



Mayfair & Kelsey-Woodlawn Local Area Plan

Final Summary Report

June 22, 2015

Table of Contents

What is a Local Area Plan?.....	3
Acknowledgements.....	4
Mayfair & Kelsey-Woodlawn Vision and Guiding Principles.....	5
Message From The Community.....	6
Mayfair & Kelsey-Woodlawn Yesterday and Today.....	7
Introduction and Executive Summary.....	8
1.0 Land Use, Zoning, and Infill.....	9
2.0 Municipal Services.....	12
3.0 Neighbourhood Image and Business Support.....	14
4.0 Neighbourhood Safety.....	16
5.0 Parks, Open Spaces, and Community Gardens.....	20
6.0 Preserving Heritage, History, and Culture.....	24
7.0 Traffic & Circulation.....	25
8.0 Active Transportation & Transit.....	29
9.0 North Downtown Master Plan & Saskatchewan Polytechnic.....	31
10.0 Implementation & Priorities.....	32

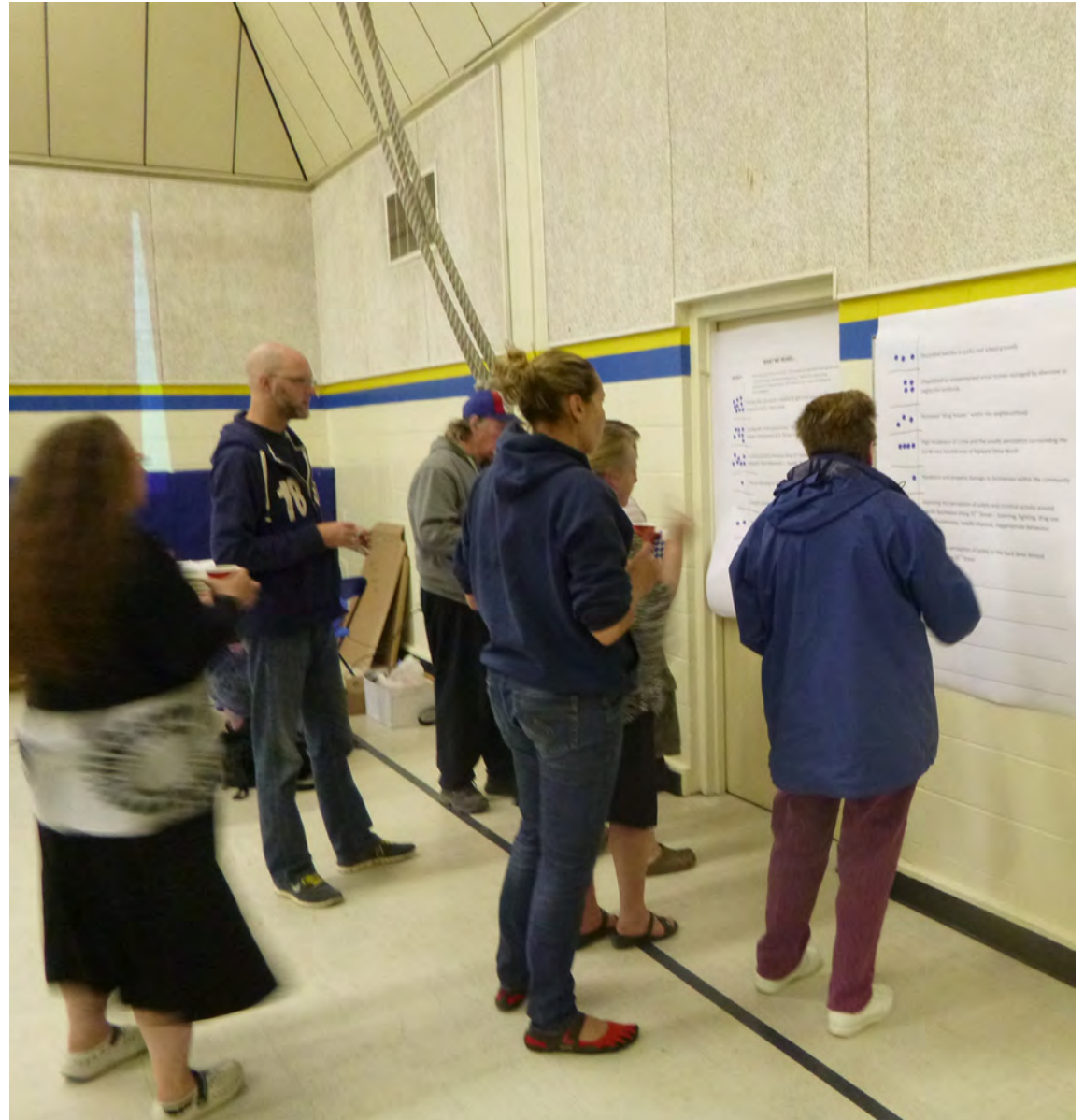


What is a Local Area Plan?

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups and other stakeholders direct input into determining the future of their community. During the development of a Local Area Plan (LAP), participants work with each other to create a vision, identify issues, develop goals, and outline strategies to ensure the long-term success of their neighbourhood. Once completed, a LAP sets out objectives and policies that guide the growth and development of a neighbourhood or selected area.

LAPs are applied to specific areas of the City to:

- Maintain the quality, safety and viability of the area;
- Guide and prioritize the expenditure of public funds on community improvements and infrastructure;
- Encourage the renewal, rehabilitation or redevelopment of private and public properties;
- Resolve situations where the policies of the Official Community Plan do not accurately reflect the individual needs of an area; and
- Provide the basis for amendments to the City of Saskatoon's Official Community Plan and Zoning Bylaw.



Acknowledgements

LAP Committee

Alejandro Acevedo
Irene Armstrong
Ellen Armstrong
Robert Armstrong
Janet Atamanenko
Chad Ayotte
Glenda Beauchamp
Mandy Beckett
Diane Bentley
B Berberov
Susan Bergen
Ed Bobiash
Darren Buck
Glen Booker
M Brown
Marlene Buhler
Troy Burke
Lloyd Cannon
Marnie Carlson
Marg Carruthers
Bruce Chamberlin
Cathy Chicoine
Nicole Christian
Evan Cole
Jordon Cooper
Jerry Demeria
Allan Dowdeswell
Jessica Drapak
Mark Drapak
Cynthia Dyck
Ken Eade
Pam Eade
Quinn Everheart
B Florence
Menno Friesen
Anne Friesen

Alaina Gillespie-Meise
Diane Hamilton
Brian Harder
M Harkness
Gina Harvey
Einer Haugo
Brenda Hearn
Florence Hedin
Tammy Helgert
Nancy Henderson
Gail Hendry
Arnold J. Isbister
Janet Jackson
Peter Jantzen
Kayleigh Kazakoff
Jeff Kells
Chris Kinzel
Gil Klassen
B & W Kramer
Kara Kuemper
Sclina Lau
Stephen Lau
Rose Lavoie
Nicola Lawson
Treena Leedah
Ed Lloyd
Daphne Lowden
Natalie Lukiw
Bobbi MacKay
Jeanette Martens
Sheila Mathews-
Erimona
Irene McFarlane
Bertha Megaffin
Jim Megaffin
Caitlin Melnyk
Frances Meyer

Stewart Millie
Jim Mills
Lyle Mitchell
Rev. David Moors
U.P. Morelli
Jessica Morelli
Terry Muller
Hilary Nelson
Deirdra Ness
Erin Neufeld
Judith Nordness
Adam Nosper
April Nosper
Matt Page
Les Page
Lori Prostebby
Rose Purschke
Frank Regier
Roger Rempel
Janell Rempel
Helen Rempel
David Rempel
Dana Rempel
Elaine Rempel
Robin Riehl
Richard Rochon
Derek Rope
Gwen Roulette
Robert Rudachyk
Lois Schraeder
Maya Scott
Gord Seaborn
Elden Seib
Darell Shaw
Dale Solie
Vivian Stang
Wes Stefanuk

