



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

Monday, June 1, 2015, 9:00 a.m.

**Council Chamber, City Hall
Committee:**

**Councillor D. Hill (Chair), Councillor T. Davies (Vice-Chair), Councillor Z. Jeffries, Councillor P. Lorje,
Councillor T. Paulsen, His Worship Mayor D. Atchison (Ex-Officio)**

Pages

- 1. CALL TO ORDER**
- 2. CONFIRMATION OF AGENDA**
- 3. DECLARATION OF PECUNIARY INTEREST**
- 4. ADOPTION OF MINUTES**

Recommendation

That the minutes of Regular Meeting of the Standing Policy Committee on Planning, Development and Community Services held on May 4, 2015 be adopted.

- 5. UNFINISHED BUSINESS**
- 6. COMMUNICATIONS (requiring the direction of the Committee)**

6.1 Delegated Authority Matters

6.2 Matters Requiring Direction

**6.2.1 2014 Annual Report - Advisory Committee on Animal Control
[File No. CK. 430-63]**

6 - 30

Ms. Diane Bentley, Chair, will be available to answer questions.

Recommendation

That the 2014 Annual Report - Advisory Committee on Animal Control be received as information and forwarded to City Council for information.

6.2.2	Saskatchewan Hockey Hall of Fame [File CK. 1870-3]	31 - 47
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Recommendation

That the information be received.

6.3 Requests to Speak (new matters)

6.3.1	artSpace Saskatoon Concept [File CK. 5608-1]	48 - 48
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A request to speak on this matter dated April 28, 2015 has been received from Craig Campbell.

Recommendation

1. That Mr. Campbell be heard; and
2. That the information be received.

6.3.2	Canada Remembers Air Show [File No. CK. 205-1]	49 - 49
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A request to speak dated May 7, 2015 has been received from Mr. David Fairlie, Saskatoon Shrine Club regarding the Canada Remembers Air Show to be held on July 11 and 12, 2015.

Recommendation

1. That Mr. Fairlie be heard; and
2. That the information be received.

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

7.1.1	2014 Annual Report - Development Review Section [Files CK. 430-41 and PL. 430-1]	50 - 59
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Recommendation

1. That the information be received; and
2. That a copy of this report be forwarded to the Municipal Heritage Advisory Committee and the Municipal Planning Commission for information.

7.1.2	2015 Assistance to Community Groups Cash Grants Program, Social Services Category [Files CK. 1871-3 and RS. 1870-2]	60 - 68
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Recommendation

That the recommended grants totalling \$1,062,786.68 for 2015 under the Social Services Category, Assistance to Community Groups Cash Grant Program, be approved.

7.1.3	Approval for Advertising: Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning - Village Square [Files CK. 4351-015-010 x 4110-40 and PL. 4350-Z29/13]	69 - 73
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Recommendation

1. That the advertising, in respect to the proposed amendment to the Rosewood Neighbourhood Concept Plan and Zoning Bylaw No. 8770, be approved;
2. That the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendment to Zoning Bylaw No. 8770; and
3. That the City Solicitor be requested to prepare the required bylaw to amend Zoning Bylaw No. 8770.

7.1.4	2014 Year End Report - Urban Forestry and Pest Management [Files CK. 4200-1 and PK. 4201-1]	74 - 117
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Recommendation

That the 2014 Year End Report - Urban Forestry and Pest Management be received as information.

7.1.5	Retail Growth in Saskatoon [Files CK. 4125-1 and PL. 4125-1]	118 - 126
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Recommendation

That the June 1, 2015 report of the General Manager, Community Services Department be received as information.

7.1.6	Land Use Applications Received by the Community Services Department For the Period Between April 15, 2015 to May 13, 2015 [Files CK. 4000-5, PL. 4350-1, PL. 4132, PL. 4355-D, PL. 4350 and PL. 4300]	127 - 141
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Recommendation

That the June 1, 2015 report of the General Manager, Community Services Department be received as information.

7.1.7	2014 Annual Report - Leisure Centres and Outdoor Pools [Files CK. 430-34 and RS. 430-1]	142 - 163
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Recommendation

That the 2014 Annual Report - Leisure Centres and Outdoor Pools be received as information.

7.2 Matters Requiring Direction

7.2.1 Resolution of Support for Application of National Heritage Designation [File No. CK. 710-64] 164 - 169

The Municipal Heritage Advisory Committee has considered and supports the recommendation of the Administration regarding the above matter.

A request to speak dated May 14, 2014 has been received from Ms. Barb Biddle, President, Montgomery Place Community Association.

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the City of Saskatoon support the application of National Heritage Designation for Montgomery Place, for commemorative purposes only,

7.2.2 Mayfair and Kelsey-Woodlawn Local Area Plan [Files CK. 4000-16 and PL. 4110-73] 170 - 447

Copies of the attachments were previously distributed.

The Municipal Planning Commission has considered and supports the recommendation of the Administration regarding the above matter.

The attached email has been received from Ms. Anna Cole, President, Hudson Bay Park-Mayfair-Kelsey Woodlawn Community Association in support of the plan.

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the key strategies and recommendations in the Mayfair and Kelsey-Woodlawn Local Area Plan, as outlined in the May 26, 2015 report of the General Manager, Community Services Department, be approved.

7.2.3 Proposed Amendment to the Heritage Property (Approval of Alterations) Bylaw, 2014, Bylaw No. 8356 [Files CK. 710-1 and PL. 710-17-1] 448 - 452

The Municipal Heritage Advisory Committee has considered and supports the recommendation of the Administration regarding the above matter.

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the City Solicitor be requested to prepare the required bylaw to amend *The Heritage Property (Approval of Alterations) Bylaw, 2014, Bylaw No. 8356*.

- 7.2.4 Appointment of Architectural Design Review Committee [Files CK. 4130-2-8 and PL. 4129-3] 453 - 455**

Recommendation

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

1. That the individuals outlined in Attachment 1 of the June 1, 2015 report of the General Manager, Community Services Department be appointed to serve on the Architectural Design Review Committee for the review of proposals subject to the DCD1 - Architectural Control Overlay District and the B5B – Architectural Control Overlay District; and
2. That these appointments be for a three-year term ending March 1, 2018.

- 7.2.5 Saskatoon Minor Football Field and Auxiliary Building Reserve and Operations [Files CK. 1815-1 and RS. 291-6] 456 - 468**

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that Reserves for Future Expenditures Policy No. C03-003 be amended, in the manner set forth in the report of the General Manager, Community Services Department dated June 1, 2015, to provide for a Saskatoon Minor Football Field Stabilization Reserve.

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

May 13, 2015

Secretary, SPC on Planning,
Development and Community Services

**Re: 2014 Annual Report – Advisory Committee on Animal Control
(File No. CK. 430-63)**

Mandate

The mandate of the Advisory Committee on Animal Control is to advise City Council, through the Standing Policy Committee on Planning, Development & Community Services, on all policy matters relating to animal services in the community. This annual report is in keeping with the requirement of City Council to report on its activities for the previous year.

Committee Membership

The Advisory Committee on Animal Control has a membership of 10 as appointed by Council. The following are committee members as of December 31, 2014:

Councillor Zach Jeffries
Ms. Diane Bentley, representing the general public
Ms. Shirley Ross, representing the general public
Dr. Edward Hudson, representing the general public
Ms. Cassandra Stinn, representing the general public
Ms. Andrea Ziegler, representing the general public
Ms. Maggie Sim, representing Saskatoon Public Health, Vice-Chair
Dr. Duncan Hockley, representing Western College of Veterinary Medicine
Dr. Michael Powell, representing Saskatoon Academy of Veterinary Practitioners
Mr. Kevin Hovdestad, representing S.P.C.A. (January – June, 2014)

In addition to the members, the Committee receives information and advice from the following individuals:

Open Space Consultant Chelsie Schafer
Solicitor Derek Kowalski
Pest Management Supervisor Jeff Boone
Inspector Dale Solie, Saskatoon Police Service
Ms. Eva Alexandrovici, Executive Director, Saskatoon Animal Control Agency

Ms. Tiffany Koback, Shelter Manager, Saskatoon S.P.C.A. (replaced September 2014, by Ms. Patricia Cameron, Executive Director)

Referrals and Requests

The Advisory committee requested a verbal report from Dr. Powell regarding the Ebola virus and animals. Dr. Powell's research indicated that there is little evidence to support that dogs would transmit this disease.

The Committee received a concern from a volunteer with the Saskatoon Pet Loss Support Group regarding the procedure the City of Saskatoon has in place for the handling and disposal of deceased domestic pets. A motion was passed:

That the Administration update the Committee on the current process of how deceased animals are handled, including data on how many times a year Public Works picks up animals; and a list be provided of available resources for the pickup of deceased animals.

Administration will respond in January 2015.

Court Reports

The Committee reviewed court reports on a monthly basis as prepared by the Bylaw Enforcement Officer. Explanation and clarification was provided by the Office of the City Solicitor. A summary of these reports is attached.

Solicitor Kowalski briefed the committee on bylaw amendments regarding barking dog complaints, amendments to the Dangerous Animals Bylaw and the amendment to the Animal Control Bylaw regarding pets in truck beds.

Open Space Consultant Updates

Monthly updates were provided by the Open Space Consultant on issues such as:

- 1) Two new off leash areas to be developed at Hyde Park and in Caswell Hill
- 2) Dog Day of Summer
- 3) Animal Control Review
- 4) Animal Services Marketing Plan
- 5) Pet Wellness Brochure
- 6) My Pet Matters

2014 Initiatives

In June of 2011, the Animal Bite Awareness Campaign was initiated. This year, the sub-committee agreed that it would be most effective to employ the media talents of Tap Communications to further educate pet owners of their responsibility to prevent bites. A meeting with Tap Communications in December further outlined this objective. We anticipate a template for this campaign early in 2015 with a projected launch in early spring. A copy of this proposal is attached.

2015 Initiatives

The Advisory Committee will continue to provide advice to City Council on any policy matter relating to Animal Services in the City of Saskatoon as requested.

The Dog Bite Campaign will continue in 2015 as the Advisory Committee will explore new initiatives throughout the year.

Attachments

1. 2014 Annual Court Report, Animal Control Bylaw Prosecutions - City of Saskatoon, Office of the City Solicitor.
2. Tap Communications – Bite Prevention Campaign, A Proposal for The Saskatoon SPCA.
3. Bite Statistics 2014 (PowerPoint presentation in entirety is available upon request).

Yours truly,



for **Diane Bentley, 2014 Chair**
Advisory Committee on Animal Control

:drs

435-17

Office of the City Solicitor
2014 ANNUAL COURT REPORT

Attachment 1

Animal Control Bylaw Prosecutions - City of Saskatoon

Convictions/Orders	2014		2013	
	No.	Average Fine	No.	Average Fine
Dog at Large	24	\$300.00 + \$60.00 surcharge	7	\$300.00 + \$60.00 surcharge
Dog at Large			1	\$300.00 + \$50.00 surcharge
Dog at Large			5	\$300.00 surcharge waived
Dog at Large				
Dog at Large			1	\$250.00 surcharge waived
Dog at Large	1	\$200.00 + \$60.00 surcharge	4	\$200.00 + \$60.00 surcharge
Dog at Large	15	\$200.00 + \$50.00 surcharge	1	\$200.00 + \$50.00 surcharge
Dog at Large			4	\$200.00 surcharge waived
Dog at Large	66	\$100.00 + \$50.00 surcharge	71	\$100.00 + \$50.00 surcharge
Dog at Large	1	\$100.00 + \$40.00 surcharge	1	\$100.00 + \$40.00 surcharge
Dog at Large	3	\$100.00 surcharge waived	30	\$100.00 surcharge waived
Dog at Large			1	\$75.00 + \$40.00 surcharge
Dog at Large	3	\$50.00 + \$40.00 surcharge	3	\$50.00 + \$40.00 surcharge
Dog at Large			3	\$50.00 surcharge waived
Dog with No License	2	\$350.00 + \$60.00 surcharge		
Dog with No License	8	\$300.00 + \$60.00 surcharge	3	\$300.00 + \$60.00 surcharge
Dog with No License			8	\$300.00 surcharge waived
Dog with No License	77	\$250.00 + \$60.00 surcharge	51	\$250.00 + \$60.00 surcharge
Dog with No License	3	\$250.00 surcharge waived	50	\$250.00 surcharge waived
Dog Fail to Wear ID	5	\$150.00 + \$50.00 surcharge	1	\$150.00 + \$50.00 surcharge
Dog Fail to Wear ID	3	\$100.00 + \$50.00 surcharge	1	\$100.00 + \$50.00 surcharge
Dog Fail to Wear ID			1	\$100.00 surcharge waived
Dog Fail to Wear ID	7	\$50.00 + \$40.00 surcharge	3	\$50.00 + \$40.00 surcharge
Dog Fail to Wear ID			6	\$50.00 surcharge waived
Dog Fail to Wear ID			1	\$30.00 surcharge waived
Fail to Remove Excrement	1	\$100.00 + \$50.00 surcharge	1	\$100.00 + \$50.00 surcharge
Barking/Howling (Nuisance)	2	\$100.00 + \$50.00 surcharge	2	\$100.00 + \$50.00 surcharge

Office of the City Solicitor
2014 ANNUAL COURT REPORT

Animal Control Bylaw Prosecutions - City of Saskatoon

Convictions/Orders	2014		2013	
	No.	Average Fine	No.	Average Fine
Barking/Howling (Nuisance)			1	\$100.00 surcharge waived
Dangerous Dog (charge)	1	\$500.00 + \$80.00 surcharge Order to Confine Issued		
Dangerous Dog (charge)			1	\$350.00 + \$60.00 surcharge Order to Confine Issued
Dangerous Dog (charge)	9	\$250.00 + \$60.00 surcharge Order to Confine Issued	10	\$250.00 + \$60.00 surcharge Order to Confine Issued
Dangerous Dog (hearing)	1	Order Issued		
Fail to Comply with Dangerous Dog Order	1	\$1000.00 + \$400.00 surcharge		
Fail to Comply with Dangerous Dog Order	1	\$500.00 + \$80.00 surcharge		
Cat at Large			1	\$350.00 surcharge waived
Cat at Large	1	\$300.00 + \$60.00 surcharge		
Cat at Large			1	\$300.00 surcharge waived
Cat at Large			1	\$250.00 surcharge waived
Cat at Large	2	\$200.00 + \$50.00 surcharge	1	\$200.00 + \$50.00 surcharge
Cat at Large	14	\$100.00 + \$50.00 surcharge	9	\$100.00 + \$50.00 surcharge
Cat at Large	2	\$100.00 + \$40.00 surcharge		
Cat at Large			1	\$100.00 surcharge waived
Cat at Large	1	\$50.00 + \$40.00 surcharge	1	\$50.00 + \$40.00 surcharge
Cat at Large			1	\$50.00 surcharge waived
Cat with No License			1	\$300.00 + \$60.00 surcharge
Cat with No License			1	\$300.00 surcharge waived
Cat with No License	17	\$250.00 + \$60.00 surcharge	4	\$250.00 + \$60.00 surcharge
Cat with No License			7	\$250.00 surcharge waived

Office of the City Solicitor
2014 ANNUAL COURT REPORT

Animal Control Bylaw Prosecutions - City of Saskatoon

Convictions/Orders	2014		2013	
	No.	Average Fine	No.	Average Fine
Cat No Collar			1	\$50.00 + \$40.00 surcharge
Cat No Collar	1	\$50.00 surcharge waived		
Total Convictions/Orders	272		301	
Other Outcomes				
Withdrawn	24		22	
Dismissed	25		46	
Total Other Outcomes	49		68	
Total Charges Before Court	321	\$53,250.00 + \$14,860.00 surcharge	369	\$54,430.00 + \$9,600.00 surcharge

Only those violations dealt with by the Court are recorded in this report.

The number of fines paid voluntarily are not included.



Derek Kowalski,
Solicitor

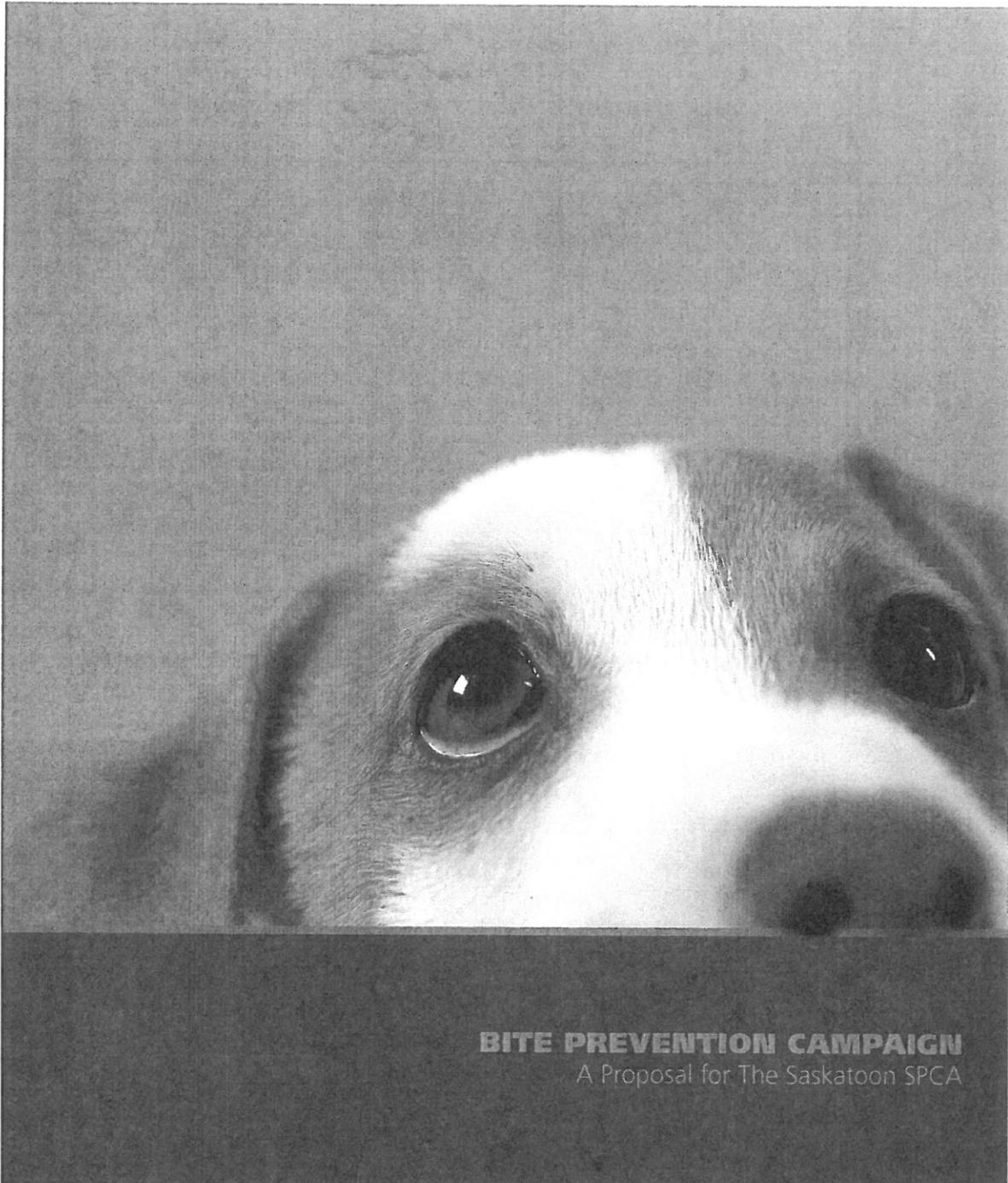
cc: Advisory Committee on Animal Control (Office of the City Clerk)

Eva Alexandrovici, SACA

City Solicitor

/dab





Attention:
Patricia Cameron (SPCA);
Lindsay Royale (SPCA);
Maggie Sims (ACAC)

Saskatoon SPCA
5028 Clarence Avenue South
Grasswood, SK S7T 1A7





October 20, 2014

Saskatoon SPCA
5028 Clarence Avenue South
Grasswood, SK S7T 1A7

Attention: Patricia Cameron (SPCA); Lindsay Royale (SPCA); Maggie Sims (ACAC)
Reference: Request for Proposal, Bite Prevention Campaign
Issue Date: July 25 2014

Dear Ms. Cameron, Ms. Royale, and Ms. Sims,

Thank you for the opportunity to submit this proposal. On behalf of the entire Tap team, we are excited by the prospect of partnering with Saskatoon SPCA, and look forward to working together to increase awareness on bite prevention. We feel our partnership will bring increased engagement with this important topic from a variety of stakeholders – pet owners, the general public, and municipal government among them.

Tap has been creating, developing, and managing brands and ad campaigns for over 24 years. During that time, Tap has provided brand development and communications services to quite a number of community partners and not-for-profit organizations, and we continue to be active in the non-profit sector today. This experience with community based organizations and non-profits has framed our strategic thinking around the challenge presented in your RFP, and we are happy to present a strategy we know will achieve strong, sustained, and measurable results for your campaign.

We see a long-term partnership between Saskatoon SPCA and Tap developing from this project. We have a number of ongoing sustainable revenue generating ideas empowering Saskatoon SPCA to produce funds that could be used to support a more aggressive advocacy of your initiatives. We would appreciate the opportunity to share these ideas and play an ongoing roll in their implementation. Therefore, as you will notice in the budget portion of our response, we have offered a significant discount on our fees for this campaign. We have done this with the expectation we will be able to operate on a cost recovery basis on all future campaigns.

Thank you again for your time and the opportunity to submit this proposal. We look forward to working with you to drive awareness on responsible pet ownership and bite prevention.

Sincerely,

A handwritten signature in cursive script that reads "Michelle Nelson".

Michelle Nelson, B.Comm
President

BITE PREVENTION IS A PEOPLE PROBLEM.

Pets are not people, and they do not think like people. This seemingly obvious fact is sometimes difficult to recognize in the relationships we have with our own pets. Pets are family. We offer them privileges we do not allow for other people's pets. But the fact animals think differently needs to be recognised by everyone, and not just pet owners. Both animals and the public in general are healthier and happier when people keep in mind that animals think and act differently than people do. Saskatoon SPCA is asking people to take precautions, identify animal stress, and recognize, address, and prevent situations in which an animal might bite. So, how do we remind folks to be mindful of this difference in a way that is positive, people directed, and drives engagement with the topic – especially without demonizing pets or their owners?

A GENTLE TAP. NOT SHOCK AND AWE.

At Tap, we build brands. We also create vibrant and engaging advertising. And we've been doing both for over 24 years. Every year, we develop campaigns that make a mark on the memory. For each, we speak clearly and with purpose. And over the 24 plus years we've been in business, we have developed tools, procedures, and skill sets that create campaigns that resonate and educate. And, perhaps most importantly, like you, we do our work with passion and dedication. Because we love what we do. A partnership with Tap will benefit Saskatoon SPCA – now and into the future.

TOGETHER, WE WILL ENGAGE AND EDUCATE.

For this campaign, Tap and the Saskatoon SPCA working together can gently remind pet owners their pet family members are very special family members – ones that require special treatment and attention, much like an eccentric aunt you avoid discussing politics with during a holiday dinner. These family member's think differently, and we – as pet owners and the general public – need to remember to adjust our behavior to accommodate them and avoid a miscommunication that might lead to someone receiving a bite.

BECAUSE OUR COMMUNITY IS IMPORTANT TO US.

Like you, the Tap team is passionate about the community we live, work and play in. We support and have supported numerous community-based efforts to make this city a more inclusive, safe and welcoming place. Working together, Tap and Saskatoon SPCA can drive awareness around bite prevention and affect how people understand their role in preventing animal bites. By combining our expertise in strategic messaging and your numerous and highly engaged stakeholders, volunteers, social channels, and mailing lists we can reach pet owners, as well as their families, friends, and neighbours. With a few strategic partnerships, we can take this message to an even broader audience. Together we can make a difference.

YOUR PROJECT. OUR UNDERSTANDING.

From your RFP, we know you are interested in decreasing the number of animal bites – specifically pet bites – occurring in Saskatoon and surrounding area. You've requested a campaign designed to be engaging, light-hearted, and positive with a focus on educating animal owners of their responsibilities while also promoting bite prevention behaviors amongst the wider population.

Key requested messaging includes:

- 1) Choosing the right pet for you
- 2) Knowing what your pet needs from you
- 3) Understanding your responsibilities as a pet owner

THE CHALLENGE.

Most pet owners have the perception: “my pet would never bite.” And when their pet does bite someone, they are shocked and may even hold the person who was bitten responsible.

As such, our main challenge is to remind folks that “pets don’t think like you do.” All animals are capable of biting someone if the right set of circumstances are present. In a sense, we need pet owners to take a second look at the level of trust and familiarity they have for their pet. With that in mind, our messaging should trigger one of these three effective but critical assessments:

- 1) **Remove uncertainty.** Perhaps I don’t know [pet’s name] as well as I thought. I should learn more about her behavior and adjust mine to save her from unnecessary stress and possible harm.
- 2) **Reduce agitation.** Perhaps [pet’s name] is not comfortable with this situation. I should learn to recognize her discomfort, and work to control the environment she is in so that she avoids harm and stress.
- 3) **Anticipate anxiety.** A bite can happen in an instant – I should be prepared and aware. I should learn more about how to avoid putting my pet in a stressful and potentially harmful situation.

Because an overwhelming majority of bites happen in the pet’s home or yard, there is a clear need to educate people on animal behavior – in particular cat and dog behavior. As such, the secondary challenge is to direct folks to resources where they can learn more about animal behavior – specifically, recognizing situations where animals are at risk of biting.

SO, HOW WOULD WE DO THIS? IN SHORT, A VIDEO AND WEBSITE.

After considering budget limitations and the low-to-no cost distribution strength of your community networks, social channels, and brand’s ability to garner earned media, we feel creating a video will be the best method of conveying a full message and has the added bonus potential for using elements for various other media.

So, we start with a video. A very funny video. This video would focus on the idea that “your pet does not think like you.” We want to create an “ah ha!” moment. We would aim to remind people that their beloved pet/member of the family is still an animal. And no matter how much you love your pet, it is dangerous to place too much trust in the animal. Because it’s not simply other people’s animals that have the potential to bite, your family pet could too.

We would distribute this video through SPCA’s Facebook page and using sponsored posts. We would also engage community association Facebook pages to share the video on their page (example: Stonebridge Community Association has nearly 800 followers (<https://www.facebook.com/pages/Stonebridge-Community-Association-SCA/115857088499813>), as well as other relevant pages and groups, including Saskatoon Public Library and City of Saskatoon. The video can also be shared via Twitter.

The major benefit of choosing to create a video is that we are able to use “assets” from production to create other media. As such, we have the potential to develop:

- Posters (dog parks and public spaces)
- Utility bill inserts (if the City of Saskatoon chooses to partner with you)
- Online ads

We would also like to create an engagement piece either attached to the CTA of the video or distributed over social media channels. Our initial thinking is a quiz – perhaps with “test your bite prevention knowledge” type questions.

Once we have people's attention, we need to be able to connect them with education and information. We recommend a designated webpage created with curated information specific to understanding and identifying animal behavior - especially information related to recognizing when an animal is about to bite. **Please note, at present, this is out of scope for the RFP.** The webpage is an essential second step, and could be considered a long-term asset for ongoing and consistent messaging within a wider education effort and content strategy. Tap would be very interested in looking at ways to partner with Saskatoon SPCA to develop and execute this longer view branding and advertising effort.

PROJECT APPROACH

An integral part of the Tap process is to work collaboratively with you. Upon being awarded this contract, we would like to meet with your project team again. This communication process is important for us to fully understand any plans developed to date; to ensure alignment with Saskatoon SPCA's goals and objectives; and to discuss ideas and information not expressed through the RFP process and our previous meeting.

Work Plan

In order to stay on track and meet timelines, we will begin this project with planning and strategy. We do this to ensure we are all beginning from a common understanding. It will also allow us to move more quickly once we start working on creative requirements and deliverables.

In our experience, taking the time to ensure alignment and build a strategy – even when we are working on short timelines, small budgets, and limited deliverables – results in a much stronger and more effective execution. During this process, we will also develop and manage any required:

- campaign materials development;
- selecting and evaluating suppliers; and
- campaign evaluation and tracking.

As part of the planning process, we also define key messages and the tone of the communications. From there, we are able to further develop a creative concept, and, following approval from you, proceed to production.

Project Governance

- At the outset we ensure that we have clearly defined deliverables, schedules and requirements upon project approval.
- We will consult you through our standard working process during each stage of development.
- At the end of each stage, we have an approval gate to ensure we are on the right track and that we have met objectives.
- We have included proposed meeting dates in the timeline. Upon acceptance of our proposal, we will work with you to ensure the timeline is reflective of the project teams' availability. At that point, we will pre-schedule all milestone and approval meetings to ensure we remain on track.
- We will also provide correspondence and updates via email and telephone, and are available to meet in person as requested by the Project Team outside of the proposed milestone meeting dates.

Risk Mitigation

- At Tap, our most significant risk mitigation plan is simply experience. Our senior level team (strategists and creative) will be delivering your project with the support of our entire Team.
- Additionally, we only begin work when we have received signed estimates – so there are no surprises. Moreover, we bill only as work has been completed.
- By taking the time to ensure we have completed a thorough planning and strategy phase, even on a tight timeline and budget, we can ensure that our creative recommendation and implementation are accurate and comprehensive.
- Our creative approach will be to ensure that the messaging is clear, simple, and easy to follow. Our primary focus will be on awareness leading to education. We will ensure our art and copy is applicable and is able to be understood by a wide range of citizens. We will be mindful of including new members of our community for whom English is not their first language.

SCHEDULE / PROJECT PLAN

This timeline is shown as approximate time required for each process, but will be adjusted upon project approval to be reflective of Saskatoon SPCA project team ability to meet, and to provide feedback and approvals. After our initial meeting, we will revise this as required and circulate it to the project team.

	Responsibility		2014		2015		
	Tap	SPCA	Nov	Dec	Jan	Feb	Mar
Project Tasks							
Project Kick Off Meeting	•	•	5				
Tap Closed	•		10 - 11				
Planning & Strategy	•		6 - 13				
Approval Gate	•	•	14				
Creative Concept	•		17- 28				
Approval Gate	•	•		3			
Vendor Selection (quotes)	•			4 - 19			
Tap Closed	•			25 - 5			
Production & Development	•				6 - 30	2 - 13	
Approval Gate	•	•				16	
Campaign Launch	•	•					2

COSTS

We recognize there are strict funding limitations to this project, and have done our best to be conscious of creating a strategy that will bring you the most awareness for the available budget. In order to set the foundation for a strong campaign (and an ongoing relationship with Saskatoon SPCA), Tap will need to dedicate more time and strategic thinking to this project than we can budget for in our fees. We are prepared to donate the additional time in order to ensure a successful campaign. With this in mind, we will be dividing the budget between production costs (third party supplier fees), Facebook sponsored posts, and professional fees (Tap's fees).

The actual cost of services to develop your campaign would be around \$15,000.00 plus production (supplier) costs. That said, we have chosen to price our fees at \$3,000 for this project. We feel your RFP presents a thought-provoking challenge, and we would also like to further develop a long term relationship with Saskatoon SPCA. We hope this donation of time shows our dedication and interest in continuing to explore ways we can partner with each other.

The below production and media costs are budget estimates only and will need to be quoted. However, with some persuasion on our part with our supplier relationships, we feel they will reflect actual production costs.

Campaign

Video Production	\$	2,500
Facebook Sponsored Posts	\$	500
Professional Services	\$	15,000
Professional Services - Donated Services	-\$	12,000
TOTAL BUDGET	\$	6,000

Out-of-Scope (Including Professional Services and Production)

Tap to contact and coordinate social media sharing of video	\$	1,200
Website - Page Update	\$	6,500

Optional Upgrades (Including Professional Services and Production)

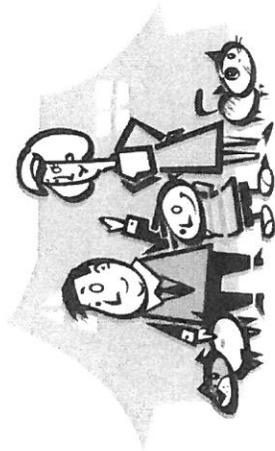
Utility Bill Stuffer	\$	5,500
Posters - dog parks and city parks	\$	5,000

Budget Notes:

- All costs are quoted in Canadian dollars, exclusive of any applicable taxes.
- All numbers provided in this estimate are for discussion purposes only.
- Quotes have not been requested for media and production.
- Upon approval of the project, formal estimates will be provided for sign-off.

2014 Agency Rate Structure	Hourly Rate
Account Planning and Strategy	\$ 150
Account Manager	\$ 125
Associate Creative Director	\$ 150
Copywriter	\$ 125
Designer	\$ 125

Dogs and Cats and Public Safety



Public Health Services Saskatoon Health Region

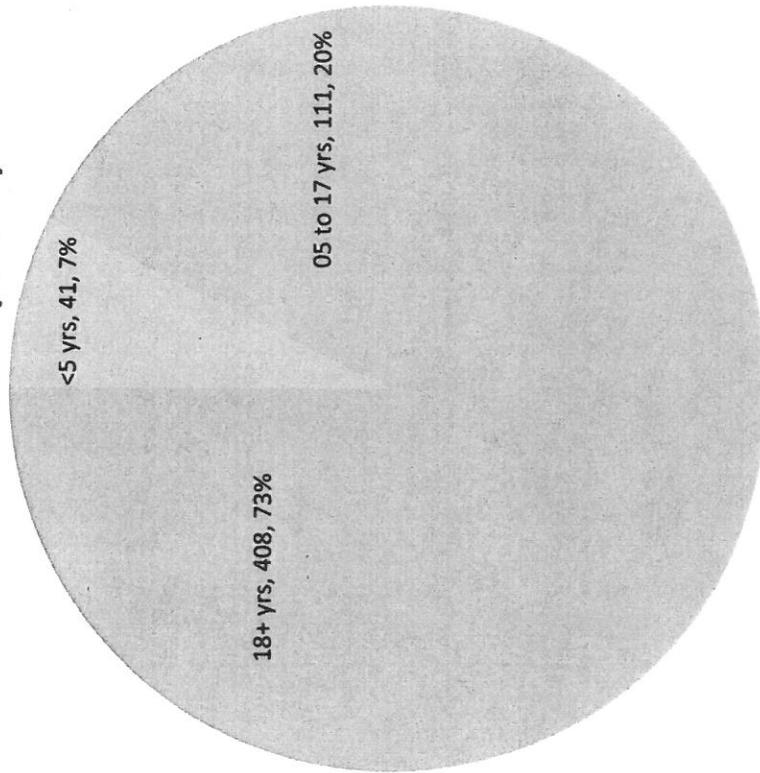
310 Idylwyld Drive North
Saskatoon, SK S7L 0Z2
Phone: 655-4612 Fax: 655-4723

Total animal exposures by species, Saskatoon Health Region, 2009-2014

Animal Exposures	2010	2011	2012	2013	2014
Dog	255	229	261	302	369
Cat	98	104	100	155	159
Skunk	5	8	9		1
Horse	3	5	9	1	0
Bat	25	34	30	21	13
Other species*	17	36	51	28	41
Total animal exposures (all species)	403	416	460	507	583

- In addition to the 583 animal exposures reported there were 67 “suspect animal” reports where no human exposure occurred.

**Age groups of persons exposed, Saskatoon Health Region,
2014(n=583)**



High risk rabies follow up, Saskatoon Health Region, 2009-2014

Rabies exposure categories	2010	2011	2012	2013	2014
# people exposed to a tested animal	71	47	58	42	35
# people exposed to a positive animal	31	1	11	4	0
# people received RIG	13	18	11	20	20
# people received rabies vaccine	40	21	18	23	23
^ Doses RIG administered to SHR residents	12	23	12	23	24
* Doses Rabies vaccine administered ^[1]	106	79	48	75	^108

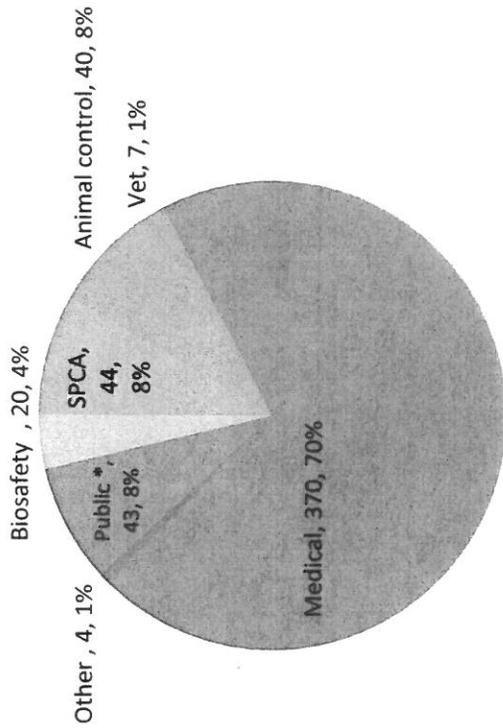
Source: # PPH

^ SIMS

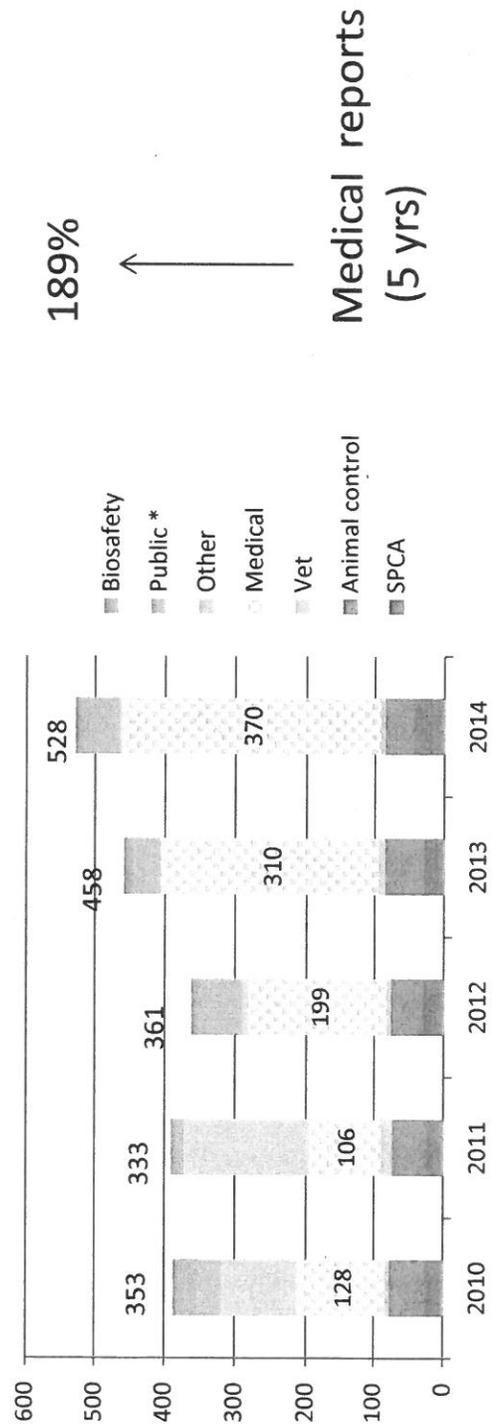
* iPHIS

¹ Rabies prophylaxis usually consists of 4 doses of rabies vaccine. Five doses are administered if the individual is immunocompromised or two doses if the individual has been previously immunized against rabies. Includes SHR residents.

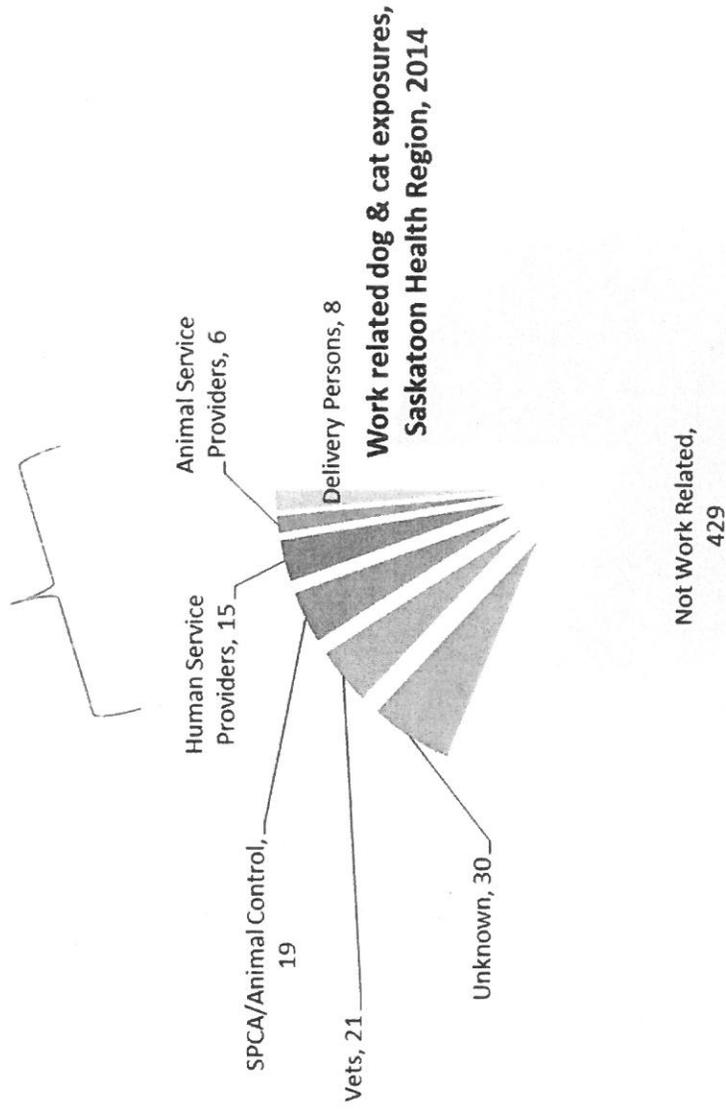
Dog & cat exposures by report source, Saskatoon Health Region, 2014 (n=528)



Dog & cat exposures by report source, Saskatoon Health Region, 2009-2014

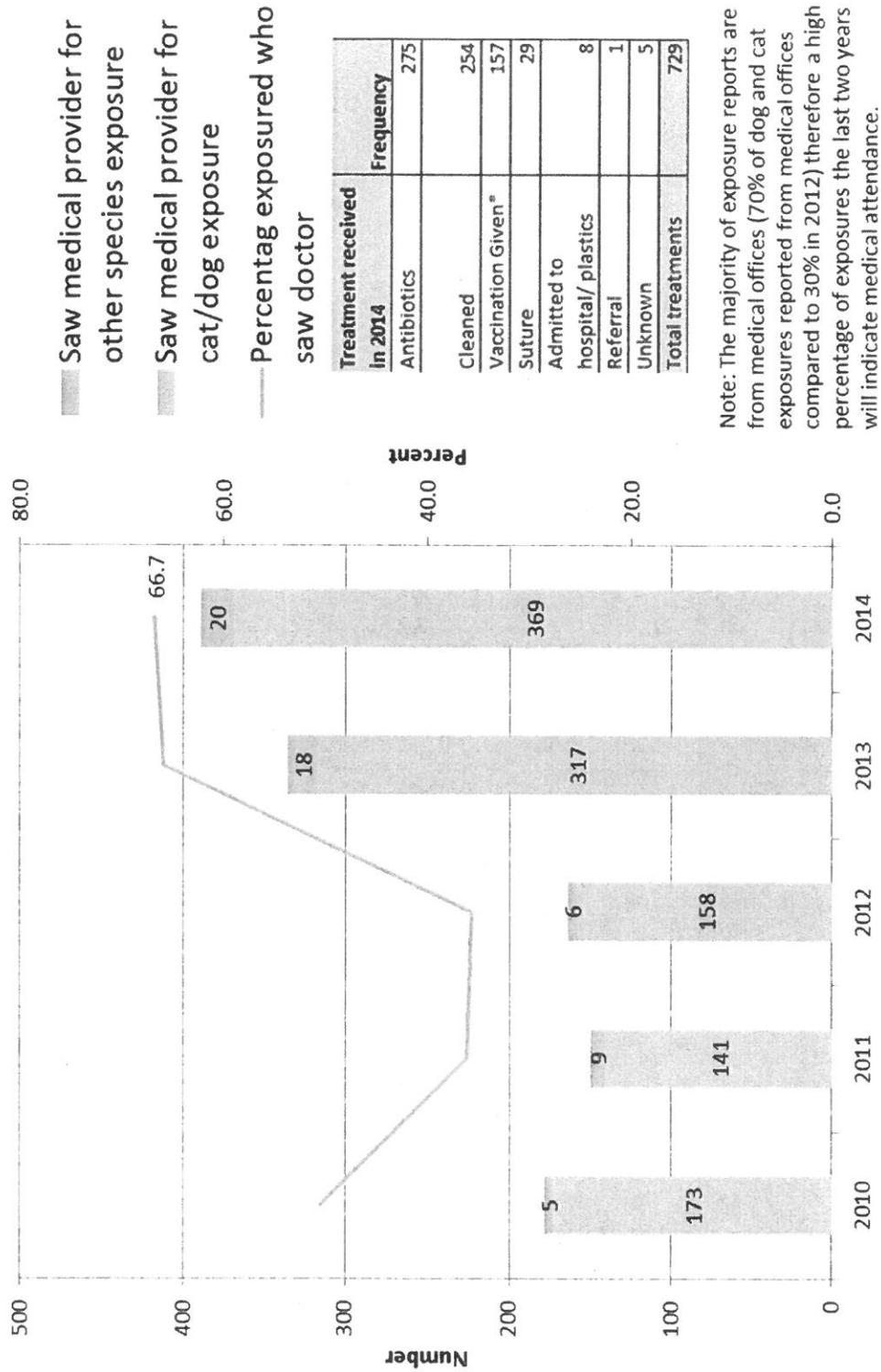


12% (69) work related

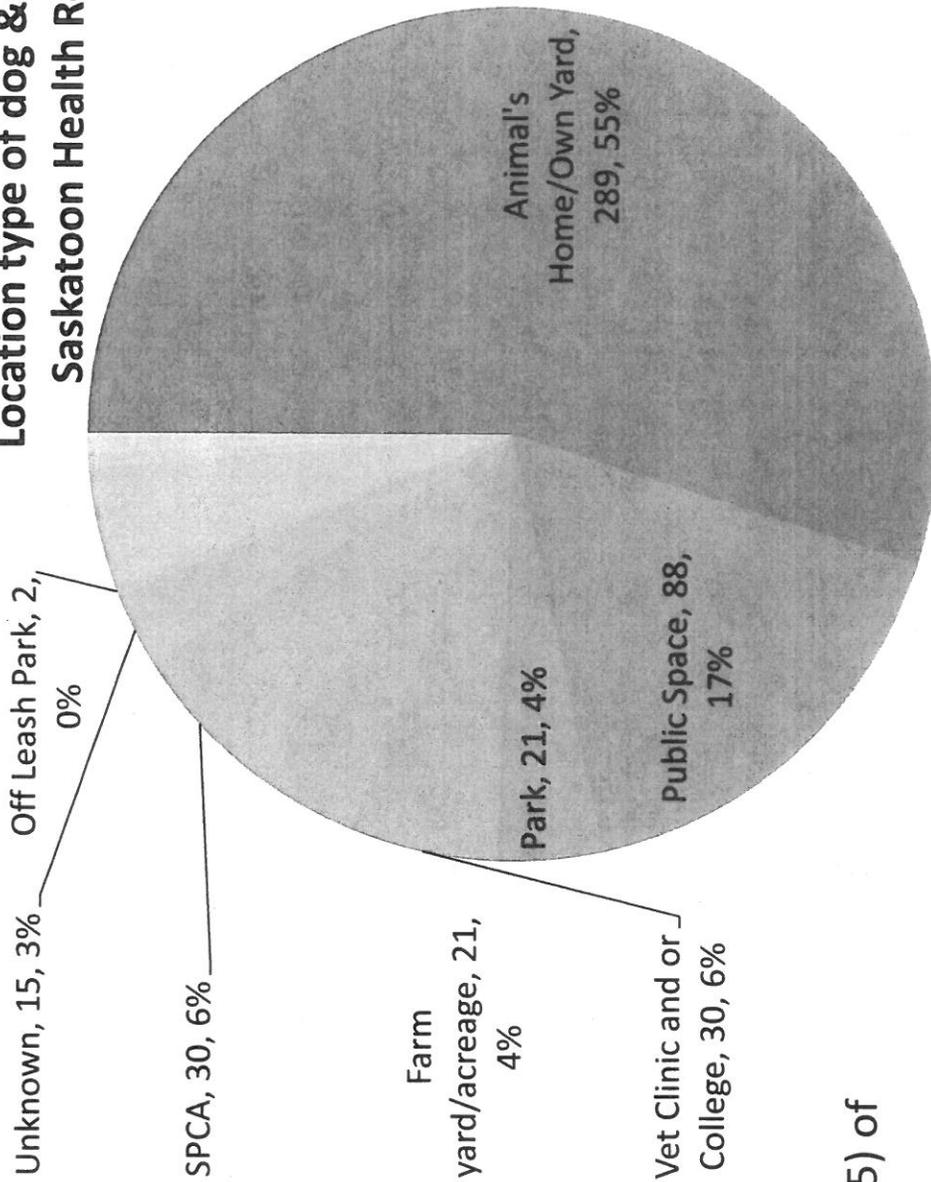


The majority of work-related bites are in the animal service sector (46/69); 4% are in other service providers

