and easterly portions of the site.



Ecological Ravine viewing area.

In addition to improved vehicular accessibility, trails are proposed to encourage pedestrianism and passive recreation. The trail system will connect the west end of the Gallagher Centre to a southern Ecological Ravine loop. This loop would take in the historic Dulmage Farmstead as an Interpretive Project. A second larger loop north of the boardwalk is proposed to extend toward Highway 16 around the wetlands to

north end of the Exhibition grounds and back south to the Gallagher Centre. This 2.8 km trail may also be extended along the west side of the grounds adjacent the Bradbrooke Street extension to Exhibition Street.

### 9.1.3 Development Opportunities

The development potential of the site is demonstrated by the ±34 acres of undeveloped land lying north of the Gallagher Centre, east of the track, and south of Highway 16. Illustrated in the concept plan the area north of the Gallagher Centre contains the Grand Stand, the Agripavillion, the Ag Arena and nearly a dozen other buildings that are commonly used for agricultural related activities such as flea markets, and livestock related shows, displays, and sales. This area of the grounds could be improved with landscaping, a Yorkton Farmer's Colonization agricultural theme, and an events plaza and restaurant.

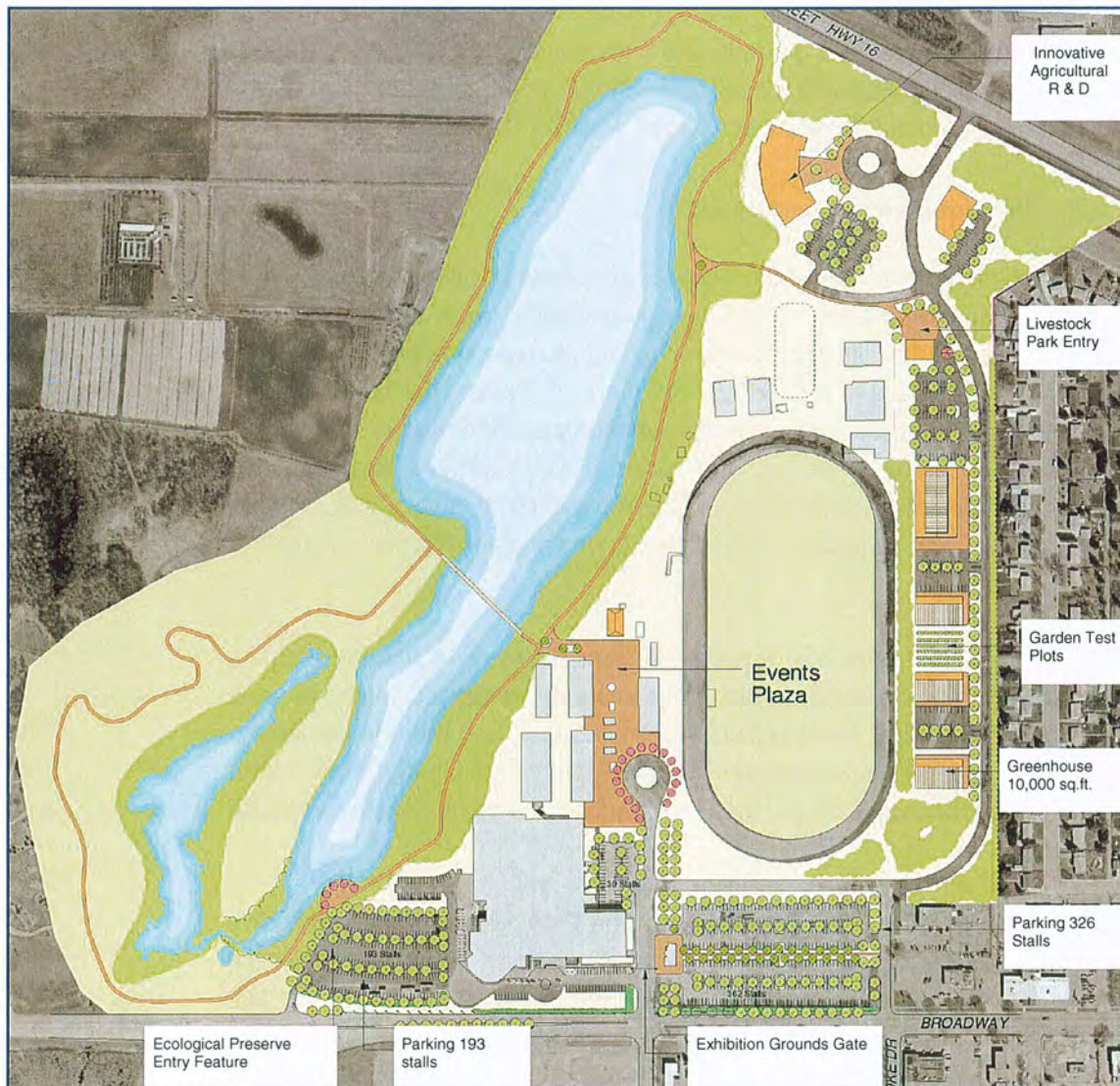
The northerly most portion of the site adjacent Highway 16 has the greatest potential for an agriculturally related large-scale development. With the proximity to the Ecological Ravine, Ducks Unlimited Ltd., and the related uses to the south, an agricultural/environmental research and development centre supported by the local college, the Province, and the private sector would be well suited.

Large scale R&D facilities, in the heart of the Province such as Saskatoon's *Innovation Place* or Regina's *Research Park*, build upon the Provincial strengths related to agriculture, information technologies, resources, life sciences, and recreation. Given Yorkton's role as the largest agricultural centre in East Central Saskatchewan, a scaled down model incorporating a combination of commercial tenant space, greenhouses, growth chambers, and laboratories for biotechnology would be desirable.

The largest undeveloped area on the site lies east of the racetrack adjacent



the proposed roadway extension. A combination of 10,000-20,000 SF commercial building units and greenhouses and parking are proposed for this area, along with a buffer to separate the grounds from the residential uses to the east. These uses should be developed to support the proposed development along Highway #16. For the other areas or buildings that are underutilized, ag-related use such as greenhouses are incorporated to grow vegetables and plant material, and test value-added crops. These facilities would not only support the R & D centre and the regional farming sector, but would also become an attraction during the fair and other major events.



Concept plan for the Agri-Exhibition Ecological Ravine



## 9.2 West Broadway Transitional Corridor

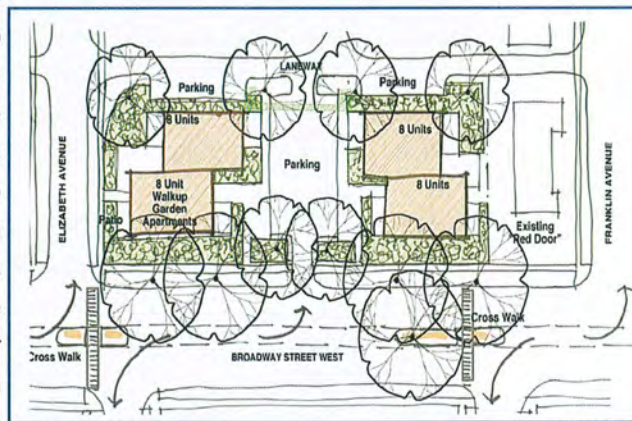
The Yorkton Development Plan identified the West Broadway Corridor as an area transitioning from substandard residential to new commercial development and expansion. To encourage this transition, the Corridor was rezoned to Arterial Commercial in 2003. Parcel assembly for new development is gradually occurring, with the City initiating the process by purchasing three adjacent lots and demolishing the dilapidated units at Elizabeth Avenue and Broadway Street. As the West End anchors become established, it is expected that all of the substandard units will be demolished and converted to commercial development over the next five years.



Former residential parcels at Elizabeth Avenue assembled for commercial development.

Given the 120' lot depths and the site and parking standards, several parcels need to be assembly and amalgamation per development. Several concepts have been designed using the Elizabeth Avenue at Broadway Street example, which is a 36 metre x 44 metre (120' x 143') size lot, to demonstrate potential layouts for garden apartments, commercial buildings, or strip malls. All of the layouts include a combined parking area, either located behind the development, or in a shared central space between the two adjacent developments. This not only maximizes the use of the site, but limits the number of curb cuts per block on Broadway Street serving to increase vehicular safety and traffic flow efficiency.

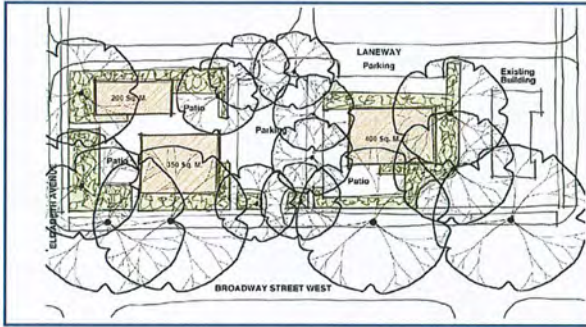
The garden apartment concept proposes a series of four 8-unit walk-up apartments (25 metre x 20 metre) with shared side yard parking space in the middle. One access point is proposed along Broadway Street to the parking area with an entrance in the back. Although the City is unlikely to build to this density, the plans demonstrate sufficient room for the buildings, parking, and green space. An alternative to this layout is to place the parking in the front of the lot with primary access off Broadway Street.



Walk-up apartments with side yard parking.

N.T.S.

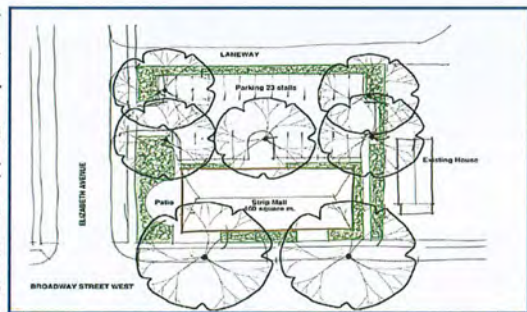




Commercial developments (950 square metres) with shared side yard parking on a 5000 square foot site. N.T.S.

The primary commercial development concept utilizes a common side yard parking area with several 200-400 square metre commercial buildings. A shared parking area with 40 spaces is proposed between the two commercial buildings. One entrance is provided off of Broadway Street with a rear entrance to the lane. Patios, landscaping, and green space are incorporated around the buildings. Depending upon how many parcels have been assembled, this plan can be easily modified for larger commercial spaces.

The alternative commercial concept is a generic 460 m<sup>2</sup> multi-tenant strip mall. Unlike other commercial developments on West Broadway, this development proposes to locate the parking in the back, bringing the building closer to Broadway Street. This factor along with the patio and landscaping serve to give the development a more pedestrian oriented focus.



Commercial strip mall of 460 square metres on a 2500 square metre site with rear yard parking. N.T.S.

### 9.3 Dracup Development Corridor

The Dracup Development Corridor is a 53 acre site extending from Highway 9 to Seventh Avenue, between Smith and Darlington Street. This parcel is divided into three development areas: (1) west of Seventh Avenue, (2) Seventh to Dracup Avenue, and (3) Dracup Avenue to Highway 9. The overall concept is to develop a pedestrian-friendly commercial centre that is sensitive and attractive to the surrounding residential development.

In 2004 the City began the Seventh Avenue roadway extension and infrastructure improvements from Smith to Darlington Street to prepare the area for future development. The City-owned lots west of Seventh Avenue are zoned for medium density row-housing and will be serviced and ready for 2006 construction. To protect these residences from the commercial "power centre" development, a



Dracup Avenue view to future residential row housing.

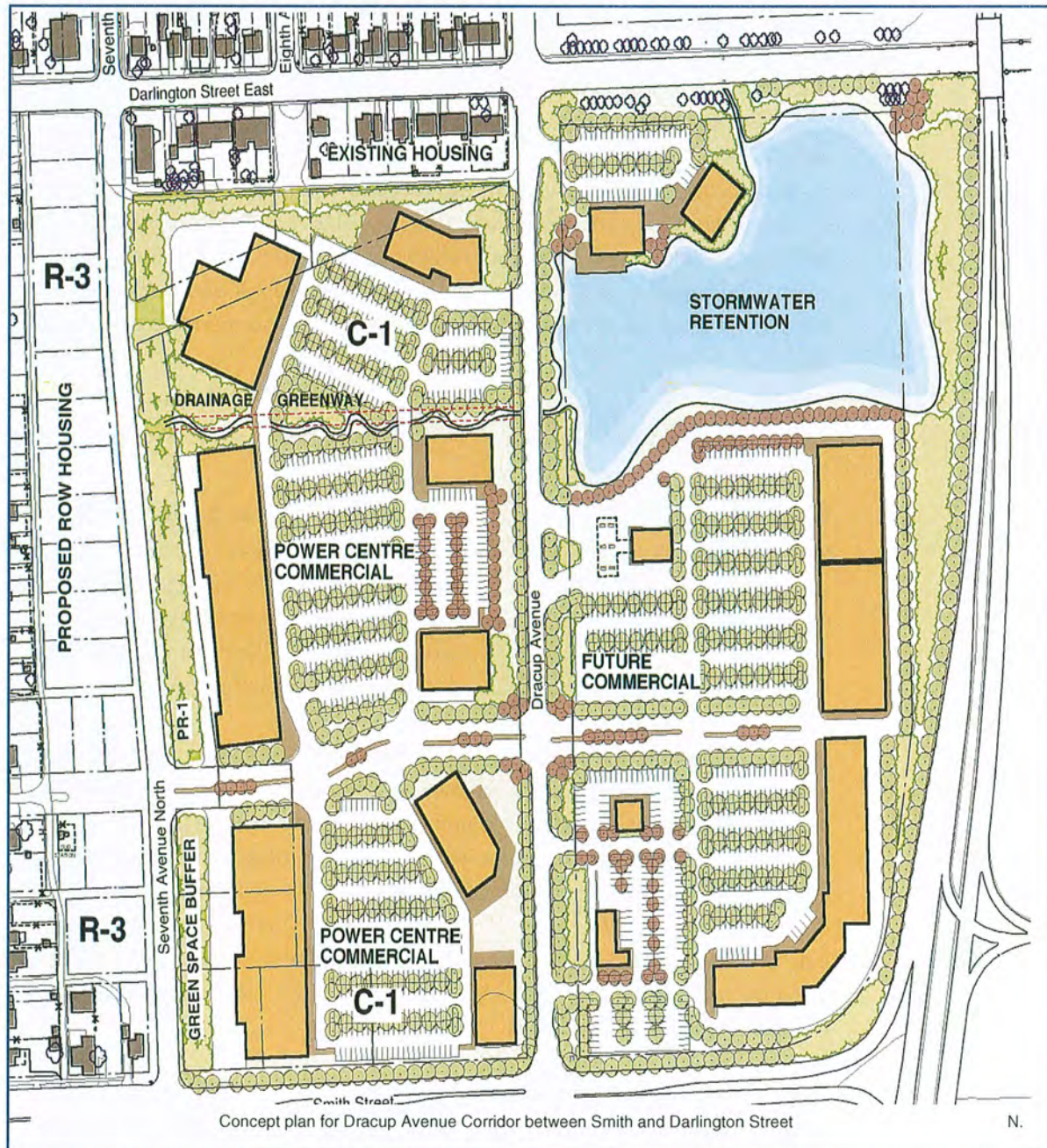


bermed landscape buffer will be provided.

To the east of the buffer a commercial “power centre” development is proposed that is accessible to both pedestrians and motorists. In addition to the buffer, the balance of the site including the parking lot is well-landscaped, incorporating decorative lighting and side-walks throughout. A stormwater drainage easement ex-



Existing Dracup Corridor west side planned for commercial power centre.





tending from Seventh Avenue, eastward to Dracup Avenue, serves as a walking path for surrounding residents that leads to a stormwater retention pond on the other side of Dracup Avenue.

The third area, east of Dracup Avenue is designed in accordance with similar principles as the commercial development to the west. Adjacent the Highway, this site has several more access points, including Balmoral Street linking the developments together. A



Area east of Dracup reserved for "big box" and stormwater retention pond.

buffer is provided along the highway, with the stormwater retention area becoming a distinguishable landscape feature. This feature is engineered as a stormwater catchment pond for existing large scale developments to the south. Designed as a landscape amenity with plantings and pathways, this feature will serve as an attraction for residents in the surrounding area to enjoy.

#### 9.4 Cornerstone District

Of all the redevelopment areas, the Cornerstone District is the most central to the revitalization of the Downtown and West Broadway Corridor. Situated south of Broadway Street around the CPR tracks, this District contains the largest concentration of vacant underutilized property in the Downtown. Poor traffic circulation, dilapidated buildings, inappropriate land uses, brownfields, and the existing railway lines have contributed to the area's demise.

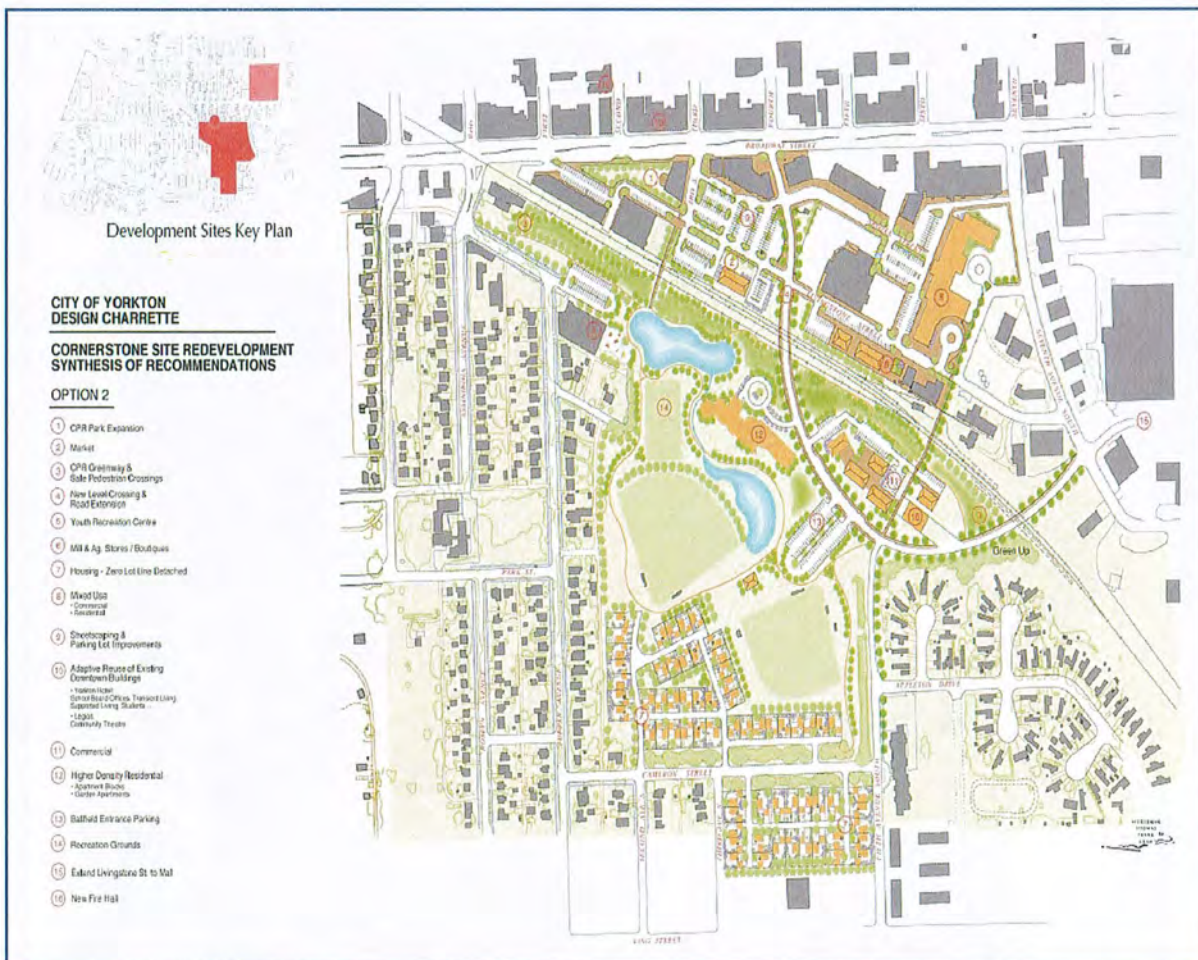
Despite its decline, the Cornerstone District is central to the history of Yorton's settlement and the origin of its commercial and industrial sectors. The extension of the CPR line in 1890 through what is today the heart of the District was the sole factor leading to the relocation of the original York Colony site. The District not only housed the CPR Railway Depot, responsible for bringing in settlers from the West, but was also the site of Yorkton's first business located on Front Street (today Livingstone Street). The area was also central to the growth of the region's agricultural sector with the provision of freight services and location of grain mills.