Tyler Stewart
Nicola Tabb
Mike Trottier
Rose Turner
Jody Villeneuve
Ron Villeneuve
Phil Wasson
Perry Wichert
Pete Wilchynski
Andrea Woods-Fehr
Jenz Wollny

Greater Saskatoon

Catholic Schools

Frederick Wesolowski
Connie Tenaski
Shelly Lord

Saskatoon Public

Schools

Holly Kelleher
Todd Berg
Janna Piro

Saskatchewan

Polytechnic (SIAST)

Mark Fachada
Gerry Bonsal

City Councillors

Darren Hill - Ward 1
Pat Lorje - Ward 2

City of Saskatoon

Lesley Anderson
Konrad Andre
Melissa Austin

Elan Ballantyne
Nancy Bellegarde
Meghan Boutin
Jeff Bray
Pamela Brotzel
Linus Bryksa
Paul Collins
Don Cook
Darren Crilly
Ken Dahl
Darryl Dawson
Henry Dutka
Mark Emmons
Mariniel Flores
Tara Follick
Rob Frank
Angela Gardiner
Randy Grauer
Andrew Hildebrandt
Bob Howe
Carrie Hutchison
Pat Hyde
Catherine Kambeitz
Constable Jay Keating
Kevin Kitchen
Paula Kotasek-Toth
Michael Kowalchuk
Lynne Lacroix
Chelsea Lanning
Sharon Leach
Mike Libke
Shirley Matt
Harold Matthies
Brent McAdam
Daniel McLaren
Elisabeth Miller
Daniel Mireault

Staff Sgt Tony Nadon
Sarah Nunweiler
Justine Nyen
Jeff O'Brien
Shirlene Palmer
Ellen Pearson
Fire Chief Dan Paulsen
Mark Planchot
Eric Quail
Wayne Rodger
Genevieve Russell
Jeanna South
Tim Steuart
Danae Taylor
Lee Thomas
Alan Wallace
Paul Whitenect
Ian Williamson
Mark Wilson
Ashley Young

Other

Kathy Dahl – Great
Works Consulting
Mitch Riabko – Great
Works Consulting
Laura Plosz – Groupz
Architects
Veronica Rohr –
Planning Intern
Chantel Riou – Planning
Intern
Shannon McAvoy –
Planning Student
Jeff Hrynkiw – Planning
Student

Mayfair & Kelsey-Woodlawn LAP Vision

Mayfair & Kelsey-Woodlawn is an area with deep roots and a strong history – a vibrant community in the heart of the city. We are proud of our distinct and unique character, walkability, sense of community, and small-town feel. Our family-oriented neighbourhoods are a safe, quiet, affordable and welcoming place to live, visit, play and work.

We have a vibrant local business district offering a wide variety of goods and services, and we strongly value and support our schools and connection to Saskatchewan Polytechnic. Now and in the future, our neighbourhoods will continue to be culturally diverse, beautiful, well-maintained, and inclusive for all.

The time is right for renewal. It is our turn to grow.

Mayfair & Kelsey-Woodlawn Guiding Principles

The following general statements were made by the LAP Committee (LAPC) when asked about the neighbourhood:

- The neighbourhoods are in transition.
- Mayfair & Kelsey-Woodlawn are eclectic and diverse neighbourhoods with lots of character.
 - The neighbourhoods have a 'small town' feel.
- The neighbourhoods are walkable, with good access to almost all parts of the city.
 - Mayfair & Kelsey-Woodlawn are affordable for first-time homeowners.
 - The trees make the neighbourhood beautiful.

The following principles and general goals were identified by the Mayfair & Kelsey-Woodlawn LAP Committee to guide the Local Area Plan process:

- Mayfair & Kelsey-Woodlawn will welcome newcomers and new families.
- Mayfair & Kelsey-Woodlawn will be green, well-maintained, and vibrant communities with a strong sense of pride.
- The neighbourhoods will have a diverse community with people from all walks of life and an even greater variety of businesses.
 - The neighbourhoods will be safe places to live and work.
- Mayfair & Kelsey-Woodlawn neighbourhoods will be connected and dynamic as they grow.
- The neighbourhoods will be universally accessible, both for kids and for people with disabilities.
 - These historic communities will have all of the benefits of a new neighbourhood.

Message From The Community

The City of Saskatoon (COS) initiated the Local Area Planning (LAP) process in order to allow all stakeholders to have an opportunity to influence decisions made about their community. The residents of Mayfair Kelsey-Woodlawn welcomed this chance to be active participants in the future of their neighborhoods.

The Mayfair & Kelsey-Woodlawn LAP committee held its first meeting on December 13, 2012. There were 15 additional meetings covering topics such as land use and zoning; culture and heritage; neighborhood safety; traffic; transit and active transportation; municipal services; parks and gardens; infill development and the North Downtown Master Plan. Representatives from relevant City departments were in attendance to facilitate the process and answer any questions.

Mayfair and Kelsey-Woodlawn are separate neighbourhoods united to share LAP resources because of our close proximity to each other and our shared concerns. LAP meetings began when infill development was increasing our population and we were seeing our already substantial problem with cut-through traffic increased because of growth in other areas of Saskatoon. Through LAP meetings, suggestions were made and some have already been implemented; particularly to help control traffic. More recently, we have learned of a proposal for a 33rd Street bridge across the river. If/when that is built; those traffic redirecting and calming measures will become even more important to our way of life.

People have described 33rd Street as having a small town feel. We have a library, a grocery store, a bank, several pharmacies and an eclectic assortment of locally-owned businesses. We just learned that our "town on 33rd" (the 33rd Street Business District) is now Saskatoon's newest Business Improvement District (BID). Another step forward for our community!

Mayfair and Kelsey-Woodlawn are both older neighbourhoods in the heart of Saskatoon. Our borders are 33rd Street, Avenue I, Circle Drive and Warman Road. Idylwyld Drive separates us with Mayfair to the west and Kelsey-Woodlawn on the east side. As well as our residential areas, we have light and heavy industrial areas, Woodlawn Cemetery and along most of 33rd Street and Idylwyld Drive, we have commercial districts. At the corner of 33rd Street and Idylwyld Drive, we have SIAST Kelsey Campus (now Saskatchewan Polytechnic). We have streets lined with mature trees and plenty of green space with parks and playgrounds easily accessible to all residents by active transportation. The committee made suggestions for changes to our transit system and improvements to active transportation routes. We also focused on improvements that would get more folks walking which would encourage more interaction between neighbours and neighbourhoods. This would most likely also relieve some security concerns.

We, as residents of Mayfair and Kelsey-Woodlawn, are proud of our friendly, affordable, beautiful and inclusive neighbourhoods. We appreciate the help provided and the patience demonstrated by COS staff and the LAP to help us maintain what we have and build for the future. After improvements, we see Idylwyld Drive, and our neighbourhoods surrounding it, becoming a welcoming corridor into Saskatoon from the north.

We are hopeful that the recommendations included in the LAP will be approved by our neighbours and that COS Administration and Saskatoon City Council agree to their implementation.

**Written by Susan Bergen, Florence Hedin, and Frank Regier
on behalf of the Mayfair & Kelsey-Woodlawn Local Area Plan Committee**

Mayfair & Kelsey-Woodlawn Yesterday and Today

In 1909, at the same time that the first University of Saskatchewan classes were being offered across the river, Mayfair had 60 dwellings and a population estimated around 350. On April 20, 1911, the City expanded and took possession of land as far north as 38th street which finally made Mayfair part of Saskatoon. By 1914, 843 people lived in Mayfair and development was steady up until World War I. The post-World War II period involved significant construction, as more than one-third of the houses presently standing in Mayfair were built between 1946 and 1960.

