

CITY OF HUMBOLDT

BACKGROUND REPORT





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TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Context and Purpose	1
1.2	Community Vision	2
1.3	Guiding Values and Community Directions.....	2
1.4	Planning Area (Map 1)	2
1.3	This Report	4
2	THE PHYSICAL ENVIRONMENT	9
2.1	Environmental Setting	9
2.2	Source Water Protection.....	9
2.3	Hazard Lands	10
2.4	Cultural Heritage Resources	11
3	POPULATION & HOUSING	23
3.1	Housing and Socioeconomic Profile	23
3.2	Population Trends and Projections	24
3.3	Projected Housing Demand and Associated Land Requirements	29
4.	SERVICES & INFRASTRUCTURE.....	33
4.1	Water Distribution System	33
4.2	Sanitary Sewer Collection System.....	33
4.3	Storm Sewer Collection System	34
4.4	Transportation System.....	35
4.5	Summary of Infrastructure Planning	36
4.6	Solid Waste Disposal.....	36
4.7	Police & Fire Protection	36
4.8	Parks & Recreation Facilities	37
4.9	Culture and Recreation Programming	38
4.10	Asset Management Plans.....	39
5.	LAND USE AND DEVELOPMENT	43
5.1	Existing Land Use (Map 4)	43
5.2	Availability of Serviced Lands	49
5.3	Recent Construction Activity	51
5.4	Serviced Land Requirement Forecasts	52
6.	EXISTING PLANS AND POLICIES.....	57
6.1	Existing Plans and Bylaws	57
6.2	Official Community Plan 01-2008	57

6.3	Zoning Bylaw No. 02 - 2008	57
6.4	Existing Policies and Procedures	59
6.5	Other Planning Documents	60
7.	COMMUNITY INPUT	65
7.1	Stakeholder Workshops	65
8.	FINDINGS.....	69
8.1	Residential	69
8.2	Commercial	71
8.3	Industrial.....	72
8.4	Transportation, Infrastructure & Municipal Services	73
8.5	Community Services.....	75
8.6	Amenities and Dedicated Lands	77
8.7	Natural and Cultural Heritage Resources	78
8.8	Hazard Lands & Biophysical Constraints on Development	79
8.9	Partnerships With First Nations & Métis Communities	79
8.10	Agricultural Land and Fringe Areas	80
8.11	Intermunicipal Cooperation	80
	APPENDIX 1: DEMOGRAPHIC PROFILE	83
	APPENDIX 2: MAPS.....	87
	APPENDIX 3: COMMUNITY INPUT	93
1.	JUNE 16 STAKEHOLDER CONSULTATIONS	95
2.	SEPTEMBER 3 PUBLIC OPEN HOUSE	103
3.	NOVEMBER 7-8 PUBLIC OPEN HOUSE	105

1 INTRODUCTION

1.1 CONTEXT AND PURPOSE

Municipal government plays a very important role in shaping the community by making it a more enjoyable place for all residents to live. The major objectives of municipal government are to:

- provide basic municipal services;
- promote economic growth;
- encourage social development; and,
- protect natural resources.

In order to meet these objectives, development within the municipality must be well planned and tailored to meet the specific needs and resources of the community. Without adequate planning, confusion and conflict may arise between government, developers and residents. This could result in inappropriate or unwanted development and could inhibit the ability of Council to meet its objectives.

In Saskatchewan, *The Planning and Development Act, 2007 (The Act)* provides a legal framework which allows Council to develop an Official Community Plan.

An Official Community Plan is a document that examines and outlines land use objectives for future land use and development in the municipality. It provides applicable policy solutions to be used to avoid basic and complex land use problems.

Municipal government controls land use primarily through Zoning Bylaws. *The Act* stipulates that new Zoning Bylaws be adopted only in conjunction with an Official Community Plan. This ensures that all Zoning Bylaws are in harmony with the long term development objectives.

Section 32 of *The Act* states that an Official Community Plan must contain statements of policy with respect to:

- sustainable current and future land use and development in the municipality;
- current and future economic development;
- the general provision of public works;
- the management of lands that are subject to natural hazards, including flooding, slumping and slope instability;
- the management of environmentally sensitive lands;
- source water protection;
- the means of implementing the official community plan;
- the objectives that are to be accomplished by a zoning bylaw;
- the incorporation of any existing provincial land use policies that may be applicable;
- information based on studies and surveys that the minister may require or that may otherwise be appropriate; and,
- any other matters or concerns that the council considers advisable.

The development objectives of each municipality will directly reflect the unique resources and needs of the community. The Official Community Plan must be based upon sound knowledge of the municipality to ensure that it meets the requirements of the community.

In early 2015, the City of Humboldt retained Crosby Hanna & Associates to work with Council and administration in the preparation of its Official Community Plan and Zoning Bylaw. The purpose of this background report is to provide the information necessary for preparation of the Official Community Plan. It documents the relevant existing conditions in the City of Humboldt, including natural resources and hazards, heritage and human resources, land use, municipal services and infrastructure. On the basis of this information, the report also sets out land use policy implications and needs arising from existing conditions and trends in the community.

1.2 COMMUNITY VISION

The City of Humboldt developed a vision for the community that depicts the ideal future for the City. The vision is stated as follows:

As a hub of cultural and economic life, Humboldt celebrates its values and identity and attracts people and investment from around the world.

1.3 GUIDING VALUES AND COMMUNITY DIRECTIONS

Through the collaborative engagement process undertaken as a part of the culture-led strategic plan known as “Our Humboldt”, a total of seven (7) values emerged that represent Humboldt’s identity as a smart, prosperous, caring community. Based on the seven guiding values, a series of associated community directions were also developed to identify where the community is headed.

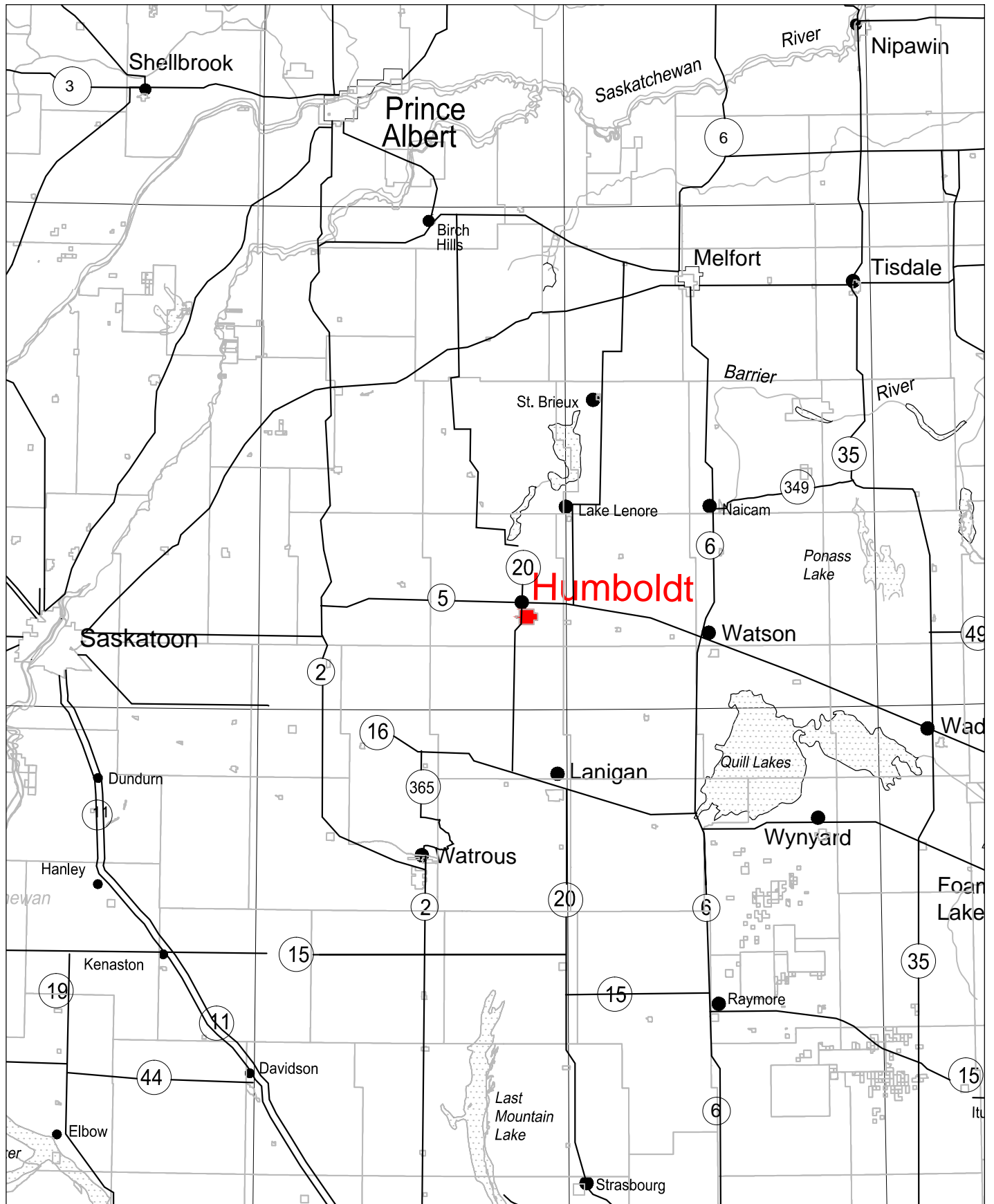
These values and associated community directions that were identified include:

- *Active* – Humboldt is a walkable, active and healthy community;
- *Welcoming* – Humboldt is a safe, inclusive, and accessible community where residents feel a strong sense of belonging and have access to affordable housing, excellent health care and social services;
- *Prosperous* – Humboldt is a diverse business, service, manufacturing, mining and agricultural community at the centre of our region’s prosperity;
- *Creative* – Humboldt is a regional destination for heritage, arts, culture and entertainment;
- *Green* – Humboldt is a clean and beautiful place with thriving natural systems, ample parks, trails, green spaces and healthy neighbourhoods;
- *Connected* – Humboldt is an inclusive community, connected by gathering places, events, transportation and technology, such as broadband; and,
- *Sustainable* – Humboldt is a city where it is easy to move around and infrastructure is proactively managed and built to meet the needs of the growing population.

The above-identified values and associated directions are integral to the development of the Official Community Plan going forward, as they will inform and provide the basis of policy development.

1.4 PLANNING AREA (MAP 1)

The City of Humboldt is situated approximately 112 km east of the City of Saskatoon and 230 km north of the City of Regina. Access to the community is provided via Provincial Highways #5 and #20. Other communities in the region include Bruno and Carmel to the west; Muenster, Saint Gregor, Englefield, and Watson to the east; Lake Lenore and Naicam to the northeast; Saint Brieux to the North; Wakaw to the northwest; Colonsay and Watrous to the southwest; Lanigan and Nokomis to the south; and, Wynyard to the southeast. The City of Humboldt is located entirely within the Rural Municipality of Humboldt No. 370.



City of Humboldt
 Map 1 - Location & Access



First Nations Indian Reserves, including Treaty Land Entitlement (TLE) land in the vicinity to the City of Humboldt include the following:

- Kinistin Indian Reserve #91 to the northeast;
- Yellow Quill Indian Reserve #90 to the east;
- Poorman Indian Reserve #88, Beady's and Okemasis Indian Reserve #96 and 97A and Fishing Lake Indian Reserve #89 to the southeast; and,
- One Arrow Indian Reserve #95 to the northwest.

Today, Humboldt is the province's 13th largest city (see Table 1-1).

Table 1-1: Population of Major Cities in Saskatchewan (Source: 2014 Saskatchewan Health Covered Population)	
City	2014 Population
Saskatoon	253,882
Regina	221,996
Prince Albert	44,988
Moose Jaw	36,409
Yorkton	19,194
Swift Current	17,990
North Battleford	16,747
Lloydminster	13,929
Estevan	13,513
Weyburn	11,916
Warman	9,523
Martensville	9,044
Meadow Lake	7,500
Humboldt	6,850
Melfort	6,470
Melville	5,168

The City of Humboldt is a member of the Mid Sask Municipal Alliance (MSMA); a progressive group of small and large communities committed to working together as a regional collective for the long term betterment of the area. The MSMA meets once a month to discuss issues concerning housing, health care, education, infrastructure and major developments. In 2010, the group completed a community action plan that identified key goals and strategies that will shape their future and improve the quality of life for residents in the area. Member communities include the following: the RM of LeRoy, the RM of Morris, the RM of Prairie Rose, the RM of Osborne, the Town of Lanigan, the Town of Nokomis, the Town of Watrous, the Town of Watson, the Village of Manitou Beach, the Village of Drake, the Village of Jansen, and the City of Humboldt.

1.3 THIS REPORT

The purpose of this report is to provide background information regarding existing conditions and trends in the City of Humboldt that may be relevant to planning policies and decisions. As a background report, it should serve both as a compendium of base-line conditions, against which changes in the community may be measured, and as an ongoing reference document. It contains information related to:

- the physical environment and natural and heritage resources of the City and surrounding area and natural hazards that could potentially constrain future development;
- the socioeconomic environment and demographic context of the community, within which population trends are documented and future population growth projected;
- a review of key municipal infrastructure in Humboldt, including water, sanitary sewer, storm water management, solid waste management, transportation and communications;
- community services, including protective and emergency services, culture and recreation facilities and provincial utilities;
- patterns of existing land use and development (residential, commercial, industrial and community services), availability of serviced land for future development and recent construction activity; and
- input received from representatives of key community groups and the broader community with respect to future planning and development in the City of Humboldt.

It is important to recognize that this report draws conclusions from several important studies that were commissioned by the City of Humboldt previous to this project. The studies that are frequently referenced in this project are:

- The Regional Housing Needs & Demand Assessment, completed in 2012;
- The Community Foundation Assessment Report, completed in 2012;
- The Planning for Engineering and Growth Study, completed in 2014; and,
- The City of Humboldt Strategic Plan, completed in 2014.

The report continues with a synthesis of the information collected and analyzed, in the form of a set of planning issues and concerns as well as some associated policy considerations that will provide direction for future growth and development in Humboldt and address many of the concerns and issues identified.

Going forward, it will be imperative for the City of Humboldt to partner with the surrounding RM to collaborate on land use planning and bring a regional focus to future growth given the potential for growth in the area. This may include a joint focus on infrastructure, residential development, commercial development and industrial development, while balancing the region's social and environmental matters.

PART 2:

THE PHYSICAL ENVIRONMENT

2 THE PHYSICAL ENVIRONMENT

Attributes of the natural environment, either alone or in combination, have the potential to affect the extent, type and location of future development within the corporate limits of the City of Humboldt. Therefore, an understanding of these characteristics is important in the formulation and synthesis of land use policy.

2.1 ENVIRONMENTAL SETTING

The City of Humboldt is located within the Quill Lake Plain Landscape Area of the Aspen Parkland Ecoregion of the Prairie Ecozone.

The Quill Lake plain is a large, nearly level area that extends eastward from Humboldt almost to Canora. Elevations reach 600 m at the margins of the Porcupine and Touchwood hills, but essentially lie between 520 and 550 m throughout most of the area. There is considerable drainage from the Porcupine and Touchwood hills into the Quill Lakes, but there is no surface drainage out of this area.

Most of the native vegetation in this area has been cultivated. The only significant area of aspen parkland with fescue prairie is Wolverine PFRA community pasture, near Plunkett. A large part of this landscape area has been rated as nationally important for migratory birds. It includes several large, shallow lakes that are used by large populations of ducks as breeding, moulting, and staging areas. It is also important as a breeding and staging area for geese, and some lakes are regionally important for colonial waterbirds (double-crested cormorant, great blue heron, black-crowned night-heron). The Quill Lakes support one of the world's larger breeding populations of the endangered piping plover. These lakes and Lenore Lake are also nationally important as staging areas for other shorebirds.

The thick, black loamy soils reflect the more humid climate and associated vegetation that prevailed in the area. These soils have formed in glacial till deposits in association with gently sloping till plains and moderately sloping hummocky moraines.

Most of the Quill Lake Plain is cropland. Cereals are the major crop, with small amounts of oilseeds. Less than 20% of the cropland is summerfallow. There are small areas of rangeland and pasture scattered throughout the area, usually in association with sandy soils. The PFRA community pasture near Plunkett occupies some of this land.

2.2 SOURCE WATER PROTECTION

In 2008, the Upper Qu'Appelle River and Wascana Creek Source Water Protection Plan was established to help protect source water in the region. The Plan was developed by four Watersheds and guides future source water management and protection of the Upper Qu'Appelle River and Wascana Creek watersheds.

The Upper Qu'Appelle River and Wascana Creek Source Water Protection Plan is an important document for the City of Humboldt. The City and surrounding area are located within the Lanigan/Manitou Watershed. As stated in the plan, the City and immediate surrounding area rely on groundwater as the reliable source of water for drinking, as well as for agriculture, industry and municipal supplies. Source water protection planning in this area is focused on the local aquifers, and on the measures needed to manage potential threats to the quantity and quality of groundwater.

Key objectives from the plan include:

- Identification of sensitive aquifers in the Upper Qu'Appelle River and Wascana Creek watersheds and increase public awareness about the needs and methods of protecting aquifers and recharge

- areas;
- Provide all users (municipalities, industry and individuals) with guidelines and regulations for water well placement taking into account factors as such slope, soil permeability, setback distance, and land uses including livestock feedlots, hog barns, sewage lagoons, septic field and residential acreages; understand the capability and capacity of the aquifers within the boundaries of the Upper Qu'Appelle River and Wascana Creek watersheds as these features relate to water consumption and overuse; and,
- Implement a pathway identification and record system for abandoned wells.

Several strategies are identified in the Upper Qu'Appelle River and Wascana Creek Source Water Protection Plan for source water protection in the watershed.

2.3 HAZARD LANDS

2.3.1 *Contaminated Lands*

According to City of Humboldt representatives, only two vacant sites have been identified that may have contaminants including:

- “Elevator Alley” along 5th Avenue between 11th Street and 17th Street;
- Abandoned Shell site at 8th Avenue (Hwy #5) and 14th Street.

2.3.2 *Flooding*

According to the Engineering and Planning for Growth Study completed in 2014 by Catterall & Wright Consulting Engineers and Planning Alliance, some houses within the City of Humboldt are connected directly into the sanitary sewer system via weeping tile. It is noted in this report that high groundwater or storm runoff conditions may overload the sanitary sewer system and cause sewer backups in basements. Catterall & Wright recommended that the City employ a weeping tile disconnection program or an upgrade at two pumping stations, as well as construction of an oxidation ditch treatment system and new sewage pumping station complete with a sanitary sewer trunk main. As a result of this recommendation, the City of Humboldt now offers a Stormwater Rebate Program that encourages property owners to undertake preventative plumbing to reduce the impacts of flooding and water/sewer back-ups. The City also has a bylaw in place that prohibits direct connections to the City's sanitary sewer and weeping tile systems.

In terms of the storm sewer collection system, Catterall & Wright indicates that the City of Humboldt's minor storm sewer system consists of a series of piping networks that date back as early as 1967, which range in size from 200 mm to 1,050 mm. The pipes collect the runoff within the City and carry it east where storm water flows into drainage ditches and travels away from the community. The City of Humboldt does not currently have an operational storm water retention/detention pond to buffer storm flows during a major storm event, however, a major flood control drainage ditch exists in the northeast corner of existing city development. Catterall & Wright recommended in their study that the City construct a storm water retention storage pond and additional storm sewer collection pipes.

In 2010, the City of Humboldt experienced extreme weather events which resulted in severe flooding of the area and several sewer backups within the municipality. Catterall & Wright completed a computer model of the entire City's sanitary sewer collection system and recommended the installation of a large Sanitary Sewage Storage Tank, also known as a superpipe, to help mitigate such instances in the future. During heavy rain, any overflows that enter the sewer system are now diverted into the storage space provided by the superpipes which were completed in 2013. In July 2015, the City experienced another extreme rainfall event which resulted in localized flooding and several sewer backups. In lieu of this event, the City is reviewing processes and infrastructure standards for storm water management in Humboldt.

2.4 CULTURAL HERITAGE RESOURCES

2.4.1 *Project Objectives*

The City of Humboldt and the surrounding area have an extensive array of historical resources. These resources fall within one of the following four categories:

- Designated Municipal Heritage Properties;
- Designated Provincial Heritage Properties;
- Designated National Historic Sites; and,
- Archaeologically Sensitive Lands

A review of the heritage resources within each of the above-mentioned categories is undertaken. The results of this review are summarized in a heritage sensitivity map (Map 2 – Potential Heritage Sensitivity).

2.4.4.1 *Designated Municipal Heritage Properties*

Designated Municipal Heritage Properties consist of over 750 individual sites in Saskatchewan. Designation of these sites began in 1981, when the Saskatchewan Heritage Property Act was passed by the provincial legislature. Several urban and rural municipal councils and First Nations groups have passed these bylaws, thereby aiding in the designation of such sites.

There are currently five Designated Municipal Heritage Properties within the City of Humboldt and surrounding RM of Humboldt No. 370. A review of each of the designated Municipal Heritage Properties ensues.

Merchants Bank of Canada

Current Name: Humboldt & District Gallery

Date of Origin: 1920

Current Use: Leisure

Street Address: 601 Main Street

Date of Municipal Heritage Designation: May 24, 2011

The Merchants Bank of Canada was constructed in 1920 and features a two-storey brick building designed in a Stripped Classical style.

The heritage value of the building lies in its architecture. Several elements draw from Classical architecture, but the simplified banding on the second floor level shows a streamlined 1920s modern influence. The Merchants Bank of Canada building is also significant for its contribution to the streetscape; the building is a prominent landmark in Humboldt's historic business district. The brick and Tyndall stone façade provides a key element in establishing Humboldt's sense of place in the downtown core.

The Merchants Bank of Canada is also valued for its historical significance and its important contribution to the economic development of the community. The building was initially used by the Merchants Bank of Canada until it was closed in March, 1931. The Canadian Bank of Commerce purchased the building in 1932 and a one-story addition with a full basement was constructed on the west end of the building in 1964. The branch became part of the Canadian Imperial Bank of Commerce (CIBC) in June 1961. The CIBC moved to the building next door in October, 1989 and donated the building to the Town of Humboldt. The municipality's offices and display area for the tourism and special events department were housed in the

building, which became known as the Willkommen Centre from 1989 to 2010. The building served as an important aspect of the prosperity and sustainable growth of the community, and is the only remaining historic bank building in the City of Humboldt. The building has recently been revitalized as a gallery and public use space for the community.

Source: Saskatchewan Heritage Conservation Branch Register of Heritage Property

Original Humboldt Site

Date of Origin: 1876

Location: RM of Humboldt No. 370

Date of Municipal Heritage Designation: September 6, 2009

The Original Humboldt Site is located in the RM of Humboldt No. 370, situated approximately 8 km west of the City of Humboldt, on Highway #5.

The heritage value of the Original Humboldt Site resides in the site's association with the development of communications and transportation in Western Canada. Completed in 1876, the construction of the original Dominion Telegraph Line was a milestone in the early history of Western Canada and provided a critical communication link for the North-West Mounted Police. The telegraph line connected the Dominion government in Eastern Canada with government agencies and settlements in the West. The Humboldt Telegraph Station was part of the western telegraph line that connected Selkirk with Fort Livingstone, Clark's Crossing, Battleford, Edmonton and British Columbia.

The station was built alongside the Carlton Trail, which was an important route in the development of the West, linking the Red River with Edmonton. There was a junction of two older trails at Humboldt; the southerly one led to Gabriel's Crossing, while the northerly trail led to Batoche and Prince Albert.

The original Humboldt Telegraph Station cabin, built by George Weldon in 1878, also served as the family home for George, his wife Catherine and their daughter Birdie. Catherine Weldon was the first female telegraph operator in the west. There was a second building, known as the Ducharme House, originally occupied by Weldon's assistant, Joe Ducharme.

The heritage value of the Original Humboldt Site also resides in the site's association with the 1885 Resistance. General Frederick Middleton established a temporary camp in April of that year on his march to Batoche. Major Lieutenant Colonel George T. Denison of the Governor-General's Body Guard arrived in May, 1885 and fortified the site to serve as a trans-shipment depot, communications centre and strategic military post. There is an unidentified grave reputed to date back to the Resistance on the site.