The scheme for the Cornerstone District resulting from the Planning Charter, addresses the challenges of redeveloping and integrating the railway lands into the Downtown. The Plan acknowledges the heritage of the site and



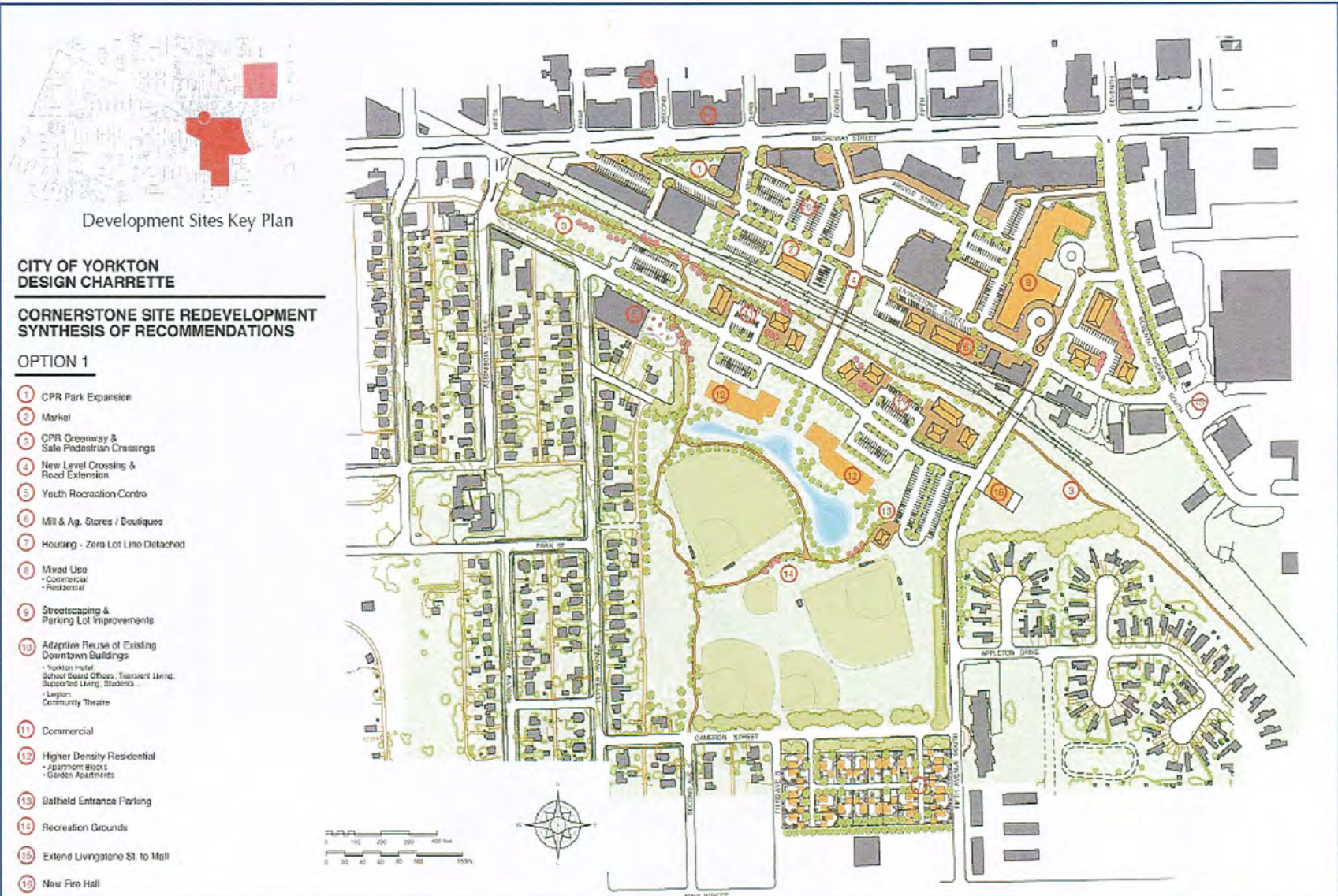
celebrates the railway's commercial and cultural importance to the City. Transportation improvements, along with housing, commercial, recreational, and mixed use developments are proposed with an emphasis on quality of life.

Two broad concepts, are presented for the Cornerstone District. The first proposes a crossing at Fourth Avenue which arches eastward toward another crossing to Seventh Avenue South (Option 1). The second only proposes one additional crossing at Fourth Avenue, maintaining much of the existing roadway infrastructure south of the tracks (Option 2). Although the former provides for a more interesting layout and design, based upon discussions with CPR, it is unlikely the Beck Street crossing can be exchanged for the Seventh Avenue crossing.



Design Option 1 for the Cornerstone District demonstrating a two new railway crossings and additional housing south of the ball diamonds.







### 9.4.1 CPR Centennial Park



Old Market Square in Winnipeg's Exchange District:



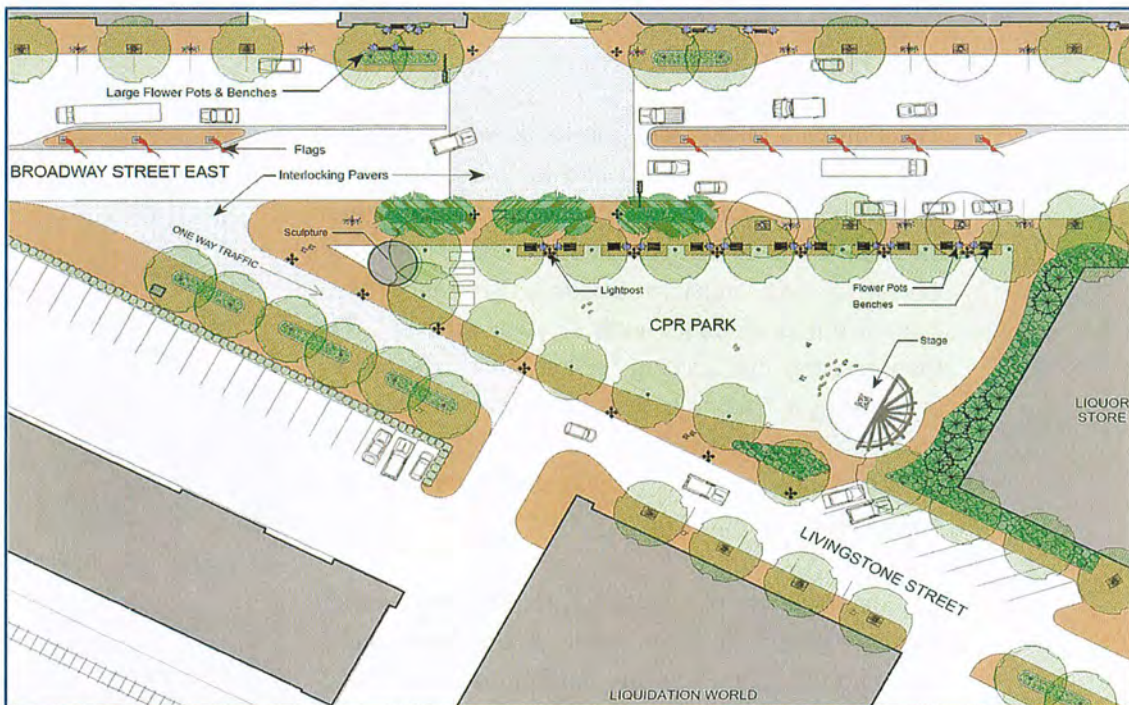
Source: David



Market Square Stage

One of the top redevelopment priorities identified by residents and stakeholders is the need for a central "gathering place" or park large enough for passive recreation, festivals, and events. The existing CPR Park located at Broadway Street and Second Avenue has been identified as the most suitable site for its central high profile location. The concept plan proposes the expansion of the park, entailing the acquisition and demolition of several commercial buildings and the reconfiguration of the existing road networks.

The plan extends Livingstone to Broadway Street, turning the former into a one-way from Broadway Street to Fourth Avenue. This improvement provides for additional parking along Livingstone Street allowing for the closure of Second Avenue South to expand the park to the east. The City has received funding support for this initiative as part of the Canadian Saskatchewan Infrastructure program with work commencing in 2005-06 should the first phase of land assembly be successful.



Concept Plan for C.P.R. Centennial Park

N.T.S.





View to south across Broadway Street, existing Second Ave to be closed.

Paving stones are proposed within the T-intersection of Broadway Street and Second Avenue as well as along the entranceway of Livingstone Street along the southern edge of the park. This roadway surface will calm traffic and provide the opportunity for the City to close off these blocks for special festivals and events. Removal of the westbound left turning lane on Broadway Street between Second and Third Avenue also provides the opportunity for the median to be widened and decorative flags installed.

Based on the land assembly process, the expansion of the park is proposed to take place in two phases. The first will acquire the Shell Canada property, doubling the size of the existing park to a half acre. The second phase acquires the two remaining commercial buildings to the east, allowing for the park extension to liquor store.

The park design concept consists of a proposed sculpture on the western tip of the park, a stage on the southeastern corner for concerts and events, and a series of planters and benches around the periphery of the park. Landscaping is proposed along the edge of the liquor store building, however the intent is to keep central area of the park as an open grass area for festivals and events. Future improvements may be added in consultation with the public and community stakeholders.

#### 9.4.2 Farmer's Market

The Farmer's Market was the most widely identified and supported commercial use for the Cornerstone District. All Charrette working groups incorporated the Market in their designs, and all located it adjacent the tracks on Livingstone Street, either east or west side of the proposed Fourth Avenue crossing. The Plan situates the building on the west side on approximately 1.7 acres of land. The site is highly suitable and symbolic from a heritage perspective given its importance to the development of commerce and agri-business in Yorkton.

The development of the Market requires the support and investment from the public and private sector, including the City, Province, the Federation of Canadian Municipalities, Tourism Yorkton, REDA, BID Yorkton, farmers, industry, local businesses, and resi-



Farmer's Market charrette concept of building



Market with outdoor entertain-



Market indoors





Plan view concept of commercial centre themed as "Farmer's Market." N.T.S.

Achieving buy-in from stakeholders requires a development that promotes tourism and builds upon the heritage and sustainable development theme. Architectural features and design elements should reflect the site heritage, particularly the relevance of CPR Railway to Yorkton's settlement. The building is to be designed to LEED standards, incorporating green energy systems (geothermal, solar, wind, natural day lighting, and passive ventilation), xeriscaping principles and natural stormwater drainage systems.

The first step in establishing the themed "market" is land assembly and the approval from CPR to establish the adjacent railway crossing at Fourth Avenue. With the land secured, a Planning Charrette will be held with key stakeholders and professionals to develop the building and site plans. These plans will be utilized to stimulate investment from both the public and private sector.

#### 9.4.3 Mill and Agriculture Boutique Stores

With the Farmer's Market as an anchor, smaller satellite stores or boutiques are encouraged along Livingstone Street between the Market and the existing Flour Mill. With future residential development proposed in the area, similar stores may be attracted to the site north of the mill. The latter is currently occupied by uses which are un-conducive to the Downtown urban setting.

#### 9.4.4 New Fire Hall

Given the deterioration and growing building code deficiencies of the existing Fire Hall on Smith Street, the Hall will undergo a major renovation, or a new one will be constructed. In the likelihood that renovation proves unfeasible, a suitable location for construction should be identified and acquired. A new Fire Hall in the Cornerstone District would serve as another essential redevelopment

ments. With buy-in from these stakeholders, the Market can serve to encourage organic produce, crop diversification, value-added industries, and local purchasing.



The historic importance of the railways should be celebrated and incorporated into the design of the farmer's market.



Existing Fire Hall on Smith Street (left), and sample two-storey historic fire hall (Moose Jaw) with tower and four bays. A modern design might incorporate similar elements.





Old Co-op site has been identified as a potentially suitable site for a new Fire Hall.

anchor that is compatible with future land uses. One of the proposed locations for a new Hall is the old Co-op Supply and Service Station on Beck Street. This centrally located site consisting of approximately 2.1 acres would provide the Fire Department with ample space for the building and training facilities, and quick access to important road networks.

The demolition of the vacant Co-op building and construction of the new Fire Hall at this would remove the blighted appearance for the eastern end of Cornerstone District. The Hall is envisioned to front Beck Street would have four drive-thru bays with training facilities screened in the rear yard between the CPR tracks and the trailer court. Assuming a two-storey building with a 20 metre x 30 metre footprint (12,000 sq.ft. floor area) the design might blend modern with historic architectural features to further build upon the unique character of the District

#### 9.4.5 Youth Recreation Centre

The need for a central place where youth can recreate and enjoy unorganized leisure activities was identified by local youth groups. A modern skateboard park is suggested near the area of the existing park south of the tracks adjacent the curling rink building. The building itself should be investigated and considered for adaptive reuse as a multi-purpose youth recreation centre. The centre would be operated in conjunction with local churches, non-profit organizations, and the City's Leisure Services Department.



Old curling rink building to have feasibility analysis for conversion to Youth Recreation Centre.

#### 9.4.6 Mixed Use High Density Development

With housing as an integral component to the Cornerstone District a 60-100 unit seniors dwelling unit has been targeted for the parcel behind the Co-op Grocery between Livingstone and Argyle Street. The concept proposes a two to three-storey apartment block with ground floor commercial. The adjacent Co-op Grocery, Superstore, banks and other essential services in the area, make this area an attractive location. Such a development will also serve to attract more



Southwest corner of Livingstone and Argyle Street identified for mixed use high density residential.



compatible uses to the area (i.e. pharmacy, doctor's office, convenience store, etc). Having the City secure the land is the most promising means of controlling future development on this key parcel. In the meantime it is recommended for rezoning to high density residential to prevent the development of uses which are not compatible with the vision of the Cornerstone District.



Livingstone Street behind the co-op (above), and proposed seniors and commercial development concept.

#### 9.4.7 High Density Residential & Commercial Development

In addition to the proposed seniors development behind the Co-op, two smaller high density developments are proposed south of the tracks adjacent Jubilee Park. The first is a 40-60 unit seniors development and the latter a 60 unit affordable housing development. Together these developments will serve to create the population density in the District needed to establish a dynamic community environment that will support more desirable commercial services.

The two developments are planned to be situated south of South Front Street adjacent the ball diamonds. Some of this property is currently owned by the City with other portions occupied by light industrial, development commercial service uses and a church. Once the land is acquired, the City can consider the closure of Foster Street, incorporating it into the development. This allows for South Front Street to be used as the access point to the parking lots situated behind the residential developments.



Ball diamonds south of the railway tracks at Foster Street identified for high density residential development.

The residential housing will support smaller commercial developments to the north, adjacent the south side of the tracks. Along with landscaping, these



commercial developments will buffer the tracks from the residences. Utilizing South Front Street as common access, the parking areas can be aligned between the developments which will also allow for pedestrian network integration. Similar to the Fairview Arms on Fifth Street, Jubilee Park and the ball diamonds become an amenity feature for this development.

#### **9.4.8 Sustainable Residential Subdivision**

In addition to senior's and affordable housing units, the provision of middle to upper income single-family dwellings in the District was strongly supported by numerous charrette groups. The Plan demonstrates an option for establishing a 25 unit sustainable subdivision north of the Fairview Education Administration Offices on King Street. The extension of Cameron Street south of the ball diamonds would provide access to the 4.4 acre subdivision. The sustainable concept proposes the application of LEED (Leadership in Energy and Environmental Design) principles such as geothermal, photovoltaic solar, and passive solar energy generation, as well as on site stormwater management, greywater use, and community composting and recycling.

#### **9.4.9 Yorkton Hotel Retrofit**

The Yorkton Hotel (1902) on Second Avenue, is a three storey 5880 square foot building (70' x 84') which contains some 40 rooms, a bar, and office space. Despite the numerous renovations, the building has not been utilized as a hotel for over a decade. A building inspection and heritage evaluation is required to determine the buildings structural stability, eligibility for Municipal Heritage Status, and feasibility for renovation. The proposed concept is to retrofit the interior of the building to provide dwelling units for student or affordable housing. In addition to providing some 30-40 units the ground floor and basement could be converted to office and commercial space, with the original natural lighting reinstalled.



## COST ESTIMATES

Cost estimates are provided to assist in the implementation and long range budgeting of the Redevelopment Plan. Per unit estimates are given for each major Plan component with various contingencies to establish an overall upset limit. All components contain a “miscellaneous items” line for site furnishings or features which may be deemed necessary or desirable during the detailed design stage. Another 15% is added for general contracting and design services which may be needed for multiple trade contracts. On top of this all projects have built-in 30% over the subtotal of elemental costs and mark ups. These contingencies allow for conservative budgeting, even though the estimates are only a Class “C”. Refined estimating is required during the detailed planning and construction stages to reach a more accurate Class “B” or “A” estimate.

### 10.1 Highway 9 Improvements

As a major entranceway to the City and the Downtown, Highway 9 is the primary “gateway” from the east and is one of the most costly streetscape components of the Plan. With a total cost of \$2.1 million, this portion of the Plan is divided into five sections which includes two sides of the R.O.W. south of Broadway, two sides of R.O.W. north of Broadway, and the median on all four legs of the intersection of Highway #9 and Broadway Street. The main element of these improvements is the landscape and park feature on the NE corner of the intersection.

#### 10.1.1 Highway 9 Intersection NE - Yorkton Winter Park

The primary Highway 9 improvement component is the proposed Winter Park on the northeast corner of the intersection which doubles as a landscape attraction from the Highway. Designed for passive recreation in the summer and active recreation in the winter, the park provides for skating and tobogganing. Features includes a fountain, signage, banners, a parking lot, walking trails and a combination of trees and shrubbery. The total estimated cost for this component is \$1,146,200, broken down in the following table.





Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Site Preparation	m <sup>2</sup>	45,500	\$2.00	\$91,000.00
Earthworks	m <sup>3</sup>	20,000	\$5.50	\$110,000.00
Shoreline Rip-rap	m <sup>2</sup>	2,400	\$15.00	\$36,000.00
Asphalt Paving	m <sup>2</sup>	1,500	\$40.00	\$60,000.00
Fountain	Each	1	\$20,000.00	\$20,000.00
Banner Poles c/w Banners	Each	5	\$2,000.00	\$10,000.00
Signage	Allow	1	\$10,000.00	\$5,000.00
Concrete Sidewalk	m	1,200	\$60.00	\$72,000.00
Topsoil and Seed	m <sup>2</sup>	35,500	\$3.50	\$124,250.00
Shrub Bed	m <sup>2</sup>	750	\$50.00	\$37,500.00
Tree	Each	375	\$350.00	\$131,250.00
Miscellaneous Items	Allow	1	10%	\$69,700.00
Design, General Contractor, and Overhead	Allow	1	15%	\$115,005.00
<b>Total Including Contingency (30%)</b>				<b>\$1,146,200.00</b>

### 10.1.2 Highway 9 Eastside – Broadway to Hamilton Road

The second Highway 9 component estimated at \$507,000, extends along the east side of Highway 9 from Broadway Street to Hamilton Avenue (Seventh Avenue). This project includes landscaping the corridor and developing a display platform with retaining wall for the Agricultural Implement Dealer. The landscaping of the corridor would extend from the barren field east of Walmart northward to the intersection with Broadway, including greenery along Highway #10 corridor (Broadway Street) to buffer the storage yard of the implement dealer, and a display area for the dealer.

Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Site Preparation	m <sup>2</sup>	29,000	\$2.00	\$58,000.00
Earthwork	m <sup>3</sup>	12,000	\$5.50	\$66,000.00
Retaining Wall	m	70	\$200.00	\$14,000.00
Display Area Paving	m <sup>2</sup>	1,000	\$15.00	\$15,000.00
Topsoil and Seed	m <sup>2</sup>	21,000	\$3.50	\$73,500.00
Tree	Each	235	\$350.00	\$82,250.00
Miscellaneous Items	Allow	1	10%	\$30,875.00
Design, General Contractor, and Overhead	Allow	1	15%	\$50,943.00
<b>Total Including Contingency (30%)</b>				<b>\$507,700.00</b>

### 10.1.3 Highway 9 Westside – Broadway to Seventh Avenue South

The west side of Highway 9 from Broadway Street to Seventh Avenue South



(Hamilton Road) estimated to cost \$101,100 include landscaping (trees and groundcover) the corridor and highlighting the intersection of Seventh Avenue South as a "gateway" with poles, banners, and hanging baskets. The 450 metre provision of sidewalk extending along the corridor in front of Canadian Tire, Superstore and Boston Pizza, will be the expense of Superstore and Canadian Tire when they proceed to expand their buildings.

Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Site Preparation	m <sup>2</sup>	500	\$2.00	\$1,000.00
Concrete Sidewalk	m <sup>2</sup>	450	\$60.00	\$27,000.00
Tree	Each	80	\$350.00	\$28,000.00
Hanging Basket/Banner Pole c/w Banners	Each	3	\$2,000.00	\$6,000.00
Miscellaneous Items	Allow	1	10%	\$5,600.00
Design, General Contractor, and Overhead	Allow	1	15%	\$10,140.00
<b>Total Including Contingency (30%)</b>				<b>\$101,100.00</b>

#### 10.1.4 Highway 9 Westside – North of Broadway

The improvements on the west side of Highway #9 from Broadway to Smith Street estimated at \$70,100 include landscaping (trees and groundcover) the corridor and portions of Smith Street. A sidewalk is proposed eastward to Dracup Avenue, however additional sidewalk not included in the price should be considered northward to Smith Street, adding another \$15,000 to this project component. Gateway features are also proposed in this area including poles, banners, and hanging baskets.

Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Site Preparation	m <sup>2</sup>	300	\$2.00	\$600.00
Concrete Sidewalk	m	250	\$60.00	\$15,000.00
Tree	Each	60	\$350.00	\$21,000.00
Hanging Basket/Banner Pole c/w Banners	Each	3	\$2,000.00	\$6,000.00
Miscellaneous Items	Allow	1	10%	\$4,260.00
Design, General Contractor, and Overhead	Allow	1	15%	\$7,029.00
<b>Total Including Contingency (30%)</b>				<b>\$70,100.00</b>

#### 10.1.5 Highway 9 – Median

The Highway 9 median improvements estimated to cost \$286,200 include a combination of banners and flag poles on all four legs (Highway #9 and



Broadway Street) of the intersection. Shrub beds and raised concrete planters allow for the planting of low-lying shrubs for the first 50 metres of the two Highway #9 intersection legs. A portion of these costs are already covered in the Highway #9 reconstruction project resulting in potential savings.

Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Site Preparation	m <sup>2</sup>	5,850	\$2.00	\$11,700.00
Concrete Sidewalk	m	60	\$60.00	\$3,600.00
Flag Pole w/ Base	Each	35	\$2,000.00	\$70,000.00
Banner Pole c/w Banners	Each	5	\$2,000.00	\$10,000.00
Shrub Bed	m <sup>2</sup>	525	\$50.00	\$26,250.00
Precast Median Paving	m <sup>2</sup>	485	\$70.00	\$33,950.00
Topsoil and Seed	m <sup>2</sup>	5,300	\$3.50	\$18,550.00
Miscellaneous Items	Allow	1	10%	\$17,405.00
Design, General Contractor, and Overhead	Allow	1	15%	\$28,718.00
<b>Total Including Contingency (30%)</b>				<b>\$286,200.00</b>

## 10.2 Broadway Street Improvements

At a total cost of \$3.4 million, the Broadway Street improvements are the most expensive streetscaping element of the Plan. Although there may be some support from the *Yorkton BID* on some Broadway Street initiatives, this improvement is predominantly a City expenditure. Extending from Dracup Avenue to Highway 10, this Plan element is divided into three sections: Dracup to Betts Avenue, Betts to Laurel Avenue, and Laurel to Highway #10. Although there are similar elements throughout, each component contains features unique to its location.

### 10.2.1 Broadway Street from Dracup to Betts Avenues



At \$2,504,300, the largest component of the Broadway Street improvements is between Dracup and Betts Avenue. This includes bulbout designs at 8.5 intersections with cast in place planters, several blocks of decorative sidewalk to match existing, banners and poles in specific locations, street trees on Broadway and Side Streets, and unit decorative paving crosswalks at all intersections.



Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Intersection Corner	Each	8.5	\$66,000.00	\$561,000.00
Concrete Barrier Curb w/ Monolith Strip	m	375	\$45.00	\$16,875.00
C.I.P. Planter	Each	53	\$6,000.00	\$318,000.00
Median and Crosswalk Unit Paving	m <sup>2</sup>	2,180	\$85.00	\$185,300.00
New Sidewalk—7th Ave East	m <sup>2</sup>	2,000	\$75.00	\$150,000.00
New Sidewalk—1st to Myrtle Avenues	m <sup>2</sup>	1,300	\$75.00	\$97,500.00
Shrub Bed	m <sup>2</sup>	690	\$50.00	\$34,500.00
Hanging Basket/Banner Pole c/w Banners	Each	9	\$2,000.00	\$18,000.00
Banner on Light pole	Each	50	\$600.00	\$30,000.00
Flag Pole w/ Base	Each	8	\$2,000.00	\$16,000.00
Tree Grate	Each	72	\$300.00	\$21,600.00
Tree	Each	208	\$350.00	\$72,800.00
Top Soil and Sod	m <sup>2</sup>	190	\$6.50	\$1,235.00
Miscellaneous Items	Allow	1	10%	\$152,281.00
Design, General Contractor, and Overhead	Allow	1	15%	\$251,263.00
<b>Total Including Contingency (30%)</b>				<b>\$2,504,300.00</b>

### 10.2.2 Broadway Street from Betts to Laurier Avenues

The Broadway Street section from Betts to Laurier Avenue is estimated to cost \$395,800. Typical features include landscaping, decorative banners, and median and crosswalk decorative paving units. The most expensive item in this category are the two Video LED signs proposed for commercial and public advertisements, costing \$130,000.



Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Concrete Barrier Curb w/ Monolith Strip	m	220	\$45.00	\$9,900.00
Median and Crosswalk Unit Paving	m <sup>2</sup>	180	\$85.00	\$15,300.00
Shrub Bed	m <sup>2</sup>	650	\$50.00	\$32,500.00
Banner Pole c/w Banner	Each	17	\$2,000.00	\$34,000.00
Tree Grate	Each	2	\$300.00	\$600.00
Tree	Each	24	\$350.00	\$8,400.00
Video Sign	Each	2	\$65,000.00	\$130,000.00
Railway Icon Installation	Each	2	\$5,000.00	\$10,000.00
Miscellaneous Items	Allow	1	10%	\$24,070.00
Design, General Contractor, and Overhead	Allow	1	15%	\$39,715.00
<b>Total Including Contingency (30%)</b>				<b>\$395,800.00</b>



### 10.2.3 Broadway Street from Laurier Avenue to Highway 10

The estimated cost of Broadway Street from Laurier Avenue to Highway #10 is \$513,700. This area includes a combination of shrub beds, trees, poles and banners, and crosswalk unit pavers. Similar to above, gateway LED sign costing \$60,000 is proposed along #10 Highway coming into the City.



Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Concrete Barrier Curb w/ Monolith Strip	m	320	\$45.00	\$14,400.00
Median and Crosswalk Unit Paving	m <sup>2</sup>	460	\$85.00	\$39,100.00
Shrub Bed	m <sup>2</sup>	685	\$50.00	\$34,250.00
Topsoil and Sod	m <sup>2</sup>	425	\$6.50	\$2,763.00
Banner Pole c/w Banner	Each	20	\$2,000.00	\$40,000.00
Banner on Light Pole	Each	16	\$600.00	\$9,600.00
Banner on Existing Cobra Light	Each	12	\$800.00	\$9,600.00
Flag Pole w/ Base	Each	27	\$2,000.00	\$54,000.00
Trees	Each	139	\$350.00	\$48,650.00
Highway 10 Gateway Sign	Each	1	\$60,000.00	\$60,000.00
Miscellaneous Items	Allow	1	10%	\$31,236.00
Design, General Contractor, and Overhead	Allow	1	15%	\$51,539.00
<b>Total Including Contingency (30%)</b>				<b>\$513,700.00</b>

### 10.3 Smith Street Improvements

The proposed Smith Street improvements extend from Dracup to Betts Avenue at a total cost of \$1,447,700. Similar to the Broadway Street, bulbouts are proposed at five intersections with cast in place planters. New sidewalk is proposed for most of the corridor to match the existing paving stone pattern in the rest of the Downtown. Median planters, street trees, shrub beds, banners, crosswalk unit paving is also proposed. Although a median sculpture is identified, the cost is not estimated.





Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Intersection Corner	m <sup>2</sup>	4.75	\$66,000.00	\$313,500.00
Concrete Barrier Curb w/ Monolith Strip	m	770	\$45.00	\$34,650.00
New Sidewalk	m <sup>2</sup>	1,120	\$75.00	\$84,000.00
C.I.P. Planter	Each	37	\$6,000.00	\$222,000.00
Median and Crosswalk Unit Paving	m <sup>2</sup>	610	\$85.00	\$51,850.00
Shrub Bed	m <sup>2</sup>	480	\$50.00	\$24,000.00
Flag Pole w/ Base	Each	14	\$2,000.00	\$28,000.00
Banner on Light Pole	Each	16	\$600.00	\$9,600.00
Banner on Existing Cobra Light	Each	12	\$800.00	\$9,600.00
Tree Grate	Each	37	\$300.00	\$11,100.00
Tree	Each	249	\$350.00	\$87,150.00
Top Soil and Sod	m <sup>2</sup>	750	\$6.50	\$4,875.00
Median Sculpture Installation	Each	1	N/C	-
Miscellaneous Items	Allow	1	10%	\$88,032.00
Design, General Contractor, and Overhead	Allow	1	15%	\$145,253.00
<b>Total Including Contingency (30%)</b>				<b>\$1,447,700.00</b>

#### 10.4 Centennial CPR Park Improvements

The Centennial CPR Park improvements pertain to the expansion of the park excluding land acquisition, building demolition or roadway relocation. The total estimate for this project is \$487,800 and includes a series of benches and cast in place planters around the periphery of the park, shrubbery and trees, paving stone and a stage for outdoor concerts.

Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Demolition and Site Preparation	m <sup>2</sup>	3,000	\$5.00	\$15,000.00
Curb	m	120	\$60.00	\$7,200.00
Bench	Each	24	\$2,400.00	\$57,600.00
C.I.P. Planter	Each	12	\$6,000.00	\$72,000.00
Shrub Bed	m <sup>2</sup>	290	\$50.00	\$14,500.00
Sidewalk (Unit Paver and Concrete)	m <sup>2</sup>	700	\$75.00	\$52,500.00
Stage and Corner Pavement	m <sup>2</sup>	120	\$80.00	\$9,600.00
Topsoil and Sod	m <sup>2</sup>	1,400	\$6.50	\$9,100.00
Tree	Each	26	\$350.00	\$9,100.00
Stage	Allow	1	\$50,000.00	\$50,000.00
Miscellaneous Items	Each	1	10%	\$29,660.00
Design, General Contractor, and Overhead	Each	1	15%	\$48,939.00
<b>Total Including Contingency (30%)</b>				<b>\$487,800.00</b>



### 10.5 Farmer's Market Concept

The estimated cost for the Farmer's Market of \$4,846,300 is dependent on the scale, architectural, engineering, and site features. In addition to the heritage appeal, the budget provides for a high quality and innovatively designed building of 1858 m<sup>2</sup> (20,000 SF). The building will incorporate LEED principles providing the opportunity to house other potential uses such as a heritage museum, offices, a restaurant, café, and boutique stores. A wooden deck platform will be installed along with lighting, landscaping, and decorative banners.

Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Asphalt Paving	m <sup>2</sup>	2,800	\$28.00	\$78,400.00
New Sidewalk	m	1,110	\$75.00	\$83,250.00
Wood Deck	m <sup>2</sup>	1,500	\$50.00	\$75,000.00
Soft Landscaping	m <sup>2</sup>	2,000	\$25.00	\$50,000.00
Light Pole	Each	6	\$5,000.00	\$30,000.00
Banner on Light Pole	Each	12	\$600.00	\$7,200.00
Flag Pole w/ Base	Each	6	\$2,000.00	\$12,000.00
Tree Grate	Each	12	\$300.00	\$3600.00
Tree	Each	18	\$350.00	\$6,300.00
Market Building	m <sup>2</sup>	1,858	\$1,400.00	\$2,601,200.00
Miscellaneous Items	Allow	1	10%	\$294,695.00
Design, General Contractor, and Overhead	Allow	1	15%	\$486,246.00
<b>Total Including Contingency (30%)</b>				<b>\$4,846,300.00</b>

### 10.6 Anavets Model

The Anavets Model project is estimated to cost \$84,700 and has already

Item	Class "C" Estimate Cost Estimate
Demolition	\$2,500.00
Carpentry	\$5,000.00
Masonry Repair and Cleaning	\$6,000.00
Storefront Glazing and Cleaning	\$30,000.00
Railing	\$1,500.00
Signage and Lighting	\$6,500.00
Miscellaneous Items (10%)	\$5,150.00
Design General Contractor, and Overhead (15%)	<b>\$8497.50</b>
<b>Total Including Contingency (30%)</b>	<b>\$84,700.00</b>



been allocated in the 2005 budget with two-thirds coming from the *Enterprise Zone Incentive Program Heritage Preservation Program* and one-third coming from the Army Navy and Airforce Veterans.

## 10.7 Downtown Lighting

The Downtown lighting portion of the Plan includes installation of lighting throughout the entire Downtown and West Broadway Corridor. The estimated unit price is \$10,000 per pole, including the pole, fixtures, conduit, junction boxes, pedestals, and the installation. Based upon an estimated 250 poles and fixtures the cost for this project is \$2,500,000 with a 20% contingency for inflation of materials and labour, for a total of \$3,000,000. This contingency could be removed almost entirely if the City and Yorkton BID committed to completing this project in one-year versus a 10 year period.

## 10.8 Livingstone Street Realignment and Extension

The Livingstone Street realignment includes the closure of Second Avenue providing for the extension of CPR Park further east. This project has been allocated in the 2005 budget as a cost-share agreement under the *Canadian Saskatchewan Infrastructure Program*, and is not included as a future expenditure. The Livingstone Street realignment and extension is estimated to cost \$136,700, broken down in the following table.

Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Demolition and Removal curb and gutter	m	175	\$10	\$1,750.00
Remove and Dispose Sidewalk	m <sup>2</sup>	370	\$10.00	\$3,700.00
Remove Granular substructure & Reuse	m <sup>2</sup>	500	\$5.00	\$2,500.00
Remove and Dispose Asphalt	m <sup>2</sup>	665	\$4.00	\$2,660.00
Subcut and Base	m <sup>3</sup>	280	\$27.00	\$7,560.00
Interlocking Paving Stone	m <sup>2</sup>	280	\$75.00	\$21,000.00
Curb and Gutter	m	225	\$50.00	\$11,250.00
Pedestrian Ramps	m <sup>2</sup>	15	\$150.00	\$2,250.00
Stamped Concrete Sidewalk	m <sup>2</sup>	300	\$85.00	\$25,500.00
Catch Basin	Each	1	\$1650	\$1,650.00
HMAC Broadway & Livingstone	110	110	\$30.00	\$3,300.00
Miscellaneous Items	Allow	1	10%	\$8312.00
Design, General Contractor, and Overhead	Allow	1	15%	\$13,714.00
<b>Total Including Contingency (30%)</b>				<b>\$136,700.00</b>



### 10.9 Façade Improvement/Heritage Restoration Program

The Façade Improvement/Heritage Preservation program is scheduled to run under the Enterprise Zone Incentive Program (EZIP) for a five year period, costing the City \$50,000 a year for five years. This \$250,000 will result in an estimated \$800,000 to \$1,000,000 in facade improvements, which would be sufficient to restore approximately 50% of all buildings in the Redevelopment area. Measuring the success of the program in five years may warrant the program to be extended for an additional five years.

### 10.10 Fourth Ave Rail Crossing

The Fourth Avenue Rail Crossing is an essential element to the revitalization of the Cornerstone District. Although there are a number of unknown factors associated with this crossing, the total estimated cost of this project is \$458,800. Given the complications in dealing with the Canadian Pacific Railway, it is suggested that an engineering consultant be hired for this work.

<i>Item</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Price</i>	<i>Class 'C' Cost Estimate</i>
Subcut	m <sup>3</sup>	850	\$7.00	\$6,000.00
Gravel	m <sup>3</sup>	850	\$20.00	\$17,000.00
Pavement	m <sup>2</sup>	1700	\$12.00	\$21,000.00
Curb and Gutter	m	250	\$80.00	\$20,000.00
Sidewalk (5' wide)	m	250	\$100.00	\$25,000.00
Track Crossings	Each	4	\$10,000	\$40,000.00
Track Signals	Each	1	\$100,000	\$100,000.00
Storm Sewer	m	125	\$400	\$50,000.00
Miscellaneous Items	Allow	1	10%	\$27,900.00
Design, General Contractor, and Overhead	Allow	1	15%	\$46,035.00
<i>Total Including Contingency and Design</i>				<b>\$458,800.00</b>

### 10.11 South Front Street

South Front is currently a gravel roadway requiring curbing, paving, storm sewer, lighting and sidewalk. At a total cost of \$797,600, this roadway is essential to the redevelopment of the Cornerstone District south of the tracks.



Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Subcut	m <sup>3</sup>	1350	\$7.00	\$10,000.00
Gravel	m <sup>3</sup>	2430	\$20.00	\$50,000.00
Pavement	m <sup>2</sup>	6075	\$12.00	\$73,000.00
Curb and Gutter	m	900	\$80.00	\$72,000.00
Sidewalk (Stamped)	m 900(5' wide)		\$100.00	\$90,000.00
Relay Sanitary	m	300	\$165	\$50,000.00
Storm Sewer	m	200	\$200	\$40,000.00
Decorative Lighting & Wiring	Each	10	\$10,000	\$100,000.00
Miscellaneous Items	Allow	1	10%	\$48,500.00
Design, General Contractor, and Overhead	Allow	1	15%	\$80,025.00
<b>Total Including Contingency (30%)</b>				<b>\$797,600.00</b>

## 10.12 New Fire Hall

The new Fire Hall concept proposes a 12,000 SF floor area (one or two stories) with four drive-thru bays and a rear and front yard pad for the fire trucks. The total estimated cost of this project is \$4,763,300. The estimate includes a 650m<sup>2</sup> parking area, 90 metres of curbing, lighting and landscaping.

Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Land Acquisition			\$70,000.00	\$100,000.00
Building Demolition			\$30,000.00	\$20,000.00
Sub Cut & Base	m <sup>3</sup>	605	\$27.00	\$16,350.00
Asphalt	m <sup>3</sup>	1210	\$12.00	\$14,500.00
Curbing (90 m)	m	90	\$60.00	\$5,400.00
Trees	Each	30	\$350.00	\$10,500.00
Shrub Bed	m <sup>2</sup>	100	\$50.00	\$5,000.00
Topsoil and Seed	m <sup>2</sup>	1000	\$3.50	\$3500.00
Lighting (poles and fixtures)	Each	4	\$3500	\$14,000.00
Building Construction (@ per m <sup>2</sup> )	m <sup>2</sup>	1,147	\$2,100.00	\$2,708,400.00
Miscellaneous Items	Allow	1	10%	\$289,225.00.
Design, General Contractor, and Overhead	Allow	1	15%	\$477,221.00
<b>Total Including Contingency (30%)</b>				<b>\$4,763,300.00</b>



**10.13 Sustainable Residential Subdivision (Infrastructure only)**

The 20 to 25 unit sustainable single-family dwelling sustainable subdivision is planned for the area south of Cameron Street with an estimated cost of \$1,318,800. Basic infrastructural subdivision elements are estimated including roadway, utilities, water and sewer, lighting, and landscaping. This subdivision however is proposed to be uniquely designed to include sustainable LEED technology principles such as geothermal, solar, and onsite storm water management. A feasibility study and design charrette process are envisioned to allow for more detailed costing.