Kelsey-Woodlawn is part of the North West Industrial Subdivision Development which is in close proximity to the Central Industrial area of Saskatoon. Kelsey also includes what was known as the McVicar Addition along Idylwyld Drive. The Kelsey-Woodlawn community has one of the smallest populations in all of Saskatoon, and the majority of homes in the neighborhood are single-family detached houses with a diverse mix of historic character. The eastern part of the neighborhood is named after its neighbor, Saskatoon's Woodlawn Cemetery which was founded in 1905 as St. Paul's Roman Catholic Cemetery. The 'Kelsey' portion is named after fur-trader Henry Kelsey who opened up much of Canada's West to European expansion with his journeys into the wilderness. He was one of the first European settlers to travel and live among First Nations.

Streetcars, Mayfair Public Library, Mayfair Community School, St. Michael Community School, St. Michael's Catholic Church, Christie's Bakery, Mayfair Hardware, Woodlawn Cemetery, Memorial Avenue, Alfred Hargreaves, Herbert Buckle, Anthony Pelehos, James and Colin Parker, Walter Dieter, Anne Szumigalski, and Reta Cowley are some of the prominent institutions and people in the history of the neighbourhoods.

Today, Mayfair and Kelsey-Woodlawn are home to 2,535 and 1,045 people, respectively. Mayfair's population has been stable since 1996, and Kelsey-Woodlawn saw an increase of 24% between 2006 and 2011. Average household income increased by an average of 6.38% annually in Mayfair between 2001 and 2011, and by 3.7% annually for the same time frame in Kelsey-Woodlawn. The largest employment sector in Mayfair is Sales and Service, and in Kelsey-Woodlawn it is Trades, Transport and Equipment Operators.

In 2011, there were 1,080 dwellings in Mayfair and 440 in Kelsey-Woodlawn. In Mayfair, 87% of homes were built before 1980, and since this time construction has consisted mainly of infill projects. In Kelsey-Woodlawn, 90% of homes were built before 1960.

Throughout their history, Mayfair and Kelsey-Woodlawn have contributed to Saskatoon in unique ways - a tradition that continues to this day.

Introduction

The Mayfair & Kelsey-Woodlawn LAP process began with a neighbourhood survey and general public meeting to identify issues in the neighbourhood. Neighbourhood stakeholders were asked to participate on an LAP Committee (LAPC), and a series of topic-specific meetings were held. A draft report was created and circulated to City of Saskatoon Administration for comment, then reviewed and amended by the LAPC. The final report was submitted to the Municipal Planning Commission and Standing Policy Committee on Planning, Development & Community Services for consideration before being presented to City Council for adoption on June 22, 2015.

The Mayfair & Kelsey-Woodlawn LAP contains a total of 56 recommendations related to the following topics: Land Use, Zoning, & Infill (6 recommendations), Municipal Services (4), Neighbourhood Image & Business Support (5), Neighbourhood Safety (14), Parks, Open Spaces, and Community Gardens (11), Preserving History, Heritage, and Culture (3), Traffic & Circulation (7), Active Transportation & Transit (3), and North Downtown Master Plan & Saskatchewan Polytechnic (3).

Executive Summary

- **Specific Land-Use and Zoning Changes will Help Improve Quality of Life** - The land-use and zoning amendments proposed in the LAP are key components in achieving the vision of the neighbourhoods, and will lead to more suitable land-use and development patterns.
- **Improve Connectivity & Circulation** - Mayfair & Kelsey-Woodlawn have significant barriers in the form of rail lines and high-volume roadways, which limit active transportation options into and out of the neighbourhoods. The Neighbourhood Traffic Management Plan focuses on physical improvements to improve traffic flow, while the recommendations and statements in the LAP reflect implementation priorities and other solutions to improve traffic and circulation.
- **Maximize the Use and Potential of Existing Park and Green Space** - During LAP meetings, local stakeholders reiterated the importance of improving existing park spaces to ensure they provide a wide range of recreation activities and health benefits for all residents.
- **Support and Promote the Unique Business Area and “Small-Town Feel”** - Residents of Mayfair & Kelsey-Woodlawn feel very strongly about the importance of supporting area businesses – especially the locally-owned, unique establishments along 33rd Street in the vicinity of Idylwyld Drive. The formation of a 33rd Street Business Improvement District is a key milestone in accomplishing this goal.
- **Improve the Image and Perceptions of the Mayfair & Kelsey-Woodlawn Neighbourhoods** - The LAPC feels that the image projected to passersby, especially along key corridors such as Idylwyld Drive, could be improved.

1.0 Land Use, Zoning, and Infill

While some are long-term in nature, the land-use and zoning amendments proposed in this section are key components of achieving the vision of the neighbourhoods, and will lead to more suitable land-use and development patterns. In addition, the recent changes to the City's infill guidelines will ensure that new projects in established neighbourhoods are more complementary to their surroundings.

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide land use, zoning, and infill in the two neighbourhoods. They are as follows:

1. To ensure future infill developments are compatible with the existing character and scale of the neighbourhood.
2. To promote retail uses and other neighbourhood amenities along 33rd Street and Idylwyld Drive.
3. To promote the redevelopment of the culs-de-sac (Stanley to Connaught Place) along Idylwyld Drive.
4. Reduce the potential for industrial uses to develop in close proximity to residential areas.
5. To ensure that vacant sites are developed into uses that are complimentary to their surroundings.

Recommendations 1.1 and 1.2 refer to specific land-use and zoning changes, which reflect the following:

- Transition industrial land uses out of the Mayfair residential area over the long-term.
- Rezone both sides of Idylwyld Drive, from north of 33rd Street to 38th Street (not including the DCD2 District and existing industrial properties on the east side of Idylwyld Drive) from "B3 – Medium Density Arterial Commercial District" and "B4 – Arterial and Suburban Commercial District" to "B4MX – Integrated Commercial Mixed Use District."
- Rezone the west side of Idylwyld Drive, from 38th Street to the CNR line, from "IL1 – General Light Industrial District" to "B4 – Arterial and Suburban Commercial District."
- Designate Mayfair Community School, Mayfair Library, Carpenter's Church, Youth for Christ, Church at Saskatoon, St. Michael's Catholic Church, and St. Michael Community School as "Community Facility Policy District" on the Land Use Policy Map.
- Apply a "Transitional Land Use" on the Land Use Policy Map, rezone to R2 – One and Two-Unit Residential District, and apply a Holding Symbol "H" designation to the former CNR right-of-way between 1st and Quebec Avenues (currently zoned IL1).
- Rezone properties along 33rd Street (between Quebec and 1st Avenues) and 1202 3rd Avenue North from "IL1 – General Light Industrial District" to "B2 – District Commercial District."

An aerial photograph of a city, likely Regina, Saskatchewan, showing a mix of residential, commercial, and industrial areas. A river winds through the city, and various buildings, parking lots, and green spaces are visible. The image is used as a background for the text overlay.

Direct Control District 2

In Kelsey-Woodlawn, the culs-de-sac of Stanley, Minto, Aberdeen, Grey, and Connaught Place are designated Direct Control District 2 (DCD2) in the Zoning Bylaw. Area stakeholders see this area as having the potential to redevelop into a vibrant, mixed-use area with a major residential component and an increased building height of 10 stories or less. The LAPC would like to ensure that potential developers carefully consider the needs of residents that will be displaced.

1.3 – AMENDMENTS TO THE DCD2 GUIDELINES: That Planning & Development address the following related to the current DCD2 Guidelines in the Zoning Bylaw No. 8770:

- In addition to the current B3 and RM3, that B4MX zoning be added to the list of approved zoning uses once consolidation has been achieved.
- Amend guidelines to remove the requirement for development to begin in a south to north manner, and permit any consolidated culs-de-sac to become redeveloped.
- Require a developer who has achieved consolidation to submit a transition plan to ensure displaced residents are supported in the transition to new housing.