Number & percentage of exposures resulting in medical care, Saskatoon Health Region, 2010-2014

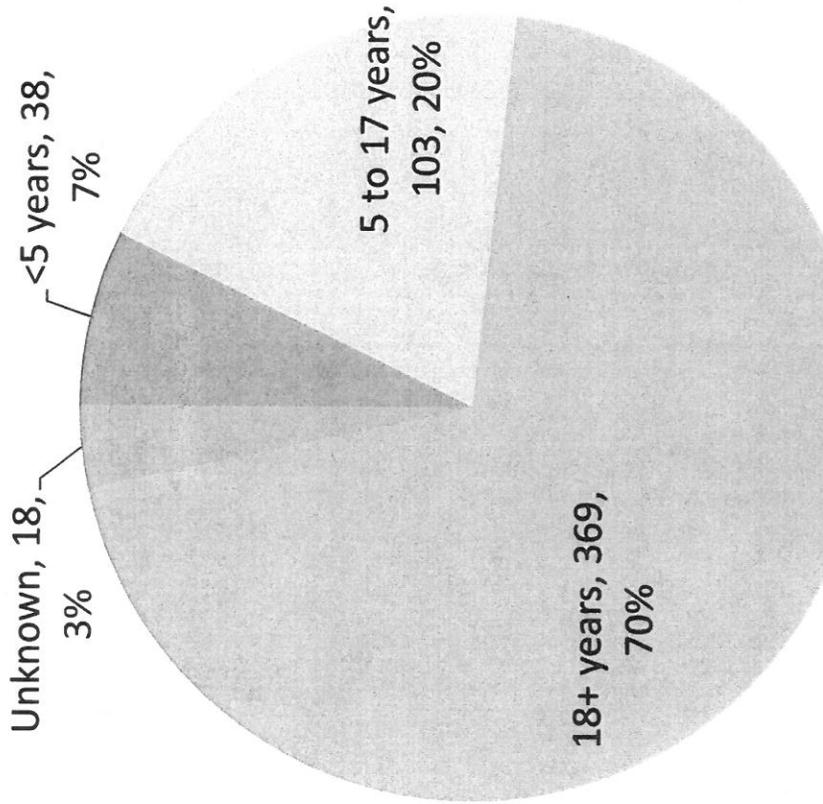


**Location type of dog & cat exposures,
Saskatoon Health Region, 2014**



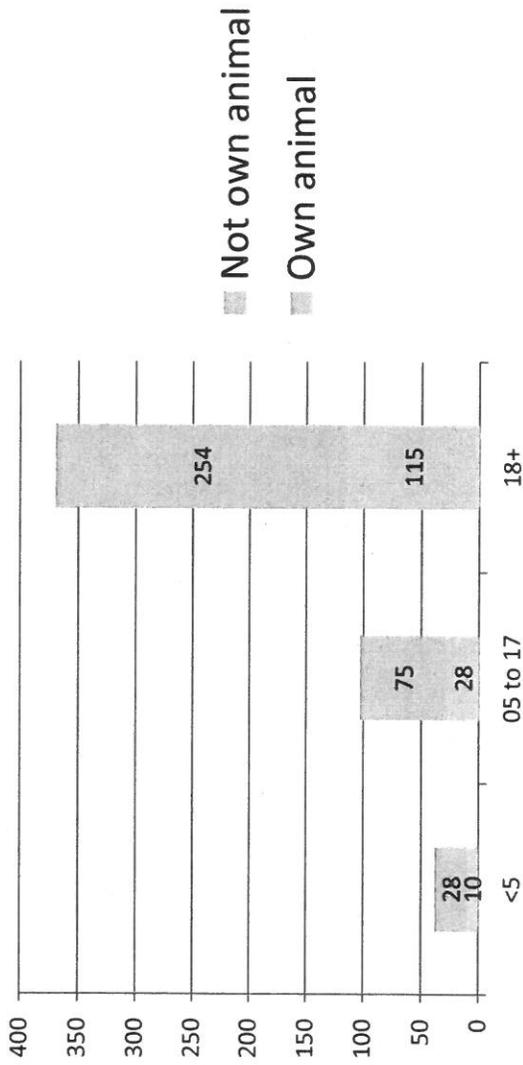
Of 289 exposures, 46% (132) owner was victim

8% (15) of other locations owner was victim

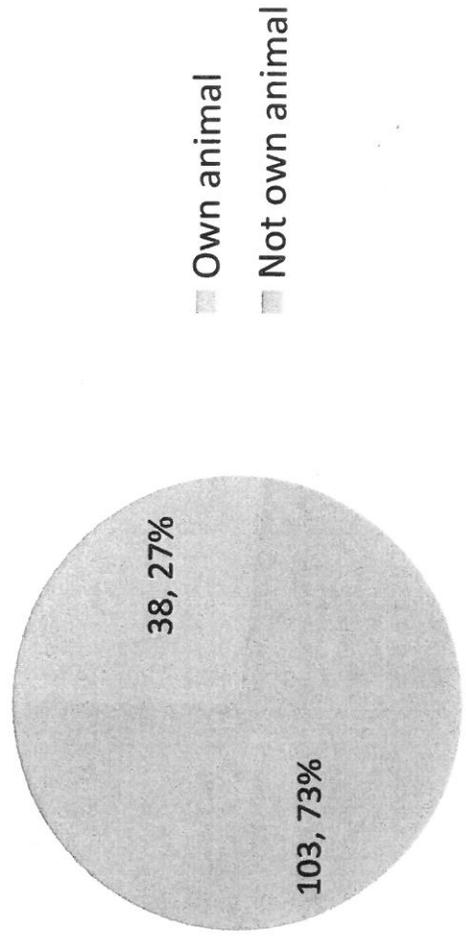


**Age group of dog and cat exposure victims,
Saskatoon Health Region, 2014 (n=528)**

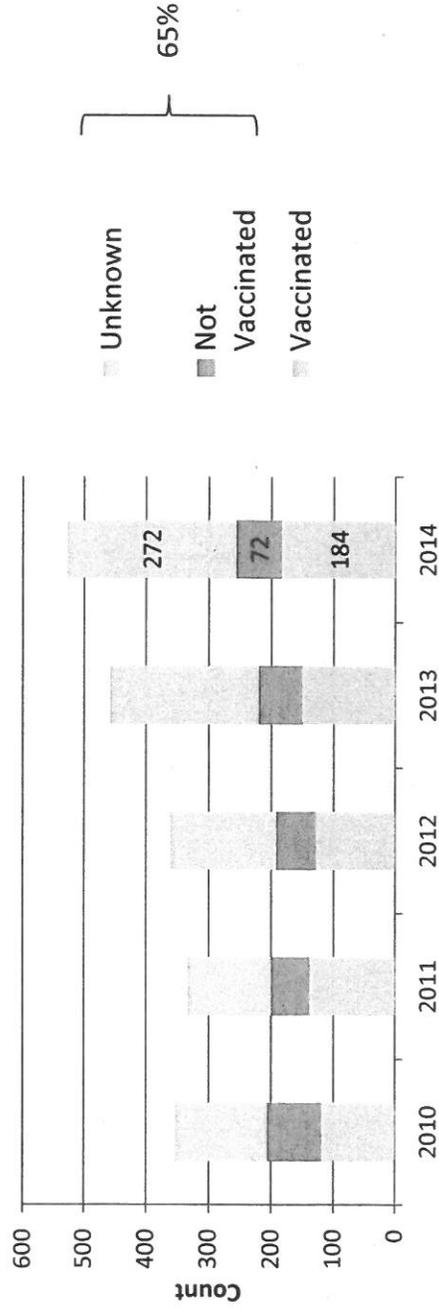
Proportion of victims bitten by own dog/cat, Saskatchewan Health Region, 2014 (n=510)



Proportion of children under 18 bitten by own dog/cat, Saskatchewan Health Region, 2014 (n= 141)



Dog & cat exposures by rabies vaccination status, Saskatchewan Health Region, 2009-2014



- 65% of exposures involved dogs & cats unvaccinated or whose vaccination status was unknown

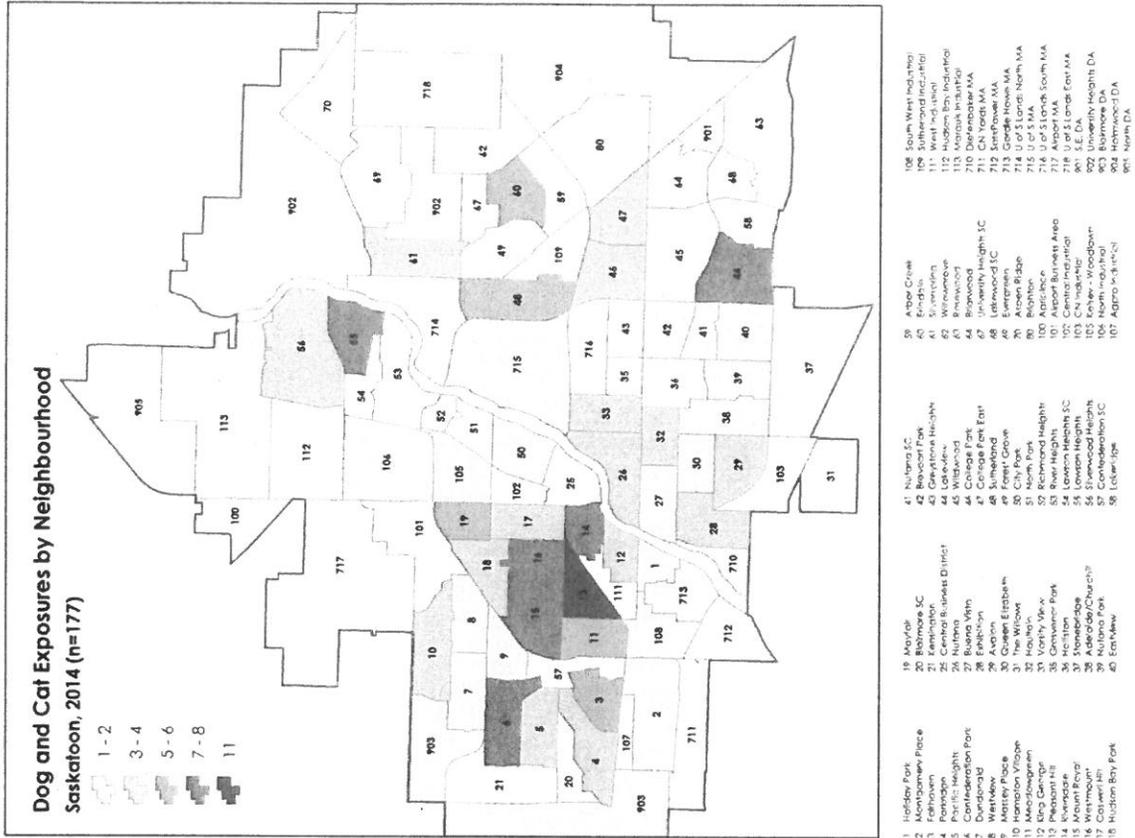
	2014	Vaccinated	Unvaccinated or unknown
Owner is victim		70	89
Owner is not victim*		114	255
Total		184	344

- In 30% of all dog & cat exposures, the owner was the victim (70+89)/528
- In 44% of exposures where the owner was victim, the animal was vaccinated. (70/159)

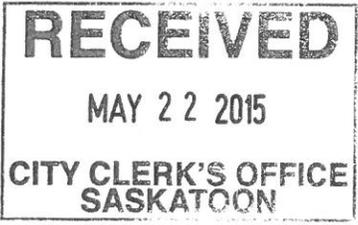
Dog & cat exposures that took place in a residential neighborhood or park = 177*

- 287 incidents

Note: 62% of dog & cat exposures in Saskatoon are mapped here



* Represents exposures not reported by SPCA, Biosafety or vet which took place in closed facilities



May 19, 2015

Mayor Donald Atchison & Council
City of Saskatoon
222-3rd Ave. N.
Saskatoon SK
S7K 0J5

Dear Sir/Madam,

In 2010 The Saskatchewan Hockey Hall of Fame was created in partnership with the Saskatchewan Hockey Association (SHA) to honor the legacy of the game in a very proud province. The board set out with a vision to create a facility that would be a "mini" version of the Hall of Fame in Toronto - paying homage to the history of the game through displays, interactive games and as rentable multi-purpose space.

In 2012 coinciding with the 100th anniversary of the SHA, the inaugural induction ceremony took place including icons like Doc Seaman, Gordie Howe, Glenn Hall, Father Athol Murray, Elmer Lach and a senior team dynasty from the 50's and 60's, the Seman's Wheat King's. The Saskatchewan Hockey Hall of Fame pays homage to all areas of the game including:

- Players - stars of the NHL and international play
• Builders - those who have built the game provincially, nationally and globally
• Teams - teams that have celebrated national and provincial championships
• Referees - from minor hockey volunteers to Stanley Cup Final officials
• Grassroots - honoring those who build the game in any size community and throughout the province

In Saskatchewan, hockey is a huge part of life. From outdoor rinks and small town tournaments to World Junior Championships, the people of this province play and volunteer for this great game year round. In fact, over 500 NHL players, builders and referees are from Saskatchewan and every winter, thousands in our province participate as players, fans and volunteers of this great game!

Each year, an annual induction dinner is rotated around the province as both a fundraising legacy in host communities and to share the celebration of the game in throughout Saskatchewan. So far, induction dinners have been held in Swift Current, Regina, Prince Albert and Humboldt in 2015. The Saskatchewan Hockey Hall of Fame is located in the recently renovated Iplex in Swift Current, home of the WHL Broncos. The multi-use facility hosts over 120,000 visitors annually for WHL games, minor and adult hockey from throughout the province, curling, rodeo, PBR, weddings, meetings and more creating a captive audience for visitors to the hall of fame.

The hall of fame has received tremendous financial support for the capital costs from the private sector, federal, provincial and municipal governments, charities and more. Our board of directors is

now writing to you, as community leaders in Saskatchewan, to help us meet our fundraising goal and permanently honor your community.

It is our hope that you may consider making a contribution in permanent recognition of the impact the sport has had in your community, to honor teams or volunteers who worked tirelessly to promote the games as coaches, managers or as life long fans. However, if your community cannot make such a commitment, it is our hope that as a community leader, you may be able to organize a fundraising or cost sharing effort for permanent recognition. Examples include:

- Members of Swift Current City Council each donated meeting fees totaling \$142.85 each which was the \$1000 total;
- The Swift Current Broncos board shared the cost of a brick to permanently memorialize the four Broncos lost in a tragic bus accident in 1986;
- The Moen family of Stewart Valley purchased for their brother Tracy Moen who has been a huge fan and supporter of minor sports in the Southwest
- Weyburn Minor Hockey has purchased a brick to acknowledge a female hockey national championship.

This one time cost of \$1,000 will ensure a permanent recognition in the hall of fame to be viewed by residents or former residents of your community and visitors to the hall of fame from throughout the world. **We hope that you will consider a way to permanently honor your community, a team or deserving individual.**

Please review the enclosed information and visit www.saskhockeyhalloffame.com to learn about the facility, the annual induction dinners, inductees and how to nominate a team or individual to the Saskatchewan Hockey Hall of Fame!

Thank you very much for taking the time to read this letter and thank you in advance for your generous donation to this wonderful place!

Regards,



Blair Davidson & Jack Brodsky
Co-Chairs, Saskatchewan Hockey Hall of Fame

Yes! We are proud to purchase a Founders Brick in the Saskatchewan Hockey Hall of Fame.

Please indicate the information for the brick (space is limited)

If you need further information, please do not hesitate to contact Hall of Fame operator George Bowditch at 306-741-2532 or golfman@bowditchpromotions.ca.

Please return this form with a cheque(s) totaling \$1000 payable to:

**Saskatchewan Hockey Hall of Fame
Credit Union Iplex
2001 Chaplin St E
Swift Current, SK
S9H 5A8**

If there is a philanthropic individual in your community, please call us to learn how we can provide you a charitable tax receipt.



About SHHOF

- The Board of Directors of the Saskatchewan Hockey Hall of Fame Inc. (“SHHOF”), in partnership with the Saskatchewan Hockey Association announced the establishment of the Saskatchewan Hockey Hall of Fame on November 4, 2010.



- The vision was to create a “mini” version of the National Hall of Fame as a multi-use facility that honored inductees, annual provincial champions and was interactive for families.

About SHHOF



- Annual induction dinners are held throughout the Province to honor 5 categories being players, builders, grassroots, referees & teams.
- The annual dinner shares profits with the local committee providing operating funding for the Hall of Fame and legacy funding in the hosting community.
- The SHHOF has signed an agreement with the Saskatchewan Sports Hall of Fame to create annual exhibits ensuring quality, quantity and accuracy of information.

Board of Directors

- Mick MacBean, Senior Managing Director TriWest Capital Partners
- Jerrod Schafer, Mayor City of Swift Current
- Kelly McClintock, GM Saskatchewan Hockey Association
- Aaron Fox, Partner McDougall Gauley Law Firm
- Jack Brodsky, Former owner Saskatoon Blades
- Ray Ahenakew, Past-Chair SIGA
- Haley Wickenheiser, Olympic Gold Medalist
- Blair Davidson, Partner Ernst & Young
- Gord Broda, President Broda Group
- Grant Kook, President/CEO Golden Opportunities Fund Inc.

The Location



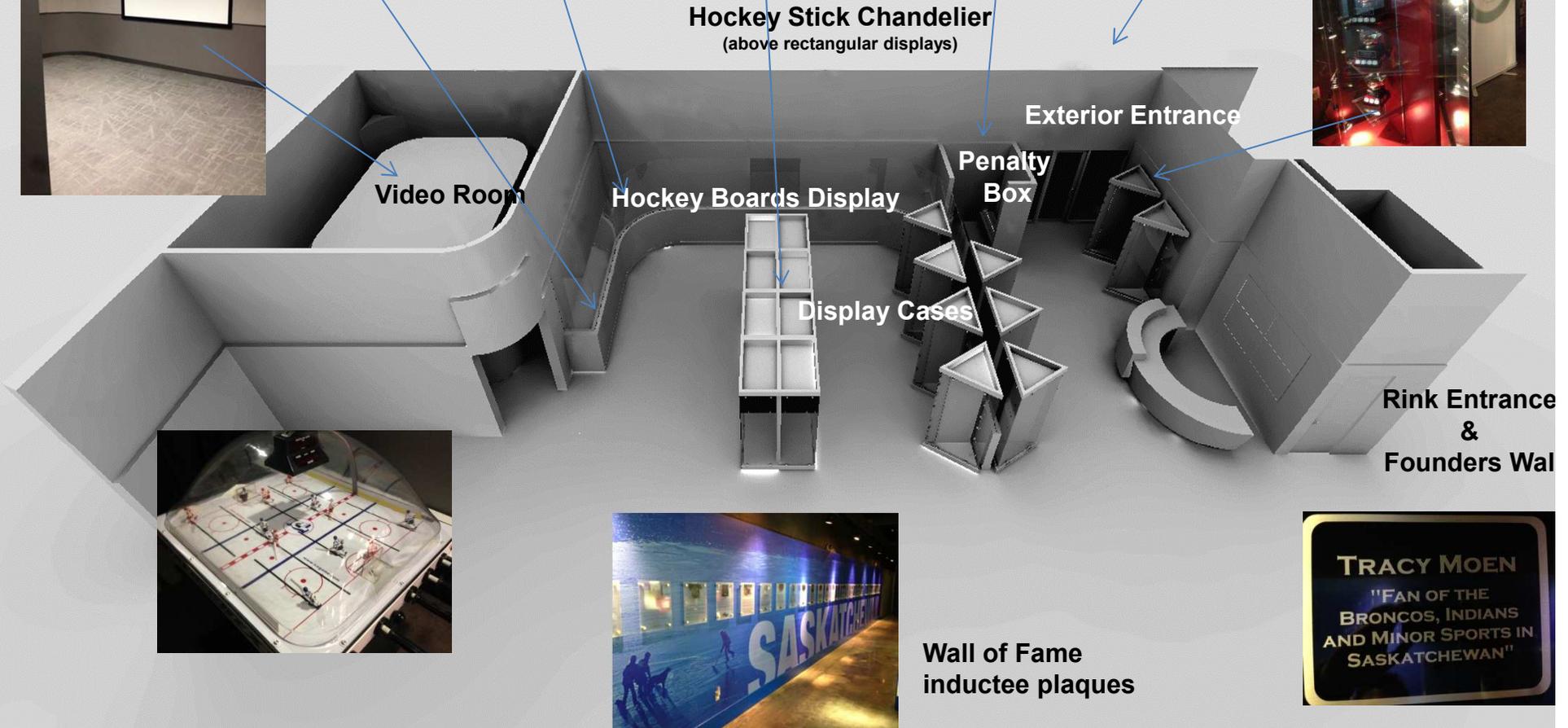
- The City of Swift Current is the hub of southwest Saskatchewan serving 55,000 regional residents and located at the junction of Highway 4 and the TransCanada Highway
- The region has a diversified economy of energy, agriculture, manufacturing and is home to the Semi-Arid Prairie Agricultural Research Center.
- The SHHOF is a key Tourist attraction for the City of Swift Current
- Highway traffic is almost 4 million vehicles per year which pass by the Credit Union Iplex



The Location

- Located on the upper level in the recently renovated Credit Union Iplex.
- Location within this multi-use facility ensures a captive audience of visitors within the facility for other events from around the Province & Country
- Iplex annual attendance is over 120,000 visitors for WHL games, minor hockey, adult hockey, figure skating, curling, weddings, meetings/conferences and more .
- Iplex hosted the 2010 Ford World Women's Curling Championship and will host the 2016 Ford World Women's Curling Championship





Annual Induction Dinners



Impact of the Hall of Fame

"This is the icing on the cake"

Bryan Trottier, 2012 inductee

"Being Inducted into the Saskatchewan Hockey Hall of Fame is the most meaningful award I have ever received. Thank You for making tonight the Best memory of my life."

Brian Propp, 2014 inductee

"Being inducted into the Saskatchewan Hockey Hall of Fame is one of the greatest thrills of my life"

Fred Sasakamoose, 2012 inductee

My hockey career enjoyed some exciting and rewarding experiences, i.e. first college graduate to play in the NHL, Chicago Blackhawks Calder Trophy (ROTY) 1960 and the Stanley Cup in 1961, president of Hockey Canada, president of the Calgary Flames, 33 years a member of the HHOF selection committee (15 years as chairman and CEO). However, the highlight and most enjoyable reward was being elected to the SHHOF and being able to grow up and play in the Parks League in Regina.

Bill Hay, 2013 inductee



SHHOF Inductees

Inaugural Induction Class of 2012

Gordie Howe, Sid Abel, Glenn Hall,
Fred Sasakamoose, Metro Prystai,
Bryan Trottier, Max Bentley, Doug
Bentley, Ed Chynoweth, Father Athol
Murray, Daryl "Doc" Seaman, Bill
Hunter, Bill Ford, Dennis Pottage,
Johnny Bower, Elmer Lach,
Gordon Juckes
1983 U of S Huskies
1989 Swift Current Broncos
1974 Regina Pats
1985 Prince Albert Raiders
1955-1964 Semans Wheat Kings

Induction Class of 2013

Gordon "Red" Berenson
Bernie Federko
Clark Gillies
Edward "Eddie" Shore
William "Bill" Hay
Delbert "Del" Wilson
John "Jack" Maddia
Michael "Mick" McGeough
1914 Regina Victorias

SHHOF Inductees

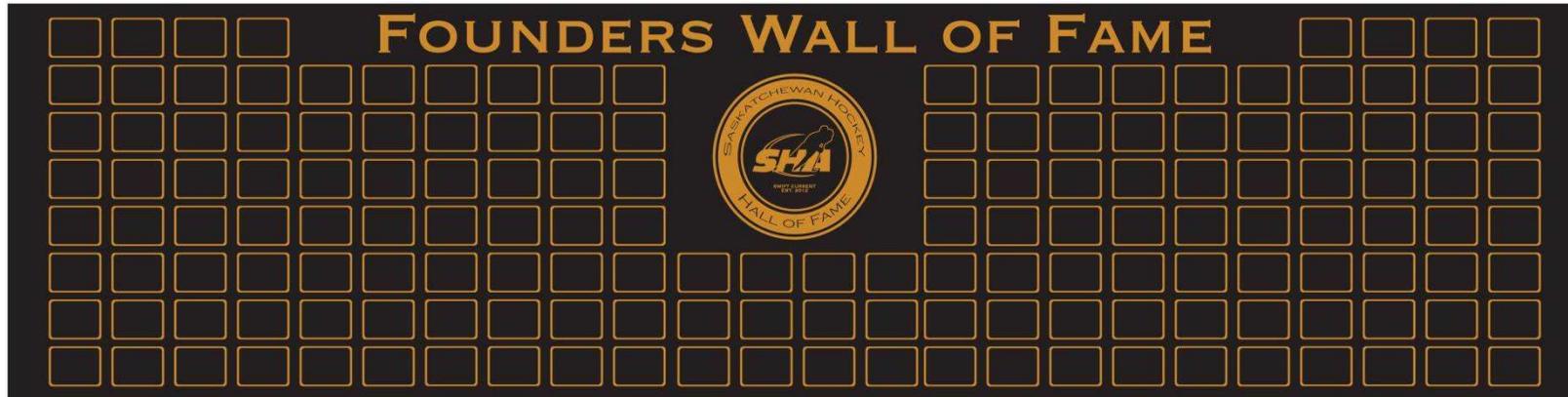
Induction Class of 2014

Brian Propp
Brad McCrimmon
Johnny Gotselig
Jim Neilson
Terry Simpson
Wayne Kartusch
Emile Francis
Bruce Clements
Wes Smith
1972 Rosetown Redwings
1982 Prince Albert Raiders

Induction Class of 2015

Wendel Clark
Dave "Tiger" Williams
Jack McLeod
Victor Lynn
Dave King
Doc Rooney
Elgar Petersen
Kevin Muench
Simpson Flyers (1965/66-1972/73)
Humboldt Broncos (2002/03)
Saskatoon Quakers (1934)

Help preserve the legacy



- Honor a coach, volunteer, community member, championship team, billets or family members that have made a impact on the game of hockey!
- \$1,000 contribution ensures permanent recognition on the Founders Wall of Fame can qualifies for a charitable tax receipt

Examples

**YOUR COMMUNITY
MINOR HOCKEY**

**THANK YOU PLAYERS,
PARENTS AND
VOLUNTEERS!**

**CALGARY FLAMES
ALUMNI ASSOCIATION**

IN LOVING MEMORY

**SCOTT KRUGER #9
TRENT KRESSE #8
BRENT RUFF #11
CHRIS MANTYKA #22**

SWIFT CURRENT BRONCOS

**2012 SENIOR B
CHAMPIONS**

YOUR SENIOR TEAM

**CONGRATULATIONS
SASKATCHEWAN HOCKEY
HALL OF FAME**

XYZ ORGANIZATION

**THANKS TO
TED SMITH
FOR COACHING, SKATE
SHARPENING AND
KEEPING THE RINK
GOING!**

TOWN OF _____

**SWIFT CURRENT CITY
COUNCIL 2012 – 2016
MAYOR J. SCHAFER
COUNCILLOR R. TOLES
COUNCILLOR G. BUDD
COUNCILLOR R. PLEWIS
COUNCILLOR P. FRIESEN
COUNCILLOR G. BOWDITCH
COUNCILLOR D. PERRAULT**

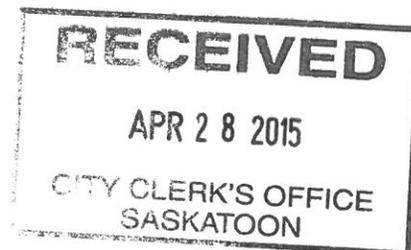
**THANKS TO ALL THE
PLAYERS, STAFF AND
FANS**

**JACK & SHIRLEY
BRODSKY
SASKATOON BLADES**



5608-1

From: Web NoReply
Sent: April 28, 2015 1:30 PM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Tuesday, April 28, 2015 - 13:30
Submitted by anonymous user: 207.47.244.237
Submitted values are:

Date: Tuesday, April 28, 2015
To: His Worship the Mayor and Members of City Council
First Name: Craig
Last Name: Campbell
Address: 208 Taylor Street East
City: Saskatoon
Province: Saskatchewan
Postal Code: S7H 1V1
Email: artspace@artspacesaskatoon.ca

Comments: Please consider our request to present the concept of artSpace Saskatoon to the Executive Committee. The project is to create an artistic hub in the City of Saskatoon bringing artists of all genres together (theatre, music, visual, dance, craft) in one complex.

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/17275>

From: David Fairlie <dfairlie@investdfsi.ca>
Sent: May 07, 2015 1:47 PM
To: Web E-mail - City Clerks
Subject: presentation to May 19/15 Exec. Committee

Submitted on Thursday, May 7, 2015 - 13:46
Submitted by anonymous user: 142.195.251.128
Submitted values are:

First Name: David
Last Name: Fairlie
Email: dfairlie@investdfsi.ca
Confirm Email: dfairlie@investdfsi.ca
Phone Number: (306) 242-1188

==Your Message==

Service category: City Council, Boards & Committees
Subject: presentation to May 19/15 Exec. Committee
Message: We would appreciate an opportunity to address the Exec. Committee (5mins) to appraise them of the upcoming July 11/12 Canada Remembers Air Show and the special attraction for 2015. Will request COS cooperation to close off 23rd street between 3rd. and 4th. Ave. for assembly and announcement (approximately 2 hour closure). Submitted on behalf of the Saskatoon Shrine Club.

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/405/submission/19405>

2014 Annual Report – Development Review Section

Recommendation

1. That the information be received; and
2. That a copy of this report be forwarded to the Municipal Heritage Advisory Committee and the Municipal Planning Commission for information.

Topic and Purpose

The purpose of this report is to highlight work completed in 2014 by the Development Review Section, Planning and Development Division.

Report Highlights

1. In 2014, there were 23 Discretionary Use Applications, 47 OCP/Rezoning Applications, and 97 Subdivision Applications received.
2. Neighbourhood Concept Plans for Aspen Ridge and Brighton were completed, along with a major amendment to the Rosewood neighbourhood Concept Plan.
3. Zoning Bylaw amendments were implemented to provide for Garden and Garage Suites.
4. City Gardener's Site in Victoria Park was designated as a Municipal Heritage Property.
5. New Civic Heritage Policy No. C10-020 was approved by City Council, and the City of Saskatoon Heritage Plan was produced.

Strategic Goals

This report relates to the City of Saskatoon's (City) Strategic Goals of Continuous Improvement and Economic Diversity and Prosperity by reporting on the development occurring in the City and the productivity of the Development Review Section.

Report

The Development Review Section, Planning and Development Division, is responsible for facilitating the orderly use and development of land and property in Saskatoon, in accordance with accepted community standards, as outlined in the City's Official Community Plan (OCP), Zoning Bylaw, Subdivision Bylaw, as well as Council and Administrative Policies. The Development Review Section serves as a resource to individuals, businesses, government agencies, and community groups seeking to pursue development proposals, interpretations on bylaws and policies, and information on land-use approval processes and timelines.

The Development Review Section is responsible for review of neighbourhood concept plans and direct control district applications, architectural reviews and design standards, subdivision, rezoning, discretionary use and development permit applications, and applications for both new and converted condominiums. The Section also administers

the Heritage Program and the Naming of Civic Property and Development Areas. Through its work, the Section facilitates the community's ability to understand and amend development standards in accordance with appropriate public consultation processes.

The Development Review Section operates with a staff compliment of nine full-time employee positions, including six professional community planners and three development officers.

The following is a summary of 2014 activities; further detail can be found in Attachment 1:

- a) 1,620 Development Permits reviewed, compared to 1,512 in 2013.
- b) 33 Zoning Bylaw Amendment Applications, 14 OCP Amendment Applications, 23 Discretionary Use Applications, and 97 Subdivision Applications received. The number of applications in each category exceeded the five year average;
- c) 42 appeals at the Development Appeals Board, compared to 36 in 2013;
- d) Completed review of Neighbourhood Concept Plans for Aspen Ridge and Brighton, and a major amendment to the Rosewood neighbourhood;
- e) Completed the Neighbourhood Level Infill Development Strategy and implemented Zoning Bylaw amendments to allow for Garden and Garage Suites;
- f) City Gardener's Site in Victoria Park was designated as a Municipal Heritage Property; and
- g) New Civic Heritage Policy No. C10-020 was approved by City Council, and the City of Saskatoon Heritage Plan was produced.

Major Projects for 2015

Major projects that the Development Review Section will be working on in 2015 include:

- a) Concept Plan Review
 - i) Elk Point neighbourhood Concept Plan – a proposed residential neighbourhood, the second to be developed in the Blairmore Sector.
 - ii) Holmwood Suburban Centre – proposed employment area and suburban development consisting of residential, institutional, and commercial uses located east of the Brighton neighbourhood.
- b) Continued Implementation of the Infill Development Strategy
 - i) Implementation of infill regulations and guidelines for primary dwellings;
 - ii) Zoning Bylaw amendments for infill development of three- or four-unit dwellings on corner sites in the Established Neighbourhoods; and
 - iii) Review the regulations regarding drainage and lot grading with the Transportation and Utilities Department. Assist the Transportation and Utilities Department to build out amendments to Drainage Bylaw No. 8379.
- c) Continued Implementation of the Heritage Policy and Program Review
 - i) Creation of the Saskatoon Register of Historic Places; and
 - ii) Amendments to the OCP and Zoning Bylaws.

- d) School Sites
 - i) Procurement of school sites in Stonebridge, Rosewood, Evergreen, and Hampton Village, and review the development plans for these new school sites.

- e) Doors Open Saskatoon 2015
 - i) Doors Open Saskatoon is held bi-annually, and in 2015, will be held on June 7. This event receives support from the Heritage Conservation Program.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

No due date for follow-up is required.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachment

- 1. Development Review Section – 2014 Annual Report

Report Approval

Written by: Daniel McLaren, Planner, Development Review

Approved by: Alan Wallace, Acting General Manager, Community Services Department

S/Reports/DS/2015/PDCS – 2014 Annual Report – Development Review Section/ks

DEVELOPMENT REVIEW SECTION – 2014 ANNUAL REPORT

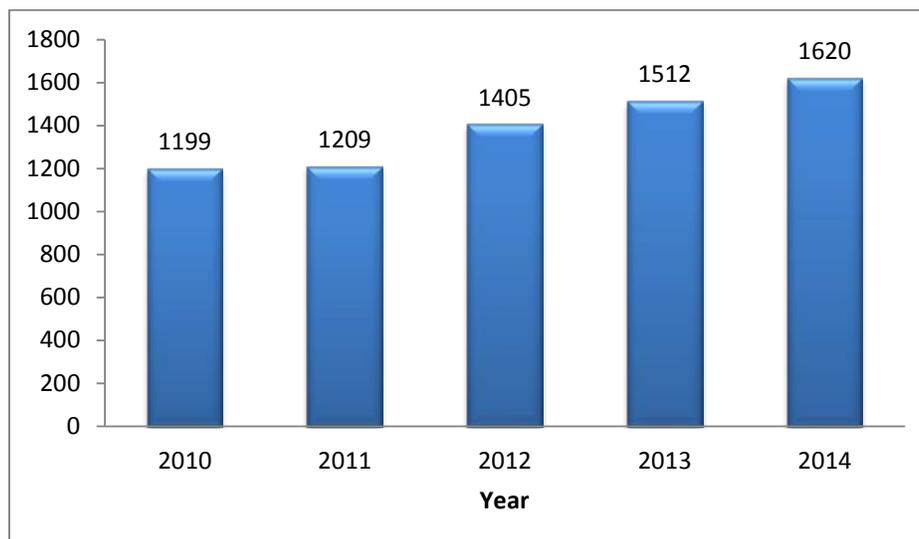
The Development Review Section, Planning and Development Division, is responsible for facilitating the orderly use and development of land and property in Saskatoon, in accordance with accepted community standards, as outlined in the City's Official Community Plan, Zoning Bylaw and Subdivision Bylaw, and Council and Administrative Policies. The Development Review Section serves as a resource to individuals, businesses, government agencies, and community groups seeking to pursue development proposals, interpretations on bylaws and policies, and information on land-use approval processes and timelines.

The Development Review Section is responsible for review of neighbourhood concept plans and direct control district applications, architectural reviews and design standards, subdivision, rezoning, discretionary use and development permit applications, and applications for both new and converted condominiums. The Section also administers the Naming of Civic Property and Development Areas and the Heritage Program. Through its work, the Section facilitates the community's ability to understand and amend development standards in accordance with appropriate public consultation processes.

DEVELOPMENT REVIEW

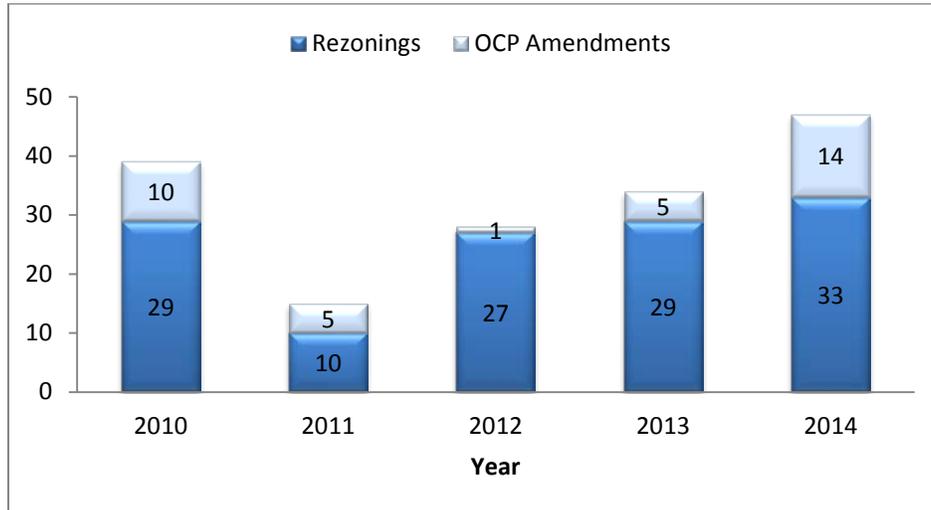
Development Permits

The Development Review Section reviews all development proposals, with the exception of one- and two-unit dwellings in new neighbourhoods, to ensure compliance with the Zoning Bylaw. In 2014, the Development Review Section reviewed 1,620 development permits, as compared to 1,512 in 2013, and a five-year average of 1,389 development permit reviews. Significant or large projects reviewed include The Banks, Stonebridge Centre, Remail Modern Art Gallery, four new hotels, piling permit for the Saskatchewan Children's Hospital, and additions to the Queen Elisabeth Power Station.



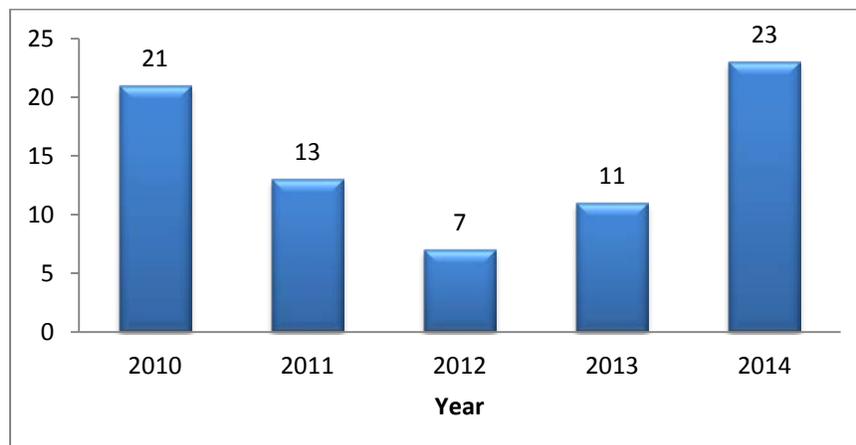
Rezoning Applications

The Development Review Section is responsible for the review, consultation, and recommendation on the applications to amend provisions of the Official Community Plan and Zoning Bylaw. These applications are ultimately considered by City Council, who makes the final decision on bylaw amendments. In 2014, the Development Review Section received 33 Zoning Bylaw amendment applications and 14 Official Community Plan amendment applications. This compares with 34 bylaw amendment applications received in 2013, and a five-year average of 33 applications per year.



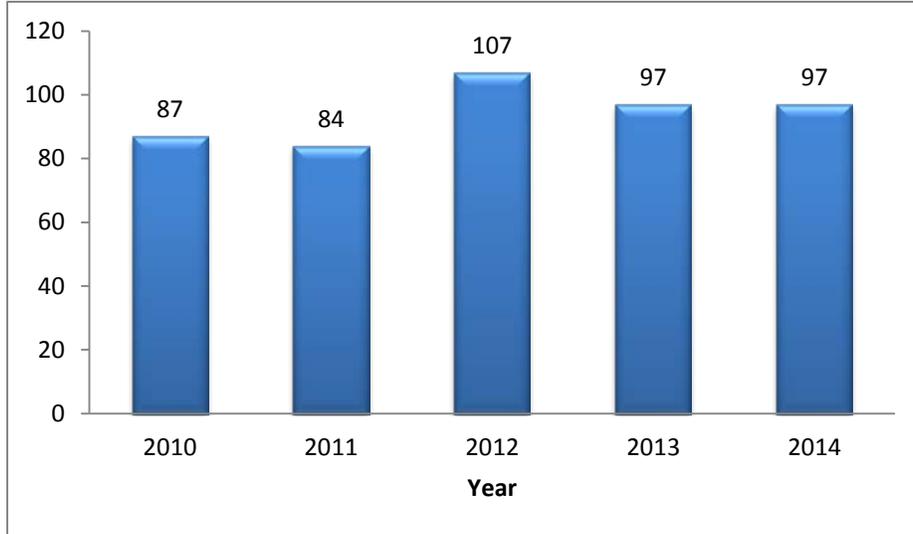
Discretionary Use Applications

Land uses in the City of Saskatoon may be permitted, prohibited, or discretionary. Discretionary uses are generally appropriate for their zoning district, but may require additional scrutiny to ensure they fit in their specific context. These land use activities are only permitted at the discretion of City Council (or delegated to Administration for certain uses). In 2014, the Development Review Section received 23 Discretionary Use Applications. These applications included 7 for Residential Care Homes Type II, 5 Garden and Garage Suites, 2 Bed and Breakfast, 2 Private Schools, 2 Shopping Centres over 5000 m², 2 Child Care Centres, 1 Boarding House, 1 Motor Vehicle Dealer (withdrawn), and 1 for a Chemical Manufacturer (withdrawn). This compares to 11 Discretionary Use Applications received in 2013, and a five-year average of 15 applications per year.



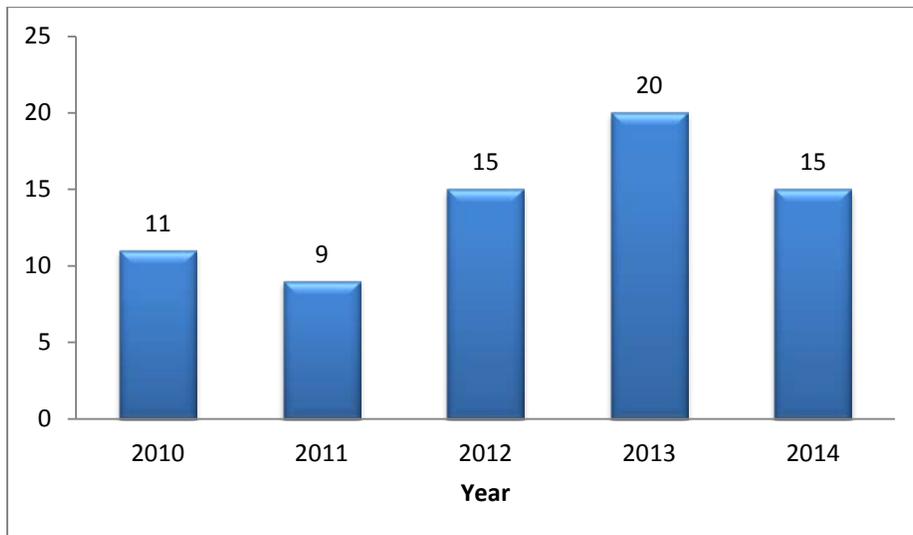
Subdivision Applications

The Development Review Section reviews all applications for subdivision of land to ensure compliance with municipal and provincial requirements and to coordinate utility requirements for newly created properties. In 2014, the Development Review Section received 97 subdivision applications, matching the 97 applications received in 2013, and a five-year average of 94 applications per year.



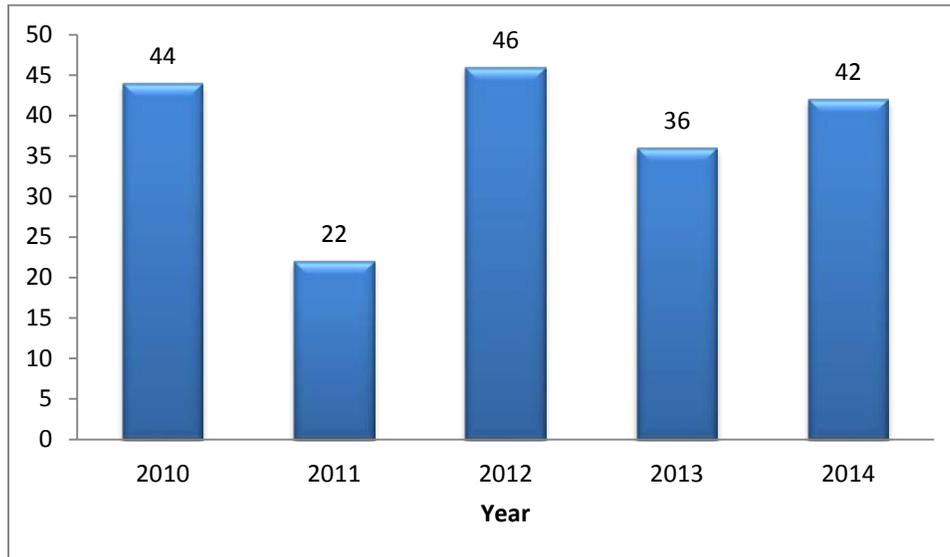
Condominium Applications

The Development Review Section reviews all applications for the creation of condominium parcels to ensure compliance with various municipal and provincial requirements. In 2014, the Development Review Section received 15 condominium applications compared with 20 applications received in 2013, and a five-year average of 14 applications per year.