Source: RM of Humboldt No. 370 Bylaw No. 5-2009

Marysburg Assumption Church

Date of Origin: 1920 – 1921

Historic Use: Religion, Ritual and Funeral

Current Use: Religion, Ritual and Funeral

Location: RM of Humboldt No. 370 (Hamlet of Marysburg)

Date of Municipal Heritage Designation: September 13, 2009

Located in the Hamlet of Marysburg on a 10 acre lot, Marysburg Assumption Church features a large brick-clad church that was constructed between 1920 and 1921.

The heritage value of Marysburg Assumption Church lies in its longstanding use as a place of worship for many community members. The church succeeded two previous churches and has been the spiritual centre for many residents since its construction and has played an important role in the social fabric of the community through hosting a myriad of baptisms, marriages and funerals.

The heritage value of the property also resides in its architecture. The design of the exterior is inspired by the Romanesque Revival style while the interior exhibits a Classical Revival influence. The Romanesque style can be observed in the massive elements that comprise the exterior, including the towers, buttresses, pilasters, arched corbel-course and the use of brick. In the interior, Classical influence can be observed in the use of the Composite order (Ionic and Corinthian). These architectural elements combine with the Church's impressive size to make the property a landmark in the community.

Source: RM of Humboldt No. 370 Bylaw No. 3-1983

Provincial Court House

Current Name: Provincial Court House
Date of Origin: 1914 – 1920
Historic Use: Government
Current Use: Government
Address: 805 8th Avenue
Date of Municipal Heritage Designation: September 10, 1984

The Provincial Court House occupies three urban lots on the corner of 8th Avenue and Main Street. The property features a two-storey stone-and-brick building.

The heritage value of the Provincial Court House lies in its architecture. Designed by provincial architect Raymond Philbrick, the Provincial Court House is only one of two provincial buildings constructed as a combined Court House and Land Titles building in Saskatchewan. Although construction began in 1914, the First World War slowed progress on the project and the building was not completed until 1920. By this time, new ideas regarding provincial buildings were being implemented by a new provincial architect and no further dual-use buildings of this type were constructed in Saskatchewan.

Built in the Edwardian Classical style, the symmetrical appearance gives the Court House an impression of order and prestige, qualities benefiting the administration of justice. The exterior is clad in Claybank brick and Tyndall Stone, adding to the prestige of the building and offering an image of stability. A substantial structure, in what was once a small community at the time of construction, the building demonstrates the province's optimism in the future growth of Humboldt.

Source: City of Humboldt Bylaw No. 20-84

Water Tower

Current Name: Humboldt Heritage Water Tower
Date of Origin: 1914
Historic Use: Industry
Current Use: Community
Street Address: 407 3rd Avenue
Date of Municipal Heritage Designation: March 26, 2002

Humboldt's Water Tower features a 30-metre wood and steel structure located within the City proper. The formal designation applies to one legal subdivision containing the tower and a one-storey water treatment

plant.

The heritage value of Humboldt's Water Tower lies in its association with the establishment of Humboldt. The provision of a reliable water source aided in the development of the community and the water tower served as Humboldt's main water source from 1914 to 1977 when a surface water supply served the community.

The heritage value of Humboldt's Water Tower also resides in its architecture. The Water Tower is a notable design, similar to other water towers built during this same period in the communities of Weyburn and Kerrobert. They feature a coastal lighthouse look constructed with steel and wood. It is only one of four similar water towers that remain in Saskatchewan acting as a significant landmark in the community.

Source: City of Humboldt Bylaw No. 05-2002

2.4.1.2 Designated Provincial Heritage Properties

Designated Provincial Heritage Properties consist of sites that are determined to be of Provincial importance. Over 50 sites have been designated as Provincial Heritage Property since the introduction of the Saskatchewan Heritage Property Act in 1981. Provincial Heritage Properties are designated for their architectural style, or their historical or cultural context. Designation of these sites allows for preservation of these historic properties in trust for the people of Saskatchewan.

There is currently one Designated Provincial Heritage Properties within the City of Humboldt, and it is noteworthy that this site was originally designated as a Municipal Heritage Property in 1984 and received Provincial Heritage designation in 2010.

Humboldt Post Office

Current Name: Humboldt and District Museum

Date of Origin: 1911 – 1912

Historic Use: Government

Current Use: Leisure

Address: 602 Main Street

Date of Provincial Heritage Designation: February 8, 2010

Constructed in 1911-12, the Humboldt Post Office features a two and a half storey Romanesque Revival style red brick building with a corner clock tower. A similarly styled addition was added to the building in the 1950s.

The heritage value of the Humboldt Post Office lies in its architecture. The building was designed by the Department of Public Works under Chief Architect David Ewart and represents an example of one of several Romanesque Revival style post offices erected by the federal government to serve medium-sized communities across the country prior to 1914.

The Humboldt Post Office is one of three surviving Saskatchewan examples of this style of building, the others being in Melfort and Battleford; both of which continue to house federal post services. The Humboldt Post Office is also significant for its important role in the history of the community. Constructed during the golden age of pre-First World War prosperity, public buildings such as this were a visible symbol of the nation. For a community such as Humboldt, the construction of a substantial and dignified public building signified an important step in the development of a new community and was a symbol of its growing status. In addition to serving Humboldt and the surrounding area as a post office for over 60 years, the building also accommodated a number of additional functions including a customs office, inland revenue

offices, an examining warehouse and offices for the local RCMP detachment.

Since 1982, the building has continued to serve an important function in the life of the community as a museum, art gallery and venue for community meetings and cultural events. The Humboldt Post Office is also significant for its contribution to the streetscape. With its four storey clock tower, the building is a prominent landmark at the corner of Main Street and Sixth Avenue in the Humboldt's historic business district.

Source: Saskatchewan Heritage Conservation Branch Register of Heritage Property

2.4.1.3 National Historic Sites

National historic sites are places of profound importance to Canada. They bear witness to this nation's defining moments and illustrate its human creativity and cultural traditions. Each national historic site tells its own unique story, part of the greater story of Canada, contributing a sense of time, identity, and place to our understanding of Canada as a whole. There are more than 950 national historic sites in Canada.

There is currently one designated National Historic Site within the City of Humboldt.

Canadian National Railways Station

Date of Origin: 1905

Historic Use: Railway Station

Current Use: Leisure

Street Address: 5th Avenue at 9th Street

Date of National Heritage Designation: 1992

The Canadian National Railways (Canadian Northern Railway) Station at Humboldt is a one-and-a-half story, wood-frame, railway station built in 1905. It is located at the edge of the business and institutional core of the city. The formal recognition is confined to the railway station building itself.

The Humboldt railway station was built as the central point on the Canadian Northern Railway (CNoR) main line from Winnipeg to Edmonton, and illustrates the CNoR's confidence in the viability and potential of its prairie network. Humboldt was created and surveyed by the CNoR with the railway station as its visual and commercial focus within the street grid.

The Humboldt station illustrates the CNoR's economic approach to station construction. The use of a "Special" CNoR plan for the Humboldt station reflects the importance projected for Humboldt by CNoR. At the same time, the incorporation of standard design elements adapted from its third class station plans, illustrates the continuing concern to limit initial building costs. Later extensions to the station reflect the CNoR policy of making improvements only as warranted by increasing business.

The railway station retains many functionally related components of its setting, including railway buildings, warehouses and grain elevators clustered along the track, trees and shrubs in the front yard, dating from the early days of the station and an early, exterior, free-standing light fixture. The area surrounding the station retains numerous contemporary structures, as well as the original rectangular street grid oriented to the railway line.

2.4.2 Humboldt and Area History

The following snapshot of Humboldt's history is drawn directly from the publication entitled "Our Towns" (Canadian Plains Research Centre).

Established with the arrival of the Canadian Northern Railway (CNR) in 1904, Humboldt was named for the nearby Dominion Telegraph Station established on the Carlton Trail in 1876. The station had been named for the German scientist, explorer and author Baron Alexander von Humboldt.

Humboldt became the largest centre in St. Peter's Colony, a 50-township tract of land roughly from Cudworth to Watson settled by German Catholics, most of whom came via the northern and mid-western United States. The settlement was established by the German-American Land Company in conjunction with priests of the Order of St. Benedict and the Catholic Settlement Society of St. Paul, Minnesota. Before the railway came through Humboldt, many of the settlers arrived via Saskatoon or Rosthern. The first homesteads were filed on in the fall of 1902. Many people arrived in 1903; after the railway came through, settlers poured into the district.

Humboldt prospered from being a divisional point on the rail line, a judicial, administrative, and agricultural service centre. Today, a number of manufacturing firms in the district not only serve local agricultural needs, but export markets as well. Humboldt is also situated in the largest hog-producing region in the province.

Humboldt attained village status on June 30, 1905; town status on April 1, 1907; and became Saskatchewan's thirteenth city on November 7, 2000. Nearby St. Peter's Cathedral and St. Peter's Abbey in Muenster are district attractions.

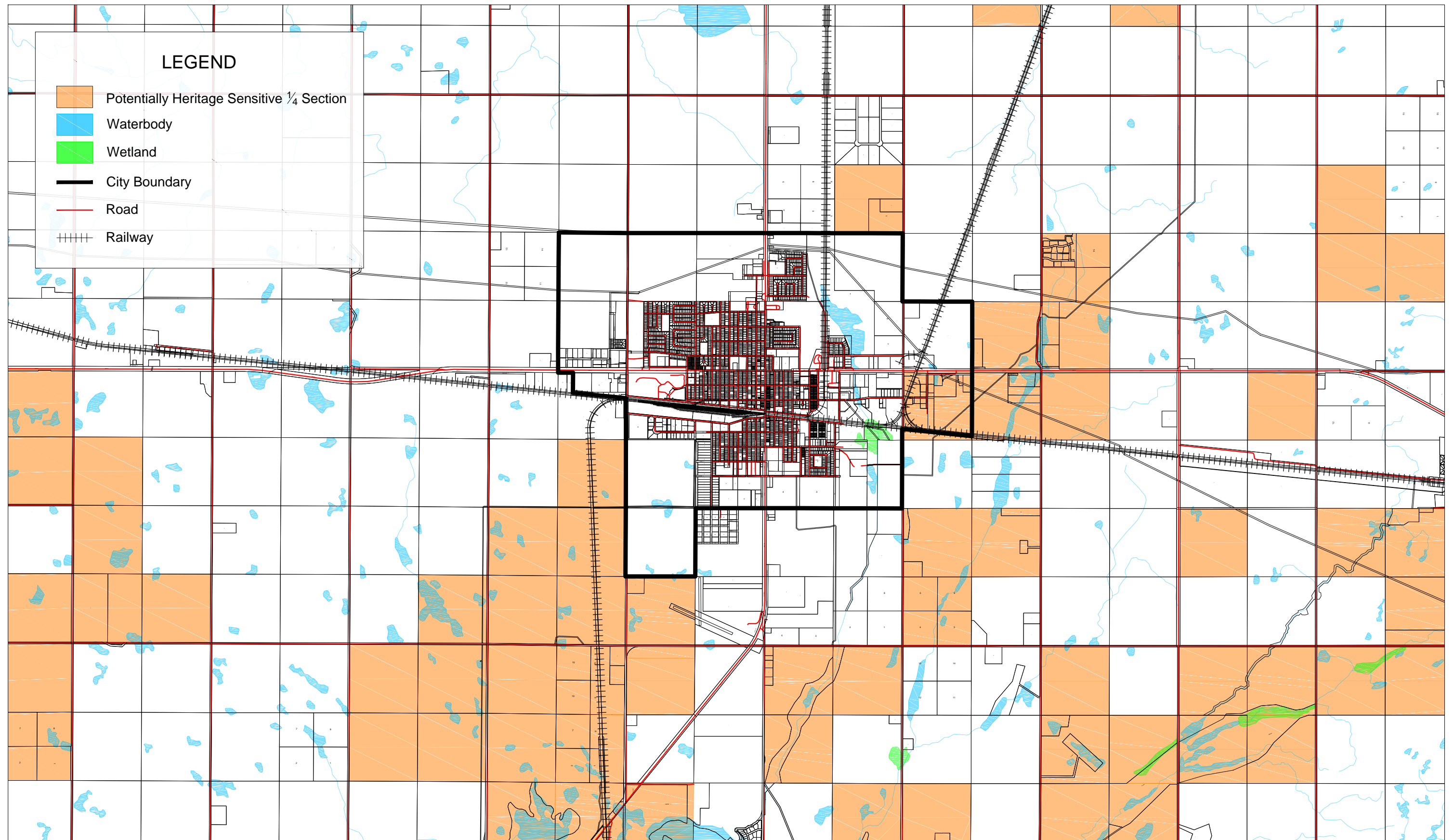
2.4.3 Heritage Potential

In the province of Saskatchewan, various criteria have been developed to determine whether a proposed development is in an area of low, moderate, or high archaeological potential.

The following criteria (defined by Heritage Conservation Branch; Ministry of Parks, Culture and Sport, Province of Saskatchewan) are those used to define archaeologically sensitive areas within Southern Saskatchewan:

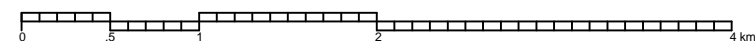
- within the same quarter-section (or within 500 m of) a Site of Special Nature (per s. 64 of The Saskatchewan Heritage Property Act), or other previously recorded site(s), unless it is shown to be of low heritage significance;
- within 1 km of permanent rivers/streams;
- within 1 km of well-formed valleys (defined by 3 or more contour intervals) containing permanent and/or seasonal watercourses;
- within 1 km of permanent/seasonal water bodies greater than 2 km in length/width;
- within 1 km of smaller water bodies that are located in well-defined drainage basins;
- adjacent to (or within 500 m of) readily identifiable strandlines (ancient lake shores);
- on islands greater than 1 km in length/width;
- on hummocky terrain (defined by 3 or more contour intervals and 4 or more sloughs per quarter-section);
- within (or on the periphery of) sand dune complexes;
- on escarpments (defined by 2 or more contour intervals within 200m), prominent uplands, and hills/ridges (including eskers).

A heritage sensitivity map has been generated using the screening criteria outlined above. This map denotes land (by quarter section) that may have the potential to contain heritage resources within areas immediately adjacent to the City of Humboldt.



City of Humboldt Community Planning Background Report

Map 2 - Potential Heritage Sensitivity



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2.4.4 Heritage Resource Management Recommendations

It is noted that any proposed development in areas deemed to have moderate or high archaeological potential will require further heritage screening by the Heritage Conservation Branch at the Ministry of Parks, Culture and Sport. It is also likely that any proposed development in areas labeled as moderate or high archaeological potential may result in the requirement for a proponent to undertake a Heritage Resource Impact Assessment (HRIA) by a qualified archeologist.

It is recommended that prior to the commencement of any development, whether it be a new location, or updating existing infrastructure, that the City of Humboldt consider the following:

Public Consultation

- (a) Many historic sites are locally known, but are not yet recorded and recognized by Heritage Conservation Branch as Heritage Property. Therefore, it is recommended that additional public consultations be held prior to the onset of any proposed development on these sites.

Heritage Potential and Impact Assessments

- (a) Prior to the subdivision of land, all development plans located in heritage-sensitive quarter sections must be submitted to the Heritage Conservation Branch for additional screening.
- (b) Should the City wish to develop in an area of moderate or high archaeological potential, the developer will be required to contact a qualified archaeologist to undertake a Heritage Resource Impact Assessment (HRIA) of the development area prior to the onset of any construction.
- (c) If heritage resources are identified within the development area during the HRIA, the developer may be required to move the proposed development to a new location or undertake mitigative measures to receive clearance from the Heritage Conservation Branch.

2.4.5 Humboldt Heritage Values

In 2008, the Humboldt Heritage Values Project (HHVP) was created. Humboldt's Heritage Project was the first of its kind in Saskatchewan. Organized by the Humboldt and District Museum and Gallery, the project gathered community input about its heritage and developed 12 heritage themes that reflect the life of the Humboldt community. Citizens were engaged in discussing what they value about their heritage and culture. The project revealed that citizens felt it was important to focus on building a healthy community. The project also discovered that the citizens of Humboldt value the prominent role of faith in the community's history, the role of sports and arts, the history of experiencing prosperity and sustainable growth, and the investment in green spaces and natural environment. It has also identified Humboldt as a community with a strong sense of identity and connectedness with a tradition of being community-focused.

Humboldt, in the past, has facilitated the development of façade design theme in the downtown and other commercial areas. Façade themes in general, create a locally authentic experience in communities, particularly in downtowns, when encouraged. The City could build upon this design theme, in cooperation with the Main Street Program, in order to capture this experience for residents and visitors to Humboldt.

PART 3:

POPULATION & HOUSING

3 POPULATION & HOUSING

3.1 HOUSING AND SOCIOECONOMIC PROFILE

Appendix 1 to this report contains selected socioeconomic statistical data for the City of Humboldt (Source: 2011 Census of Canada and 2011 National Household Survey), with comparable data for the Province of Saskatchewan as a whole. It should be noted that this information in many cases is out of date (i.e. house prices), as the next Census will be completed in 2016, and should be considered for comparison purposes only. The following observations are offered based on review of the data contained in Appendix 1:

- The population of Humboldt in 2014 was 6,850 according to Saskatchewan Health. The 2011 Census of Canada reported a population of 5,678.
- Approximately 76.3% of the dwellings in Humboldt are owner-occupied (c.f. 72.6% for Saskatchewan).
- The labour force participation rate in Humboldt is 62.7% (c.f. 69.2% for Saskatchewan) and the unemployment rate in Humboldt is 5.2% (c.f. 5.9% for Saskatchewan).
- Approximately 28.2% of individuals aged 15 and over have a high school diploma or equivalent (c.f. 28.2% for Saskatchewan) and 40.8% of individuals aged 15 and over have a post-secondary certificate, diploma or degree (c.f. 47.2%).
- Approximately 35.1% of individuals aged 25 to 34 have a high school diploma or equivalent (c.f. 27.3% for Saskatchewan) and 54.6% of individuals 25 to 34 have a post-secondary certificate, diploma or degree (c.f. 57.3% for Saskatchewan).
- Health care and related fields (24.1%), architecture, engineering and related fields (23.5%) and business management and public administration (20.1%) are the top three areas of study in terms of post-secondary classification of instructional programs. These numbers are comparable to the province as a whole where the fields rank at 21.9%, 17.4% and 20.6%, respectively.
- The five most important economic sectors for employment of Humboldt residents (Standard North American Industry Classification System) are as follows:
 - Retail trade;
 - Health care and social assistance;
 - Agriculture, forestry, fishing and hunting;
 - Educational services; and,
 - Accommodation and food services.
- The average price of a dwelling in Humboldt (\$239,790) is slightly lower than in Saskatchewan as a whole (\$267,006). The average income in Humboldt (\$37,465) is also slightly lower than the province of Saskatchewan as a whole (\$40,798).
- The top labour force occupations for individuals aged 15 and over (based on the National Occupation Classification) are sales and service (28.0%) followed by trades, transport and equipment operators and related occupations (17.3%) and business, finance and administrative occupations (12.2%).

In addition to the above-noted statistics, it is important to consider that the City of Humboldt is located centrally within a provincial potash belt. Within the vicinity of the City of Humboldt is the BHP Billiton Jansen Potash Mine project. It is important to recognize that potash development in the vicinity of the City of Humboldt will have an enormous impact on the socio-economic profile of the City and surrounding region, particularly in terms of in-migration.

3.2 POPULATION TRENDS AND PROJECTIONS

The study of past population trends provides a basis for projections of future population. In this section, such trends are identified and projections made for the City of Humboldt to help determine future needs and demands for future development, municipal infrastructure and other community services, as well as other implications of projected population changes.

Projecting future populations is, at best, an approximate "science", dependent fully on the quality of assumptions that are made about what people will do in the future. Projecting future population change for the City of Humboldt is further complicated by the relatively small size of the community's population (thus unanticipated births, deaths or migration of relatively few people can have a proportionately large impact on percentage changes).

Population data used for the purposes of this analysis and projections of population change were obtained from Statistics Canada census data and the Saskatchewan Health Covered Population (SHSP) count. As of 2011, Statistics Canada indicates the population for the City of Humboldt is 5,678 whereas the Health Covered Population data indicates a total City population of 6,850. Statistics Canada data was also used by planningAlliance in the 2014 Growth Study that was undertaken in conjunction with Catterall & Wright Consulting Engineers.

In order to be consistent with the 2014 Growth Study, Statistics Canada census data has been used to show historical population trends and to project future population. The SHSP data is used for comparison purposes. It is important to note that the covered population is based on eligibility for health insurance benefits in Saskatchewan and because the provincial health registry is updated through a renewal process every three years, decreases have been observed in the covered population following previous health card renewal years (i.e. persons who cease to be eligible are removed from the system). The covered population figures are often closest to Statistics Canada population estimates in the year following a health card renewal. As shown in Table 3-1, 2000, 2003, and 2006 were all following the health card renewal year and some of those years indicate a "dip" in the population.

3.2.1 Recent Trends

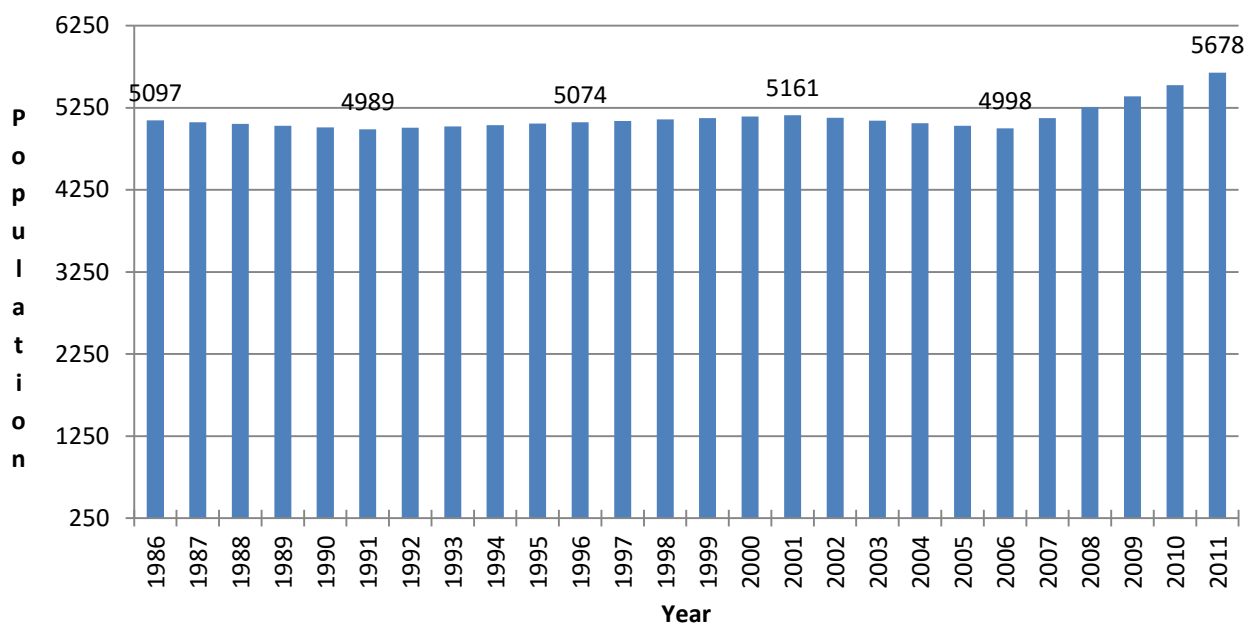
Historical population trends for the City of Humboldt for the period of 1991 - 2014 are presented in Table 3-1 and Figure 3-1. According to Statistics Canada, between 2001 and 2006, the City population decreased at an average annual rate of -0.64%. Between 2006 and 2011, this trend reversed, with an average annual population growth rate of 2.55%, likely as a result of in-migration directly related to industrial development opportunities such as potash mining. During the full ten-year period, average annual population growth was approximately 0.95%. According to the 2011 SHSP data, the population of Humboldt grew at an average annual rate of 3.38% over the last ten years (2001-2011). Within the last five years (2006-2011), the average annual population growth was 1.58%.

While it is evident that growth has been occurring in the City of Humboldt over the last ten years, there is noted difference between the two trends (0.95% vs. 1.58%). The large difference seen between the two statistics can be explained through the procedure in which the population is counted as detailed above. As the covered population figures have been closest to Statistics Canada population estimates in the year following

a health card renewal, it is important to look at the last year in which a health card renewal was done (2012). Population growth between 2002 - 2012 (ten year growth trend) shows an average annual growth of 1.71% and population growth between 2007-2012 (five year growth trend) shows an average annual growth rate of 3.50%.