1.4 – STANLEY PLACE SPLIT ZONING: That Planning & Development amend the Zoning Map to correct the split zoning on the west portion of 1 Stanley Place, to ensure the DCD2 District zoning applies to the entire parcel.

Mayfair & Kelsey-Woodlawn's proximity to Downtown, low number of infill projects (compared to some other neighbourhoods), and rising house prices may result in increased infill pressures in the future.



Canadian National Railway Property in Kelsey-Woodlawn

Canadian National Railway (CNR) owns active and abandoned right-of-ways (ROW) on the north and east sides of Kelsey-Woodlawn, and within the industrial area. The company has indicated that the abandoned rail line between Quebec and 1st Avenue from just north of 33rd Street to 38th Street may be divested by the company in the near future .

1.5 – ACQUISITION OF CANADIAN NATIONAL RAILWAY RIGHT-OF-WAY: That Saskatoon Land acquire the former right-of-way (between Quebec and 1st Avenues) from Canadian National Railway and examine the potential for developable lots with low-density residential, community space, and/or limited commercial uses where the CNR right-of-way intersects with 36th, 38th, and/or 39th Streets. If development is not feasible or suitable, it is recommended that the Community Services Department, Parks Division, examine the cost and implications of developing this space into a linear park/path with above-ground (such as barrel or raised planter) community gardening opportunities.

1.6 – USE OF CANADIAN NATIONAL RAILWAY RIGHT-OF-WAY ALONG WARMAN ROAD: Once acquired by the City, that the Community Services Department consider this right-of-way for temporary community uses while its potential for a rapid transit corridor is assessed.

2.0 Municipal Services

Municipal Services encompasses a vast majority of activities provided by the City of Saskatoon, such as road and sidewalk maintenance, snow grading/removal, garbage collection, power service, and water treatment.

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of municipal services in Mayfair & Kelsey-Woodlawn. They are as follows:

1. Ensure rear lanes and roads are in good condition throughout Mayfair & Kelsey-Woodlawn.
2. Improve the condition of deteriorated and unrepaired sidewalks in the neighbourhoods.
3. Ensure that residents and businesses are aware of the Lead Service Line replacement program, and that lead pipes are replaced in a timely manner.

Business owners on the LAPC are concerned with the state of the rear lanes behind the properties on both sides of 33rd Street, as the surface condition of the lane has become extremely poor with numerous potholes.

2.1 – 33RD STREET REAR LANE REPAIR: That the Public Works and Major Projects Divisions prioritize the resurfacing and/or repair of rear lanes on the north and south side of 33rd Street, from Idylwyld Drive to Avenue G in the short-term (2-3 years).





2.2 – SURFACE DEFICIENCIES IN KELSEY-WOODLAWN: That Construction and Design Division add to the existing Capital Budget and examine the feasibility of improving and paving streets in Kelsey-Woodlawn, specifically:

- Pave the rear lane on the west side of Industrial Park (near the playground at 36th Street);
- Pave 38th Street between 1st Avenue and Quebec Avenue;
- Pave Alberta Avenue between 38th and 40th Streets; and
- Pave 40th Street between Ontario and Saskatchewan Avenues.

2.3 – CATCH BASIN REVIEW AND MAINTENANCE: That Saskatoon Water conduct a review of intersections in Mayfair & Kelsey-Woodlawn to assess the existing storm sewer runoff design; and initiate a plan and timeline to address deficiencies, such as maintenance of existing basins and installations where warranted.

2.4 – ADDITION TO FALL STREET SWEEPING PROGRAM: That the Public Works Division consider the addition of Mayfair and Kelsey-Woodlawn to the Fall Street Sweeping Program, beginning in 2015.

3.0 Neighbourhood Image and Business Support

Throughout the series of Local Area Plan meetings, stakeholders confirmed the importance of the image projected by the Mayfair & Kelsey-Woodlawn neighbourhoods to residents and others across the city. The LAPC feels that the image projected to passersby, especially along key corridors such as Idylwyld Drive, could be improved.

Support for the local small and medium-sized business community is extremely important to the Mayfair & Kelsey-Woodlawn LAPC; the success of the business area is seen as crucial to the overall amenity of the neighbourhood. In addition, the image of the area to residents and those passing through the neighbourhood is very important to the Committee. The following goals have been identified:

1. That property maintenance conditions in the neighbourhoods improve.
2. The Idylwyld Drive corridor should present a welcoming image of the Mayfair & Kelsey-Woodlawn neighbourhoods that displays pride of ownership.
3. That the unique business community along 33rd Street continue to be supported and promoted.
4. That major corridors (Idylwyld Drive, 33rd Street) become more inviting and pedestrian-friendly.

3.1 – BACKLOG OF PROPERTY MAINTENANCE COMPLAINTS: That the Saskatoon Fire Department examine new and alternative methods to address the current backlog of property maintenance complaints.

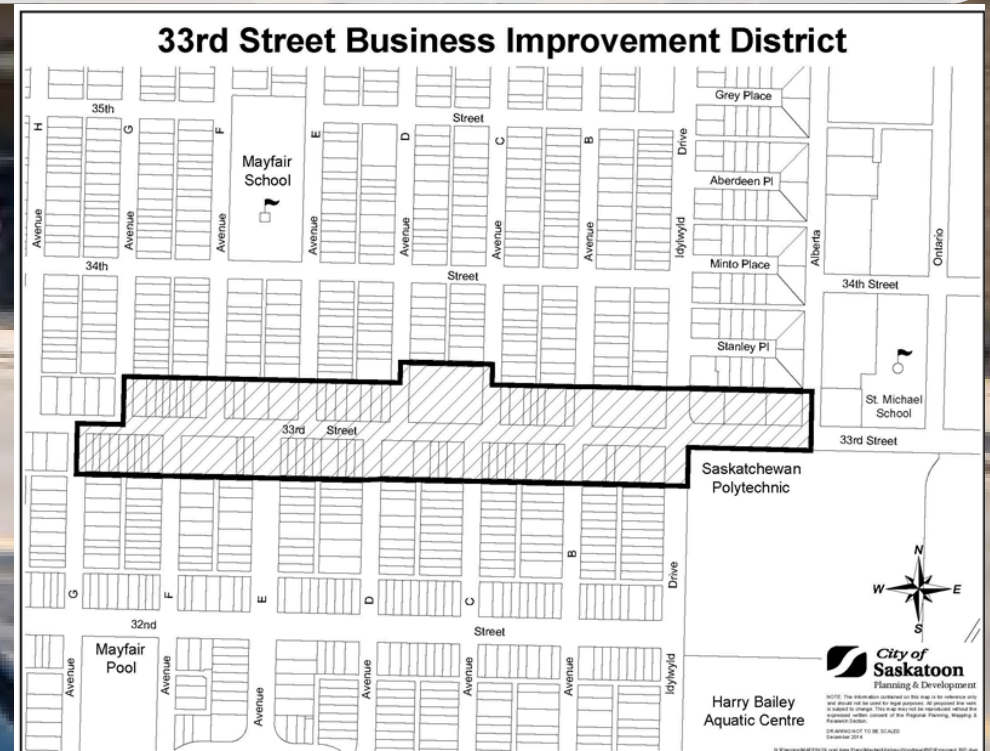
3.2 – BYLAW ENFORCEMENT DOCUMENT: That, in conjunction with the upcoming City of Saskatoon 311 Service, the Community Standards Division create an educational document to provide increased information for issues such as Legalizing Existing Suites, Building Permit enforcement, junk/property maintenance, Business License complaints, police non-emergency, police traffic enforcement, Safer Communities and Neighbourhoods (SCAN), office of residential tenancies, drainage issues, snow removal, and general traffic/circulation comments. Once complete, that the document be posted on Saskatoon.ca and that stakeholders in Mayfair & Kelsey-Woodlawn are notified.