Development Appeals

Individuals have the right to appeal to the Development Appeals Board the denial of an application for a Development Permit or when an order to remedy contravention is issued. The Development Review Section represents the City for those appeals. In 2014, the Development Appeals Board heard 42 such appeals. This compares to 36 appeals in 2013, and a five-year average of 38 development appeals per year. The Development Review Section also represents the City at the Planning Appeals Committee of the Saskatchewan Municipal Board. In 2014, there were seven such appeals.



Major Projects

The Development Review Section facilitated the review of concept plans for three neighbourhoods approved by City Council in 2014: Aspen Ridge in the University Heights Sector; Brighton, the first neighbourhood in the Holmwood Sector; and the Rosewood Extension in the Lakewood Sector. These neighbourhoods all provide a mix of single-unit and multi-unit residential, as well as related community and commercial uses.

City Council endorsed the Neighbourhood Level Infill Development Strategy in early 2014. Amendments to Zoning Bylaw No. 8770 to allow for garden and garage suites as an accessory use to a one-unit dwelling were approved in May 2014. The Development Review Section continues to work on bylaw amendments for infill regulations for one- and two-unit dwellings, three and four-unit dwellings on corner sites, and site drainage requirements for infill development.

The Development Review Section reviewed a number of noteworthy developments in 2014. One of these was the City Centre Tower to be located at 309 to 319 22nd Street East. This development is proposed to be completed in two phases, including a tower 105 metres tall and second tower of 86.4 metres. In addition, the proposed school sites for the Rosewood, Evergreen, Hampton Village, and Stonebridge neighbourhoods were reviewed in 2014. The proposed school sites now include dual builds and required concept plan amendments. The mixed-use development, The Banks, was also reviewed in 2014. This unique development will be the future site of four multi-unit residential buildings with commercial amenities and office space located on the ground floor of each. The Remai Modern Art Gallery was also reviewed in 2015, which is proposed to be the feature art gallery in downtown Saskatoon.

NAMING SASKATOON

In 2014, the Development Review Section took over the administration of the Naming of Civic Property and Development Areas (C09-008) Policy (Naming Policy) from the Long Range Planning Section. Members of the public or developers can apply to have names added to the Names Master List, which is used by His Worship the Mayor to name civic property and development areas when requested by a land developer. In 2014, nine new names were added to the Names Master List, and the year ended with 126 total names on the List.

In 2014, the 34 names noted below were applied to City roadways, parks, and civic facilities.

Names Applied in 2014		
Names Applied	Roadway, Park, Other	Neighbourhood
Bolstad	Roadway	Aspen Ridge
Dattani	Roadway	Aspen Ridge
Fast	Roadway	Aspen Ridge
Feheregyhazi	Roadway	Aspen Ridge
Kenaschuk	Roadway	Aspen Ridge
McCrary	Roadway	Aspen Ridge
Kettles	Roadway	Central Industrial Area
Romanow	Roadway	Elk Point
Yevshan	Roadway	Elk Point
Evergreen Square	Park	Evergreen
Rosewood Square	Park	Rosewood
Hathway	Roadway	Rosewood
Richards	Park	Evergreen
George S. Alexander	Park	Kensington
Henry Baker	Park	Kensington
Braithwaite	Park	Kensington
Jeffery J. Charlebois	Park	Kensington
George H. Clare	Park	Kensington
Peter H. Currie	Park	Kensington
Bev M. Dyck	Park	Kensington
Ed Jordan	Park	Kensington
Andrew MacDougall	Park	Kensington
C. Jack MacKenzie	Park	Hampton Village
Paul Mostoway	Park	Hampton Village
Glen M. Penner	Park	Rosewood
Kensington	Roadway	Kensington
Mahoney	Park	Kensington
Stilling	Roadway	Rosewood
Meadows	Roadway	Rosewood
Rosewood	Roadway	Rosewood
Market	Roadway	Rosewood
Faithfull	Roadway	Hudson Bay Industrial
Millar	Roadway	Marquis Industrial
Civic Square East	Facility	Central Business District

HERITAGE AND DESIGN

In 2014, the City approved the new Civic Heritage Policy and Heritage Plan. As part of the implementation of the new Civic Heritage Policy and Plan, the City conducted an in-depth evaluation of the estimated 1,500 historic places documented to have heritage value in Saskatoon. The refined list of heritage properties considered to have significant heritage value will form the new Saskatoon Register of Historic Places (Register). The Register is anticipated to be completed in 2015.

An inventory of the Capitol Theatre Artifacts, as well as an inventory of the City's vintage exterior wall signs, was also undertaken in 2014.

The following chart identifies the number of documented heritage properties in Saskatoon and their level of heritage protection under *The Heritage Property Act*, if applicable.

Listing Type	Number of Properties
Built Heritage Database	1,452
Holding Bylaw	34
Municipal Designated Properties	36
Provincial Designated Properties	3
National Historic Sites	4

HERITAGE HIGHLIGHTS

In 2014, one property was approved for Municipal Heritage Designation, three properties were approved for financial assistance under the Heritage Conservation Program, and three projects were approved for heritage funding under the Façade Conservation and Enhancement Program. In addition, the City continued to pursue heritage conservation education and awareness opportunities through the City's Heritage Awards and Heritage Festival of Saskatoon.

The City Gardener's Site

1. This site, located within Victoria Park (810 Spadina Crescent West), was designated by City Council as a Municipal Heritage Property.

Heritage Conservation Program - Financial Incentives Approved

1. Knox United Church (838 Spadina Crescent East) - roof repair. Funding was approved in the form of a grant to a maximum of \$51,000 over a two-year period.
2. McLean Block (263 3rd Avenue South) - front façade repair. Funding was approved in the form of a tax abatement to a maximum of \$36,000 amortized over a four-year period.
3. 1102 Spadina Crescent East - rehabilitation project. Funding was approved in the form of a tax abatement to a maximum of \$84,400 amortized over a ten-year period (pending designation in 2015).

Façade Conservation and Enhancement Program – Financial Incentives Approved

1. The Capitol Music Club (244 1st Avenue North). Funding was approved in the form of a grant for \$4,000.
2. Taverna (219 21st Street East). Funding was approved in the form of a grant for \$4,000.
3. PIC Investment Group (303 Pacific Avenue). Funding was approved in the form of a grant for \$2,000.

Education and Awareness

1. The 2014 Heritage Awards were presented at the February 10, 2014 City Council meeting to recognize heritage preservation work in Saskatoon.
2. The annual Heritage Festival of Saskatoon took place on February 2, 2014, at the Western Development Museum. The City and MHAC shared a display table at the event.

2015 Assistance to Community Groups Cash Grants Program, Social Services Category

Recommendation

That the recommended grants totalling \$1,062,786.68 for 2015 under the Social Services Category, Assistance to Community Groups Cash Grant Program, be approved.

Topic and Purpose

The Social Services Subcommittee (Subcommittee) has completed the adjudication process for the 2015 Assistance to Community Groups Cash Grant, Social Services Category (Social Services Grant Program), and respectfully submits this report and recommendation for approval.

Report Highlights

1. The Subcommittee is recommending support totaling \$1,062,786.68, which represents funding to 45 agencies. The \$1,062,786.68 is made up of \$497,400 in cash and \$565,386.68 in tax credits.
2. The Subcommittee continues to support the Outcomes-Based Evaluation Project of the Saskatoon Collaborative Funders Partnership (SCFP), which is designed to enhance the capacity of funders and community-based organizations to utilize outcomes-based evaluation processes.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Quality of Life, the community investments, made through the Social Services Grant Program, support community-based organizations to address and support work in the community.

Background

The Subcommittee is appointed, following the recommendation of the Executive Committee to City Council, and consists of Judy Shum, Chairperson, United Way of Saskatoon and Area (United Way); Carol McInnis, Greater Saskatoon Catholic School Board; Nicola Bishop-Yong, Saskatoon Public School Board; Peter Wong, The Ministry of Social Services; and Heather Trischuk, Member at Large. The Subcommittee reviews applications from not-for-profit social service organizations, pursuant to Assistance to Community Groups Policy No. C03-018, ensuring objectives of the policy are met.

The Social Services Grant Program is administered as part of the SCFP. The SCFP is a collaboration between two Saskatoon organizations that provide grants to community groups. The partners and the associated grants are as follows:

- a) City of Saskatoon – Social Services Grant Program; and

b) United Way – Community Initiatives Fund.

The SCFP is organized so that all partners use the same application form. However, each partner retains their own funding priorities, eligibility criteria, and review processes. The partners collaborate for the benefit of the community, however, still maintain their own decision-making processes and control of funds.

Report

Subcommittee Adjudication and Recommended Funding

The Subcommittee reviewed the requests for funds following the guidelines set out in Assistance to Community Groups Policy No. C03-018. Funding support is provided through a cash component and a tax credit component.

The Subcommittee evaluated the proposals, giving priority to projects and programs that provide a direct service to enhance the quality of life for vulnerable residents of Saskatoon, and where the need was clearly demonstrated by the applicant. The Social Services Grant Program criteria were carefully applied in each case.

The Subcommittee continues the dedication to this process and appreciates the commitment from the City to provide assistance to the most marginalized citizens of Saskatoon.

The Subcommittee met on a number of occasions to review 60 applications requesting funds in excess of \$1,770,000; almost double the amount available.

The 2015 recommendations (see Attachment 1) from the Subcommittee include support totaling \$1,062,786.68, which represents funding to 45 agencies. The \$1,062,786.68 is made up of \$497,400 in cash and \$565,386.68 in tax credits.

Saskatoon Collaborative Funders Partnership

The Subcommittee was again pleased to participate in the SCFP, which allows the funders to address the needs in the community in a more collaborative manner and encourages a more effective use of funds. As part of the funding process, the Subcommittee was able to successfully cross-reference grants of the other funder to ensure as many agencies as possible would receive assistance.

Included in the allocation of funds is a provision of \$6,850 towards the capacity building work of the SCFP. The SCFP is involved in a project to enhance the ability of funders and community-based organizations to utilize outcomes-based evaluation processes.

The Subcommittee would like to thank the Administration for support throughout the adjudication process and would be pleased to answer any questions with respect to the recommendations.

Options to the Recommendation

The option exists to not accept the recommendations of the Subcommittee as presented.

Public and/or Stakeholder Involvement

There was no public or stakeholder involvement other than the normal application and adjudication process, which is carried out by a City Council-appointed subcommittee.

Communication Plan

All applicants have been advised of the recommendations of the Subcommittee.

Financial Implications

This program is funded through the Operating Budget in the Community Support Business Line.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachment

1. 2015 to 2016 Assistance to Community Groups – Cash Grant Social Program

Respectfully Submitted,

 "Judy Shum"
Judy Shum, Chairperson
Social Services Subcommittee

2015 to 2016 Assistance To Community Groups – Social Services Category

Organization	Project	Total Grant Approved	Cash Approved	Taxes Approved
AIDS Saskatoon Inc.	601 Nutrition Program Assistant	\$13,500.00	\$13,500.00	
Avenue Community Centre for Gender and Sexual Diversity Inc.	Drop-in and Community Programming	\$15,000.00	\$15,000.00	
Big Brothers Big Sisters of Saskatoon and Area Inc.	Club Connect	\$0.00	\$0.00	\$0.00
Canadian Mental Health Association	Mental Health First Aid for Adults who Interact with Youth	\$4,800.00	\$4,800.00	
Canadian National Institute for the Blind (CNIB)	Vision Rehabilitation Program	\$10,000.00	\$10,000.00	
Canadian Red Cross Society (Canadian Red Cross, North Central Saskatchewan Region, Saskatoon Office)	Canadian Red Cross programs and services in Saskatoon	\$16,290.14	\$5,000.00	\$11,290.14
Central Urban Metis Federation Inc.	Supportive Traditional Parenting 2	\$27,957.75		\$27,957.75
Cheshire Homes of Saskatoon Society	Life Enrichment Program	\$0.00	\$0.00	
Community Legal Assistance Services for Saskatoon Inner City Inc. (CLASSIC)	Walk-in Advocacy Clinic	\$10,000.00	\$10,000.00	

2015 to 2016 Assistance to Community Groups - Social Services Category

ATTACHMENT 1

Organization	Project	Total Grant Approved	Cash Approved	Taxes Approved
Community Living Association Saskatoon Inc. (CLASI)	CLASI's Programs and Services for Individuals with Intellectual Disabilities	\$15,000.00	\$15,000.00	
Core Neighbourhood Youth Co-op	Culture through Carpentry	\$19,554.51	\$14,000.00	\$5,554.51
Crocus Co-operative	Mind, Body & Soul Social Program	\$8,062.43		\$8,062.43
Elizabeth Fry Society of Saskatchewan Inc.	Volunteer Operations and Services	\$20,000.00	\$20,000.00	
Frontier College	Kids' Summer Literacy Programs	\$12,500.00	\$12,500.00	
Girl Guides of Canada - Guides du Canada, Bridging Rivers Area Council	Girl Guides of Canada - Empowering Girls in the Community	\$6,676.02		\$6,676.02
Global Gathering Place Inc.	Global Gathering Place	\$12,000.00	\$12,000.00	
Global Gathering Place Inc.	Bridging to Non Profit Governance	\$0.00	\$0.00	\$0.00
John Howard Society of Saskatchewan, Saskatoon Office	Ongoing Programs and Services	\$20,000.00	\$20,000.00	
Leadership Saskatoon	Leadership Saskatoon 2015-16	\$0.00	\$0.00	
Lung Association of Saskatchewan Inc.	Health Promotions	\$10,681.43		\$10,681.43
Mennonite Central Committee Saskatchewan (MCCS)	MCCS restorative justice, refugee, and poverty strategic plan	\$19,705.97		\$19,705.97

Organization	Project	Total Grant Approved	Cash Approved	Taxes Approved
Saskatchewan Association for Community Living	Youth Inclusion Program	\$0.00	\$0.00	
Saskatchewan Association for the Rehabilitation of the Brain Injured (SARBI)	SARBI Rehabilitation Services	\$7,500.00	\$7,500.00	
Saskatchewan Association of Rehabilitation Centres (SARC)	Provision of Administrative & Training Support to Organizations in the disability services sector	\$10,000.00		\$10,000.00
Saskatchewan Deaf and Hard of Hearing Services Inc. (SDHHS)	SDHHS Youth Programming	\$2,500.00	\$2,500.00	
Saskatchewan Intercultural Association Inc.	Learning Interculturalism Through Employment (LITE)	\$0.00	\$0.00	
Saskatoon and District Labour Council (SDLC) Summer Snack Program	SDLC Summer Snack Program	\$10,000.00	\$10,000.00	
Saskatoon Community Service Village Inc. (The Village)	Providing affordable space to community based organizations in The Village	\$12,558.06		\$12,558.06
Saskatoon Community Service Village Inc. (The Village)	Developing a Strategic Plan	\$0.00	\$0.00	\$0.00
Saskatoon Community Youth Arts Programming Inc. (SCYAP)	SCYAP Inner City After School and Community Drop In Program	\$10,000.00	\$10,000.00	
Saskatoon Council on Aging Inc.	Positive Aging Resource Centre Operations	\$12,000.00	\$12,000.00	

Organization	Project	Total Grant Approved	Cash Approved	Taxes Approved
Saskatoon Council on Aging Inc.	Age-friendly Intergenerational Aboriginal	\$0.00	\$0.00	\$0.00
Saskatoon Council on Aging Inc.	Phase 3-Taking Action, Monitoring/Evaluating Progress and Sharing Learning Goal	\$0.00	\$0.00	\$0.00
Saskatoon Food Bank Inc.	Project Funding	\$0.00	\$0.00	\$0.00
Saskatoon Indian and Metis Friendship Centre	Saskatoon Indian and Metis Friendship Centre	\$20,719.82		\$20,719.82
Saskatoon Services for Seniors	Home Support Services	\$15,000.00	\$15,000.00	
Saskatoon Sexual Assault and Information Centre, Inc. (SSAIC)	Saskatoon Sexual Violence Response	\$15,000.00	\$15,000.00	
Saskatoon Student Wellness Initiative Toward Community Health, Inc.	SWITCH - Interdisciplinary Health Services and Cop	\$20,000.00	\$20,000.00	
Sexual Health Centre Saskatoon	Ongoing Support Services	\$18,000.00	\$18,000.00	
Sexual Health Centre Saskatoon	Bridging the Gap in Sexual Health	\$0.00	\$0.00	\$0.00
Spectrum Core Community Services SCCS Inc.	Relief of Poverty and Homelessness: Free Laundry Service	\$7,593.24	\$3,250.00	\$4,343.24
Spectrum Core Community Services SCCS Inc.	Rainbow 50+	\$0.00	\$0.00	

Organization	Project	Total Grant Approved	Cash Approved	Taxes Approved
STC Urban First Nations Services Inc.	White Buffalo Youth Lodge - Building Healthy Youth	\$0.00	\$0.00	
STR8-UP - 10,000 Little Steps to Healing Inc.	STR8-UP Family Culture Camp	\$10,000.00	\$10,000.00	
The Affinity Foundation Inc.	Saskatoon Individual Development Accounts (IDA)	\$0.00	\$0.00	
The Lighthouse Supported Living Inc.	Stabilization Unit Case Managers	\$28,863.79		\$28,863.79
FLAGSHIPS				
Big Brothers Big Sisters of Saskatoon and Area Inc.	Flagship Funding	\$41,045.80	\$25,300.00	\$15,745.80
Catholic Family Services of Saskatoon	Flagship Funding	\$34,500.00	\$34,500.00	\$0.00
CHEP Good Food Inc.	Flagship Funding	\$31,625.00	\$31,625.00	\$0.00
Cosmopolitan Industries Ltd.	Flagship Funding	\$99,663.07	\$0.00	\$99,663.07
Family Service Saskatoon Inc.	Flagship Funding	\$31,625.00	\$31,625.00	\$0.00
READ Saskatoon	Flagship Funding	\$20,000.00	\$20,000.00	\$0.00
Saskatchewan Abilities Council	Flagship Funding	\$211,828.34	\$0.00	\$211,828.34
Saskatoon Food Bank Inc.	Flagship Funding	\$30,217.94	\$17,250.00	\$12,967.94
Saskatoon Friendship Inn	Flagship Funding	\$33,223.28	\$24,150.00	\$9,073.28

Organization	Project	Total Grant Approved	Cash Approved	Taxes Approved
Young Women's Christian Association of Saskatoon	Flagship Funding	\$31,050.00	\$31,050.00	\$0.00
Saskatoon Collaborative Funders Partnership	Capacity Building Initiatives	\$6,850.00	\$6,850.00	
Seniors Groups				
Fairfield Senior Citizens Corporation	Ongoing Programs and Services	\$12,431.47		\$12,431.47
Senior Citizen's Service Association of Saskatoon	Ongoing Programs and Services	\$11,804.78		\$11,804.78
St. Georges Senior Citizens Club	Ongoing Programs and Services	\$12,596.68		\$12,596.68
EGADZ tax abatement tied to City Council agreement		\$12,862.16		\$12,862.16
GRAND TOTAL		\$1,062,786.68	\$497,400.00	\$565,386.68

Approval for Advertising: Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning – Village Square

Recommendation

1. That the advertising, in respect to the proposed amendment to the Rosewood Neighbourhood Concept Plan and Zoning Bylaw No. 8770, be approved;
2. That the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendment to Zoning Bylaw No. 8770; and
3. That the City Solicitor be requested to prepare the required bylaw to amend Zoning Bylaw No. 8770.

Topic and Purpose

The purpose of this report is to request approval to advertise applications that have been submitted to amend the Rosewood Neighbourhood Concept Plan (Concept Plan) with respect to a redesigned Village Square, and rezone associated development parcels, consistent with the Concept Plan.

Report

Saskatoon Land has applied to amend the Concept Plan and rezone associated land in Rosewood.

Approval is required from the Standing Policy Committee (SPC) on Planning, Development and Community Services (PDCS) to advertise these amendments, as required by Public Notice Policy No. C01-021, prior to a public hearing at City Council.

These amendments were considered by the Municipal Planning Commission (MPC) on May 26, 2015. See Attachment 1 for the report that was considered by MPC, which provides further detail on the amendments requested.

Option to the Recommendation

The SPC on PDCS could decline to approve the required advertising for the proposed amendments. Further direction would be required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. If the recommendations of this report are approved, a notice will be placed in The StarPhoenix two weeks prior to the public hearing date. In conjunction with this notice, Planning and Development will notify all property owners with land included in the rezoning and all property owners within a 75 metre buffer of the proposed site of the public hearing date by letter.

Approval for Advertising: Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning – Village Square

Attachment

1. Report Considered by MPC on May 26, 2015: Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning – Village Square

Report Approval

Written by: Brent McAdam, Planner, Planning and Development

Reviewed by: Alan Wallace, Director of Planning and Development

Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\DS\2015\PDCS – Approval for Advertising: Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning – Village Square\kt

Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning – Village Square

Recommendation

That a copy of this report be submitted to City Council recommending:

1. That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed Rosewood Neighbourhood Concept Plan amendment be approved; and
2. That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone land, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Saskatoon Land requesting to amend the Rosewood Neighbourhood Concept Plan (Concept Plan) to accommodate a redesign of the Village Square and associated development parcels. A related application to rezone land, consistent with the amended Concept Plan, is also proposed.

Report Highlights

1. A concept plan amendment is proposed to redesign the Village Square in Rosewood with respect to lanes and roadways, Municipal Reserve (MR), and associated development parcels in the area.
2. The proposed amendments will improve pedestrian connectivity in the area, provide more flexible development sites, and increase opportunity for on-street parking.
3. A related proposal to rezone development parcels in the area, consistent with the Concept Plan, is also proposed.

Strategic Goal

Under the Strategic Goal of Sustainable Growth, this report supports Rosewood's development as a "complete community" neighbourhood through the creation of a Village Square that will be an attractive focal point and gathering place.

Background

The Concept Plan was originally approved by City Council in May 2008. A subsequent major amendment to the Concept Plan was approved on June 9, 2014. See Attachment 1 for the approved Concept Plan.

Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning – Village Square

Report

Redesign of Village Square

The Village Square in Rosewood is proposed to be redesigned with respect to the configuration of lanes and roadways, the MR parcel, and associated development parcels. See Attachment 2 for a comparison of the original and proposed new designs and Attachment 3 for a summary of the design changes.

Proposed Concept Plan Amendment

An amendment to the Concept Plan is required with respect to the redesign of the Village Square. The four associated development parcels, which were identified for commercial and mixed-use development, are not proposed to change with respect to their current use designation on the approved Concept Plan.

Planning and Development supports the proposed amendment as the changes are expected to improve pedestrian connectivity in the area, provide more flexible development sites, and increase opportunities for on-street parking.

Proposed Zoning Bylaw No. 8770 Amendment

In association with the concept plan amendment, a rezoning of parcels in the area is also proposed. The two parcels identified for commercial development will be rezoned from FUD – Future Urban Development District (FUD District) to B1B – Neighbourhood Commercial – Mixed-Use District. The mixed use parcels will be rezoned from FUD District and R1A – One-Unit Residential District (R1A District) to M2 – Community Institutional Service District.

A site immediately to the west of the Village Square and located outside of the Concept Plan amendment area, identified for medium density multi-family residential on the Concept Plan, is proposed to be rezoned from FUD District and R1A District to RM3 – Medium-Density, Multiple-Unit Residential District. This is consistent with its designation on the Concept Plan. See Attachment 4 for a map depicting the proposed zoning pattern in the area.

Comments from Other Stakeholders

No comments or concerns from internal and external stakeholders were identified that would preclude this application from proceeding to a public hearing. Comments of note are outlined in Attachment 5.

Options to the Recommendation

City Council could choose to deny the concept plan amendment and/or the rezoning. This is not recommended as the concept plan amendment provides for a better design of the Village Square, and the rezoning is consistent with the land uses originally intended for this area.

Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning – Village Square

Public and/or Stakeholder Involvement

On May 6, 2014, an open house specific to the Village Square changes was held, in conjunction with a public information meeting regarding a major concept plan amendment for the east side of the Rosewood neighbourhood. A total of 654 public notices were distributed to all property owners within the Rosewood neighbourhood. The Rosewood Community Association was also notified. The Ward Councillor and 24 people were in attendance. No comments or concerns specific to the redesigned Village Square were received.

The Manager of Development Review attended a regular meeting of the Rosewood Community Association on May 4, 2015, to discuss the changes to the Village Square once again. No major concerns were identified at this meeting.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within 75 metres of the subject site of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior.

Attachments

1. Rosewood Concept Plan
2. Current and Proposed New Village Square Design
3. Summary of Changes to Rosewood Village Square
4. Rezoning Location Map
5. Comments from Other Stakeholders

Report Approval

Written by: Brent McAdam, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\DS\2015\MPC – Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning – Village Square\kt FINAL\APPROVED –R. Grauer - May 13, 2015

2014 Year-End Report - Urban Forestry and Pest Management

Recommendation

That the information be received.

Topic and Purpose

This report is intended to provide an overview of the 2014 Urban Forestry and Pest Management Programs.

Report Highlights

1. An overview of the Urban Forestry Section and its 2014 programs, including current challenges and initiatives, is highlighted within this report, with more details provided in Attachment 1.
2. Highlighted within this report is an overview of the Pest Management Section and its 2014 programs, including mosquito control, tree insects and diseases, wildlife management, and inspection services. Further details are provided in Attachment 1.

Strategic Goals

Under the City of Saskatoon's (City) Strategic Goal of Continuous Improvement, the information in this report supports the long-term goal of improving customer service by highlighting challenges and new initiatives to meet these challenges. The information also supports the long-term goal of community investment under the Strategic Goal of Quality of Life.

Background

The Urban Forestry Program includes planting and tree maintenance programs to support City Council objectives to protect, preserve, and perpetuate the health, beauty and safety of the City's urban forest for the enjoyment of citizens, past, present and future.

The Pest Management Program is responsible for controlling urban pest populations, including mosquitoes, nuisance wildlife, and tree insects and diseases. It also provides inspection services as it pertains to *The Weed Control Act (2010)*.

Report

Urban Forestry Program

The Urban Forestry Section administers several tree pruning and planting programs to meet the goal of maintaining and preserving city trees on boulevards and in parks. The programs managed by Urban Forestry include:

- a. Tree Inquiry Program – responding to concerns regarding trees;

- b. Blockside/Parkside Pruning Program – systematic pruning and removal of trees on boulevards and in parks;
- c. Shelterbelt Pruning;
- d. Community Tree Planting Program (CTPP) – planting of trees in new neighbourhoods adjacent to serviced lots;
- e. Industrial Tree Planting Program – planting of trees in industrial areas adjacent to serviced lots;
- f. Plant By Request Program (PBR) – responding to homeowner requests for trees to be planted on boulevards adjacent to their property;
- g. Urban Reforestation Program (UR) – replacement of boulevard trees and the filling of vacant planting sites along boulevards;
- h. Park Reforestation Program – replacement of trees in parks and afforesting parks that had very few trees planted in them;
- i. Civic Tree Nursery – production of a variety of high quality trees for parks and boulevards;
- j. Tree Protection - There has been an increased effort to preserve existing trees formally protected through Trees on City Property Policy No. C09-011;
- k. Tree Inventory and Workflow Management - The City boulevard and park tree inventory is managed through a Tree Manager (TM) software system and a GIS (Geographic Information System) data base and mapping system. TM tracks the addition and removal of trees located in parks and on City boulevards, and stores historical tree maintenance information. This system also helps manage workflow. One of our most pressing operational challenges is an obsolete and failing TM software system. Purchased in 1998 and upgraded in 2006, it has been relied upon to help manage the tree inquiry program, track boulevard and park tree inventories, and generate work flow service requests for all maintenance and planting programs.

Pest Management Program

The Pest Management Section of the Parks Division is responsible for controlling urban pest populations, including mosquitoes, nuisance wildlife (e.g. ground squirrels), tree insects and diseases (e.g. Dutch elm disease), and inspection services (e.g. nuisance, noxious, and prohibited weeds). The programs managed by Pest Management include:

- a. Mosquito control – The City provides mosquito control activities in the mosquito control zone, which is 945 square kilometres, including the city of Saskatoon and a surrounding buffer. This includes a larviciding program, adult mosquito surveillance, West Nile Virus summary, and communication strategy;
- b. Tree Insects and Diseases – Dutch elm disease, Ash leaf coneroller, ash bark beetle, ash borer, emerald ash borer, and viburnum borer are actively monitored and/or controlled by Pest Management;
- c. Wildlife Management – This program is primarily directed by complaints related to concerns about urban wildlife, including skunks, coyotes, and ground squirrels.

The objectives of the program are to provide information on living with urban wildlife; take injured or diseased animals to the Western Veterinary College or local wildlife rehabilitators; and trap and translocate wildlife to designated areas that the City has permission to access, and in certain circumstances, euthanize wildlife; and

- d. Inspection Services – Inspection Services, represented by the City weed inspectors, enforces *The Weed Control Act (2010)*. *The Weed Control Act (2010)* identifies the weed species and designates these weeds into three categories based on their ecological and economic impact. The nuisance weeds are typically least impactful, followed by noxious weeds, and then the prohibited weeds. The enforcement of *The Weed Control Act (2010)* is done by issuing orders, which identify the weed and the control measures that are required to eradicate or control the infestation. For publically-owned land, the weed inspector works closely with the various agencies and departments to ensure weed problems are being managed. An annual report is submitted each year as required by *The Weed Control Act (2010)*

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations. No communication plan is required.

Due Date for Follow-up and/or Project Completion

Urban Forestry and Pest Management Section reports annually on their activities.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachment

1. Urban Forestry and Pest Management Sections – 2014 Year-End Report

Report Approval

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Reviewed by: Darren Crilly, Director of Parks

Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/PK/2015/PDCS – 2014 Year-End Report – Urban Forestry and Pest Management/ks

Parks Division
**Urban Forestry and
Pest Management Sections**
2014 Year-End Report

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Urban Forestry Section

Urban Forestry is the management and cultivation of trees in an urban environment for the benefit of society. The actual practice of urban forestry in Saskatoon began in the 1970's, primarily in response to the threat of Dutch elm disease. In order to avoid widespread tree removal, systematic tree pruning maintenance became important.

There are emerging threats to the urban forest including: invasive insect pests (e.g. Emerald ash borer), more frequent weather events causing tree damage, excavation near trees from increased infill development and replacement or repair of infrastructure, and damage from salts used for roadway maintenance. More restricted space (above and below ground) in new neighbourhoods, where density has increased, is also having an impact on providing a healthy urban forest.

As trees mature, they increase in value and provide more benefits:

- Trees help improve air quality because leaf surfaces absorb pollutants;
- Leaves release oxygen and provide shade, which reduces ozone;
- Trees help modify the climate through shading, transpiration, and wind reduction;
- Trees sequester CO₂;
- Planted in the right location, trees reduce the demand for heating and cooling, and this reduces emissions;
- Trees intercept and store rainfall and increase the rate of soil infiltration with root growth and decomposition;
- Trees reduce erosion by lowering the impact rain would have if it landed on barren soil; and
- The “curb appeal” provided by trees has been shown to increase property value.

Source: USDA Forest Services Center for Urban forest research at:
<http://www.fs.fed.us/psw/programs/uesd/uep/TreesInOurCity/>

The Urban Forestry Section administers several tree pruning and planting programs to meet the goal of maintaining and preserving City trees on boulevards and in parks. The programs managed by Urban Forestry include:

- Tree Inquiry Program – responding to concerns regarding trees;
- Blockside/Parkside Pruning Program – systematic pruning and removal of trees on boulevards and in parks;
- Shelterbelt Pruning;
- Community Tree Planting Program (CTPP) – planting of trees in new neighbourhoods adjacent to serviced lots;
- Industrial Tree Planting Program – planting of trees in industrial areas adjacent to serviced lots;
- Plant By Request Program (PBR) – responding to homeowner requests for trees to be planted on boulevards adjacent to their property;
- Urban Reforestation Program (UR) – replacement of boulevard trees and the filling of vacant planting sites along boulevards;
- Park Reforestation Program – replacement of trees in parks and afforesting parks that had very few trees planted in them; and
- Civic Tree Nursery – production of a variety of high quality trees for parks and boulevards.

Tree Inquiry Program

The purpose of this program is to respond to tree inquiries by the public and other Divisions and provide tree care service based on priorities. This is reactive work. The priority placed on the work and our response time is based on criteria, which includes public and worker safety, provincial law (i.e. elm pruning ban), program needs, and the most effective use of available resources.

The Tree Inquiry Program includes a Forestry Analyst that receives calls, generates work requests, and maintains and updates the urban forestry data base; one Forestry Technician that visits the site to inspect the tree(s) and resolve the inquiry or determine what work and equipment is required; one Senior Arborist coordinating the day-to-day activities and work flow of the Arborists assigned to complete the required work.

There are twelve arborists employed in the Parks Division, completing all tree pruning or removal work as a result of the Tree Inquiry Program. In addition, Arborists are assigned to cyclical pruning, weather-related tree damage response, and other tree maintenance work.

Tree Inquiry Program Overview		
Year	2013	2014
Tree Inquiry Operational Investment:	\$551,009	\$587,729
Calls received by the Forestry Analyst: *Includes calls from July to December when tracking calls began in 2013	*1,753	3,940
Service requests generated:	2,001	2,481
Service requests that resulted in work completed by an Arborist crew: Service requests often result in work on more than one tree	n/a	1,035
Value of tree services provided by Urban Forestry outside of normal operations and billed to other Programs or external customers:	\$19,390	\$28,277
Cost of tree work resulting from wind/weather events	\$17,900	\$47,000
Investment in tree protection services	\$65,492	\$84,059

CHALLENGE: BALANCING CUSTOMER SERVICE DEMANDS AND CYCLICAL PRUNING GOALS

It is an operational challenge to provide timely customer service while staying on schedule to provide regular cyclical pruning. Increased demands for services outside of planned pruning schedules delay cyclical tree maintenance. Reasons for increased out-of-cycle tree requests include: more infill development, construction, and infrastructure rehabilitation work (roadway resurfacing, water and sewer replacement) requiring a response by our crews; unexpected severe weather events resulting in tree damage; increased precipitation trends leading to more tree growth and more calls about branches obstructing roadways and walkways; more traffic sign clearance requests as more signs are installed; more requests to complete tree work on non-inventoried trees on public property; and city growth resulting in more tree maintenance work requested in outlying neighbourhoods.

In addition to the inventory of trees Urban Forestry manages in parks and boulevards, there are requests for maintenance of trees on public property not included as part of the urban forestry tree inventory. This includes trees that may have been planted by developers or homeowners

and are located on buffers, berms, and adjacent to various roadways. These trees are normally not accounted for in a capital project, and therefore, funds are not identified for their maintenance.

INITIATIVES: IMPROVED PLANNING AND COMMUNICATION TO REDUCE THE NUMBER OF SERVICE REQUESTS THAT REQUIRE OUT-OF-CYCLE WORK

To find the right balance in maintenance operations, we have worked on communicating the importance of scheduled cyclical tree maintenance for a healthy urban forest. Providing more information at the first point of contact with the public about planned maintenance schedules and letting callers know what fits the criteria of priority work has helped reduce the number of requests that require a forestry crew to be dispatched. Urban Forestry tries to clarify what distinguishes work that needs immediate attention and tree work that can wait for scheduled maintenance, including crown cleaning (removal of dead wood) and providing clearance according to specifications over sidewalks and roadways. When forestry crews are dispatched for priority work, they are directed to concentrate on the immediate concern and leave other work to be completed during the regular pruning cycle.

A flyer is being prepared for distribution by the Arborists in 2015 that will describe the benefits of structurally pruning young trees. This will be dropped off by crews when they complete structural pruning work on boulevard trees. It will provide citizens with a better understanding of what work was completed and why structural pruning is a wise investment.

A static neighbourhood map is being prepared for the City of Saskatoon (City) website to provide our schedule of cyclical pruning in neighbourhoods.

Blockside/Parkside Tree Maintenance (Cyclical Pruning Maintenance)

The purpose of this program is to systematically maintain and preserve the appearance and health of boulevard and park trees by reviewing current tree inventory, pruning to a defined set of standards, and assessing trees for potential removal. The main objective is to achieve a one in seven year pruning cycle.

Regular tree maintenance is essential for providing a healthy, sustainable, aesthetically pleasing urban forest. Benefits of regular tree maintenance include:

- increased overall tree value and services provided by trees;
- prevention of damage from pests and diseases which thrive on deadwood;
- reduction in the demand for service requests by maintaining good tree structure, meeting clearance specifications, and removing deadwood; and
- helping to mitigate liability from damage caused from fallen branches by regularly assessing City trees.

The two main tree pruning activities are aerial pruning and ground pruning. Aerial pruning involves the maintenance of mature boulevard trees using an aerial bucket truck to access the tree canopy. Ground pruning is done by crews working from the ground, using ladders, or using tree-climbing techniques to access the trees. The majority of large boulevard tree cyclical maintenance is completed through annual tendered contract tree maintenance. All park tree maintenance and most structural pruning of young trees is completed by Urban Forestry crews. This is important because the Parks Division is able to ensure damage to park infrastructure is not done.

Stump removal is a separate activity from tree removal as it requires specialized equipment. This work is completed by both Urban Forestry staff and through a tendered contract. A stumping contract for Parks was tendered in 2013, but not in 2014, because there was a smaller backlog of stumps in the spring of 2014. We anticipate tendering a larger number of stump removals again in 2015.

Year	2013	2014
Investment in Cyclical Tree Maintenance	1,375,612	1,436,300
Boulevard trees completed	7,193	7,500
Pruning cycle - boulevard trees	1:8 year cycle	1:8 year cycle
Park trees completed	1,090	1,566
Pruning cycle - park trees	1:31 year cycle	1:22 year cycle
Number of trees removed	n/a	323
Number of stumps removed	609	360

• **Tendered Cyclical Tree Maintenance**

Neighbourhoods within Circle Drive have traditionally been the focus of contracted tree maintenance work because of the maturity of the trees and the high percentage of elm species threatened by Dutch elm disease. More recently, as trees in neighbourhoods outside of Circle Drive mature (e.g. Forest Grove, Parkridge), they have been added to the list of tendered contracts in an effort to meet boulevard tree pruning cycle goals.



Year	2013	2014
Number of boulevard trees pruned by contractor	4,037	4,622
Number of trees removed by contractor	164	221

• **In-House Street Tree Cyclical Tree Maintenance**

There are six full time and six seasonal certified arborists dedicated to tree maintenance work. Several Technicians and the Contract Administrator are also ISA certified (holding an arborist designation with the International Society of Arboriculture). Technical staff prune trees as time permits. Two labourers make up the seasonal crew assigned to stump removal.

• **In-House Park Tree Cyclical Tree Maintenance**

City Arborists and Technicians systematically work through parks on a priority basis. Work is done using tree-climbing techniques, ladders, and the use of an aerial lift when trees can be accessed with equipment.

• **In-House Structural Pruning of Young Street Trees**

City Arborists and Technicians are assigned to structurally prune small trees (less than 20 cm diameter at breast height [dbh]) on a priority basis. Crews have focused on newer

neighbourhoods and neighbourhoods that have recently been pruned by contractors, as well as areas with a high level of pedestrian traffic (i.e. business districts). Structural pruning helps decrease long-term tree maintenance costs by improving overall branching structure of young trees. Trees with good branching structure are also less susceptible to damage in high winds.

Year	2013	2014
Boulevard trees cyclically pruned by Urban Forestry crews	3,156	2,878
Park trees cyclically pruned by Urban Forestry crews	1,090	1,566
Trees removed by Urban Forestry crews	n/a	102

CHALLENGE: INCREASING NUMBER OF SMALL TREES ADDED TO TREE INVENTORY

Growth of the city has meant an increasing number of young trees that need structural pruning. Maintaining young trees early and more frequently will provide savings in pruning costs as the trees mature. The challenge is to schedule this important work with competing operational demands.

CHALLENGE: ACHIEVING AN ADEQUATE SERVICE LEVEL FOR PARK TREE CYCLICAL MAINTENANCE

Cyclical maintenance of park trees is well below the target of 1:7 years. Several factors contribute to delays in this work. Access is one factor. Forestry equipment cannot enter parks when soil moisture levels are high because there is a higher risk of damaging the park with heavy equipment. In recent years, the increased demand for priority boulevard tree maintenance requests has meant delaying park tree maintenance. An increase in work associated with weather events, including two severe storms in the summer of 2012 and a high wind event in 2014 requiring crews to respond to the immediate tree damage, has also delayed cyclical tree maintenance in parks.

CHALLENGE: STUMPING OPERATIONS

In-house stumping operations were delayed in 2014 by a wet spring and by equipment failure resulting in a three-week shut down. Stumping is a small but important part of our forestry operations. Specialized equipment needed for this task is not easily replaced or repaired and break downs impact service levels. Training and maintaining qualified operators can be also be a challenge.

NEW INITIATIVE - OPERATIONAL CHANGES TO STRUCTURAL PRUNING PLANS

An operational goal for 2015 is to increase the number of pruned park trees by 25%. This improvement should be possible with some small changes in our operations. Presently, our crews complete structural pruning of young trees in a neighbourhood after contractors have finished the maintenance of the larger trees. In reviewing this work process, it was decided to include structural pruning specifications as part of the tree maintenance tenders. This change is expected to improve service by ensuring there would only be one pass through a neighbourhood for tree pruning maintenance. It will also allow in-house crews to concentrate on structural pruning on boulevard and park trees in new neighbourhoods where this work will be performed more efficiently.

NEW INITIATIVE - INCREASED CONTRACT STUMPING

Stumping work will continue to be tendered when the removal numbers are larger than what the in-house crew can manage annually. In 2013, park stumping work was tendered to catch up on a backlog of park stumps.

• **Tendered Shelterbelt Tree Maintenance**

Trees in shelterbelts adjacent to roadways are maintained approximately once every twelve to fifteen years, based on our current budget and inventory of 31 km of roadway shelterbelts. Shelterbelt tree maintenance is tendered annually. In 2014, three shelterbelts were completed including:

- Circle Drive West from Taylor Street to 8th Street;
- College Drive on the north side from Packham Avenue to Central Avenue; and
- Ravine Drive.

Year	2013	2014
Shelterbelt tree maintenance tender value:	\$49,968	\$49,498

CHALLENGE - SERVICE DEMAND EXCEEDS FUNDING

The demand for maintenance often exceeds the budget allocated. Historically, shelterbelts have not had operating impact identified to fund their long-term maintenance.

CHALLENGE – SOUND ATTENUATION WALLS MAKE ACCESS DIFFICULT FOR TREE MAINTENANCE

The construction of sound attenuation walls built adjacent to shelterbelt trees have resulted in challenges for access with the forestry equipment required for tree maintenance. There is often a chain-link fence on one side of the shelterbelt and the sound attenuation wall on the opposing side. High voltage electrical lines can also add to access problems. Expectations are that there will be increased costs for this tree work in the future.

Tree Planting Programs

- Community Tree Planting Program (CTPP) – systematic planting of trees in new neighbourhoods;
- Industrial Tree Planting Program – systematic planting of trees in industrial areas;
- Plant By Request Program (PBR) – responding to homeowner requests for trees to be planted on boulevards adjacent to their property;
- Urban Reforestation Program (UR) – systematic replacement of boulevard trees and the filling of vacant planting sites along boulevards; and
- Park Reforestation Program – replacement of trees in parks and afforesting parks that had very few trees planted in them.

Annual tree planting programs are funded through both operational and capital funding sources and completed by both in-house crews and by contractors selected through an annual tender process. Trees are supplied by the civic nursery or purchased through an annual tree tender.

Year	2013	2014
Trees Planted	618	737

- **Community Tree Planting Program (CTPP)**

The Community Tree Planting Program (CTPP) is the systematic planting of trees in new neighbourhoods adjacent to serviced lots. In this program, 30mm calliper container trees are planted on boulevards. Trees planted on boulevards and separated from private property by a sidewalk are placed on a three year water maintenance cycle for successful establishment. Trees planted on boulevards adjacent to homeowners' property, and requested by the adjacent homeowner, are watered by the homeowner for a minimum of a three year establishment period.

Year	2013	2014
Community Tree Planting Program (Capital)	210	177

CHALLENGE: DIFFICULT SOIL CONDITIONS, SATURATED SOILS, INADEQUATE SPACE

In new neighbourhoods, the boulevard soil conditions are often poor and may not adequately support establishment and long-term health of trees. There may be insufficient quality or quantity of topsoil, and soils can be compacted after area grading. Sump pumps are now very common in new residential neighbourhoods and can create saturated soils in plant sites. Sump pumps may not be installed until after the boulevard tree(s) are planted. These factors will affect tree establishment and health.

The design and construction of new neighbourhood boulevards is not always conducive to tree planting. Inadequate space and buried utilities will result in reduced plant site locations. Set-back distances have been developed to reduce future conflicts.

In 2015, Urban Forestry will continue to work with the Design Section, Construction Services, and Planning and Development to try to find solutions to these soil challenges.

NEW INITIATIVE: PLANTING LARGER NURSERY STOCK WHERE SPACE ALLOWS

In 2015, there will be selected locations in new neighbourhoods where 60mm to 75mm diameter trees will be planted. These civic nursery-produced trees have better root systems than container grown trees. This trial will be assessed at the end of the season.

- **Industrial Tree Planting Program**

Industrial Tree Planting is the systematic planting of trees in new industrial neighbourhoods adjacent to serviced lots. Trees are 60mm to 75mm diameter basket trees supplied by the civic nursery. Establishment watering takes place for three years and is done by a contractor.



Year	2013	2014
Industrial Area Planting (Capital)	20	78

CHALLENGES: INDUSTRIAL AREA BOULEVARDS DO NOT ALWAYS HAVE ADEQUATE SPACE FOR TREE PLANTING

Few appropriate plant sites are available on the City boulevards. Finding appropriate plant sites in industrial areas can be challenging because property owners, often following city landscape requirements, plant trees very close to the property line. Utility lines are also often placed underground or overhead on the boulevard in industrial areas, reducing the number of plant sites.

- **Plant by Request Program**

Requests are received by homeowners to plant trees on boulevards adjacent to their property. These requests are reviewed by a technician who determines if there is an appropriate plant site. Trees, supplied by the civic nursery, are planted by a contractor.

Year	2013	2014
Trees Planted	121	112

- **Urban/Park Reforestation Planting Programs**

Each year we investigate potential plant sites in neighbourhoods and parks, providing replacement of boulevard and park trees.



Year	2013	2014
Trees Planted	184	260

- **Spade Tree Planting**

The in-house tree spade is used for several planting initiatives and to relocate trees for construction projects for various stakeholders. Forty-three trees were moved from the civic nursery to boulevards, and twenty-three were planted in parks. Fourteen trees were relocated at the Woodlawn Cemetery and five in parks using the in-house spade. Two trees were relocated using an outside service provider with a larger spade capable of moving larger trees.



Year	2013	2014
Number of Trees Planted	83	66

- **Schools Plant Legacy in Trees (SPLIT)**

In 2014, Urban Forestry did not initiate a SPLIT planting project for two reasons: time and cost. This community initiative has required an increasing amount of operating resources to coordinate and relocate staff from core urban forestry services during the busy spring months. In 2014, Saskatoon was the host city for the International Society of Arboriculture (ISA) Conference and the Prairie Chapter Tree Climbing Competition. These events required additional time from staff to assist with coordination as they were an important part of the 2014 Urban Forestry educational initiatives. Urban Forestry will not be undertaking this initiative in 2015 but will continue to maintain trees that have been planted on City boulevards or parks from previous years. We will look for a new enterprise to work with community partners in promoting the importance of the urban forest.