<i>Item</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Price</i>	<i>Class 'C' Cost Estimate</i>
Sanitary Sewer	m	300	\$100.00	\$30,000.00
Water Main	m	300	120.00	\$36,000.00
Storm Sewer Retention		400	\$200	\$80,000.00
Subcut	m <sup>3</sup>	1320	\$7.00	\$10,000.00
Gravel	m <sup>3</sup>	2640	\$20.00	\$53,000.00
Pavement	m <sup>3</sup>	6600	\$10.00	\$66,000.00
Pathways	m	850	\$12.00	\$10,000.00
Curb and Gutter	m	1200	\$80.00	\$96,000.00
Lighting poles and fixtures	Each	8	\$1,500	\$12,000.00
Trees	Each	40	\$350.00	\$14,000.00
Xeriscape Features	1	-	\$20,000	\$20,000.00
LEED Features (includes utilities)	Per dwelling	25	\$15,000	\$375,000.00
Miscellaneous Items	Allow	1	10%	\$80,200.00
Design, General Contractor, and Overhead	Allow	1	15%	\$132,330.00
<b>Total Including Contingency (30%)</b>				<b>\$1,318,800.00</b>

**10.14 Dracup Avenue Corridor (Infrastructure)**

The Dracup Avenue Corridor is a large greenfield area whose development is contingent upon private sector investment. Since the City does not own this property most of the infrastructure costs will be borne by the Developer, or recovered by the City via a Development Levy. A key design feature included in this development is a stormwater detention/retention pond which is necessary as part of the City's stormwater management plan for the Highway 9 Cor-



ridor. The estimate for the essential infrastructure elements of this area is \$4,472,900.

<i>Item</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Price</i>	<i>Class 'C' Cost Estimate</i>
Balmoral Street:				
Subcut & Base	m <sup>3</sup>	2,590	\$27.00	\$69,930.00
Pavement (3")	m <sup>2</sup>	5,180	\$12.00	\$62,000.00
Median Curb	m	650	\$75.00	\$50,000.00
Curb & Gutter	m	740	\$80.00	\$60,000.00
Stamped Concrete Sidewalk	m <sup>2</sup>	740	\$100.00	\$74,000.00
Storm Sewer	m	370	\$200.00	\$74,000.00
Seventh Ave (East Side)				
Curb & Gutter	m	430	\$100.00	\$43,000.00
Stamped Concrete Sidewalk	m	430	\$80.00	\$35,000.00
Smith Street				
Stamped Concrete Sidewalk	m	200	\$80.00	\$35,000.00
Dracup Avenue				
Curb and Gutter	m	940	\$80.00	\$75,000.00
Sidewalk	m	940	\$100.00	\$94,000.00
Pavement (widen and recap)	m <sup>2</sup>	20,680	\$10.00	\$207,000.00
Storm Sewer	m	700	\$1,000	\$700,000.00
Storm Retention Pond	Each	1	\$250,000	\$250,000.00
Traffic Light Intersections	Each	2	\$200,000	\$400,000.00
Light Poles	Each	25	\$5,000	\$125,000.00
Water and Sanitary East Side				
Water Main	m	550	\$120.00	\$66,000.00
Sanitary	m	350	\$100.00	\$35,000.00
Connections	Each	8	\$5,000	\$40,000.00
Water and Sanitary West Side				
Water Main	m	600	\$120.00	\$72,000.00
Sanitary	m	380	\$100.00	\$38,000.00
Connections	Each	8	\$5,000	\$40,000.00
Utilities (Tel, Power, Gas)	-	-	-	\$75,000.00
Miscellaneous Items	Allow	1	10%	\$271,993.00
Design, General Contractor, and Overhead	Allow	1	15%	\$448,788.00
<b>Total Including Contingency (30%)</b>				<b>\$4,472,900.00</b>

## 10.15 Agri-Exhibition Ecological Ravine Development

The Agri-Exhibition Ecological Ravine Development incorporates several different concepts that would need to be phased in or modified in accordance with direction from the City and the Agri-Exhibition Board. Several parking areas are proposed, along with a roadway that involves a potential railway crossing. Garden plots, greenhouses, and commercial space, are proposed in conjunction with the primary feature - an "innovative" agricultural and environmental R&D centre. The total cost for redeveloping this entire area is \$20,417,700. Given the need to develop consensus and the fact that this



Plan component will likely not be completed until 2020 it is not included in the overall budget.

Item	Unit	Quantity	Unit Price	Class 'C' Cost Estimate
Agri-Environmental R & D Centre	m <sup>2</sup>	1858	\$5,000.00	\$9,290,000.00
Roadway Extension:				
Subcut & Base	m <sup>3</sup>	6,500	\$27.00	\$175,000.00
Pavement	m <sup>2</sup>	13,000	\$12.00	\$156,000.00
Curb and Gutter	m	2,600	\$80.00	\$208,000.00
Sidewalk (one side)	m	1,300	\$100.00	\$130,000.00
Track Crossing	Each	1	\$10,000	\$10,000.00
Track Signals	Each	1	\$100,000	\$100,000.00
Storm Sewer	m	700	\$200.00	\$140,000.00
Water Main	m	1100	\$120.00	\$132,000.00
Sanitary Sewer	m	600	\$100.00	\$60,000.00
Existing Parking Lot:				
Pavement	m <sup>2</sup>	12,140	\$12.00	\$145,680.00
Curb	m	1640	\$60.00	\$98,400.00
Trees	Each	90	\$350.00	\$31,500.00
Lighting (poles and fixtures)	Each	10	\$4000	\$40,000.00
Parking Lot Reservoir:				
Subcut and Base	m <sup>3</sup>	2630	\$27.00	\$71,010.00
Pavement	m <sup>2</sup>	5260	\$12.00	\$63,120.00
Curb	m	535	\$60.00	\$32,100.00
Trees	Each	60	\$350.00	\$21,000.00
Lighting	Each	6	\$4000	\$24,000.00
Parking West of Extension:				
Subcut and Base	m <sup>3</sup>	5060	\$27.00	\$136,620.00
Pavement	m <sup>2</sup>	10,120	\$12.00	\$121,440.00
Curb	m	2000	\$60.00	\$120,000.00
Trees	Each	40	\$350	\$14,000.00
Lighting	Each	12	\$4000	\$48,000.00
Pathways	m	10,500		
Utilities	-	-	-	\$50,000.00
Garden Plots	m <sup>2</sup>	1500	\$65	\$97,500.00
Greenhouses	m <sup>2</sup>	3000	\$300	\$900,000.00
Miscellaneous Items	Al-low	1	10%	\$1,241,537.00
Design, General Contractor, and Over-head	Al-low	1	15%	\$2,048,536.00
<b>Total Including Contingency (30%)</b>				<b>\$20,417,100.00</b>

## 10.16 Land Assembly Strategy

Although there is more than 60 acres of developable land in the Redevelopment Area, only key parcels in strategic locations need to be acquired by the City. The estimated allocation required for this purpose is \$1,500,000, some of which may be allotted for demolition or brownfield remediation purposes.



## 10.17 Total Project Costs

The total of the major components of the Plan are estimated to cost \$29 million (excluding the Agri-Exhibition Ecological Ravine Development). As noted earlier these estimates have built in 10% for miscellaneous items, 15% for design and general contractor, and a 30% contingency which offers a low end estimate of \$35 million. Assuming a build-out to 2020, an average annual expenditure of \$3.5 million per year would realize the Plan. Illustrated in the following Section, the greatest level of commitment from the City needs to come up front, with the projected private sector investment and an expanded tax base covering the costs of completing latter stages of the Plan.

<i>Redevelopment Plan Project</i>	
Highway #9 Intersection NE—Yorkton Winter Park	\$1,146,200.00
Highway #9 Eastside—Broadway St. to Hamilton Rd.	\$507,700.00
Highway #9 Westside—Broadway St. to 7th Ave. S	\$101,100.00
Highway #9 Westside—North Broadway St.	\$70,100.00
Highway #9—Medians	\$286,200.00
Broadway St. from Dracup to Betts Avenues	\$2,504,300.00
Broadway St. from Betts to Laurel Avenues	\$395,800.00
Broadway St. from Laurel Ave. to Highway #10	\$513,700.00
Smith Street Improvements	\$1,447,700.00
Centennial CPR Park Improvements	\$487,800.00
Farmer's Market Concept	\$4,846,300.00
Anavets Model (not included as future cost)	\$84,700.00
Downtown Decorative Lighting	\$3,000,000.00
Façade Restoration Program (\$200,000 future cost)	\$250,000.00
Livingstone Realignment and Extension (not future cost)	\$136,700.00
Fourth Avenue Rail Crossing	\$458,800.00
South Front Street	\$797,600.00
New Fire Hall	\$4,763,300.00
Sustainable Subdivision (Infrastructure)	\$1,318,800.00
Dracup Avenue Corridor (Infrastructure)	\$4,472,900.00
Land Assembly Strategy	\$1,500,000.00
<b>Total Including, Miscellaneous Items, Design &amp; Contingency</b>	<b>\$28,292,100.00</b>







## IMPLEMENTATION STRATEGY

The implementation strategy proposes an aggressive investment schedule as the primary means to spur on the redevelopment of the Downtown and West Broadway Corridor. A City allocation of \$2.5 million for 2006, accelerating to \$6 million in 2012, is recommended to provide the revitalization momentum needed to complete the Plan. It is projected this allocation, along with the encouragement of public private partnerships between, will attract the necessary investment from the private sector. The *Yorkton BID*, the *Enterprise Zone Incentive Program*, and a land assembly process and marketing plan, are some examples of partnerships central to the implementation strategy.

### 11.1 Phasing Plan

Based on a fifteen year time horizon the capital schedule for the Redevelopment Plan calls for a large upfront public allocation. Illustrated in the phasing scheme, City expenditures are highlighted in blue, land assembly and planning stages in green, and expected commercial investment in red. The orange depicts funding from assessed improvements as part of the public art program. With the exception of the three projects commencing this year – the Anavets Model, Livingstone Realignment, and Facade Restoration Program – spending is proposed to commence in 2006.

The recommended focus of the Plan for the next three years is toward street-scaping improvements. Broadway Street, Smith Street, and Highway 9 are targeted for approximately \$4.5 million worth of improvements, with portions of Highway 9 recommended for additional improvements in 2009 and 2010. Also proposed in this three year period is decorative lighting for the entire Downtown and West Broadway Corridor, banners and flags at all gateways, and three LED signs to advertise businesses and events throughout the City. Finally this period includes the land acquisition and assembly of key redevelopment parcels in the Cornerstone District. An allocation of \$2.5 million is recommended for 2006, \$3 million for 2007 and \$3.1 million for 2008.



Project Name	Location	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Highway 9 Project	NE-Intersection			\$100,000	\$200,000	\$300,000	\$700,000									
	E - Bdway to Seventh			\$510,000												
	W-Bdway to Seventh		\$100,000													
	W-Bdway to Smith	\$70,100														
Streetscaping	Bdway - Dracup to Betts	\$400,000	\$400,000	\$700,000	\$800,000											
	Bdway-Betts to Laurel	\$125,000	\$200,000													
	Bdway-Laurel to Hwy 10	\$100,000	\$150,000	\$150,000												
	Smith-Hwy 9 to Myrtle	\$100,000	\$100,000	\$300,000	\$600,000											
Banners/Flags/Signs	Redevelopment Area**	\$150,000	\$150,000													
LED Signs x3	W. Bdway (2) & Hwy 10	\$65,000	\$68,250	\$71,662												
GPR Centennial Park	Livingstone & Bdway	\$300,000	\$100,000	\$100,000												
Farmer's Market	Livingstone @ 4th	\$80,000	\$25,000	\$100,000	\$4,000,000											
Anavets (2005)	Bdwy - 3rd to 4th															
Decorative Lighting	Decorative Lighting*	\$750,000	\$787,500													
Facade Rest. Program	Downtown & W. Bdway	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000					
Livingstone Realignment	Livingstone @ Bdway															
4th Ave Rail Crossing	Livingstone to S. Front	\$20,000	\$438,000													
South Front Street	Bway to Beck			\$400,000	\$400,000											
New Fire Hall	Beck Street	\$100,000			\$600,000	\$3,800,000										
Sustainable Res. Sub.	South of Jubilee Park						\$100,000	\$300,000	\$800,000							
Youth Recreation Centre	South Front Street			\$5,000	Retrofit Unknown											
Yorkton Hotel Retrofit	Second Avenue			\$10,000	Retrofit Unknown											
Mixed Use Res. (Co-op)	Argyle and Livingstone	\$200,000														
High Density Housing	N. of Ball Diamonds		\$100,000	\$100,000	Infrastructure/Brownfield											
Dracup Avenue Corridor	Dracup -East and West			\$250,000		\$250,000		\$500,000								
Agriplex Grounds	Agriplex		\$200,000	\$200,000	\$200,000	\$500,000	\$5,000,000	\$5,000,000	\$5,000,000							
Public Art Program	Redevelopment Area	\$52,500	\$55,125	\$57,881	\$60,775	\$63,814	\$50,000	\$67,004	\$70,355	\$73,872	\$79,043	\$82,996	\$87,145	\$91,503	\$96,078	\$100,882
W.Bdway Com. Infill	Lincoln to Maple		\$100,000													
Com. Dev. CPRTracks	Livingstone & S. Front			Brownfield Remediation												
<b>TOTAL</b>		<b>\$2,442,600</b>	<b>\$3,023,875</b>	<b>\$3,104,543</b>	<b>\$ 5,510,775</b>	<b>\$ 4,663,814</b>	<b>\$5,200,000</b>	<b>\$5,917,004</b>	<b>\$5,070,355</b>	<b>\$73,872</b>	<b>\$79,043</b>	<b>\$82,996</b>	<b>\$87,145</b>	<b>\$91,503</b>	<b>\$96,078</b>	<b>\$100,882</b>

- City Required Expenditure
- Private Sector Investment
- Public Private Partnership
- Land Assembly/Planning & Engineering
- Unknown Costs
- Consider Program Renewal
- Funded from Year 1-new assessed "improvements (taxes)





In addition to completing the streetscaping improvements for Smith Street, the period from 2009 to 2010 would see the development of South Front Street. In conjunction with this development two of the largest capital projects are recommended for construction: the new Fire Hall and a commercial centre themed as a Farmer's Market. These two projects valued at \$8 million, are proposed in the Cornerstone District, serving to attract additional commercial development on both sides of the CPR tracks. Also proposed for this period is parking lot redevelopment at the Agri-Exhibition grounds, as well as the development of infrastructure for the Dracup Avenue Corridor.

The last major stage of investment from 2011 to 2013 would see the completion of the Highway 9 winter park, the completion of infrastructure for the Dracup Avenue Corridor, as well as sustainable residential subdivision. The complete redevelopment of the Agri-Exhibition and Ecological Ravine area, including the roadway extension, as well as a R & D centre. The estimated cost of this component is between \$15 to \$20 million.

## 11.2 Yorkton Business Improvement District (BID)

After several years of planning and consultation, the City and Downtown Business Association established the *Yorkton BID* in 2005. Consisting of approximately 250 businesses, the City has agreed to match the \$100,000 in levied BID dollars from the City's general revenue for a total annual budget of \$200,000. The levy charge for the businesses is based upon a flat fee of \$200 plus .70 mills of total tax assessment.

The boundaries of the BID are similar to the redevelopment area, and the three primary goals of the BID are aligned with the objectives of the Plan:

1. *Increase the value of businesses and properties* via streetscaping, decorative lighting, brickwork, landscaping, new construction, and reinvestment in vacant properties.
2. *Enhance the appearance of the area* by continuing downtown beautification, supporting community events, and partnering with other local groups.
3. *Increase business activity* via business attraction and retention, marketing initiatives, and property development strategies.

With \$200,000 in revenue the BID provides the opportunity to assist in funding the streetscaping initiatives, one of the more expensive Plan components. For 2005 the District has allocated some \$150,000 to streetscaping initiatives including decorative lighting, banners, and flower pots. Other monies are reserved for special events, advertising, and administration.





The streetscaping initiative which includes decorative lighting, banners and flags, landscaping, and new street signage, requires some \$9 million dollar to implement. Assuming the BID is committed to an annual allocation of \$150,000 over the next ten years, some \$1.5 million would be made available. Based on discussions with the BID it is recommended the City allocate an additional \$1.8 million. This \$3.2 million would be sufficient to fund all of the Downtown decorative lighting, street signs, banners, flags, and poles throughout the Redevelopment Area. Based upon inflation, and the fluctuation in labour and materials, it is projected that financing this improvement would be more cost effective then a 10 year allocation.

In addition to Downtown beatification, the BID has committed to hosting special festivals and events throughout the year. Beyond these key roles, the BID has the potential to assist the City in land assembly and development process. Given the business community's support of the Redevelopment Plan, and the BID's mandate to expand business reinvestment in vacant properties, the BID may evolve to operate like a Development Corporation to attract investment for redevelopment purposes.

### 11.3 Enterprise Zone Incentive Program

The Enterprise Zone Incentive Program was developed by the Downtown Steering Group and the City in consultation with numerous stakeholders. The program provides development and property improvement incentives to all existing and new businesses within the designated Redevelopment Area. The objective of the program is to revitalize and beautify the Downtown and West Broadway Corridor, by removing blight, expanding the tax base, and increasing economic vitality. This program will operate for a five-year period with consideration for extension at the end of the term. The following five incentive categories are provided under the program:

- *Heritage Preservation* - Encourages owners of eligible properties to seek Municipal Heritage Designation and restore their facades. Grants are of up to \$40,000 are provided for improvements related to building restoration, structural stabilization and energy efficiency.
- *Façade and Site Improvements* - This incentive is available for businesses improving the building exterior. The program will rebate 25% up to \$5000 of the combined total cost of eligible façade or site improvements. Eligible improvements include façade restoration, awnings, lighting, entranceways, windows, trash enclosures, handicap accessibility, landscaping, parking, signage, and sidewalks.





- **Housing** - The Housing Incentive encourages residential development via a five-year phase-in tax abatement. A minimum of five dwelling units valued at \$500,000 in building construction value must be proposed and built within a two-year period. The abatement provided over a five year period is 100% - 80% - 60% - 40% - 20%.
- **Business Creation and Expansion** - The program will abate taxes for building construction for new or existing business which create an increased assessed "improvement" of over \$150,000. The abatement is 100% - 80% - 60% - 40% - 20% over five years.
- **Brownfield Remediation** - Recognizing environmentally contaminated sites are an impediment to reinvestment and revitalization, the Brownfield Remediation program encourages property owners or developers to clean-up and develop contaminated properties. The five year abatement is 100% - 100% - 80% - 60% - 40%.

Over the next five years, the City will allocate \$50,000 per year to the Heritage Preservation and Facade and Site Improvement components. Assuming most applications will come from non-historic buildings, this money will lead to the restoration of approximately ten facades or sites per year. Over the five-year period, up to 50 businesses or 25% of building facades in the redevelopment area or Enterprise Zone will be restored, with over one million dollars in private investment. Assuming that this program is extended until 2020, an additional \$2 million in improvements will be invested from the private sector.

More significant private investment will be attracted via the Housing, Business Creation and Expansion, and Brownfield Remediation incentives. As these programs abate only "assessed improvements", they will encourage the future expansion of the tax base without compromising the existing general revenue. It is estimated that this program may result in several million dollars in investment from the business community every year.

Two 15 year projections are illustrated in the following chart, the first assumes \$1.5 million of investment per year in commercial development, and the second assumes \$1.5 million of investment per year in residential development. For the former, a market adjustment factor of .70 is used along with mill rate of 30.50, generating \$45,700 per year in taxes. For residential development a mill rate of 27.0 and a market adjustment factor of .85 is used, generating approximately \$28,350 in municipal taxes per year.