Table 3-1: Historic Population Growth City of Humboldt, 1991 - 2014				
Year	Population (Stats Can)	% Change	Population (SHSP Population)	% Change
1991	4,989	--	5,226	--
1992	--	--	5,184	-0.81%
1993	--	--	5,216	0.61%
1994	--	--	5,314	1.84%
1995	--	--	5,343	0.54%
1996	5,074	0.34%	5,243	-1.91%
1997	--	--	5,378	2.51%
1998	--	--	5,456	1.43%
1999	--	--	5,549	1.68%
2000	--	--	5,524	-0.45%
2001	5,161	1.69%	5,572	0.86%
2002	--	--	5,602	0.54%
2003	--	--	5,562	-0.72%
2004	--	--	5,602	0.71%
2005	--	--	5,608	0.11%
2006	4,998	-3.3%	5,511	-1.76%
2007	--	--	5,577	1.18%
2008	--	--	5,765	3.26%
2009	--	--	5,940	2.95%
2010	--	--	5,925	-0.25%
2011	5,678	13.6%	6,526	9.21%
2012	--	--	6,644	1.78%
2013	--	--	6,804	2.35%
2014	--	--	6,850	0.67%
Net Change 1991-2014	689	13.8%	1,624	31.1%
Net Change 2001-2011	517	10.0%	954	17.3%
Average Annual Growth (10 year) 2001-2011	--	0.95%	--	1.58%
Net Change 2006-2011	680	13.6%	1,015	18.4%
Average Annual Growth (5 year) 2006-2011	--	2.55%	--	3.38%

**Figure 3-1: Historic Population for the City of Humboldt
(StatsCan)**



3.2.2 Population Projections

A total of eight projections have been prepared (see Table 3-2 and Figure 3-2). The ten year trend was calculated at 0.95% and the five-year trend at 2.5%. The first three projections are based on the continuation of these trends and have been assigned 1.0% (low growth rate), 1.5% (moderate growth rate) and 2.5% (robust growth rate). The fourth projection of 3.0% represents a growth model based on the continued successful implementation of industrial and commercial opportunities, and a subsequent demand and capacity for development to occur in Humboldt.

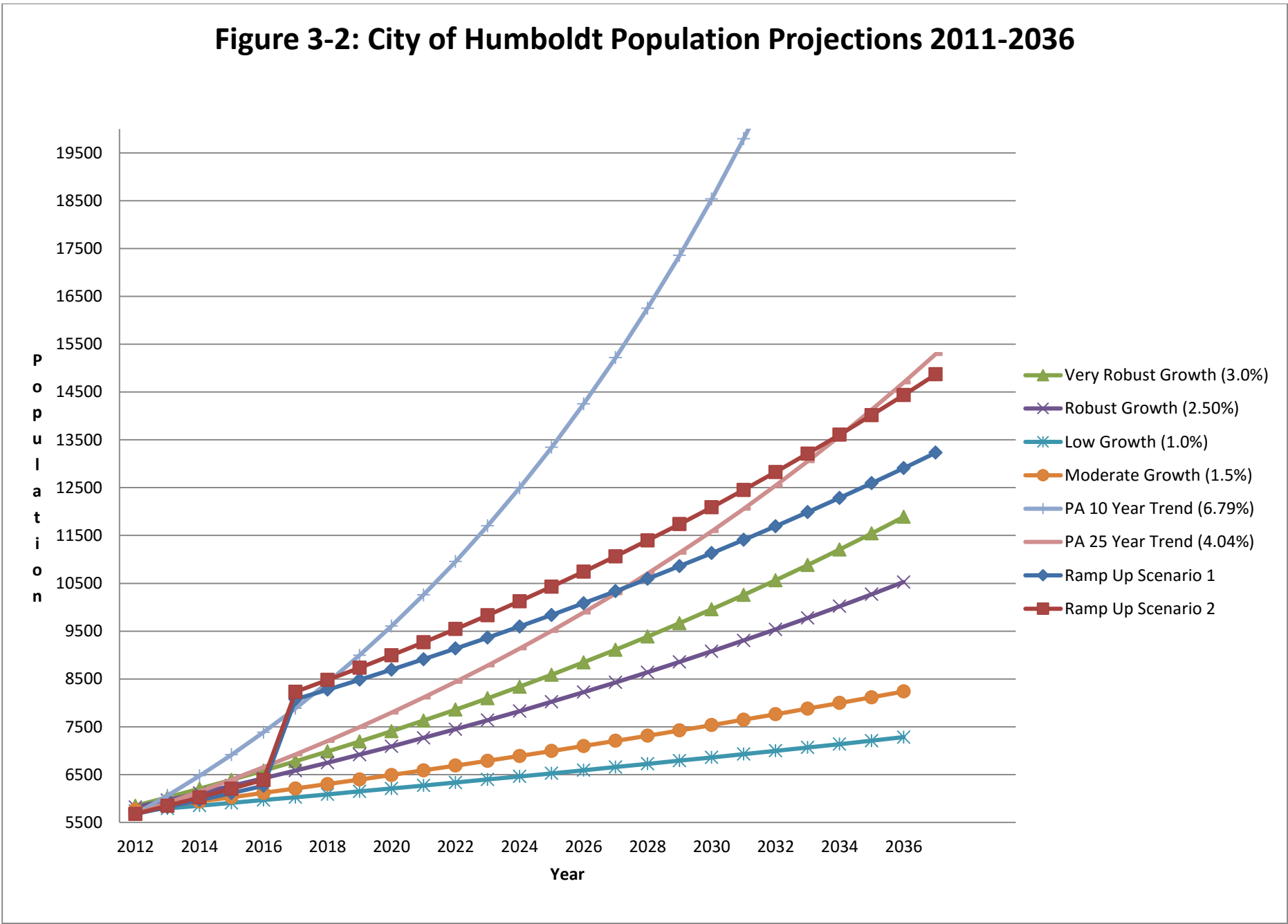
The fifth and sixth projections represent the calculated growth rates that were obtained using the projected growth rates as identified in the 2013 Engineering and Planning for Growth Study. By estimating a total population of 11,200 people by 2023, it was determined that the average annual growth rate would be 6.79%. If the population were to reach 15,600 the average annual growth rate over 25 years would be 4.04%.

The seventh and eighth population projections assumed that the “Estimated Employee Ramp Up” provided to the City of Humboldt by BHP Billiton would come to fruition. The seventh projection estimates that employee ramp-up would result in an additional 2,396 people living in Humboldt by 2016 and would then level off and continue to grow at an average annual growth rate of 2.5% thereafter resulting in a total population of 13,230 by 2036. The eighth projection estimates that employee ramp-up would result in an additional 2,554 people would be living in Humboldt by 2016 and would then level off and continue to grow at an average annual growth rate of 3.0% thereafter resulting in a total population of 14,860 by 2036.

Table 3-2: City of Humboldt Population Projections 2011 - 2036						
Projection	Year					
	2011	2016	2021	2026	2031	2036
1. Low Growth Rate (1.0%)	5,678	5,968	6,272	6,592	6,928	7,282
2. Moderate Growth Rate (1.5%)	5,678	6,117	6,590	7,099	7,647	8,238
3. Robust Growth Rate (2.5%)	5,678	6,424	7,268	8,223	9,304	10,527
4. Very Robust Growth Rate (3.0%)	5,678	6,582	7,631	8,846	10,255	11,888
5. planningAlliance 10 Year Trend (6.79%)	5,678	7,887	10,955	15,218	21,138	29,362
6. planningAlliance 25 Year Trend (4.04%)	5,678	6,922	8,439	10,289	12,544	15,293
7. Ramp-Up Scenario 1 (2.50%)	5,678	8,074	9,135	10,336	11,694	13,230
8. Ramp-Up Scenario 2 (3.0%)	5,678	8,232	9,544	11,064	12,826	14,869

It is important to note that none of the growth rates that were calculated using either Statistics Canada data or SHSP data suggest that the City of Humboldt will experience a population decline in the near future. Additionally, the decision concerning the Jansen Mine that is pending could accelerate population growth and could prove to be closer to the projections prepared in the Engineering and Planning for Growth Study. As such, the robust and very robust growth projections should be considered ‘middle-of-the road’ projections, which indicate that Humboldt could see an increase in population of between 10,527 and 11,888 people by 2036.

Figure 3-2: City of Humboldt Population Projections 2011-2036



3.3 PROJECTED HOUSING DEMAND AND ASSOCIATED LAND REQUIREMENTS

Population projections based on historical trends for the City of Humboldt seem to indicate steady growth and recent construction activity shows the number of housing starts has steadily increased over the past five years. Over the past few years (starting in 2007), the demand for real estate has dramatically increased in most areas of the province, including Humboldt. It is too early to predict the implications of this from a land consumption perspective, but it appears that these increases in demand are far beyond that which is demonstrated by the trends of the past 10-20 years. As noted in Table 3-3, housing starts in the City of Humboldt have increased dramatically over the past nine years (290 housing starts since 2005).

Table 3-3: City of Humboldt Housing Starts 2005 - 2014										
Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Housing Starts	17(0)	17(0)	57(2)	40(3)	37(0)	36(1)	26(3)	24(1)	21(4)	15(1)

*numbers in brackets indicate multiple unit dwelling permits

Assuming that the average household size in Humboldt remains at the current 2011 level (2.2 persons per household), it is possible to project the number of new dwelling units that will be needed in the City to accommodate residential growth. The range of required dwellings units has been calculated from the Robust Growth Scenario (2.5%) and the Very Robust Growth Scenario (3.0%), and the 25-Year trend prepared by planningAlliance (4.04%) in table 3-4 over a twenty five year time frame.

Table 3-4: City of Humboldt Projected Additional Dwelling Units								
Projection	Year						Total New Housing Units	Avg. Housing Starts Per Year
	2011	2016	2021	2026	2031	2036		
Robust Growth (2.5%)	2,567	2,904	3,286	3,718	4,206	4,759	2,192	88
Very Robust Growth (3.0%)	2,567	2,976	3,450	3,999	4,636	5,375	2,808	112
planningAlliance 25-Year Projection (4.04%)	2,567	3,130	3,815	4,652	5,671	6,914	4,374	173

From the information presented in Table 3-4, it can therefore be estimated that, assuming an average annual growth rate between 2.5% and 4.04%, there will be an additional 719 to 1,248 dwelling units in Humboldt by the year 2021. By 2036, the total number of additional dwelling units could range between 2,192 to 4,347 units. The City would be required to add anywhere from 88 to 173 housing units per year to contend with population growth, assuming household size stays at 2.2 persons per household.

It is also necessary to account for the potential for an increase in in-migration based on the housing needs data provided by BHP Billiton, as illustrated previously in Figure 3-2 and Table 3-2. Table 3-5 illustrates the total new housing units required by 2021 and 2036 in the City of Humboldt should employee ramp-up take place sometime between 2016 and 2017. BHP Billiton estimated an additional 750 housing units

would be required by 2017 to accommodate the increase in employees in the area and would then level off thereafter. Assuming 2.2 persons per household, this would result in an additional 1,650 persons by 2017. If 100% of the employees were to seek accommodation in the City of Humboldt, a total of 1,563 dwelling units would be required by 2021, and 3,414 dwelling units by 2036, assuming population growth would level-off to 2.50% after the initial ramp-up. A total of 1,748 dwelling units would be required by 2021 and 4,155 dwelling units by 2036 making the same assumptions, but with a 3.0% growth rate following the initial ramp-up.

**Table 3-5: City of Humboldt
Projected Additional Dwelling Units Based on Employee Ramp-Up**

Projection	Year									Total New Housing Units by 2021	Total New Housing Units by 2036
	2011	2016	2017	2018	2019	2020	2021	2036			
Ramp-Up Scenario 1 (2.50%)	2,567	3,650	3,742	3,835	3,931	4,029	4,130	5,981	1,563	3,414	
Ramp-Up Scenario 2 (3.0%)	2,567	3,722	3,833	3,948	4,067	4,189	4,315	6,722	1,748	4,155	

Assuming an average dwelling unit density of 6 units per gross acre, an additional 120 - 208 acres (48.6 – 84.2 ha), approximately, will be needed within the next ten years, solely to accommodate additional residential development. Over the next twenty five years, a total of 365 - 725 acres (147.8 – 293.2 ha), approximately, of additional land could be required to accommodate residential growth. These estimates do not include any allowance for non-residential development except for dedicated lands. A breakdown of existing proposed residential development will be discussed in Section 5.2 Available Serviced Lands.

PART 4:

SERVICES & INFRASTRUCTURE

4. SERVICES & INFRASTRUCTURE

Municipal infrastructure includes (but is not limited to) roadways, sidewalks, alleyways, the water reservoir and distribution facility, water distribution piping and fire protection, sanitary sewer collection system, sewage lift/pumping stations, storm water collection systems, airport, and a lagoon wastewater treatment system.

In 2014, Catterall & Wright Consulting Engineers, in association with the planningAlliance, completed an Engineering and Planning for Growth Study. This study aimed to establish infrastructure needs based on potential population forecasts. The increases in population were estimated to be 11,200 by 2023 and 15,600 by 2033.

The summary of municipal infrastructure below is drawn directly from the 2014 report prepared by Catterall & Wright and planningAlliance and the 2012 Community Foundation Assessment Report prepared by Crosby Hanna & Associates and Catterall & Wright Consulting Engineers.

4.1 WATER DISTRIBUTION SYSTEM

4.1.1 Water Supply

The City of Humboldt is provided with potable water by SaskWater via the Wakaw-Humboldt Regional Water Treatment Plant. The Ministry of Environment recommends that the supply rate meet the peak daily use; whereas, SaskWater will provide the average daily use. The current average daily water consumption per capita is approximately 360Lpcd (litres per capita per day).

4.1.2 Fire Flows

Catterall & Wright determined for a community the size of the City of Humboldt, that a water distribution system be able to provide a minimum fire flow of 600USgpm (gallons per minute) at 20psi residual pressure for residential areas and even higher fire flows for commercial/industrial areas. The City of Humboldt's existing system has available fire flows that range from 375USgpm to 1200USgpm. Two areas of concern were identified including the Heidgerken subdivision (North of 13th Avenue) and the commercial/industrial lands on the east side of the City along Highway #5 as both areas are currently providing fire flows less than 500USgpm. In 2014 operational adjustments to valving at the Heidgerken subdivision resolved low fire flow concerns.

4.1.3 Water Distribution Upgrade Recommendations

In 2010 the City of Humboldt reported that their Treated Water Supply Agreement with SaskWater states that an average quantity of treated water be supplied to the City of Humboldt at a rate of 37.0 Lps (litres per second). When the peak day consumption exceeds that rate, it is recommended that the City seek an increase in the contract rate.

In terms of fire flow, it was recommended that the Heidgerken subdivision and the commercial/industrial lands on the east side of the City along Highway #5 be connected with a 250mm PVC or HDPE water main to increase the fire flows.

4.2 SANITARY SEWER COLLECTION SYSTEM

The City of Humboldt's sanitary sewer system consists of a series of 200 mm, 250 mm and 300 mm gravity

sewer mains, six sewage pumping stations and a wastewater treatment lagoon system.

4.2.1 Weeping Tile Connections

The City of Humboldt is a community in which a majority of older homes have weeping tile connections directly into the sanitary sewer. During high groundwater or storm runoff conditions, the weeping tile flow may overload the sanitary sewer system and cause sewer backups in basements. The connections also restrict future development as pumping stations become overloaded in these conditions, and therefore minimize the amount of new development that can be added onto the existing system.

4.2.2 Lagoon

The existing facultative lagoon treatment system has capacity for 8,000 residents. A preliminary plan exists to expand the lagoon system as the population increases. In recent years during wet weather it may appear to be nearing capacity, but this is typically due to a lack of evaporation during the wet weather year and an increase in weeping tile flow.

4.2.3 Sanitary Sewer Collection System Upgrade Recommendations

In the Engineering and Planning for Growth Study, Catterall & Wright concluded that a weeping tile disconnection program or an upgrade at Sewage Pumping Station #4 and Sewage Pumping Station #5, construction of an oxidation ditch treatment system, and construction of a new sewage pumping station complete with sanitary sewer trunk main would help address the servicing of future developments.

Starting in 2007, the City began offering a Storm Water Rebate Program that encourages property owners to undertake preventative plumbing to reduce the impacts of flooding and water/sewer back-ups. The City also has a bylaw in place that prohibits direct connections to the City's sanitary sewer and weeping tile systems.

4.3 STORM SEWER COLLECTION SYSTEM

There are two systems within every typical drainage system known as the minor drainage system and major drainage system. The minor drainage system refers to underground conduits (storm sewers). The major system references overland flow and storm water retention/detention ponds. The minor system is typically designed to convey the 1:2 year storm, and the major drainage system is designed to route a 1:100 year storm with minimal damage to the community. The City of Humboldt does not currently have operational storm water retention/detention ponds in certain areas to buffer storm flows during a major storm event. The minor storm system consists of a series of piping networks that date back as early as 1967 and consists of several different pipe materials and diameters. The pipes collect runoff within the City and carry it east where storm water flows into drainage ditches and travels away from the community.

4.3.1 Storm Sewer Collection System Upgrade Recommendations

In the 2014 growth study, Catterall & Wright recommended that a storm water retention storage pond and additional storm sewer collection pipes be constructed. In July 2015, the City experienced another rainfall event which resulted in localized flooding and several sewer backups. In lieu of this event, the City is reviewing processes and infrastructure standards for storm water management in Humboldt.

4.4 TRANSPORTATION SYSTEM

4.4.1 10 Year / 11,200 Population Growth Period

The 2014 Engineering and Planning for Growth Study concluded that the City of Humboldt would reach a population of 11,200 people by 2023. It was recommended that because much of the growth would take place in the north end with some infill and intensification to existing developed areas, very little would be required to upgrade the transportation network. The report specifies that the north side of Humboldt has several connections to Highway #5 for easy access through the community, but does not specify any upgrades that would be required. The report also indicates that new collector roads to connect developed areas in Highway #5 in the south half of the city will be needed as growth occurs.

4.4.2 25 Year / 15,600 Growth Period

Catterall & Wright reported that new collector roads will be needed to connect the developed areas to Highway #5 from the south half of the city. The report notes that community members are complaining about traffic backing up at the Main Street crossing of the Canadian National Railway.

4.4.3 Airport and Railways

The City of Humboldt manages a municipal airport (registered aerodrome), located approximately two kilometers south of Humboldt on Highway #20, within the RM of Humboldt No. 370. The airport is a base for private aircraft operators.

The airport occupies approximately 73 acres and contains an aviation gasoline refueling tank, an apron area, a joining taxiway system and two runways:

- Asphalt - 2,506 feet / 764 metres
- Turf - 2,552 feet / 778 metres

While the airport is available 24 hours per day, 7 days per week, there are no permanent operational staff on site.

The Canadian National (CN) Aberdeen main line runs through the City of Humboldt. The line truncates toward the eastern boundary of the City, where the CN St. Brieux Line runs north and the main line continues to the east. There is also an operational Rail Yard within the City's municipal boundaries.

4.4.4 Transportation System Upgrade Recommendations

In terms of the 10 year / 11,200 population growth period, the report specifies that the north side of Humboldt has several connections to Highway #5 for easy access through the community, but does not specify which upgrades would be required.

In terms of the 25 year / 15,600 population growth period, the report indicates that as growth continues in the south, conditions will worsen. Peck Road currently provides a railway crossing and it was recommended that Peck Road be upgraded to a collector roadway to serve the south and that an additional access point be provided to future developments along 1st Avenue South. Upgrades to Main Street also may need consideration during the development phase.

In addition to the upgrades outlined above, the 2012 Community Foundation Assessment Report concluded the following with respect to transportation:

- The demand for a transportation system for students is growing, especially with the construction of the new high school at the west end of the City. St. Peter's College also indicated that access to a regional transportation system would greatly benefit their students.
- As a part of the community survey that was undertaken in the 2012 Community Foundation Assessment Report, residents indicated that neighbourhood features including walking/biking trails, natural areas, small parks with play areas, as well as good connectivity and linkages with the City for all modes of transport were important going forward.

The City of Humboldt is also part of the Urban Highway Connector Program which serves to reduce traffic congestion in and around urban centres (Provincial Highways #5 and #20), enhance traffic safety in urban areas, improve corridor continuity and level of service on urban connectors, enhance planning to meet future transportation demand and target resources to maximize benefits for the provincial economy.

4.5 SUMMARY OF INFRASTRUCTURE PLANNING

4.5.1 Summary of Planning for Growth

The Engineering and Planning for Growth Study was completed by Catterall & Wright Consulting Engineers and planningAlliance in 2014. One preferred growth option was chosen (see Map 3 in Appendix 2), and based on this option, infrastructure was reviewed to determine future upgrades for a population of 11,200 (10 year growth period) and 15,600 (25 year growth period):

- Total infrastructure costs to a population of 11,200 is \$12,830,000;
- Total infrastructure costs to a population of 15,600 is \$18,000,000.

4.6 SOLID WASTE DISPOSAL

Solid Waste Disposal and Recycling services are provided by the Regional Authority of Carlton Trail (REACT) which consists of 31 urban and 16 rural municipalities that have joined together to manage their solid waste and recycling. Humboldt is REACT's largest municipal member. REACT's guiding principle is to divert as much waste from the landfill as possible. Through waste reduction and recycling, the goal is to dispose of 65% less waste to landfill.

Within the City of Humboldt, solid waste collection takes place on a weekly basis. Recycling is provided to residents through bins located on 4th Avenue between 12th Street and 14th Street.

Humboldt's landfill site is managed by REACT and is governed by Saskatchewan Environment regulations. The landfill is located five kilometers south of Humboldt on Highway #20.

4.7 POLICE & FIRE PROTECTION

4.7.1 Royal Canadian Mounted Police

The Royal Canadian Mounted Police (RCMP) currently provides police protection to the City of Humboldt in addition to a number of surrounding communities. A total of 15 officers have been assigned to the region, which encompasses an area of approximately 80 miles x 80 miles. The RCMP are based out of a facility on 11th Avenue. However, in the 2012 Community Foundation Assessment Report, it was noted that the force is quickly outgrowing their facility, particularly with reference to lack of a secure bay and too few holding cells. Other issues that were identified in the 2012 Community Foundation Assessment Report

that relate to the state of the RCMP in Humboldt are listed below:

- An increase has been noted in the transient population in Humboldt as a result of the industrial growth in the region. Often times these individuals (as young as age 14) experience issues related to lack of family support, drug and alcohol abuse as well as poor family structure. As a result, a higher demand gets placed on community service groups including the RCMP.
- Several tasks that would normally be assigned to other community service groups in a larger centre, including mental health cases, child and family services cases and victim services cases fall on the shoulders of the RCMP as other community service groups do not have the facilities or staff available for the growing demand for these services. As extra responsibilities are being placed on the RCMP, their core functions of education and prevention are pushed to the side and resources are being drained.

4.7.2 Fire Protection

Fire protection is provided by two permanent fire fighters, including the Fire Chief, and over 25 voluntary members. The Humboldt Fire Department provides services to the City and to rural communities within a 35 mile radius. The City of Humboldt's Fire Department consists of two half-ton trucks, one ladder truck and one fire hall. It was noted in the 2012 Community Foundation Assessment Report that should substantial growth occur (to 10,000 people or more), it is believed that 5 or 6 full time staff would be required as well as an additional fire truck and potentially a second fire hall. The City of Humboldt has an EMO Coordinator as well as a municipal Emergency Response Plan. The City of Humboldt also supports the regional Humboldt & District Rural Fire Protection Association.

4.8 PARKS & RECREATION FACILITIES

The City of Humboldt has a very well developed recreation and park system. Existing tourism, recreation and park facilities include the following:

- Humboldt Uniplex (including Elgar Petersen Arena, Curling Rink, Fitness Room, Aquatic Centre and Convention Centre);
- Humboldt Community Trails;
- The Original Humboldt Site (8 km west of Humboldt);
- The Humboldt and District Museum;
- The Humboldt and District Gallery;
- The Reid-Thompson Public Library; and,
- Joint Use Programs offered between the City of Humboldt, Horizon School Division and the Greater Saskatoon Catholic School Division that provides access to school gymnasiums and meeting rooms.