3.3 – MAINTENANCE OF CANADIAN NATIONAL RAILWAY PROPERTY: That the Community Standards Division advise the Canadian National Railway local office to maintain their right-of-ways along the northern boundary of Mayfair and Kelsey-Woodlawn on a regular basis, including cleaning up garbage and eliminating the amount of overgrown grass and weeds.

3.4 – GROWTH PLAN TO HALF A MILLION – IDYLWYLD DRIVE PRIORITY: Due to the current condition of some properties, that the Community Services Department, Planning & Development Division consider Idylwyld Drive, between 33rd and 39th Streets, a priority for higher densities and a greater mix of uses during implementation of the long-term phase of the Growth Plan to Half a Million.

3.5 – 33RD STREET BUSINESS DISTRICT SIGNAGE: That the Community Services Department, Urban Design (City-Wide Program), install signs identifying the “33rd Street Business District” on Idylwyld Drive to promote the unique business area to motorists and tourists.

Business Improvement Districts (BID) provide marketing, events, and promotion for an area, with the goal of increasing customer attraction and business success. BIDs also have a unified voice to advocate governments and other organizations for improvements. In addition, BIDs support neighbourhood cohesion through more frequent communication between businesses. The establishment of the 33rd Street Business Improvement District was approved by City Council in November 2014.



4.0 Neighbourhood Safety

A positive perception of safety within a community allows citizens to live, work, shop, and play free of the fear, rational or not, of becoming a victim of crime. This section of the Mayfair and Kelsey-Woodlawn Local Area Plan includes statistics and reported crime data, perceptions held by neighbourhood residents and businesses, and safety audits conducted by the community. The results of which have been used to create LAP recommendations specific to safety that will address crime and the concerns of the community.

The neighbourhoods had a statistically high reported crime year in many key crime categories in 2011, and have seen a reduction since that peak year. The increase in reported crime in 2011 appears to have had a lasting effect on perception of safety in the neighbourhood. When compared to the reported crimes in the 2013 statistics, perception of safety is low. Residents perceive the neighbourhood to be less safe than the crime statistics suggest. Many of the concerns of the community and issues that they wanted to focus on were centred on improving the perception of safety in the neighbourhood.



The Mayfair & Kelsey-Woodlawn neighbourhood safety goals were formulated from the feedback, activities, and concerns of the Mayfair & Kelsey-Woodlawn LAPC, during the neighbourhood safety meetings and safety audits. The main goals are as follows:

1. Improve safety in parks during the day and at night.
2. Increase the perception of safety on 33rd Street and outside of businesses.
3. Address uncivil behaviours associated with patrons of liquor licensed businesses on 33rd Street and on Idylwyld Drive.

- 4.1 – TREE TRIMMING IN A.H. BROWNE PARK:** That the Community Services Department, Parks Division, identify and trim trees in A.H. Browne Park that are blocking light fixtures and pathways, in order to increase Natural Surveillance, and decrease hiding places.
- 4.2 – CITIZEN PATROL IN A.H. BROWNE AND DR. J. VALENS PARK:** That the Community Services Department, Community Development Division, and Saskatoon Police Service, meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to inform the community of, and encourage the establishment of, a Citizen Patrol in A.H. Browne Park and in Dr. J Valens Park.
- 4.3 – COMMUNITY MURAL IN A.H. BROWNE PARK:** That the Planning and Development and Community Development Divisions meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to discuss the possibility of a community mural on the A.H. Browne Park spray pool building.
- 4.4 – ST. MICHAEL COMMUNITY SCHOOL MURAL:** That the Community Services Department, Planning & Development Division and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association, meet with St. Michael Community School administration to discuss the feasibility of allowing a mural to be created on school property/building, and that, if the project is approved, the Planning & Development Division and Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association meet to discuss the details for the potential mural installation, including the identification of possible funding sources and art organizations/individuals that may be interested in the project.
- 4.5 – COMMUNITY BASED ACTIVITIES ON MAYFAIR AND ST. MICHAEL COMMUNITY SCHOOL GROUNDS:** That the Community Services Department, Community Development Division, and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association organize a meeting with school administration to identify opportunities for formal or informal community based activities that would activate Mayfair Community School and St. Michael Community School grounds with legitimate users at different times of the day.
- 4.6 – RESPECT THE NEIGHBOURHOOD SIGNS:** That the Community Services Department, Planning and Development Division, meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to develop and place highly visible signage in strategic locations where commercial use and residential use may conflict. These signs should encourage respect for the neighbourhood in a positive manner.
- 4.7 – INCIVILITIES STRATEGY:** That the Community Services Department, Planning and Development Division, develop an initiative or program to educate bar owners and patrons in Mayfair and Kelsey-Woodlawn neighbourhoods on safety issues arising outside of liquor licensed establishments and of their responsibilities.

4.8 – DISTRIBUTE SAFE AT HOME: That the Community Services Department, Planning and Development Division, contact the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to identify a convenient location in the neighbourhood to make the Safe at Home booklet available to residents.

4.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE: That the Community Services Department, Planning and Development and Community Development Divisions, distribute the Reducing Graffiti in our Community brochure to help educate business owners on existing programs to combat graffiti vandalism.

4.10 – DISTRIBUTE THE PORCH LIGHT BROCHURE: That the Community Services Department, Planning and Development and Community Development Divisions, distribute the Porch Light Initiative brochure to help educate residents on the benefits of leaving their front door light on.

4.11 – DISTRIBUTE PREVENTING AND REPORTING CRIME BROCHURE: That the Saskatoon Police Service distribute the Preventing and Reporting Crime brochure to businesses in the neighbourhood.

4.12 – DISPLAY STREET ADDRESSES IN REAR LANES: That the Community Services Department, Neighbourhood Planning Section, contact business owners along 33rd Street and encourage them to display their street address in the rear lane.

4.13 – REAR LANE CLEAN UP: That the Transportation and Utilities Department work with the Planning and Development Division, Community Services Department, the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association and local businesses to determine the feasibility of a one-time rear lane project. The project objective will be to remove all volunteer trees and bushes and trim overhanging foliage in the lanes in the north and south rear lanes of 33rd Street between Alberta Avenue and Avenue G. Following the completion of the project, the Back Lanes: Maintenance & Safety brochure is to be distributed to inform Mayfair and Kelsey-Woodlawn business owners on the importance of lane maintenance, which will reduce the opportunity for crime in the area.

4.14 – COMMUNITY CLEAN-UP PROGRAM: That the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association contact the Saskatoon Fire Department to get them involved in the Community Cleanup Program.

Mayfair & Kelsey-Woodlawn Local Area Plan

Neighbourhood Safety - Safe Areas & Sites



Dr. J. Valens Park
Open park with clear sight lines and visible children's area.

A.H. Browne Park
Safe during the day. Kids amenities, spray park, supervision and activities.

Aids Saskatoon
Reduction in needles in the parks.

Safeway
Safe during the day and inside the building.

33rd Street
Lots of Traffic and people during the day.

Residential
Residents seem to know each other and look out for the neighbourhood and each other.

Mayfair Library
Safe during the day. People are around and the lighting is good. Children feel safe in the building.

Mayfair School
Safe during the day. Clear view of school yard. Plenty of children and activities around. Adult supervision during recess.

St. Michael School
Safe during the day during the days and months when school is in attendance.

Legend

- Safe Sites**
- ① Mayfair Library
 - ② Mayfair School
 - ③ St. Michael School
 - ④ Safeway
 - ⑤ AIDS Saskatoon
 - ⑥ A.H. Brown Park
 - ⑦ Industrial Park
 - ⑧ Dr. J. Valens Park

Neighbourhood Boundaries

Safe Areas

General Comments:
Most areas feel safe to walk and use during the daytime in the whole neighbourhood.