- **Deferred Tree Replacement**

Deferred tree replacement includes basket trees planted each year to replace trees that have been removed as a result of requests for construction or claims for tree removal or damage.

Year	2013	2014
Number of Trees Planted	23	11

- **Urban Design Capital Projects**

Urban Forestry provides contract administration services to Urban Design and other Divisions for various tree planting projects. In 2014, this included eleven trees planted on 20th street, ten on Central Avenue, and twelve on Ontario Avenue.

Year	2013	2014
Number of Trees Planted	63	33

Watering

- Contract Watering

In 2014, six water cycles were completed by contract. Watering cycles depend on factors such as weather, planting schedules, and contractor capacity.

Year	2013	2014
Trees Watered	13,267	10,727
Gallons of water used	398,010	321,810
Tender Value	77,748.92	69,948.41

CHALLENGES - LACK OF COMPETITION

In 2014, there was only one reasonable bid on the watering tender. The lack of local firms with the equipment to meet City specifications for watering may result in increased tender costs per tree going forward.

- In-House Watering

Urban Forestry staff watered trees on seven cyclical water routes throughout the season.

Year	2013	2014
Trees watered	8,870	9,736
Gallons of water used (average of 25 gallons/tree)	221,750	243,400

Nursery Operations

The civic tree nursery operation produces a diversity of high quality trees at competitive market prices. Trees are supplied to various planting programs and cross-charged to capital projects. Activities include bare root tree planting, propagation, pruning, watering, staking, mulching, inventory management, and related planning and administration.



Year	2013	2014
Number of trees lined out in nursery (Includes both trees brought in and trees propagated by the civic nursery staff)	823	934
Basket trees produced	546	535

NEW INITIATIVES

A Missouri Gravel Bed, recommended by soils expert James Urban, will be installed in 2015 followed by a trial season of use. The bed will provide trees produced with a healthy intact root system. This method will reduce the number of trees planted in parks and on boulevards with girdled roots and reduce time constraints typical of bare root planting.

Tree Protection

There has been an increased effort to preserve existing trees formally protected through Trees on City Property Policy No. C09-011.

In 2012, an Urban Forestry Technician position was created to concentrate on initiatives to further efforts to protect City trees from unnecessary destruction, loss, and damage.



CHALLENGES - ENSURING THE RIGHT PROTECTION IS IN PLACE AT THE RIGHT TIME

Although Urban Forestry is included in the demolition application process and applicants are expected to comply with direction provided in a tree protection plan before their permit is approved, it remains difficult to ensure adequate protection is in place before work on site begins.

In 2015, this process is being improved so that applicants would be required to have tree protection in place and inspected by Urban Forestry before proceeding with demolition. Cost recovery for the inspection process for demolitions and new construction will also be considered.

CHALLENGE - CONTINUED DIFFICULTY PROTECTING MATURE TREES FROM DAMAGE FROM DEMOLITION TO CONSTRUCTION TO INSTALLATION OF UNDERGROUND SERVICES.

The success indicators of sustainable growth can be at odds with the goal of preserving trees. Infill and City Centre population growth means demolition and construction activities will take place more frequently near mature trees. Both the tree above ground and the root system below ground (spreading up to two to three times the height of the tree) are susceptible to construction damage. The preservation and protection of City trees needs consideration at all stages of development, from demolition to construction of a new building and also during the installation of new services, such as sewer and water lines and new sidewalks. Each of these activities can cause damage to trees. Urban Forestry continues to work with Building Standards and developers to create better processes and strategies to improve tree protection.

CHALLENGE - LOSS OF CANOPY COVER IN SASKATOON

The loss of mature canopy cover in Saskatoon will likely continue as infill development and construction increase. Developers will continue to remove trees from private property and request the removal of City trees from public property.



INITIATIVE

In 2015, available technology will be investigated to help measure changes to our canopy cover. A review of other cities' policies will take place to determine if there is a need to recommend amendments to the present policy or consider the development of a bylaw to protect mature trees on public and private property. Other cities have enacted bylaws restricting the removal of large trees, including Vancouver and Toronto.

Training and Education

Each year, Urban Forestry employees are provided with specialized training to enhance worker safety and increase technical knowledge. Our Senior Arborist is also able to provide training to employees on specialized forestry equipment. In 2014, the following training initiatives took place:

- Ladder Safety and Work Positioning provided by Arboriculture Canada Training and Education (ACTE);
- Advanced Climbing Technique training provided by ACTE, as well as a demonstration of single rope technique (SRT) for climbers provided through a partnership with Vermeer;
- Two technicians attended the Annual Industrial Safety Seminar;
- Electrical Awareness Training was provided by SaskPower to all Urban Forestry Arborists and Technicians;
- Stump cutter training and assistance to chipper training was provided to several staff members by our Senior Arborist;
- The Prairie Chapter ISA Conference took place in Saskatoon, and all technical staff and Arborists attended. Urban Forestry also played a key role in the organization of the event. The Mayor attended to make opening remarks, and the key note speaker was James Urban, an expert in soils, as well as the author of "Up By Roots – Healthy Soils and Trees in a Built Environment.";
- The ISA Prairie Chapter Tree Climbing Competition was hosted in Saskatoon at Ashworth Holmes Park. Four Arborists participated as competitors, and technical staff played a key role in the organization of the event; and
- James Urban hosted a post conference workshop on soils in Saskatoon at the request of the Parks Division. This included participation from a cross section of Divisions, as well as industry representatives. Several Urban Forestry staff attended this workshop.

Tree Inventory and Work Flow Management

The City boulevard and park tree inventory is managed through a software system called Tree Manager (TM), as well as a Geographic Information System (GIS) data base and mapping system. TM tracks tree inventory and historical service request and tree maintenance information. This system also helps manage workflow for both the tree maintenance and tree planting programs.

The mapping system is not integrated with TM, therefore, Global Positioning System (GPS) points are manually gathered in the field and uploaded into the software. These trees are then manually recorded into the TM database. Over the past decade, GPS points have been gathered for City trees on boulevards and in parks. To date, 28,000 boulevard trees and 38,000 park trees have had GPS locations recorded. Ideally, the mapping and tree inventory software systems would be integrated.

CHALLENGE – FAILING TREE MANAGER SOFTWARE SYSTEM

One of the most pressing operational challenges is an obsolete and failing TM software system. Purchased in 1998 and upgraded in 2006, it has been relied upon to help manage the tree inquiry program, track boulevard and park tree inventories, and generate work flow service requests for all maintenance and planting programs.

For the following reasons, it has become critical to invest in a replacement of this software as soon as possible:

1. TM is not compatible with our current corporate standard desktop operating system (Windows 7 x 64). Presently, we are using Virtual Machines to operate TM; however, this was meant to be temporary.
2. The database software TM requires is not supported or used corporately (Borland dBase), and the vendor no longer supports the product.
3. A significant investment in collecting GPS data for the tree inventory has taken place over several years in anticipation of GIS integration. There is no capacity for GIS integration with TM.
4. Operationally, TM is slow and has an increasing number of glitches, increasing the amount of time it takes to update information and decreasing the quality of information that can be generated through reports. TM requires an Access program to generate blockside inventory information; no user can be on the program while re-indexing, and it can be difficult to know what users are on at any one time; there is no capacity to track service requests, therefore, providing feedback to customers requires several phone calls to operational staff; the system regularly freezes; entering is very tedious and time consuming, and everything is written manually in the field and then entered on the system causing backlogs.

RECOMMENDATION

TM needs to be replaced as soon as possible, ideally with a software system that is designed and technically supported and has the capacity to integrate with other financial systems, as well as with GIS capability. A software system that allows data to be accessed and updated in the field using mobile devices would be a more effective tool. We require a work flow management system based on inquiries, emergency work, and cyclical maintenance, with the capacity to generate reports and maps based on current inventory and work completed.

An updated software system would have the immediate benefit of providing greater customer service by delivering more accurate inventory and better workflow management. It would also provide more accurate information for analysis and improved planning.

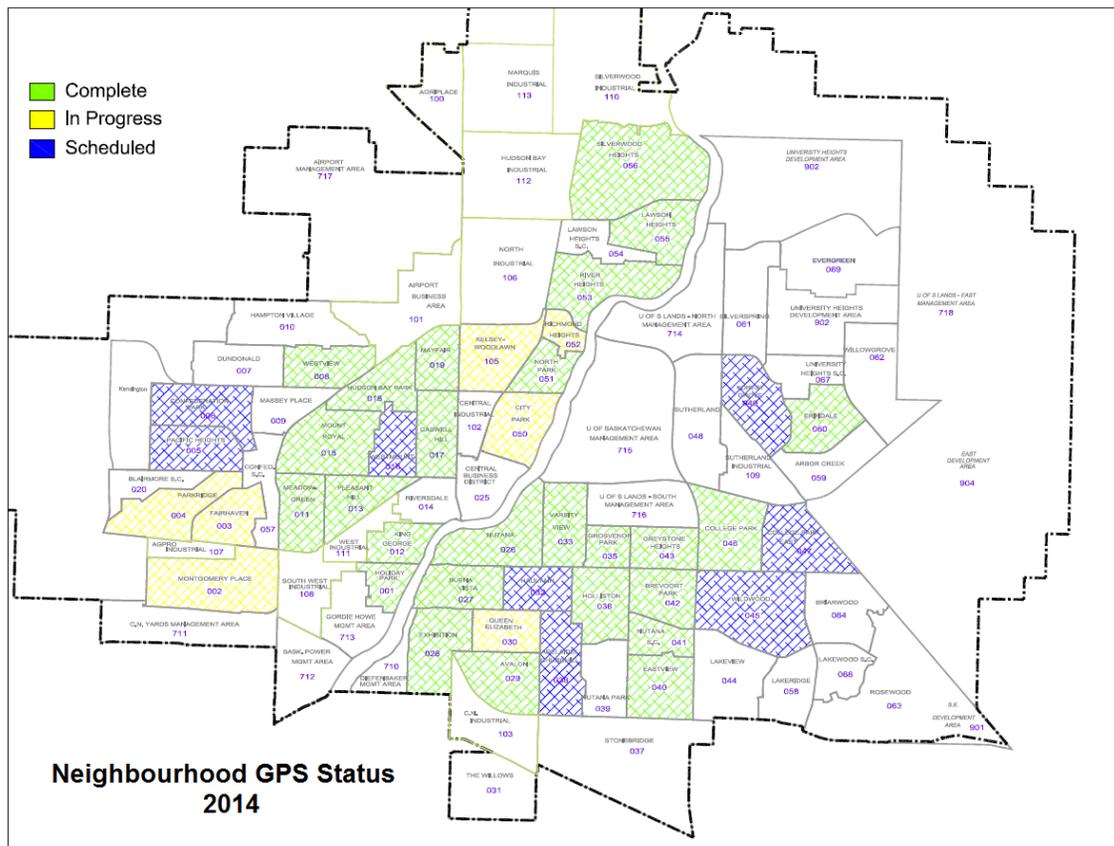
A high-level cost estimate for the development, installation, and training required for a new tree inventory system would be approximately \$30,000 for an initial investment in the software and ongoing annual costs for hosting the server and technical support of approximately \$7,000 annually.

NEW INITIATIVES

Over the past several years, through a partnership with SIAST, Urban Forestry has provided a valuable work experience for students in the GIS Program. At the same time, Urban Forestry has gained valuable data collected by these students who also assisted with placing the points on aerial maps. We are currently inputting this data into our TM software system.

GPS Status of Neighbourhoods

Urban Forestry has been collecting GIS data for trees on boulevards and in parks. The following map displays the current status of this work:



Pest Management Section

The Pest Management Section of the Parks Division is responsible for controlling urban pest populations, including mosquitoes, nuisance wildlife (e.g. ground squirrels), tree insects and diseases (e.g. Dutch elm disease), and inspection services (e.g. nuisance, noxious, and prohibited weeds).

Mosquito Control

In 2014, the City continued mosquito control activities in the mosquito control zone. The control zone was established in 2004 and is approximately 945 square kilometres, including the city of Saskatoon and a surrounding buffer (see Figure 1).

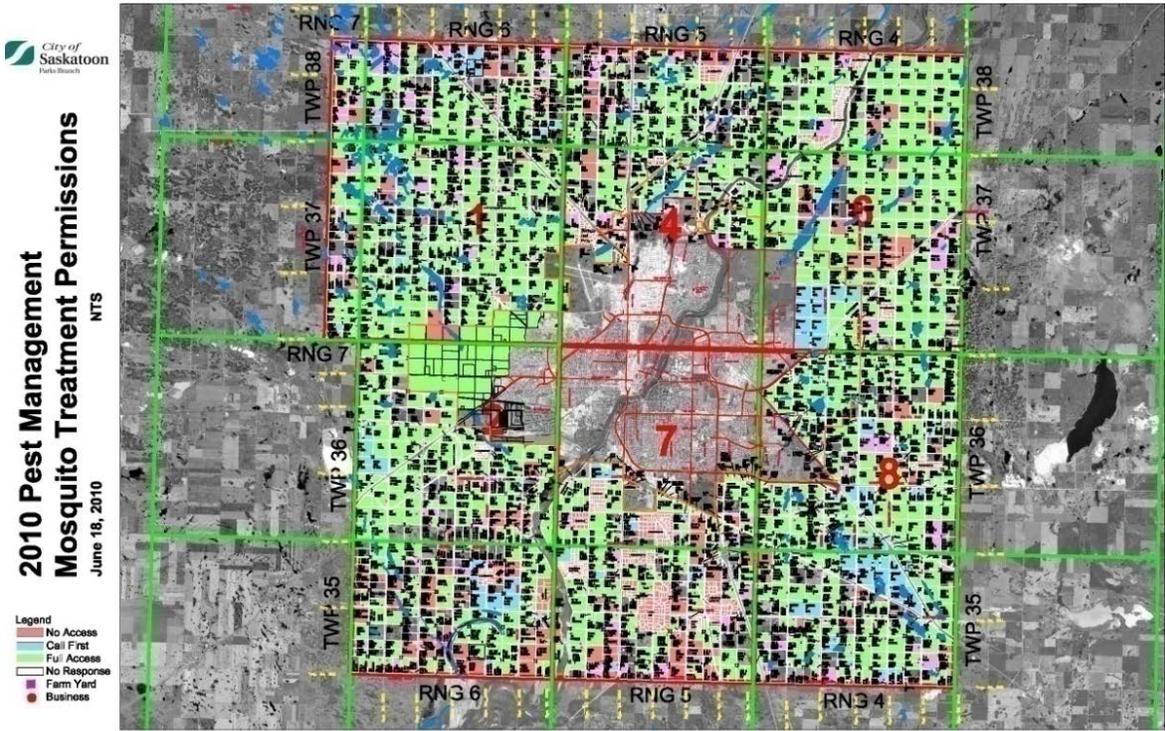


Figure 1: City of Saskatoon Mosquito Control Zone

Most of the control zone is aspen parkland. In years with heavy rain, the rolling landscape causes many small bodies of water to form (see Figure 2). These small water bodies are ideal for mosquito development.

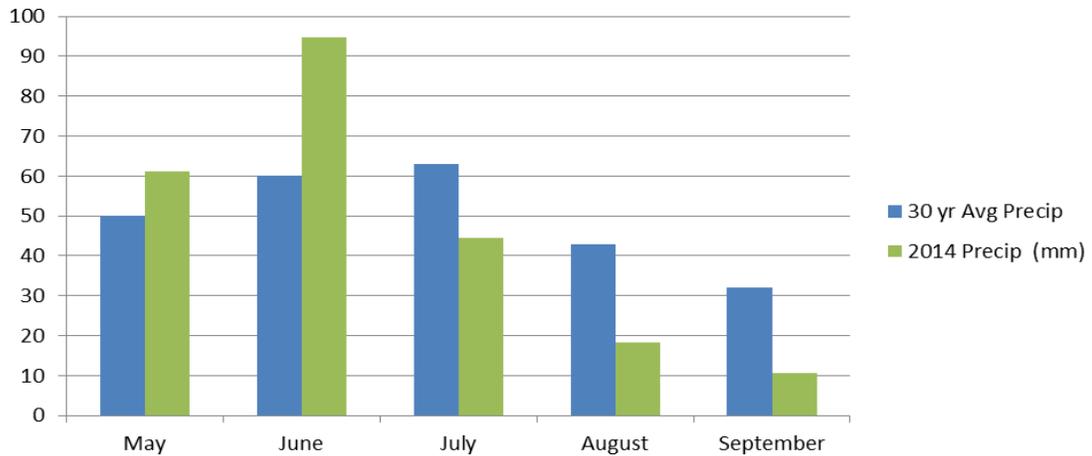


Figure 2: Precipitation from 2014 (green) and the 30-year average (blue) from May 1 to September 30

- **Larviciding Program**

- *Surveillance*

- The mosquito control program targets mosquito larva, the immature aquatic stage of the life cycle (see Figure 3). Pest Management staff is trained in larval identification.



Figure 3: Mosquito Larva



Figure 4: Mosquito Dipper

To determine if a body of water requires treatment, the staff will sample using a mosquito dipper to determine if larvae are present (see Figure 4). When they are at a density of at least two larvae per dip, the area is treated. This treatment can include the entire water body or only in locations where the larvae are found.

Treating

Larval mosquitoes are killed using a biological pesticide (vectobac®). The product is a type of bacteria that is applied to the surface of the water. The species of bacteria only affects filter feeding insects and has the greatest impact on mosquitoes and black flies. The biological pesticide is applied to the surface of the water using a backpack sprayer. After treatment, a sign is posted to indicate that a pesticide product was used at that location. The sign includes the product information, pesticide registration number, and date of application.

The mosquito control program relies on participation from landowners in the Rural Municipality of Corman Park and annexed properties within Saskatoon city limits. Letters are issued to the property owners to access privately-owned land. In the past, letters were mailed every few years, but currently, one letter is issued that requests continual access until there is a change in ownership. It was found that this letter is well received and that most people prefer this to an annual letter. There are 1,470 landowners of 2,372 properties within the mosquito control zone. Permission has been received from many of these landowners, and at least 288 letters will be issued in 2015.

2014 Season

Larviciding began May 6, 2014, when mosquito larvae began hatching and becoming active in the water bodies. In 2014, a total of 13,887 kg was applied to 1,384 hectares of larval habitat. As in previous years, the highest priority areas is habitat close to the city. Two areas of larval habitat that require coordination with their respective management are the Saskatoon Airport and the Saskatoon Forestry Farm Park and Zoo (SFFP&Z). The airport was treated once and the SFFP&Z was treated on a weekly basis from May to August. Once areas are treated within Saskatoon, Pest Management staff systematically move into the buffer area around the city.

- **Adult Mosquito Surveillance**

The species of mosquito that is of greatest concern in the City is *Culex tarsalis* (*C. tarsalis*), the principle vector of West Nile Virus (WNV) in Saskatchewan. Other species in the province that can vector the virus are *Culex restuans* and *Culex territans*, although they are not as prevalent. *C. tarsalis* can have two or three generations per year in the Saskatoon area. With each generation, the number of mosquitoes increase, and this can elevate the WNV risk. Appearance of the first *C. tarsalis* in the spring is one factor that can be useful in forecasting the mosquito population for the season. Other significant factors are temperature and precipitation. In 2014, the first *C. tarsalis* larva was identified within Saskatoon on July 2. In 2007, a year with high numbers of mosquitoes and high numbers of West Nile cases, the first *C. tarsalis* was observed in early May.

Surveillance of adult mosquitoes began on May 15, with the placement of six New Jersey Light Traps (NJLTs). Additionally, five Centre for Disease Control light traps (CDCLTs) were set up on June 3 (see Figure 5). The number of traps and locations were similar to 2013. There are some minor changes to the placement of

- **West Nile Virus Summary**

In Saskatchewan, there were 20 WNV positive mosquito pools, 2 WNV positive cases in horses, 2 WNV positive cases in birds, and 7 WNV positive lab tests in humans for 2014. In Saskatoon, zero (0) of 101 mosquito pools submitted tested positive for WNV. The Saskatoon Health Region is reporting no human cases, and zero (0) positive pools for WNV.

- **Communication Strategy**

The communication strategy for the mosquito control program involves Public Service Announcements, media interviews, and responses to direct inquiries. There are several key messages, including the removal of standing water to prevent mosquito development, using personal protection to avoid being bitten by mosquitoes, updates on the number of mosquitoes, and distribution of information on WNV prevalence.

The City and Saskatoon Health Region formed a joint committee to establish a communication strategy and emergency response plan for WNV. Several of the Pest Management staff are involved with the committee. In 2014, there was a planning meeting in May, and a summary meeting in the Fall. The emergency response plan continues to be improved with small changes.

Tree Insects and Diseases

There are many insects and diseases in the urban forest, some of which can be very damaging but many do not affect tree health. Dutch elm disease (DED), Ash leaf coneroller, ash bark beetle, ash borer, emerald ash borer, and viburnum borer are insects that are actively monitored and/or controlled by Pest Management.

- **Dutch Elm Disease**

The City is home to an estimated 36,000 elm trees. Individual tree value varies according to size and neighbourhood. American elms with a dbh of 50cm are valued in the \$16,000 to \$20,000 range. Particularly large, stately American elms have values as high as \$40,000.

DED is a serious disease of American elm caused by a fungal pathogen. The disease was introduced into North America in the 1930's and has killed millions of elms in Canada and the United States. While the disease has been present in Saskatchewan since the 1980's, Saskatoon is currently free of the disease. The most likely way that DED will reach Saskatoon is through the movement of infected firewood. The City's DED management program focuses on prevention and monitoring to reduce the possibility of DED establishment in Saskatoon. The closest location to Saskatoon to test positive for DED was Davidson in 1999. The key components are public education, tree maintenance (pruning and removal), monitoring bark beetles, sampling trees that are symptomatic, and enforcement of the provincial DED regulations. Described in detail are the monitoring of bark beetles, enforcement of the regulations, and sampling of symptomatic trees.

Monitoring Bark Beetles

Monitoring of adult elm bark beetles consists of utilizing pheromone-baited adhesive cardboard panel boards (45cm x 67cm) affixed to telephone poles in 30 locations throughout the city (see Figure 7). The trap and bait are replaced every 30 days from May to September. We also place and remove 10 traps for the Saskatchewan Ministry of Environment (see Figure 7). The bark beetles that are monitored are the native elm bark beetle (*Hylurgopinus rufipes*); the European elm bark beetle (*Scolytus multistriatus*), the source of introduction of the disease to North America; and the recently introduced banded elm bark beetle (*Scolytus schevyrewi*). In 2014, there were nine banded elm bark beetles collected. In 2013, elm bark beetle traps yielded 2 European and 21 banded elm bark beetles.

Enforcement

The Saskatchewan Dutch Elm Disease Regulations (2005) outline what can be done with elm trees and elm wood during different times of the year. As DED inspectors, Pest Management staff watch for pruning of elm trees (American or Siberian) during the pruning ban (April 1 to August 31), storing of any elm material and hazard trees (i.e. dead or dying elms). If any of the above conditions are observed, a notice of infraction is issued to the property owner. In 2014, there were 130 notifications of infraction issued, 21 less than 2013. All infractions were cleared by the property owners.

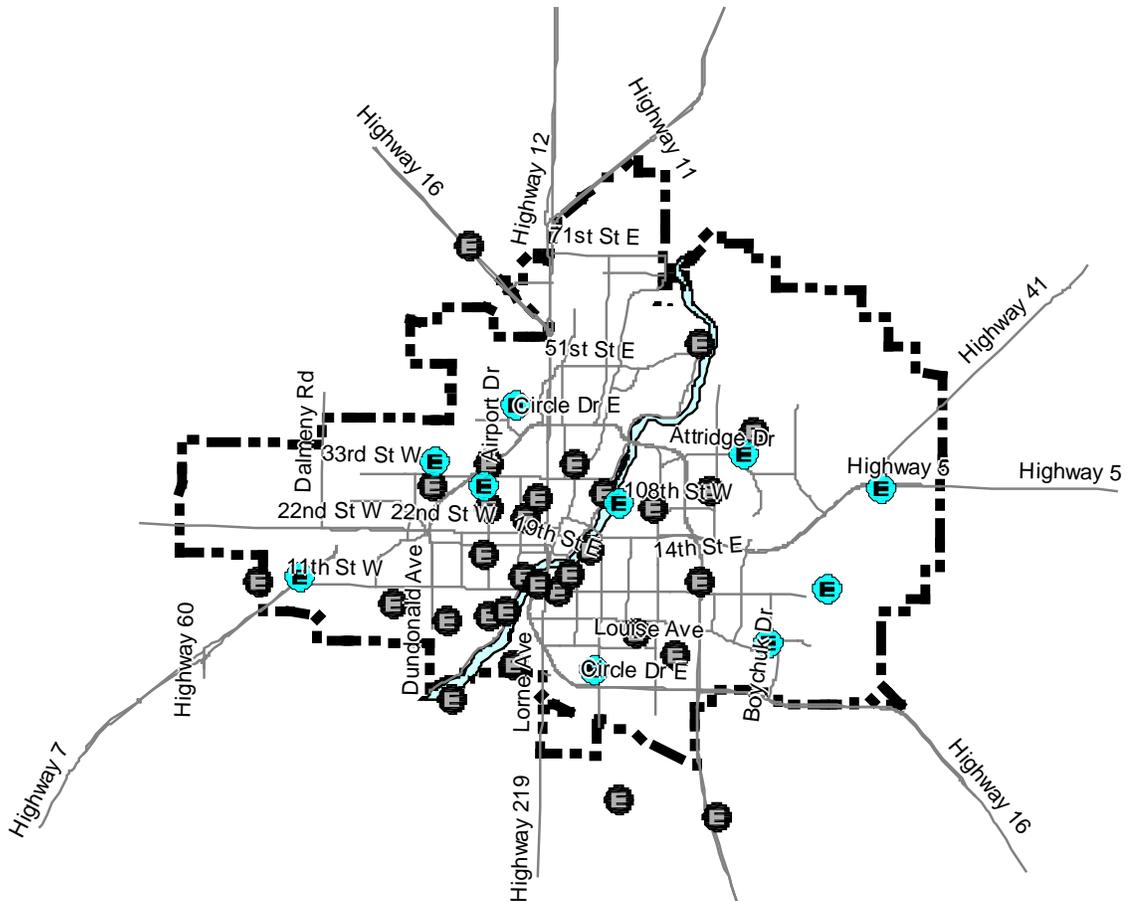


Figure 7: Elm bark beetle trap locations for the City of Saskatoon (black circles) and Ministry of Environment (blue circles).

Sampling

Elm trees that show signs or symptoms of DED are sampled. In 2014, 26 elms showing symptoms were sampled, 8 less than 2013. None of the samples submitted were positive for DED; however, one sample tested positive for Dothiorella wilt (Doth), a fungal disease with similar symptoms to DED. Elms infected with Doth can die in three to five years. The spores of this disease are spread by wind, rain, and possibly insects creating wounds as they feed on plant tissue. To prevent spread of the disease and the weakening of elms, trees that are infected with Doth are removed.

Future Direction

The Urban Forestry Section continues to develop the tree inventory system, which includes the coordinates for tree locations. The ability to create maps of the elm distribution will be critical in responding to DED. The location of the infected tree will dictate the risk to the rest of the urban forest. Maps surrounding the infected tree will direct the surveillance and treatment activities.

- **Ash Bark Beetle**

Eastern ash bark beetle (*Hylesinus aculeatus*) is the most common ash bark beetle captured. Monitoring of ash bark beetle populations is done by counting the number of beetles captured on ash bark beetle traps. In total, 349 ash bark beetles were caught on sticky traps in May (161), June (185), July (3), August (0), and Sept (0) (see Figure 8). The annual ash bark beetles numbers are down from the 2013 totals of 594. The vast majority of these are the eastern ash bark beetle, *Hylesinus aculeatus*, and are known to feed primarily in dead wood.

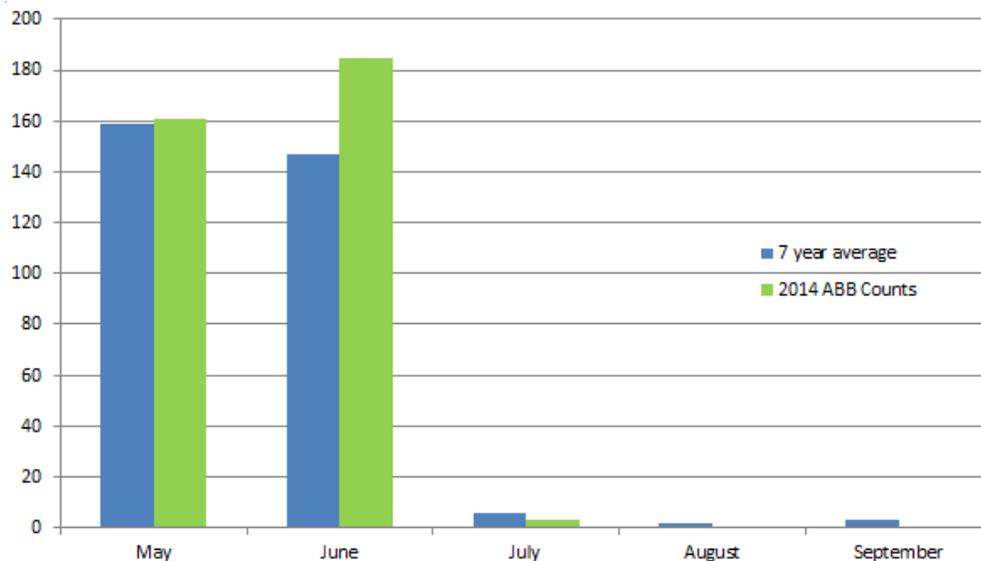


Figure 8: Ash Bark Beetle (ABB) totals from May to September in 2014 (green), and the seven-year average of ABB totals (blue) over the same time period.

- **Ash Borer**

Ash borer (*Podosesia syringae*) is a wood-boring insect of ash and lilac trees that has been monitored since 2007. In 2014, there were 58 pheromone-baited wing traps situated throughout the City (see Figure 9) to obtain estimates of the population. Ash borer totals were 324 for 2014, 187 less than the totals for 2013 and less than the seven-year average (see Figure 10).

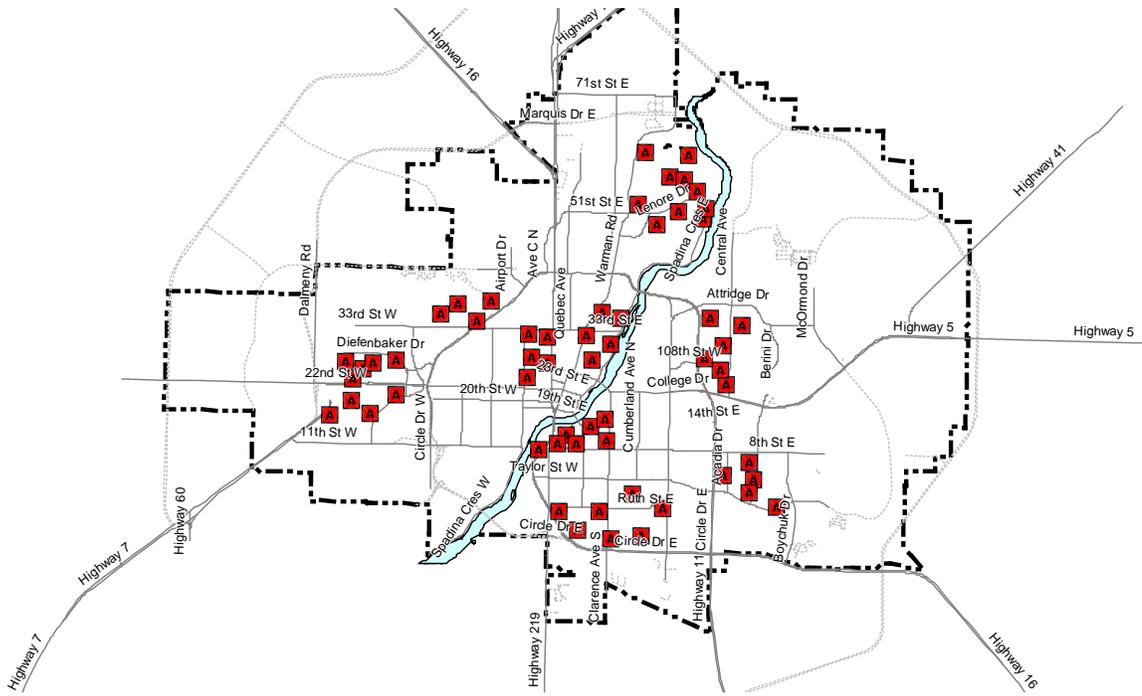


Figure 9: Location of the ash borer traps

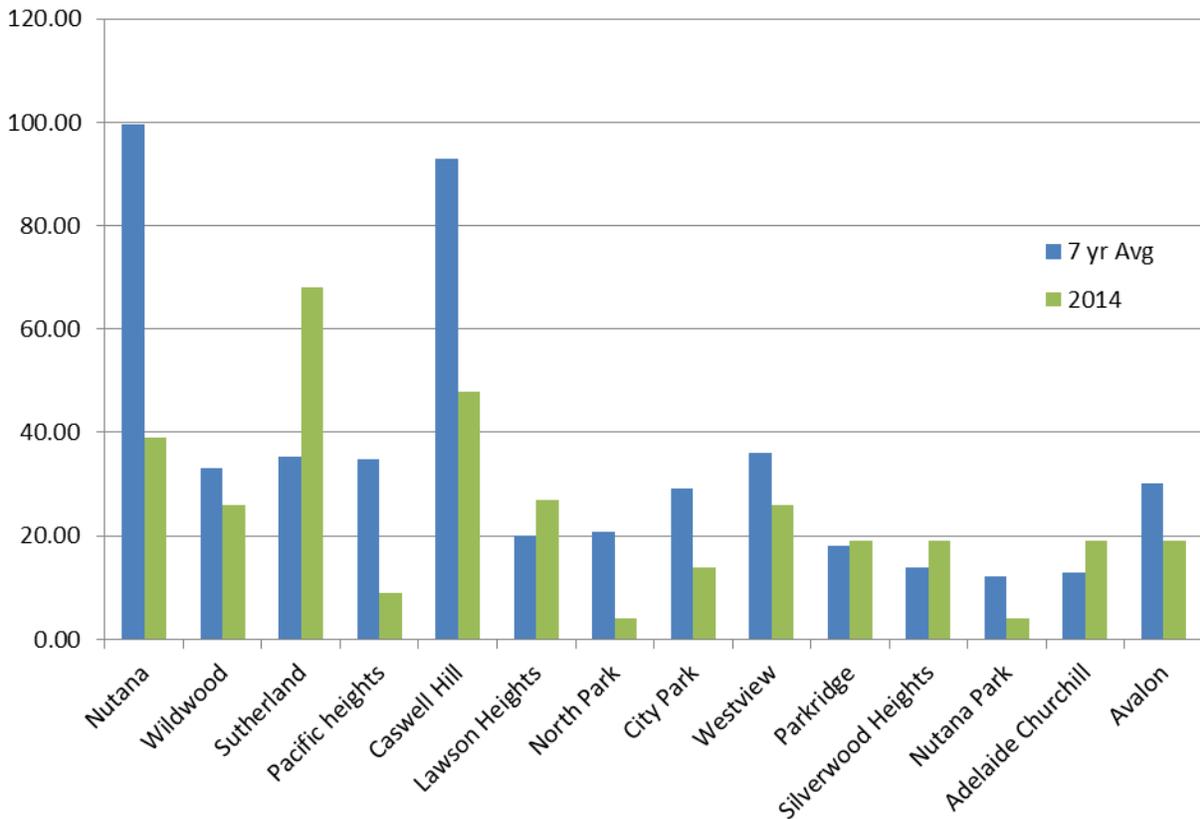


Figure 10: Ash borer trap totals for 2014 (green), and the seven-year average in 14 Saskatoon neighbourhoods

- **Emerald Ash Borer**

Emerald ash borer (EAB) is a highly destructive insect that feeds on ash trees, often causing tree mortality after several years. Through movement of infested firewood populations of this insect, it can now be found in 2 provinces and 18 states. Ash is a very common tree in northeastern North America and in most urban municipalities. In Saskatoon, there are 27,300 publically-owned ash trees. A cost-effective method to detect EAB and reduce damage is using specially designed traps. Currently, the Canadian Food Inspection Agency (CFIA) monitors for the presence of EAB in Saskatoon with two traps. In 2014, the trapping was supplemented by adding an additional six traps. There were no EAB detected.

- **Viburnum Borer**

Viburnum borers are wood-boring insects that feed on the lower part of viburnum trunks, branches, and roots. The adults are day-flying moths that emerge in June and July to lay eggs near wound sites. Larvae bore into the wood where they feed and overwinter. Damage includes branch dieback, plant decline, and possible death.

In May of 2012, a significant number of dead and dying viburnums were reported in Arbour Creek Park and surrounding areas. Larvae from infected shrubs were gathered, reared, and identified as the lesser viburnum borer (*Synanthedon fatifera*). Pest Management staff collaborated with Park Technicians to identify and treat 287 highbush cranberry, nannyberry, and wayfaring shrubs. The shrubs were treated with Nemasys® G, a biological control product that attacks viburnum borer larvae.

In late May of 2014, five pheromone-baited wing traps with replaceable sticky bottoms were placed in 2012 Nemasys® G treatment areas in and around Arbour Creek Park. The traps ran until September, with the bait and bottoms replaced in mid-July. No lesser viburnum borers have been detected in the traps in 2014. Park Technicians report no new cases of dead, dying, or insect-damaged highbush cranberry, nannyberry, or wayfaring shrubs in and around Arbour Creek Park following the Nemasys® G treatment in 2012.

- **Forest Tent Caterpillar**

Forest tent caterpillars (*Malacosoma disstria*) are tree defoliators native to North America. Host species include poplar, ash, maple, oak, birch, and many other deciduous trees and shrubs. Conspicuous defoliation usually begins in late May when the last stage of the caterpillar may consume up to seven leaves per individual. Forest tent caterpillar outbreaks typically occur at intervals of 6 to 16 years. In 2014, the province reported multiple areas with severe defoliation. Pest Management fielded a number of calls from the public and reports from Urban Forestry regarding forest tent caterpillar infestations in the city. The public was assured that, barring underlying issues, trees would recover and produce new foliage when the insects stopped feeding within a few a weeks.

In consecutive years, severe defoliation from forest tent caterpillars can lead to weakened trees in the urban forest; therefore, Pest Management will continue to monitor the situation.

- **European Elm Scale**

European elm scale (*Gossyparia spuria*) is a soft scale insect that attacks a variety of elm trees, as well as hackberry species. Heavy infestations may kill weakened trees and cause branch dieback in healthy trees. Excessive amounts of honeydew, resulting from infestations, cover leaves with sooty mold. The mold reduces aesthetic values of trees, and the honeydew becomes a nuisance as it coats decks, patios, and vehicles.

In 2014, during routine nursery tree inspections of newly imported elm stock at 1101 Avenue P North, European elm scale was detected. Infected trees were destroyed and the source nursery was notified. Pest Management contacted local private nurseries to advise of the threat and how to recognise European elm scale.

Wildlife Management

Wildlife management has been a component of the Pest Management Section since 1988. The program is primarily directed by complaints related to concerns about urban wildlife, including skunks, coyotes, and ground squirrels. To address the increased requests for service and to compensate for the loss of a contractor, in 2014 Pest Management added a temporary Pest Management Technician to the program.

The objectives of the program are to:

- provide information on living with urban wildlife;
- take injured or diseased animals to the Western Veterinary College or local wildlife rehabilitators; and
- trap and translocate wildlife to designated areas that the City has permission to access, and in certain circumstances, euthanize wildlife.

In 2014, Pest Management continued development of the “Living with Urban Wildlife” pamphlet series.

• Ground Squirrels

Ground squirrels are common in Saskatoon, particularly Richardson’s ground squirrels. They are common in dryland berms and other sites without irrigation. Richardson’s ground squirrels live in large colonies and produce extensive tunnels. These tunnels are destructive to turf and can be tripping hazards.

Pest Management monitors sportsfields and dryland habitat on a ten-day schedule and treats areas as required. The number of sportsfields has increased significantly (see Figure 11), which has required additional staff to complete the schedule.

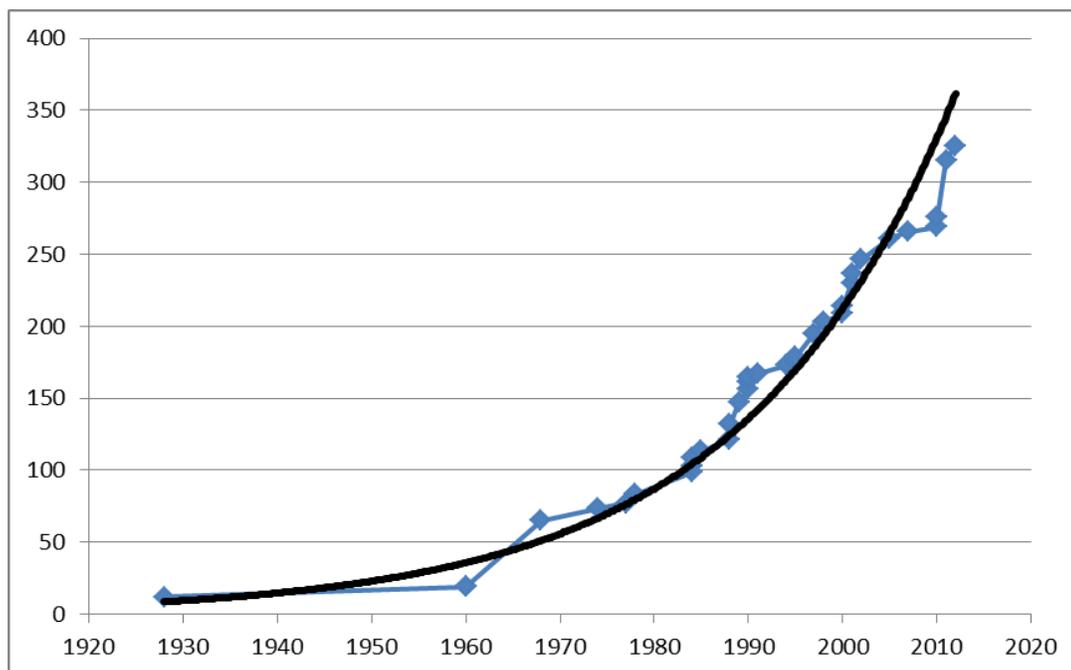


Figure 11: Number of sportsfields from 1920’s to present, all of which are checked for ground squirrel activity and treated as required.

Treatment consists of baiting ground squirrel holes with wheat mixed with chlorophacinone (Rozol®). Sulphur bombs are also used in the late summer and early fall when ground squirrels have started to hibernate. Two labourers and two Pest Management Technicians monitor and treat sportsfields and dryland ground squirrel habitats during the season.

In 2014, 59 sites were treated with a combination of Rozol and sulphur bombs. This included a concentrated effort around the Western Development Museum and the Exhibition grounds. There was less treatment in 2014 when compared to 2013 and 2012, which relates to both the control program and fluctuations in the ground squirrel population. It is possible to remove ground squirrels entirely from certain parts of the city, especially areas that are not connected to natural corridors. Areas along corridors, including the river valley and railway tracks, will require attention (see Figure 12).

For 2015, efforts will be continued, especially along corridors (e.g. Canadian National and Canadian Pacific Railway lines).

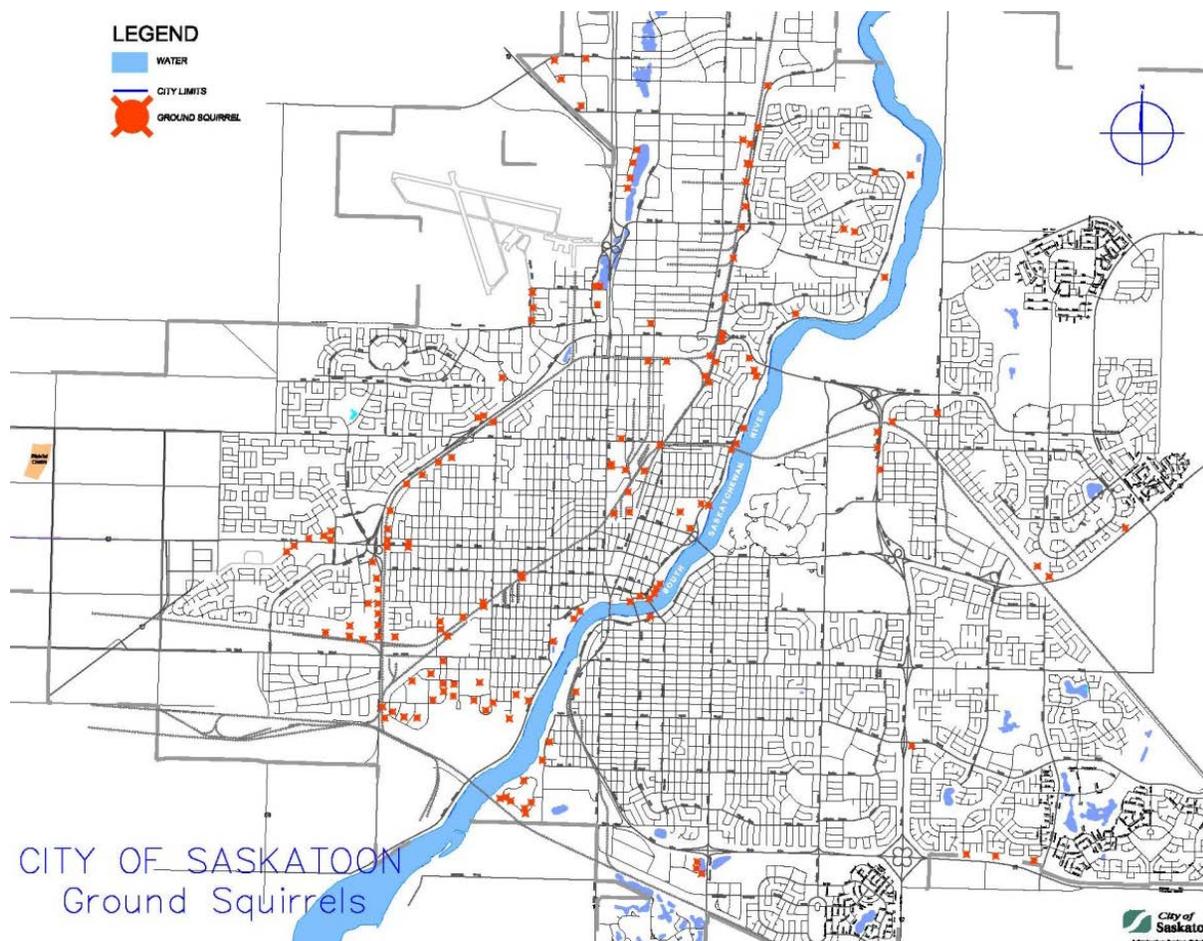


Figure 12: Map of ground squirrel activity in the City of Saskatoon (orange dots).

- **Pocket Gophers**

Several calls were also received concerning northern pocket gophers, *Thomomys talpoides*. These animals are solitary, and as a result, are easier to control than the Richardson's ground squirrel. Pocket gophers will be removed using traps when they impact municipal operations (e.g. damage a shrub bed or affect a mower).

- **Skunks**

Skunks are common in Saskatoon and are typically found in situations where food and shelter are available. Skunk trapping has been a municipal service since 1997. In 2003, this was transferred to Pest Management.

There were 98 calls received concerning skunks. Some calls were about animals foraging or moving through an area, while others were about a skunk denning in a residential yard. In situations where a skunk is denning, a trap is set up. In 2014, there were 42 traps set up, and 24 skunks captured.