The City of Humboldt offers several parks and green spaces for leisure activities in the community. Currently, there are over a dozen active parks and green spaces available for public use in the summer months, including the following:

- A.E. Kilcher Park;
- Bill Brecht Memorial Park;
- Carl Schenn Recreational Park;
- Centennial Park (Uniplex Grounds);
- Civic Park;
- Conexus Pocket Park;

- Glenn Hall Park;
- Peace Park;
- St. Augustine School Grounds;
- St. Dominic School Grounds;
- St. Elizabeth Park;
- Water Ridge Park;, and
- Wilf Chamney Park

The above-noted parks provide residents with the opportunities to take advantage of some/all of the following: ball diamonds; basketball court; batting cages; flower gardens; outdoor ice rinks; open spaces; picnic shelters; play structures; running tracks; skateboard parks; soccer field areas; spray parks; walking trails; gazebos/benches; Humboldt campground and golf course; and, nearby regional parks. In addition to the above noted facilities, the City of Humboldt's Community and Leisure Services Department offers a variety of programs including co-ed drop-in sports (e.g. shinny, basketball, volleyball, badminton, floor hockey), public skating and public swimming.

The City of Humboldt has a Community Trails Committee, a volunteer organization, that was established in 2008 to help create and improve pedestrian routes for safe and healthy living within Humboldt. Collaborating with the City and the community, the committee worked closely in helping to identify existing and future trails and pathways during the development of the Trails Master Plan.

In 2013, the City of Humboldt developed a Conceptual Trails Master Plan which proposes trail linkages throughout Humboldt, connecting greenspaces, sports facilities, commercial areas, schools and historical sites within the city. The Master Plan also illustrates the intent of connecting several additional destination sites adjacent to the City, including Kloppenberg Trail, Burton Lake Trail, and the Stony Lake Trail. The Master Plan solidifies a network of large and small circuit pathway systems for pedestrian movement within Humboldt.

As a part of the survey distributed for the 2012 Community Foundation Assessment Report, residents indicated that a performing arts theatre, dog park, walking trails, an additional ice surface and soccer facility were important recreational facilities that should be further enhanced.

4.9 CULTURE AND RECREATION PROGRAMMING

In addition to the above-noted recreation programs, the City also has over 120 sports clubs, service clubs, cultural clubs, recreation clubs, and educational organizations that contribute to the community's recreation programming and opportunities. Many of these programs and services are detailed in the Community Foundation Assessment Report that was completed in 2012 for the City of Humboldt, of which several conclusions and recommendations were made concerning community services, recreation infrastructure and programming, as well as educational, health care and protective services within the broader Humboldt region.

Several recreation providers were interviewed to solicit feedback regarding current participation rates, as well as concerns / gaps that exist in the City of Humboldt that could potentially get larger given the population growth in the region. The main areas of concern that were identified are listed below:

- There is an increased demand on the baseball and softball diamonds as interest and participation rates in these recreation groups has risen. Some maintenance issues were also identified.
- There is an increasing demand on Humboldt Soccer to provide adequate indoor facilities as participation rates are rising.

- The lack of available storage facilities were identified as issues for a number of user groups (concern cited by Scouts, Special Olympics and Skate Humboldt).
- The need for a trail system to be developed for pedestrians, runners and cyclists in the City was identified by the Trails Committee.

4.10 ASSET MANAGEMENT PLANS

The City of Humboldt has developed Asset Management Plans with the help of a consultant to support infrastructure investment decisions and long term financial planning. The City has a Water and Sewer Asset Management Plan as well as a Transportation Asset Management Plan.

PART 5:

LAND USE & DEVELOPMENT

5. LAND USE AND DEVELOPMENT

5.1 EXISTING LAND USE (MAP 4)

Map 4 Existing Land Use in Appendix 2 illustrates the distribution of general land use types through the City of Humboldt. The following summary of land use, development and community services is drawn from observations made during field investigations during the winter of 2015, from consultation with representatives from the City of Humboldt, as well as from a variety of secondary sources.

5.1.1 Residential

Within the City of Humboldt a diverse range of housing exists. The City has traditionally developed residential neighbourhoods on a grid pattern, with neighbourhood blocks running north/south. However, the newest residential neighbourhoods have been developed conventionally using curvilinear streets, with crescents and cul-du-sacs. The original / core neighbourhoods are located adjacent to downtown. The City's newer neighbourhoods are located in the north, northwest and south portions of the city. Recent condominium development, including Silver Ridge Heights and Gabriela Estates, were also mapped in the City.

Residential development is largely dominated by single detached dwellings (86.5%), however, the city also has a choice of apartments, condominiums, seniors housing and other higher density residential that are fairly evenly spread throughout the municipality. A larger concentration of multi-unit dwellings is, however, located west of the downtown, on 10th Street. Additionally, there are seniors housing units scattered throughout the city, with a larger node north and south of 6th Avenue between 3rd and 5th Streets. There are also mobile home courts located within the City, on 12th Street south of 2nd Avenue, on 13th Street north of 2nd Avenue and south of 1st Avenue between 10th and Main Streets.

In 2011, according to Statistics Canada, there were approximately 2,450 private dwellings in the City of Humboldt. Statistics Canada provides the following breakdown in terms of dwelling unit count:

- 1,830 were identified as single detached dwellings;
- 55 were moveable dwellings;
- 565 were categorized as “other dwellings” including semi-detached houses, row-houses, duplexes apartment buildings fewer than 5 storeys.

Field investigations in the summer of 2014 recorded an estimated 2,339 dwellings. Most of these dwellings are single detached family houses. Other forms of residential development include mobile homes, multiple unit dwellings including condominiums, duplexes and apartment-style dwellings. Of the 2,339 dwelling counts (in 2014):

- 2,112 were identified as single detached dwellings;
- 31 were identified as dwelling units in two-unit dwellings, or semi-detached (62 units);
- 66 were categorized as seniors housing (number of units unknown);
- 33 were categorized as dwelling units in a town-house configuration (number of units unknown);
- 39 were categorized as dwelling units in a multiple unit configuration (number of units unknown);
- and,
- 58 were categorized as mobile homes.

Map 4 in Appendix 2 illustrates the distribution of residential uses throughout the City. Based on the 2011 Census of Canada population figures, average household size in Humboldt would appear to equal

approximately 2.2 people per household.

5.1.1.1 Community Foundation Assessment Study

In the past five years, Humboldt has experienced tremendous economic growth, which put pressure on the housing sector due to new immigrants, seniors and students in the City. In order for the City to keep pace with population and economic growth, the City needed to assess the availability of adequate, suitable, accessible, and affordable housing in Humboldt. As a part of the Community Foundation Assessment Report that was submitted in 2012, one component of the study was to explore and identify current and emerging housing challenges regarding availability, affordability, adequacy, suitability and accessibility in Humboldt.

The following is a summary of the housing issues identified in the study:

- Partners Family Services indicated that affordable housing is the largest issue as there is no transitional housing for those in need, including victims of domestic violence.
- The Humboldt Housing Authority provides 176 low and moderate income housing throughout the community, including 121 units specified for seniors housing. All of the seniors housing is geared to income. A total of 12 of the 176 units are also geared towards a moderate income.
- The Humboldt Housing Authority, Humboldt and District Community Services and the former Prairie Innovation Enterprise Region (PIER) all indicated that the demand for affordable housing has been growing steadily in the last number of years and has the potential to increase given the potential projected growth for the area. Additionally, the Regional Housing Needs and Demand Assessment Report completed in 2012 by PIER indicated that employers in the region have identified the shortage of affordable housing and rental units as a problem. The lack of housing hinders recruitment and retention of a skilled workforce. This has led to employers becoming property developers and/or managers.
- Access to affordable housing for seniors, including care homes, is increasing in the City of Humboldt. In particular, accessibility to affordable personal care homes is an issue. Housing that provides social, health and physical support for seniors on an affordable level, including those who require 24 hour supportive care, is lacking. Low income housing made available by the Humboldt Housing Authority is already in demand. The shortage of assisted living facilities, including personal care homes, has resulted in an increased reliance by seniors on the region's long term care facilities. To help address the demand for seniors housing, the former St. Elizabethan convent property is being assessed for the redevelopment of affordable seniors housing units.

The report concluded that the demand for affordable housing for individuals of all demographics will continue to increase given the projected growth for the area. Emerging housing challenges identified for the City of Humboldt include a lack of transitional housing for those in need; a lack of affordable housing for seniors, in particular accessibility to personal care homes/assisted living facilities; and, a lack of affordable housing for new migrants to the City.

5.1.1.2 Housing Incentive Programs

As a response to many of the issues identified above, the City of Humboldt adopted three incentive programs to increase the variety, affordability and quality of rental units within Humboldt in 2013. The three incentive programs are the Rental Construction Incentive Program; the Secondary Suite Incentive Program; and, the Rental Repair Incentive Program. All three programs are summarized below.

The Rental Construction Incentive Program was adopted in order to encourage the development and supply

of new rental units in the City of Humboldt and to keep pace with economic growth. The program provides the applicant with a municipal/provincial grant of up to \$10,000 for each eligible new rental unit constructed. The grant is funded by the City of Humboldt in partnership with Saskatchewan Housing Corporation (SHC) and a total of 15 units per year are funded under this program on a first-come, first-served basis.

The Secondary Suite Incentive Program was adopted in order to assist with the development of new secondary suites and the upgrading of existing secondary suites. Under the program, the SHC may provide a forgivable loan of 50% of the total construction/renovation costs to a maximum of \$30,000 per suite. The City provides a homeowner with a maximum grant of \$1,500 based on 5% of the approved amount supplied by the SHC. The benefits of permitting this type of use in residential neighbourhoods not only includes a greater choice of affordable rental accommodations, but it allows the City to better regulate some of the common issues related to secondary suites, such as parking. As development pressure increases throughout Saskatchewan, alternative forms of secondary housing, such as garage and garden suites could also be an option for the City. Other municipalities within the province are exploring the idea of permitting these types of suites to deal with the increased demand for housing and to provide more affordable housing for both the renter and the rentee in the form of a mortgage helper.

The Rental Repair Incentive Program was adopted in order to assist in providing financial assistance to rental property owners to undertake repairs to units occupied by low-income tenants that will bring the units up to minimum health and safety standards. This incentive is again a joint incentive between the City of Humboldt and the SHC, where the SHC provides a forgivable loan to a maximum of \$30,000 per unit for self-contained suites in a multi-unit building, or \$23,000 per unit for rooming house units or single family dwellings. The City provides the applicant with a maximum grant of \$3,000 based on 10% of the approved amount supplied by the SHC for a multi-unit building and up to \$2,300 for a single family dwelling.

5.1.2 Commercial

Servicing the residential areas of Humboldt, as well as the broader regional area, is a well-developed commercial and industrial sector. The City is also a member of the Mid-Sask Municipal Alliance; a regional partnership organization dedicated to fostering regional planning and development opportunities.

Downtown commercial development is fairly concentrated within the city. Downtown development is located along Main Street, 6th and 7th Avenues between 7th Street and 10th Street and also south of the rail yards on Main Street between 9th and 7th Streets. Map 4 in Appendix 2 illustrates the extent of the downtown commercial development. A significant redevelopment of Humboldt's Mall is currently under review.

Arterial commercial development is scattered throughout the City. This type of development provides for a wide range of commercial, institutional and residential development in medium density form, on full urban services located on arterial and collector streets.

On the west side of Humboldt is a well-developed highway commercial area (along Highway 5). In addition to this, there is a smaller concentration of highway commercial development on the west side of Main Street towards the south end of the City.

Neighbourhood commercial is found throughout the City of Humboldt's neighbourhoods (i.e. laundromats, offices, convenience stores, etc.) and, although not noticeable to the eye, a number of home based businesses are also present throughout Humboldt's neighbourhoods. The City permits home based businesses (home occupations) in all of their residential districts and they are permitted to operate in both single detached and semi-detached dwellings. At the time of the report, there were approximately 200 active residential business licenses. The City utilizes a Core Mixed Residential District that allows for such uses as offices, health services, convenience stores, restaurants, neighbourhood shopping centres, etc.

Advancing technology and the ageing of the baby boom population have increased the number of home occupations operating in North America. Promoting home based businesses provides an opportunity for the City of Humboldt to build upon its economic base and offers alternative employment choices to residents or those looking to move to Humboldt.

According to the 2013 Background Study completed by planningAlliance and Catterall & Wright Consulting Engineers, the City of Humboldt is the largest full-service centre within safe commuting distance of the proposed Jansen Mine. The possible development of this mine (by BHP Billiton) would engage a significant number of workers during its construction phase, and a large number of permanent employees through direct and indirect employment during operations. This potential development would also stimulate demand for office space and wide variety of business services during construction and operational phases.

5.1.2.1 Commercial Incentive Programs

In 2012, the City of Humboldt adopted a Downtown Revitalization Tax Exemption Policy. The purpose of the policy is to establish a revitalization tax exemption program for commercial property in a specified area of the City of Humboldt's city centre in order to:

- Strengthen the viability of existing businesses;
- Stimulate and encourage new private investment;
- Encourage higher density rental residential development;
- Improve the image and attractiveness of the revitalization area; and,
- Better utilize City infrastructure.

Under this policy, the tax exemption is only granted on new construction or renovations and on existing improvements and the land itself is still subject to taxation. Additionally, the project has to be a permitted use in the C1 – Commercial Core District and must be consistent with the future land use designation for the parcel.

The maximum term of the tax exemption for a project involving a new improvement is five (5) years. The amount of the exemption is 100% for all five years of the increased assessed value and not the land assessment. The term of the exemption for the alteration of an existing improvement is determined using the increased assessed value and is based on a sliding scale.

5.1.3 Industrial

Map 4 in Appendix 2 also illustrates the distribution of industrial uses throughout the City. Both light and heavy industrial development in the City of Humboldt is concentrated in the eastern portion of the City, along 8th Avenue (Hwy 5) and south of the rail tracks, east of Peck Road at the west end of the City.

Humboldt businesses provide products and services to the agricultural sector, including individual farmers and farm service businesses, over a larger area. Humboldt's important role as an agricultural service centre for a large region is a major part of the City's economic profile. Currently there are businesses supplying agricultural products, including machinery, and services to farmers and farm businesses in the region. Additionally, the growing importance of value-added activities which require local products and expertise, and the importance of visits to the City by rural residents for sales by other commercial sectors demonstrates the importance of agricultural business in the City.

Humboldt is part of the "iron triangle", which refers to the primarily industrial activities that take place in the Humboldt region including Anaheim, St. Brieux, St. Gregor, Englefeld. These areas form a loose geographical triangle. Large regional employers located in the "triangle" drive smaller business in the region, support business, attract foreign investment and engage in provincial, national and international

export activities.

Within the vicinity of the City of Humboldt is the BHP Billiton Jansen Potash Mine project. The direct jobs resulting from this mine will inevitably create additional jobs, increasing the need for residential, commercial and industrial land within the City of Humboldt.

5.1.4 Community Services

Major institutional uses in Humboldt include City Hall; the Court House; three elementary schools; one high school; the Humboldt District Health Complex; the Humboldt and District Museum; the Humboldt and District Gallery; the Humboldt Uniplex (including Elgar Petersen Arena, Curling Rink, Fitness Room, Aquatic Centre and Convention Centre); the Reid-Thompson Public Library; Carlton Trail Regional College; the Humboldt Fire Department; the Humboldt Royal Canadian Mounted Police Detachment; Safe Communities Humboldt & Area; and, several community churches.

Safe Communities Humboldt & Area is a community driven not-for-profit organization that is dedicated to eliminating injuries while promoting a culture of safety through the promotion of pedestrian safety, youth safety, rail safety awareness, farm safety, bicycle and skateboard helmet and gear safety, child and infant car seat safety, falls and prevention, newcomer safety, positive ticketing, suicide prevention and distracted driving impact awareness.

Many of the aforementioned community services are also tourist attractions and services that attract and retain tourists from major tourist markets. Other important tourist attractions in Humboldt include the Humboldt campground and golf course, as well as nearby regional parks, excellent facilities for sports tournaments in all seasons, and good quality shopping and restaurants. The City of Humboldt also hosts two large events each year which are the Summer Sizzler and Canada Day celebrations. Additional community events, such as the Humboldt Downtown Business Improvement District's StreetFest and the Humboldt & District Museum & Gallery's Festival of Wreaths, are also supported widely by citizens.

A. Health Care

Acute care, long term care and community health services for the City of Humboldt and surrounding area are administered by the Saskatoon Health Region which serves a population of 58,000 people (<http://www.saskatoonhealthregion.sk.ca/>). Services in Humboldt include the Humboldt District Health Complex which includes 38 beds and is served by a full complement of doctors. The doctors on staff provide general medicine and surgery services. Other services provided at the hospital include: laboratory, radiology, physiotherapy, palliative care, dietary counselling, cardiology, obstetrics, urology, gynecology, internal medicine, neurology, ears/nose/throat specialists and geriatric services. The Humboldt District Health Complex was constructed in 2008 and officially opened on April 1, 2011.

Other health care providers in the City include chiropractors, physiotherapists, dentists, pharmacists, optometrists as well as medical clinic services.

Humboldt & District Ambulance Service provides emergency medical services to the City of Humboldt and the surrounding area. Their coverage area includes the City and approximately 3,500 square kilometers surrounding Humboldt, including the communities of Annaheim, Bruno, Lake Lenore, Meacham, Middle Lake, Muenster, Pilger and St. Gregor.

B. Education

The City of Humboldt is part of the Horizon School Division and the Greater Saskatoon Catholic School Division. Of the schools located within the City, there is one high school and three elementary schools.

Elementary schools within the Horizon School Division include the Humboldt Public School. Within the Greater Saskatoon Catholic School Division, there is St. Augustine School (elementary school) and St. Dominic School (elementary school). There is one high school in Humboldt - the Humboldt Collegiate Institute. The Humboldt Collegiate Institute is a unique educational institution in that it is a joint partnership between both school divisions. There is one preschool called the Humboldt Co-operative Preschool that is available for children aged 3-5 years.

Post-secondary education for Humboldt is provided by the Carlton Trail Regional College and St. Peter's College. Carlton Trail Regional College consists of five campuses across Saskatchewan, including in the City of Humboldt. The main campus building is attached to the Uniplex and has facilities for skills training, adult education classes and hopes to offer University of Saskatchewan classes in the future. The College also owns a second facility that houses the welding program as well as other technical trade programs.

Students can also enroll in University of Saskatchewan classes at St. Peter's College in Muenster. The college offers first- and second-year courses that can be used to fulfill many Arts and Science majors and the full first year towards degrees in Business, Engineering, Kinesiology, Agriculture, the Pre-Health Sciences, Pre-Education, Pre-Law, Pre-Social Work, Pre-Nursing and more.

In the Community Foundation Assessment Report completed in 2012, the following issues were identified concerning Education facilities and programming:

- Enrollment rates are increasing at all three elementary schools. It is anticipated that these increases will accelerate as growth in the area continues.
- St. Dominic School will need replacement in the near future, or will require the addition of portable units, at the very least.
- Humboldt Public School underwent renovations and new construction in 2014 which resulted in a much-needed upgrade, in addition to a larger facility.

C. Churches and Community Centres

Humboldt is home to a number of community centres, service groups and churches. In total, Humboldt has 10 churches located throughout the community. They include:

- All Saints Ukrainian Catholic Church;
- First Baptist Church;
- Humboldt Alliance Church;
- Humboldt Bible Church;
- Kingdom Hall of Jehovah's Witnesses;
- Living Word Ministries;
- St. Andrew's Anglican Church;
- St. Augustine Catholic Church;
- St. John's Lutheran Church; and
- Westminster United Church.

Community service groups and centres within the City of Humboldt are plentiful. The following is a partial list of community service groups that are located within Humboldt:

- Partners Family Services;
- Humboldt and District Community Services;
- Humboldt and District Chamber of Commerce

- Humboldt Housing Authority
- Futuristic Industries;
- Big Brothers and Big Sisters of Humboldt;
- The Humboldt Regional Newcomer Centre;
- Humboldt Food Bank;
- Junior Chamber International;
- Seniors Centre (Community Gathering Place); and
- Safe Communities Humboldt & Area.

All of the above-identified groups are important providers of community's services. Representatives from the majority of these groups were contacted as a part of the 2012 Community Foundation Assessment Report to identify the City's current community services planning initiatives, as well as to identify current service levels, potential gaps and foreseeable issues related to substantial growth in the City in regard to community service delivery. The major issues identified by community service groups and providers included the following:

- An increase in intakes was noted by Partners Family Services for social service clients and direct interpersonal violence and abuse clients.
- Affordable housing was identified as a major gap by the Humboldt Housing Authority, Humboldt and District Community Services and the former Prairie Innovation Enterprise Region (PIER). The demand for affordable housing will increase given the projected growth for the area.
- Programming and services provided by Humboldt and District Community Services (HDCS) has had some success in providing services for those with disabilities. HDCS entices families to move to, or stay within Humboldt, by providing opportunities for students to finish school and find employment in Humboldt, instead of being forced to move to a larger centre.
- Futuristic Industries works in conjunction with other workshops throughout the province to provide employment and housing to those with mental and physical disabilities.
- The Humboldt Regional Newcomer Centre (HRNC) provides free regional settlement services including support, information, resources and referrals to newcomers of Humboldt and the surrounding rural communities in the region.
- HRNC also identified daycare options for infants aged 12 to 18 months as a need. Currently, there are two public daycares within the City of Humboldt who provide care for infants 18 months and above. In order for newcomers to take care of employment opportunities in the region, a daycare for 12 months and above would be fundamental to increasing new parents who could participate in the workforce.

D. Cemeteries

The City of Humboldt maintains two cemeteries within the City's boundaries. Humboldt Public Cemetery is located on Highway #20 North and St. Augustine Cemetery is located on Highway #5 East. In 2015, it is also anticipated that the City will take over the maintenance of the former St. Elizabethan Sisters' cemetery.

5.2 AVAILABILITY OF SERVICED LANDS

The number of undeveloped serviced lots within a community has a significant impact upon its ability to respond to demands in a timely manner. According to the 2014 Engineering and Planning for Growth study, a preferred Growth Plan to accommodate 15,600 people in Humboldt was established. This plan, and associated background study, establishes the following:

- Sufficient land is needed to accommodate an additional 9,922 people in the high-growth scenario.

- An estimated 25.5 ha of additional industrial land and 12.4 ha of additional commercial land are needed.
- In total, 136 ha of new or greenfield development will be needed to accommodate 15,600 people at an average density of 30 persons per hectare.

In addition to the study undertaken by Catterall & Wright and planningAlliance, some estimates were undertaken in-house with data received by the City of Humboldt.

Table 5-1 indicates the current availability of serviced, undeveloped lots in Humboldt. Based on the information shown in Table 5-1 (collected directly from the City of Humboldt) and, on the average rate of land development in the City over the past few years (refer to Section 3.3), the following observations are offered with respect to the sufficiency of land available for development:

- As of the Spring of 2015, there was an inventory of 92 serviced, undeveloped residential lots and 3 multi-family residential lots totaling 30.1 acres of land in the City. In addition to these lots, the City is developing smaller residential lots north of the Hospital as well as in the southeast.
- Based on recent rates and types of new housing construction, the supply of 92 single residential lots and 3 multi-family lots may only meet demand in the very short term (i.e. 1 - 3 years).
- As Humboldt's population continues to grow, and especially if new major developments are announced, there will continue to be demand for serviced residential lots and for market housing of all types.
- The current supply of downtown commercial is very limited. Demand for additional land in the downtown will, in part, be driven by residential growth.
- The current supply of commercial (not including commercial lots in the downtown) is limited to 26 lots, plus additional 9.3 ha for Quill Centre (currently un-serviced commercial lots proposed for big-box commercial development). Based on uptake of commercial land within the past ten years, this number may meet demand in the short term (5 – 8 years) but not in the long term.
- The current supply of industrial land, depending on the type of industrial activity, appears to be sufficient to meet demand in the short term. However, one large industrial development such as the Jansen Mine and spin-off effects from this development could potentially deplete the supply of industrial land much quicker than has been seen in the past. In 2006, the City of Regina sold more industrial land than they did between 1990 and 2005. With the potential for future industrial development in the municipality, it is very likely that the existing industrial lots (10) will not be enough to meet demand in the medium or long-term.