The Chart demonstrates the compounding tax revenue garnered by the City as a result of the EZIP tax abatement. Based on a total of \$45 million of in-





## IMPLEMENTATION STRATEGY

15 YEAR TAXABLE ASSESSMENT FOR \$1,500,000 OF ANNUAL COMMERCIAL DEVELOPMENT BASED ON EZIP FORMULA																
MUNICIPAL MILL RATE ONLY - 30.50 MILLS, MAF .70																
LEVY	100%	80%	60%	40%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
ABATEMENT	\$45,750.00	\$36,600.00	\$27,450.00	\$18,300.00	\$9,150.00	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
YEAR 1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
YEAR 2	\$9,150.00	\$18,300.00	\$27,450.00	\$36,600.00	\$45,750.00	\$45,750.00	\$45,750.00	\$45,750.00	\$45,750.00	\$45,750.00	\$45,750.00	\$45,750.00	\$45,750.00	\$45,750.00	\$45,750.00	\$45,750.00
YEAR 3	\$27,450.00	\$36,600.00	\$45,750.00	\$54,900.00	\$64,050.00	\$64,050.00	\$64,050.00	\$64,050.00	\$64,050.00	\$64,050.00	\$64,050.00	\$64,050.00	\$64,050.00	\$64,050.00	\$64,050.00	\$64,050.00
YEAR 4	\$54,900.00	\$64,050.00	\$73,200.00	\$82,350.00	\$91,500.00	\$91,500.00	\$91,500.00	\$91,500.00	\$91,500.00	\$91,500.00	\$91,500.00	\$91,500.00	\$91,500.00	\$91,500.00	\$91,500.00	\$91,500.00
YEAR 5	\$82,350.00	\$91,500.00	\$100,650.00	\$109,800.00	\$118,950.00	\$118,950.00	\$118,950.00	\$118,950.00	\$118,950.00	\$118,950.00	\$118,950.00	\$118,950.00	\$118,950.00	\$118,950.00	\$118,950.00	\$118,950.00
YEAR 6	\$110,250.00	\$118,950.00	\$127,650.00	\$136,350.00	\$145,050.00	\$145,050.00	\$145,050.00	\$145,050.00	\$145,050.00	\$145,050.00	\$145,050.00	\$145,050.00	\$145,050.00	\$145,050.00	\$145,050.00	\$145,050.00
YEAR 7	\$138,150.00	\$145,050.00	\$153,750.00	\$162,450.00	\$171,150.00	\$171,150.00	\$171,150.00	\$171,150.00	\$171,150.00	\$171,150.00	\$171,150.00	\$171,150.00	\$171,150.00	\$171,150.00	\$171,150.00	\$171,150.00
YEAR 8	\$166,050.00	\$171,150.00	\$180,250.00	\$189,350.00	\$198,450.00	\$198,450.00	\$198,450.00	\$198,450.00	\$198,450.00	\$198,450.00	\$198,450.00	\$198,450.00	\$198,450.00	\$198,450.00	\$198,450.00	\$198,450.00
YEAR 9	\$193,950.00	\$198,450.00	\$207,550.00	\$216,650.00	\$225,750.00	\$225,750.00	\$225,750.00	\$225,750.00	\$225,750.00	\$225,750.00	\$225,750.00	\$225,750.00	\$225,750.00	\$225,750.00	\$225,750.00	\$225,750.00
YEAR 10	\$221,850.00	\$207,550.00	\$216,650.00	\$225,750.00	\$234,850.00	\$234,850.00	\$234,850.00	\$234,850.00	\$234,850.00	\$234,850.00	\$234,850.00	\$234,850.00	\$234,850.00	\$234,850.00	\$234,850.00	\$234,850.00
YEAR 11	\$249,750.00	\$216,650.00	\$225,750.00	\$234,850.00	\$243,950.00	\$243,950.00	\$243,950.00	\$243,950.00	\$243,950.00	\$243,950.00	\$243,950.00	\$243,950.00	\$243,950.00	\$243,950.00	\$243,950.00	\$243,950.00
YEAR 12	\$277,650.00	\$225,750.00	\$234,850.00	\$243,950.00	\$253,050.00	\$253,050.00	\$253,050.00	\$253,050.00	\$253,050.00	\$253,050.00	\$253,050.00	\$253,050.00	\$253,050.00	\$253,050.00	\$253,050.00	\$253,050.00
YEAR 13	\$305,550.00	\$234,850.00	\$243,950.00	\$253,050.00	\$262,150.00	\$262,150.00	\$262,150.00	\$262,150.00	\$262,150.00	\$262,150.00	\$262,150.00	\$262,150.00	\$262,150.00	\$262,150.00	\$262,150.00	\$262,150.00
YEAR 14	\$333,450.00	\$243,950.00	\$253,050.00	\$262,150.00	\$271,250.00	\$271,250.00	\$271,250.00	\$271,250.00	\$271,250.00	\$271,250.00	\$271,250.00	\$271,250.00	\$271,250.00	\$271,250.00	\$271,250.00	\$271,250.00
YEAR 15	\$361,350.00	\$253,050.00	\$262,150.00	\$271,250.00	\$280,350.00	\$280,350.00	\$280,350.00	\$280,350.00	\$280,350.00	\$280,350.00	\$280,350.00	\$280,350.00	\$280,350.00	\$280,350.00	\$280,350.00	\$280,350.00
TOTAL 15 YEAR TAX REVENUE \$3,413,250.00																
15 YEAR TAXABLE ASSESSMENT FOR \$1,500,000 OF ANNUAL RESIDENTIAL DEVELOPMENT BASED ON EZIP FORMULA																
MUNICIPAL MILL RATE ONLY - 27 MILLS, MAF .85																
LEVY	100%	80%	60%	40%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
ABATEMENT	\$28,350.00	\$22,680.00	\$17,010.00	\$11,340.00	\$5,670.00	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
YEAR 1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
YEAR 2	\$5,670.00	\$11,340.00	\$17,010.00	\$22,680.00	\$28,350.00	\$28,350.00	\$28,350.00	\$28,350.00	\$28,350.00	\$28,350.00	\$28,350.00	\$28,350.00	\$28,350.00	\$28,350.00	\$28,350.00	\$28,350.00
YEAR 3	\$11,340.00	\$17,010.00	\$22,680.00	\$28,350.00	\$34,020.00	\$34,020.00	\$34,020.00	\$34,020.00	\$34,020.00	\$34,020.00	\$34,020.00	\$34,020.00	\$34,020.00	\$34,020.00	\$34,020.00	\$34,020.00
YEAR 4	\$17,010.00	\$22,680.00	\$28,350.00	\$34,020.00	\$39,690.00	\$39,690.00	\$39,690.00	\$39,690.00	\$39,690.00	\$39,690.00	\$39,690.00	\$39,690.00	\$39,690.00	\$39,690.00	\$39,690.00	\$39,690.00
YEAR 5	\$22,680.00	\$28,350.00	\$34,020.00	\$39,690.00	\$45,360.00	\$45,360.00	\$45,360.00	\$45,360.00	\$45,360.00	\$45,360.00	\$45,360.00	\$45,360.00	\$45,360.00	\$45,360.00	\$45,360.00	\$45,360.00
YEAR 6	\$28,350.00	\$34,020.00	\$39,690.00	\$45,360.00	\$51,030.00	\$51,030.00	\$51,030.00	\$51,030.00	\$51,030.00	\$51,030.00	\$51,030.00	\$51,030.00	\$51,030.00	\$51,030.00	\$51,030.00	\$51,030.00
YEAR 7	\$34,020.00	\$39,690.00	\$45,360.00	\$51,030.00	\$56,700.00	\$56,700.00	\$56,700.00	\$56,700.00	\$56,700.00	\$56,700.00	\$56,700.00	\$56,700.00	\$56,700.00	\$56,700.00	\$56,700.00	\$56,700.00
YEAR 8	\$39,690.00	\$45,360.00	\$51,030.00	\$56,700.00	\$62,370.00	\$62,370.00	\$62,370.00	\$62,370.00	\$62,370.00	\$62,370.00	\$62,370.00	\$62,370.00	\$62,370.00	\$62,370.00	\$62,370.00	\$62,370.00
YEAR 9	\$45,360.00	\$51,030.00	\$56,700.00	\$62,370.00	\$68,040.00	\$68,040.00	\$68,040.00	\$68,040.00	\$68,040.00	\$68,040.00	\$68,040.00	\$68,040.00	\$68,040.00	\$68,040.00	\$68,040.00	\$68,040.00
YEAR 10	\$51,030.00	\$56,700.00	\$62,370.00	\$68,040.00	\$73,710.00	\$73,710.00	\$73,710.00	\$73,710.00	\$73,710.00	\$73,710.00	\$73,710.00	\$73,710.00	\$73,710.00	\$73,710.00	\$73,710.00	\$73,710.00
YEAR 11	\$56,700.00	\$62,370.00	\$68,040.00	\$73,710.00	\$79,380.00	\$79,380.00	\$79,380.00	\$79,380.00	\$79,380.00	\$79,380.00	\$79,380.00	\$79,380.00	\$79,380.00	\$79,380.00	\$79,380.00	\$79,380.00
YEAR 12	\$62,370.00	\$68,040.00	\$73,710.00	\$79,380.00	\$85,050.00	\$85,050.00	\$85,050.00	\$85,050.00	\$85,050.00	\$85,050.00	\$85,050.00	\$85,050.00	\$85,050.00	\$85,050.00	\$85,050.00	\$85,050.00
YEAR 13	\$68,040.00	\$73,710.00	\$79,380.00	\$85,050.00	\$90,720.00	\$90,720.00	\$90,720.00	\$90,720.00	\$90,720.00	\$90,720.00	\$90,720.00	\$90,720.00	\$90,720.00	\$90,720.00	\$90,720.00	\$90,720.00
YEAR 14	\$73,710.00	\$79,380.00	\$85,050.00	\$90,720.00	\$96,400.00	\$96,400.00	\$96,400.00	\$96,400.00	\$96,400.00	\$96,400.00	\$96,400.00	\$96,400.00	\$96,400.00	\$96,400.00	\$96,400.00	\$96,400.00
YEAR 15	\$79,380.00	\$85,050.00	\$90,720.00	\$96,400.00	\$102,080.00	\$102,080.00	\$102,080.00	\$102,080.00	\$102,080.00	\$102,080.00	\$102,080.00	\$102,080.00	\$102,080.00	\$102,080.00	\$102,080.00	\$102,080.00
TOTAL 15 YEAR TAX REVENUE \$2,240,370.00																



vestment (50% residential/50% commercial) over 15 years some \$5.6 million in additional tax revenue will be garnered over 15 years and by 2020 the City will be acquiring nearly \$1 million per year in additional tax revenue. These projections are based upon the City pursuing an aggressive phase-in schedule that will accelerate the private sector investment.

## **11.4 Additional Incentive and Funding Programs**

The Yorkton BID and the Enterprise Zone Incentive Program are two programs demonstrating a local willingness to form public private partnerships. In addition to these programs the City should work with the business community to explore other programs which enhance the appearance and quality of life of the community. Two additional programs are proposed for the City's consideration for adoption: a Public Amenity Incentive, and a LEED Innovation Incentive.

### **11.4.1 Public Amenity Incentive**

Section 8.4.4 of the Plan describes the need for the private sector to play a greater role in incorporating public amenity features within their site development. These features would go beyond the minimum site development and building requirements outlined in City bylaws and would include expanded park and recreation space, pathways, public art, plazas, courtyards, pergolas, gazebos, seating areas and so on. Such a program would provide for greater integration of public and private spaces in the City, serving to create a more comfortable, attractive and interesting commercial atmosphere.

The program would be targeted to large scale commercial developments with over \$500,000 in commercial improvements. The incentive would provide a one year tax abatement on the total commercial improvement (excluding land) with 100% of the abatement going directly to the public amenity. Established criteria would determine the eligibility of an applicant to ensure their proposal meets the definition of a public amenity requirement. This program encourages large scale and big box developments to more creatively develop their space integrate it with the Downtown or West Broadway Corridor.

Given the likelihood that new development coming into the redevelopment area will access the five year abatement incentive under EZIP for business creation, the Public Amenity Incentive would be designed as an extra incentive. Thus a new business which meets the criteria for EZIP and the Public Amenity Incentive would end up with an extra year of full tax abatement.





### 11.4.2 LEED Innovation Incentive

Outlined in section 8.5, interest in sustainable design or Leadership in Energy and Environmental Design (LEED), is increasing. To encourage Yorkton to develop into an innovative “green” city, it is recommended the City explore a LEED Innovation Incentive. Similar to EZIP this incentive would abate taxes for developments which demonstrate innovation in integrate LEED principles.

Integration of renewable resources (solar, wind, geothermal, etc.), green-roofs, onsite stormwater management systems in accordance with LEED standards, would make a development eligible for the abatement. The level of abatement could be staged in accordance with compliance to the LEED certification levels. With four levels of certification (Certified, Silver, Gold or Platinum) tax abatement phasing on the improvement (land excluded) could be provided as follows: Certified – 1 year 25% abatement, Silver - one year 50% abatement, Gold - one year 75% abatement, Platinum - one year 100% abatement. As with the Public Amenity Incentive the abatement period would be in addition to other abatement incentives under EZIP.

### 11.4.3 Outdoor Public Art Program

Section 8.5 describes the Public Art Program to be governed by a local organization such as *Renaissance Yorkton* or the *Yorkton Arts Council*. Although these organizations would be responsible for fundraising and garnering support from the private sector, a funding source is need to develop and sustain the program. A 1-5% of taxes gained from all new developments in the redevelopment area should garner sufficient revenue to initiate such a program. As this revenue is contingent upon future expansion, it would not burden the existing tax base. Money garnered would be put into a reserve account and allocated by the City in accordance with the guidelines of the program.

With the EZIP and other potential incentive programs, the 1-5% of tax revenue generated from improvements may need to be phased-in, in accordance with the abatement period. Where for example an EZIP eligible improvement is made and is fully abated in the first year, the 1-5% of tax revenue from that improvement would be deferred until year two. With a sustainable funding source in place, matching dollars could be raised from the private sector or other organizations such as the Yorkton BID.

## 11.5 Marketing Strategy

A marketing strategy to attract growth and investment to the redevelopment



area is an essential element to the Plan's implementation. As the private sector and residents witness the transformation of the central business district into a safe, pleasant, sustainable community, the investment appeal will increase. The Plan envisions that the majority of this investment interest will come from outside Yorkton, with developers, tourists, and future residents (seniors and professionals) drawn to the market potential and enhanced quality of life.

Marketing the redevelopment area begins first and foremost with establishing a dynamic environment. An aggressive implementation schedule provides the greatest catalyst to creating and capitalizing a positive market climate. Beyond establishing the investment atmosphere, the City, business community, and social groups need to work collaboratively to market Yorkton and the redevelopment areas with shared goals and objectives. The establishment of a clear marketing vision amongst the community allows the organizations to cross-promote activities, events and attractions and serve as better ambassadors to the City. The image of the City is paramount to this effort, by providing first and lasting impressions to visitors.









## CONCLUSION AND RECOMMENDATIONS

From the outset, the Redevelopment Plan was intended to be a visionary, action-oriented plan that would not just revitalize and beautify the core, but would be representative of the needs and desires of the general public. Public participation has been strongly emphasized throughout every stage of the planning process. The questionnaire survey, focus group sessions, a representative Steering Committee, and the Planning Charrette, have ensured that the Plan accurately represents the interests of business, social organizations, arts and culture, and the citizens of Yorkton. That the vision and theme of the Plan mirror the public interest will further empower Council and Administration to more vigorously pursue its implementation.

Despite its challenges the Plan has demonstrated that Yorkton possesses incredible potential and unique characteristics that will lay the basis for rapid redevelopment of the Downtown and West Broadway Corridor. The City's rich history and ethnic heritage, deep agricultural tradition, quality historic buildings, and thriving arts community provide it with the strengths needed to support a creative redevelopment theme. With the leadership and guidance of the Downtown Steering Committee, City Council, the Planning Commission, the business community, and organizations throughout the City, the vision can be realized.

Pedestrian and vehicular improvements, heritage preservation, streetscaping, architectural and site improvement, and the commercial and residential redevelopment make up the vital components of the plan. By integrating these components and taking a holistic approach to development, the Plan will assist in establishing a more sustainable community environment that emphasizes quality of life. In order to spur on these projects the City should continue to promote public-private partnerships, incentives which create desired development, and a significantly higher level of funding allocation to public improvements over the next 3-5 years.

Although this Plan will serve as the catalyst for the revitalization of the Downtown and West Broadway Corridor, a great deal more effort and resources are required for realization. With strong support from the public, stakeholder





groups, and volunteers, the Plan was designed to be aggressive in its vision. The following recommendations are made to expedite the redevelopment of Yorkton's Downtown and West Broadway Corridor:

- Dedicate \$2.5-\$3 million per year for three years (2006-2008) for the major public expenditure components of the Plan including decorative lighting, streetscaping, signage, landscaping, and facade programs throughout the Downtown and West Broadway Corridor, as well as the development of CPR Park, the Fourth Avenue crossing, and the provision of LED signs.
- Adopt a bylaw which establishes *Renaissance Yorkton* and/or the *Yorkton Arts Council* as an advisory to Council for an *Outdoor Public Art Program*. Between 1-5% of property taxes from the first year of all improvements in the Redevelopment Area would be allocated to fund the Program. Where a new or expanding businesses utilizes the EZIP program to rebate the first year of taxes, an allocation of 1-5% taxes in the following year would be dedicated. These funds may be matched with private and corporate donations, the Yorkton BID, and the City to construct public art projects throughout the Redevelopment Area.
- Work with the City, the Yorkton BID, and Renaissance Yorkton to fund one outdoor wall art display per year.
- Establish Shaw Park on Fifth Street as a Sculpture Park with a minimum of one sculpture piece dedicated to the park per year. After the first piece is established a layout of the park including pathways, landscaping and water features should be designed.
- Operate the *Enterprise Zone Incentive Program (EZIP)* for a minimum of five years to assist in the restoration of buildings, attracting business and housing, and reclaiming brownfield sites. Review the program in 2010 to measure the level of success and consider renewing for an additional five years.
- Develop a tax incentive program to encourage new business developments to promote Leadership in Energy and Environmental Design (LEED) and Public Amenity Space. The tax program would be similar to EZIP with a provision of between one to three years of full tax abatement based upon the plan design. Where an EZIP abatement has already been granted, the awarding of a LEED or Public Amenity Space abatement would extend the EZIP abatement period.
- Commit to an aggressive land assembly strategy which targets properties





in the Cornerstone Redevelopment Area. A goal should be established to acquire all land necessary for proposed housing projects, commercial development, a new Fire Hall, and roadway improvements. The assembly strategy should include the relocation of the inappropriate light industrial uses to other areas of the City and the demolition of inadequate buildings.