- **Racoons**

In 2014, seven calls concerning racoons were received. Most of these originated in the City Park, North Park, and River Heights neighbourhoods. In all calls, information was provided. Similar to skunks, racoons are trapped and translocated by Pest Management staff. No traps were set up in 2014.

- **Porcupine**

Porcupines can be very damaging to trees in City parks. As porcupines feed, they girdle trees, which can cause rapid decline. Five calls were received regarding porcupines, several of which were from the Sutherland dog park where porcupines are common and difficult to locate. Two porcupines were successfully moved.

- **Beavers**

Beavers are capable of killing trees in a very short amount of time and can also damage infrastructure through flooding. Many municipalities manage beavers through a combination of tree protection and lethal traps. Until recently, the same approach was taken in Saskatoon. In 2013, the strategy for managing beavers was evaluated, determining that lethal trapping in the South Saskatchewan River is ineffective to reduce the damage caused by beavers. The focus for beaver management shifted to tree protection. Pest Management provides advice to various stakeholders in the management of beavers but no longer provides any trapping services.

- **Muskrats**

Staff received 22 calls regarding muskrats. These calls typically occur when muskrats are dispersing in the spring and fall. There were five muskrats translocated by Pest Management staff. Muskrats are captured and moved to designated sites. It is common for residents to confuse rats and muskrats as these animals look similar. Rats are rare in Saskatoon and especially rare in residential neighbourhoods.

- **Crows**

Most calls concerning crows occurred when the young birds are fledging (leaving the nest) in June and early July. At this time, the adults and young from previous years aggressively defend the young of the current year. It is this aggressive behaviour, combined with the noise associated with fledging, that causes complaints from residents. Pest Management will remove nests when they are below 20 feet on City property. In 2014, one nest was removed from a City tree.

- **Bats**

Staff received 15 calls regarding bats this year. This is an increase over the previous two years. Bats were submitted for rabies testing, and according to Canadian Cooperative Wildlife Health Centre, eight bats tested positive in Saskatoon. This is much higher than normal. Rabies is a very serious and often fatal disease. Pest Management staff work closely with the Saskatoon Health Region on responses.

- **Badgers**

There were five calls regarding badgers. Most calls regarding badgers occur in the late summer when badgers expand their territories. Typically, badgers do not establish permanent den sites in the city but can establish several temporary dens before moving to other areas. In each of the calls, information was provided, and in one case, staff responded that the animal could not be located. Pest Management responds to injured, diseased, and trapped animals.

- **Coyotes**

In 2014, 158 calls regarding coyotes were received, which are considerably higher numbers than in 2013. In all cases, information was provided. Pest Management responds to diseased, injured, and trapped coyotes, as well as to place signs indicating coyote activity in an area. In total, 39 site visits were performed in 2014.

- **Foxes**

Staff received 37 calls regarding foxes in 2014. This is up significantly from the 16 calls received in 2013. The large number of calls is related to a large family of foxes that were frequently seen in Woodlawn Cemetery. In all cases, information on foxes was provided. New signs were created for 2014, with tips for living with foxes in an urban setting.

Skunk	Coyote	Muskrat	Pigeon	Fox	Crow	Raccoon	Richardson's Ground Squirrel	Bat	Porcupine
98	158	22	35	37	17	7	9	15	5

Table 1: The number of wildlife calls of the ten most frequent wildlife concerns in 2014 (403 of 452 calls)

Inspection Services

Inspection Services, represented by the City weed inspectors, enforces *The Weed Control Act* (2010). *The Weed Control Act* identifies the weed species and designates these weeds into three categories based on their ecological and economic impact. The nuisance weeds are typically least impactful, followed by noxious weeds, and then the prohibited weeds. The enforcement of *The Weed Control Act* is done by issuing orders, which identify the weed and the control measures that are required to eradicate or control the infestation. For publically-owned land, the weed inspector works closely with the various agencies and departments to ensure weed problems are being managed. An annual report is submitted each year as required by *The Weed Control Act*. Below is a synopsis of the report.

- **Prohibited Weeds**

There are no known infestations of prohibited weeds in Saskatoon.

- **Noxious Weeds**

There are 37 designated noxious weeds identified in *The Weed Control Act*, of which 26 have been identified in Saskatoon. The noxious weeds have been prioritized based on the level of establishment and the environmental and economic impact. The City weed inspectors, along with several other stakeholders (e.g. Meewasin Valley Authority [MVA], Native Plant Society of Saskatchewan, and Ministry of Agriculture), have identified five weeds that receive a greater focus in hopes of eradicating these infestations. These are common tansy, purple loosestrife, leafy spurge, yellow toadflax, and European buckthorn.

- **Nuisance Weeds**

Some of the nuisance weeds are widespread in Saskatoon. As is common with other weeds, nuisance weeds are typically found in disturbed habitat. The primary control practice is mowing. When these weeds are found in larger numbers on private property, the property owners are required to mow the infested area.

- **Ecologically Sensitive Areas**

Northeast Swale

The weed inspectors work closely with the MVA to combat invasive weeds that could affect the biodiversity of the northeast swale. Two leafy spurge populations were found in the swale this year and were treated with three controlled burns and herbicide applications.

Saskatoon's Riparian Zone

The riparian zone along the South Saskatchewan River in Saskatoon is heavily infested with Canada thistle, perennial sow-thistle, absinthe, and nodding thistle. In 2011, many of the infested areas were mapped to highlight the distribution. Canada thistle, sow thistle, and absinthe are very established; however, nodding thistle is less common. In 2012, six locations along Saskatoon's river bank were mowed and treated.

Memberships, Training, and Staffing

- **Memberships**

The Pest Management Section is a member of and affiliated with the Entomological Society of Canada (board member), Northwest Mosquito and Vector Control Association, Saskatchewan Invasive Species Council (board member), and the Entomological Society of Saskatchewan (executive member). All of these associations have been a tremendous source of information through contacts and various publications made available through membership.

- **Workshops and Meetings**

In 2014, the Pest Management Supervisor attended the annual meeting of the Entomological Society of Canada. The meeting covered many of the new research topics in entomology, including new research on old and emerging forest pests (e.g. emerald ash borer, ash leaf coneroller, and DED).

Additionally Pest Management Technicians and the Program Supervisor attended the International Society of Arboriculture conference held in Saskatoon. The Pest Management Supervisor delivered a talk entitled “An ounce of prevention: The importance of nursery inspection.” He discussed the invasive pests that have been identified through the inspection process.

Pest Management coordinated the writing of the various pesticide licence designations with SIAST on May 21. There was considerable savings to the City by writing the exams on one day, as opposed to having each employee write at an allotted time coordinated through SIAST.

- **Staffing**

In 2014, the full complement of Pest Management staff throughout the season consisted of 14 labourers, 6 technicians, an entomologist, and a weed inspector. Due to the expansion of the City, increased commitment to the surveillance of DED was implemented to ensure all areas of the city were covered. As a result, staff were transferred away from mosquito control. To maintain adequate staffing in the mosquito control program, two additional labourers and one vehicle would be required.

- **Equipment**

In 2014, a combination of vehicles from Vehicle and Equipment Services and those rented from Enterprise® were utilized. The Pest Management vehicle fleet continues to be replaced with more efficient ¼ ton four-wheel drive vehicles, which is optimal for mosquito control. In 2015, the Argo® will be replaced with a utility vehicle, which will represent a significant improvement because of versatility and suitability for the terrain.

Retail Growth in Saskatoon

Recommendation

That this report be received as information.

Topic and Purpose

This report provides information about growth of retail floor space in Saskatoon, and the planned locations for new retail developments in the medium and long term.

Report Highlights

1. The City of Saskatoon (City) plans for commercial areas to ensure an adequate supply of land is available, that it is of a suitable scale, and distributed appropriately. The City also has a role to ensure that transportation systems and other infrastructure are adequate to service retail development. The City does not have a role in determining which tenants occupy retail space.
2. The City monitors retail space (ft²) per capita to ensure that a sufficient quantity of retail space is always available to meet demand as Saskatoon's population grows.
3. The City forecasts approximately 3.8 million ft² of additional retail floor space within current development projects and approved plans. Of that, land for approximately 2.2 million ft² is available or in development, while land for 1.6 million ft² is in the planning stages.
4. The City actively monitors trends in the retail sector that could impact what, where, and how retail commercial areas are developed in the future, and consequently how the City plans for them.

Strategic Goals

This report supports the Strategic Goals of Economic Diversity and Prosperity and Sustainable Growth. Specifically, it addresses how the City is planning to accommodate more growth in the retail sector and how that helps ensure the long-term viability of commercial areas and the neighbourhoods they support.

Background

The City plans for all forms of development through Official Community Plan Bylaw No. 8769 (OCP Bylaw). The OCP Bylaw includes policies and a land use map, which designate land for a variety of uses.

Report

Planning Framework For Retail Commercial Uses

As the city and region grows, the supply of retail commercial land must grow to meet demand. The City plans for retail commercial development through Sector Plans and

Retail Growth in Saskatoon

Area Concept Plans to ensure that there is an adequate supply of commercial land and that it is of an appropriate type and distribution for the markets served.

The OCP Bylaw divides retail land use into categories based on the form of development and the intended market to be served (see Attachment 1). The categories are:

- i. Downtown;
- ii. Regional Commercial Areas;
- iii. Suburban Centre Commercial Areas;
- iv. Special Area Commercial Areas;
- v. Arterial Commercial Areas;
- vi. District Commercial Areas; and
- vii. Neighbourhood Commercial Areas.

Through the OCP and Zoning Bylaw, the City is responsible for regulating the location, function, scale, and built form for retail commercial areas. The City plays no role in determining which tenants occupy retail space.

Attachment 1 includes a diagram that plots the above commercial areas on a graph that compares scale – neighbourhood to regional – with function/form – auto-oriented to pedestrian-oriented. This is a visual representation of how the City’s policies address the varying needs for retail commercial areas.

Retail Space (ft²) Per Capita

A common measurement for assessing retail growth in relation to population growth is retail area (ft²) per capita. The City calculates this using data from the City’s Business License Program (which measures occupied space only) and population estimates from the Mapping and Research group.

Year	Retail Space (ft²) per Capita
2012	37.7
2013	36.7
2014	36.0

These figures show that population growth is slightly outpacing growth in occupied retail floor space for the recorded years.

With several significant vacancies in existing commercial developments and a large amount of retail space either planned or in development, sufficient retail land is projected to support population growth to approximately 350,000.

Development Forecast

The Administration has compiled a partial inventory of currently available and approved retail development opportunities (see Attachment 2), as well as those in the planning stages (see Attachment 3). Approved/development-ready and planned commercial developments combined, account for an estimated 3.8 million ft² of new retail floor area

within the current city limits. Attachment 4 is a map showing the distribution of these areas.

This is not an exhaustive inventory – it includes only major retail commercial lands. It excludes existing retail properties that may have significant internal vacancies (e.g. large mall commercial retail units). Additionally, opportunities exist for smaller scale greenfield retail and significant redevelopment in the City Centre and elsewhere. These are not accounted for in this table.

Developments – Approved/Designated

Sufficient land and/or floor space for 2,179,000 ft² is currently available or designated for development. The Administration considers this to be available to serve the short- to medium-term needs up to a population of approximately 312,000. However, additional retail commercial land may need to be considered within this timeframe to ensure suitable distribution of retail land.

The 2013 City Centre Plan states that approximately 26% of the Central Business District is vacant land or surface parking. Most of this land can be considered “development ready,” meaning that there is significant available land for retail (and other types of) development in the City Centre that is not being utilized. The Growing Forward! Shaping Saskatoon Project will help identify additional redevelopment opportunities along major corridors.

Developments – Planning

Land sufficient to accommodate approximately 1,649,000 ft² of retail commercial space is in the planning stages. This is an estimate based on the floor area yield of existing commercial areas in the city. Actual build-out may vary but this provides a reasonable estimate of forthcoming retail opportunities in Saskatoon in the medium term.

Developments, such as the North Downtown Master Plan, River Landing, University of Saskatchewan endowment lands and longer-range development in the Suburban Development Areas, are not included in the total but are expected to be available for significant retail uses in the long term, accommodating population growth up to 500,000 or more.

Changes in Retailing

Trends in the retail sector could impact what, where, and how retail commercial areas are developed in the future, and consequently how the City plans for them. Examples of retail trends of note include: online shopping, increased demand for “experiential” shopping, emergence of “lifestyle” centres, and mixed-use retail/residential/office uses, etc. The Administration will continue to monitor these trends and be mindful of the effects of shifting consumer preferences to ensure the City’s policies/bylaws reflect current practices and that retail commercial areas are planned appropriately as the city grows.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachments

1. Retail Commercial Classifications
2. Currently Available or Approved Retail Developments
3. Retail Developments in the Planning Stages
4. Map: Major Retail Development Opportunities

Report Approval

Written by: Jonathan Derworiz, Planner, Long Range Planning
Chris Schulz, Senior Planner, Long Range Planning
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

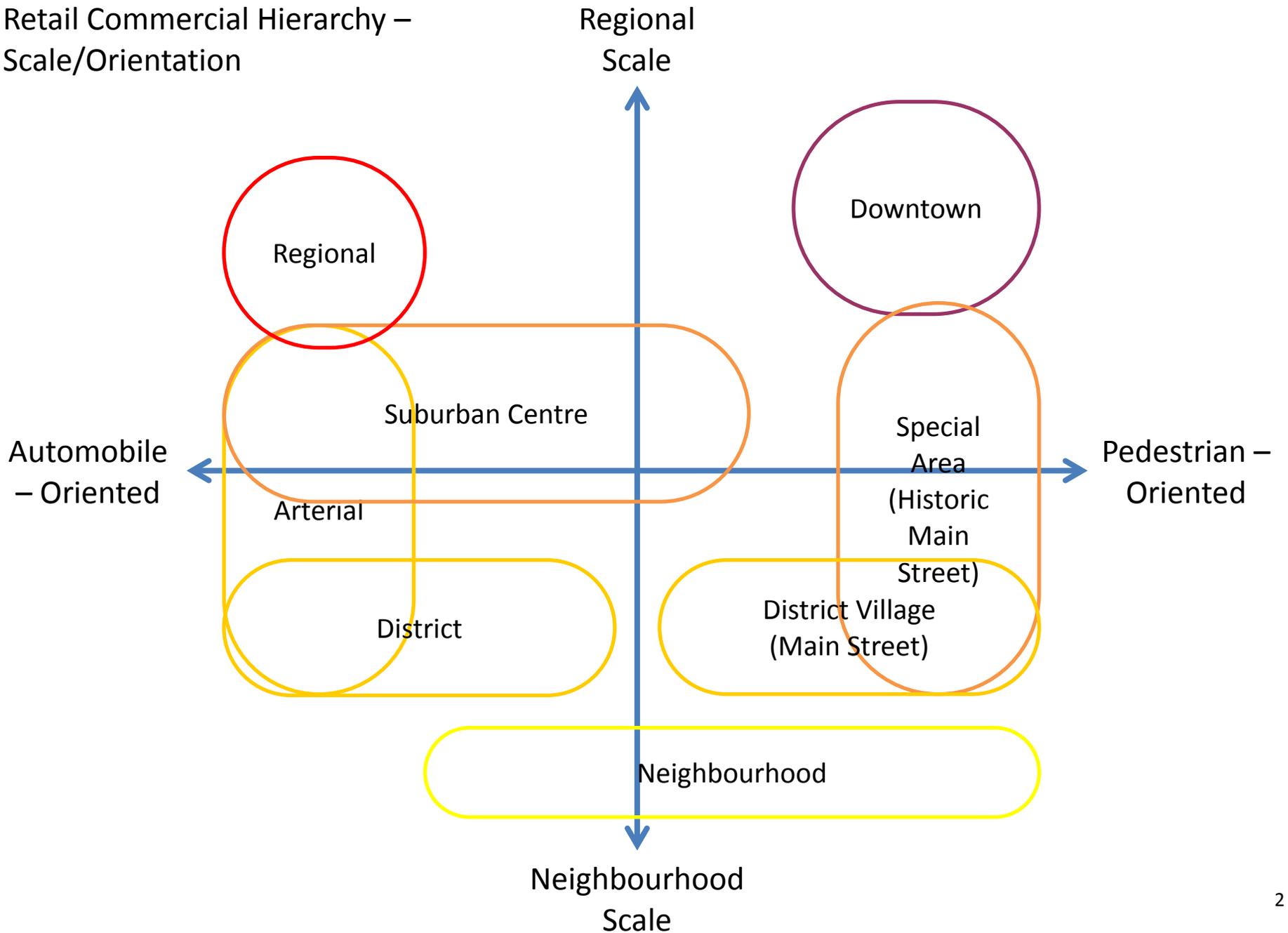
S/Reports/CP/2015/PDCS – Retail Growth in Saskatoon/ks

Retail Commercial Classifications

As per Official Community Plan Bylaw No. 8769

- A. Downtown – the centre and heart of the financial, administrative, cultural, and commercial activities of the city and region. The long-term viability of retail and commercial activity in the Downtown is a factor in the evaluation of Regional, Suburban Centre, Special Area, and Arterial commercial areas.
- B. Regional Commercial Areas – provide space for large format or “big box” retail stores and complementary uses that serve a city-wide and regional market.
- C. Suburban Centre Commercial Areas – provide a broad range of shopping centre, retail, and service activities intended to meet the needs of the population within each Suburban Development Area (50,000 to 80,000 people).
- D. Special Area Commercial Areas – because of unique attributes, such as location, type of use, form, development history, etc., these areas do not readily fit into the normal hierarchy of commercial land use designations. They typically feature an urban, street-oriented form of development, and a broad mixture of uses and are found in historic “main street” areas of the city.
- E. Arterial Commercial Areas – include those businesses normally located along highways and other major roadways. Historically, this category has been oriented toward automobiles, but recent amendments enable development oriented toward a range of transportation modes.
- F. District Commercial Areas – provides for level of service and a range of commercial uses suitable to meet the needs from two to five neighbourhoods. They may be automobile- or pedestrian-oriented, depending on the circumstances.
- G. Neighbourhood Commercial Areas – provided as necessary in each neighbourhood to serve the daily convenience needs of residents in the neighbourhood.

Retail Commercial Hierarchy –
Scale/Orientation



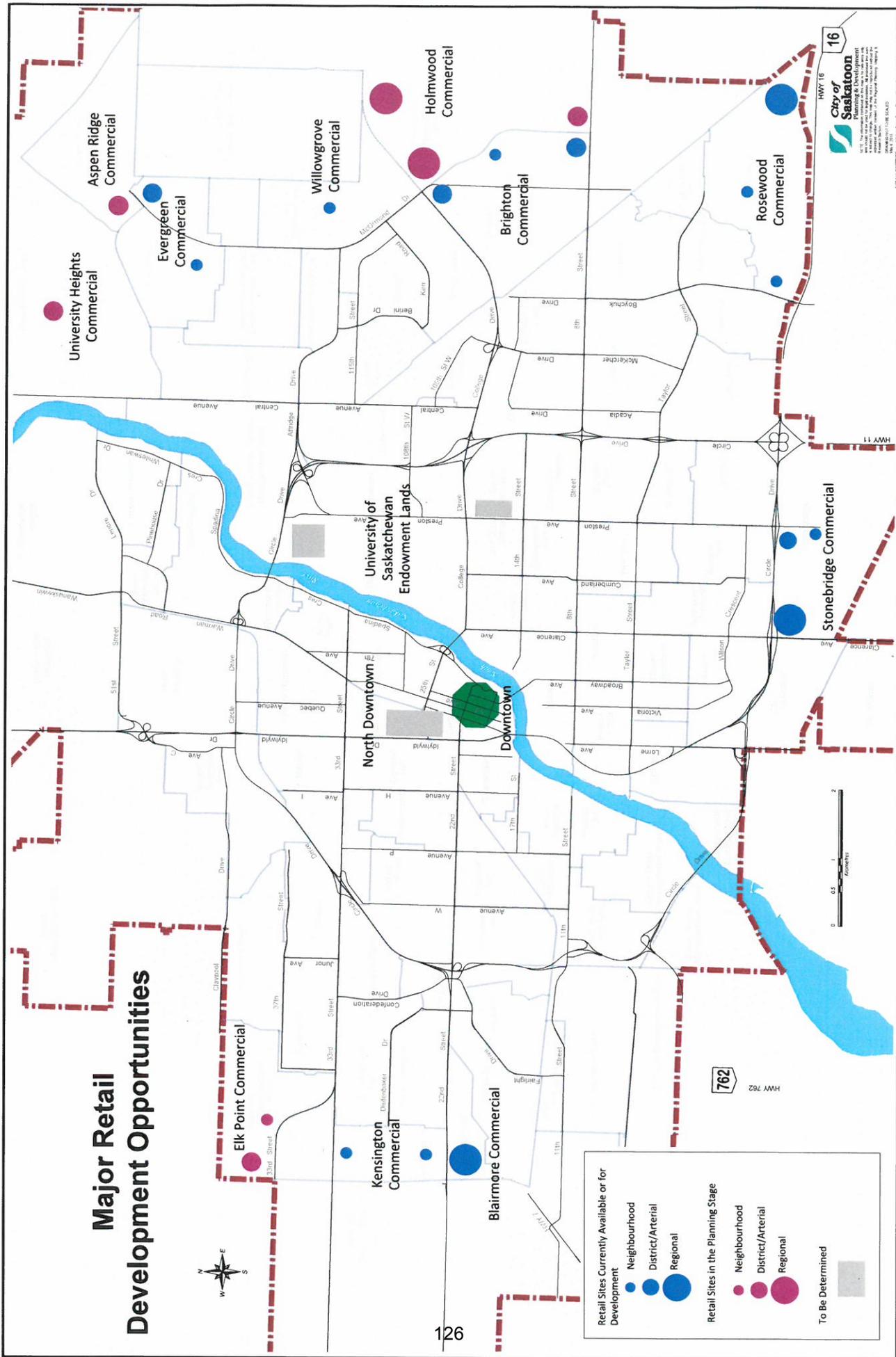
Currently Available or Approved/Designated Retail Developments

(retail area amounts are a mix of actual values and estimates based on assumed yields by retail category)

Project/Site	Type/Market	Approx. Land Area (hectares)	Approx. Land Area (acres)	Approx. Retail Area (m ²)	Approx. Retail Area (ft ²)	Status
Willowgrove Neighbourhood Commercial	Neighbourhood	1.20	2.97	4,645	50,000	In development
The Banks	Downtown	0.57	1.41	1,765	19,000	In development
Blairmore Suburban Centre	Regional	4.31	10.65	10,219	110,000	In development
Stonebridge Commercial	District, Neighbourhood	9.78	24.16	20,345	219,000	In development
Preston Crossing – Phase 5	Regional	3.53	8.72	9,941	107,000	In development
Rosewood Commercial (west)	Neighbourhood	0.92	2.27	3,252	35,000	Rezoning in progress
Kensington Neighbourhood Commercial	Neighbourhood	4.54	11.21	15,794	170,000	Rezoning in progress
Evergreen Neighbourhood Commercial	Neighbourhood	0.84	2.08	2,973	32,000	Rezoning in progress
Evergreen District Village	District	9.26	22.88	4,831	52,000	Rezoning required
Aspen Ridge	District/Mixed Use	14.85	36.70	7,711	83,000	Concept plan approved Servicing underway
Brighton Commercial	Neighbourhood and District	35.77	88.39	33,538	361,000	Concept Plan approved Servicing underway
Rosewood Commercial	Neighbourhood, District/Mixed Use, Regional	44.21	109.24	87,422	941,000	Concept plans approved Servicing underway
Vacant Sites in CBD	Downtown	11.40	28.17	N/A	N/A	Approximately 26% of available CBD land is vacant or solely surface parking. Majority of sites development-ready

Retail Developments in the Planning Stages
 (all retail area amounts are estimates based on
 assumed yields by retail category and land use mix)

Project/Site	Type/Market	Approx. Land Area (hectares)	Approx. Land Area (acres)	Approx. Retail Area (m²)	Approx. Retail Area (ft²)	Status
Rosewood Village Square	Neighbourhood	2.16	5.34	7,525	81,000	Concept plan approved, minor amendment proposed
Elk Point	Neighbourhood	8.63	21.33	9,012	97,000	Plan under review
	District	3.67	9.07	6,317	68,000	Plan under review
Holmwood Suburban Centre	Regional	34.80	85.99	81,290	875,000	Sector Plan approved
University Heights District Village 1 (next to Mixed-Use Core)	District	18	45	31,340	337,341	Sector Plan approved
University Heights Mixed-Use Core	Mixed Use	34	85	17,676	190,267	Sector Plan approved
North Downtown	Downtown	Unknown	Unknown	Unknown	Unknown	Plan in progress
University of Saskatchewan Endowment Lands (North of Innovation Place)	Unknown	Unknown	Unknown	Unknown	Unknown	Preliminary planning only
University of Saskatchewan Endowment Lands (Preston/14th)	Unknown	Unknown	Unknown	Unknown	Unknown	Preliminary planning only



Land Use Applications Received by the Community Services Department For the Period Between April 15, 2015, to May 13, 2015

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide detailed information on land use applications received by the Community Services Department from the period between April 15, 2015, and May 13, 2015.

Report

Each month, land use applications within the city of Saskatoon are received and processed by the Community Services Department. See Attachment 1 for a detailed description of these applications.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-02, is not required.

Attachment

1. Land Use Applications

Report Approval

Reviewed by: Alan Wallace, Director of Planning and Development

Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/DS/2015/PDCS – Land Use Apps – June 1, 2015/ks

Land Use Applications Received by the Community Services Department For the Period Between April 15, 2015, to May 13, 2015

The following applications have been received and are being processed:

Condominium

- | | |
|-------------------------|---|
| • Application No. 5/15: | 102 Manek Road (38 Units) |
| Applicant: | Webb Surveys for
Innovative Residential Investments Inc. |
| Legal Description: | Parcel BB, Plan No. 102135024 |
| Current Zoning: | RMTN |
| Neighbourhood: | Evergreen |
| Date Received: | April 16, 2015 |

- | | |
|-------------------------|--|
| • Application No. 6/15: | 210 Rajput Way (90 Units) |
| Applicant: | Webb Surveys for
Newrock Developments (Sask) Ltd. |
| Legal Description: | Bareland Condominium for Parcel S,
Plan No. 102135024 |
| Current Zoning: | RMTN |
| Neighbourhood: | Evergreen |
| Date Received: | May 13, 2015 |

Discretionary Use

- | | |
|--------------------------|----------------------------------|
| • Application No. D2/15: | 115 Saskatchewan Crescent West |
| Applicant: | Jeff Nattress for Laneway Suites |
| Legal Description: | Lot 4, Block 7, Plan No. G4228 |
| Current Zoning: | R2 |
| Proposed Use: | Garden Suite |
| Neighbourhood: | Nutana |
| Date Received: | May 11, 2015 |

Official Community Plan

- | | |
|--------------------------------|---|
| • Amendment No. OCP19/15: | 1414/1416 Main Street |
| Applicant: | Blackrock Developments Ltd. |
| Legal Description: | Lot 1, 2, and 3 except 10 feet, Block 190,
Plan No. G779 |
| Current Land Use Designation: | Low-Density Residential |
| Proposed Land Use Designation: | Medium-Density Residential |
| Neighbourhood: | Varsity View |
| Date Received: | April 29, 2015 |

Rezoning

- Application No. Z17/15: 1101/1103 Munroe Avenue
Applicant: Steuart Consulting Ltd. for 1062101 Alberta Ltd. and Akin Investments Ltd.
Legal Description: Lot 1 and most northerly 16 feet of Lot 2, Block 21, Plan No. ER2, and Lot 2 except most northerly 16 feet, Block 21, Plan No. ER2
Current Zoning: R2
Proposed Zoning: M1
Neighbourhood: Haultain
Date Received: April 16, 2015
- Application No. Z20/15: 1414/1416 Main Street
Applicant: Blackrock Developments Ltd.
Legal Description: Lot 1, 2, and 3 except 10 feet, Block 190, Plan No. G779
Current Zoning: R2
Proposed Zoning: RM4 by Agreement
Neighbourhood: Varsity View
Date Received: April 29, 2015

Subdivision

- Application No. 22/15: 2007 Pohorecky Crescent
Applicant: Larson Surveys Ltd. for Jastek Evergreen Project
Legal Description: Parcel B, Plan No. 102038150
Current Zoning: RMTN
Neighbourhood: Evergreen
Date Received: April 16, 2015
- Application No. 23/15: 304 111th Street
Applicant: Larson Surveys Ltd. for Michael Neufeld
Legal Description: Lot 3, Block 12, Plan No. G8
Current Zoning: R2
Neighbourhood: Sutherland
Date Received: April 16, 2015
- Application No. 24/15: 1624 9th Avenue North
Applicant: Larson Surveys Ltd. for Tudor Homes Inc.
Legal Description: Lots 5 and 35, Block 274, Plan No. G929
Current Zoning: R2
Neighbourhood: North Park
Date Received: April 20, 2015

Subdivision

- Application No. 25/15: 3220 11th Street West
Applicant: Webb Surveys for North Ridge Development Corp.
Legal Description: Parcel G, Plan No. 102184972
Current Zoning: RM4
Neighbourhood: Montgomery Place
Date Received: April 27, 2015
- Application No. 26/15: 2205 Munroe Avenue
Applicant: Webb Surveys for Capilano Developments Inc.
Legal Description: Lots 3 and 4, Block 12, Plan No. G177 and
Lot 56, Block 12, Plan No. 101275444
Current Zoning: R2
Neighbourhood: Adelaide/Churchill
Date Received: April 29, 2015

Attachments

1. Plan of Proposed Condominium No. 5/15
2. Plan of Proposed Condominium No. 6/15
3. Plan of Proposed Discretionary Use No. D2/15
4. Plan of Proposed Official Community Plan Amendment No. OCP19/15
5. Plan of Proposed Rezoning No. Z17/15
6. Plan of Proposed Rezoning No. Z20/15
7. Plan of Proposed Subdivision No. 22/15
8. Plan of Proposed Subdivision No. 23/15
9. Plan of Proposed Subdivision No. 24/15
10. Plan of Proposed Subdivision No. 25/15
11. Plan of Proposed Subdivision No. 26/15

SHEET NUMBER 1 OF 3
 SITE PLAN & LEGEND

PLAN OF SURVEY SHOWING SURFACE BUILDING CONDOMINIUM FOR PARCEL BB
 PLAN NO. 102135024
 S.W. 1/4 OF SEC. 7
 TWP. 37, RGE. 4, W. 3rd MER.
 SASKATOON, SASKATCHEWAN
 BY: T.R. WEBB, S.L.S.
 DATE: FEBRUARY 2015
 SCALE: AS SHOWN

- LEGEND.**
- Measurements are in metres and decimals thereof.
 - Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
 - Residential unit numbers are shown as 1, 2, 3, etc. on sheets 2 & 3.
 - Regular residential unit boundaries are shown on Sheets 2 & 3 by a heavy solid line and are defined as follows:
 - the exterior surface of any interior finishing material that forms the surface of any common and exterior wall, floor, or ceiling.
 - The doors and windows form part of the regular residential units.
 - All exterior surfaces are common property.
 - The owner of each regular residential unit shall have exclusive use of that balcony to that unit has sole access.
 - Parking spaces are in accordance with Section 11(1)(c) of The Condominium Property Act.
 - Parking spaces shown on Sheet 1 are designated P1, P2, P3, etc.
 - Visitor parking spaces shown on Sheet 1 are designated as V1, V2, V3 etc.
 - All areas not designated with a unit number are common property.
 - Area to be approved is outlined by a heavy dashed line.
 - The parcel within the line of approval has an Extension 0.
 - Standard iron posts found are shown thus unless otherwise shown... ♦
 - Reference Points are shown thus... ○ RP1 ○ RP2
 - The Datum used: NAD83 (CSRS)
 - The Projection used: UTM Zone13N extended
 - Geo-referenced points were derived from GNSS and post processed from the "Precise Positioning Service from Natural Resources Canada"
 - RP Coordinates are derived as of February 28, 2015



PPS # 102187278
Approved: 30-Mar-2015

SHEET NUMBER 1 OF 1

PLAN OF SURVEY SHOWING
SURFACE BARE LAND
CONDOMINIUM FOR
PARCEL S,
PLAN NO. 102135024
N.W. 1/4 SEC. 7
TWP. 37, RGE. 4, W. 3RD MER.
SASKATOON, SASKATCHEWAN
BY: T.R. WEBB, S.L.S.
DATE: JANUARY 2015
SCALE: 1:500

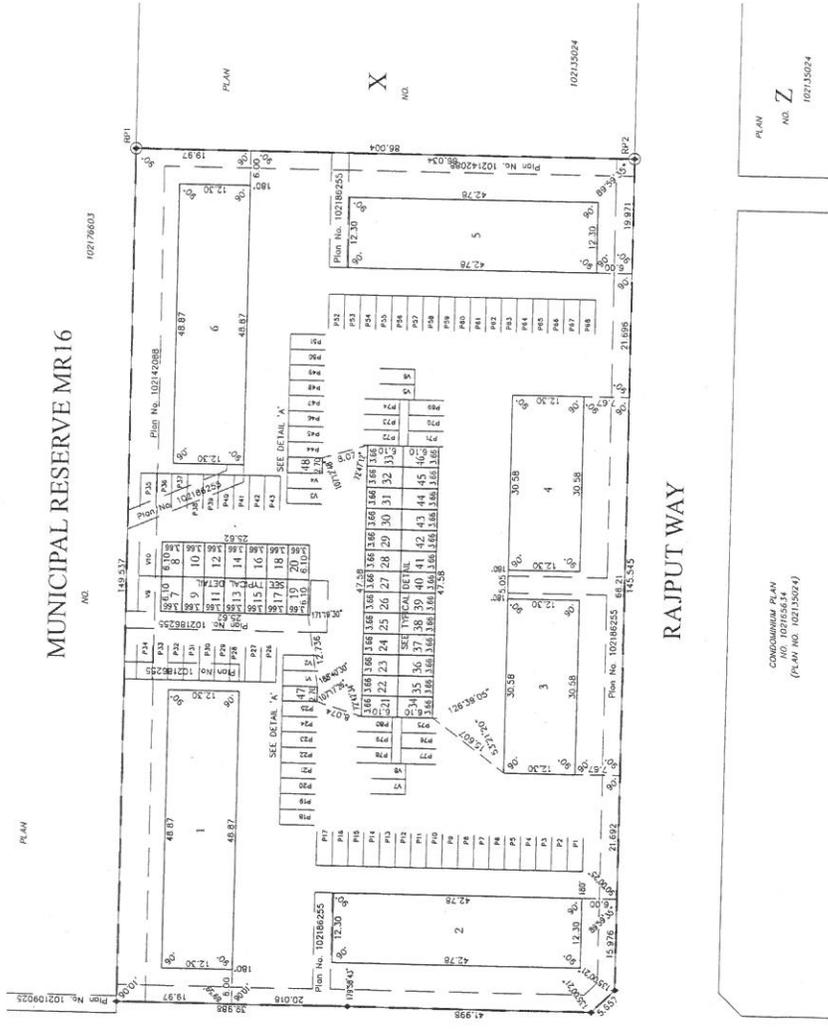
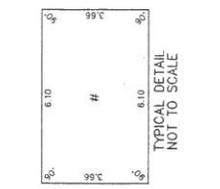
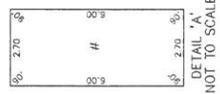
Legend

- Measurements are in metres and decimal fractions thereof.
- Unit numbers are shown as 1, 2, 3, etc. on the plan.
- Lot, 2005 and Regulations referred to and are shown by a heavy solid line.
- Area to be approved is outlined by a heavy dashed line.
- Area to be approved is outlined by a heavy dashed line.
- The parcel within the line of approval has an Extension to.
- Parking spaces are in accordance with Section 11 (1)(b) of the Condominium Property Act.
- Reference Points are shown as RP1, RP2, RP3, RP4, RP5, RP6, RP7, RP8, RP9, RP10, RP11, RP12, RP13, RP14, RP15, RP16, RP17, RP18, RP19, RP20, RP21, RP22, RP23, RP24, RP25, RP26, RP27, RP28, RP29, RP30, RP31, RP32, RP33, RP34, RP35, RP36, RP37, RP38, RP39, RP40, RP41, RP42, RP43, RP44, RP45, RP46, RP47, RP48, RP49, RP50, RP51, RP52, RP53, RP54, RP55, RP56, RP57, RP58, RP59, RP60, RP61, RP62, RP63, RP64, RP65, RP66, RP67, RP68, RP69, RP70, RP71, RP72, RP73, RP74, RP75, RP76, RP77, RP78, RP79, RP80, RP81, RP82, RP83, RP84, RP85, RP86, RP87, RP88, RP89, RP90, RP91, RP92, RP93, RP94, RP95, RP96, RP97, RP98, RP99, RP100, RP101, RP102, RP103, RP104, RP105, RP106, RP107, RP108, RP109, RP110, RP111, RP112, RP113, RP114, RP115, RP116, RP117, RP118, RP119, RP120, RP121, RP122, RP123, RP124, RP125, RP126, RP127, RP128, RP129, RP130, RP131, RP132, RP133, RP134, RP135, RP136, RP137, RP138, RP139, RP140, RP141, RP142, RP143, RP144, RP145, RP146, RP147, RP148, RP149, RP150, RP151, RP152, RP153, 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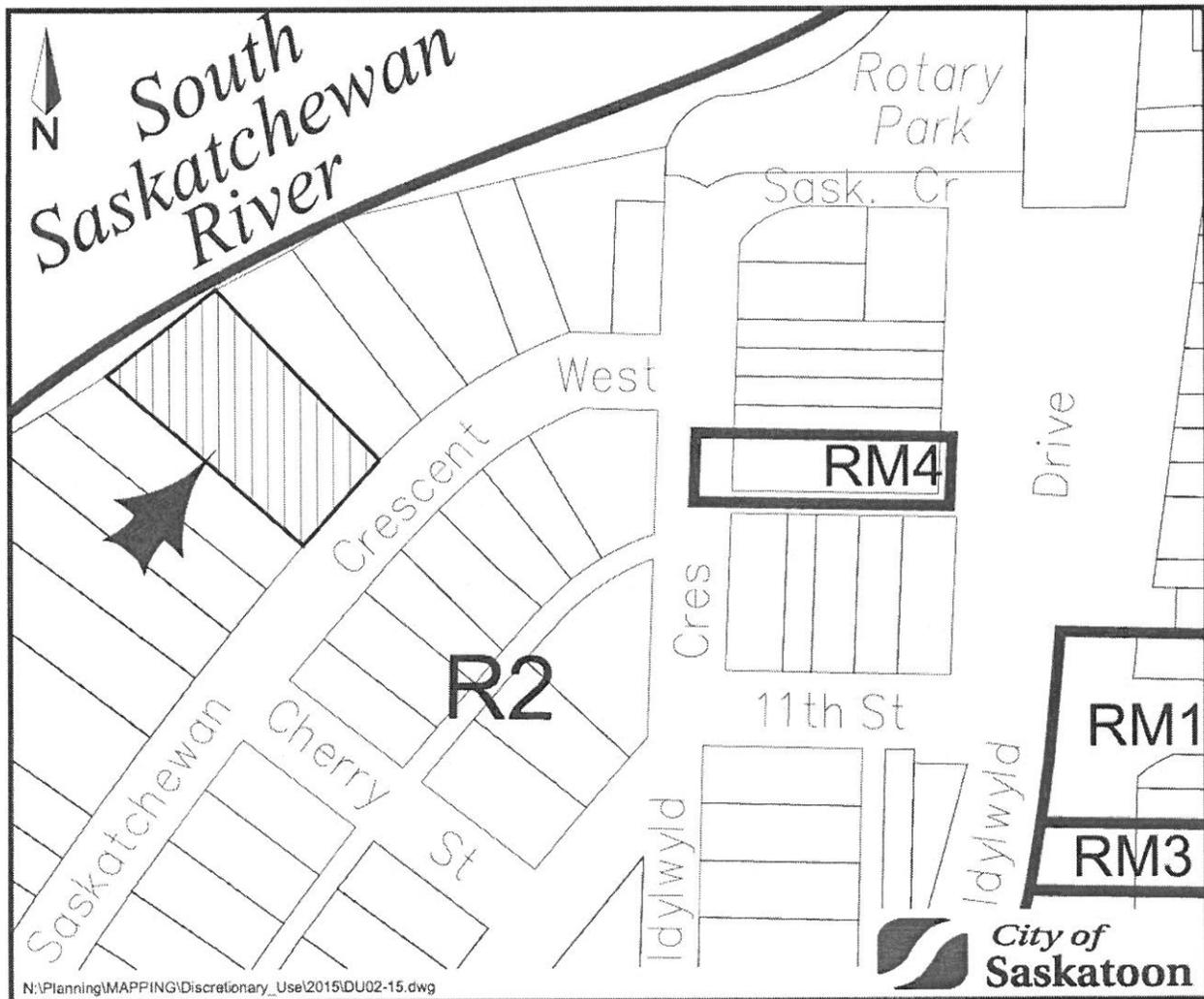
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7	RES.	10.00	10.00	
8	RES.	10.00	10.00	
9	RES.	10.00	10.00	
10	RES.	10.00	10.00	
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12	RES.	10.00	10.00	
13	RES.	10.00	10.00	
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15	RES.	10.00	10.00	
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46	RES.	10.00	10.00	
47	RES.	10.00	10.00	
48	RES.	10.00	10.00	
TOTAL		30.000	30.000	

Prepared by
C.P. Webb
S.L.S.
14-2025am B.F.



Plan of Proposed Discretionary Use No. D2/15



Plan of Proposed Official Community Plan Amendment No. OCP19/15



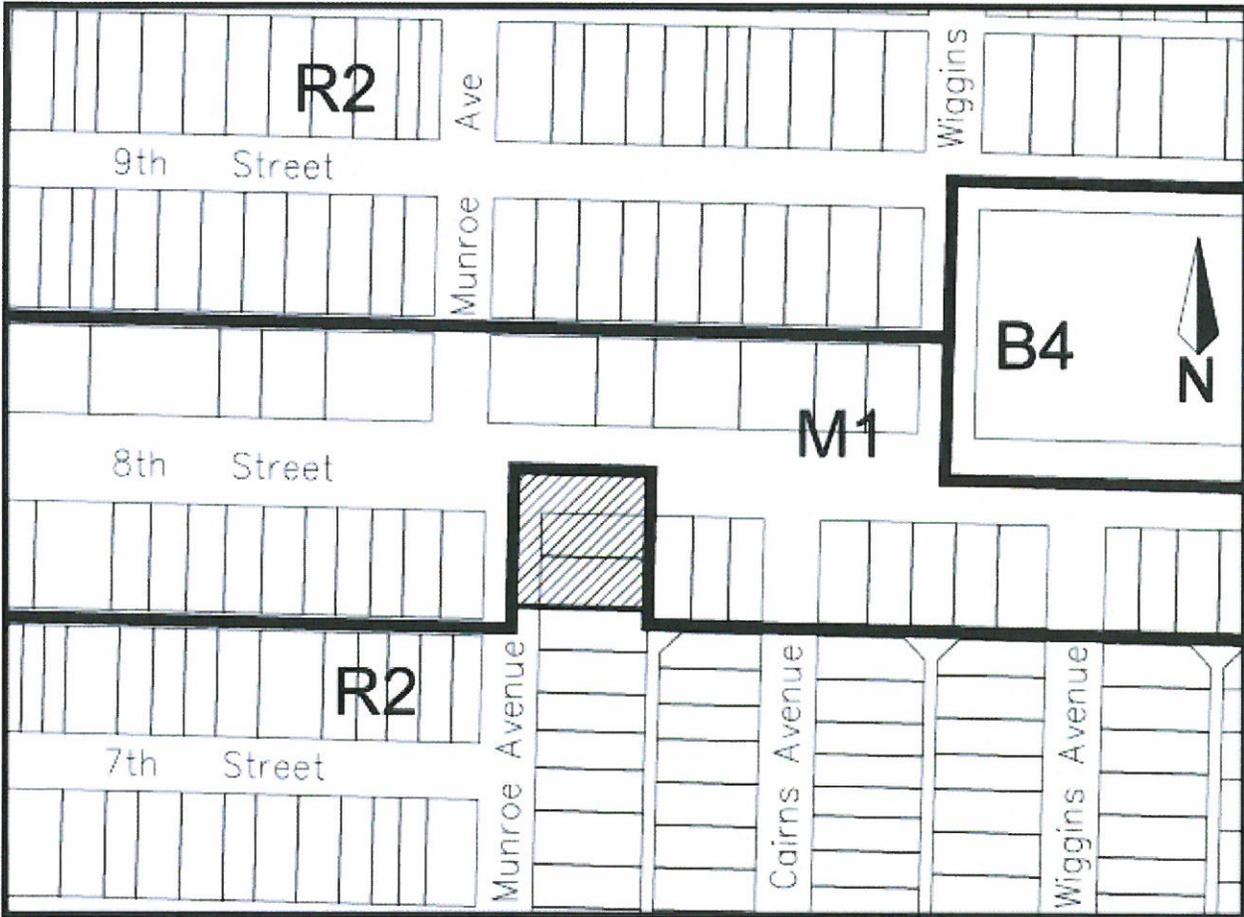
OFFICIAL COMMUNITY PLAN AMENDMENT

VARSITY VIEW LAND USE POLICY MAP

 From Low Density Residential (No Conversions) to Medium Density Residential



N:\Planning\MAPPING\Official Comm Plan\2015 OCPs\OCP19_15.dwg

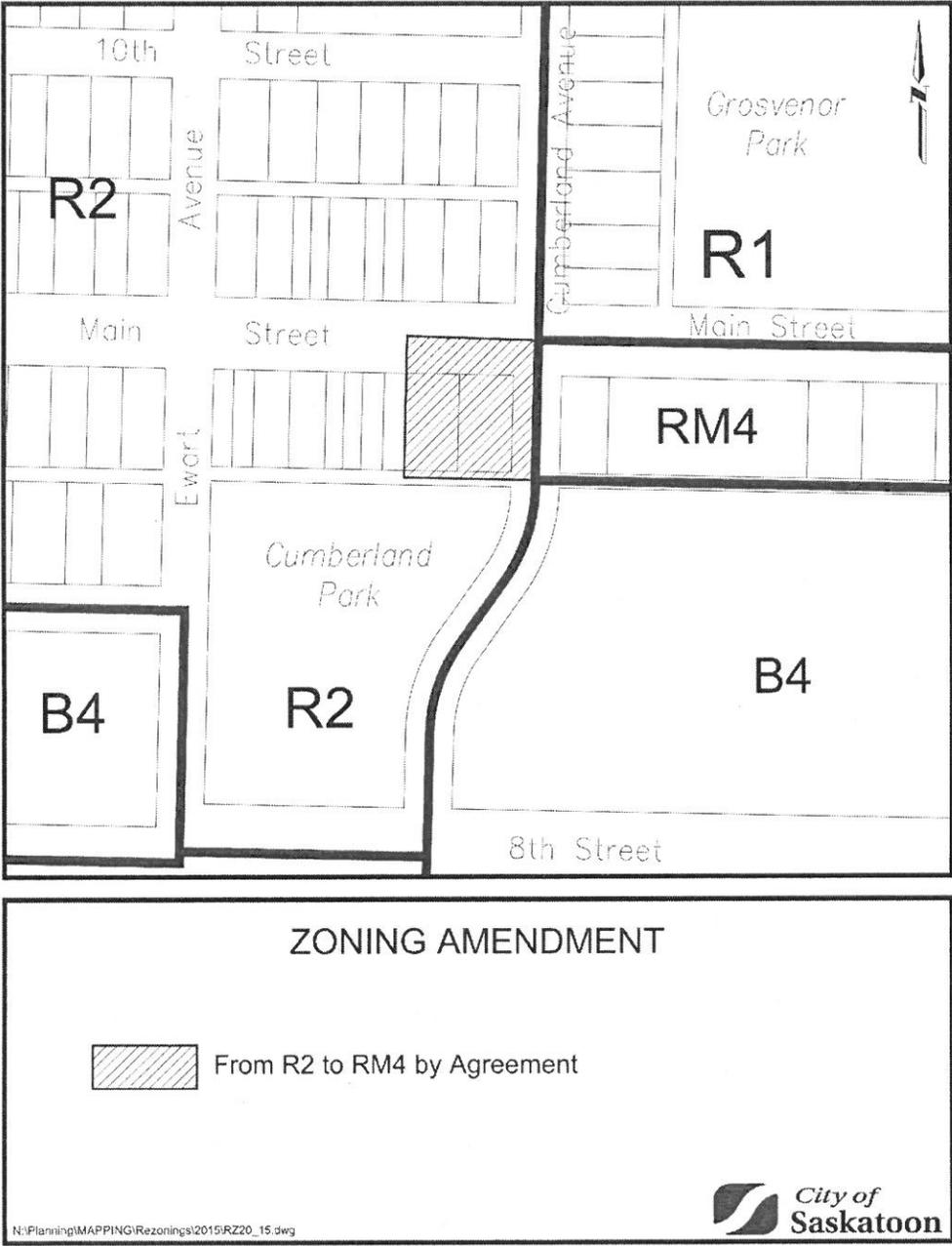


PROPOSED ZONING AMENDMENT

 From R2 to M1

File No. RZ17-2014

Plan of Proposed Rezoning No. Z20/15

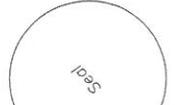




Douglas Pointe B
 Proposed Surface Bare Land
 Condominium Plan
 in Parcel B, Plan No. 102038150
 in the SW 1/4 Sec. 7,
 Twp. 37, Rge. 4, W.3 Mer.
 Saskatoon, Saskatchewan
 Howard A. Larson S.L.S.
 November 2014
 Scale 1:800

Measurements are in metres
 Measurements are to unit boundaries unless shown otherwise.
 Area to be subdivided is outlined thus

November 26, 2014



Howard A. Larson
 Saskatchewan Land Surveyor

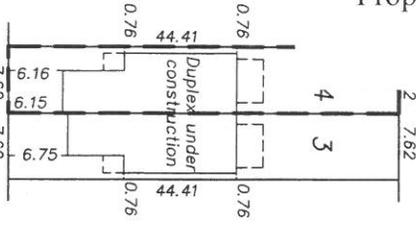
Approved under the provisions of Bylaw
 number 6537 of the City of Saskatoon.