Table 5-1: City of Humboldt Available Serviced Lands		
Lot Type	Number of Lots	
Residential	Single: 92 lots	Multi-unit: 3 parcels
Downtown Commercial	4	
Other Commercial	26 plus Quill Centre	
Industrial	10	

Consultations with the City of Humboldt indicates that there is potential for additional residential, commercial and industrial land development within the City's boundary. Map 5 Vacant Land in the City of Humboldt in Appendix 2 illustrates the extent of vacant land within the City's boundaries. In total, there are 833 acres available for potential residential, commercial and industrial development within the City's boundaries. Also within the City's boundary, are approximately 317 acres (128 ha) of undeveloped land in the northwest area that is not available for development as there are major servicing restrictions.

5.3 RECENT CONSTRUCTION ACTIVITY

Table 5-2 summarizes construction activity in Humboldt for the years 2005 to 2014. Based on review of the data presented in the Table, the following observations are offered:

- Over the 2005 - 2014 time period, an average of 29 housing starts have been accounted for per year.
- The number of housing starts has steadily increased over the 2005 - 2014 period, with a large jump in the years 2007 to 2008 seeing the highest number of housing starts at 57.
- The number of permits for commercial development has been steady since 2009, with a large jump in 2012 with nine (9) permits being issued.
- Industrial permits saw an increase in 2008 - 2009, with notable numbers of permits in 2009, 2010 and 2011.
- The number of multi-unit dwelling starts has increased dramatically beginning in 2007, likely as a demand for both attainable and affordable housing.

Table 5-2: Recent Construction Activity City of Humboldt (2005-2014)											
Nature of Activity/ Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Total & 10 Year Permit Avg
Single Unit Housing starts	17	17	57	40	37	36	26	24	21	15	29
Multi-Unit Housing starts*	0	0	2 (6)	3 (28)	0	1 (96)	3 (8)	1 (22)	4 (13)	1 (22)	19.5
Commercial Permits	1	3	2	2	7	3	4	9	6	2	3.9
Institutional Permits	5	0	1	1	1	4	0	0	0	0	1.2
Industrial Permits	0	2	0	5	4	3	4	0	0	0	1.8

* Note: total number of housing units indicated in brackets

5.4 SERVICED LAND REQUIREMENT FORECASTS

5.4.1 Residential Land Requirements

According to Section 3.3 of this report, an additional 123 - 208 acres (49.8 – 84.2 ha), approximately, will be needed within the next ten years solely to accommodate additional residential development. Over the next twenty five years, a total of 365 - 725 acres (147.8 – 293.2 ha), approximately, of additional land could be required to accommodate residential growth. This is assuming an average dwelling unit density of 6 units/gross acre. These estimates do not include any allowance for non-residential development except for dedicated lands.

In the spring of 2015, the City of Humboldt had 92 single detached residential lots and 3 multi-family residential lots available totaling 30.1 acres (12.2 ha) of land. Investigations of vacant land and a preliminary assessment of additional available land that would be appropriate for residential development, indicate that a total of approximately 390 acres (158 ha) of land is potentially available for residential development. This number was calculated by adding all vacant land in the north-west area of the city that is south of the gas and water lines, the vacant land occupying the southwest corner of the city, and the vacant land at the south boundary of the City. It is noted that none of the land in the northeast corner of the City was used to calculate land for potential residential development. The 390 acres of available land was used to offset the total land (in acres) that the City could potentially need for residential development in the future.

Table 5-3 illustrates the land requirements under several development scenarios (1.5%, 3.0% and 4.04%) as well as a build out scenario for less dense development (i.e. 5 dwelling units per acre). Depending on the City's preference in residential density, as well as preferred growth rates, the City will need anywhere from 134 to 993 acres of land over the next twenty five years (see Table 5-3). Using a preferred growth rate of 3.0%, it is anticipated that anywhere from 378 to 685 acres of land will be required over the next twenty-five years to accommodate residential development, depending on density.

TABLE 5-3: LAND REQUIREMENTS FOR FUTURE RESIDENTIAL DEVELOPMENT (2016-2036)						
YEAR	2016	2021	2026	2031	2036	Total acres required minus developable land
Growth Scenario (1.5%) low density (5 du/acre)	545	587	632	681	734	344
Growth Scenario (1.5%) medium density (6 du/acre)	454	489	527	568	612	222
Growth Scenario (1.5%) high density (7 du/acre)	389	419	452	487	524	134
Preferred Growth Scenario (3.0%) low density (5 du/acre)	595	690	800	927	1,075	685
Preferred Growth Scenario (3.0%) medium density (6 du/acre)	496	575	667	773	896	506
Preferred Growth Scenario (3.0%) high density (7 du/acre)	425	493	571	662	768	378
Growth Scenario (4.04%) low density (5 du/acre)	626	763	930	1,134	1,383	993
Growth Scenario (4.04%) medium density (6 du/acre)	522	636	775	945	1,152	762
Growth Scenario (4.04%) high density (7 du/acre)	447	545	665	810	988	598

5.4.2 Commercial and Industrial Land Requirements

The following excerpt from Catterall & Wright's Background Study to the 2014 Engineering & Planning for Growth report indicates the potential land demands for commercial and industrial growth will increase. Potential employment growth in the City and broader region are expected to drive rapid, unprecedented growth in the City both in terms of population and employment. The study assumes that between 50% and 75% of all direct mining jobs, supplier (indirect) jobs and general economy (induced) jobs will occur in Humboldt. Land need calculations based on historical growth, current land supply, employment densities and a migration assumption, suggests that the City will require an additional 4.2 to 13.1 ha (10.3– 32.4 acres) for commercial growth, and an additional 10.5 to 25.5 ha (25.9 – 63.0 acres) for industrial growth.

The cost and planning process associated with designing and servicing new urban areas (e.g. layout, servicing, and construction) is such that a city must have adequate land within its boundaries to respond to rapidly changing economies and migration patterns. A 25 year planning horizon is reasonable and has precedent in Saskatchewan (e.g. Saskatoon's recent annexation is intended to accommodate 40 years growth).

PART 6:

EXISTING PLANS AND POLICIES

6. EXISTING PLANS AND POLICIES

6.1 EXISTING PLANS AND BYLAWS

The City of Humboldt has enacted two Bylaws 01-2008 and 02-2008 that directly relate to planning and development. The City of Humboldt operates through an Official Community Plan that was passed in 2008. The accompanying Zoning Bylaw (02-2008) was also passed in 2008. The bylaws are outlined and briefly described as follows:

6.2 OFFICIAL COMMUNITY PLAN 01-2008

The City of Humboldt's Official Community Plan (OCP) includes a summary of the City's major issues, constraints and opportunities, beliefs, background analysis, goals and objectives, and policies with regard to planning and development. The OCP indicates that the plan builds on the Strategic Planning Process which had been previously completed by City Council and Senior Administration. The document indicates that the OCP takes the goals and objectives and interprets them into workable policies and standards, which can assist Council and Administration in implementing the Plan's medium-term (2 to 5 year) actions.

Also included in the plan are policies surrounding:

- residential land use and housing;
- commercial land uses including downtown commercial, arterial commercial and destination commercial areas;
- industrial land uses and areas;
- mixed use industrial areas;
- parks, open space, heritage and architectural land uses;
- community service / institutional land uses;
- public utilities;
- transportation;
- urban holding areas;
- environmental protection;
- specific development policies including economic development and home based businesses;
- the means of implementing the OCP; and,
- provisions for administering the OCP.

The Official Community Plan also includes a Constraints Map and Opportunities Map that indicate appropriate future land uses outside of the City's boundaries, as well as within the City.

6.3 ZONING BYLAW NO. 02 - 2008

The City of Humboldt's Zoning Bylaw and has been amended several times over the past 7 years. The bylaw contains definitions, administration provisions, general regulations, zoning districts and regulations. There are 16 zoning districts classified within the bylaw.

1. R1 – Low Density Residential District – provides for single detached dwellings, on standard sized lots which encourages a mix of other complementary community uses.
2. R2 – Medium Density Residential District – provides for semi-detached and single detached dwellings, which encourages a mix of other complementary community uses.
3. R3 – Core Mixed Residential District – provides for commercial and residential developments in and near the Downtown which provides a transition between the commercial core and other

- residential districts.
4. R3A – Small Lot Residential District – provides for small lot higher density residential development integrated within a new residential neighbouring setting.
 5. R4 – Acreage Residential District – provides for residential acreages on individual, private sewer and water systems without improper intensity of development.
 6. R5 – Mobile Home Residential District – provides for the development of mobile home subdivisions in an environment appropriate for that type of residential use and intensity.
 7. C1 – Core Mixed Use Commercial District – provides for the development of commercial uses in the City Centre at a scale that will serve the daily needs of City residents.
 8. C2 – Medium Density Commercial District – provides for a wide range of commercial, institutional and residential units in medium density form, on full urban services located on arterial and collector streets.
 9. C3 – Commercial / Industrial Mixed Use District – provides for the existing range of commercial and industrial uses in certain areas on arterial or collector streets and provides suitable new uses that serve the agricultural sector and automobile-oriented customers which require large sites and limited urban services.
 10. M1 – Light Industrial District – provides for a wide variety of industrial and manufacturing uses, with some associated commercial and service establishments that are generally not related to the central business district or which require larger sites.
 11. M2 – Heavy Industrial District – provides for large scale and major industrial uses that may have large land requirements and may require greater separation distances or other conditions necessary to reduce land use conflicts.
 12. CS – Community Service District – provides for a wide range of institutional and community activities on land which is in strategic areas of the City or which has physical or servicing constraints.
 13. UH – Urban Holding District – provides for the protection of lands which may be required for future urban development as well as to provide an orderly transition from agricultural uses to other uses in areas planned for eventual urban development.
 14. CZ – Contract Zoning District – provides City Council with the ability to deal more effectively with the development of individual lots, blocks or other small areas with servicing, sites or access limitations and unique features or opportunities which could not be accommodated by the Zoning Bylaw, on a case by case basis.
 15. DC – Direct Control District – provides for the development of larger areas with servicing, site or access limitations, unique features or opportunities which could not be accommodated by other existing provisions in the Zoning Bylaw.
 16. EP – Environmental Protection Overlay District – provides for the protection of environmentally sensitive land from unsuitable development.

The City of Humboldt has a wide array of zoning districts that currently permit a range of residential density and type, as well as providing for different types of commercial and industrial development such as downtown, highway, neighbourhood and arterial commercial, and light and heavy industrial.

A comparison of other municipalities in Saskatchewan reveals the presence of additional zoning districts that the City of Humboldt may wish to consider in order to prepare for alternative types of housing (e.g. estate lot, mixed use, etc.) as well as commercial and industrial zones. The City of Humboldt could consider such zoning districts as follows:

- Townhouse residential - providing for comprehensively planned low to medium density multi-unit dwellings in the form of townhouses, dwelling groups.
- Industrial business district - providing for business and light industrial activities that are seeking a high quality, comprehensively planned environment.

It is noteworthy that within the Zoning Bylaw, the overlay zoning districts may apply additional regulations to specific lands and are indicated on the Zoning Map. The regulations add to the regulations contained in the conventional zoning district applicable to the site. Where the conventional zoning district regulations applicable to a site appear to be in conflict with the overlay zone regulations applicable to a site, the overlay zone regulations take precedence.

6.4 EXISTING POLICIES AND PROCEDURES

The City of Humboldt follows several policies and formal procedures that are directly related to planning and development. The policies and procedures are listed and briefly described below:

6.4.1 *Development Permits*

The procedure and requirements for development permits are outlined in Section 3.10 of the Zoning Bylaw. Every person, before commencing any development (permitted or discretionary) shall apply to the Development Officer charged with the administration of the Bylaw for a development permit and a building permit, if required. A development permit is required with the carrying out of any construction, engineering, mining or other operations in, on, or over land, or the making of any material change in the use or the intensity of the use of any building or land.

6.4.2 *Discretionary Use Applications*

The procedure for Discretionary Use application, outlined in the Zoning Bylaw, states that all Discretionary Use applications are to be referred to the Development Officer for review/comment by any City Department or government agency for consideration and recommendation to Council. The Development Officer prepares a report for Council containing recommendations, including that development standards be applied in accordance with *The Act*. Council is required to authorize the Development Officer to proceed with advertising and to establish a date for a public hearing to be held prior to final approval.

Formal Discretionary Use application requirements and review processes / criteria are identified in the Zoning Bylaw. Applications submitted to Council may be approved with or without conditions that Council may deem necessary.

Advertisement of a Discretionary Use application must abide by the following:

- (a) The City Clerk will set a date for the meeting at which the application will be considered by Council and will give at least 7 days' notice of that meeting by ordinary mail or personal service to the assessed owners of property within 90 metres of the subject site.

All public notification shall contain the following information:

- (a) the legal description and civic address of the land which is the subject of the application;
- (b) the purpose of the proposed application; and,
- (c) the date, place, and time that Council will hold a public hearing on the application.

Council, after considering:

- (a) any representations made at the public hearing;
- (b) the Official Community Plan, or other regulatory plan or bylaw affecting the application and the provisions of Bylaw 02-2008;
- (c) any other relevant information and documents; may proceed to:
 - (i) reject the application;
 - (ii) approve the application;
 - (iii) approve the application for a limited time, or

- (iv) approve the application with specific development standards.

If council refuses a Discretionary Use application, the City shall not accept another application on the same land for the same purpose until six (6) months have passed after the date of such refusal.

6.4.3 Subdivision Applications

Council will only consider subdivision applications when they have been formally referred to the City by the Approving Authority (Community Planning Branch, Department of Government Relations). Potential developers seeking an "approval in principle" are encouraged to review the City's Zoning Bylaw Official Community Plan and are advised to contact the Community Planning Branch prior to proceeding with a formal subdivision application.

6.4.4 Application to Rezone

The procedures and requirements for an amendment to the Zoning Bylaw are outlined in Section 10.1.4 of the Zoning Bylaw. The City charges fees for rezoning applications and within that fee is the cost associated with advertisement of the proposed development.

6.5 OTHER PLANNING DOCUMENTS

The City of Humboldt has completed a series of other planning documents that relate directly to the planning and development of the City. These documents are briefly described below.

6.5.1 Community Foundation Assessment Report

In 2012 Crosby Hanna & Associates in collaboration with Catterall & Wright Consulting Engineers submitted a Community Foundation Assessment Report for the City of Humboldt as a response to the unprecedented possibilities of investment and growth in the region.

The purpose of the Community Foundation Assessment Report was to assess the state of existing municipal infrastructure, community services, recreation infrastructure and programming, as well as educational, health care and protective services within the broader Humboldt region. The report essentially provides a snapshot as to the state of infrastructure and services within the City of Humboldt and where gaps in these areas were identified. Many of the findings of the report have already been detailed in this Background Report, but some of the major issues/gaps are summarized below:

- Several infrastructure capacity issues were identified with the sanitary sewer system and storm sewer system that need to be addressed in the short-term. Long-term concerns surrounding the lagoon, sewage pump stations, and storm sewer system were also identified. Recommendations surrounding water supply, reservoir storage, water pumping stations and fire pump upgrades were made.
- Recreation providers indicated that the main areas of concern included:
 - Communication breakdowns when booking ice time at the Uniplex;
 - Increasing demands on baseball and softball diamonds;
 - Increasing demands to provide adequate indoor soccer facilities;
 - Lack of available storage facilities for many user groups; and,
 - The need for a trail system to be developed for pedestrians / runners / cyclists in the City.
- Community service groups provided substantial feedback. The main areas of concern included:
 - Increases in intakes at Partners Family Services for social service clients and direct interpersonal violence and abuse clients;

- Increases in the transient population resulting from the industrial growth;
- Increased responsibilities placed on the RCMP surrounding mental health cases, child and family services issues and victim service issues;
- Demand for affordable housing, specifically as it relates to recruitment and retention of a skilled workforce; and,
- Health Care providers, along with a review of the Rural Health Care Strategy, indicated the following were areas of concern:
 - Access to affordable housing for seniors, including care homes. Specifically accessibility to affordable housing that provides social, health and physical support for seniors on an affordable level, including those who require 24-hour supportive care, is lacking;
 - Community-based housing services including public housing, assisted living facilities and personal care homes are required to fill the gap between the time that seniors can function independently in their own home, to the time they require admission into a long-term care facility;
 - Additional supports including social and recreational activities, meals, wellness programs, housekeeping, overnight supervision and electronic monitoring are all important to encourage seniors to maintain their independence for a longer period of time.

6.5.2 Our Humboldt: Culture-Led Strategic Plan

With the unprecedented growth experienced by Humboldt in the preceding years, a strategic plan initiative entitled “Our Humboldt” was developed to provide an overall framework for decision-making in the City over a 5-10 year term. The Plan was finalized in 2014 and includes a vision, strategies, directions and action areas that were developed to help decision makers successfully manage growth.

Through the process, the City identified seven values that will represent Humboldt’s identity as a smart, prosperous and caring community. The values are: *Active, Welcoming, Prosperous, Creative, Green, Connected* and *Sustainable*. The report indicates that while managing the demands of growth are important, maintaining Humboldt’s values and identity are equally, if not more, imperative. As such, the document was developed as a culture-led plan, with values and identity at the core of the Plan.

The core of the Plan is made up of a vision, values, directions, strategies, strategic action areas and indicators. The vision for Humboldt that was developed as a part of this Plan is:

“As a hub of cultural and economic life, Humboldt celebrates its values and identity and attracts people and investment from all around the world.”

The seven directions, strategies and strategic actions developed from concurrently with the vision are intended to do the following:

- Align and inform planning and budgeting decisions;
- Support the City’s position with the Province;
- Inform the City’s communication and engagement practices;
- Inspire and align new projects and inform the work of Humboldt’s committees, community groups and non-profit organizations;
- Monitor progress towards desired outcomes; and,
- Encourage greater inter-departmental collaboration.

The plan concludes by outlining the roles and responsibilities of various groups within Humboldt’s communities from City Council to city staff, committees, community groups, local organizations and residents. The plan also provides tools on evaluating progress. A series of indicators were developed to measure results and assess progress of the Plan. Additionally, an annual progress report is tied to the

Strategic Plan, which will help provide the community with an update on the City's achievements.

6.5.3 Engineering and Planning for Growth Study

In 2014, Catterall & Wright Consulting Engineers, in association with planningAlliance, completed an Engineering and Planning for Growth Study. The study reviews and establishes population forecasts for a 10-year and 25-year horizon. In light of the projected increases, a review of existing municipal infrastructure was undertaken. Many of the findings of the report have already been detailed in this Background Report, but some of the major highlights of the report are summarized below:

- The 10-year population increase was calculated at 11,200 people;
- The 25-year population increase was calculated at 15,600 people;
- Recommended infrastructure upgrades include:
 - An upgrade to the water reservoirs, distribution pumphouses and construction of a 250 mm PVC water main along First Street to increase fire flow capacity;
 - A weeping tile disconnection program or an upgrade at sewage pumping stations 4 and 5, construction of an oxidation ditch treatment system and construction of a new sewage pumping station complete with sanitary trunk main to service future developments;
 - Construction of a storm water storage pond and additional storm sewer collection pipes; and,
 - Construction of 1st Avenue South and Peck Road as a link to new developments.

The total estimated cost of infrastructure upgrades to accommodate a population of 11,200 people was calculated at \$12,830,000. The total estimated cost of infrastructure upgrades to accommodate a population of 15,600 people was calculated at \$18,000,000.

PART 7:

COMMUNITY INPUT

7. COMMUNITY INPUT

During the initial data collection and analysis phase, input into the community planning process was solicited from the community through workshops with representatives of key stakeholder groups in the community.

Additionally, in 2012, Crosby Hanna and the City of Humboldt made a community survey available for residents. The survey requested residents to identify their views on existing community and municipal services. Key findings from these consultations can be found in Section 8 of this document as well as in the 2012 Community Foundation Assessment Report.

7.1 STAKEHOLDER WORKSHOPS

Throughout the project, the City of Humboldt committed to informing and engaging the public and stakeholder groups to guide the renewal of an appropriate, inclusive and comprehensive Official Community Plan that aligned with the values and directions contained within the Our Humboldt strategic framework.

The goal of stakeholder consultations was to gauge opinion on topics pertaining to Humboldt's Official Community Plan process.

June 16, 2015	Business/Industry Focus Groups
August 11, 2015	R.M. of Humboldt Consultation
August 24, 2015	City of Humboldt Internal Workshops and Briefing (including Senior Leadership Team and City Council)
September 3, 2015	Public Open House Information Session
November 7-8, 2015	Public Open House Consultations
December 16, 2015	City of Humboldt Internal Briefings

Findings from the above noted consultations can be found in Part 9 as an Appendix to this Background Report.

PART 8:

FINDINGS

8. FINDINGS

8.1 RESIDENTIAL

- Humboldt, with a current (2011) population (Statistics Canada) of 5,678, experienced a five year average annual population growth of 2.5%. With a strong economic outlook (potential potash mine), the City of Humboldt could continue to increase at a higher than average annual growth based on job growth and subsequent migration to the community. Assuming this, Humboldt's population has been projected to reflect potential growth at a range between 1.00% and 4.04% over the next twenty five years. Based on a robust growth rate of 2.5% and very robust growth rate of 3.0%, the City of Humboldt could potentially increase from 5,678 to between 10,527 and 11,888 in 2036. Given the City's current average household size of 2.2 people per household, this translates into between 2,192 and 4,347 additional dwelling units to accommodate the growing population. While it is difficult to predict what will occur in the future, these projections are not unrealistic for the City of Humboldt, based on economic forecasts and historical trends. Based on this outlook, it is important for the City of Humboldt to identify areas for both short-term and long-term future residential development.
- Residential development in Humboldt was traditionally developed on a grid pattern, with the oldest and core neighbourhoods located adjacent to downtown with neighbourhood blocks running north/south. However, the newest residential neighbourhoods have been developed conventionally using curvilinear streets, with crescents and cul-du-sacs. The City's newer neighbourhoods are located in the north, northwest and southern sections of the City. Recent condominium development, including Silver Ridge Heights and Gabriela Estates, speaking to the growth of new residential development options, were also identified throughout the course of the land-use survey.
- Vacant land, potentially appropriate for residential development, exists in the southwest and in the south of the City, as well as a small amount in the northwest (south of the gas and water lines). A total of approximately 390 acres (158 ha) of potential residential land has been identified. Given the potential growth scenarios and recent construction activity, areas should be identified for long-term future residential development.
- Higher-density residential development adjacent to Humboldt's downtown in the form of apartment and condominium-style development would reduce the cost that is normally attributed to the development of typical suburban residential housing. Downtown-living opportunities, including proximity to restaurants, retail development, public transit, and other services, also appeals to a wide range of demographics. Higher-density residential development in and adjacent to a downtown can refuel interest from local, national and international retailers to locate or re-locate in the downtown core. Consideration should be given to the development of policies which provide for the development of higher-density residences in the form of infill development as well as new construction projects in and adjacent to the downtown core.
- The City, in the Spring of 2015, had a supply of approximately 92 single detached residential lots and 3 multi-family residential lots available totaling 30.1 acres (12.2 ha) of land. In addition to these lots, the City is developing smaller residential lots north of the Hospital as well as in the southeast.
- The Community Foundation Assessment Report prepared for the City of Humboldt in 2012 indicates that Humboldt is lacking in keeping pace with population growth, which has resulted in a shortage of market, near market and non-market (affordable) housing. Housing prices in all price ranges have increased greatly, and a serious housing shortage could continue in the City, and could

even amplify, should the Jansen Mine Project receive the approval to go forward.