- Target the unsightly premises on the West Broadway corridor via the Property Maintenance Bylaw for repair or demolition to improve the visual appeal of the area. Also target such areas for conversion to commercial development or higher density housing as per the change in zoning from residential to commercial.
- Promote a collaborative marketing strategy which acquires the commitment and involvement from key organizations in the social, economic, and heritage and culture sectors. Utilize the branding initiative and the redevelopment theme to market Yorkton from within and beyond.
- Encourage all commercial sites to be compliant to the Zoning Bylaw standards in terms of site conditions relating to paving, curbing, landscaping, and lighting by 2010.
- Pass a new Sign Bylaw to regulate all commercial signage within the Downtown and West Broadway Corridor. The Bylaw will promote the guidelines to establish a minimum standard for facade and freestanding signs. Major changes to the existing bylaw would include the regulation of pylon sign heights, regulation of flat backlit signs, permission of projecting signs, and the regulation of portable or temporary signs.
- Adopt *Sign Guidelines* to educate businesses on quality sign design and the principles of signage form, size, placement and lighting. These guidelines will be provided at City Hall (Planning and Engineering), advertised on the City's web site, and made available to the business community via the Yorkton BID or the Chamber of Commerce.
- Adopt the *Heritage Guidelines* to encourage Municipal Heritage Designation and educate heritage building owners to restore their properties in a manner that does not diminish the architectural elements or heritage features of the building.
- Adopt the *Architectural and Site Improvement Guidelines*, to assist new and expanding commercial businesses in the design of their building and site to minimum architectural and site plan development standards.
- Make the following zoning amendments to accommodate the desired de-





velopment in the Downtown:

1. The properties behind the Co-op to Beck Street/Second Street, including the parcels on Argyle Street to Seventh Avenue from C-1 City Centre Commercial to High Density Residential.
  2. The properties south of South Front Street between Beck Street and Second Avenue South from C-1 City Center Commercial to High Density Residential.
  3. The old Co-op Station on Beck Street from C-1 City Centre commercial to IN Institutional Development.
  4. The portion of Smith Street from Myrtle Avenue to Sixth Avenue from C-1 City Centre Commercial to a new zone called MLU Mixed Live Work District to which permits institutional uses as well as mixed commercial/residential (live/work units), or commercial and residential uses.
  5. The north portion of the Fairview Education Centre from IN Institutional to SR-1 Sustainable General Residential. The purpose of this district is to allow for a 25-unit low density residential development that is based upon sustainable "green" or LEED principles.
- Target a total of 150 high density residential units for construction within the Downtown area by 2015 which includes a seniors mixed use development behind the co-op, and two similar sized developments adjacent Jubilee Park, north of the ball diamonds. These developments are targeted predominantly to seniors with a portion dedicated to affordable housing.
  - Subsequent land assembly, mobilize stakeholders and conduct a Charette to design a ±20,000-30,000 square foot Farmer's Market according to the highest LEED standards in terms of building design and site development.
  - Formalize and develop a pedestrian network consisting of a greenway corridors and pathways leading into the Downtown from all directions, establish on-street dedicated bike lanes, and provide sidewalks on all streets into and within the Downtown.
  - Develop brochures for a Commercial Heritage walking tour to be incorporated with a Residential Heritage walking tour in the Downtown.
  - Seek to concentrate and direct future commercial and residential development in the Downtown core via beautification, incentive programs, negotiations with developers, establishing urban growth limits, and limiting the purchase of suburban property via the land development fund.
  - Have all brownfield sites in the redevelopment area remediated by 2020,





via incentives, Provincial grants, and City budget allocation.

- Educate business owners and the public on the importance of heritage preservation and restoration with an aim to having all eligible heritage buildings designated as Municipal Heritage Properties by 2010 and where possible Provincial Heritage status.
- Develop an incentive program, which provides up to five years of full tax abatement for the restoration of eligible Residential Heritage properties in the core area.
- Have more than 50% of all commercial building facades restored under the EZIP Facade Improvement program by 2010.
- Develop a 25 unit sustainable residential subdivision within the Downtown as a model project for construction by 2010. The project will incorporate “green” building and site design (LEED) principles such as renewable energy, xeriscaping, and onsite stormwater management.
- Establish criteria for the site selection of a new Fire Hall and secure the land for the construction.
- Conduct a building inspection and feasibility study for Municipal Heritage designation and the conversion of the Yorkton hotel to affordable housing units.
- Dedicate sufficient capital funding to repair, landscape and light at least one public parking lot in the Downtown per year for five years.
- Develop consensus and a Master Plan for the Agriplex grounds which addresses the problems associated with parking, circulation, aesthetics and operations. Allocate funds to turn the grounds into a year round attraction and state of the art facility that incorporates environmental principles, agriculture, and recreation. Establish a phasing plan for the entire site with a completion date of 2020.

Each of the above recommendations presents a significant challenge which must be pursued for Yorkton to realize its redevelopment potential. It is envisioned that the Plan together with these recommendations will serve to revitalize and redevelop Yorkton into a economically vibrant and dynamic community. Moving from a the conceptual stage or vision to reality to implementation requires a dramatic shift in funding commitment from the City. With the momentum achieved from the injection of public capital, the private sector investment and tax expansion to follow will serve to accelerate and sustain the redevelopment initiative.









# SIGNAGE STANDARDS AND GUIDELINES

## DOWNTOWN & WEST BROADWAY DISTRICT

CITY OF YORKTON



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# SIGNAGE STANDARDS AND GUIDELINES

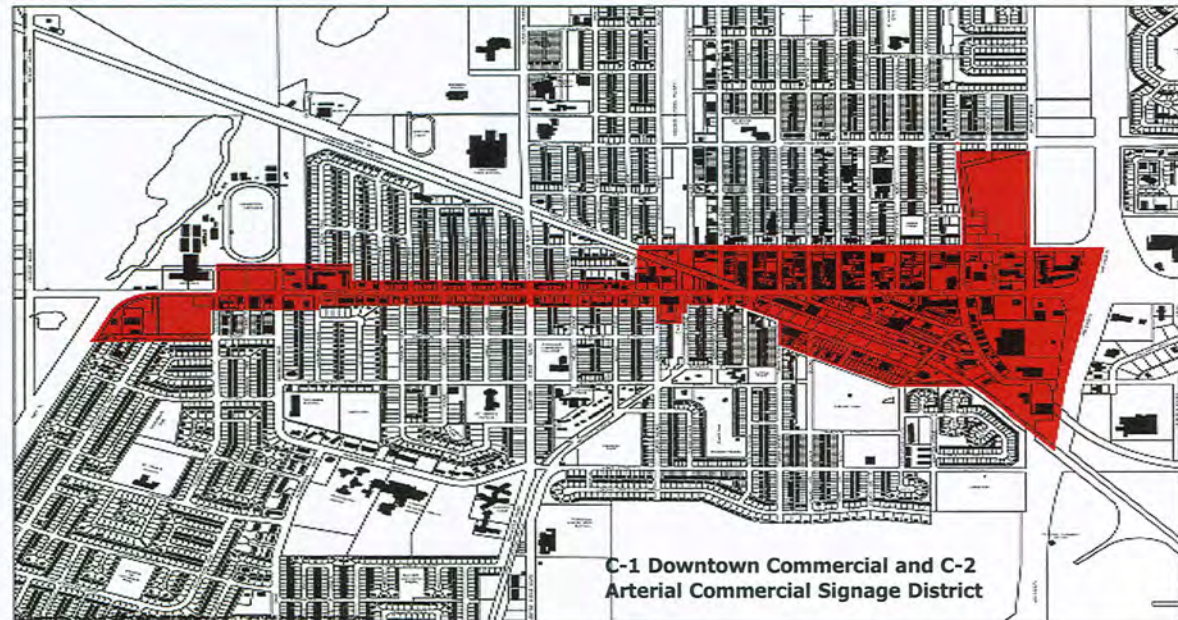


## APPLICABILITY

The standards and guidelines outlined in this document apply to all properties within the C-1 Downtown Commercial and the C-2 Arterial Commercial districts within the City of Yorkton. Illustrated in the adjacent map are all areas that comprise the Downtown, the West Broadway Corridor, and the strip of commercial properties along Myrtle Avenue.

All signage shall be subject to the following requirements:

1. All signage applications shall require a sign permit in accordance with the City of Yorkton Sign Bylaw No. \_\_\_\_.
2. A signage application shall be required wherever a Development Permit is required in accordance with the City of Yorkton Zoning Bylaw No. 14/03.
3. Sign applications within the C-1 or C-2 Commercial Districts, which



comply with the guidelines established herein, shall be waived of the sign permit fee.

4. Those sign applications within the C-1 or C-2 Commercial Districts which do not comply with the guidelines established herein shall pay the required sign permit fee and be subject to review by the City of

Yorkton Planning and Engineering Department.

5. Although existing, non-conforming signage is "grandfathered-in" it is the City's intent to work with business owners to encourage desirable signage wherever feasible.



# SIGNAGE STANDARDS AND GUIDELINES



## PURPOSE OF GUIDELINES

Signage is an integral part of the evolving cityscape and its importance should be recognized at every stage of the evolution process. Signage should not be a design afterthought at the completion of every project.

The City of Yorkton has adopted sign design standards in order to recognize this and accomplish the following goals:

**Goal 1:** To preserve and enhance the unique character of Downtown by encouraging attractive approaches to signage within an established framework. Integrating innovative and functional signs into the existing architecture will reinforce the City's history and recognizable identity.



CITY OF YORKTON SIGN STANDARDS & GUIDELINES, 3

**Goal 2:** To promote downtown economic revitalization through reasonable and improved standards for business identification. This will increase property values and create a more productive, enterprising and professional business atmosphere will be created.

**Goal 3:** To enhance and support the pedestrian experience by encouraging a streetscape design that is inviting and has an attractive visual environment. Commercial signs are to be designed with pedestrian appeal, functionality and safety in mind.

**Goal 4:** To prevent and reduce negative impacts related to potential traffic safety hazards or nuisances. The guidelines will discourage distracting, unattractive and obstructing signs that cause "signage clutter".

## PERMITTED SIGNS

*THE FOLLOWING SIGNS ARE PERMITTED IN THE DOWNTOWN AND WEST BROADWAY SIGNAGE DISTRICT:*

### DOWNTOWN COMMERCIAL DISTRICT

Wall signs  
Awning and Canopy signs  
Projecting signs  
Plaque signs  
Window signs  
Low Profile and Monument signs  
Menu signs  
Sandwich Board signs  
A-Frame signs  
Permanent Banner signs  
Pylon signs (Arterial District only)



# SIGNAGE STANDARDS AND GUIDELINES



## SIGN PRINCIPLES & GUIDELINES

**S**igns play a very influential role in the visual character of a city; they are one part of the built environment that is deliberately erected to capture the attention of the public. Creative and controlled signage conveys an orderly, high-quality appearance that complements individual building(s) and enhances the overall streetscape. Well-designed signage does more than advertise a product or service; it serves to convey the image, quality and character of a business.

**B**usinesses must thoughtfully consider the design and placement of signs because they have a significant impact on the aesthetic context and unique identity of a neighbourhood. The cumulative effect of businesses buying into a high signage design standard is a "themed" district or community that is attractive to its residents and visitors alike. The guidelines are intended to promote good design that is responsive to Yorkton's contextual setting.

CITY OF YORKTON SIGN STANDARDS & GUIDELINES, 4

### Respect Building Architectural Design

**a. Architectural compatibility.** New signs should be architecturally compatible with their surroundings in terms of style, size, shape, colour, materials and details of adjacent buildings while still providing appropriate business identification.

**b. Preserve building character.** Signs should preserve and support the existing character of the building and its use. Signs are not permitted to cover or obscure architectural features of buildings.

**c. Creative and complimentary design.** Signs should enhance the primary design elements of the buildings.



### Consider the Public

**a. Sign orientation.** Signs attract business and should be designed with the purpose of encouraging retail and street activity while promoting the pedestrian experience.

**b. Reduce sign impact.** Signs are discouraged from encroaching over, or interfering with, the pedestrian experience. Such signage will be subject to review by the Development Officer. Signs per building façade will be limited to the fewest number necessary to convey the intended business name/ location within. Typically the fewer words to communicate a message, the more effective the sign. Businesses should seek to apply the maxim of "less is more".





# SIGNAGE STANDARDS AND GUIDELINES

## SIGN PRINCIPLES & GUIDELINES continued

### Incorporate High-Quality Signage

**a. Sign placement.** Signs of appropriate scale and proportion should be located in a suitable “signable area” dictated by the rhythm of the building façade and the layout of unique architectural features.



**b. Sign maintenance.** Signs are to be properly maintained such that they are kept in favourable and pleasing condition and the copy is not damaged or obscured.

**c. Sign form and materials.** Careful consideration shall be given to the form and materials of a sign. Preference will be given to channel or

relief lettering and images. Quality materials including, but not limited to, metal, stone, hardwood, brass-plated, and engraved neon, are considered façade-appropriate and shall be utilized on site as dictated by context.

**d. Sign originality.** Wherever feasible businesses including, but not limited to, franchises and national or multinational corporations shall be required to develop signage that is context-sensitive to Yorkton. Innovative iconography, imagery and form shall be utilized to uniquely capture the qualities of the use.

### SIGNAGE PLANS

The purpose of a signage plan is to promote visual continuity and consistency in a project theme of certain design elements; elements such as colour, lettering style and placement. Signage plans shall be comprehensive in their display of proposed signage including proposed building façade or site location, sign dimensions, proposed materials,

colours, and form of lighting. These design elements will be unified and complimentary with respect to their location on the site and facades of buildings.

Signage plans will support an aesthetically pleasing visual environment within the City, and will be required for new commercial buildings. Existing buildings will be encouraged to follow-suit with the signage plans in order to achieve greater signage uniformity. In the event that there is a requirement disagreement between the sign bylaw/ sign design guidelines and the approved sign program, the sign program shall prevail.





# SIGNAGE STANDARDS AND GUIDELINES

## PERMITTED SIGN AREA

### Downtown and West Broadway Sign District

The table below applies to the following types of signs: awning & canopy, window, plaque, tenant directory, permanent banner, and temporary signs. Permitted sign area for all other signage is addressed individually in the specific guidelines' section throughout the remainder of this document.

Premises Frontage (metres)	Maximum Permitted Sign Area (square metres)
1.5	1.5
3.0	3.0
6.0	4.2
12.0	6.4
18.0	8.6
22.0	10.0
Above 22.0	Above 10.0

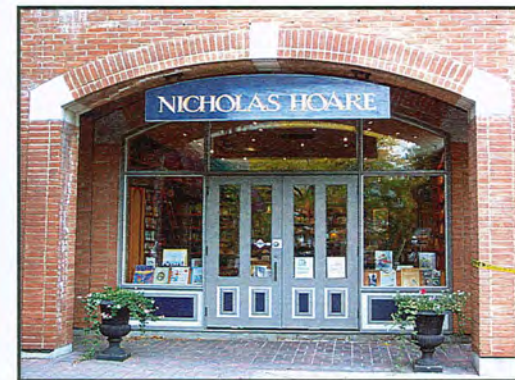
The table below applies to the following types of signs: wall and facade signs.

Maximum Permitted Wall Area (Square metres)	Maximum Permitted Sign Area (Square metres)
10	1.5
20	3.0
30	4.5
40	6.0

## SIGNAGE PLACEMENT

Proper sign placement facilitates the execution of an effective sign bylaw and will uphold three main design themes: (1) Respect building and architectural design; (2) Consider the public; and (3) Incorporate high-quality signage. Proper signage placement will be dictated via existing building architecture and building materials.

Due to unique features or characteristics, the architecture of a building often identifies specific locations for signs, and these locations should be used.





# SIGNAGE STANDARDS AND GUIDELINES

## SIGNAGE PLACEMENT continued

The building architecture will also determine the appropriate size of signs to be used; sign size and proportions should be in scale with the building onto which it is placed.



With the aim of enhancing the visual appearance in the downtown environment via sign placement, redundant signage information on the building frontage should be avoided, regardless of the sign area square frontage allowed in the zoning code.

As well as architectural concerns, sign placement will consider building façade materials. To minimize irreversible damage to masonry, all mounting supports should be inserted into mortar joints and not into the face of the masonry. This technique does not damage the surface and allows for easy removal. Also, signs that are replaced on stucco exteriors can result in unattractive “patched” areas. On frame buildings, mounting brackets and bolts should be the minimal amount necessary to assure adherence to the surface and prevent excessive wood penetration.

Potential maintenance problems that may arise due to building facade materials and signage placement shall be taken into account during the approval process for the sign replacement.

### MULTI-STORIED BUILDINGS

Signage placement for multi-storied buildings varies according

to certain specifications. Ground floor tenants should place signs at the storefront level, and are also permitted to place signs on the upper façade of the building.

Signs intended for upper story tenants are permitted but only if the tenant has an entrance at the sidewalk and a directory sign located on the ground floor. The permitted upper story tenant sign shall only be window signs not exceeding 15% of the window area.

When a multi-storied building contains more than one storefront or business the signs shall relate to each other in terms of height, proportion, colour and background value.

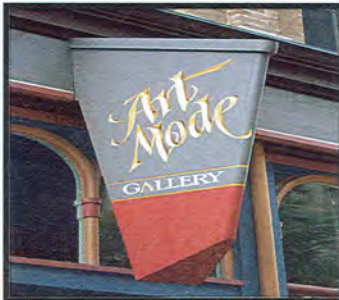
For added flexibility, all multi-storied buildings are permitted to install window signs and permanent banner signs on upper portions. Design guidelines should be referred to for window and banner qualifying signs.



# SIGNAGE STANDARDS AND GUIDELINES

## DESIGN & MATERIALS

The design and construction of all signs shall be undertaken in a professional manner and shall exhibit a high level of craftsmanship in both fabrication and installation. Signs should be constructed with resilient materials that are the same or similar to those of the building or structures on site.



Recommended materials for sign construction include, but are not limited to, metal, stone, hardwood, brass-plated, copper, bronze and exposed neon. Exposed neon tubing may be used in conjunction with other acceptable materials to artistically emphasize a business name.

Materials and finishes not recommended generally include interior grade wood, unfazed plywood, plastics and unfinished wood.

Generally, sign colours should compliment the exterior materials, finishes and colours of the building façade and harmonize with neighbouring businesses.

Too many competing colours can confuse the reader and negate the message intent. Exercising restraint in colour selection is recommended. The use of colour accents may be utilized to achieve visually pleasing signs and should reinforce design integrity.



The use of appropriate design and materials will achieve a unified appearance between businesses, one that concentrates on the appeal of artistic harmony.



Several design and material elements are strongly prohibited in the City Centre Commercial and Arterial Commercial District. Internally lit plastic letters or plastic box signs are unacceptable. If plastic backlit signage is proposed its form must consist of channel lettering or raised relief imagery. The use of strong, obnoxious colours that are excessively bright or over-scaled should not be used to attract attention, and are also prohibited.



# SIGNAGE STANDARDS AND GUIDELINES



## SIGNAGE DESIGN & MATERIALS continued

The City requires that established signage districts, City Centre Commercial and Arterial Commercial, follow specific design standards. All signs should respect the zoning district's dominant characteristics. Wall signs are recommended for the City Centre Commercial District whereas low profile type signs are more appropriate for the Arterial Commercial District.

### SIGN MESSAGE

**E**ffective communication and business identification requires the clear, concise delivery of an understandable message through signage. The message contained in a sign is no longer for advertising purposes; signs are to be used for describing the products sold or services provided in a clear fashion.



Sign messages will communicate attractiveness via smartly modified business logos and corporate identifiers within the space provided. The focal business message to be conveyed will be highlighted through primary placement (the primary sign will contain only the name of the business and/ or its logo).



Secondary text that is intended to give direction and necessary information in addition to the main identification that the primary signage provides should be positioned in a secondary location.

Signs make up an essential component of the City's identity. Sign messages, and their fonts, shall be selected to

provide both clarity and legibility. Whenever possible, sign messages should be succinct and uncluttered to provide the most effective reader environment.

### SIGN LIGHTING

**A**ppropriate lighting for signs aspires to bring about an engaging impact that conveys simplicity and upholds safety.

To communicate a subtle and attractive appearance, using back-lit, halo-illumination, or reverse channel letters with halo illumination is highly encouraged. Such signs are very legible under moderate ambient lighting conditions.





# SIGNAGE STANDARDS AND GUIDELINES

## SIGN LIGHTING continued

Where projecting light fixtures are desired, externally illuminated signs should be understated and should not conceal the intended signage graphics or message.

Signs that are externally lit are encouraged to use appropriate lighting such as gooseneck hooded lights, ground lighting, completely hidden sources of lights or lighting that has been architecturally designed as part of the sign.



To reduce concerns surrounding safety and/ or nuisances for neighbouring properties, external or flood lighting should be positioned such that the light source is directed away from

passersby.

Excess footcandle and glare caused by inappropriate photometrics or misdirected light sources can spill into adjacent properties or negatively effect pedestrian and motor vehicle traffic. The light source must be directed against the sign to prevent such issues. Where there is an unavoidable meeting of residential areas and areas with individual letter signs, low levels of footcandles shall be maintained with the use of halo-lit letters or down lighting (i.e. gooseneck fixtures).

Like sign colour, sign illumination has the ability to provide an effective means of communication or further confuse its intended recipient. Thus, there are certain lighting elements that are not allowable. For instance, the use of blinking or flashing lights is not permitted.

Also, electrical transformer boxes and raceways are required to be concealed from public view and are prohibited for the use of individual letters.

## WALL SIGNS

**Wall signs are to be affixed flush and securely to a building wall, and in such a way that it should not project away from the surface upon which they are attached by more than 12 inches. The projection shall not extend beyond the building face or roofline of the building to which it is attached.**

Wall signs are regularly found attached to the front façade of a building that overlooks a main street. They have certain specifications that address location, length, size and building context.