Community Services Department

Larson Surveys Ltd., Saskatoon

304 111th Street
Detail
Not to scale



Plan No. 14 75534624

112th Street

111th Street

No.

11

G8

Saskatoon

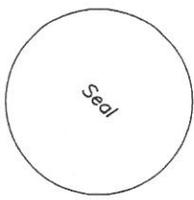
Plan of Proposed Subdivision
of Part of Lot 3, Block 12,
Reg'd Plan No. G8
in the N.E. 1/4 Sec. 35,
Twp. 36, Rge. 5, W.3 Mer.
Saskatchewan
by Howard A. Larson, S.L.S.
2014

Scale 1:1000

Measurements are in metres
Area to be subdivided is outlined thus

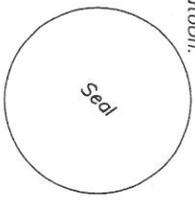
December 2, 2014

Howard A. Larson
Saskatchewan Land Surveyor



Approved under the provisions of Bylaw
number 6537 of the City of Saskatoon.

Community Services Department



Reg'd
517
Plan
6.096

No.
516
63S03501

Reg'd
514
Plan
20.117

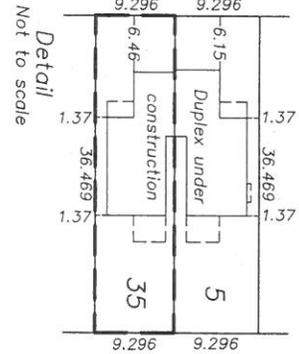
Reg'd
272
8th Avenue North
20.117

Plan
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Reg'd
8
Plan
20.117



1624 9th Avenue North



Edward Avenue



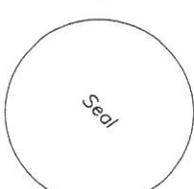
Scale 1:1000

Saskatoon
Plan of Proposed Subdivision
of Part of Lot 5, Block 274,
Reg'd Plan No. G929
in the S.E. 1/4 Sec. 4,
Twp. 37, Rge. 5, W.3 Mer.
Saskatchewan
by Howard A. Larson, S.L.S.
2015

Measurements are in metres
Area to be subdivided is outlined thus

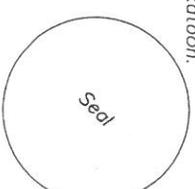
February 11, 2015

Saskatchewan Land Surveyor



Approved under the provisions of Bylaw
number 6537 of the City of Saskatoon.

Community Services Department

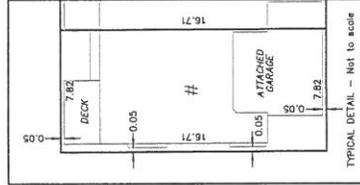


PLAN OF PROPOSED SURFACE
 BARE LAND CONDOMINIUM FOR
 PARCEL G
 PLAN NO. 102184972
 S.E. 1/4 SEC. 25
 TWP. 36, RGE. 6, W. 3RD MER.
 SASKATOON, SASKATCHEWAN
 SCALE 1:500

Dimensions shown are in metres and decimetre thereof.
 Buildings to be constructed are wholly within the proposed
 unit boundaries as shown.
 All areas not designated with a unit number are common
 property.
 Portion of this plan to be approved is outlined in red with
 a bold, dashed line and contains 2.854 ha (6.543 ac.).
 Distances shown are approximate and may vary from the
 final plan of survey by ± 1.0m.
 3.0m Proposed Saskatchewan Easement.

Seal

T.R. Webb April 27th 2015
 Saskatchewan Land Surveyor



Approved under the provisions of
 the Planning Act of the
 City of Saskatoon

Prepared by
 OAR
 © 2014
 14-27468 BF
 Community Services Department



11th STREET WEST

Reg'd Plan No. ER 5101

Reg'd Plan No. ER 5101

Plan No. 10200225
 DD

Reg'd Plan
 A
 No. 6325284

**PLAN OF PROPOSED
 SUBDIVISION OF
 LOTS 3 & 4, BLOCK 12
 REG'D PLAN NO. G177 &
 LOT 56, BLOCK 12
 PLAN NO. 101275444
 2205 MUNROE AVENUE
 SASKATOON, SASKATCHEWAN
 BY T.R. WEBB, S.L.S.
 SCALE 1:500**

Dimensions shown are in metres and decimals thereof.
 Portion of this plan to be approved is outlined
 with a bold, dashed line and contains 0.07± ha
 (0.17± ac.).

Distances shown are approximate and may vary
 from the final plan of survey by ± 0.5 m


 T.R. Webb March 12, 2015
 Saskatchewan Land Surveyor

Prepared by

 © 2015
 15-2786sc

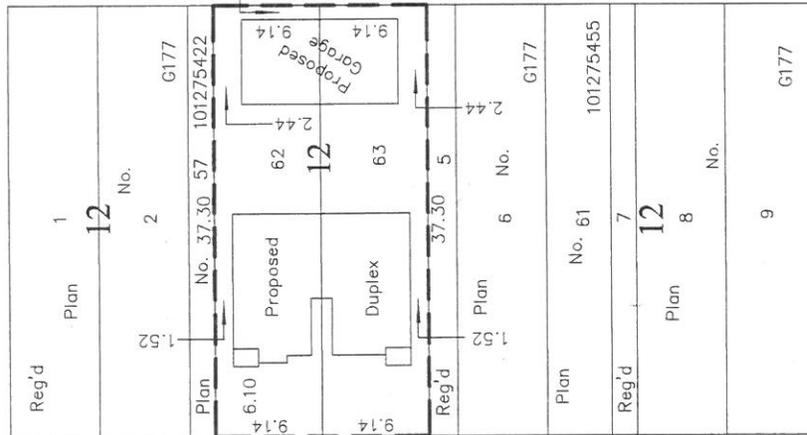
Approved under the provisions of
 Bylaw No. 6537 of the
 City of Saskatoon

Date _____
 Director of Planning & Development Division

STREET

Reg'd	44			
Plan				
No.	43			
G177	42			
Plan No.	60			
101275466				
Reg'd	41			
Plan				
No.	40			
G177	12			
Plan No.	59			
101275477				
Reg'd	39			
Plan				
No.	38			
G177				
Plan No.	58			
101275488				
Reg'd	37			
Plan				
No.	36			
G177				

HILLIARD



AVENUE

MUNROE

2014 Annual Report – Leisure Centres and Outdoor Pools

Recommendation

That the information be received.

Topic and Purpose

This report provides a summary of the 2014 operations for the six indoor leisure centres, four outdoor pools, and the Terry Fox Track and Fitness Circuit located at the Sasktel Sports Centre.

Report Highlights

1. Overall 2014 actual revenues at the leisure centres and outdoor pools generated a modest increase over 2013 actuals.
2. Leisure centre admission revenues and volumes saw a slight increase over 2013. This is primarily a result of an increase in bulk ticket sales and the introduction of special promotions.
3. Registered programs continued to see revenue increases and stable participation compared to 2013 actuals.
4. Outdoor pools rely on hot weather for participation. Less than half of the operating days of the outdoor pools had weather that encouraged visitation.
5. Recreation and Sport continues to work towards achieving the cost recovery objectives within rentals, programs, and admissions.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Quality of Life, this report supports the long-term strategy to improve the quality of life for Saskatoon residents. The operation of leisure centres and outdoor pools provide citizens with access to facilities and programs that promote active living. The ability to participate in active healthy activities is an essential part of individual and community health.

Background

As part of the Recreation and Culture business line, the leisure centres and outdoor pools provide a wealth of opportunities for citizens to participate and enjoy the benefits of sport, recreation, and culture activities.

Recreation and Sport is responsible for the design and delivery of programs. The majority of programs offered through the six indoor leisure centres and four outdoor pools include swimming lessons, fitness classes, drop-in fitness opportunities, and both registered and drop-in recreation classes.

Recreation and Sport manages and operates recreation facilities to support those activities delivered by the City, non-profit groups, and other leisure service providers,

including the private sector (e.g. sports medicine, massage therapy, and Tae Kwon Do). In managing these facilities, Recreation and Sport staff ensure the facilities are welcoming, safe, well-maintained, attractive, and accessible. This is central to the success of meeting the demands of leisure service providers who operate programs at City-owned facilities.

Recreation and Sport has three distinct program areas:

- a. Facility Operations Rental – This program function is sometimes referred to as the “landlord” function that represents expenses and revenues related to facility space rented by external groups and for programs delivered by Recreation and Sport.
- b. Unstructured Drop-In Programs – This program function represents the expenses and revenues for the delivery of drop-in programs (e.g. lane swim, public swim, family swim, and fitness classes).
- c. Structured Registered Programs – This program function represents the expenses and revenues for the delivery of adult and youth registered programs (e.g. swimming lessons and learn to skate).

Report

Revenues

Overall, the leisure centres and outdoor pools generated operating revenues of \$12,206,900 in 2014. This was an increase of \$496,400 (4.2%) over 2013 actuals.

In 2014, external rental revenues showed a revenue increase of \$86,300 or 6.7%. Internal rental revenues showed an increase of \$203,600 or 5.0%. The internal rental revenue increase can be partly attributed to an increase in drop-in program hours and swim lessons.

For concession services at the leisure centres, 2014 lease revenue was \$51,000 compared to \$52,100 in 2013 (2.1% decrease). This decrease is partly explained by the cancellation of concession services at Lawson Civic Centre.

Leisure Centre Admissions

General admissions for indoor leisure centres increased by \$161,600 (3.5%) in 2014 compared to 2013. The total admission volumes (head count) was 771,393, an increase of 13,972 or 1.8%. This is primarily a result of increased use of bulk tickets and the introduction of special promotions.

In order to increase the admission volumes at leisure centres, a detailed review began to identify ways to increase participation. In 2014, three research projects were undertaken to gather public input:

- a. Leisure Centre Market Research;
- b. Leisure Centre Creative Testing; and
- c. Pricing Strategy Research.

2014 Annual Report – Leisure Centres and Outdoor Pools

Details of the research projects can be found in Attachment 1. Results from all elements of research identify that price is the main attribute taken into account when considering a visit to a leisure centre. A pricing and marketing strategy is being developed and prepared for implementation in 2016.

The Recreation and Sport Drop-in Online Information System was upgraded to provide customers with accurate information regarding drop-in in programs at the leisure centres. Customers can view daily or weekly schedules, schedule changes or cancellations, and facility notices for drop-in programs all in one convenient on-line location.

Registered Programs

Registered program revenues increased by \$39,500 in 2014, an increase of 3.3% over 2013. This was primarily due to a planned rate increase. The majority of programs include swimming lessons for children, with approximately 15,800 registrations in 2014, similar to 2013 registrations.

Outdoor Pool Operations

The outdoor pools (Lathey, George Ward, Mayfair, and Riversdale) operate between June and August, with a cumulative capacity of approximately 2,000 people. Weather is the most significant factor for outdoor pool operations. Historical data shows that when temperatures are 24°C and higher, pools draw a large number of customers. In 2014, of the 80 days outdoor pools were open, only 37 days experienced temperatures at or above, 24°C.

In 2014, there was a decrease of 1,854 admissions (2.1%) at the outdoor pools. General admission revenues at the outdoor pools in 2014 increased by \$15,900 (5.4%) compared to 2013. Registration revenues at the outdoor pools increased by \$2,000 (2.5%). The admission volume decrease is mainly due to fewer days where the temperature was at or above 24°C.

The inaugural Dog Day of Summer Event was held on August 25, 2014 at Mayfair Pool. The event was open to all licensed dogs within the city of Saskatoon. Mayfair Pool was selected as the ideal location because of the pool filtration system and the zero depth entry. Animal Control officers were on site to educate the public on responsible pet ownership. The event welcomed over 160 dogs and 300 people within a two-hour time span.

Cost Recovery

In May 2012, City Council reconfirmed the overall cost recovery objectives for all landlord functions of the indoor leisure centres remain at 70%. This objective is achieved by continuing to increase rental rates by 4% annually.

In May 2012, City Council reconfirmed the cost recovery objective for children's registered aquatics (swimming lessons) remain at 85% of the total cost of providing these programs. The objective is to be achieved with a 3% increase in lesson fees. In

2014 Annual Report – Leisure Centres and Outdoor Pools

2014, children's registered aquatic programs were at 92% cost recovery. As a result of exceeding the target, the Administration will review if 2014 rates can remain stable in 2015.

The cost recovery objective for admissions and drop-in programs is set at 65%. In 2014, the cost recovery rate was 56.4%, compared to 58.5% in 2013. In order to increase the admission volumes at leisure centres, a detailed review began to identify ways to increase participation, special promotions were introduced, and a focus marketing bulk tickets.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

The 2015 annual report will be submitted in April 2016.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachment

1. 2014 Year-End Report – Leisure Centres and Outdoor Pools

Report Approval

Written by: Nancy Johnson, Supervisor, Program Services
Reviewed by: Cary Humphrey, Director of Recreation and Sport
Approved by: Randy Grauer, General Manager, Community Services Department

S:/Reports/RS/2015/PDCS - 2014 Annual Report – Leisure Centres and Outdoor Pools/gs

**2014 YEAR-END REPORT
RECREATION & SPORT DIVISION**

**Leisure Centres
& Outdoor Pools**



2014 Year-End Report Recreation & Sport Division Leisure Centres and Outdoor Pools

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Outdoor Pools Registered Programs	15
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The Recreation & Sport Division is dedicated to providing access to a range of recreation, sports, fitness and well-being opportunities that are accessible, inclusive and responsive to community needs.



Shaw Centre Track
Photo Courtesy: Marketing Section



Mayfair Pool
Photo Courtesy: Marketing Section

Introduction

As part of the Recreation & Culture business line, the Leisure Centres and Outdoor Pools provide a wealth of opportunities for citizens to participate and enjoy the benefits of sport, recreation, and culture activities. These activities are a core element of Saskatoon's quality of life, and an essential part of individual and community health.

The Recreation & Sport Division is responsible for the design and delivery of programs. The majority of programs offered through Leisure Centres and Outdoor Pools include swimming lessons, fitness classes, drop-in fitness opportunities, and both registered and drop-in recreation classes.

To encourage repeat customers and attract new clientele, front-line staff spend time getting to know customers in order to offer choices that meet their needs. Informed and responsive front-line staff provides reception, registration, and booking services for the facilities.

The Recreation & Sport Division also manages and operates recreation facilities to support those activities delivered by the city, non-profit groups and other leisure service providers including the private sector. In managing these facilities, Recreation & Sport staff ensure the facilities are welcoming, safe, well maintained, attractive, and accessible program venues. This is key to the success of meeting the demands of leisure service providers who operate programs at city-owned facilities.

This report will highlight and summarize the rental operations and programs services for Leisure Centres and the four Outdoor Swimming Pools.



Shaw Centre Competitive Pool

Photo Courtesy: Marketing Section

COSMO CIVIC CENTRE

Cosmo Civic Centre's combination of fitness/recreation facilities and meeting space makes it great for mixing business with pleasure for rental groups.

In addition to the Carlyle King Branch Library and Cosmo Arena which is open October through March for ice rentals and public skating programs, Cosmo Civic Centre also has a racquetball, gymnasium, fitness room, multi-purpose rooms and theatre.

HARRY BAILEY AQUATIC CENTRE

With aquatic toys, a wide range of swimming lessons, and aquatic fitness programs, Harry Bailey Aquatic Centre remains an active aquatic facility that serves the public well. This facility provides a practice environment for aquatic sports, it is also a great place to train and learn new skills in Scuba diving, canoeing and kayaking.

LAKWOOD CIVIC CENTRE

Lakewood Civic Centre houses a spacious tropical pool and waterslide, fitness facilities, meeting and recreational space, multi-purpose rooms, and the Cliff Wright Branch Library all under one big roof. To compliment the broad variety of programming and rental opportunities, Lakewood has an active child-minding service.

LAWSON CIVIC CENTRE

Lawson Civic Centre is home to Saskatoon's first and only wave pool. The multipurpose room is perfect for fitness activities, for use as a dance studio, and for larger meetings and seminars. The fitness room provides weight training and cardio equipment, and there is a sauna overlooking the pool. This facility is also home to the Rusty MacDonald Branch Library.

SHAW CENTRE

The Shaw Centre is a state-of-the-art aquatic and fitness facility offering a wide variety of recreation, health and fitness opportunities to



Lawson Civic Centre

Courtesy: Marketing Section

the residents of Saskatoon.

The story of the Shaw Centre is unique as it came to life as part of an integrated partnership between the City of Saskatoon, Saskatoon Public Schools and Greater Saskatoon Catholic Schools. By developing a collaborative approach to combining their resources, a fully integrated destination centre was created which includes the Shaw Centre, Tommy Douglas Collegiate, Bethlehem Catholic High School and Morris T. Cherneskey Multi-District Park.

The centrepiece of the Shaw Centre is the primary 50-metre indoor stainless steel competitive pool, which is specifically designed to meet or exceed Fédération Internationale de Natation (FINA) regulations for hosting national and international competitions for competitive and synchronized swimming, water polo, and diving. The competitive pool has the largest metric volume of water (4.83 million litres) in the world for a stainless steel indoor pool. In addition, there is a six-lane warm-up pool, a leisure pool with a water slide, water toys, spectator seating, and wheelchair-accessible hot tubs.

The Shaw Centre also includes a three-lane walk/jog track, fitness room, multipurpose room, child-minding room, and more.

SASKATOON FIELD HOUSE

Versatility is the key feature of the Saskatoon Field House. In addition to being a fitness and high-performance athletic training centre, it is a great place to hold meetings, workshops, clinics, and world-class events.

The 48,000 square foot main field area can accommodate up to 4,500 people. The retractable bleachers adjacent to the main field seat 3,500 people. The 17,000 square foot second level area includes a weight room, fitness/dance studio, multipurpose room and two meeting rooms.

FITNESS CIRCUIT & TERRY FOX TRACK

Located in the SaskTel Sports Centre, the Terry Fox Track provides a 365-metre surface for year round walking and jogging. Located around the perimeter of the indoor soccer field, the two-lane track and soccer playing area are separated using a ceiling to floor nylon safety net system.

The Fitness Circuit is located on the second floor. Featuring easy-to-use, circuit style resistance machines, and a variety of cardio equipment, the Fitness Circuit offers an efficient, effective, and safe total body workout in just minutes.

OUTDOOR POOLS

Many Saskatoon residents list our Outdoor Pools as their favourite way to beat the summer heat! George Ward Pool, Riversdale Pool, Lathey Pool, and Mayfair Pool are traditionally open daily starting in June and close towards the end of August.

Riversdale Pool is on Avenue H North between 11th Street and 16th Street. This pool was built in 1928, and the basin was replaced in 1996. It has an occupancy rating of 750 people and a modern change room facility. This rectangular shaped pool has a large shallow area for children, a separate water slide drop off area, a diving area with two one metre boards, and a lane swimming area.

Mayfair Pool is on Avenue F North between 31st Street and 32nd Street. The original pool was built in 1959 and the new Mayfair Pool was opened on August 10, 2012. The new pool can hold 350 people and has a water slide, diving board, on-deck showers, a concession, two water features, and a Community Room.

George Ward Pool is on 5th Street East between Louise Avenue and Grosvenor Avenue. This pool was built in 1965 and has an occupancy rating of 650 people. It is in the traditional rectangle shape, offers a shallow end, lane swim, and diving boards. It has a great space for barbeque usage.

Lathey Pool is on Taylor Street between Albert and Lansdowne Avenue. This pool was originally built in 1955 and rebuilt in 1989. It is a leisure pool that has two 25 metre swim lanes and a zero depth (beach) area for young toddlers. The occupancy rating is 300 people.

LEISURE CENTRES
NEW Limited Time Offer

Summer Indoor LeisureCard

Valid July 1 to August 31, 2014

Unlimited access to Saskatoon's seven indoor Leisure Centres for one low price!

Swimming • Waterslides • Wavepool • Open Gym
Indoor Walking Tracks • Drop-in Fitness Classes
Weight Rooms • Hot Tubs and Saunas

Adults \$90 | Youth \$55 | Families \$185

FREE Child Minding
With a Family Summer
Indoor LeisureCard!

Restrictions: New LeisureCard customers only (must present a valid photo ID at time of purchase). Not valid at outdoor facilities. Non-refundable, non-transferable and no extensions for medical, vacation or facility shut downs. Valid July 1 to August 31, 2014. Sales end July 20, 2014.

City of Saskatoon
www.saskatoon.ca/go/leisure

Cosmo Civic Centre • Harry Bailey Aquatic Centre
Lakewood Civic Centre • Lawson Civic Centre
Saskatoon Field House • Shaw Centre
Fitness Circuit & Terry Fox Track

2014 Highlights

The indoor recreation and competitive facilities had another busy year in 2014. A few of the major highlights for 2014 are:

- Registered programs at the Leisure Centres and Outdoor Pools continue to be popular. Revenue for registered programs increased by 3.2% from 2013. Approximately 85% of registered aquatic program participants are from Saskatoon while 15% are from Greater Saskatoon. A change from 80% and 20% respectively in 2013.
- The Customer Service Section provides program support in terms of phone-in registration, facility booking, and staff scheduling. In 2014, 62 percent of program registrations were handled via phone-in registration, with online registration at 38 percent.
- Upgrades at Shaw Centre saw the addition of a new air handling unit and fans to the 50m pool deck as well as the completion of deck replacement on the Leisure Pool and portions of the change rooms.
- Admission revenues began to see a decrease in late 2012 and the decline continued into 2014. Revenues for general admissions increased by 3.6% from 2013, largely due to the annual admission fee increase and the implementation of admissions promotions including Summer Indoor LeisureCard, Two-week Trial Pass and Last Hour Promotion.
- The sale and use of LeisureCards continues to decrease. Recreation & Sport customer service staff processed approximately 10% fewer LeisureCard sales and renewals in 2014. There has also been a noticeable shift in sales from longer-term twelve-month LeisureCards to shorter-term one-month LeisureCards.
- The Leisure Access program supported through the Community Development Division continues to bring in significant number of customers who might not otherwise be able to afford to participate. The program allows low income residents of Saskatoon, the opportunity to participate in recreation opportunities offered by the city. Total Leisure Access card scans in 2014 were approximately 82,700, represented by approximately 8,000 residents. This is a decrease of approximately 2.5% over 2013 usage.

Revenues by Source

	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	% Change Previous Year
Landlord Function						
External Rentals	\$ 1,153,600	\$ 1,172,400	\$ 1,248,600	\$ 1,298,600	\$ 1,386,400	6.80%
Internal Rentals	\$ 3,375,800	\$ 3,528,800	\$ 3,672,200	\$ 4,045,900	\$ 4,249,500	5.00%
Concessions	\$ 73,400	\$ 56,700	\$ 48,700	\$ 52,100	\$ 51,000	-2.10%
Other Rental Revenue	\$ 126,500	\$ 136,100	\$ 137,900	\$ 132,900	\$ 120,000	-9.70%
<i>Subtotal</i>	\$ 4,729,300	\$ 4,894,000	\$ 5,107,400	\$ 5,529,500	\$ 5,806,900	5.00%
Program Function						
Admissions	\$ 4,459,900	\$ 4,650,000	\$ 5,012,900	\$ 4,898,700	\$ 5,076,200	3.60%
Registered Programs	\$ 1,057,300	\$ 1,174,100	\$ 1,209,800	\$ 1,282,300	\$ 1,323,800	3.20%
<i>Subtotal</i>	\$ 5,517,200	\$ 5,824,100	\$ 6,222,700	\$ 6,181,000	\$ 6,400,000	3.50%
Total Revenue	\$ 10,246,500	\$ 10,718,100	\$ 11,330,100	\$ 11,710,500	\$ 12,206,900	4.20%
% Change	20.50%	4.60%	5.70%	3.40%	4.20%	

Note: Revenues include Outdoor Pools

Facility Operations — Landlord (Rental) Function

On May 28, 2012, City Council reconfirmed that the overall cost-recovery objectives for the landlord function of the indoor Leisure Centres remain at 70 percent and that this objective be achieved by continuing to increase rental rates by 4 percent annually.

Overall in 2014, the facility operations function showed revenue increases of \$86,300 (6.7 percent) for external rentals. In 2014, internal rentals saw an increase of \$203,600 (5.0 percent) for the delivery of Recreation & Sport programs. Both volume increases and rate increases contributed to the favourable revenue in 2014.

EXTERNAL RENTALS

External rental revenues reflect the program partnerships and lease agreements in place at each of the indoor Leisure Centres with external agencies.

Revenues by External Rentals

	2010 Actual	2011 Actual Restated	2012 Actual Restated	2013 Actual	2014 Actual	% Change Previous Year
Indoor Leisure Centres						
Cosmo Civic Centre	\$ 184,200	\$ 141,100	\$ 135,000	\$ 144,800	\$ 178,800	23.50%
Saskatoon Field House	\$ 383,100	\$ 401,100	\$ 430,000	\$ 448,300	\$ 458,900	2.40%
Harry Bailey Aquatic Centre	\$ 190,800	\$ 212,200	\$ 214,700	\$ 217,700	\$ 208,600	-4.20%
Lakewood Civic Centre	\$ 73,300	\$ 68,000	\$ 68,900	\$ 65,000	\$ 76,400	17.50%
Lawson Civic Centre	\$ 19,100	\$ 18,600	\$ 19,800	\$ 23,300	\$ 19,600	-15.90%
Shaw Centre	\$ 303,100	\$ 326,300	\$ 373,800	\$ 394,600	\$ 437,700	10.90%
Total Revenue	\$ 1,153,600	\$ 1,167,300	\$ 1,242,200	\$ 1,293,700	\$ 1,380,000	
% Change	12.50%	1.20%	6.40%	4.10%	6.70%	

Notes: Effective 2013, rentals for Community Development programs (i.e. summer youth) are reported in "Internals" vs "Externals". Revenues for 2011 and 2012 have been restated to show this.

2014 Rental Highlights

Shaw Centre

- Major events hosted at the Shaw Centre in 2014 included the Speedo Senior Nationals Swimming Championships and the Canadian Open Synchronized Swimming Championships that hosted clubs from across Canada as well as visiting National teams from Brazil, Russia and Australia.

Saskatoon Field House

- Indoor track meets continue to be successful rentals attracting large numbers of athletes and spectators. Major events were hosted at the Saskatoon Field House in 2014 included the Downtown Lions Sled Dog, the Knights of Columbus Indoor Games, and the Saskatoon Kinsmen Indoor Track Meet. In 2014 the Saskatoon Field House hosted Bust-A-Move, a new joint fundraising initiative of RUH foundation and Saskatoon City Hospital Foundation. It is a one-day event where fitness enthusiasts raise funds for Breast Health by participating in a variety of fitness classes throughout the day.

INTERNAL RENTALS

Internal rental revenues reflect the costs associated with the direct delivery of programs in each of our Leisure Centres.

Revenues by Internal Rentals

	2010 Actual	2011 Actual Restated	2012 Actual Restated	2013 Actual	2014 Actual	% Change Previous Year
Indoor Leisure Centres						
Cosmo Civic Centre	\$ 159,700	\$ 169,000	\$ 175,800	\$ 183,400	\$ 219,200	19.50%
Saskatoon Field House	\$ 603,900	\$ 628,100	\$ 653,300	\$ 661,900	\$ 663,700	0.30%
Harry Bailey Aquatic Centre	\$ 631,500	\$ 658,700	\$ 685,100	\$ 736,000	\$ 783,800	6.50%
Lakewood Civic Centre	\$ 549,700	\$ 579,900	\$ 604,300	\$ 652,800	\$ 718,000	10.00%
Lawson Civic Centre	\$ 399,800	\$ 415,800	\$ 432,400	\$ 475,700	\$ 488,400	2.70%
Shaw Centre	\$ 1,031,200	\$ 1,077,300	\$ 1,121,300	\$ 1,336,100	\$ 1,376,400	3.00%
Total Revenue	\$ 3,375,800	\$ 3,528,800	\$ 3,672,200	\$ 4,045,900	\$ 4,249,500	
% Change	19.30%	4.50%	4.10%	10.20%	5.00%	

Notes: Effective 2013, rentals for Community Development programs (i.e. summer youth) are reported in "Internals" vs "Externals". Revenues for 2011 and 2012 have been restated to show this.

- Internal rental hours for public drop-in programs (fitness classes, public swims, lane swimming, etc.) increased approximately 1,800 hours in 2014 compared to 2013. Approximately 69,900 hours for public drop-in programs were booked for 2014 while 68,100 public drop-in hours were booked in 2013.
- In 2014, Recreation & Sport booked approximately 15,000 hours for registered programs (the majority are for swim lessons), an increase of 650 hours from 2013. Lawson Civic Centre (461 hours) and Shaw Centre (440 hours) offered more aquatic registered programs to accommodate the increased demand.

CONCESSIONS

The 2014 lease revenue for concession services at the Leisure Centres decreased approximately 2.1% from 2013. This decrease is primarily explained by the cancellation of concession services at Lawson Civic Centre.

2015 Opportunities and Challenges

- In 2014, as part of the Rental Capacity Review process, Recreation & Sport identified and developed strategies that would target increases to low usage rental times within our facilities. These strategies include stakeholder identification, an expanded marketing plan, and a plan for minimizing and removing the barriers that prevent rentals in Leisure Facilities. In 2015, these strategies will continue being implemented at all Leisure Center's through a coordinated sales approach.

Facility Operations — Program Function

The program function is comprised of both general admissions and registered programs. Overall, the program function (including Outdoor Pools) had an increase of \$219,000 (3.5 percent) from 2013. This increase is explained primarily through the annual rate increase and an increase in promotional sales and usage.

Revenues by Source

	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	% Change Previous Year
Program Function						
Admissions	\$ 4,459,900	\$ 4,650,000	\$ 5,012,900	\$ 4,898,700	\$ 5,076,200	3.60%
Registered Programs	\$ 1,057,300	\$ 1,174,100	\$ 1,209,800	\$ 1,282,300	\$ 1,323,800	3.20%
Subtotal	\$ 5,517,200	\$ 5,824,100	\$ 6,222,700	\$ 6,181,000	\$ 6,400,000	3.50%

Note: Revenues include Outdoor Pools

LEISURE CENTRE ADMISSIONS

General admissions provide the public with access to the City's recreation facilities and to instructor-led classes (i.e. aerobics and aqua fitness) on a "drop-in" basis, for which pre-registration is not required.

General admission revenues for indoor Leisure Centres increased \$161,600 (3.5 percent) in 2014 compared to 2013. LeisureCard sales and usage continues to decline. Admission volumes increased by 1.8% from 2013, most of which can be attributed to an increase in bulk ticket use and promotional usage including 2-Week Trial Pass, Summer Indoor LeisureCard and Last Hour Promotion. This helped offset the revenue shortfall on LeisureCard sales.

Revenues by General Admissions

	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	% Change Previous Year
Indoor Leisure Centres						
Cosmo Civic Centre	\$ 56,400	\$ 61,100	\$ 65,400	\$ 63,800	\$ 54,200	-15.00%
Saskatoon Field House	\$ 896,600	\$ 1,016,500	\$ 1,072,300	\$ 1,078,400	\$ 1,097,900	1.80%
Harry Bailey Aquatic Centre	\$ 524,600	\$ 557,300	\$ 582,300	\$ 595,200	\$ 606,400	1.90%
Lakewood Civic Centre	\$ 827,200	\$ 840,100	\$ 995,600	\$ 981,600	\$ 1,030,700	5.00%
Lawson Civic Centre	\$ 481,400	\$ 504,500	\$ 541,800	\$ 583,800	\$ 568,500	-2.60%
Shaw Centre	\$ 1,120,800	\$ 1,403,500	\$ 1,480,200	\$ 1,299,000	\$ 1,405,700	8.20%
One time LeisureCard sales adjustment*	\$ 303,500	\$ 33,400	\$ -	\$ -	\$ -	
Subtotal	\$ 4,210,500	\$ 4,416,400	\$ 4,737,600	\$ 4,601,800	\$ 4,763,400	3.50%
% Change	30.60%	4.90%	7.30%	-2.90%	3.50%	

* 2010, 2011 - adjustment necessary to recognize the value of unused leisure card sales.

Total Admission Volumes

	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	% Change Previous Year
Indoor Leisure Centres						
Cosmo Civic Centre	8,763	7,756	7,784	5,948	5,862	-1.40%
Saskatoon Field House	160,175	161,069	158,245	153,425	151,685	-1.10%
Harry Bailey Aquatic Centre	108,453	105,123	101,641	96,062	98,845	2.90%
Lakewood Civic Centre	185,483	168,691	188,666	171,375	173,977	1.50%
Lawson Civic Centre	102,361	98,961	100,917	99,107	95,876	-3.30%
Shaw Centre	246,600	279,174	279,323	231,504	245,148	5.90%
Total Attendance	811,835	820,774	836,576	757,421	771,393	1.80%
% Change	17.10%	1.10%	1.90%	-9.50%	1.80%	

Note: Prior to 2013 bulk ticket sales were considered to equal the numbers admitted on bulk tickets. Effective 2013, actual bulk ticket admissions were reported.

2014 Program Highlights

- The Community Development Branch Leisure Access Cards allow residents with low incomes to participate in recreation activities. Usage decreased by approximately 2,400 (-2.8 percent) in 2014 compared to 2013. A total of approximately 81,500 usages were recorded between indoor Leisure Centres and Outdoor Pools. Shaw Centre, Lakewood Civic Centre, and Harry Bailey Aquatic Centre continue to see the largest portion of Leisure Access card usage. Riversdale Pool is also well used by Leisure Access Card holders (over 3,600 scans in 2014).
- The number of drop-in fitness class opportunities increased in 2014. Overall, Recreation & Sport offered 759 drop-in fitness classes in 2014 compared to 741 in 2013. To keep up with the increased demand for fitness classes in 2014, we recruited and trained 2 aqua fitness instructors, 4 fitness yoga instructors, and 3 group fitness instructors. Spin training was also offered in 2014 training 30 instructors.
- In 2014 the Recreation & Sport Drop-in Online Information System was upgraded to provide customers with more accurate information regarding programs at our Leisure Centres. This system can be updated with schedule changes, program cancellations and facility notices on a daily basis. Customers can now view the daily schedule or the weekly calendar for the drop-in programs.
- The waterslide at Lakewood Civic Centre was closed for the second half of 2014 as a result of ground movement issues in the mechanical crawlspace affecting the pump that supplies water to the slide. The waterslide reopened in April 2015.

Opportunities and Challenges

Admission Volumes & Revenue Compared to Budget

	Volumes			Revenues		
	2014 Budget	2014 Actual	Variance	2014 Budget	2014 Actual	Variance
Indoor Leisure Centres						
Cosmo Civic Centre	7,508	5,862	(1,646)	\$ 77,500	\$ 54,200	\$ (23,300)
Saskatoon Field House	143,154	151,685	8,531	\$ 1,153,900	\$ 1,097,900	\$ (56,000)
Harry Bailey Aquatic Centre	82,643	98,845	16,202	\$ 685,300	\$ 606,400	\$ (78,900)
Lakewood Civic Centre	115,515	173,977	58,462	\$ 1,016,000	\$ 1,030,700	\$ 14,700
Lawson Civic Centre	66,840	95,876	29,036	\$ 605,700	\$ 568,500	\$ (37,200)
Shaw Centre	206,210	245,148	38,938	\$ 1,637,400	\$ 1,405,700	\$ (231,700)
Total	621,870	771,393	149,523	\$ 5,175,800	\$ 4,763,400	\$ (412,400)
% over/under budget			24%			-8%

Note: 2014 Actuals include unbudgeted promotional usage and sales.

- 2014 actual revenues and volumes were up compared to 2013. 2014 actual revenues experienced an 8% unfavourable result compared to the 2014 budgeted revenues, but were 24% favourable compared to budgeted volumes.
- LeisureCard revenue was lower than 2014 budget by \$539,500. The LeisureCard revenue shortfall was offset by increased paid admissions and Bulk Ticket sales.

Brand Ambassador

- In 2013, Recreation & Sport developed a plan to get into the community to promote the programs offered at the Leisure Centres. This initiative was continued in 2014 and between the months of April and November, our Brand Ambassador attended 16 different events promoting Rec and Sport programs. Our Brand Ambassador shared various program information (drop-in and registered) and handed out promotional materials including stress balls, shoe bags and information pamphlets.

Promotions

- With the decrease in admissions at the Leisure Centres, promotional incentives were introduced in 2014. Due to their success, these promotional offers will be continued in 2015.

Two-Week Trial Pass

- A Two-Week Trial Pass was introduced allowing potential new LeisureCard customers the ability to try out the benefits of a LeisureCard and experience the City's Leisure Centres for a two-week time period. A total of 1,764 Two-Week Trial Passes were sold with 10,209 uses and 28% of those who purchased a Two-Week Trial Pass also purchased a regular LesiureCard.

Summer Indoor LesiureCard

- In 2014 a new Summer Indoor LeisureCard was introduced that provides unlimited access to the indoor Leisure Centres during the summer months of July and August. In total, 301 Summer Indoor LeisureCards were sold with 4,353 visits.

Last Hour Promotion

- September 2014 saw the introduction of Last Hour Promotion. In the final hour of operation, for an admission fee of \$3, patrons are able to access any Leisure Centre fitness and exercise room, walking track and open gym. Between September 1 and December 31, there were 677 visits using the Last Hour Promotion.

Summer Outdoor Fitness Classes

- The Summer Outdoor Fitness Class initiative was developed in partnership with Saskatoon Health Region *in motion* to offer free summer outdoor fitness classes during the lunch hour.
- In 2014, six local fitness providers delivered 12 weeks of fitness class opportunities to encourage people who live, work or visit the downtown area to be more physically active. Fitness classes were offered at Kiwanis Memorial Park on Tuesdays and Thursdays from 12:00pm to 12:45pm from June to September.
- A total of 376 participants attended the 22 fitness class opportunities. Only two of the 24 classes were cancelled due to inclement weather.
- Summer Outdoor Fitness Classes will be offered again in 2015.



Summer Outdoor Fitness Class

Photo Courtesy: Marketing Section

A promotional poster for the 'Last Hour Promotion' at City of Saskatoon Leisure Centres. The poster has a green background. At the top, it says 'NEW! LAST HOUR PROMOTION!' in large, bold, white letters. Below this, it reads: 'Squeeze every last hour out of your day with the new Last Hour promotion. Take advantage of the final hour of operation at any City of Saskatoon Leisure Centre FITNESS & EXERCISE ROOM, WALKING TRACK and OPEN GYM, seven days a week, for a cheap \$3.00 admission!' It also includes a note: 'The Last Hour promotion excludes Fitness Circuit & Terry Fox Track, swimming and drop-in fitness classes.' The poster features several images: a person running, a person on a walking track, a person at a desk, and a person lifting weights. At the bottom, it lists 'Your indoor Leisure Centres' and provides a list of locations: 'Cosmo Civic Centre • Harry Bailey Aquatic Centre • Lakewood Civic Centre • Lawson Civic Centre • Saskatoon Field House • Shaw Centre'. The City of Saskatoon logo is at the bottom left, and contact information is at the bottom right: 'For more information on the Last Hour promotion and other admission offerings including discounted Bulk Tickets and LeisureCards, visit www.saskatoon.ca.'

2014 Market Research

In late 2012, Recreation & Sport began to notice a downward trend in Leisure Card sales and admission volumes at the Leisure Centres. As a result, a Recreation & Sport innovation team met to discuss opportunities and initiatives to reverse this trend and increase admission volumes. In 2014 a number of research projects were undertaken to gather public input:

Leisure Centre Market Research

- In March 2014 a survey was conducted with residents to gain insight into public opinions, perceptions and expectations of the City's seven indoor Leisure Centres, including facility and program offerings, customer service levels, usage patterns, admission options and promotions.

Leisure Centre Creative Testing

- In order to get a better understanding of Leisure Centre marketing and promotional materials, a survey and focus groups were conducted with Saskatoon residents to test creative material for the Leisure Centres.

Pricing Strategy Research

- Pricing strategy research (Price Sensitivity Measurement & Conjoint) was conducted regarding the Leisure Centres in order to: understand price sensitivity (elasticity) and the impact of different pricing structures for the Leisure Centres; gain customer input regarding the Leisure Centres and their current price structure; and develop pricing structure recommendations.

2015 Opportunities and Challenges

The Recreation & Sport Division will be reviewing the results of the market research and developing a pricing and marketing strategy to rollout in 2016. Further to the market research review, Recreation & Sport will continue with the fitness program and aquatics reviews which will set the direction for long-term planning for the Division.

Fitness Program Review

- The Recreation & Sport Division will continue a comprehensive fitness program review. The fitness program review will include detailed analysis of the Leisure Centre Market Research Survey results as well as a statistical review of registered and drop-in fitness programming at the Leisure Centres and Outdoor Pools.

Aquatics Review

- 2015 will see the continuation of a comprehensive review of Recreation & Sport's aquatic offerings. This review will include offering a balanced aquatic program with a reasonable mix of self-directed (drop-in) or instructor led (registered) programs and the ability to provide adequate staffing levels.



LEISURE CENTRE REGISTERED PROGRAMS

Registered programs take the form of a scheduled class with an instructor who leads the participants through a pre-defined set of activities for which preregistration is required.

Revenues by Registered Programs

	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	% Change Previous Year
Indoor Leisure Centres						
Cosmo Civic Centre	\$ 31,300	\$ 30,600	\$ 26,200	\$ 25,300	\$ 30,600	20.90%
Saskatoon Field House	\$ 67,800	\$ 79,200	\$ 58,200	\$ 60,700	\$ 56,000	-7.70%
Harry Bailey Aquatic Centre	\$ 164,600	\$ 201,800	\$ 209,400	\$ 217,400	\$ 226,700	4.30%
Lakewood Civic Centre	\$ 360,100	\$ 395,100	\$ 376,600	\$ 381,600	\$ 404,300	5.90%
Lawson Civic Centre	\$ 228,700	\$ 245,200	\$ 280,800	\$ 312,100	\$ 307,300	-1.50%
Shaw Centre	\$ 150,000	\$ 164,800	\$ 193,800	\$ 205,800	\$ 217,500	5.70%
Total Revenue	\$ 1,002,500	\$ 1,116,700	\$ 1,145,000	\$ 1,202,900	\$ 1,242,400	
% Change	5.90%	11.40%	2.50%	5.10%	3.30%	

Registered program revenues increased \$39,500 (+3.3 percent) from 2013. This is due primarily to the annual rate increase.

The majority of our registered programs continue to be swimming lessons for children (approximately 15,800 registered in aquatics programs in 2014, similar to 2013). Adults and older adults continue to favour the drop-in format to accommodate their flexible schedules. Lawson Civic Centre and Shaw Centre offered more programming to accommodate the growing demand.

In 2014, Recreation & Sport offered 2,784 registered programs at the Leisure Centres with over 17,100 registrants. This compares to 2,815 registered programs and 17,200 registrants in 2013.

2014 Registered Program Highlights

- Red Cross Swim Lessons continue to be very popular. Especially the Parent/Tot and preschool levels.
- Harry Bailey Aquatic Centre is the primary lifesaving and first-aid training facility for the City of Saskatoon. In 2014, 45 leadership courses were offered with 393 participants.
- Lakewood Civic Centre birthday party packages remain popular. In 2014, 36 themed birthdays were celebrated at Lakewood Civic Centre.
- The number of private swim lessons has increased from 2013. 2014 had 512 register

for private swim lessons, an increase from 440 in 2013.

- Sport & Splash Camp, offered at Shaw Centre and Lawson Civic Centre, added camps for the 7-9 age group in addition to the 10-13 age group. A total of 151 youth participated in the 13 camps offered in 2014. In 2013 a total of 115 participated.
- As in previous years there was a large turnover of lifeguards and swim instructors. In 2014 Recreation & Sport hired 42 new lifeguards. A lifeguard recruitment and retention strategy is being developed in 2015.

2015 Opportunities and Challenges

- Program staff will continue to develop new registered programs in 2015 targeted at engaging our aging population. The majority in the age group prefer the flexibility of drop-in programming, but many of our introductory and “learn-to” programs are popular as registered programs.
- Block lessons will be introduced to allow more convenience for families with multiple children in different swim levels.
- The Brand Ambassador initiative will also continue to reach out into the community at various events and public gathering places to promote programs at the leisure facilities.
- The online registration system will continue to be monitored and will increase the number of visitors at one time.

OUTDOOR POOL ADMISSIONS

Each year, City Council approves an annual operating budget for the four outdoor swimming pools through the annual budget review process. Recreation & Sport staff allocates a fixed number of days to each pool based on the approved operating budgets:

- Lathey and Riversdale Pools - 80 operating days - mid June to September 1
- George Ward and Mayfair Pools - 70 operating days - mid June to late August

For optimum patron usage and accessibility, all four swimming pools are open in early to mid June. This is to accommodate the volume generated through school rentals and public admission times.