- As Humboldt's population continues to grow, and especially if major new developments are announced, there will be continued demand for serviced lots and for market housing for all types. Similar housing challenges are being faced by other communities to varying degrees across Saskatchewan.
- Affordable housing has also been previously identified as a major gap by the Humboldt Housing Authority, Humboldt and District Community Services and the former Prairie Innovation Enterprise Region. The demand for affordable housing for individuals of all demographics will increase given the projected growth for the area. To help address the demand for seniors housing, the former St. Elizabethan convent property is being assessed for the redevelopment of affordable seniors housing units.
- The City of Humboldt currently permits secondary suites as a form of affordable rental housing, as an accessory use to single detached dwellings. However, the City does not currently permit garage or garden suites as a secondary form of housing. As development pressure increases throughout Humboldt, alternative forms of secondary housing, such as garage and garden suites could be an option for the City. Other municipalities within the province are exploring the idea of permitting these types of suites to contend with the increased demand for housing and to provide more affordable housing for both the renter and the rentee in the form of a mortgage helper. Providing for garden and garage suites in appropriate areas in the City are options the City may wish to consider going forward.
- The City of Humboldt, in partnership with the Saskatchewan Housing Corporation (SHC) provides three Housing Incentive Programs including: the Secondary Suite Incentive Program, the Rental Construction Incentive Program and the Rental Repair Incentive Program. All three programs were adopted in order to encourage new and infill residential development in the City to keep pace with economic growth, provide greater choice of affordable rental accommodations, and to undertake repairs to units occupied by low-income tenants that will bring units up to minimum health and safety standards. Continuing with these incentive programs will help with the growth pressures faced by the City.
- As a part of the Community Foundation Assessment Report that was submitted in 2012, one component of the study was to explore and identify current and emerging housing challenges regarding availability, affordability, adequacy, suitability and accessibility in Humboldt. The challenges identified include: a lack of transitional housing for those in need, including victims of domestic violence; a lack of affordable housing for seniors, in particular accessibility to personal care homes / assisted living facilities; and, a lack of affordable and attainable housing for new migrants to the City. Providing existing and new residents with access to a variety of housing options should be a priority for the City as it grows.
- Strong housing demand presents the opportunity for multi-type housing developments that address different housing sub-markets: single family homes, townhouse condos for downsizing seniors and young couples, rental apartments and affordable units for lower-income and special-needs residents. Consideration should be given to accommodate an appropriate diversity of residential uses throughout the City.
- Ensuring that Humboldt abides to the guiding value of being *Welcoming*, with particular emphasis on the City being a safe, inclusive, and accessible community where residents feel a strong sense of belonging and have access to affordable housing, excellent health care and social services, will be

integral to the growth of the City going forward.

8.2 COMMERCIAL

- Downtown commercial development is fairly concentrated within the city. Downtown development is located along Main Street, 6th and 7th Avenues between 7th Street and 10th Street and also south of the rail yards on Main Street between 9th and 7th Streets.
- Arterial commercial development is scattered throughout the City. This type of development provides for a wide range of commercial, institutional and residential development in medium density form, on full urban services located on arterial and collector streets. On the west side of Humboldt is a well-developed highway commercial area (along Highway 5). In addition to this, there is a smaller concentration of highway commercial development on the west side of Main Street towards the south end of the City.
- Neighbourhood commercial is found throughout the City of Humboldt's neighbourhoods (i.e. laundromats, offices, convenience stores, etc.) and, although not noticeable to the eye, a number of home based businesses are also present throughout Humboldt's neighbourhoods. The City permits home based businesses (home occupations) in all of their residential districts and they are permitted to operate in both single detached and semi-detached dwellings.
- Home based businesses are important economic considerations for the City as they provide opportunities for the City to build on its economic base and offer employment choices to residents and migrants to Humboldt. Continuing to provide opportunities for the establishment and regulation of home based businesses in appropriate locations are important considerations for the City as it grows.
- The continued revitalization of Humboldt's downtown area will play an important role in meeting future economic and social challenges and benefit from new business opportunities and is an important consideration for the City as it grows.
- Downtown areas can be effectively "right-sized" (i.e. increasing residential and other uses in the downtown, creating a critical mass of people to support business) by locating recreational and cultural projects within the area, and by planning for significant residential development in downtown zones; new residents of all ages provide important potential customers to existing and future businesses.
- Additions, such as significant residential, recreational and cultural projects in a downtown context serve to enhance the diversified, multi-use character of the area. Unlike malls located in peripheral areas, which are now experiencing serious vacancy rates in many cities, downtown projects strengthen the important movement in many cities to support local businesses. A significant redevelopment of Humboldt's Mall is under review.
- In 2012, the City of Humboldt adopted a Downtown Revitalization Tax Exemption Policy. The purpose of the policy is to establish a revitalization tax exemption program for commercial property in a specified area of the City of Humboldt's city centre. Under this policy, the tax exemption is only granted on new construction or renovations and on existing improvements and the land itself is still subject to taxation. Additionally, the project has to be a permitted use in the C1 – Commercial Core District and must be consistent with the future land use designation for the parcel. The maximum term of the tax exemption for a project involving a new improvement is five (5) years. The amount of the exemption is 100% for all five years of the increased assessed value and not the

land assessment. The term of the exemption for the alteration of an existing improvement is determined using the increased assessed value and is based on a sliding scale.

- According to the 2013 Background Study completed by planningAlliance and Catterall & Wright Consulting Engineers, the City of Humboldt is the largest full-service centre within safe commuting distance of the proposed Jansen Mine.
- Due to the importance of Humboldt's regional role, it is necessary for the City to maintain a strong outreach program to the agricultural sector, First Nations, mining industry, retail and other business customers in the region, as well as to the users of Humboldt's health, education and other public services.
- The current supply of commercial (not including commercial lots in the downtown) is limited to 26 lots, plus additional 9.3 ha for Quill Centre (currently un-serviced commercial lots proposed for big-box commercial development). Based on uptake of commercial land within the past ten years, this number may meet demand in the short term (5 – 8 years) but not in the long term.
- Retail sectors which have potential for future expansion may be drawn to peripheral commercial zones within or even outside the city, but some could be attracted to underutilized spaces within the city's central core if the proper inducements were provided.
- The possible development of the Jansen Mine (by BHP Billiton) would engage a significant number of workers during its construction phase, and a large number of permanent employees through direct and indirect employment during operations. This potential development will also stimulate demand for office space and wide variety of business services during construction and operational phases. Ensuring opportunities exist for the development of offices in appropriate locations in the City are important economic considerations going forward. The City is a member of the Mid-Sask Municipal Alliance; a regional partnership organization dedicated to fostering regional planning and development opportunities.
- Ensuring that Humboldt abides to the guiding value of being *Prosperous*, with particular emphasis on providing for diverse business, service, manufacturing, mining and agricultural community at the centre of the region's prosperity, will contribute to the success of the City economically going forward.
- Confirmed and possible expansions of other potash mines in eastern Saskatchewan have already had a direct impact on Humboldt, and greater employment resulting from these projects strengthens Humboldt's trading area. Based on economic forecasts, the City of Humboldt could potentially need an additional 4.2 to 13.1 hectares (10.3– 32.4 acres) of additional commercial land over the next twenty five years. Consideration should be given to the identification of appropriate areas for both short-term and long-term future commercial development.

8.3 INDUSTRIAL

- Humboldt businesses provide products and services to the agricultural sector, including individual farmers and farm service businesses, over a larger area. It is also evident that future expansion of the potash industry in the region around Humboldt, including possible new development close to the City, would serve to both increase and diversify Humboldt's business service role as a regional centre.
- Humboldt's important role as an agricultural service centre for a large region is a major part of the

City's economic profile. Currently there are businesses supplying agricultural products, including machinery, and services to farmers and farm businesses in the region. Additionally, the growing importance of value-added activities which require local products and expertise, and the importance of visits to the City by rural residents for sales by other commercial sectors demonstrate the importance of agricultural business in the City.

- Both light and heavy industrial development in the City of Humboldt is concentrated in the eastern portion of the City, along 8th Avenue (Hwy 5) and south of the rail tracks, east of Peck Road at the west end of the City.
- In the Spring of 2015, there were 10 available serviced industrial lots in the City.
- Based on economic forecasts the City of Humboldt, there could potentially be a need for an additional 10.5 to 25.5 ha (25.9 – 63.0 acres) of additional land for industrial development. Consideration should be given to the identification of appropriate areas for both short-term and long-term future industrial development.

8.4 TRANSPORTATION, INFRASTRUCTURE & MUNICIPAL SERVICES

Raw Water Supply and Distribution:

- The City of Humboldt is provided with potable water by SaskWater via the Wakaw-Humboldt Regional Water Treatment Plant. The Ministry of Environment recommends that the supply rate meet the peak daily use; whereas, SaskWater will provide the average daily use. The current average daily water consumption per capita is approximately 360Lpcd (litres per capita per day).
- In 2010 the City of Humboldt reported that their Treated Water Supply Agreement with SaskWater states that an average quantity of treated water be supplied to the City of Humboldt at a rate of 37.0 Lps (litres per second). When the peak day consumption exceeds that rate, it is recommended that the City seek an increase in the contract rate.
- In terms of fire flow, it was recommended that the Heidgerken subdivision and the commercial/industrial lands on the east side of the City along Highway #5 be connected with a 250mm PVC or HDPE water main to increase the fire flows.

Sanitary Sewer:

- The City of Humboldt's sanitary sewer system consists of a series of 200 mm, 250 mm and 300 mm gravity sewer mains, six sewage pumping stations and a wastewater treatment lagoon system.
- A majority of older homes in the City have weeping tile connections directly into the sanitary sewer. During high groundwater or storm runoff conditions the weeping tile flow may overload the sanitary sewer system and cause sewer backups in basements. The connections also restrict future development as pumping stations become overloaded in these conditions, and therefore minimize the amount of new development that can be added onto the existing system.
- The existing facultative lagoon treatment system has capacity for 8,000 residents. In recent years during wet weather it may appear to be nearing capacity, but this is typically due to a lack of evaporation during the wet weather year and an increase in weeping tile flow.
- In the Engineering and Planning for Growth Study, Catterall & Wright concluded that a weeping tile

disconnection program or an upgrade at Sewage Pumping Station #4 and Sewage Pumping Station #5, construction of an oxidation ditch treatment system, and construction of a new sewage pumping station complete with sanitary sewer trunk main be undertaken to service future developments. Starting in 2012, the City began offering a Storm Water Rebate Program that encourages property owners to undertake preventative plumbing to reduce the impacts of flooding and water/sewer back-ups. The City also has a bylaw in place that prohibits direct connections to the City's sanitary sewer and weeping tile systems.

Storm Sewer System:

- The City of Humboldt does not currently have operational storm water retention/detention ponds to buffer storm flows during a major storm event. The minor storm system consists of a series of piping networks that date back as early as 1967 and consists of several different pipe materials and diameters. The pipes collect runoff within the City and carry it east where storm water flows into drainage ditches and travels away from the community. In the 2014 growth study, Catterall & Wright recommended that a storm water retention storage pond and additional storm sewer collection pipes be constructed.
- In 2010, the City of Humboldt experienced extreme weather events which resulted in severe flooding of the area and several sewer backups within the municipality. Catterall & Wright completed a computer model of the entire City's sanitary sewer collection system and recommended the installation of a large Sanitary Sewage Storage Tank, also known as a superpipe, to help mitigate such instances in the future. During heavy rain, any overflows that enter the sewer system are now diverted into the storage space provided by the superpipes.

Transportation System:

- The Catterall & Wright reports that new collector roads to connect the developed areas to Highway #5 in the south half of the city to accommodate the projected 25-Year growth in the City. The report notes that community members are complaining about traffic backing up at the Main Street crossing of the Canadian National Railway. The report also indicates that as growth continues in the south, conditions will worsen. Peck Road currently provides a railway crossing and it was recommended that Peck Road be upgraded to a collector roadway to serve the south and that an additional access point be provided to future developments along 1st Avenue South. Upgrades to Main Street also may need consideration during the development phase.
- The City of Humboldt manages a municipal airport (registered aerodrome), located approximately two km south of Humboldt on Highway #20, within the RM of Humboldt No. 370. The airport is a base for both private and commercial aircraft operators. The airport occupies approximately 73 acres and contains an aviation gasoline refueling tank, an apron area, a joining taxiway system and two runways. While the airport is available 24 hours per day, 7 days per week, there is no permanent operational staff on site.
- The Canadian National (CN) Aberdeen main line runs through the City of Humboldt. The line truncates toward the eastern boundary, where the CN St. Brieux Line runs north and the main line continues to the east.
- The 2012 Community Foundation Assessment Report concluded that demand for a transportation system for students is growing, especially with the construction of the new high school at the west end of the City. St. Peter's College also indicated that access to a regional transportation system would greatly benefit their students.

- As a part of the community survey that was undertaken in the 2012 Community Foundation Assessment Report, residents indicated that neighbourhood features including walking/biking trails, natural areas, small parks with play areas, as well as good connectivity and linkages with the City for all modes of transport were important going forward. Consideration should be given to the development of policies that enhance connectivity and walkability in Humboldt.
- By ensuring that Humboldt abides to the guiding value of being *Sustainable*, the development of policies that ensure that the City will be a place where it is easy to move around and infrastructure is proactively managed and built to meet the needs of the growing population, is important.

Solid Waste and Recycling

- Solid Waste Disposal and Recycling are provided by the Regional Authority of Carlton Trail (REACT) which consists of 31 urban and 16 rural municipalities that have joined together to manage their solid waste and recycling. REACT's guiding principle is to divert as much waste from the landfill as possible. Through waste reduction and recycling, the goal is to dispose of 65% less waste to landfill.
- Within the City of Humboldt, solid waste collection takes place on a weekly basis. Recycling is provided to residents through bins located on 4th Avenue between 12th Street and 14th Street. Humboldt's landfill site is managed by REACT and is governed by Saskatchewan Environment regulations. The landfill is located five km south of Humboldt on Highway #20.

Asset Management

- The City of Humboldt has developed Asset Management Plans with the help of a consultant to support infrastructure investment decisions and long term financial planning. The City has developed a Water/Sewer Asset Management Plan and a Transportation Asset Management Plan.

8.5 COMMUNITY SERVICES

- Major institutional uses in Humboldt include City Hall; the Court House; three elementary schools; one high school; the Humboldt District Health Complex; the Humboldt District Gallery; the Humboldt Uniplex (including Elgar Petersen Arena, Curling Rink, Fitness Room, Aquatic Centre and Convention Centre); the Reid-Thompson Public Library; Carlton Trail Regional College; the Humboldt Fire Department; the Humboldt Royal Canadian Mounted Police Detachment; and several community churches.
- Humboldt is a centre for health, education and other public and community services. These sectors play an important role in the City of Humboldt's economic development.
- Humboldt is home to a number of community centres, services groups and churches. In total, Humboldt has 10 churches located throughout the community. The City of Humboldt also maintains two cemeteries within the City's boundaries. Humboldt Public Cemetery is located on Highway #20 North and St. Augustine Cemetery is located on Highway #5 East.
- In addition to the above-noted recreation programs, the City also has over 120 sports clubs, service clubs, cultural clubs, recreation clubs, and educational organizations that contribute to the community's recreation programming / opportunities. Many of these programs and services are detailed in the Community Foundation Assessment Report that was completed in 2012, of which

several conclusions and recommendations were made concerning community services, recreation infrastructure and programming, as well as educational, health care and protective services within the broader Humboldt region.

- The plethora of recreation programming and associated facilities available is integral for residents to achieve their guiding value of being *Active*, by ensuring that Humboldt is a walkable, active and healthy community.
- As a part of the survey distributed for the 2012 Community Foundation Assessment Report, residents indicated that a performing arts theatre, dog park, walking trails, an additional ice surface and soccer facility were important recreational facilities that should be further enhanced.
- The Royal Canadian Mounted Police (RCMP) currently provides police protection to the City of Humboldt in addition to a number of surrounding communities. A total of 15 officers have been assigned to the region, which encompasses an area of approximately 80 miles by 80 miles. The RCMP is based out of a facility on 11th Avenue. Fire protection is provided by 2 permanent fire fighters, including the Fire Chief, and over 25 voluntary members. The Humboldt Fire Department provides services to the City and to rural communities within a 35 mile radius.
- Acute care, long term care and community health services for the City of Humboldt and surrounding area are administered by the Saskatoon Health Region. Services in Humboldt include the Humboldt District Health Complex which includes 38 beds and is served by a full complement of doctors. The doctors on staff provide general medicine and surgery services. Other services provided at the hospital include: laboratory, radiology, physiotherapy, palliative care, dietary counselling, cardiology, obstetrics, urology, gynecology, internal medicine, neurology, ears/nose/throat specialists and geriatric services.
- The City of Humboldt is part of the Horizon School Division and the Greater Saskatoon Catholic School Division. Of the schools located within the City, there is one high school, and three elementary schools. There is one preschool called the Humboldt Co-operative Preschool that is available for children aged 3-5 years.
- Post-secondary education for Humboldt is provided by the Carlton Trail Regional College and St. Peter's College. Carlton Trail Regional College consists of five campuses across Saskatchewan, including in the City of Humboldt. The campus is located within the Uniplex and has facilities for skills training, adult education classes and hopes to offer University of Saskatchewan Classes in the near future. The College also owns a second facility that houses the welding program as well as other technical trade programs. Students can also enroll in University of Saskatchewan classes at St. Peter's College in Muenster. The college offers first- and second-year courses that can be used to fulfill many Arts and Science majors and the full first year towards degrees in Business, Engineering, Kinesiology, Agriculture, the Pre-Health Sciences, Pre-Education, Pre-Law, Pre-Social Work, Pre-Nursing and more.
- According to the Community Foundation Assessment Report, several issues were identified concerning Education facilities and programming. First, enrollment rates are increasing at all three elementary schools. It is anticipated that these increases will accelerate as growth in the area continues. Additionally, it was identified that St. Dominic School will need replacement in the near future, or will require the addition of portable units, at the very least.
- The Community Foundation Assessment Report also concluded that intakes for social service clients and direct interpersonal violence and abuse clients are increasing. Providing adequate

housing and associated community services for individuals experiencing interpersonal violence and abuse are very important social considerations for the City as it continues to grow.

- Futuristic Industries works in conjunction with other workshops throughout the province to provide employment and housing facilities to those with mental and physical disabilities. An increase in demand towards these housing and employment services for intellectually and physically disabled individuals could be experienced in Humboldt, should the projected growth come to fruition. Ensuring adequate housing and employment facilities are made available for disabled individuals should be a consideration going forward.
- The Humboldt Regional Newcomer Centre (HRNC) provides free regional settlement services including support, information, resources and referrals to newcomers of Humboldt and the surrounding rural communities in the region. HRNC also identified daycare options for infants aged 12 to 18 months as a need. Currently, only two public daycares in the City of Humboldt provide care for infants 18 months and above. In order for newcomers to take care of employment opportunities in the region, a daycare for 12 months and above would be fundamental to increasing those who could participate in the workforce. Providing opportunities for the establishment of daycares as well as adequate space for existing daycare facilities is essential to the growth of Humboldt in the immediate future.
- Community service groups provided substantial feedback in the Community Foundation Assessment Report. The main areas of concern can be summarized as follows: increases in intakes at Partners Family Services for social service clients and direct interpersonal violence and abuse clients has been observed; increases have been noted in the transient population resulting from the industrial growth; increased responsibilities are being placed on the RCMP surrounding mental health cases, child and family services issues and victim service issues are prevalent; demand for affordable housing, specifically as it relates to recruitment and retention of a skilled workforce is significant to the growth in the region; and, the strong desire for the development of a transportation system that could be used by seniors, newcomers, students and low-income families is strongly desired.

8.6 AMENITIES AND DEDICATED LANDS

- The City of Humboldt offers several parks and green spaces for leisure activities in the community. Currently, there are over a dozen active parks and green spaces available for public use. The City of Humboldt's Community and Leisure Services Department offers a variety of programs including co-ed drop-in sports (e.g. shinny, basketball, volleyball, badminton, floor hockey), public skating and public swimming.
- Humboldt is well endowed with tourist attractions and services to attract and retain tourists and visitors from the major tourist markets. The major tourist attractions in the City include: the Humboldt and District Museum; the Humboldt and District Gallery; the Humboldt Uniplex (including Elgar Petersen Arena, Curling Rink, Fitness Room, Aquatic Centre and Convention Centre); the Reid-Thompson Public Library; and several community churches.
- Other important attractions include the Humboldt campground and golf course, as well as nearby regional parks, excellent facilities for sports tournaments in all seasons, and good quality shopping and restaurants.
- As Humboldt continues to grow it is important for the City to maintain the quality of life which Humboldt now offers to existing residents. This can be achieved by: working with community

organizations and municipal governments to maintain, upgrade and add cultural, recreational and sports facilities and programs; building upon existing community events; continued preservation of heritage, historically significant assets; encouragement of community and privately-operated day care and other family services; addressing specific concerns related to safety and crime; measures to add traffic safety and congestion as City grows; and ensuring that community cohesion is maintained.

- Ensuring that Humboldt abides to the guiding value of being *Connected*, with particular emphasis on the City being an inclusive community, connected by gathering places, events, transportation and technology, such as broadband, is integral to the City going forward.

8.7 NATURAL AND CULTURAL HERITAGE RESOURCES

- The City of Humboldt is located within the Quill Lake Plain Landscape Area of the Aspen Parkland Ecoregion of the Prairie Ecozone.
- In 2008, the Upper Qu'Appelle River and Wascana Creek Source Water Protection Plan was established to help protect source water in the region. The Plan was developed by four Watersheds and guides future source water management and protection of the Upper Qu'Appelle River and Wascana Creek watersheds. The Upper Qu'Appelle River and Wascana Creek Source Water Protection Plan is an important document for the City of Humboldt. The City and surrounding area are located within the Lanigan/Manitou Watershed. As stated in the plan, these areas rely on groundwater as the reliable source of water for drinking, as well as for agriculture, industry and municipal supplies. Source water protection planning in this area is focused on the local aquifers, and on the measures needed to manage potential threats to the quantity and quality of groundwater.
- Developing healthy, sustainable communities requires land use planning approaches and infrastructure designs that avoid or minimize environmental degradation, and that maximize the benefits of maintaining essential ecological services.
- Ensuring that Humboldt abides to the guiding value of being *Green*, with particular emphasis on the City being a clean and beautiful place with thriving natural systems, ample parks, trails, green spaces and healthy neighbourhoods, is integral to the healthy growth of the City going forward.
- Within the Humboldt region, several designated Heritage Properties exist. There are currently six Designated Municipal Heritage Properties within the City of Humboldt and surrounding RM of Humboldt No. 370 including the Merchants Bank of Canada, the Original Humboldt Site, Marysburg Assumption Church, the Provincial Court House, the Water Tower and the Humboldt Post Office. These sites have all received municipal heritage designation and are afforded special protection under the Saskatchewan Heritage Property Act.
- Within the City of Humboldt, there is one designated provincial heritage property, the Humboldt Post Office. This site was first recognized on a municipal level prior to receiving Provincial Heritage Property status in 2010.
- There is one National Historic Site located within the City of Humboldt, The Canadian National Railways (Canadian Northern Railway) Station. The building was recognized as a National Historic Site in 1992.
- It is noted that any proposed development outside of the City in areas deemed to have moderate or high archaeological potential will require further heritage screening. It is also possible that proposed

development(s) located in areas thought to have moderate or high archaeological potential may result in the recommendation that a Heritage Resource Impact Assessment (HRIA) be undertaken.

- It is possible that many more historic sites are locally known, but are not yet recorded and recognized by the Heritage Conservation Branch as Heritage Property. Therefore it is recommended that public consultations be held prior to the onset of any development should it be located adjacent or on any of these locally-known sites.
- Ensuring that Humboldt abides to the guiding value of being *Creative*, with particular emphasis on ensuring that Humboldt is a regional destination for heritage, arts, culture and entertainment, is integral to the growth of the City going forward.

8.8 HAZARD LANDS & BIOPHYSICAL CONSTRAINTS ON DEVELOPMENT

- According to the Engineering and Planning for Growth Study completed in 2014 by Catterall & Wright Consulting Engineers and Planning Alliance, some houses within the City of Humboldt are connected directly into the sanitary sewer system via weeping tile. It is noted in this report that high groundwater or storm runoff conditions may overload the sanitary sewer system and cause sewer backups in basements. Catterall & Wright recommended that the City employ a weeping tile disconnection program or an upgrade at two pumping stations, as well as construction of an oxidation ditch treatment system and new sewage pumping station complete with sanitary sewer trunk main be undertaken. As a result of this recommendation, the City of Humboldt now offers a Stormwater Rebate Program that encourages property owners to undertake preventative plumbing to reduce the impacts of flooding and water/sewer back-ups.
- The City of Humboldt does not currently have an operational storm water retention/detention pond to buffer storm flows during a major storm event, however, a major flood control drainage ditch exists in the northeast corner of existing city development. Catterall & Wright recommended in their study that the City construct a storm water retention storage pond and additional storm sewer collection pipes.
- In 2010, the City of Humboldt experienced extreme weather events which resulted in severe flooding of the area and several sewer backups within the municipality. Catterall & Wright completed a computer model of the entire City's sanitary sewer collection system and recommended the installation of a large Sanitary Sewage Storage Tank, also known as a superpipe, to help mitigate such instances in the future. During heavy rain, any overflows that enter the sewer system are now diverted into the storage space provided by the superpipes.
- According to City of Humboldt representatives, only two sites have been identified that may have contaminants including: "Elevator Alley" along 5th Avenue between 11th Street and 17th Street; and, the abandoned Shell site at 8th Avenue (Hwy #5) and 14th Street.