# SIGNAGE STANDARDS AND GUIDELINES

## WALL SIGNS continued

Wall signs shall be placed within a clear signable area located on the upper portion of the storefront within the cornice, or just above the enframed storefront opening. Wall signs shall be located on flat, unadorned wall surfaces that exhibit architectural continuity (surfaces that remain uninterrupted by doors, windows or architectural details).



To meet size and length specifications, wall signs should not have a length that exceeds the width of the enframed storefront nor shall the size exceed 15% of the building façade (the exterior walls of a building exposed to public view).

Walls signs will support the architectural character of the building

and its adjacent properties. The design components of wall signs should coordinate with the storefront in scale, proportions, and colour. Sign mounting will respect building features, including the arrangement of bays and openings, and will not impinge upon the functional or ornamental integrity of the building.

Typically wall signs should be centred on horizontal surfaces (i.e. over storefront openings).



Painted signs are discouraged. The desired visual effect by the use of wall signs is to create a clearly defined edge, provide shadow relief, and a

substantial impact. This effect is generally difficult to capture by painting the sign directly on the building.

## AWNING & CANOPY SIGNS

**Awning and canopy signs are signs that are printed on, or applied to an awning valance or canopy above a business door or window. They succeed in bringing colour to the shopping atmosphere and are pedestrian-oriented from the opposite side of the street.**

Awnings and canopies garner several mounting considerations. They shall be permanently mounted on high-quality materials such as wood or metal framing within a door or window. Awnings and canopies shall not be mounted on the wall surrounding the opening, but mounted horizontally on the framing element separating the storefront window.



# SIGNAGE STANDARDS AND GUIDELINES



## AWNING & CANOPY SIGNS continued



The minimum height of mounted awnings shall be 2.5 metres from the lowest point to the sidewalk, and shall be mounted in an open-ended fashion. Having one single, continuous awning that projects and extends over masonry features is highly discouraged. Awnings shall be designed such that they project over individual window and door openings.



For heightened visual attractiveness, matte finish canvas, glass, or metal are appropriate materials to be used for awnings and canopies. It is preferred that solid colours be used for awnings and canopies; striped awnings with bright contrasting colours may appear harsh and inappropriate. Striped awnings, if suitable with certain building facades, may be evaluated on an individual basis to consider their appropriateness.

Awning and canopy design will maintain an air of simplicity such that back-lit graphics or other kinds of interior illumination and augmentations are not permitted. Sign text or logo areas should not occupy more than 30% of the awning panel or canopy.

### PROJECTING SIGNS

Projecting signs are affixed to the face of a building or structure and project in a perpendicular manner more than 12 inches from the

wall surface of that portion of the building or structure to which it is mounted. Projecting signs are highly endorsed and, when carefully designed, can create visual interest and make the shop more visible to pedestrians on the sidewalk.

Projecting signs should be carefully designed to reflect the character of each building and business. Using shapes and forms indicative of the type of business helps to reinforce the message.





# SIGNAGE STANDARDS AND GUIDELINES

## PROJECTING SIGNS continued

An ideal projecting sign shall be small in scale and provide a vertical clearance of 2.5 metres along pedestrian walkways; they should not be mounted higher than the second floor window-sill in multi-storied buildings. Identifying the model site for projecting sign placement, involves visualizing an imaginary rectangle with a maximum area of 0.5 square metres in which the sign fits inside.

The design elements should be an integral component of projecting signs. Design can be artistic and inspired; visually interesting pieces such as square or rectangular shapes with painted or applied letters, two or three dimensional symbols or icons, irregular outlines, and/ or internal cut-outs will communicate desirability.



Using decorative mounting hardware is highly encouraged for projecting signs. Hardware should be attractive. For instance, metal brackets can be used to add a more complex and ornamental shape to building character. Simple round pipe brackets with plugged ends or further eye-catching elements are generally appropriate.



Projecting signs shall be pedestrian-oriented and will concentrate on appealing to local sidewalk traffic. Rather than the focus being on automobiles, projecting signs shall have a minimum clearance of 12 inches between the building face and

the sign maintaining a projection of 36 inches in order to cater to pedestrians.

### MARQUEE SIGNS

**Marquee signs can be considered specialized projecting signs and are only applicable to specific types of building establishments: theatres, cinemas, performing arts facilities, or parking structures.**

Marquee signs are affixed, superimposed, supported, or painted on a permanent canopy often made by metal or glass. The marquee sign message is limited to identifying the facility's name and changeable information such as current or future attractions.

In a marquee sign, the facility's name is not permitted to exceed 40% of the total sign area whereas the changeable information portion is not to exceed 80% of the total sign area.



# SIGNAGE STANDARDS AND GUIDELINES

## WINDOW SIGNS

**Window signs are signs that are painted, posted, displayed, or etched on an interior translucent or transparent surface, including windows or doors. Such signs are for the purposes of being viewed from the outside premises and generally contain only text. In unique settings, window signs can be used to express a special business personality through a combination of graphic logos and colour.**

Window signs have specifications indicating proper height, material and application requirements. They are not to obscure interior visibility to the building, but should have well-designed graphics that attract attention while maintaining pedestrian views.

Transom areas that utilize stained glass are strongly encouraged as a window-advertising medium for a

business. To ensure adequate storefront visibility, window signs shall not exceed 15% of the window area and have a sign copy not exceeding 8 inches in height.

As a general guideline, window signs shall be located within 18 inches from the top or bottom of the frame of the display window. Another acceptable location is where the centreline of the sign is 5 or 6 inches above the sidewalk.

Proper window sign application means that signs should be fashioned from reliable and high-quality materials (i.e. paint, gold-leaf, or neon), and should utilize professional application techniques including sandblasting or etched glass.



Window sign copy shall be applied directly onto the interior face of the glazed area or onto the glazed area hung inside the window thereby concealing all mounting hardware and equipment. The sign copy shall not exceed 8 inches in height.

Additionally, the font or typeface of lettering warrants careful consideration. Illegible writing or font inconsistent with overall sign package can result in clutter and poor imageability.





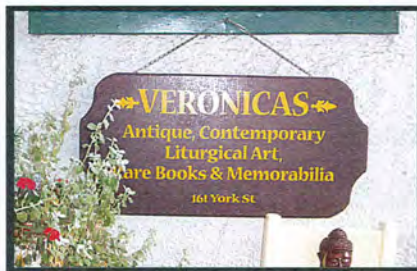
# SIGNAGE STANDARDS AND GUIDELINES

## PLAQUE SIGNS

**Plaque signs are small versions of wall signs that are attached to surfaces adjacent to shop front entries.**

Occasionally used to represent secondary signage, plaque signs shall fit within an imaginary rectangle with a maximum area of 0.2 square metres and not exceed a projection of 2 inches from the building wall.

Due to their smaller size and secondary intentions, plaque signs shall simply communicate business name and business logo on a wall surface that is located adjacent to tenant entries.



Plaque signs have the ability to express visual ingenuity, and are encouraged to include unique designs and ornamentation. Plaque signs have the design freedom to be unconventional in outline shape.

## RESTAURANT MENU SIGNS

**Restaurant menu signs are signs that are permanently mounted and advertise the bill of fare for a restaurant. Such signs facilitate the customer decisions in locating and choosing a restaurant in which to patronize. Therefore, prominently displayed menus with prices and other important information can help the customer in making this decision.**

Permanently displayed menu boxes shall house menu signs and shall be located in proximity to the restaurant entry on the surface of the building. Menu signs cannot occupy a signage area that exceeds 0.6 square metres.

Any means of temporary menu display, including taping a menu to box, is strictly prohibited.

Where a restaurant occupies considerable space and/ or provides table service for customers, a menu sign is required. In such cases, signs may be decoratively displayed in the window adjacent to entry, and shall thoughtfully consider the use of high-quality materials and artistic creativity. A menu sign shall compliment the scale and design of the building architecture as well as the nature and charm of the restaurant.

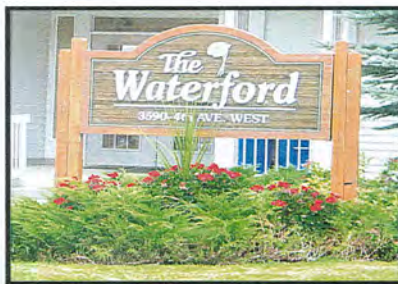




# SIGNAGE STANDARDS AND GUIDELINES

## FREESTANDING MONUMENT SIGNS

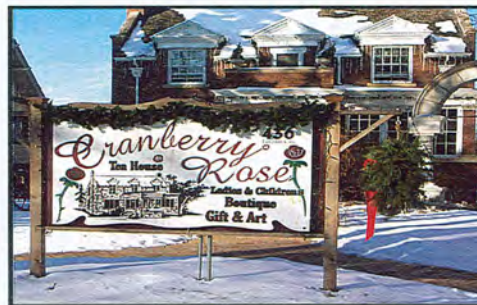
**Freestanding monument signs have a lower height configuration than the non-permissible pylon signs. Freestanding monument signs are normally utilized when a building is setback from the property line, and there is a noticeable separation between the intended building complex and adjacent streets. Monument based signs are usually located between sidewalks and building complexes.**



Signage not affixed to buildings shall be monument signs that are supported by two columns, uprights or means

that are solidly set in the ground. The height (including the sign base) of monument signs shall not exceed a height of 3 metres in the Arterial Commercial District (C-2), and not exceed a height of 1.8 metres in the Downtown Commercial District (C-1).

Design and materials used in the composition of monument-style signs shall be consistent with that of the main structure image and are encouraged to follow similar or the same architectural lines and sign text. Sign construction shall involve the utmost quality in design and materials to ensure extended durability.



Monument based signs with follow certain specifications with respect to lighting. Ground-based sign illumination via external or halo-lit fixtures is encouraged; however, internal illumination may be suitable if only the permitted sign text (project name, logo and business address) illuminates.

Careful consideration should also be given to architectural form of the monument based signs in order to provide a unique decorative and impressionable image to customers. The placement and characteristics of the sign shall be incorporated into the overall landscaping design of the site.

Individual lettering appearing in permitted sign text shall not exceed a height of 12 inches, and shall be written on an opaque background that is a non-reflexive material. Sign lettering is considered a design feature and should involve forethought to achieve functional and appealing display.



# SIGNAGE STANDARDS AND GUIDELINES

## TENANT DIRECTORY SIGNS

**Tenant directory signs are used to list the name, use, and/or location within a building, building complex, or multi-tenant development that does not have direct frontage on a public street. Tenant directory signs shall be constructed and oriented to the pedestrian.**

On the same property as the tenants, tenant directory signs shall be mounted flat against a solid wall or incorporated into a freestanding sign. Tenant signs shall be constructed out of compatible materials with that of the main structure, and may recognize the building/ project name, project logo, address, business tenant names, and suite numbers or letters.

Individual lettering size of the primary sign text (business name, project name, or logo) shall not exceed a height of 4 inches whereas all other copy may not exceed a height of 2

inches. In the case of a freestanding directory sign, the height of the sign itself (including the sign base) shall not exceed a height of 3 metres in the Arterial Commercial District (C-2), and it shall not exceed a height of 1.8 metres in the Downtown Commercial District (C-1).

## A-FRAME/ SANDWICH BOARD SIGNS

**A-Frame or sandwich board signs are designed to be self-supporting and found on either public or private sites. Such signs are moveable and are usually placed along public sidewalks to attract pedestrians into retail areas.**

A-Frame signs will uphold several design and proportion specifications. In order to facilitate a maximum practical flow of adjacent pedestrian traffic, a-frame and sandwich board signs are not permitted to have a sign area larger than 0.8 square metres (calculated on one side only), nor can

they exceed a maximum size of 1.2 metres in height and 0.6 meters in width.

A-Frame and sandwich board lettering must fall between the sizes of 2 to 4 inches in height, unless the sign contains smaller text that resides in one area no larger than 0.1 square metres in size.

From a design perspective, a-frames and sandwich boards shall be created in one of the following durable materials: wooden or metal signs suspended from a wire frame, wooden a-frame signs with open-bases, or shaped silhouette signs made of plywood, metal, or similar wood-like material that can withstand various





# SIGNAGE STANDARDS AND GUIDELINES

The design of a-frames and sandwich boards should reflect an uncluttered presentation with a minimum amount of text, with a preference towards logos.



The placement of a-frames and sandwich boards involves minimizing risks to public safety through stable positioning and durable materials. These signs cannot be permanently affixed to any structure, object or ground. A-frames and sandwich boards are not permitted to be constructed with/ from glass, breakable materials, paper, laminated paper, vinyl, plastic, PVC pipe frames, or illuminant.

## PERMANENT BANNER SIGNS

**Permanent banner signs generally serve to draw attention to blank facades and have the ability to highlight special buildings. They are to be vertically oriented, and compliment the overall character and colour of the building.**

When permitted, banner signs shall express similar or the same architectural elements of the building, and only contain a business name or logo. Their purpose is for business identification and not to advertise for individual businesses or to sell merchandise, products or services.



The use of metal brackets is required for banner mounting. Mounting shall be in a perpendicular position against the face of the building, at both the top and the bottom. Permanent banner signs will hang from projecting metal brackets and these brackets shall not project further than 36 inches from the building face.

The use of metal brackets that are compatible in scale, proportion and design to the banner and building architecture is highly encouraged.

Banners must be hung from projecting wall brackets; freestanding banners are not permitted.





# SIGNAGE STANDARDS AND GUIDELINES



## TEMPORARY SIGNS

Temporary signs can take the form of banners, window graphics, or as cards integrated with a window display. Temporary signs may contain written messages and should use a simple font that is easily legible.

As a general rule, temporary signs should not be erected for more than a total of thirty days in a calendar year. During that time, temporary signs are to occupy no more than 10% of the total exterior, visible window space or door sign area. Temporary signs should represent the high-quality of the business, and shall be carefully designed and constructed.

Temporary signs are only allowable in the interior of the building and may contain no more than 0.5 square metres of text and shall not exceed 0.1 square metres in size.



## NON-PERMISSIBLE/ POOR SIGNAGE DESIGN

Poorly designed and executed signage detracts from the overall enjoyment of a site, and distorts the character and identity of the community. It is important that the community takes precautions to protect its streetscape and business areas from potential image and environmental decline via poor signage design. Certain signage exists that is non-permissible in Yorkton's various zoning districts.

The following types of signage have been deemed poorly designed and will not be permitted in the Arterial Commercial District (C-2) and Downtown Commercial District (C-1):

**1. PYLON SIGNS:** Generally larger than other types of signs, a pylon sign is normally used to identify an on-premise building along highway corridors. They have a detached sign framework and are supported by one or more columns.





# SIGNAGE STANDARDS AND GUIDELINES

**2. PORTABLE SIGNS:** As the name suggests, portable signs have the ability to be relocated from their initial placement site.

Portable signs can be permanently affixed to or hung from buildings or structures, or maintain a temporary nature and only be used for a limited amount of time. The term includes signs mounted on chassis and wheels or on portable structures or bases. Portable signs are usually located along the roadside to maximize their visibility to passing vehicles.



**3. BACKLIT SIGNS:** Backlit signs are signs that involve a hard surface printed medium that presents a printed commercial message and is designed to be viewed in an illuminated or backlighted state.



**4. PAINTED SIGNS:** Painted signs suggest a sign that is painted directly onto a building facade.



**5. "SIGNAGE CLUTTER":** Is a term that applies to an environment which has been visually disturbed and distorted due to the increasing number of poorly placed and poorly designed signage. Signage clutter is responsible for negating intended commercial and retail messages because of the overwhelming amount of information and designs located in one, concentrated area.





# YORKTON HERITAGE BUILDING DESIGNATION

City of Yorkton, Department of Planning and Engineering, 2005



*The Balmoral Hotel (above) enjoyed a colourful history in Yorkton before it was sadly struck down by fire in 1985. A perfect heritage specimen, the Balmoral Hotel was renowned for its hospitality since 1897 and was owned by liquor baron Harry Bronfman.*

## Seeking Heritage Designation

Growing community awareness and national recognition has led to the adoption of provincial legislation that aims to conserve our historic properties and neighbourhoods. The Government of Saskatchewan has passed legislation referred to as the Heritage Property Act that

provides for the preservation, interpretation and development of certain aspects of heritage property in Saskatchewan. The Heritage Property Act enables municipalities to establish Municipal Heritage Advisory Committees and better identify, protect and conserve their heritage properties via individual or conservation district Heritage Designations. Seeking formal heritage designation for an individual property has many tangible *and* intrinsic advantages.

Heritage properties are an invaluable, irreplaceable community resource in Yorkton and reflect its unique history and cultural assets. Once heritage properties are demolished or altered beyond restoration they are gone forever. The importance of heritage preservation is nationally recognized and the ability to seek Heritage Designation is an extension of this priority. Formal designation is a tangible expression of the community's appreciation for its valued past. It attaches a special, legal status to a property that may positively affect its property value and may make certain monetary grants and government subsidies available to it. There may be economic advantages to designation whereby the unique appeal of heritage designation triggers an increase in tourism, local development and new investments.

Formal designation contributes to neighbourhood and community renewal, and will support City efforts to promote revitalization and reinvestment. It will enhance civic pride and enrich our community future. Obtaining Heritage Designation has many benefits, it does not, however, obligate the property owner to conduct or engage in unwanted renovations or restoration activities.

Municipal Heritage Designation is a result of a local community evaluation process undertaken by the Municipal Heritage Advisory Committee. The Committee applies established evaluative criteria and judges the Application. The evaluative criteria include building architecture, historical value, environment, usability and integrity.

Once Heritage Designation is obtained, an important municipal program for heritage preservation becomes available to interested property owners. The Enterprise Zone Incentive Program (EZIP) is an area in the City of Yorkton targeted for economic revitalization, which provides financial incentives for heritage preservation. Through a formal application process, a tax exemption is made available to properties with Municipal Heritage Designation located in the EZIP boundaries for proposed preservation and restoration improvements. The EZIP tax exemptions help heritage properties owners invest in the preservation of their invaluable property and ultimately beautify the City of Yorkton.



# Heritage Standards and Guidelines

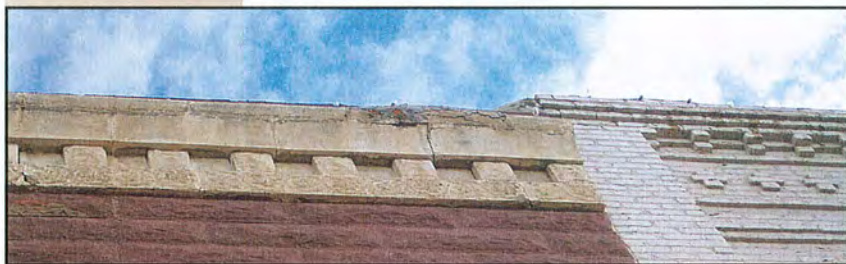
Historic preservation standards and guidelines for Yorkton are intended to assist owners of Municipal Heritage properties by providing them with a pragmatic approach to conservation practice.

Utilizing these standards and guidelines will serve both to assist municipal administration in the compliance and enforcement of preserving, rehabilitating, or restoring Municipal Heritage properties, and aid property owners who wish to take a proactive approach to preservation and restoration.

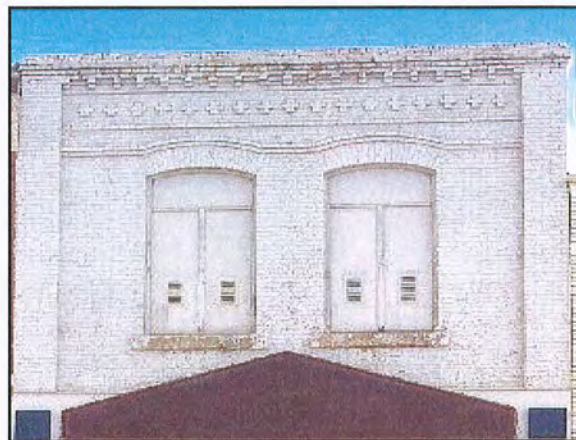
Whereas the standards provide the broad fundamental principles to the practice of preservation, the guidelines are intended to provide more specific advice for applying the standards to building preservation, rehabilitation, or restoration.

## STANDARD 1

Review and identify all heritage contributing elements of a structure to define existing and missing components. Assess the condition of such elements and determine primary treatment.