Total Admission Volumes

	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	% Change Previous Year
Outdoor Pools						
George Ward Pool	20,215	21,191	20,976	23,015	17,197	-25.30%
Lathey Pool	17,525	21,001	20,641	20,807	18,496	-11.10%
Mayfair Pool	7,808	-	7,314	15,068	20,020	32.90%
Riversdale Pool	34,423	34,391	37,110	29,025	30,348	4.60%
4 Outdoor Pools	79,971	76,583	86,041	87,915	86,061	-2.10%
% Change	13.00%	-4.20%	12.30%	2.20%	-2.10%	

Revenues by General Admissions

	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	% Change Previous Year
Outdoor Pools						
George Ward Pool	\$ 60,900	\$ 68,600	\$ 70,600	\$ 87,100	\$ 67,500	-22.50%
Lathey Pool	\$ 52,700	\$ 63,600	\$ 64,900	\$ 67,600	\$ 64,300	-4.90%
Mayfair Pool	\$ 27,400	\$ -	\$ 21,300	\$ 45,600	\$ 68,700	50.70%
Riversdale Pool	\$ 108,400	\$ 101,400	\$ 118,500	\$ 96,600	\$ 112,300	16.30%
Subtotal	\$ 249,400	\$ 233,600	\$ 275,300	\$ 296,900	\$ 312,800	5.40%
% Change	25.90%	-6.30%	17.90%	7.80%	5.40%	

2014 Outdoor Pool Highlights

- 2014 saw the Outdoor Pool season extended into early September at George Ward and Riversdale Pools to coincide with schools not starting until after the Labour Day weekend. Overall, in 2014 Outdoor Pools were open a total of 300 days, compared to 287 days in 2013.
- As a new initiative in 2014, the Dog Day of Summer Event was held on August 25th at Mayfair Pool. The event was open to all licenced dogs within the City of Saskatoon. Mayfair pool was selected as an ideal location to pilot this program because of the filtration system used at the pool, and also because of the zero depth entry which makes accessing the water much easier for the animals. Animal Control officers were on site to introduce themselves, and also to take advantage of an excellent opportunity to educate the public on responsible pet ownership. The SPCA was also on site providing a BBQ which raised well over \$700. The event welcomed over 160 dogs in a two hour time span, and well over 300 human participants as well.

2015 Opportunities and Challenges

- Weather is a significant factor in Outdoor Pool operations. Recreation & Sport history shows that when temperatures are 24°C and higher, pools draw a large number of customers. When temperatures are 20°C and lower, fewer customers are attracted to Outdoor Pools. Of the 80 days Outdoor Pools were open in 2014 there were 37 days where the temperature was at or above 24°C compared to 44 days in 2013.
- Due to the popularity of Dog Day of Summer Event at Mayfair Pool in 2014 it will continue in 2015 with a registration process to accommodate the demand.



Mayfair Pool Dog Day of Summer Event

Photo Courtesy: Marketing Section

OUTDOOR POOL REGISTERED PROGRAMS

Registration revenue at Outdoor Pool swimming lessons increased by \$2,000 (2.5 percent) compared to 2013.

- In 2014, 207 swim lessons were offered at the Outdoor Pools which accommodated a total of 1,290 registrants. This is consistent with 208 lessons and 1,254 registrants in 2013.

Revenues by Registered Programs

	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	% Change Previous Year
Outdoor Pools						
George Ward Pool	\$ 25,100	\$ 27,100	\$ 27,200	\$ 30,700	\$ 29,300	-4.60%
Lathey Pool	\$ 17,000	\$ 19,600	\$ 23,600	\$ 26,100	\$ 24,800	-5.00%
Mayfair Pool	\$ 2,000		\$ -	\$ 6,200	\$ 5,600	-9.70%
Riversdale Pool	\$ 10,700	\$ 10,700	\$ 14,000	\$ 16,400	\$ 21,700	32.30%
Total Revenue	\$54,800	\$57,400	\$64,800	\$79,400	\$81,400	
% Change	-2.80%	4.70%	12.90%	22.50%	2.50%	

Cost Recovery Overview

On May 28, 2012, City Council reconfirmed that the overall cost-recovery objective for the landlord function of the indoor Leisure Centres remain at 70 percent and that this objective be achieved by continuing to increase rental rates by 4 percent annually.

On May 14, 2012, City Council reconfirmed that the cost-recovery objective for children's registered aquatics (swimming lessons) remain at 85 percent of the total cost for providing these programs. The objective is to be achieved with a 3 percent increase in lesson fees on April 1 of 2013, 2014 and 2015.

Comparison of Actual Cost Recovery Rate to Target

	Target Rate	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual
Rental Program	70.0%	66.7%	68.5%	68.6%	72.8%	74.2%
Admission and Drop-in Program	65.0%	60.9%	60.8%	62.7%	58.5%	56.4%
Children's Registered Aquatic Programs	85.0%	82.0%	86.1%	88.1%	92.6%	92.4%
Combined Admission and Registration		63.5%	64.0%	65.4%	61.8%	60.2%
Outdoor Pools		31.6%	32.7%	36.7%	39.0%	37.4%

In 2014, our cost recovery rates for admission and drop-in program decreased from previous years primarily due to lower LeisureCard sales. LeisureCard revenue in 2014 decreased by \$117,804 from 2013, a 5.5% decrease.

Rental program has exceeded cost recovery targets for the second time since tracking began. Children's registered aquatic programs continues to exceed the cost recovery target. Administration will continue to monitor cost recovery rates in relation to the target rate and anticipated annual inflation increases.

In 2014, the Administration continued work on a rental and program review with the intent to improve cost recovery ratios. A preliminary review of activity space utilization has revealed that activity spaces are not used to capacity during non-peak periods (for example, between 1pm and 4pm on weekday afternoons). To attain cost recovery objectives in the long term, the Administration will explore ways to increase day-time capacity in an attempt to hold rates.

Cost of Programs Per Saskatoon Resident

	2012 Population	2012 Net Operating Cost	2012 Cost Per Person	2013 Population	2013 Net Operating Cost	2013 Cost Per Person	2014 Population	2014 Net Operating Cost	2014 Cost Per Person
Facility Rental Function	236,500	\$ 2,323,400	\$ 9.82	246,300	\$ 2,056,200	\$ 8.35	252,500	\$ 2,010,200	\$ 7.96
Program Delivery Function	236,500	\$ 3,112,900	\$ 13.16	246,300	\$ 3,585,100	\$ 14.56	252,500	\$ 3,969,400	\$ 15.72
Outdoor Pools	236,500	\$ 624,600	\$ 2.64	246,300	\$ 698,500	\$ 2.84	252,500	\$ 620,000	\$ 2.46

2015 Opportunities and Challenges

As a result of exceeding the target rate for children's registered aquatic programs, the Administration will investigate if rates can be held as part of the 2015 budget process.

The Leisure Centre Market Research survey results will guide short and medium term planning to reach the target rate in the admission and drop-in program.

The Administration is also exploring other opportunities to increase admission volumes and rental capacity while ensuring there is the appropriate program mix that is affordable and accessible to all residents.

Office of the City Clerk

To: Secretary, SPC on Planning,
Development and Community Services

Date: May 8, 2015

Phone: (306) 975-3240

Our File: CK. 710-64

From: Joyce Fast, Secretary
Municipal Heritage Advisory Committee

Your File:

Re: Resolution of Support for Application of National Heritage Designation

Attached is a report of the General Manager, Community Services Department dated May 6, 2015 regarding the resolution of support for the application of national heritage designation for Montgomery Place.

Your Committee has reviewed this report with the Administration, and supports the recommendation as outlined in the report.

Would you please place this report before the Standing Policy Committee on Planning, Development and Community Services for approval of the recommendation contained therein at the meeting scheduled for June 1, 2015.

JF:lo

Attachment

cc: General Manager, Community Services Department
Director of Planning and Development, Community Services Department
Heritage & Design Coordinator, Community Services Department
Ms. C. Duval-Tyler, Chair, Municipal Heritage Advisory Committee

Resolution of Support for Application of National Heritage Designation

Recommendation

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services and City Council recommending:

1. That the City of Saskatoon support the application of National Heritage Designation for Montgomery Place, for commemorative purposes only.

Topic and Purpose

The purpose of this report is to request that City Council support an application for National Heritage Designation for Montgomery Place, as requested by the Montgomery Place Community Association in a letter to City Council, dated March 2, 2015 (see Attachment 1).

Report Highlights

1. The Montgomery Place Community Association submitted an application to the Historic Sites and Monuments Board of Canada (HSMBC) requesting designation of Montgomery Place as a national historic site under the *Historic Sites and Monuments Act*. As part of the designation process through HSMBC, municipal resolution is required.
2. The designation of Montgomery Place as a national historic site would only be commemorative; no infringement or restrictions of the affected property owners would occur as a result. As such, the Administration is recommending that the application to HSMBC, requesting designation of Montgomery Place as a national historic site, be supported for commemorative purposes.

Strategic Goals

Under the City of Saskatoon's Strategic Goal of Sustainable Growth, this report supports the preservation of the character of heritage buildings and historical landmarks. This report also supports the Strategic Goal of Quality of Life. As a community, we find new and creative ways to showcase our city's built, natural, and cultural heritage.

Background

At its April 13, 2015 meeting, the Standing Policy Committee (SPC) on Planning, Development and Community Services (PDCS) resolved that the matter regarding the resolution of support for the application of national heritage designation be referred to the Administration for a report back to the SPC on PDCS through the Municipal Heritage Advisory Committee.

Resolution of Support for Application of National Heritage Designation

Report

Designation Request

Montgomery Place was established in Saskatoon following World War II under the *1947 Veterans Land Act* to house returning war veterans. The large half-acre size lots were marked to provide small scale agriculture holdings for the veterans. To recognize the neighbourhood's historical importance, the Montgomery Place Community Association submitted an application to designate Montgomery Place under HSMBC's National Program of Historical Commemoration.

Since 1919, HSMBC has approved the designation of places, persons, and events that have marked and shaped Canada. As part of any application, the written consent of the property/landowner(s) is required. In the case where a historic place belongs to a large number of owners, as is the case of a historic district or a neighbourhood, consent may take the form of a municipal resolution supporting the application.

National Historic Sites

There are currently four national historic sites in Saskatoon that have been designated under the *Historic Sites and Monuments Act*. These include the Canadian Pacific Railway Station (1976), the Saskatoon Forestry Farm Park and Zoo (1990), Next of Kin Memorial Avenue at Woodlawn Cemetery (1992), and the Peter MacKinnon Building at the University of Saskatchewan; formerly the College Building (2001). Once designated, these national historic sites are not granted any legal protection under the *Historic Sites and Monuments Act*. Only municipal or provincial heritage properties designated under *The Heritage Property Act* are legally protected historic places in Saskatchewan.

The designation of Montgomery Place as a national historic site would only be commemorative; no infringement or restrictions of the affected property owners would occur as a result. HSMBC does recommend that the Standards and Guidelines for the Conservation of Historic Places in Canada, which establishes a consistent set of conservation principles and guidelines, be followed before making alterations to a national historic site. However, designation will not legally impede any future development or alterations in the area. As such, the Administration is recommending that the application to HSMBC requesting designation of Montgomery Place as a national historic site be supported for commemorative purposes only.

Options to the Recommendation

City Council could decline to support the application of National Heritage Designation for Montgomery Place.

Public and/or Stakeholder Involvement

There is no public/stakeholder involvement.

Resolution of Support for Application of National Heritage Designation

Other Considerations/Implications

There is no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachment

1. Letter from President of Montgomery Place Community Association

Report Approval

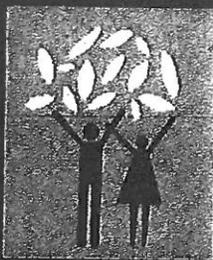
Written by: Catherine Kambeitz, Heritage and Design Coordinator, Planning and Development

Reviewed by: Darryl Dawson, Acting Director of Planning and Development

Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

S:\Reports\2015\DS\MHAC – Resolution of Support for Application of National Heritage Designation\kt

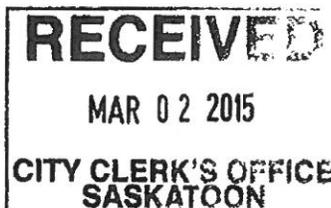
Letter from President of Montgomery Place Community Association



Montgomery Place

Montgomery Place Community Association Saskatoon, Saskatchewan, Canada

Mayor and members of City Council
222 34d Avenue North
Saskatoon, SK., S7K 0J5
Attention: City Clerk



March 2, 2015

Re: Resolution of Support for Application of National Heritage Designation

Montgomery Place Community Association nominated Montgomery Place under the National Program of Historic Commemoration to be recognized as a National Heritage site. Our nomination is presently under review by the Historic Sites and Monuments Board of Canada (HSMBC) and they have requested a copy of a resolution from Saskatoon City Council supporting our application.

We are respectfully requesting your support for our application with such a resolution.

This nomination was made by the Montgomery Place Community Association, after obtaining majority support from the community with a door to door survey for this issue. The community feels strongly that our neighbourhood should have this national recognition as a representative example of the communities developed across Canada by Veterans Affairs through the Veterans Land Act to house returning World War II soldiers. These communities were of national significance in our country's history. Montgomery Place is set apart from other VLA communities as it is one of the few such communities still intact and we have documented our history in a way it is accessible to a larger public. We embrace this past as a home for returning World War II soldiers and over the years have celebrated this history which has contributed to the character of our neighbourhood.

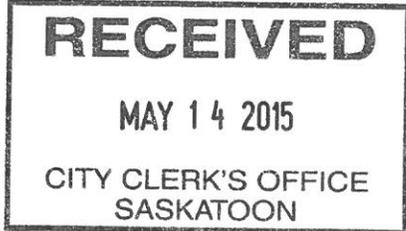
This National Program of Historic Commemoration is as an honor only and would not place any additional controls for property owners within the community.

Your support of our community to obtain this honor would greatly be appreciated.

Yours truly,

Barb Biddle, President of Montgomery Place Community Association
3101 Ortona St. , Saskatoon, SK S7M 3R3
Email: b.r.biddle@sasktel.net
Phone: 306-382-6774

From: Barb Biddle <b.r.biddle@sasktel.net>
Sent: Thursday, May 14, 2015 7:26 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Thursday, May 14, 2015 - 07:26
Submitted by anonymous user: 71.17.40.26
Submitted values are:

Date: Thursday, May 14, 2015
To: His Worship the Mayor and Members of City Council
First Name: Barb
Last Name: Biddle
Address: 3101 Ortona Street
City: Saskatoon
Province: Saskatchewan
Postal Code: S7M 3R3
Email: b.r.biddle@sasktel.net

Comments:
I would like permission to speak to the matter of my letter of March 2, 2015 with a request for city council to give a resolution of support for our community submission for National Heritage designation, at the Planning, Development and Community Services Committee meeting on June 1st

Sincerely, Barb Biddle, President of Montgomery Place Community Association

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/21076>

May 27, 2015

Secretary, Standing Policy Committee on
Planning, Development and Community Services

Dear Secretary:

**Re: Municipal Planning Commission Report
Mayfair & Kelsey-Woodlawn Local Area Plan
[Files CK. 4000-16 and PL. 4110-73]**

The Municipal Planning Commission at its meeting held on May 26, 2015 considered a report of the General Manager, Community Services Department, dated May 26, 2015, on the above application and supports the following recommendation of the Community Services Department:

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services recommending to City Council that the key strategies and recommendations in the Mayfair and Kelsey-Woodlawn Local Area Plan, as outlined in the May 26, 2015 report of the General Manager, Community Services Department, be approved.

The Commission respectfully requests that the above report of the General Manager, Community Services Department dated May 26, 2015, be considered by the Standing Policy Committee on Planning, Development and Community Services meeting on June 1, 2015.

Yours truly,



Penny Walter, Committee Assistant
Municipal Planning Commission

PW:sj

Attachments

Mayfair & Kelsey-Woodlawn Local Area Plan

Recommendation

That the Municipal Planning Commission forward a report to the Standing Policy Committee on Planning, Development and Community Services to recommend to City Council that the key strategies and recommendations in the Mayfair and Kelsey-Woodlawn Local Area Plan, as outlined in the May 26, 2015 report of the General Manager, Community Services Department, be approved.

Topic and Purpose

The purpose of this report is to present the Mayfair & Kelsey-Woodlawn Local Area Plan (LAP) for approval, as well as provide an overview of the strategies and recommendations contained in the report. Attached is a copy of the Mayfair & Kelsey-Woodlawn summary document, as prepared by the Neighbourhood Planning Section and the complete Mayfair & Kelsey-Woodlawn LAP report (see Attachments 1 and 2).

Report Highlights

1. LAPs rely upon the involvement of local stakeholders. The Mayfair & Kelsey-Woodlawn LAP is the result of input from more than 125 neighbourhood residents and stakeholders.
2. Key Mayfair & Kelsey-Woodlawn LAP goals include: implementing specific land use and zoning changes, addressing neighbourhood traffic concerns while improving pedestrian and cycling connectivity, maximizing the potential of existing park and green space, supporting and promoting the unique 33rd Street business area, and improving the image and perception of the neighbourhoods.
3. Implementation of the 56 Mayfair & Kelsey-Woodlawn LAP recommendations will be coordinated by the Neighbourhood Planning Section. These recommendations cover a wide variety of topics affecting the neighbourhood.

Strategic Goals

The Mayfair & Kelsey-Woodlawn LAP supports the Strategic Goals of Quality of Life, Moving Around, Sustainable Growth, and Environmental Leadership. The goal of Quality of Life is supported through a focus on ensuring the neighbourhood remains a desirable location in which to live, improving park space utilization, and promoting the history and heritage of the area. The goals of Moving Around and Environmental Leadership are addressed through numerous recommendations related to traffic and active transportation. The goal of Sustainable Growth is supported through the protection of the low-density core of the neighbourhood while proposing land use and zoning changes along major thoroughfares.

Background

An LAP 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 neighbourhood. It is a highly adaptable process that allows stakeholders to discuss issues important to the neighbourhood. The LAP program is administered by the Neighbourhood Planning Section, Planning and Development Division. Once completed, an LAP establishes the vision and sets goals to guide the growth and development of a neighbourhood. It also identifies specific recommendations for improvements in a neighbourhood. LAPs have short- and long-term recommendations, with implementation to begin immediately.

Report

LAP Involvement

The Mayfair & Kelsey-Woodlawn LAP process began with a neighbourhood survey and introductory public meeting to identify issues in the neighbourhood. Area stakeholders participated on an LAP Committee (LAPC), and a series of topic-specific meetings were held. A draft report was created, circulated to the Administration for comment, and then returned to the LAPC for final review. More than 125 local stakeholders contributed to the development of the Mayfair & Kelsey-Woodlawn LAP.

The Mayfair & Kelsey-Woodlawn LAP contains a total of 56 recommendations related to the following topics:

- a. Land Use, Zoning, and Infill (6 recommendations);
- b. Municipal Services (4);
- c. Neighbourhood Image and Business Support (5);
- d. Neighbourhood Safety (14);
- e. Parks, Open Spaces, and Community Gardens (11);
- f. Preserving History, Heritage, and Culture (3);
- g. Traffic and Circulation (7);
- h. Active Transportation and Transit (3); and
- i. North Downtown Master Plan and Saskatchewan Polytechnic (3).

List of Key Mayfair & Kelsey-Woodlawn LAP Goals (Defined in Detail in Main Report)

- a. Specific Land Use and Zoning Changes;
- b. Improve Connectivity and Circulation;
- c. Maximize the Use and Potential of Existing Park and Green Space;
- d. Support and Promote the Unique Business Area and “Small-Town Feel”; and
- e. Improve Image and Perceptions of the Mayfair & Kelsey-Woodlawn Neighbourhoods.

In addition to the complete Mayfair & Kelsey-Woodlawn LAP report, an overview document containing excerpts was developed, providing a summary of the plan (see Attachment 1).

LAP Implementation

The approval of the Mayfair & Kelsey-Woodlawn LAP will require a commitment to implement 56 recommendations. A total of 523 recommendations have resulted from the approval of LAPs for the following areas: Airport Business Area, Caswell Hill, City Park, King George, Nutana, Pleasant Hill, Riversdale, Sutherland, Warehouse District, West Industrial, Westmount, and Varsity View. The Neighbourhood Planning Section is responsible for coordinating the implementation of LAP and Safety Audit report recommendations.

As of May 2015, 361 of the 523 recommendations have been completed. A methodology has been developed to prioritize the recommendations that have not been completed. Each recommendation is evaluated using a number of criteria, including input from the community, time frame for completion, current administrative programs and related projects, and the level of resources required for completion.

Options to the Recommendation

The option exists for City Council to not endorse the Mayfair & Kelsey-Woodlawn LAP as presented. In this case, the Administration would request further direction.

Public and/or Stakeholder Involvement

The Mayfair & Kelsey-Woodlawn LAP is the result of input from more than 125 neighbourhood residents and stakeholders, along with approximately 60 members of the Administration. In addition, 14 topic meetings, 4 review meetings, and 4 safety audits were held from December 2012 to April 2015. Additional details of stakeholder involvement are included in the LAP.

Communication Plan

The Mayfair & Kelsey-Woodlawn Community Association and Mayfair & Kelsey-Woodlawn LAPC will receive an invitation to the Standing Policy Committee on Planning, Development and Community Services, as well as City Council meetings when the Mayfair & Kelsey Woodlawn LAP will be considered. Should the LAP be adopted, future correspondence and progress reports will be provided to the Community Association and LAPC to keep them informed of implementation. Although the LAPC will not meet regularly, a contact list will be maintained. The LAP Program provides an annual report to City Council and the community associations on the status of recommendations within each LAP neighbourhood. Additional meetings will be conducted to gather input on implementation of recommendations (i.e. proposed land use changes) when appropriate and to keep the community informed of the implementation activities. An open house was held on May 21, 2015, to present the LAP to the community.

Financial Implications

LAPs are created within the operating budget of the Neighbourhood Planning Section, Planning and Development Division. Implementation of LAP recommendations are undertaken through Capital Budget Project No. 2034. Annually, the amount of \$210,000 funds two full-time staff members within Planning and Development, as well as supports the implementation of LAP recommendations. As appropriate and available, other

departments support certain operating and capital investments needed to implement LAPs.

If approved, the Mayfair & Kelsey-Woodlawn LAP recommendations will be added to the implementation schedule and prioritized for completion over several years. Any additional financial impact resulting from the adoption of the Mayfair & Kelsey-Woodlawn LAP would be the subject of a further report.

Other Considerations/Implications

There are no direct policy, environmental, or privacy considerations. The Neighbourhood Safety Group of the Neighbourhood Planning Section participated in the LAP process and contributed to the Neighbourhood Safety section of the report.

Due Date for Follow-up and/or Project Completion

City Council receives an annual report from the Neighbourhood Planning Section, which includes an LAP implementation update.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachments

1. Mayfair & Kelsey-Woodlawn Final Summary Report
2. Mayfair & Kelsey-Woodlawn Local Area Plan

Report Approval

Written by: Konrad André, Senior Planner, Neighbourhood Planning
Approved by: Alan Wallace, Acting General Manager, Community Services Department
Approved by: Murray Totland, City Manager

S:\Reports\CP\2015\MPC – Mayfair & Kelsey-Woodlawn LAP\ks



Mayfair & Kelsey-Woodlawn Local Area Plan

Final Summary Report

June 22, 2015

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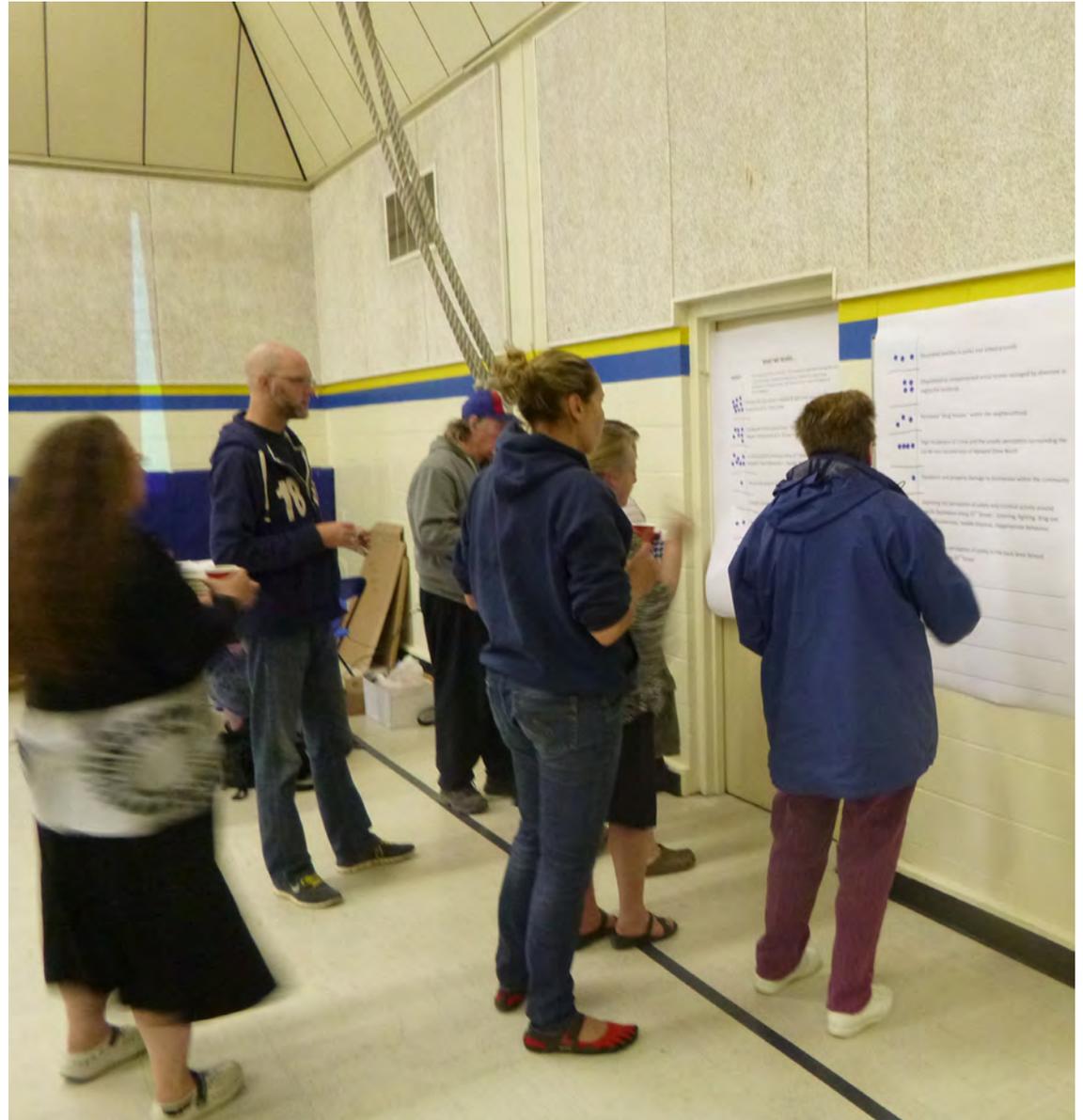


What is a Local Area Plan?

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
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Pam Eade
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Sclina Lau
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Nicola Lawson
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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
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Hilary Nelson
Deirdra Ness
Erin Neufeld
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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
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Wes Stefanuk

Tyler Stewart
Nicola Tabb
Mike Trottier
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Ron Villeneuve
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Perry Wichert
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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

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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

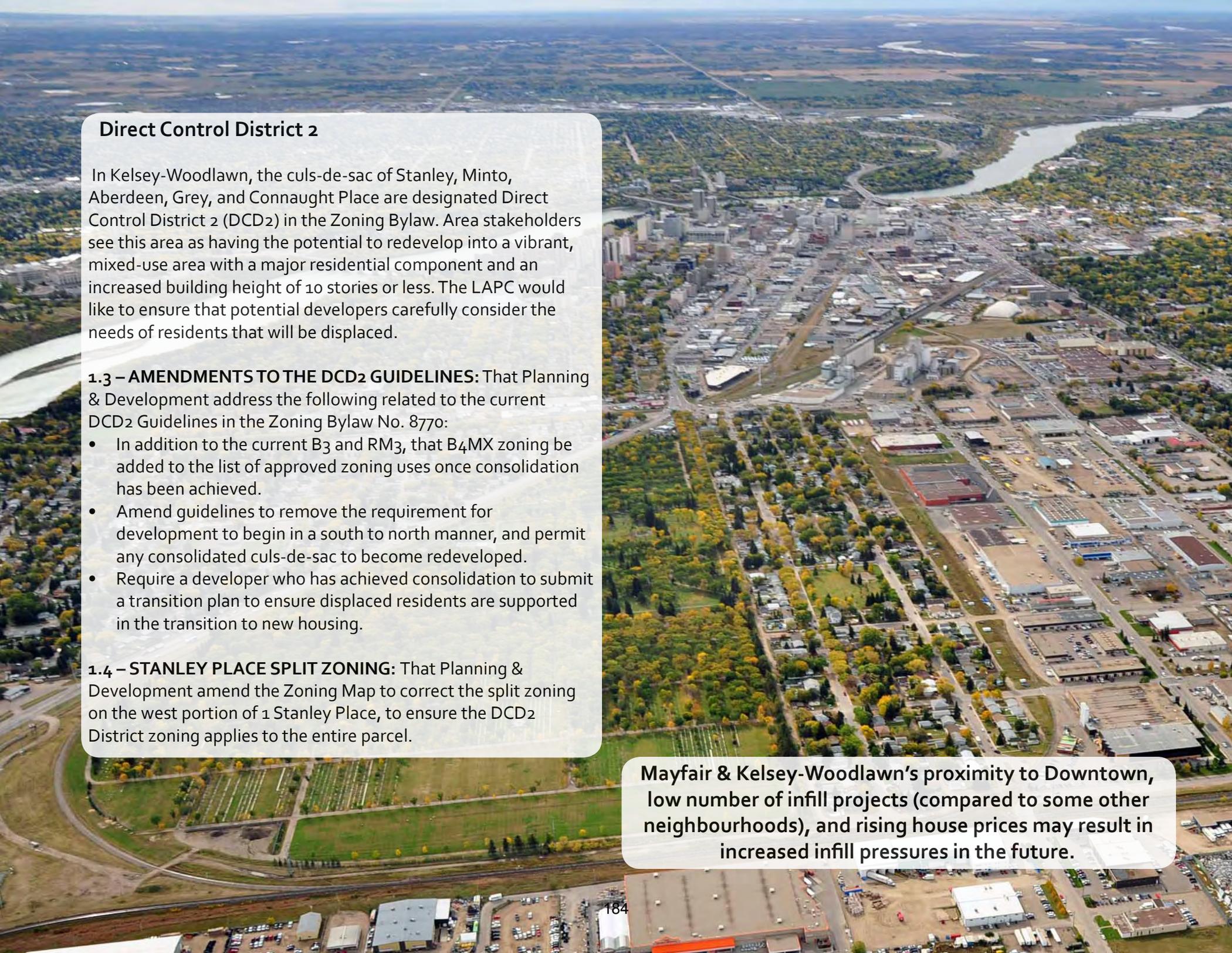
While some are long-term in nature, the land-use and zoning amendments proposed in this section are key components of achieving the vision of the neighbourhoods, and will lead to more suitable land-use and development patterns. In addition, the recent changes to the City's infill guidelines will ensure 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 river winding through the urban landscape. The city is densely packed with buildings, streets, and green spaces. The river is prominent on the right side of the image, curving around a peninsula. The overall scene is a mix of residential, commercial, and industrial areas.

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.

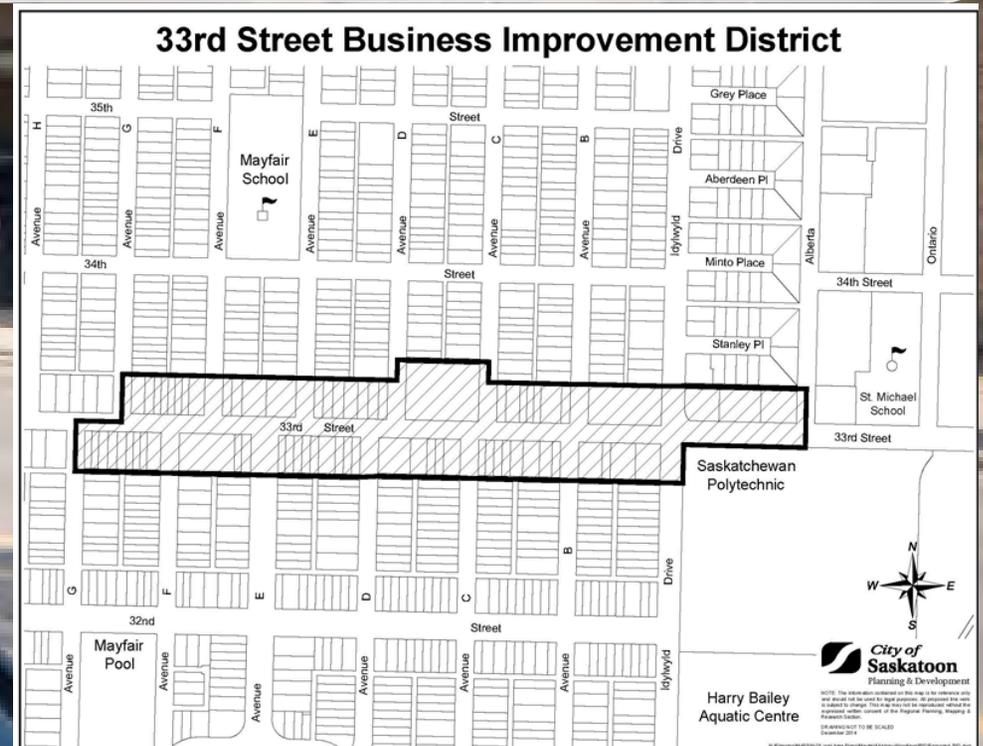
3.2 – BYLAW ENFORCEMENT DOCUMENT: That, in conjunction with the upcoming City of Saskatoon 311 Service, the Community Standards Division create an educational document to provide increased information for issues such as Legalizing Existing Suites, Building Permit enforcement, junk/property maintenance, 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.

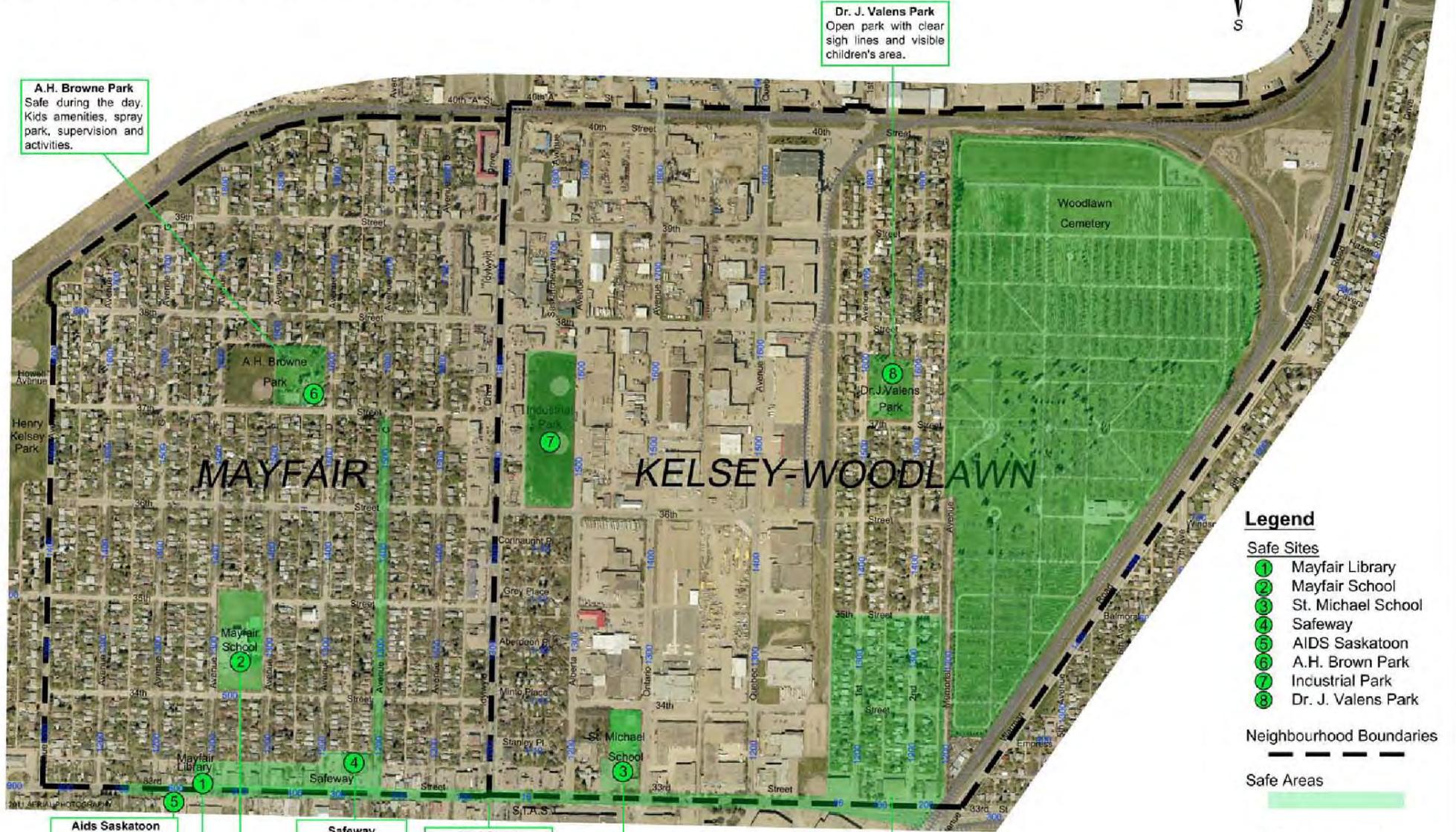
4.12 – DISPLAY STREET ADDRESSES IN REAR LANES: That the Community Services Department, Neighbourhood Planning Section, contact business owners along 33rd Street and encourage them to display their street address in the rear lane.

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.

- 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

Aids Saskatoon
Reduction in needs 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.

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

City of Saskatoon
Community Services
Planning & Development Branch

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 LAPC 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 LAPC 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:

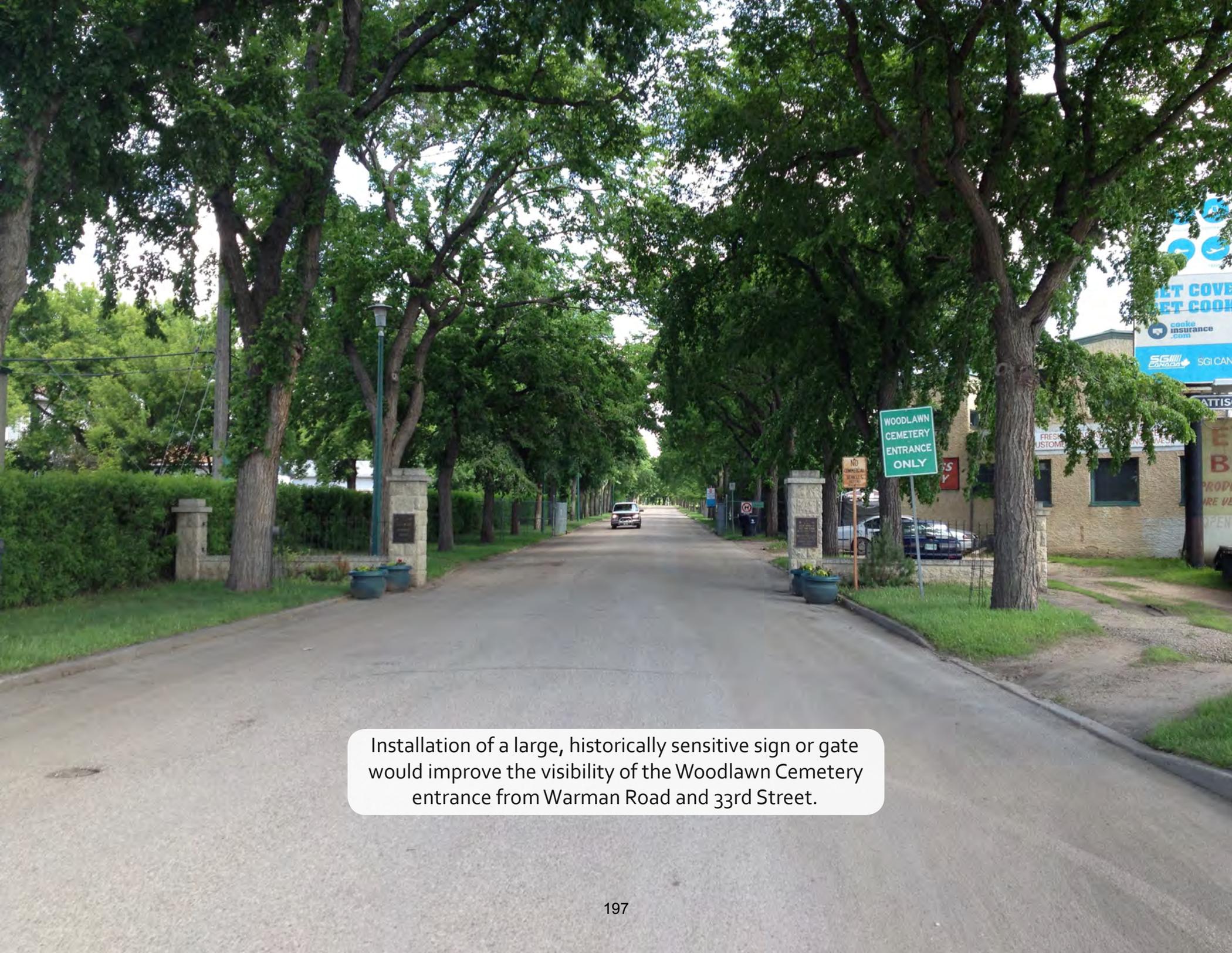
- i) requiring user groups to provide temporary, seasonal washroom facilities;
- ii) additional bench seating be installed at the softball diamonds; and
- ii) updating and replacing the playground, including a fence along 36th Street and the alley adjacent to the playground.

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.

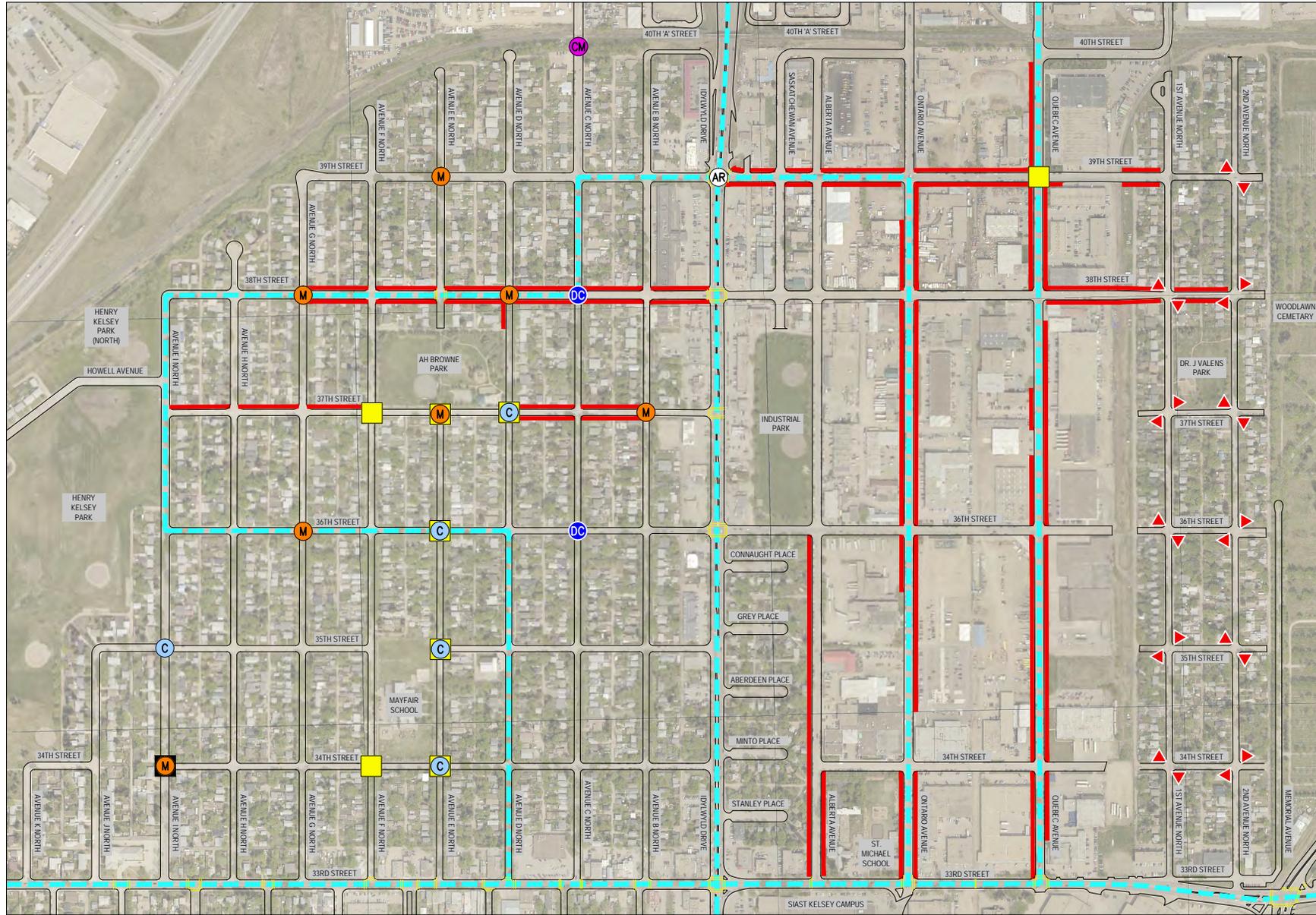
The recommendations from the Neighbourhood Traffic Management Plan and the Local Area Plan are to be considered together to address the concerns of neighbourhood stakeholders.

Mayfair & Kelsey-Woodlawn Local Area Plan Final Summary Report

MAYFAIR/KELSEY - WOODLAWN TRAFFIC PLAN



- Ⓚ DIRECTIONAL CLOSURE
- Ⓜ MEDIAN ISLAND
- Ⓜ CURB EXTENSION WITH MEDIAN ISLAND
- Ⓚ CURB EXTENSIONS
- ZEBRA CROSSWALK UPGRADE
- Ⓚ ROUNDABOUT
- AR ACCESSIBILITY RAMP INSTALLATION
- ▼ YIELD SIGN INSTALLATION
- 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 LAMP 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





Mayfair & Kelsey-Woodlawn Local Area Plan Final Report

Community Services Department, Planning & Development | June 22, 2015

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Everyone involved in the Mayfair & Kelsey-Woodlawn Local Area Plan would like to extend a special thanks to the following for hosting LAP Meetings:

**St. Michael Community School
Youth for Christ Saskatoon
Mayfair Community School
Mayfair United Church**

Introduction

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. It is a highly adaptable process that allows stakeholders to discuss issues important to the neighbourhood. The Local Area Plan (LAP) program is administered by the Neighbourhood Planning Section, Planning and Development Division. Once completed, an LAP establishes the vision and sets goals to guide the growth and development of a neighbourhood. It also identifies specific recommendations for improvements in a neighbourhood. LAPs are long-term plans that take many years to be fully implemented.

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

Summary of Key Mayfair & Kelsey-Woodlawn LAP Goals and Objectives

- 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. The LAPC feels that increased residential density could be supported on the edges of the neighbourhoods – specifically along the main corridors of Idylwyld Drive and 33rd Street. The objective of these zoning and land use changes is to increase the future desirability, economic development, and quality of life in the neighbourhoods.

- 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. 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.

- 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. Specifically, maximizing the utility of

under-utilized park space is a priority. In addition, recommendations for the neighbourhoods' three parks will help ensure concerns are addressed and that improvements are put in place.

- **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. A wide variety of stakeholders made it clear that maintaining the strength and uniqueness of this business area is a high priority. The recent formation of a 33rd Street Business Improvement District is a key milestone in accomplishing this goal.