8.9 PARTNERSHIPS WITH FIRST NATIONS & MÉTIS COMMUNITIES

- Many of the outstanding land claims owed to several First Nations in Saskatchewan are now or have already been settled. The Treaty Land Entitlement (TLE) Framework Agreement specifies details of this process. As part of this process, First Nations have an opportunity to obtain additional lands, including those located within urban municipalities. It is anticipated that some of these lands will be converted to reserve status.
- The City of Humboldt is located in proximity to First Nation TLE land including Kinistin Indian

Reserve; Yellow Quill Indian Reserve; Poorman Indian Reserve; Beardy's and Okemasis Indian Reserve; Fishing Lake Indian Reserve; and, One Arrow Indian Reserve.

- Urban Reserves are separate jurisdictions in almost every sense, though the Framework Agreement provides for the payment of servicing fees, compatible land use agreements and dispute resolution, among other things.
- The City and First Nations governments will need to work together in matters of land use planning, infrastructure development, cultural relations, and economic development for the Humboldt region to reach its potential.
- *The Planning and Development Act, 2007* provides for the establishment of Planning Districts (and other joint-planning mechanisms), between municipalities and First Nations.

8.10 AGRICULTURAL LAND AND FRINGE AREAS

- In areas adjacent to the City it is important to ensure that developments do not cause adverse effects upon existing or proposed future urban land uses or servicing requirements. In order to ensure future growth can occur in an orderly and planned fashion, it is imperative for the City to identify future development areas outside of current City boundaries for long term growth. Creating a mutually beneficial partnership with the RM of Humboldt will be vital in ensuring complementary development occurs in future growth areas.

8.11 INTERMUNICIPAL COOPERATION

- The City of Humboldt is located entirely within the Rural Municipality of Humboldt No. 370. *The Planning and Development Act, 2007* provides for the establishment of Planning Districts (and other joint-planning mechanisms), between municipalities. The City of Humboldt and the RM of Humboldt No. 370 have established a District Planning Commission and are currently working towards developing a District Plan for an area approximately two kilometers surrounding the City of Humboldt.
- Going forward, it will be imperative for the City of Humboldt to partner with the surrounding RM to collaborate on land use planning and bring a regional focus to future growth given the potential for growth in the area. This may include a joint focus on infrastructure, residential development, commercial development and industrial development, while balancing the region's social and environmental matters.
- The City, in cooperation and in partnership with the RM of Humboldt, will endeavor to participate in regional initiatives that build on the region's economic strengths.

PART 9:

APPENDICES

APPENDIX 1: DEMOGRAPHIC PROFILE

Topic	Characteristics	Humboldt - City (Census subdivision)			Saskatchewan (Province)		
		Total	Male	Female	Total	Male	Female
Population and dwelling counts	Population in 2011	5678			1033381		
	Population in 2006	4998			968157		
	2006 to 2011 population change (%)	13.6			6.7		
	Total private dwellings	2567			460512		
	Private dwellings occupied by usual residents	2448			409645		
	Population density per square kilometre	421.9			1.8		
	Land area (square km)	13.46			588239.21		
Age characteristics	Total population by age groups	5680	2770	2910	1033380	511555	521825
	0 to 4 years	320	165	145	68760	35070	33690
	5 to 9 years	290	145	140	63350	32480	30865
	10 to 14 years	305	170	140	65750	33465	32285
	15 to 19 years	375	210	170	71760	36870	34885
	15 years	75	45	30	13910	7140	6765
	16 years	75	45	35	14465	7390	7075
	17 years	80	45	35	14405	7425	6985
	18 years	85	45	40	14540	7505	7040
	19 years	55	30	30	14430	7420	7015
	20 to 24 years	285	140	140	72610	37135	35470
	25 to 29 years	320	165	155	70395	35510	34885
	30 to 34 years	295	150	140	65340	32750	32590
	35 to 39 years	315	155	160	61150	30265	30880
	40 to 44 years	315	145	165	61475	30550	30920
	45 to 49 years	410	205	205	74630	36820	37810
	50 to 54 years	375	205	170	77480	38855	38625
	55 to 59 years	345	155	190	70050	35185	34865
	60 to 64 years	320	155	165	56945	28305	28645
Family characteristics	65 to 69 years	285	115	165	41500	20445	21055
	70 to 74 years	290	130	160	33820	16050	17770
	75 to 79 years	305	135	175	28950	13200	15750
	80 to 84 years	260	120	145	23955	10165	13795
	85 years and over	260	95	165	25475	8435	17035
	Median age of the population	45.2	42.6	47.1	38.2	37	39.2
	% of the population aged 15 and over	84	82.5	85.3	80.9	80.3	81.4
	Total number of census families in private households	1605			285370		
	Size of census family: 2 persons	880			148805		
	Size of census family: 3 persons	310			55360		
	Size of census family: 4 persons	275			51115		
	Size of census family: 5 or more persons	140			30095		
	Total number of census families in private households	1605			285375		
	Total couple families by family structure and number of children	1435			238550		
	Married couples	1295			202765		

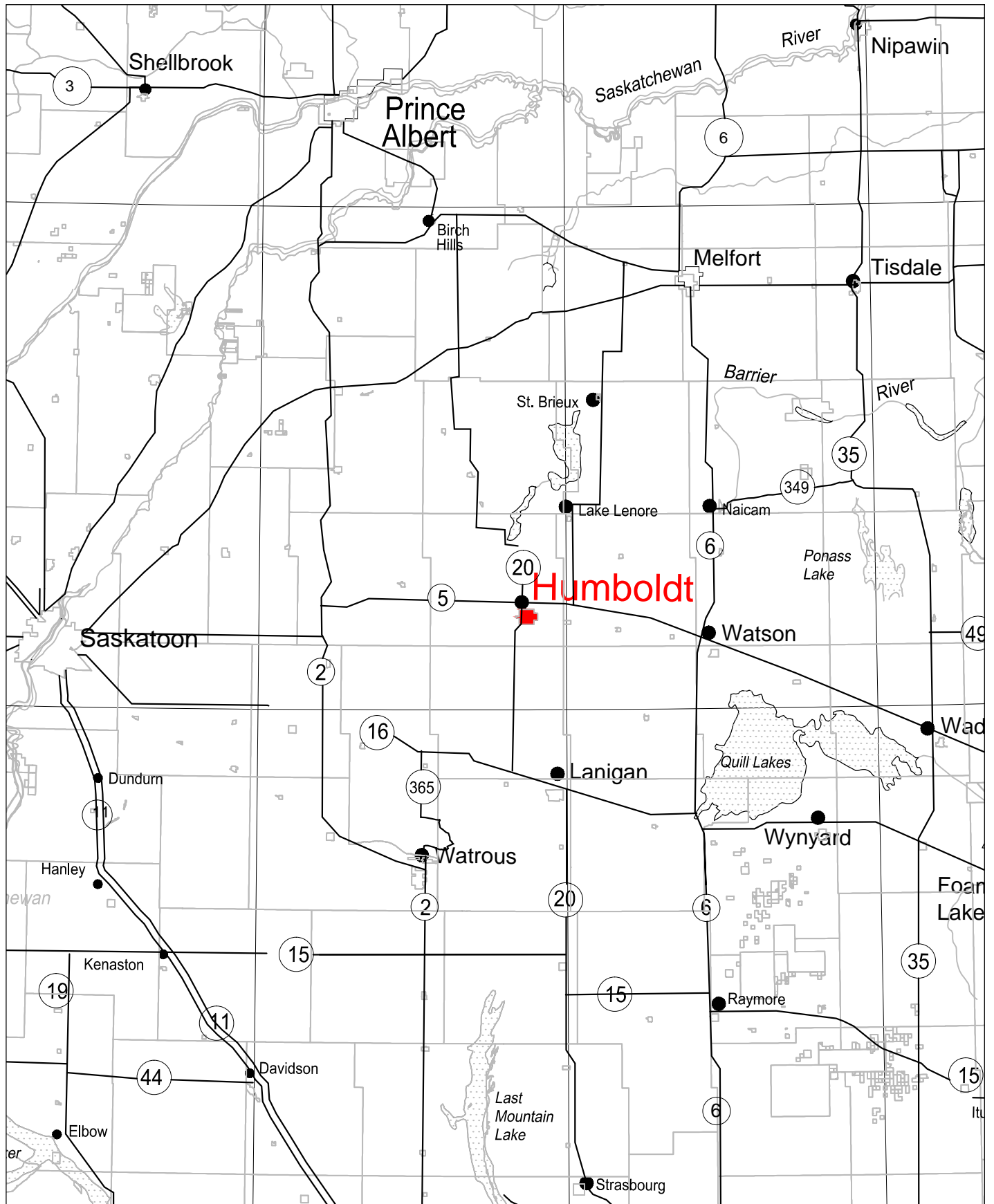
	Without children at home	690			102740		
	With children at home	605			100030		
	1 child	230			35570		
	2 children	245			41100		
	3 or more children	130			23360		
	Common-law couples	135			35780		
	Without children at home	85			19585		
	With children at home	50			16200		
	1 child	25			7070		
	2 children	15			5180		
	3 or more children	10			3945		
	Total lone-parent families by sex of parent and number of children	175			46825		
	Female parent	135			36215		
	1 child	80			19685		
	2 children	45			10105		
	3 or more children	15			6430		
	Male parent	40			10605		
	1 child	25			6795		
	2 children	10			2615		
	3 or more children	5			1195		

	Total children in census families in private households	1485			308835		
	Under six years of age	380			79470		
	6 to 14 years	530			112695		
	15 to 17 years	220			39820		
	18 to 24 years	270			54525		
	25 years and over	95			22335		
	Average number of children at home per census family	0.9			1.1		
Household and dwelling characteristics	Total number of persons in private households	5505	2710	2800	1009040	500680	508360
	Number of persons not in census families	985	410	575	176280	87630	88650
	Living with relatives	55	20	30	23550	12035	11510
	Living with non-relatives only	135	80	50	38345	22810	15535
	Living alone	800	310	495	114385	52780	61605
	Number of census family persons	4525	2300	2225	832755	413050	419710
	Average number of persons per census family	2.8			2.9		
	Total number of persons aged 65 years and over in private households	1260	555	705	141370	64460	76910

	Number of persons not in census families aged 65 years and over	475	135	340	50190	14780	35415
	Living with relatives	15	5	10	3395	1115	2285
	Living with non-relatives only	10	10	5	1930	970	960
	Living alone	450	125	325	44870	12700	32170
	Number of census family persons aged 65 years and over	785	420	370	91180	49685	41495
	Total number of private households by household type	2450			409645		
	Census-family households	1590			277880		
	One-family-only households	1535			255670		
	Couple-family households	1390			221710		
	Without children	755			114595		
	With children	635			107120		
	Lone-parent-family households	145			33960		
	Other family households	60			22205		
	One-family households with persons not in a census family	50			15220		
	Couple-family households	25			9145		
	Without children	15			3970		
	With children	10			5175		
	Lone-parent-family households	25			6075		
	Two-or-more-family households	15			6990		
	Non-census-family households	855			131765		
	One-person households	800			114385		
	Two-or-more-person households	55			17380		
	Total number of occupied private dwellings by structural type of dwelling	2450			409645		
	Single-detached house	1830			303250		
	Apartment; building that has five or more storeys	0			10830		
	Movable dwelling	55			8805		
	Other dwelling	570			86755		
	Semi-detached house	105			11945		
	Row house	140			14370		
	Apartment; duplex	5			7090		

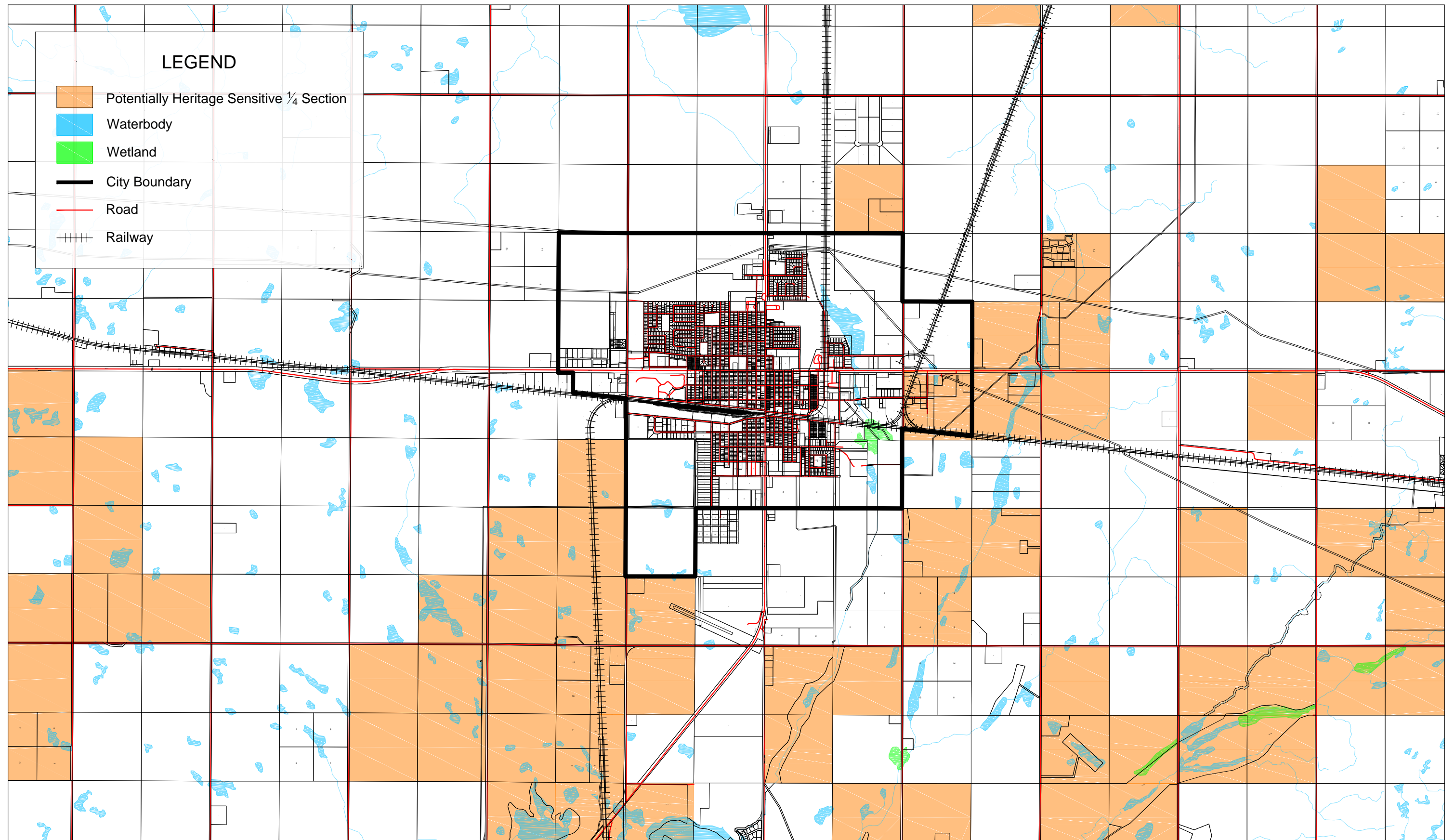
	Apartment; building that has fewer than five storeys	315			52655		
	Other single- attached house	5			700		
	Total number of private households by household size	2445			409645		
	1 person	800			114385		
	2 persons	885			146850		
	3 persons	320			57410		
	4 persons	285			53070		
	5 persons	120			23455		
	6 or more persons	40			14470		
	Number of persons in private households	5505			1009040		
	Average number of persons in private households	2.3			2.5		
Source: Statistics Canada; 2011 Census of Population.							
Statistics Canada Catalogue no. 92- 591-XWE. Ottawa. Released June 27 2012.							
http://www12.statcan.gc.ca/census- recensement/2011/dp- pd/prof/index.cfm?Lang=E							

APPENDIX 2: MAPS



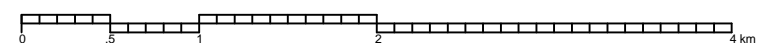
City of Humboldt
 Map 1 - Location & Access





City of Humboldt Community Planning Background Report

Map 2 - Potential Heritage Sensitivity



CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE & COMMUNITY PLANNING

April 2015



Land Requirements		
Existing Population (2011)	5,678	5,678
Total Forecast Population	15,600	11,200
Additional Population to be Accommodated	9,922	5,522
Population within Approved Development	975	975
Population within Designated Conceptual Intensification @ 15%	2,933	2,933
Subtotal Remaining Population (pers.)	902	242
	5,112	1,372

Designated Greenfields		
Area of "Go" Greenfields (hectares)	35	
Population Within "Go" Greenfields @30 prs/ha	1,044	1,044
Subtotal Remaining Population (pers.)	4,068	328

Additional Hectares of Land Required @ 30 prs/ha 136 11

Population to be Accomodated: 5,112
Required Area: 136 ha

- City Boundary
- Development Option
- Developable Areas
- Lagoon Buffer
- Designated Greenfield
- Conceptual - Designated
- Designated Greenfield (Caution)
- Approved Development
- Designated Lands
- Proposed_Bypass
- Highway
- Railway

POTENTIAL SERVICING CONNECTION

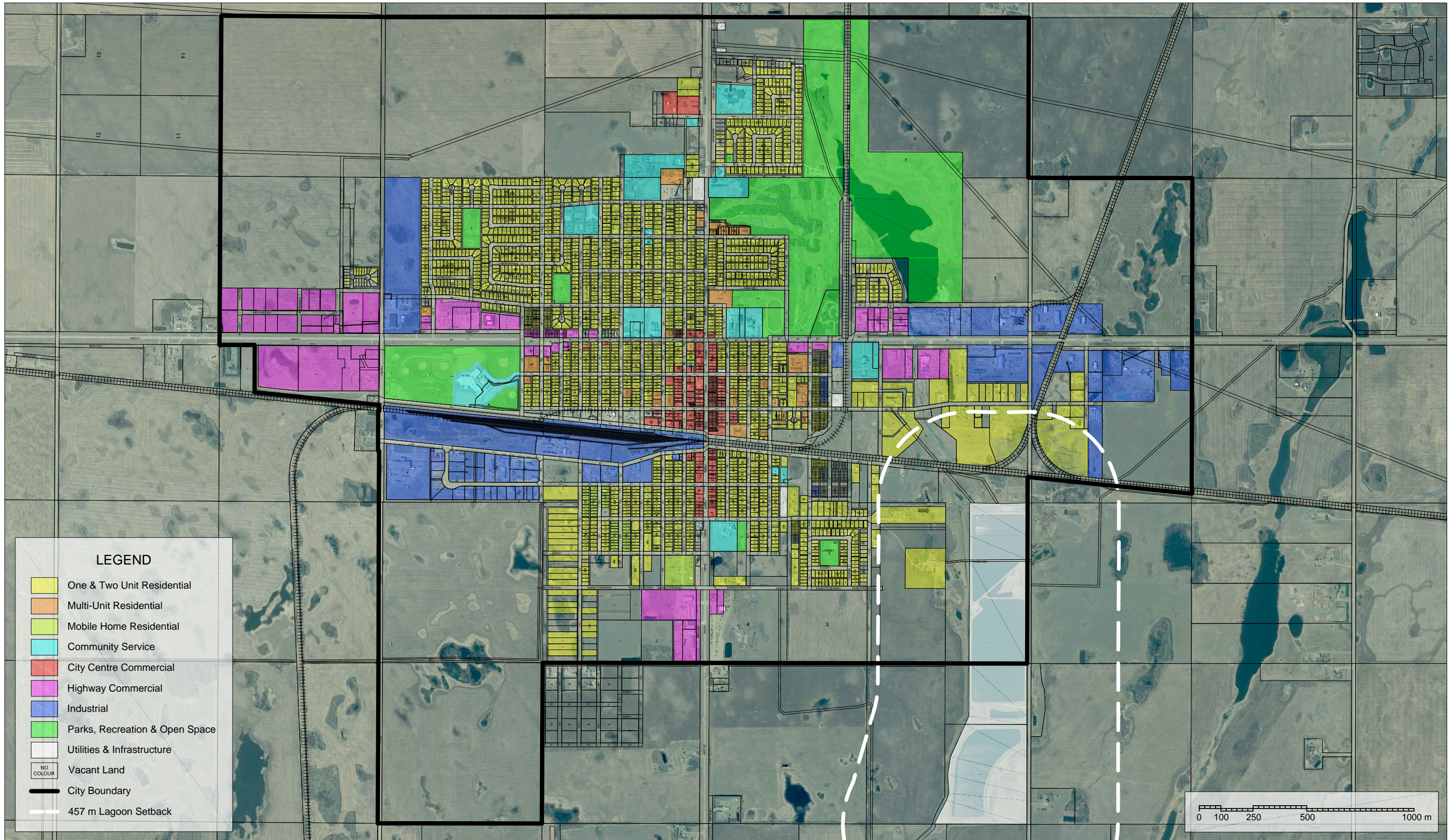
AIRPORT DEVELOPMENT LIMITS

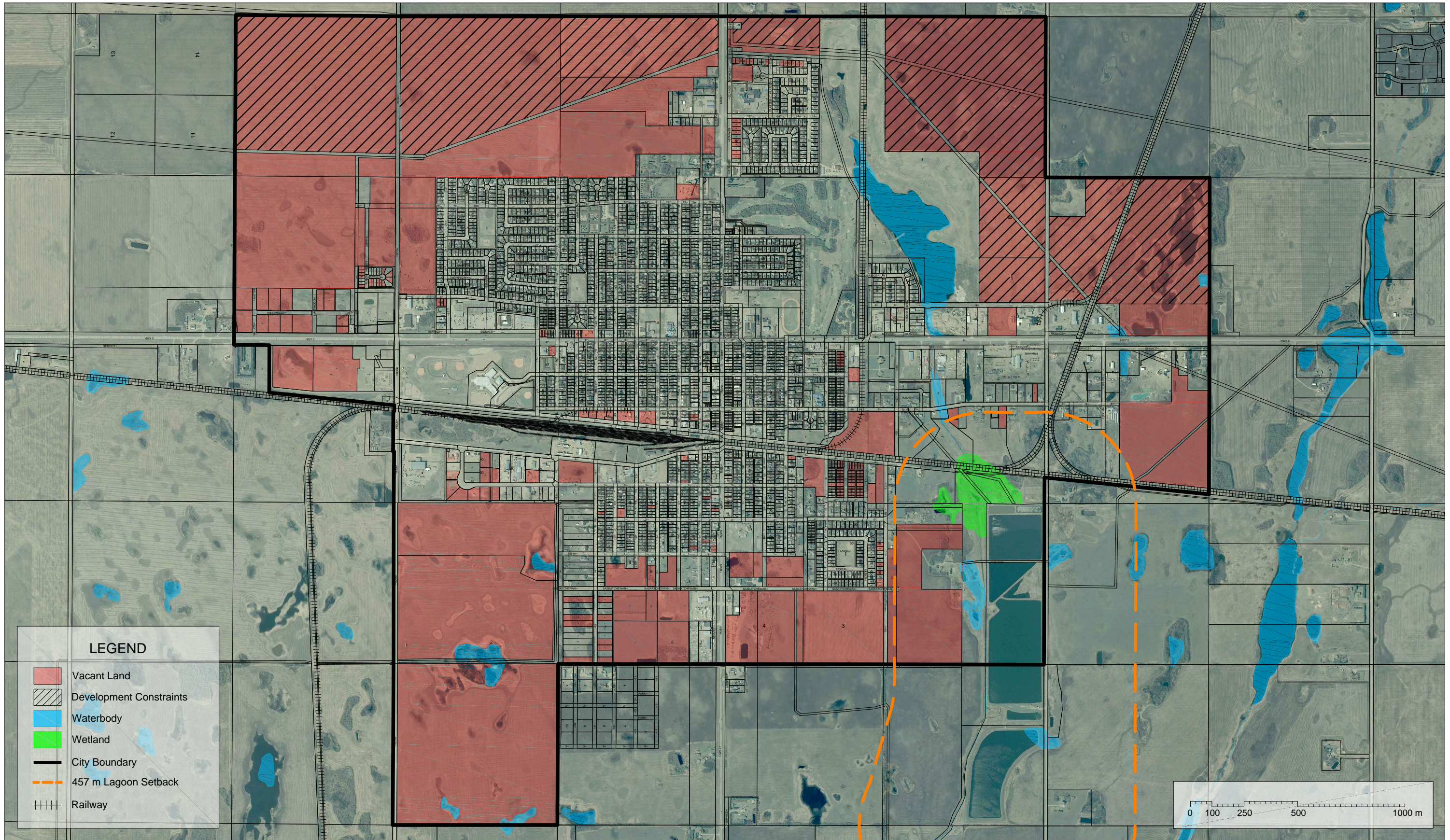
Preferred Option - Northwest / Southwest (Medium Density)

All areas in Ha

0 0.2 0.4 0.6 0.8 1 Kilometers







APPENDIX 3: COMMUNITY INPUT

1. JUNE 16 STAKEHOLDER CONSULTATIONS

As a step in the planning process, the City of Humboldt met with representatives of key interest groups and land owners to identify major concerns, desires, needs, disputes, questions, conflicts, etc. which related to land use planning in Humboldt. The following is a summary of these consultations and subsequent feedback that was received by stakeholders who were unable to participate in the meetings.