*Assessing the condition of heritage-contributing elements such as this cornice (above) is the first step towards proper identification and retention.*



*Upper story of building demonstrates a "heritage" element: decorative brickwork at roofline and around windows. The condition of this element is poor.*

## STANDARD 2

Conserve and maintain original elements whenever possible. Removal or alteration of historic features should be avoided.

## STANDARD 3

Repair deteriorated components with original materials and methods to match the original construction.



*Repairing damaged masonry (like above) can be achieved by repointing the mortar joints. Look for evidence of deterioration such as loose bricks, cracks in mortar joints or damaged plasterwork. The new mortar should duplicate the period mortar in terms of strength, composition, colour and texture.*



## STANDARD 4

Replace only if conservation or repair is not an option because deterioration has gone too far or an original element is missing. Preference should be given to the use of original materials before using new.

## STANDARD 5

Structures require regular evaluation to determine the frequency/need for façade cleaning/repair and maintenance. Any maintenance or repair must be sensitive to the buildings conditions so as not to create any further damage or deterioration.

## STANDARD 6

Where the use of a building changes and renovation is required to meet these needs, all construction shall be compatible with the existing building and should not destroy the character defining elements of the building.

## STANDARD 7

New additions to the building (either in height or footprint) shall be context sensitive to the heritage characteristics, without necessarily reflecting historic character to the adjacent buildings in the area.

# HERITAGE GUIDELINES for WINDOWS

### GUIDELINE 1

No wall-mounted sign is permitted to cover any portion of the window assembly.



*Replacing deteriorated masonry (above) should be a last-resort decision, however, if the overall form and detailing are still evident, using the remaining physical evidence as a model to reproduce the feature should be considered.*

### GUIDELINE 2

Windows are important to the structure's façade and the priority is to restore the configuration of original openings with the exception of basement windows and window wells. The following guidelines should be incorporated into the window façade restoration scheme:

- All boarded over windows should be opened.
- Character/features/details of the window assembly are a defining element and should be restored.
- Selection of replacement glazing is the owner's choice but is subject to review and approval by the Review Board.

### GUIDELINE 3

Preference is for the restoration of window assemblies (e.g. frame and sash) or reproduction of the original made from same material as the original.





*Window assemblies and ornamental details (above) should be preserved.*

#### GUIDELINE 4

Window assemblies should be returned to the same state of initial construction unless a post construction renovation has greater historic significance than the original building construction.

The following should be considered in this evaluation:

- Selection of window assemblies will be based on historic information available, efficiency, and cost.
- Number, size and original location govern and should not be altered if original exist and should strive to return to original configuration if previous altered.
- When the building owner selects a window assembly that differs from the original styling of the façade, approval from the Review Board is required.

#### GUIDELINE 5

Interior renovation must be done in such a way as to not alter the size and location of the original window configuration.



*Windows (above) have been slightly altered; the openings are partially blocked. Typically, this should be avoided and window assembly authenticity should prevail.*

## HERITAGE GUIDELINES for AWNINGS

#### GUIDELINE 1

Unless demonstrated otherwise, awnings shall NOT cover significant architectural or historical elements/details of the building façade. Height above windows should be limited accordingly.

#### GUIDELINE 2

Backlighting of awnings is acceptable.







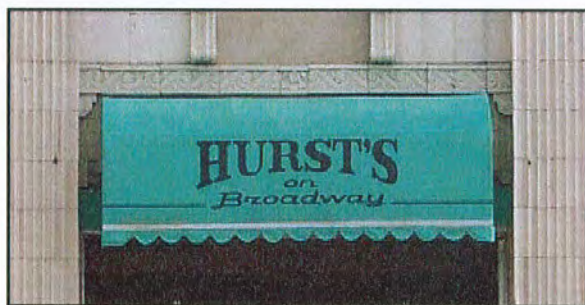
*Building façade, architectural features and adjacent buildings should be the primary consideration before mounting a sign or awning on a heritage-designated property.*



*The layout of commercial awnings ( above) are not recommended because, under the sign bylaw, awnings are not allowed to project and extend over windows and doors as a single, continuous feature. In most cases such signage covers character defining elements.*

### GUIDELINE 3

Overall, awning colour shall co-ordinate with the building's existing colour scheme. It is recommended that the awning be limited to a maximum of three colours.



*Awnings should express simplicity in their design, graphics and colour scheme (above).*

### GUIDELINE 4

Awnings with advertising are considered a form of commercial signage and along with the permitted projection distance of an awning are governed by the sign bylaw.

### GUIDELINE 5

Bright/neon colours are not typical to the time of original construction and will NOT be accepted as a colour choice.

## HERITAGE GUIDELINES for ENTRANCES

### GUIDELINE 1

Identify and retain decorative features that define the historic character of the building including doors, fanlights, sidelights, pilasters, tablatures, columns, balustrades, etc.

### GUIDELINE 2

In situations where additional entrances are required (e.g. code compliance, sub-division of space, etc.), the original character of the façade shall be maintained.

### GUIDELINE 3

Restore decorative features, using original material, whenever the possibility exists. When restoration is not practical or feasible, then a suitable solution reminiscent of the period should be developed. Consideration will be given to overall condition of materials and to issues regarding thermal efficiencies, protection and maintenance.





*The building façade (left) has several architectural elements that illustrate its heritage value: decorative arched windows, a decorative stone cornice and roofline, ornamental brickwork, etc.*

## HERITAGE GUIDELINES for FACADES

### GUIDELINE 1

The original façade treatment should be left in place. The only permissible treatment is gentle cleaning. Stucco, paint, or other coverings are NOT acceptable for use on heritage buildings unless it can be demonstrated that they are original at time of construction.

### GUIDELINE 2

Character defining elements of the façade, such as patterns in brick work, mouldings, cornices, balustrades, pediments, etcetera, should be restored to original condition whenever possible using original materials.

### GUIDELINE 3

A regular cleaning/maintenance schedule needs to be established to prevent further façade deterioration.



*Original ornamental gargoyle (above).*

The following steps should be taken in this process:

- Wash with low-pressure water.
- Repaint as required. Remove damaged paint to the sound layer only—prime and repaint.
- Replace damaged brick/stone material to match existing.
- Repair/repoint mortar joints to match existing.



#### GUIDELINE 4

Sandblasting brick/stone and high-pressure washing may cause severe damage to historic façade materials and their use is NOT recommended.



*Deteriorated pillar base (above) requires repair/ replacement.*

#### GUIDELINE 5

Stucco in sound condition may remain even though it may not be original to the building facade. To attempt removal may cause unnecessary damage to the structure.

#### GUIDELINE 6

If stucco is in a deleterious state it should be considered for removal or replacement.

#### GUIDELINE 7

Replacement of previously removed character defining elements must be in keeping with the original character of the building.

#### GUIDELINE 8

Original facades covered with paint may remain painted if removing the paint will damage the original facing material. They should be painted in a colour scheme that was typical to the time of construction.



*Brick facade (right) has been painted; however, its colour is consistent with heritage themes.*

#### GUIDELINE 9

Colours used on building façades should be sensitive to the time of construction. Limit selection to muted/earth tones and “heritage” colours.

#### GUIDELINE 10

Wherever possible, original-building materials should be used. Modern materials may be used to emulate the original appearance of the façade subject to approval from the Review Board.

## HERITAGE GUIDELINES for SIGNS

#### GUIDELINE 1

Signs should not obstruct or cover windows or architectural elements such as cornices, arches, brick detail, and etcetera.

#### GUIDELINE 2

Flat backlit signs should not be installed. Use backlit channel lettering or backlit icon signs—illuminate letters only.

#### GUIDELINE 3

Projecting signs are limited to wood material or decorative iron or faux iron with a heritage appearance.

#### GUIDELINE 4

Signage may be incorporated into awnings but must conform to sign bylaw requirements.

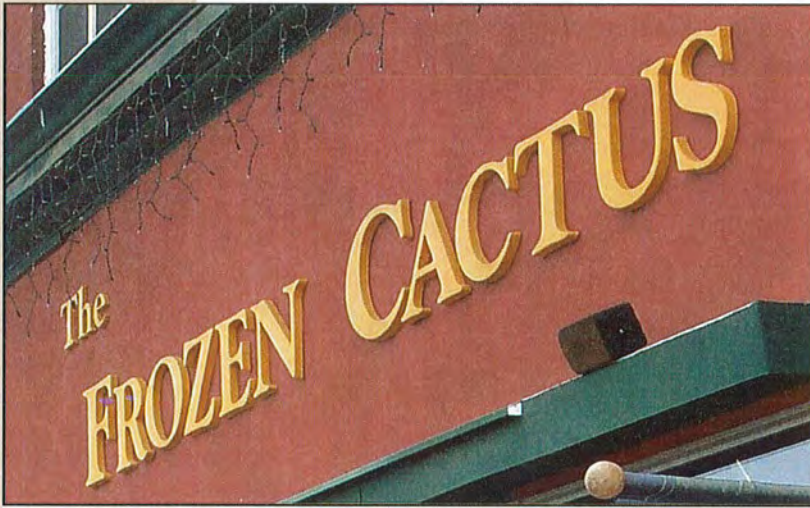


## GUIDELINE 5

Freestanding signs in the downtown should be monument based and illustrate architectural or heritage characteristics (refer to sign bylaw).

## GUIDELINE 6

Signage should be context sensitive and respect the character of the façade.



*Primary retail signage (above) uses permissible channel lettering and compliments building façade.*

## GUIDELINE 7

Windows signs are permitted but limited in size in the sign bylaw to deter clutter.



*Storefront (above) demonstrates how many, cluttered window signs can negate the intended retail message.*

## GUIDELINE 8

Lighting should be used to highlight key portions of a sign.

# GUIDELINES for INTERIORS

## GUIDELINE 1

Identify original floor plan and where possible preserve circulation patterns or interior spaces, including lobbies, reception areas, entrance halls, double parlours, and commercial spaces that are important to defining the overall character of the building.



*The above mirror is a large, original furnishing that has remained in the building since its construction. The mirror offers a piece of history and reflects the past character of the building interior.*

## GUIDELINE 2

Examine the existing conditions prior to initiating repair or restoration improvement, including size, configuration, proportion and relationship of rooms and corridors.





*The good condition and finish of wooden baseboards, cornices and paneling provide heritage accent features and colour to walls (above).*

### GUIDELINE 3

Preserve interior features and finishes that are important in defining the overall character of the building, including columns, cornices, baseboards, fireplaces and mantels, paneling, light fixtures, hardware, flooring, and other character defining elements which accent interior features and provide colour, texture, and patterns to walls, floors, and ceilings.

### GUIDELINE 6

All interior finishes and decorative finishes and wall coverings should be protected against damage during project work by covering them with heavy canvas or plastic sheets.

### GUIDELINE 7

Remove damaged or deteriorated paints and finishes to the next sound layer using the gentlest method possible before repainting with compatible paint and colour (heritage) or other coating.

### GUIDELINE 8

Retain sound interior features and finishes and repair and stabilize interior features and finishes by structural reinforcement.

### GUIDELINE 9

Replace extensively deteriorated or missing parts.

### GUIDELINE 4

Work that will have an impact on the character defining interior finishes is NOT recommended without first documenting their existence.

### GUIDELINE 5

Masonry, wood, and architectural metals that comprise interior features should be protected through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating.



*The tin roof (above) is in good condition, and its traditional colour respects the heritage nature of the building interior.*



*Original, restored hardwood flooring.*



*An example of hardwood flooring (right) during restoration.*



# EVALUATING Heritage Properties

Evaluating heritage properties in the City of Yorkton will involve applying an organized set of Heritage Evaluation Parameters to heritage building applications. These parameters intend to minimize the amount of subjectivity that may be associated with the heritage evaluation process and add accountability to the role of evaluator and, subsequently, to the role of evaluation reviewer.

In total, there are five principal heritage evaluation parameters that are each divided into specific considerations:

1. **Architecture:** Style, construction, age, architect/ builder, design, interior
2. **Historical value:** Person/ group, event, context
3. **Environment:** Continuity, element, landmark
4. **Usability:** Compatibility, adaptability, public, services, cost
5. **Integrity:** Site, alterations, condition

Evaluation parameters and their smaller components will each be assigned a score by the evaluator. The score will range from Grade A (highest score) to Grade D (lowest score).

Depending upon the heritage element that is undergoing evaluation, receiving a score of Grade A may imply a building's strong association with the life or activities of an important person or group of people within the City who has made a significant contribution to the community (when considering Historical Value); or may reflect a particularly unique building having excellent artistic merit, composition, craftsmanship, or details (when considering Architecture).

The Evaluation Parameters are balanced so that the importance of one heritage consideration does not outweigh another.

The final evaluation grade-tally will be tabulated via computer database and, based on the grades received, a numeric score will be calculated for the heritage building in question. A numeric score will reflect a building's overall heritage value within the City Of Yorkton.

The heritage evaluation seeks to use both factual and architectural evidence (as demonstrated by the building's history, associations, current uses and architecture structural integrity) to determine a heritage score.

The evaluator's role is multi-faceted given that they must act as building inspector, researcher and document reviewer in order to accurately determine the history and influences behind every individual heritage building.

## EVALUATION EXAMPLE of a Heritage Property

Assessing the heritage value of a building is an important step in recognizing Yorkton's rich history and making necessary decisions about heritage designation, conservation, reparation and rehabilitation. Proper identification of heritage buildings not only contributes to their retention and preservation, but also helps control their erection, demolition and alteration processes.

The ANAVETS Building in the City of Yorkton is a good example of a heritage building, and illustrates what heritage-contributing elements can be identified, retained, protected and repaired.



# EVALUATION EXAMPLE of Heritage Properties

## Heritage Contributing Elements

In a heritage evaluation for the ANAVETS building (below), the following heritage-contributing elements would score high because they are notable, rare or unique to the architecture or history of the building.

- 1. Decorative brickwork parapet
- 2. Projecting brick cornices
- 3. Decorative arched windows with interesting brickwork
- 4. Projecting brick pilasters
- 5. Ornamental stone fixtures
- 6. Identifiable brick courses on lower facades
- 7. Decorative roofline
- 8. Building erected in 1909/1910
- 9. Building enjoys a rich history in Yorkton; over its any years it has been several different businesses (i.e. shoe store, men's wear and chocolate shop, financial brokerage offices, etc.)
- 10. Through immediate family lineage, the property is strongly connected to Thomas H. Collacutt; who was one of the first settlers to Yorkton in 1884 and later became town councillor (1902) and mayor (1903-06).



*The Army, Navy & Air Force Veterans' (ANAVETS) building (left) would score high on a heritage evaluation because of its unique appeal and history in Yorkton.*

## Elements in Need of Attention

The following architecture elements offer suggestions for facade treatment. Repair would help restore the ANAVETS building to its full heritage character.

- 11. Damaged brick along roofline requires masonry repair to match existing
- 12. Removal of seasonal decorations along roofline
- 13. Paint architectural ornamentation with traditional colours
- 14. Open the closed-off windows, and repair existing windows
- 15. Replace transoms with original materials to reflect heritage character
- 16. Rehabilitate entranceway by removing striped panels and creating windows and display cases that would echo the original architecture
- 17. Replace current sign with a more appropriate one i.e. a sign with channel lettering that projects away from the face of the building
- 18. Consider alternative lighting techniques i.e. gooseneck lighting to illuminate signage and enhance the pedestrian experience.



## Steps in Applying for a Municipal Heritage Designation:

- 1• The Applicant gives careful consideration to the heritage potential of their building or site and the benefits and implications of obtaining a Heritage Designation. The Applicant is encouraged to conduct preliminary research into determining the heritage significance of the building's architecture, historical value, environment, usability and integrity.
  - 2• The Applicant may review their intentions with the Department of Planning and Engineering of the City of Yorkton, and may pose or clarify any questions or concerns regarding the Designation's legal status.
  - 3• If the Applicant is satisfied, and understands the legal implications and benefits of obtaining Municipal Heritage Designation, they may proceed with their application. All Municipal Heritage Designation Applications shall be completed on the prescribed form (Appendix A) where they will be subsequently forwarded to the Municipal Heritage Advisory Committee.
  - 4• Pursuant to Section 11, subsection 2, of the Heritage Property Act the Municipal Heritage Advisory Committee must be consulted for every application. The Committee will review the application and evaluate the property using pre-established evaluative criteria. The heritage value is judged via a set of cultural, historical, architectural and natural significance measures.
  - 5• If the Municipal Heritage Advisory Committee feels that the application has historical merit and the property scores high on the evaluation, they will submit a recommendation to City Council supporting the approval of the Designation.
  - 6• City Council will receive the Committee's recommendation at a regularly scheduled public meeting where Council will subsequently reject the application *or* authorize the preparation of a Heritage Designation Bylaw.
  - 7• At public meetings scheduled thereafter, City Council will give the proposed Heritage Designation Bylaw first, second and third reading. Council will simultaneously authorize an advertised notice of intention for the proposed Bylaw where the public will be given the opportunity to review, reflect and comment on the proposed Heritage Designation over a period of several weeks.
  - 8• After sufficient time has passed in accordance with the Planning and Development Act, 1983 and the Heritage Property Act, City Council will have an opportunity to give final endorsement and approval, thus adopting the Heritage Designation Bylaw.
  - 9• Legal status, and the related benefits and implications of Heritage Designation will be attached to the property. The Heritage property will then be a recognized source of community pride, and will be subject to protective measures and conservation from that day forward. Interested property owners will be eligible for tax relief and/ or any other form of assistance provided by the City of Yorkton.
- As a successful Applicant of Heritage Designation, your property will enjoy unique status in the City of Yorkton, and will contribute to the lasting enrichment of our community future.
- If the City of Yorkton enacts a Heritage Designation Bylaw it retains the authority to regulate building alterations, restorations, repairs, additions or changes to the property.

### For More Information

Please contact the City of Yorkton  
Department of Planning and Engineering at  
(306) 786-1730 or Building Services at (306)  
786-1700.



## APPENDIX A



APPLICATION NO. \_\_\_\_\_ - 20\_\_\_\_

### MUNICIPAL HERITAGE DESIGNATION – APPLICATION FORM

#### **Applicant/ Property Owner information:**

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City, Postal Code: \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

#### **Affected Property**

Civic Address: \_\_\_\_\_

Lot(s): \_\_\_\_\_ Block: \_\_\_\_\_ Plan: \_\_\_\_\_

Current Land Use: \_\_\_\_\_

Current Zoning Designation: \_\_\_\_\_

Surrounding Land Uses: \_\_\_\_\_

#### **Background Information**

1. Please provide a brief reason for your designation request.
  
  
  
  
  
  
  
  
  
  
2. What is the date of building construction (day/ month/ year)?
  
  
  
  
  
  
  
  
  
  
3. What is the current condition of the property/ site (i.e. excellent, good, fair, poor)?
  
  
  
  
  
  
  
  
  
  
4. Have any significant alterations or renovations been made?
  
  
  
  
  
  
  
  
  
  
5. Is the property associated with any historical figures or events? If so, explain.



6. Is the building architecture unique, exceptional or rare (consider style, construction, age, architect, design, interior)?
7. Please identify the main source of your property information.

#### **Proposed Renovations or Restoration Activities**

8. Are you currently proposing any property renovations or restoration activities?
- ☐ Yes  
☐ No
9. If yes, please explain proposed renovations or restoration activities.

**Attachments:** If necessary, provide the following information in your application.

- ☐ Please attach any additional pages, photographs or information

#### **Authorization**

I, \_\_\_\_\_, HEREBY CERTIFY THAT:

- ☐ I am the registered owner of the said property for Heritage Designation; or  
☐ I am authorized to act on behalf of the registered owner;

And, understand that this application is subject to final approval by the City of Yorkton.

\_\_\_\_\_  
Applicant Signature

\_\_\_\_\_  
Date

Please submit application to: the Director of Planning and Engineering at the City of Yorkton  
P.O. Box 400, 37 Third Avenue North Yorkton, SK, S3N 2W3  
Phone: (306) 724-1730

<b>Office Use Only</b>	
<b>BYLAW NO.</b>	_____
CITY COUNCIL, FIRST READING:	_____
CITY COUNCIL, SECOND READING:	_____
CITY COUNCIL, THIRD READING:	_____