NOTE: The information contained on this map is for reference only and not to be used for legal purposes. This map may not be reproduced without the expressed written consent of Community Services - Future Growth, Mapping & Research Section
DRAWING NOT TO BE SCALED
April 22, 2013

5.0 – Parks, Open Spaces, and Community Gardens

The residents of Mayfair & Kelsey-Woodlawn have a variety of park and open space amenities within and in close proximity to the neighbourhoods. Through LAP meetings, local stakeholders reiterated the importance of improving existing park spaces to ensure they provide a wide range of recreation activities and health benefits for all residents.

The Mayfair & Kelsey-Woodlawn LACP identified a number of goals intended to guide the future role of parks, open spaces & community gardens in the two neighbourhoods. They are as follows:

1. That community gardens and orchards be promoted and developed in the neighbourhoods.
2. That existing park spaces in the neighbourhoods be used to their full potential through active and passive recreational opportunities.
3. Where possible, utilize vacant lots and empty spaces for the benefit of the neighbourhoods.

The LACP feels that the addition of recycling bins would divert cans and bottles from the landfill while also promoting the importance of recycling habits.

5.1 – ADDITION OF RECYCLING BINS TO PARKS: That Environmental and Corporate Initiatives consider the installation of recycling bins in all three parks in Mayfair & Kelsey-Woodlawn.

5.2 – AVENUE G AND 39TH STREET GREEN SPACE: That the Parks and Transportation Divisions, in conjunction with the construction of a pedestrian/cyclist path as part of the Airport and Circle Drive overpass, consider the development of green space at the vacant City-owned space at the corner of Avenue G and 39th Street, including a path connection to the Hudson Bay Park System.

5.3 – HUDSON BAY AREA PARK MASTER PLAN CONSULTATION PROCESS: That the Recreation & Sport Division includes Mayfair in the Hudson Bay Area Park Master Plan consultation process, given the neighbourhood's proximity to the Hudson Bay Area Park System; and that the Parks Division considers Henry Kelsey and Henry Kelsey North Parks a priority for redevelopment.

5.4 – PROMOTION OF WESTERN HALF OF A.H. BROWNE PARK: That the Recreation & Sport and Community Development Divisions promote formal or informal community-based uses of the multipurpose field on the western half of A.H. Browne Park, such as youth sports (including soccer and flag football), in addition to softball and football.

5.5 – IMPROVEMENTS TO A.H. BROWNE PARK: That the Parks Division:

- i) Assess the condition of all existing paths and rehabilitate any deteriorated or heaving paved paths, specifically near the playground.
- ii) Consider construction of a path along the northwestern edge of the park, with potential funding from the Park Enhancement Program.
- iii) Consider widening and improving the path on the west side of the park along Avenue F.



The western half of A.H. Browne Park is frequently empty and should be assessed for alternative uses.

5.6 – RENAMING OF INDUSTRIAL PARK: That the Community Services Department, Neighbourhood Planning Section, bring forward a recommendation to the Naming Advisory Committee to screen and add Anne Szumigalski to the Names Master List, and request that Industrial Park be renamed to Szumigalski Park, in honour of Anne Szumigalski, who became a renowned poet and formerly lived on Connaught Place directly south of the park.

5.7 – IMPROVEMENTS TO INDUSTRIAL PARK: That the Community Services Department, Recreation & Sport Division examine the feasibility of the following improvements to Industrial Park:

- i) requiring user groups to provide temporary, seasonal washroom facilities;
- ii) additional bench seating be installed at the softball diamonds; and
- ii) updating and replacing the playground, including a fence along 36th Street and the alley adjacent to the playground.

5.8 – NEW PATH CONNECTION IN DR. J. VALENS PARK: That the Community Services Department, Parks Division, examine the feasibility of extending the current pathway along the northern edge of Dr. J. Valens Park to continue in an east-west direction to 1st Avenue.

5.9 – PLAN FOR FUTURE SECTION OF WOODLAWN CEMETERY: That the Community Services Department, Parks Division collaborate with Woodlawn Cemetery Administration to develop a plan that incorporates landscaping, pedestrian, and cyclist amenities for the undeveloped, future use section of the Cemetery.

5.10 – INSTALLATION OF WOODLAWN CEMETERY MAIN ENTRANCE SIGN/GATE: That the Community Services Department, Planning & Development and Parks Divisions collaborate with Woodlawn Cemetery Administration to design and install a culturally and historically sensitive sign or gate for the main entrance of Woodlawn Cemetery at Memorial Avenue and 33rd Street.

5.11 – WOODLAWN CEMETERY ENTRANCE – ADJACENT USES: That the Community Services Department, Planning & Development Division discuss options with the property owner of 1202 3rd Avenue North (former bakery at the entrance of Woodlawn Cemetery), with the goal of redeveloping this building into commercial uses beneficial to a Cemetery, such as a flower or coffee shop.



Installation of a large, historically sensitive sign or gate would improve the visibility of the Woodlawn Cemetery entrance from Warman Road and 33rd Street.

6.0 – Preserving History, Heritage & Culture

The Mayfair & Kelsey-Woodlawn neighbourhoods have a history, heritage, and culture that are unique in the city – the neighbourhoods have been home to a variety of significant people, buildings, and events. The LAPC feels the story of the neighbourhoods is still untold, and needs to be promoted and shared.

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the preservation of history, heritage, and culture in Mayfair & Kelsey-Woodlawn. They are as follows:

1. Improve quality of life, economic development, and social well-being through history and heritage preservation.
2. Promote and celebrate the unique history and heritage of Mayfair & Kelsey-Woodlawn.
3. Showcase the neighbourhood’s heritage and culture through plaques, displays, and educational elements.

6.1 – HISTORICAL PARK SIGNAGE: That Planning & Development install historical installations, such as new park signs, at both A.H. Browne and Dr. J. Valens Parks, explaining the historical significance of each person. If Industrial Park is renamed in honour of Anne Szumigalski (as per Recommendation 5.6), a similar installation should also occur at this location.

6.2 – BRIEF HISTORY OF MAYFAIR DOCUMENT: That the Planning & Development Division, Heritage & Design Coordinator notify the 33rd Street Business Improvement District and all businesses in Mayfair of the Heritage Section of the LAP and the “Brief History of Mayfair” document, and that it be made available for display to interested customers and clients.

6.3 – STREETCAR HISTORY INSTALLATION: That the Community Services Department, Planning & Development Division, Heritage & Design Coordinator, in consultation with the 33rd Street Business Improvement District, consider installing a historical marker/display on 33rd Street, referencing the history of streetcars in Mayfair.





7.0 - Traffic & Circulation

Ensuring the safe and efficient movement of traffic is of primary importance in Mayfair & Kelsey-Woodlawn. Major issues from the LAPC included the diverter at Avenue C and 38th Street, shortcutting through the neighbourhood, and increased traffic flow on 33rd Street.

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of traffic & circulation in Mayfair & Kelsey-Woodlawn. They are as follows:

1. That sidewalks are available throughout both neighbourhoods, with a particular emphasis on safety for children and students.
2. That non-resident motorists are prevented from shortcutting through the neighbourhoods.
3. That the speed and volume of traffic is reduced, with the goal of enhancing the safety of children and youth walking and cycling to neighbourhood parks and schools.

There are two plans that address traffic concerns in Mayfair & Kelsey-Woodlawn – the first is the Mayfair & Kelsey-Woodlawn Neighbourhood Traffic Management Plan, and the second is the recommendations in this LAP. The Traffic Plan focuses on physical improvements to improve traffic flow, while the recommendations and statements in the LAP reflect implementation priorities and other solutions to improve traffic and circulation.