City of Humboldt Stakeholder Consultations June 16th, 2015 – 10:30AM

Tabbatha Gasper
Colleen Lessmeister
Joanne Forer
Gloria Malinoski
Dean Possberg
Rob Jackson

General

- Cemeteries – should be a focal point, a place to go and relax and have peace – they are not private, noisy, not landscaped properly.
- City perhaps needs a bypass – so much heavy traffic on Hwy 5 – safety perspective vs. business perspective – if you take away the traffic it makes it difficult for business. As it is, it is difficult for trucks to access service industries and this creates issues with people “bypassing” the community.
- The number of semis is high – a perfect solution can’t be done.
- If you took the boulevard out on Hwy 5, it could be twinned. This would create issues with the schools.
- If you put a bypass on the south side of the airport business owners would be totally against that. When Hwy 5 was closed, they saw a drop in business.
- Schools next to highway – have done a good job dealing with access and parking. Keep schools off of the highway.
- Post office traffic jam. Something needs to be done, it’s a disaster. Move the post office. No one uses the parking lot associated with the post office.
- Industrial development in the northwest of City (PAMI), is a barricade to residential development in this area. Originally built in the RM but now that it is located within the City, it makes it difficult to do some of their testing. It is important to accommodate these types of uses.
- Employees making the decision where to live (when working at the Lanigan mine) consider the following as a hindrance for Humboldt: access to doctors, having to access recreation i.e. rinks in Watson/Lanigan, daycare shortages (waiting lists – which is a problem in most communities).
- Chamber – labour attraction is on the top of the chambers list. Finding adequate housing for labour is an issue. Where is the affordable accommodation going to be found? Majority of workers seem to be service level – affordable housing needs to be close to services and amenities. Taking grocery store out of downtown was a problem that cannot be undone. Transportation for newcomers is an issue.
- Everything is still relatively close – can still walk. Winter is an issue for seniors.

Downtown

- City can be commended that the downtown is still strong and thriving. BID has made it a priority. With care, it has a lot of things going for it.
- Downtown – green (landscaping) only on one side of Main Street. Nothing makes a pretty city like trees and landscaping.

- If there is no development control in the downtown, we are going to create a mishmash.
- In terms of the “German Theme”, this does not need to be continued but if it’s not, there should be some type of “theme”. It should be cohesive in the downtown.
- Keep the German theme – it looks good.
- Tin buildings should not be allowed in the downtown – City should manage the types of building material used in the downtown.
- BID should look at the rest of the downtown district.
- There are no “bad” areas in Humboldt, majority of homes are looked after.

Heritage

- City should be proactive – building new vs. demolishing old. Important to hang on to heritage. Tourism is a big industry, stop tearing down heritage buildings. If we keep doing that no one is going to come to visit.
- Courthouse is an underutilised space. Accessibility is an issue with this space. Big banquet space in the basement. Maintain and utilise it. Lots of office space, the only thing you can do to it.
- Convent – heritage value.
- Historical park could be expanded. Don’t need two roads into Peavy Mart.

Development

- From an air quality perspective, the prevailing winds are from the east.
- Residential opportunities exist in the northeast, north of the industrial.
- Make sure to keep residential in close proximity to the schools i.e. north and south as opposed to east and west.
- Residential in southwest corner.
- Commercial and industrial expansion needs to be planned because current industrial uses are land locked.
- Southwest industrial park – dirt road, poor lots, adequate for some of the businesses – make it attractive for new businesses.
- Industrial / commercial needs room to grow.
- Entrance to City of Hwy 20 is not attractive.

Wish List – if money were no object

- Move railroad tracks out of City.
- Twin Hwy 5 through the City.
- Low income housing.
- More green space, landscaping, develop community in an aesthetically pleasing way.
- Cemetery upgrades.

City of Humboldt Stakeholder Consultations June 16th, 2015 – 1:15PM

Steve Dillabough
Gordon Lees
Elan Baun
Dianne Olchowski
Len Hergot
Alfred Washburn
Ivan Yackel
Yvonne Berscheid

General

- Concern over outlying development – Humboldt Lake (Stoney Lake) and north of Humboldt, they all want and need services that the City has to offer. Need to support City facilities. Huge competitive disadvantage – City vs. RM, would like a level playing field.
- Too few people are carrying the load. The region should support new facilities that serve the region.
- Regional facilities should be funded by the region.
- Exhibition lands – where are they locating? Some places are earmarked – regional project.
- Farmers and those living outside of the City are supporting businesses, shopping, etc., in the City – this is their way of supporting the City.
- Growing pains in becoming a City – at some point you just need to step it up – behave how you want to be in 25 years – big picture – 25 years out.
- Move the rail line – dangerous.

Downtown

- There is a general buy-in for the German theme – it doesn't make sense to scrap it and start all over again.
- Agree that there should be some way of controlling the tin buildings in the downtown – city thinking vs. small town thinking.
- Aesthetics should be part of downtown development and the price of doing development.

Residential

- Housing – all condo projects in Humboldt are geared towards seniors – difficult for entry levels with kids.
- Rent is difficult if you are not a senior in Humboldt – projects geared towards young families are needed.
- Allow for suites to offset mortgage costs.
- College – students have trouble finding accommodation – commuting is an answer for some of the students – some commute from as far away as Saskatoon.
- Should allow for neighbourhood commercial development.
- Toddler swings are nowhere to be found in any park in Humboldt.

Garage and Garden Suites

- Want to make sure rules are set out ahead of time for garden and garage suites.
- Size of lot is related to whether a garden or garage suit is feasible.

Infill

- Are you going to look at the age – size of lots, and identify an area graphically?
- Generally Humboldt's infill development has been received well.
- There is tremendous opportunities for infill development in Humboldt – set out rules ahead of time, so it is less contentious.

Landscaping

- Regulations regarding required landscaping for commercial / industrial is a good idea.
- Houses are well kept throughout City – worst properties are along Hwy 5 and Hwy 20.
- Entryway aesthetics are important. We need to put our best foot forward. Goes beyond trees – commercial areas should be paved, not gravel up to city pavement.
- More trees are needed downtown – it is a great thing going but it needs to be amped up.
- Highway to the centre is critical – first impression is key to how you operate.

Wish List - if money were no object

- Infrastructure upgrades – streets, water, sewer – up to date.
- Move the rail line.
- Upgrade streets.
- Upgrade amenities (e.g. Uniplex – parking lot) – monitor demographics of neighbourhoods to ensure appropriate facilities / amenities are being offered. Equitable park space distribution – with orientation to different age groups.
- Pave the Uniplex parking lot.
- Having a good plan for the region where investment will come to Humboldt – relationship with the RM.
- Support the dream of living in the country and working in the City.

City of Humboldt Stakeholder Consultations – Additional Notes:

Ten individuals unable to participate in the in-person stakeholder consultation sessions provided additional comments for consideration.

Recurring business/industry themes:

- economic diversity a strength
- “small town charm, large centre amenities”
- High quality of life
- Main Street an asset; will also require long-term support, efforts to beautify/functionalize/make improvements
- Historic/heritage aspects to community an asset
- Transportation concerns as growth continues (e.g. heavy traffic through City, alternate trucking route, 5th Ave/Main Street intersection)
- Importance of active transportation networks to better link community
- Appropriate infrastructure renewal and development
- Importance of community/business aesthetics
- Strong fiscal management, balanced approach

Humboldt’s strengths:

- Humboldt has all of the amenities that a larger centre has and that should be promoted; it is supported by a vibrant rural community and a diverse commercial sector not only within the city but also in the region – great place to live and work.
- Small town feel with lots of amenities. People are great, lots of kids activities
- Just the right size. It has everything the larger centers offer without the hassles of living in a larger center (insane taxes and traffic).
- Safe, clean, strong economic environment.
- Size of community and availability of amenities; Hospital Facility; Strategic approach to longer term growth.
- Many amenities relative to the size of the city - Golf Club, Aquatic Centre, Hockey Rink, Curling Rink - these facilities are better than the ones I used in Regina ... it's impressive. - new schools and hospital - Main St. has a lot of charm - Many young families moving here - Good mix of housing - Well maintained, generally.
- The small town atmosphere. People are generally friendly and helpful.
- Tremendous selection of recreation and organized sports and/or activities in relation to the population size. Beautiful parks, surrounding lakes, and quieter than larger urban centres. We have a very diverse and growing small business sector. There are many young families (not currently living here) looking at Humboldt as an aspirational place to raise a family. The new walking trails are a great move.
- Beautiful, growing, progressive, inviting to business, very good and well run infrastructure for leisure activities – i.e. Uniplex, excellent hospital, strong and diversified economy, vibrant downtown, great start to community trails, excellent leadership in many facets of the City Council and Administration. SO much pride in this community!
- population, amenities, location, economic diversity

What people would change:

- Create a goal the city can rally around. The hospital was a prime example. The city needs another one that is 5-10 years out. Whether it’s growth, a second arena, other improvements etc.

- I've heard comments that when people drive into Humboldt the city looks unclean, messy and rundown because of all the billboards on everyone's lot and the big one outskirts of town. Advertising cheapens the look of our beautiful town.
- More fun options for young families and better facilities. Outdoor pool for the summer, another rink (EPA is very busy), gymnastics can't find a decent facility.
- Some private businesses and public infrastructure needs to be upgraded and/or maintained better.
- Availability of year-round recreational facilities.
- Improved housing affordability.
- Paving of gravel roads found throughout the city. - Paving the Uniplex parking lot - Focus on beautifying 9th st. (it needs some trees and some charm). Main st. gets all the attention, but 9th st. could look just as charming with a little work. Right now it looks really rough, and it's still part of the heart of Humboldt. - More parks. - Update equipment on current parks. - Give incentive for businesses to stay on Main. Street. Businesses keep moving to the west side of the city, and I believe a lot of it has to do with the condition of the old buildings on Main St. It's easier and cheaper to move than it is to fix the old buildings. If there were some financial incentive to help renovate these old buildings, perhaps businesses wouldn't leave (Co-op, for example). Tax incentive perhaps? The buildings are only going to get older, and new businesses are not going to want to dump loads of money to fix up an old building. Eventually, everything will migrate west if we're not careful. - The train cutting through the heart of the city - pumping of sump pumps onto the street.
- We need more services. The speed limit.
- 1. We need consistent, positive experiences for people who are making inquiries at any City of Humboldt. 2. Pave a few portions of the Uniplex parking lot. 3. Continuously and regularly market small business and investor incentives.
- Better communication from Leisure Services to the community at large regarding how the facilities are being utilized; execute the plans for the Uniplex grounds and new facilities ... we have been hearing "the plan" for too long.
- Clean up the area adjacent to the railroad track.
- Try to keep spending in line and work on current infrastructure deficiencies before more amenities.

Issues to address:

- Humboldt is on the cusp of expanding exponentially and should use that as a signal of investing and improving the infrastructure from several perspectives. 1) Housing expansion and integration within the city. As the city expands it needs to think of public access to the city via bike/pedestrian paths. Parking is limited and the more accessible we make it the more attractive it will become to families that will want a quality of life standard that is available elsewhere. 2) With every increasing traffic a bypass needs to be seriously looked at. can't have increasing truck traffic coming through the city
- If Humboldt continues to grow infrastructure will still be on everyone's mind, paved parking lot at the Uniplex.
- Bringing in quality people.....and having them stay. New Business owners, professionals and instructors for youth/adult programs.
- Our capacity to handle the population growth expected with the advancement of the BHP mine.
- Infrastructure; Housing developments
- Road maintenance (I'm sure you've heard this one, and I know it's never ending in Sask) - Re-route train - Intersection by the post-office - only a matter of time before a really bad accident occurs, or a pedestrian gets hurt - parking around Main st. - is it possible to have angle parking? (Even on one side?) Insufficient parking is another deterrent for businesses to set up shop somewhere else. - Crime - seems to be growing - or at least I'm hearing more about it. Lots of break and enters and small petty car thefts. -Let's put some focus on beautifying 9th st. (make the entire downtown distract charming, not just Main st) - come up with a better solution for storm water vs pumping sump pumps onto our streets.

- The City will need to ensure proper infrastructure for growth and work to expand the services the City offers without causing major tax increases.
- 1. The intersection of Highway 5 and 20 has always been a challenge (mostly when you are travelling on Highway 5). 2. The way Humboldt has grown on either side of the railroad tracks creates daily anxiety for residents and for people who haven't been here before. A solution for this would be welcome (I wish that I had one that didn't involve millions of dollars).
- So many issues depend on growth which is difficult to determine. But the City needs to continue to do what it's doing ... be responsive to immediate needs and opportunities but plan and execute a plan for growth. Great job - just keep doing what you're doing!
- Infrastructure deficiencies, reduce debt, long term plan for new amenities

2. SEPTEMBER 3 PUBLIC OPEN HOUSE

At the September 3rd, 2015 City-Wide Registration Night, an initial public open house was held in order to present the preliminary policies for the City of Humboldt's Official Community Plan. The open house was held as a means to offer interested individuals an opportunity to review and to comment on preliminary planning goals, objectives and policies.

Discussions with the community included issues around the keeping of animals within the urban boundaries of Humboldt, and general interest in the City's long term growth plans / pattern and policies.

3. NOVEMBER 7-8 PUBLIC OPEN HOUSE

On November 7th and 8th, 2015 the City held a second public open house in order to present select policies from the City's Draft Official Community Plan (OCP) and new regulations being proposed within the Draft Zoning Bylaw. A questionnaire was drafted with the intent of better understanding community members' responses to the draft OCP and Zoning Bylaw as well as to understand, in a more general sense, residents' vision for the future of Humboldt, as it relates to land use planning. Results are summarized below.

Overview

An electronic and paper survey asked participants to respond and rank how they felt about related Official Community Plan (OCP) themes. 95 individuals completed the survey. The responses were as follows:

60%	Live in Humboldt	80%	Aware the City was updating its OCP
30%	Live outside of Humboldt	20%	Not aware the City was updating its OCP
10%	No answer		

OCP Concepts Rankings From Survey:

Overall Ranking & Supporting Values	Very important	Important	Neutral	Unimportant	Very Unimportant
1) Balance livability with sustainability and affordability. (Sustainable)	#1	#2	#3		
1) Encourage alternative housing options such as garage and/or garden suites. (Welcoming)	#1	#2	#3		
2) Develop attractive, high-quality mixed-use places for citizens to work, live, play and learn. (Welcoming, Connected)	#1	#3	#2		
2) Create and promote landscaping guidelines that encourage attractive, physical spaces for future generations. (Prosperous, Green)	#1	#3	#2		
2) Create networks of local streets, trails and paths to provide local access, disperse traffic and encourage walking, cycling and other non-vehicle transportation. (Connected, Active, Green)	#1	#3	#2		
3) Leverage key economic sectors and assets to encourage a diverse, robust economy that plays to Humboldt's strengths. (Prosperous)	#2	#1	#3		
4) Preserve and celebrate the diversity and history of Humboldt's historic assets. (Creative)	#3	#2	#1		

In addition to the formal survey, individuals were asked, in general, what they would like to see in a long-term land use and growth management plan. Comments were collected on a response board and through paper Feedback Forms.

Comments Theming:

Welcoming

Humboldt is a safe, inclusive, and accessible community where residents feel a strong sense of belonging and have access to affordable housing, excellent health care and social services.

Comments that related to the OCP's welcoming theme centered on the increased provision of affordable housing within the community, with a focus on encouraging seniors affordable housing options. Development of a Nursing Home was specifically noted.

Comments related to rental housing were mixed, with some encouraging the creation of additional of lower-income rentals or transitional housing for the community, while others indicated they felt too many rental units were on the market.

As the City continues to grow, increasing the size and staffing of local schools was mentioned, as was school bus service for students within municipal limits.

Prosperous

Humboldt is a diverse business, service, manufacturing, mining and agricultural community at the centre of the region's prosperity.

Several comments were received about retail businesses that should be offered in Humboldt such as a shoe store, Wal-Mart, a sensory-friendly theatre, an indoor play space for children, and a local coffee shop.

Many individuals indicated they would like to see the relocation of a grocery store to the downtown, along with downtown infrastructure improvements such as landscaping, road realignment at 5th Avenue and Main Street, and a more prominent pedestrian crossing at 7th Avenue and Main Street.

Incentives for small businesses, encouraging green technology advancements, and working with the R.M. of Humboldt on traffic and maintenance issues for roads that surround the City were also noted as matters that impact business development.

Sustainable

Humboldt is a city where it is easy to move around and infrastructure is proactively managed and built to meet the needs of the growing population.

This theme received the majority of comments, with remarks about road improvements, storm water drainage, enhancing waste and recycling services, transportation possibilities and concern about the CN rail crossings.

Road improvement comments focused on the repair and paving of all the roadways within the city as well as the addition of more sidewalks and curbs. Paving the Uniplex and curling rink parking lots received the most comments within this section. Concern with the CN Rail crossings was expressed. One comment indicated a need for more street lights within the city.

Connected

Humboldt is an inclusive community, connected by gathering places, events, transportation and technology.

Strong support for continued trails and pathways development within the community was indicated in the comments related to connectivity, including a statement that developers should be responsible for active transportation access to their developments. Enhancing Humboldt's internet capability was also specifically noted.

Green

Humboldt is a clean and beautiful place with thriving natural systems, ample parks, trails, green spaces and healthy neighbourhoods.

Comments related to this theme within the OCP indicated that City parks should continue to be maintained and developed. Fixing and enhancing playground structures, consideration for the creation of a dog park, and adding more trees and park space were noted as was maintaining attractive business areas and community neighbourhoods. Concern with the untidiness of the CN rail line's land within the community was expressed.

Creative

Humboldt is a regional destination for heritage, arts, culture and entertainment.

General comments indicated support needs to continue for the protection of Humboldt's heritage assets, as well as developing spaces for continued community use such as a larger library and a performance arts theatre.

Active

Humboldt is a walkable, active and healthy community.

Most of the comments related to the Active theme centered on recreational facility enhancements for the community. A gymnastics space, ball fields, arena, and possible exhibition grounds were specific items noted. One recreational facility user noted improvements to the current facility could be made.

Cooperative

Humboldt is a cooperative community, where relationships with neighbouring municipalities, First Nations and regional partners are nurtured.

Comments related to the Cooperative theme mentioned increased communication and partnership development (e.g. with local groups and with youth) for the betterment of the community.

Individual Comments Listing:

Humboldt 2035 ... what do you want to see in our city?

Note: Asterisks indicate how many times the same idea was repeated.

- Tunnel and slide back in playground to fix Bill Brecht Park, swings **
- Bigger skate park
- Baby swing seat at one of our parks
- More community garden space and a gardening program
- Dog park **
- City purchase any available land parks
- Trees or park space along south 6th Ave. **
- More trees
- A gymnastics space ***
- Outdoor pool *
- Update change rooms in Uniplex; separate showers

- Ball fields *
- Another leisure facility
- Motorsports park (drag racing, autocross, oval track)
- Softball diamonds that do not flood
- Make bike lanes
- Another arena **
- Linked trails **
- Paved walking paths
- Level, graded walking paths like the ones by the Co-op
- Finish paths to the Canadian Tire area
- Grand Slam Curling
- Work with community groups on exhibitions grounds development
- More green areas, walking paths with involvement and community organizations and youth.
- Affordable seniors housing options (55+) *
- Nursing Home *
- Limit the number of rental units; there are too many on the market now
- Bring rental housing units up to code or shut them down
- Affordable housing
- More low income rentals or transitional housing
- Attractive neighbourhoods
- Clean mobile home court
- Make developers responsible for including non-motorized pedestrian access to developments (e.g. walking paths, and parks and greenspaces)
- More retail shopping
- Bring Wal-Mart
- 1GbE Internet
- More small businesses
- Indoor play structure for children
- Incentives for small business owners
- Shoe store
- Grocery store downtown *****
- Sensory-friendly theatre
- Encourage trendy, local coffee shop *
- Encourage green technology
- A theatre for performing arts *****
- Bigger library
- The CN station restored and put to good use
- The old train station turned into a railway museum
- Stop tearing heritage buildings down, be proactive in protecting City's heritage
- More art
- Over/underpass railroad crossing ***
- Have at least 1 rail crossing open when a train comes through
- Clean-up the area along railway
- Negotiation with the railway in regard to cleaning up the area along the track. It is a disgusting side with weeds that are 2-3 feet tall, grass etc. Not a pretty side to view every day or to history of Humboldt.
- Fix the post office intersection ***
- Downtown cobbled streets, boulevard, trees
- Lights or marked pedestrian crossing at Main St. and 7th Ave.
- Transit services
- Shuttle services **
- Curbside recycling ****

- Free garbage pick-up **
- Even more new sidewalks and curbs
- Fix the lagoon smell **
- Pave all the roads in the city ****
- Fix streets ****
- Repair 6th Ave.
- Pave the Uniplex/curling rink parking lot *****
- Pick up refuse again from back alley
- More screen enclosures
- Upgrades to infrastructure
- Improve storm water drainage *
- I think Humboldt is doing a great job with the sewer and water – in-house roads, but you're not done yet! Good job!
- More street lights for a city
- Bigger schools with more teachers
- School bus pick-ups *****
- Youth center
- End homelessness in Humboldt
- Bring in Commissionaires for security in Hospital
- No bikes after dark
- Pressure junky properties on outside of City to clean up their mess
- The city requires a clean-up, it is very underrated. I see businesses with weeds growing beside the building or weeds-grass 2 feet tall in the back alley. Some sort of partnership with the Chamber to communicate neatness is required – there is a lack of pride by business employees on their appearance and friendliness.
- Improved leadership from all, listen to what people are saying and develop cooperative team concepts to address issues.
- We all have wants but you need to figure out the needs.
- Better communication with the citizens – i.e. newsletter – not everyone has time to view the computer, a lot of older people do not use this as a news media.

Official Community Plan Feedback Form

The City of Humboldt is updating its Official Community Plan (OCP) – a document that will guide Humboldt’s growth over the next 15 years!

We’d like your feedback on new concepts that could help us plan for responsible, sustainable development.

Do you: ☐ Live in Humboldt
 ☐ Live outside of Humboldt

Did you know the City of Humboldt was updating its Official Community Plan?

☐ Yes
☐ No

How important are the following OCP concepts to you:

	Very important	Important	Neutral	Unimportant	Very Unimportant
Develop attractive, high-quality mixed-use places for citizens to work, live, play and learn.					
Create and promote landscaping guidelines that encourage attractive, physical spaces for future generations.					
Encourage alternative housing options such as garage and/or garden suites.					
Preserve and celebrate the diversity and history of Humboldt’s historic assets.					
Create networks of local streets, trails and paths to provide local access, disperse traffic and encourage walking, cycling and other non-vehicle transportation.					
Leverage key economic sectors and assets (such as the Humboldt district Health Complex, Carlton Trail Regional College, St. Peter’s College and others) to encourage a diverse, robust economy that plays to Humboldt’s strengths.					
Balance livability with sustainability and affordability.					

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Your feedback will be reviewed and incorporated as part of the Official Community Plan renewal process.