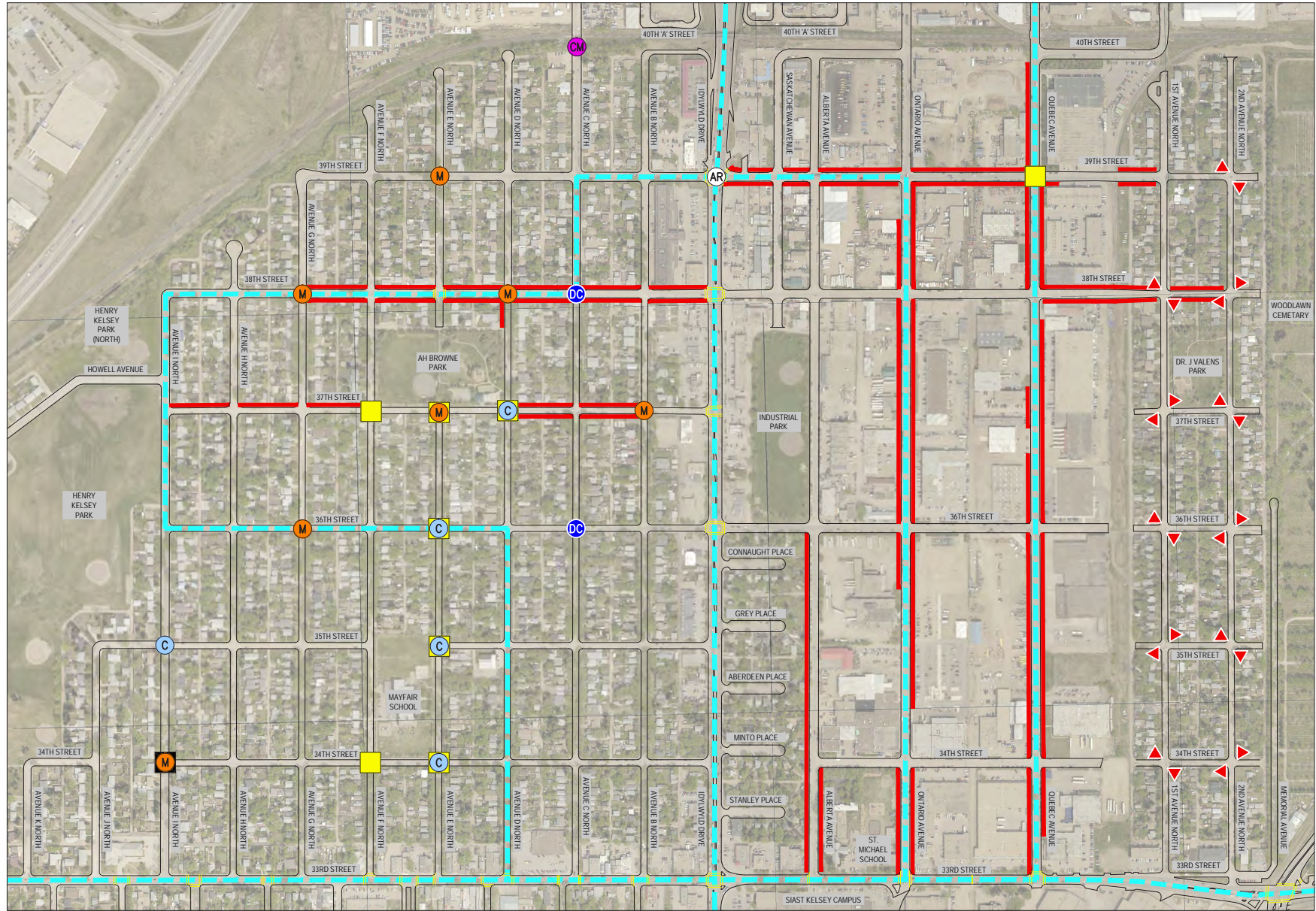
The recommendations from the Neighbourhood Traffic Management Plan and the Local Area Plan are to be considered together to address the concerns of neighbourhood stakeholders.

Mayfair & Kelsey-Woodlawn Local Area Plan Final Summary Report

MAYFAIR/KELSEY - WOODLAWN TRAFFIC PLAN



- Ⓚ DIRECTIONAL CLOSURE
- Ⓚ CURB EXTENSIONS
- Ⓚ ACCESSIBILITY RAMP INSTALLATION
- Ⓚ MEDIAN ISLAND
- ZEBRA CROSSWALK UPGRADE
- ▼ YIELD SIGN INSTALLATION
- Ⓚ CURB EXTENSION WITH MEDIAN ISLAND
- Ⓚ ROUNDABOUT
- STANDARD CROSSWALK UPGRADE
- BUS ROUTE
- SIDEWALK INSTALLATION



The recommendations presented below are in addition to the Neighbourhood Traffic Management Plan approved by City Council.

7.1 – PRIORITY SIDEWALK INSTALLATIONS: That the Transportation & Utilities Department consider adding the following sidewalk locations to the Priority 1 list for installation:

- Saskatchewan Polytechnic, Ontario Avenue parking lot, to 33rd Street: many students walk from this large parking lot to the main campus.
- Alberta Avenue from 33rd to 36th Streets in the short-term: young children walking from the culs-de-sac to St. Michael Community School.
- A.H. Browne Park (specifically at the northeast corner of the park along Avenue D): young children frequent the park and spray pad.

7.2 – REDUCED SPEED LIMIT AROUND PARKS: That the Transportation & Utilities Department consider a pilot project to reduce the speed limit around parks in Mayfair & Kelsey-Woodlawn, specifically A.H. Browne and Dr. J. Valens Parks, to 30 km/hr year-round to increase pedestrian and children safety; and that Saskatoon Police Services increase speeding enforcement in conjunction with such a pilot project.

7.3 – TRAFFIC-CALMED NEIGHBOURHOOD SIGNAGE: That the Transportation Division consider the placement of “Traffic Calmed Neighbourhood” signs in Mayfair & Kelsey-Woodlawn.

7.4 – DISCUSSION OF NEIGHBOURHOOD TRAFFIC MANAGEMENT PLAN: That the Transportation & Utilities Department meet with the Mayfair/Kelsey-Woodlawn/Hudson Bay Park Community Association and Local Area Plan Committee upon completion of initial Neighbourhood Traffic Management Plan installations (in the short-term - 2-3 years), to discuss effectiveness of changes such as the directional closure.

7.5 – ADDITIONAL SPEEDING AND TRAFFIC SAFETY INSTALLATIONS: In addition to the Neighbourhood Traffic Management Plan, that the Transportation & Utilities Department consider the following traffic installations to reduce speeding and improve safety:

- That speed reduction installations, such as speed bumps, be considered in all directions of traffic leading to the intersection of 38th Street and Avenue I; and
- That the potential for a traffic light be examined at the intersection of Quebec Avenue and 39th Street.

7.6 – AIRPORT DRIVE OVERPASS PEDESTRIAN AND CYCLIST CONNECTION: That the Transportation Division construct a Pedestrian and Cycling connection (not vehicular) from the northwest corner of Mayfair (Avenue G and 39th Street) to the Airport Business Area, in conjunction with construction of the Airport/Circle Drive overpass.

7.7 – AIRPORT DRIVE OVERPASS SOUND ATTENUATION: That the Transportation Division consider sound attenuation adjacent to the Mayfair neighbourhood in conjunction with the construction of the Airport Drive and Circle Drive overpass.



Ensuring efficient traffic flow along corridors such as 33rd Street, Avenue C and Idylwyld Drive are a main concern of the LAP Committee.

8.0 Active Transportation & Transit

In Mayfair & Kelsey-Woodlawn, the LAP Committee views active transportation and transit service as important in achieving the vision of the neighbourhoods – being walkable, with a strong sense of community and small-town feel. Strengthening active transportation and transit connections are also crucial given the neighbourhoods' proximity to the river, Downtown, and the industrial areas to the north.

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of active transportation and transit in Mayfair & Kelsey-Woodlawn:

1. To promote the increased use of transit and active transportation as ways to commute to work and reach major destinations such as Downtown, Saskatchewan Polytechnic, and the University of Saskatchewan.
2. To minimize Warman Road and Circle Drive as barriers to active transportation, specifically for those who commute by bicycle.
3. To increase the use of transit in Mayfair & Kelsey-Woodlawn through service and amenity improvements.

8.1 – CYCLING ROUTES AND CONNECTIONS:

- That Transportation examine the creation of north-south cycling routes, with consideration given to Avenue C in Mayfair and 1st Avenue in Kelsey-Woodlawn. If feasible, consideration should be given to a protected cycling lane; and
- That 36th Street be connected between 1st Avenue and Quebec Avenue as a pedestrian and cyclist connection.

8.2 – 39TH STREET ACTIVE TRANSPORTATION CORRIDOR: With regards to active transportation, that Transportation:

- Examine the feasibility of a pedestrian and cyclist connection across Warman Road, in the vicinity of Hazen Street, in conjunction with a cycling route through Woodlawn Cemetery and 39th Street; and
- That 39th Street – from Woodlawn Cemetery to the Avenue G/Airport Drive connection – be examined for potential as a pedestrian and cyclist corridor.



8.3 – TRANSIT SERVICE

IMPROVEMENTS: With regards to transit, the following service and amenity improvements should be considered:

- That Saskatoon Transit consider increasing the size of bus shelters at high-traffic bus stops along 33rd Street and in proximity of Saskatchewan Polytechnic’s locations (along Idylwyld Drive and 33rd Street) to accompany additional transit users.
- That Saskatoon Transit contact major employers in the Kelsey-Woodlawn industrial area (ABC Manufacturing, Venmar CES, and Star Egg for example) to determine the number of potential users and viability of beginning bus service in conjunction with the beginning of major work shifts, specifically in the early morning.



- That Saskatoon Transit, in discussion with the North Saskatoon Business Association and the Greater Saskatoon Chamber of Commerce, examine early morning (5AM) bus service from Mayfair, Kelsey-Woodlawn and adjacent neighbourhoods to the North, Hudson Bay, and Marquis Industrial areas to accommodate employees with early start times.
- That Saskatoon Transit consider the installation of concrete/paved waiting areas and/or shelters at existing bus stops as a short-term priority, specifically:
 - o 38th Street at Avenue C* and Avenue G* (Stops 4394 and 3268);
 - o Quebec Avenue north of 36th Street* (Stop # 5381);
 - o Quebec Avenue north of 38th Street (Stop # 3479);
 - o 36th Street west of Idylwyld Drive* (Stop 5700);
 - o 39th Street and Avenue B (Stop # 5651); and
 - o 36th Street and Avenue C (Stop 5750).

*These four proposed locations do not have an adequate waiting area - missing sidewalks for example.



9.0 – North Downtown Master Plan & Saskatchewan Polytechnic

The area south of 33rd Street (across from Kelsey-Woodlawn) will begin to see significant changes in the future. The North Downtown Master Plan will guide redevelopment of the area around the current Canadian Pacific rail line once the City Yards relocate to the Civic Operations Centre. The Plan recommends the area develop into a mixed-use area with residential, commercial, and greenspace components. Saskatchewan Polytechnic will also consider expanding their educational facilities in the area.

The LAPC is supportive of North Downtown redevelopment and of Saskatchewan Polytechnic's growth, as it will benefit the Mayfair & Kelsey-Woodlawn neighbourhoods. However, the LAPC would like to ensure open communication is maintained and traffic and parking impacts are minimized.

The Mayfair & Kelsey-Woodlawn LAPC would like to ensure communication continues between neighbourhood stakeholders, the City of Saskatoon (responsible for the North Downtown Plan), and Saskatchewan Polytechnic. Goals on this topic are as follows:

1. Ensure the neighbourhoods of Mayfair & Kelsey-Woodlawn are kept informed of North Downtown Master Plan progress as the area begins redevelopment.
2. That traffic and parking impacts on Mayfair & Kelsey-Woodlawn from the development of the North Downtown and expansion of Saskatchewan Polytechnic are managed.

9.1 – WARMAN ROAD AND 33RD STREET CROSSING: That City of Saskatoon Corporate Initiatives maximize pedestrian and cyclist safety across 33rd Street at Warman Road, between the North Downtown greenway and the Woodlawn Cemetery entrance to the north.

9.2 – NORTH DOWNTOWN MASTER PLAN PARKING AND TRAFFIC IMPACT STUDY: That City of Saskatoon Corporate Initiatives conduct a parking and traffic impact study to ensure impacts on all surrounding neighbourhoods (Mayfair, Kelsey-Woodlawn, City Park, North Park, and Caswell Hill) are managed as the North Downtown redevelops and Saskatchewan Polytechnic considers expansion options.

9.3 – SASKATCHEWAN POLYTECHNIC ECO-PASS PROGRAM: That Saskatoon Transit begin discussions with Saskatchewan Polytechnic – Main Campus regarding the potential for a student and/or staff Eco-pass transit program.

10.0 Implementation & Priorities

Local Area Plan (LAP) reports are long-term plans that may take several years to be fully implemented. An LAP sets out a vision and goals to guide growth and development of a neighbourhood. They also specify recommendations, with each intended to address a particular issue and improve the neighbourhood. Some recommendations may be implemented in the short-term, while others may take a longer period of time.

Since the late-1990s, the City of Saskatoon Planning & Development Division has been creating and implementing LAPs, with City Council endorsing the plans. Great strides have been made to improve these neighbourhoods by allocating resources for the implementation of the recommendations in the report, working with City Administration, with LAP communities, and facilitating collaborative action from government and non-government programs and service providers.

The Planning & Development Division works in partnership with each division to implement LAP recommendations. City Council has been very supportive of the LAP Program and continues to approve capital funds to implement needed improvements in the LAP neighbourhoods.

Local Area Planners are the liaisons between the community and City Administration to ensure the priorities laid out in each LAP are reflected in the funding of projects. The interdepartmental cooperation begins in the early stages of the LAP process, when key City Administrators are brought to the table of a Local Area Planning Committee (LAPC) to provide insight and expertise on certain issues. These same key City Administrators are often involved in approving certain commitments to implement recommendations from the LAP.

It is a goal of the Local Area Planning Program to report to the LAP neighbourhoods and to City Council on an annual basis to provide a status update on the implementation of recommendations from each LAP. Additional public meetings may also be needed to keep the community abreast of implementation activities or to gather input on implementation activities. Articles about Local Area Planning activities may also be published in Community Association newsletters. The Local Area Planning website at www.saskatoon.ca/go/lap posts Implementation Status Reports, which are created annually.

Continued community involvement in the implementation of LAPs is essential to successful outcomes, and, as such, it is imperative to extend a central role to local residents, Community Associations, Local Area Plan Committees, and other stakeholders. Community Associations and LAPCs have an important role in providing local perspective, advice, guidance and input on the implementation of recommendations, and commenting on development proposals in their neighbourhoods to ensure they are consistent with the goals of the LAP.

The Mayfair & Kelsey-Woodlawn LAPC was asked to identify their top priority recommendations. Being recognized as high priority does not necessarily mean a recommendation will be completed in the immediate future because there may be complex issues that affect the timing of implementation. This is an opportunity for the LAPC to identify the recommendations that are believed to have the greatest potential for a significant positive impact on the neighbourhood.

The Mayfair & Kelsey-Woodlawn LAPC views the proposed transit, active transportation, and municipal services improvements as among the most important recommendations that will help make it easier to move around.

The following recommendations were identified by the LAPC as having the highest priority:

- 8.3 Transit Service Improvements**
- 7.1 Priority Sidewalk Installations**
- 8.2 39th Street Active Transportation Corridor**
- 2.2 Surface Deficiencies in Kelsey-Woodlawn**
- 2.3 Catch Basin Review & Maintenance**
- 2.4 Addition to Fall Sweeping Program**

“The time is right for renewal. It is our turn to grow.”

Mayfair & Kelsey-Woodlawn Local Area Plan Final Summary Report