- **Improve Image and Perceptions of the Mayfair & Kelsey-Woodlawn Neighbourhoods**

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. The Committee feels that some properties on Idylwyld Drive – both residential and commercial – do not portray the best image of the area. Specifically, some properties could be transitioned to a higher density use, given their location along a high-traffic corridor. Options could include mixed-use developments with at-grade commercial uses and above-grade residential units.

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***

Summary of Recommendations

1.0 Land Use, Zoning & Infill

1.1 – PROPOSED MAYFAIR & KELSEY-WOODLAWN LAND USE POLICY MAP: *That the Community Services Department, Planning & Development, add the Mayfair & Kelsey-Woodlawn Land Use Policy Map to the Official Community Plan No. 8769 with the proposed land use designations in the map titled “Mayfair & Kelsey-Woodlawn Proposed Land Use Policy Map.”*

1.2 – PROPOSED MAYFAIR & KELSEY-WOODLAWN ZONING MAP: *That the Community Services Department, Planning & Development, amend the Zoning Bylaw No. 8770 with the proposed Zoning Districts identified in the map titled “Mayfair & Kelsey-Woodlawn Local Area Plan Proposed Zoning Map.”*

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.*

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

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

3.1 – BACKLOG OF PROPERTY MAINTENANCE COMPLAINTS: *That the Saskatoon Fire Department examines 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.*

4.0 Neighbourhood Safety

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.*

5.0 Parks, Open Spaces, and Community Gardens

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 alternate 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.*

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*

iii) *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.*

6.0 Preserving History, Heritage & Culture

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

*****Please note, the Mayfair & Kelsey-Woodlawn Neighbourhood Traffic Management Plan is a separate document which focuses on physical improvements to improve traffic flow, while the LAP recommendations below reflect implementation priorities and other solutions to improve traffic and circulation.**

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 considers 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, 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 considers 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 include sound attenuation adjacent to the Mayfair neighbourhood in conjunction with the construction of the Airport Drive and Circle Drive overpass.*

8.0 Active Transportation & Transit

8.1 – CYCLING ROUTES AND CONNECTIONS:

- *That Transportation examines 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 considers increasing the size of bus shelters at high-traffic bus stops along 33^d Street and in proximity of Saskatchewan Polytechnic's locations (along Idylwyld Drive and 33^d 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 the Saskatoon Transit consider the installation of concrete/paved waiting areas and/or shelters at existing bus stops as a short-term priority, specifically:*
 - *38th Street at Avenue C* and Avenue G* (Stops 4394 and 3268);*
 - *Quebec Avenue north of 36th Street* (Stop # 5381);*
 - *36th Street west of Idylwyld Drive* (Stop 5700);*
 - *39th Street and Avenue B (Stop # 5651); and*
 - *36th Street and Avenue C (Stop 5750).*

9.0 North Downtown Master Plan & Saskatchewan Polytechnic

9.1 – WARMAN ROAD AND 33RD STREET CROSSING: *That City of Saskatoon Corporate Initiatives maximizes 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 begins discussions with Saskatchewan Polytechnic – Main Campus regarding the potential for a student and/or staff Eco-pass transit program.*

Overview of Local Area Planning

What is Local Area Planning?

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.

The scope of a LAP depends on the issues and opportunities identified by the stakeholders involved. Strategies generally focus on the following themes:

- Neighbourhood Identity
- Neighbourhood Heritage and Culture
- Industrial, Commercial and Residential Land Uses
- Economic Development
- Housing and Infill Development
- Municipal Services and Infrastructure
- Transportation and Parking
- Streetscapes
- Parks, Open Space and Recreation
- Neighbourhood Safety
- Neighbourhood Sustainability

Why Local Area Planning?

A core strategy of the City of Saskatoon's Strategic Plan is to “enable active, community-based participation in issue and problem identification and resolution”.¹ A commitment to fulfill this core strategy was originally demonstrated as far back as 1978 with *The Core Neighbourhood Study*, which was later updated and expanded during the *1991 Core Neighbourhood Study Review*.

In 1996, the City initiated Plan Saskatoon, which included a citywide public participation process focused on updating the Development Plan (Official Community Plan) and Zoning Bylaw; Saskatoon's two main public policy tools used to manage growth and development. The Local Area Planning Program was created following expressed support by citizens during the Plan Saskatoon process for more active citizen involvement in long-term planning and development decisions affecting their community. Citizens also called for measures to enhance Saskatoon's central and intermediate neighbourhoods.

Saskatoon City Council approved twelve neighbourhoods to undergo a LAP. As determined by the City of Saskatoon's Development Plan, 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.²

¹ City of Saskatoon (2004). Planning for the Future – Strategic Plan. pg. 8.

² City of Saskatoon, Official Community Plan Bylaw No. 8769, Section 18.1.

What are the Steps to Create a Local Area Plan?

Significant value is placed on active public participation in the Local Area Planning process. It has been determined that the more involved the public, the more sustainable and implementable the plan will be at both the community and municipal government level. The Local Area Planning process tries to build capacity among stakeholders so that they can collaboratively create a vision, establish goals, and make informed decisions regarding their neighborhood.

Generally, the steps to create a LAP are:

- 1) **Neighbourhood Meeting and Forming a Local Area Plan Committee (LAPC)** – All residents, property owners, business owners, community groups and other stakeholders are invited to a meeting to discuss the Local Area Planning process. At that time, participants are asked to serve on a LAPC.
- 2) **Creating a Vision** – The LAPC envisions a positive future for their community. The vision creates a common base from which the community can work to create realistic goals and strategies for successful long-term planning.
- 3) **Discussing the Condition of the Community** – The LAPC discusses the condition of the community to help paint a picture of the area.
- 4) **Identifying Issues, Setting Goals and Outlining Strategies** – Information is gathered through surveys, research, presentations and participant observations about the neighbourhood. Based on these findings, the LAPC acquires an understanding of issues and the practicality of addressing them in the LAP, and sets goals and outlines strategies to ensure the long-term success of their neighbourhood. This information forms the basis of the LAP.
- 5) **Writing the LAP** – The Local Area Planner writes the LAP. City Administration and the LAPC review and endorse the LAP.
- 6) **Adopting the LAP** – Once general consensus is reached in support of the LAP, the report is presented to the Municipal Planning Commission and finally to City Council for adoption.

- 7) **Implementing the Strategies** – In order to achieve neighbourhood goals there needs to be participation by all stakeholders in implementing the plan.
- 8) **Monitoring, Evaluating and Updating the Plan** – All stakeholders have an opportunity to monitor improvements in their neighbourhood. City staff delivers an annual progress report to City Council and the Community Association or as required until all recommendations have been fulfilled.

Mayfair & Kelsey-Woodlawn Local Area Plan

Study Area and Process

The Study Area



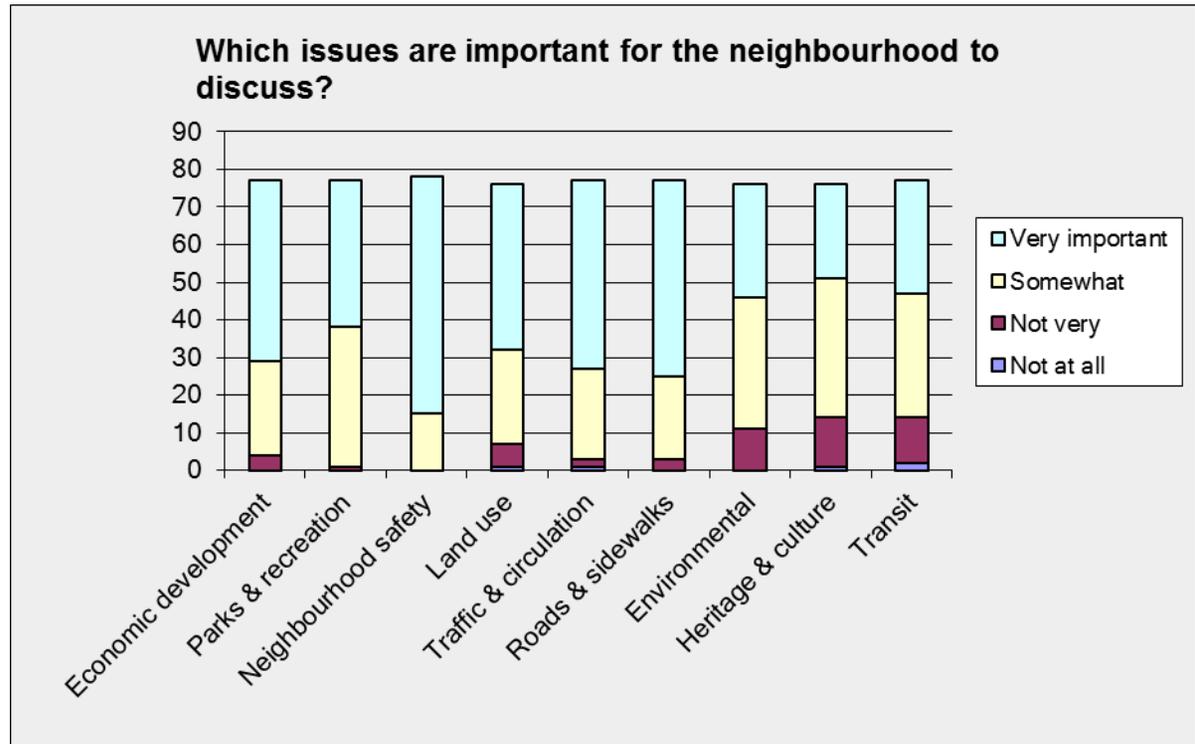
Mayfair and Kelsey-Woodlawn are separate neighbourhoods. However, due to their size, common interests in the commercial and industrial area, along with the shared Community Association, it was beneficial for both communities to work through the Local Area Plan (LAP) process together. The Mayfair & Kelsey-Woodlawn neighbourhoods are one of fifteen neighbourhoods approved by City Council to receive a LAP to guide the neighbourhood into the future.

The neighbourhood boundaries of Mayfair and Kelsey-Woodlawn include Warman Road, 33rd Street West, Avenue I North, and the CN rail line. For the purpose of the LAP, the business area on the south side of 33rd Street was included, in addition to the commercial area running along Idylwyld Drive, which separates the two neighbourhoods.

Neighbourhood Participation & Process

Neighbourhood Survey

The Mayfair & Kelsey-Woodlawn Local Area Plan is the result of a large participatory planning process, which commenced in December 2012. A preliminary survey was sent to the neighbourhood to gain resident's perspectives on topics ranging from land use, parks and recreation, to parking and traffic. There were 84 neighbourhood surveys completed by stakeholders in the community.



126 LAP Committee Participants

At the core of the engagement were the many stakeholders of the neighbourhoods that regularly attended LAP meetings and Safety Audits, dedicating their time to participate in regular meeting throughout the Local Area Planning process. The Mayfair & Kelsey-Woodlawn Local Area Planning Committee (LAPC) represents a range of interests including: residents, business owners, institutions, property owners, and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association.



18 LAP Meetings || Each LAP meeting was specific to a topic of particular interest to the Mayfair & Kelsey-Woodlawn neighbourhoods. These topics are reflected as specific sections in the LAP.

17 Guest Speakers || To assist with the planning process, guest speakers were invited to speak and included representatives from the Saskatchewan Polytechnic, Saskatoon Police Service, and consultants from the North Downtown Master Plan, as well as civic staff presenting on various topics, such as land use, community development, neighbourhood safety, parks, municipal services, transportation, transit, heritage, and culture.



4 Safety Audits || The community participated in four Safety Audits throughout the neighbourhoods. These Safety Audits were focused on public spaces in the neighbourhood that were identified by members of the LAPC as having potential safety concerns.

Mayfair & Kelsey-Woodlawn Vision & Guiding Principles

Mayfair & Kelsey-Woodlawn 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 members of the Mayfair & Kelsey-Woodlawn 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 LAPC to guide the Local Area Plan process:

- Mayfair & Kelsey-Woodlawn will welcome newcomers and new families.
- Mayfair & Kelsey-Woodlawn will be vibrant, green and well-maintained 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.

Mayfair & Kelsey-Woodlawn History

Overview



Mayfair & Kelsey-Woodlawn have been constantly evolving and changing since their early stages of development. In 1907, the same year the University of Saskatchewan was established, Mayfair and Kelsey-Woodlawn were undergoing their humble beginnings north of the three original settlements of Saskatoon, Riversdale and Nutana.

Mayfair

In 1909, at the same time the first University of Saskatchewan classes were being offered across the river, Mayfair had 60 dwellings and a population estimated around 350.³ 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

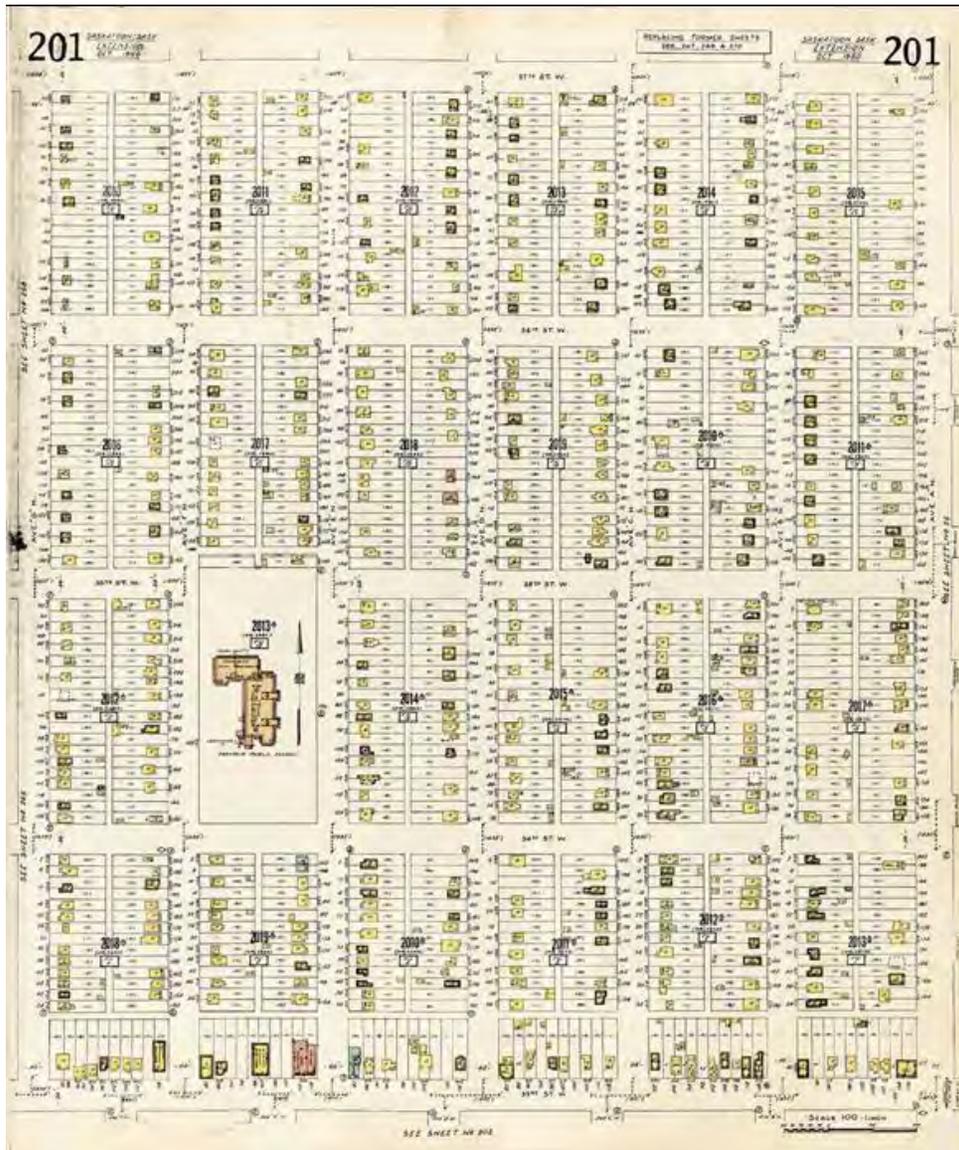
Kelsey-Woodlawn is part of the North West Industrial Area which is in close proximity to the Central Industrial area of Saskatoon. The Kelsey neighbourhood also includes what was known as the McVicar Addition along Idylwyld Drive.⁴ The Kelsey-Woodlawn community has one of the smallest populations in 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.⁵

³ Jeff O'Brien, A Brief History of Mayfair, Saskatoon Archives, April 2003.

⁴ Douglas Francis, *The Prairie West: Historical Readings*. Edmonton: University of Alberta Press, 1992.

⁵ Henry Boam, *The Prairie Provinces of Canada*. London: Proprietors and Publishers, 2009.

Street Patterns and Layout



The Mayfair and Kelsey-Woodlawn street grid was laid out by land speculators during the pre-war real estate boom. This grid pattern in Mayfair and Kelsey-Woodlawn unites individual squares that each contain their own unique history. This street layout is also a historical part of American and Canadian town planning because of the history of its efficacy against overcrowding and disease that plagued Europe in the early 20th century.

Although there was a transition to curvilinear, cul-de-sac neighborhood planning in the 1950s, city planners are returning to grid layouts because of their coherency. Residents of Mayfair and Kelsey Woodlawn enjoy this layout because it is pedestrian-friendly, easily navigable, and suitable to the rectangular tradition of sellable lots. The houses in the McVicar addition that is part of Kelsey-Woodlawn which are called Connaught Place, Grey Place, Aberdeen Place, Minto Place, Stanley Place take a different cul-de-sac shape. They were part of a building project that occurred in 1947, known as Project #4 and each 'Place' was named after a former Governor General of

Canada. Construction of the houses occurred in early spring of 1947, and by 1948 all the houses were occupied. The houses in this area collectively have a style distinctive from the grid pattern in the rest of Mayfair and Kelsey Woodlawn and have been nicknamed ‘the five horseshoes.’⁶ Mayfair has its own street name history, as many streets had name changes that took place early in development. 33rd Street East to 37th Street East were listed in the Subdivision Map printed in the *1912 Real Estate Packet Guide* under ‘Albert’, ‘James’, ‘Charles’, ‘Lily’, and ‘Frisco’. The origin of these names is unknown.⁷

Planning History in Mayfair

Mayfair has been part of local area planning processes in the past. During the 1970s, several neighborhoods were chosen as recipients of the ‘Neighborhood Improvement Program’ (NIP). This was a planning program that was designed to assess some of the issues facing Mayfair, such as surrounding urban and industrial growth, deteriorated housing conditions, and a lack of useable recreation and community-oriented facilities. The overarching goal of a NIP was to encourage and support the efforts of municipalities in conjunction with neighborhood residents, toward the improvement of the environment in established neighborhoods. Rather than encourage large scale redevelopment, the intent of the program was to upgrade and conserve the character of older neighborhoods. Funding for this project was granted by all levels of government, with the Canada Mortgage and Housing Corporation, Provincial government, and the City all contributing to a total amount of \$400,000. This planning endeavor was approved in 1977 and resulted in the establishment of a Neighborhood Improvement Office. The office, combined with the efforts of several community organizations, established a plan to identify the problems that could be addressed with planning initiatives. The Mayfair Home and School Association, the Mayfair Sports Association, and the Mayfair and District Community Association were valuable partners during this planning process. The neighborhood participated throughout this process which lead to several useful recommendations that added to the liveability of the area.⁸

⁶ Photo: Saskatoon Fire Insurance Map, City of Saskatoon Archives.

⁷ Jeff O’Brien, A Brief History of Mayfair, Saskatoon Archives, April 2003.

⁸ City of Saskatoon Planning Department, Mayfair: A Plan for Neighborhood Improvement, October, 1977.

Streetcars



Mayfair was in motion on January 1, 1913 when Saskatoon's Municipal Railway system opened. The Mayfair-University Street Car line served the northwest part of the city, running north along Avenue F to terminate in Mayfair along 33rd Street. In 1914 the line was extended east from Avenue F to Avenue A (now Idylwyld Drive).⁹ Many residents reminisce about the sounds of the street cars that woke everyone who lived near 33rd Street from their slumber at 6 am. However, Saskatoon's last streetcar made its final run down the Mayfair line on November 10, 1951, piloted by Joe Horan, one of Saskatoon's original street-car drivers and a fixture on the Mayfair run for many years.¹⁰

⁹ Jeff O'Brien, A Brief History of Mayfair, Saskatoon Archives, April 2003.

¹⁰ Jeff O'Brien, Saskatoon: A History in Photographs. Regina: Coteau Books, 1962.

Mayfair Public Library



Mayfair Library used to operate out of the basement of the Mayfair Community Hall (pictured left). When the community hall was torn down, residents felt so strongly about having a library in their community that they raised \$70,000 to build the beautiful existing library on 33rd Street. The new Mayfair branch of the Saskatoon Public Library officially opened on September 23, 1952. It was named after Mayfair to commemorate the community spirit that collaborated to build the library.

Mayfair Community School

Before the Mayfair Public Elementary School was completed, children of the district of Mayfair were taught in temporary frame structures within the community. The basement for the brick school in Mayfair was completed in 1914. However, further construction did not take place until six years later. In January 1919, the School Board realized that the use of the



framed buildings would no longer meet the accommodation needs of the Mayfair neighbourhood. Tenders were called for the completion of the permanent structure.¹¹ Mayfair Public Elementary School opened in January 1921 and has been serving the community ever since. Additions made throughout the 1950s gave the school a much-needed expansion to include more classrooms and a new auditorium. Many former students of Mayfair Community School will remember Ms. Annie E. Wilson, who

¹¹ Saskatoon Public School Division Archives. Retrieved from: http://schools.spsd.sk.ca/mayfair/new_page_2.htm (September 2007)

taught for twenty-nine years in Mayfair Community School before her retirement in June 1952. She distinguished herself as an efficient teacher, a lady of beautiful character, and one keenly interested in the welfare of her students. A Citizenship Trophy is presented annually in her honour at Mayfair Community School.¹²

A.H. Browne Park

It may surprise some that A.H. Browne Park was not planned when the land was originally subdivided for Mayfair. Similar to other subdivisions laid out by land speculators during the pre-war real estate booms, the original plans made no provisions for parks. When some land was given back to the City in an economic downturn in the 1950's, the decision was made to convert it into park space. The park is a 4.8 acre refuge with birch, Scotch pine, fir and elm trees, soccer/softball field, basketball courts and now a spray pad and multi-purpose room. The toboggan hill was added to the park in 1977.

A.H. Browne, the park's namesake, was the "man who made the city beautiful." He was born and raised in England and was the first City Gardener in Saskatoon. He held this position for forty-four and a half years and during this time he built the city greenhouses, planted approximately 2,000 trees each year and was primarily responsible for the layout of Kinsmen, Kiwanis and Cosmopolitan Parks. He also started the city nursery and led the beautification of the riverbanks during the 1930's relief projects. He died in 1957, the same year that the park was named after him.¹³

Christie's Bakery

Many businesses that have served the residents of Mayfair have come and gone over the years but Christie's Bakery has stood the test of time. The Christie brothers first opened Christie's bakery in 1932 in its current location at 420 33rd Street. Janet and Ennio Muzzolini, who were immigrants from Italy, bought the bakery in 1965. Their daughter, Tracey Muzzolini, who currently runs Christie's Bakery, is part of the Bread Bakers Guild of America. Tracey's first step when taking over the

¹² Photo: http://farm3.static.flickr.com/2527/4222581194_8c1593c626.jpg

¹³ City of Saskatoon Archives

bakery was to develop a line of artisan breads.¹⁴ This was a first for Saskatoon and for this reason they attract residents from all over the city and have been called the "Baguette Beacon" of the prairies.

Mayfair Hardware

Another longstanding business, Mayfair Hardware is known for its Christmas tree sale, collection of miscellaneous odds and ends, honesty and great customer service. Bruce Thomas and his father opened the store in 1949 and to this day Bruce still runs the store and now must compete against big box hardware stores.¹⁵ However, Mayfair Hardware has always been the place to go for almost anything and the walls are filled to the ceiling. Bruce did not ever keep an inventory on the computer but instead relied on his sharp memory.

Idylwyld Drive

Idylwyld Drive has had many different names over the years. It used to be called Avenue A but after Idylwyld Bridge was built the name of the street was renamed in 1964 to match accordingly. It has also been called Highway 11 and most recently, Louis Riel Trail. Similar to 8th Street, Idylwyld Drive soon became a drive-in hotspot in the 1950s. There was a drive-in theatre just north of Mayfair and many car friendly businesses popped up along Idylwyld including drive-in motels and Saskatoon's first McDonalds.

Woodlawn Cemetery and Memorial Avenue

The oldest evidence of habitation in the Saskatoon area is an 11,000 year old archaeological site in the city's Woodlawn Cemetery. This site included teepee rings and a medicine wheel.¹⁶ Begun in 1922 by the military chapter of the Imperial Order Daughters of the Empire, Saskatoon's Memorial Avenue is the only intact example of the "Roads of Remembrance"

¹⁴ Wanderlust and Words Blog. Retrieved from: <http://wanderlustandwords.blogspot.ca/2010/12/il-secondo-saskatoon-christies-bakery.html>

¹⁵ Saskatoon Star Phoenix, 2012.

¹⁶ The City of Saskatoon Municipal Manual

which were created in various Canadian cities after the First World War. These living memorials, undertaken by local service groups to honour their community's fallen soldiers, were modeled after the straight, tree lined country avenues of France. A small plaque contributed by the next-of-kin dedicates each tree to an individual soldier.¹⁷ The Avenue is a National Historic Site of Canada, which is part of Woodlawn Cemetery that is just to the east of Kelsey-Woodlawn community.

Cenotaph

The Cenotaph, which is currently located in City Hall Square, used to be located on 21st Street, near 2nd Avenue between the years of 1929-1957. Many war memorials were constructed across the country in the years after the Great War, and the decision to construct a memorial was made eleven years after WWI, with initiative being taken by the Canadian Legion (Saskatoon Branch). The memorial in the form of a cenotaph was built at a total cost of \$18,769 and made from granite.



Work on the cenotaph's details continued right up until the day it was unveiled, in a hurry to finish before Remembrance Day. Installation, maintenance, and cleaning of the Cenotaph clock was done by Mayfair resident Herbert Buckle (see below). The unveiling and dedication of the monument occurred on a cold day on November 11, 1929. An elaborate ceremony was planned, and the community response was overwhelming as nearly 3,000 people attended to pay their respects to a war that had devastated so many. Many ex-servicemen and active military personnel were in attendance to watch as Dr. W.C. Murray, Brigadier-General Hugh Dyer, Mayor Norman and P.J. Philpot participated in the invocation ceremony as wreaths were laid and the Cenotaph was finally unveiled. The monument was moved to its City Hall Square location in 1957.¹⁸

¹⁷ Canada's Historic Places, Next of Kin Memorial Avenue National Historic Site of Canada. <http://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=13557&pid=0>

¹⁸ Jeff O'Brien, The Saskatoon Cenotaph, Saskatoon Archives, April 2003

Notable Mayfair and Kelsey-Woodlawn Residents

Alfred Hargreaves



Alfred Hargreaves was born in England and came to Canada in 1905. In 1911, Mr. Hargreaves came to Saskatoon and resided at 1215 Avenue B. He came to install the first automatic telephone and started Western Business Service which evolved into the advertising firm: A. Hargreaves Co. Ltd., Printers and Lithographers.¹⁹ Mr. Hargreaves became a household name in Saskatoon when he became president of the Saskatoon Cricket Society and the Saskatoon Amateur Operetta Society.²⁰

Herbert Buckle

Herbert Buckle, another Mayfair resident, was born in England and came to Canada in 1912. He became known as Bert and lived at 1216 Avenue B North from 1938 to 1947 and at 1328 Avenue D N beginning in 1948. In 1918, he began working with Wheatly Bros. Jewelers, a career that sparked his interest in watchmaking. In 1929, Mr. Buckle installed the Cenotaph clock and was responsible for its regular cleaning and maintenance. The Cenotaph was built as a war monument to commemorate those from Saskatoon and surrounding area who fought, but did not return from the War. Originally located on 21st Street near 2nd Avenue, the Cenotaph was relocated in 1957 to its present location in City Hall Square.²¹ Mr. Buckle also had the privilege of restoring Gabriel Dumont's watch that is housed in a display case in the Duck Lake Museum.

¹⁹ Local History Room, Saskatoon Public Library

²⁰ Photo: Alfred Hargreaves, 1914, Local History Room ID: **PH-90-76-1**

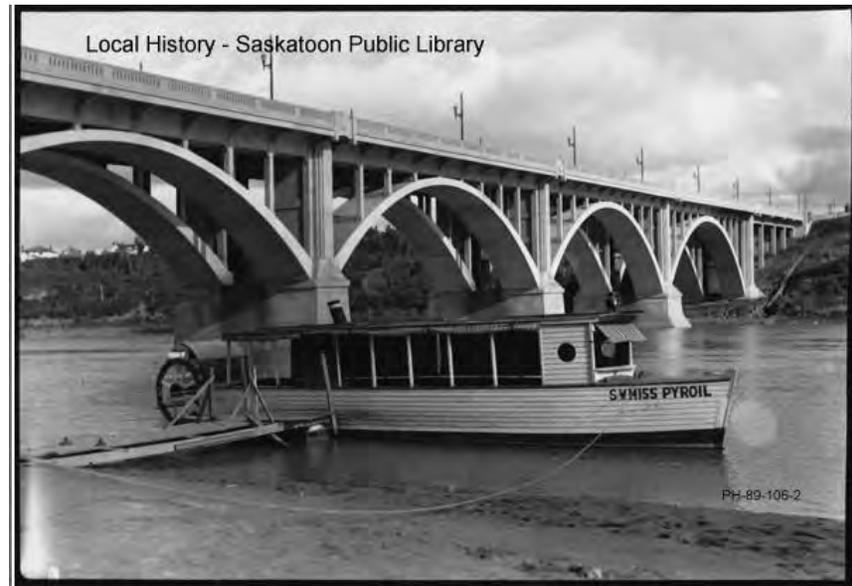
²¹ Local History Room, Saskatoon Public Library

Anthony Pelehos

Anthony Pelehos, known as 'Tony, the Popcorn King' lived at 1619 Avenue B North. He owned and operated a popcorn and peanut stand at the corner of 21st Street East and 2nd Avenue South. Mr. Pelehos was born in Greece, but came to Saskatoon in 1915. He was described as "one of Saskatoon's most familiar figures" in an article featured in the Saskatoon StarPhoenix.²² During the Christmas holidays, Mr. Pelehos would offer free bags of popcorn or peanuts to children with unemployed parents, and would often donate a full day of profits to various charities, such as The Red Cross.

James and Colin Parker

Colin and James Parker lived at two different locations from 1927 to 1930: 1319 2nd Avenue North and 1337 1st Avenue North. James and Colin Parker are best known for building the S.W. Miss Pyroil.²³ This father and son team built the gas-powered model paddleboat in the 1920's which was used to advertise Miss Pyroil motor oil. They operated a tourist taxi service until sometime after 1942, when they moved to Victoria, BC.²⁴



²² Saskatoon Star Phoenix, June 10, 1955

²³ Local History Room, Saskatoon Public Library.

²⁴ Photo: Miss Pyroil docked near Broadway Bridge, Saskatoon Local History Room, ID: PH-89-106-2

Walter Dieter



Walter Dieter lived in Kelsey at 1223 2nd Avenue North starting in 1960. Walter was born in Manitoba in 1916 and he was a former Chief of the Federation of Saskatchewan Indian Nations. He and his wife Inez laid the foundations for the Saskatoon Indian and Métis Friendship Centre, and he was also the first President of the Regina Friendship Centre. He initiated many developments for First Nations People at the provincial and national level. He was a major figure in the development of First Nations lobby groups across Canada, including the Manitoba Indian Brotherhood and served as an advisory body to the Prime Minister and the Cabinet.²⁵ In 1980, Walter Dieter was honored as an Officer of the Order of Canada in recognition of his outstanding achievements and services.²⁶

Anne Szumigalski

Anne Szumigalski resided in her 9 Connaught Place house for 43 years. Anne was best-known for her poetry and wrote 15 books in total; her work appeared in more than 30 anthologies during her lifetime. She was a founder of the Saskatchewan Writers' Guild, Saskatchewan Writers and Artists Colonies, AKA Gallery, and the Saskatoon Moving Collective. In 1988 she was named Woman of the Year by the Saskatoon YMCA; in 1989 she received the Saskatchewan Order of Merit; and in 1990 she won the Saskatchewan Arts Board Award for lifetime excellence in the arts. She received life memberships from the League of Canadian Poets and ACTRA, and was given a Canada 125 medal in 1993. Anne

²⁵ Federation of Saskatchewan Indian Natives, *Walter Dieter Biography*. Retrieved April 2014 from: <http://www.fsin.com/index.php/past-leaders/67-walter-dieter.html>

²⁶ Photo: Walter Dieter, Aboriginal Multi-Media Society, *Retrieved March 19th 2014* from <http://www.ammsa.com/content/walter-perry-deiter-footprints>

helped to found *Grain* magazine in 1972, and was an editor there for nine years. She later served as poetry editor of *NeWest Review*, and she edited or co-edited about 20 books.^{27 28}



²⁷ University of Saskatchewan Library, *Anne Szumigalski Collection*. Retrieved April 2014 from: <http://library2.usask.ca/szumigalski/about>

²⁸ Photo: Anne Szumigalski Collection Biography, University of Saskatchewan, Retrieved March 2014 from: <http://library2.usask.ca/szumigalski/about>



Reta Cowley

Reta Cowley lived a few blocks away from the intersection of Idylwyld and 36th Street along Idylwyld. She is recognized as one of Canada's best watercolorists and studied painting at the University of Saskatchewan, at Emma Lake with A.F. Kenderdine, and also at the Banff School of Fine Arts with W.J. Phillips. She taught at Emma Lake in 1948-49, and again in 1953,²⁹ and is represented at the Winnipeg Art Gallery.³⁰

Summary

Throughout their history, Mayfair and Kelsey-Woodlawn have contributed to Saskatoon in unique ways. The neighbourhoods are known for their diverse mix of housing styles and rich history. The streetcars that served the communities from 1913 until 1951 were a defining feature of these neighbourhoods, and the creation of A.H. Browne Park in the 1950s added to the quality of life in the area. Mayfair Community School opened in 1921 and has since served students and their families for many decades.

Mayfair and Kelsey-Woodlawn's history and character is well represented by its diverse businesses such as Christie's Bakery and Mayfair Hardware and through its talented residents, which include Alfred Hargreaves, Herbert Buckle, Anthony Pelehos, James and Colin Parker, Walter Dieter, Anne Szumigalski and Reta Cowley.

²⁹ "The Gallery / Art Placement- Reta Cowley." Retrieved April 2014 from: http://www.artplacement.com/gallery/artists_results_byartist.php?lastname=Cowley

³⁰ Photo: Reta Cowley, "Untitled (Red Roof House)", RC794 1980, Watercolor on paper

Mayfair & Kelsey-Woodlawn Today

Overview

This section of the Local Area Plan provides a statistical overview of various demographic and development data of Mayfair & Kelsey-Woodlawn. Comparisons to city averages and other neighbourhoods are made where appropriate. Most of the information gathered is from Statistics Canada's 2011 Federal Census; other data is from various sources as indicated in the footnotes.³¹

Population and Demographic Characteristics

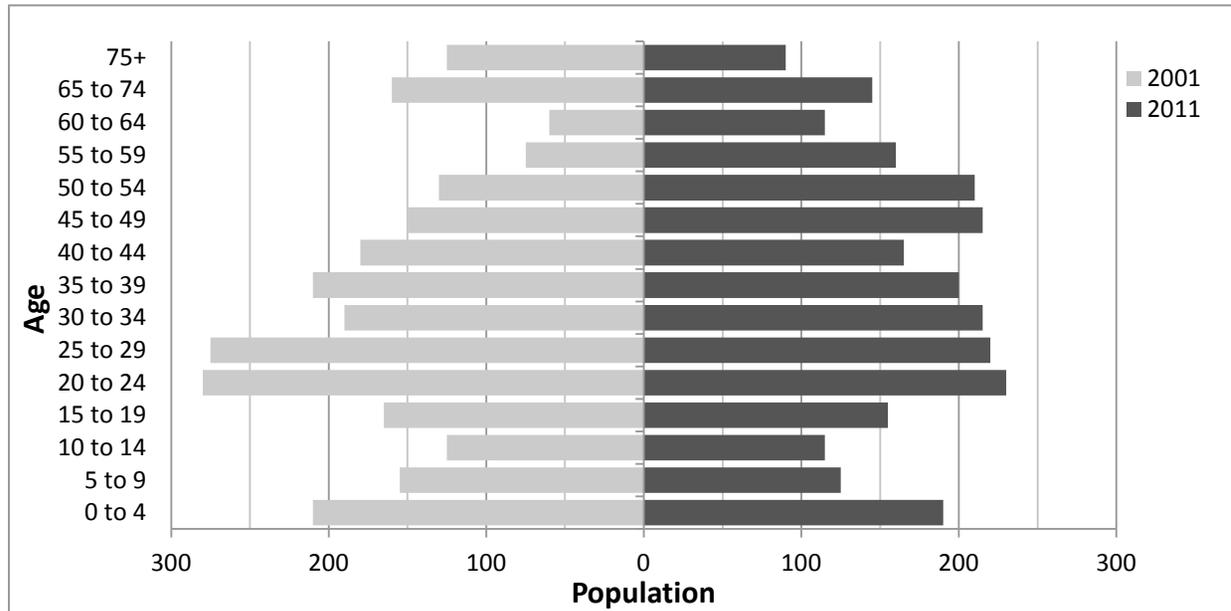
Mayfair Population

The population of Mayfair has slowly increased each census after experiencing a 21% decline over the 1986 – 1996 period. In 2011, the population recorded was 2,535; this is equal to a 2% increase over the 2001 population.³² The most significant transformation from 2001 was the increase in those aged 45 to 64. In 2001, this group composed 17% of the neighbourhood population, and in 2011 it composed 28%.

³¹ Although steps have been taken to ensure consistency and without error, the City of Saskatoon cannot guarantee the accuracy of the data.

³² City of Saskatoon (2013). Neighbourhood Profiles 12th Ed.

Figure 1: Mayfair Age Structure, 2001 - 2011



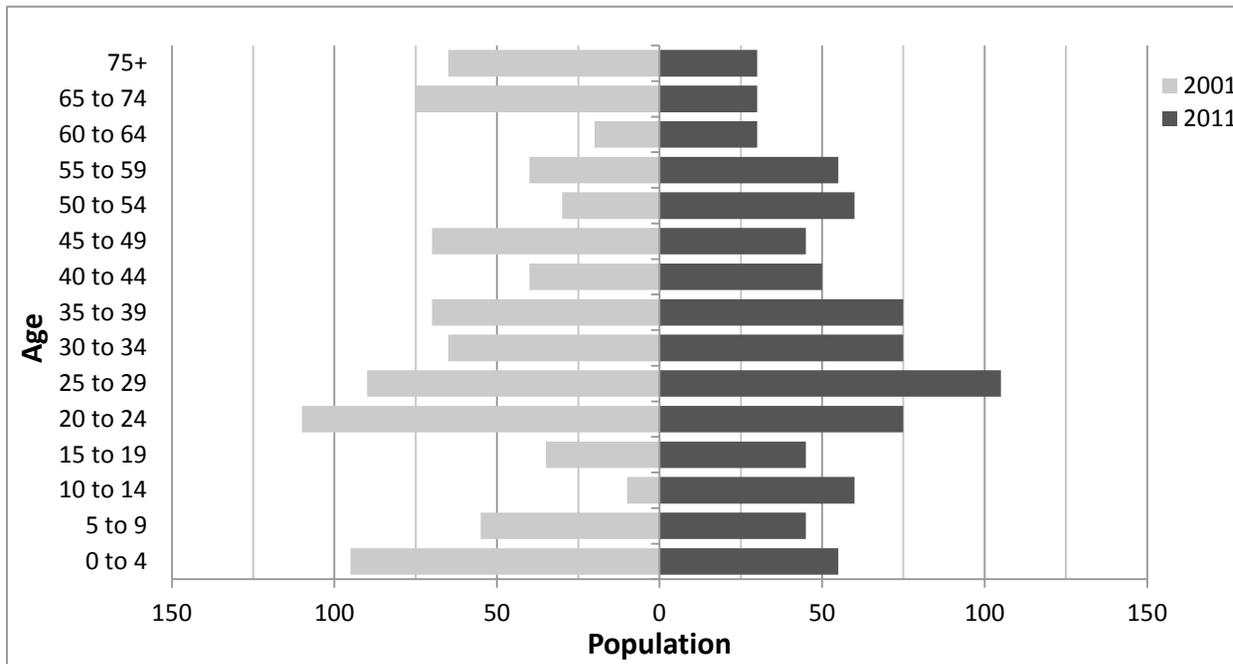
Source: City of Saskatoon (2003 and 2013). *Neighbourhood Profiles 7th and 12th Ed.*

Kelsey – Woodlawn Population

Kelsey-Woodlawn’s population, according to the 2011 census, is 1,045. This is a 24% increase from the 2006 Census.³³ The age structure diagram in Figure 2 displays the two youngest and two oldest age groups significantly decreased in the ten year period. Two other age groups, 20–24 and 45–49, experienced a slight population decline while all other age classes experienced a population increase. The 25–29 age group had a large increase over the previous ten-year period.

³³ City of Saskatoon (2013). *Neighbourhood Profiles 12th Ed.*

Figure 2: Kelsey-Woodlawn Age Structure, 2001 – 2011



Source: City of Saskatoon (2003 and 2013). *Neighbourhood Profiles 7th and 12th Ed.*

The 2011 demographic profiles of Mayfair & Kelsey-Woodlawn closely resemble the city as a whole. In Saskatoon, the 20–34 age group has the most people while the 45–54 age group has the second highest population.³⁴ These larger population groups create two distinct waves in Saskatoon’s age structure. A similar pattern can be viewed in both Mayfair and Kelsey-Woodlawn; however, Mayfair more closely resembles the city wide average.

³⁴ Ibid.

Aboriginal Population

The Aboriginal population in Saskatoon consists of First Nations, Métis, and Inuit peoples. In Mayfair, 12.8% of the population was Aboriginal in 2011 (325 people). The 2006 census recorded that 22% of Mayfair's population was Aboriginal; as such the aboriginal population decreased by 42% in the past five years. In Kelsey-Woodlawn, 20.7% of the population was Aboriginal in 2011 (175 people). In the 2011 city-wide census, the Aboriginal population was 10.2%.

Ethnic Diversity

In Mayfair and Kelsey-Woodlawn, the majority of residents claimed English as their mother tongue: 84.8% and 70.1% respectively. Other prominent ethnicities of Mayfair in 2011 included German (2.8%), Tagalog (Philipino, Filipino) (2.2%), Cree or not otherwise specified (n.o.s.) (1.4%), and French (1.2%).

Ethnic groups in Kelsey-Woodlawn included French (1.9%), Tagalog (Philipino, Filipino) (1.4%), Cree or n.o.s. (0.9%), and German (0.9%). The Ethnic Diversity Index for Mayfair was 0.4 while Kelsey-Woodlawn's was 0.1; the City of Saskatoon is ranked at a level of 0.6.³⁵ In this ranking system higher values represent a population that is more ethnically diverse.

Family Structure

Table 1 outlines the family structures present in Mayfair, Kelsey-Woodlawn, and Saskatoon households. According to Mayfair's 2001 to 2011 trend, both multiple and non-family households rose by 25% and 15% respectfully.³⁶ A non-family household is defined as a household where the cohabitants are not related. Mayfair also experienced a decrease in one family and lone parent households.

³⁵ City of Saskatoon (2013). Neighbourhood Profiles 12th Ed.

³⁶ Ibid.

In Kelsey-Woodlawn, one family households experienced a slight decline of 4.3% while multiple, lone parent, and non-family structures all increased. Multiple family households occupy a larger segment of the Kelsey-Woodlawn household structure compared to Mayfair or Saskatoon.

Table 1: Household Composition of Mayfair, Kelsey-Woodlawn and Saskatoon, 2001 - 2011

	One Family Households	Multiple Family Hhs	Non-Family Households	One Parent Families
Mayfair (2011)	51%	3%	47%	185
Trend (2001 to 2011)	Falling (-29.3%)	Rising (25%)	Rising (15%)	Falling (-15.9%)
Kelsey-Woodlawn (2011)	42%	13%	45%	82
Trend (2001 to 2011)	Falling (-4.3%)	0 in 2001	Rising (53%)	Rising (9.3%)
Saskatoon (2011)	60%	2%	39%	10,410

Source: City of Saskatoon (2003 and 2013). *Neighbourhood Profiles 7th and 12th Ed.*

Household Size

The household sizes for Mayfair and Kelsey-Woodlawn were relatively unchanged from the 2001 census levels of 2.3 and 2.2 respectfully. This is slightly below the City of Saskatoon’s average of 2.4 occupants per household in 2011.³⁷ The lone-parent average family size was 3.4 for Mayfair and 5.2 for Kelsey-Woodlawn, compared to a city average of only 2.7.³⁸

³⁷ City of Saskatoon (2013). *Neighbourhood Profiles 12th Ed.*

³⁸ Custom Saskatoon National Housing Profile. (2011).

Education

Education Level

A large portion of residents from Mayfair and Kelsey-Woodlawn have a “High school certificate or equivalent” as their highest education attained, similar to Saskatoon. In Mayfair, 48% of people have an “Apprenticeship/ trades certificate or diploma”, “College/CEPGEP/non-university cert./dipl.”, or “University diploma or degree” as their highest education level; 49% of Kelsey-Woodlawn’s residents have the same educational attainment, while the city average is 56%. In Saskatoon, 29% of the population possesses a “University diploma or degree”; this is the lowest category for both Mayfair and Kelsey-Woodlawn.

Table 2: Educational Attainment, 2011

Highest Level Attained (age 15 & over)	Mayfair	Kelsey-Woodlawn	Saskatoon
No certificate/diploma/degree	22%	19%	17%
High school certificate or equivalent	30%	31%	27%
Apprenticeship/ trades certificate or diploma	14%	23%	11%
College/CEPGEP/non-university cert./dipl.	19%	19%	16%
University diploma or degree	15%	7%	29%

Source: City of Saskatoon (2013). *Neighbourhood Profile 12th Ed*

Elementary Schools

Mayfair and Kelsey-Woodlawn each have one elementary school; there are no high schools in either neighbourhood. Mayfair Community School is operated by the Public School Division, and St. Michael Community School in Kelsey-Woodlawn is a Catholic School. Enrolment at Mayfair Community School fluctuates more than at St. Michael, but both schools have a stable student body. Since 2003, Mayfair Community School had a low of 145 students in 2010 and a high

of 189 in 2005. In 2011 and 2012, the students numbered 161 and 181, respectively.³⁹ The student population at St. Michael's has remained very constant since 2003, hovering around 200.

Employment and Occupation

Employment

In 2011, the number of Mayfair residents in the labour force was 1,690. The participation rate was 78.6%; exceeding Saskatoon's participation rate (71.5%) by 7.1%. The unemployment rate for Mayfair was 4.4%, which is 1.3 percentage points lower than Saskatoon's 5.7%.⁴⁰ The labour force participation rate of Kelsey-Woodlawn was 60.2% and the unemployment rate was 5.2%. The number of residents over age 15 was 640, and there were 385 in the labour force.⁴¹

Occupation – Mayfair

The largest employment sector for Mayfair was Sales and Service, comprising 34% of the employed labour force in 2011. Next was trades, transport, and equipment operators, supplying 31% of the workforce with employment. In comparison to Saskatoon's rate of 16%, Mayfair has a much larger proportion working in the trades, transport, and equipment operator sector. Saskatoon's major occupation was sales and service with 25% of the employed labour force.⁴² The top five occupations for Mayfair are:

- Sales and Service (34%)
- Trades, Transport, and Equipment Operators (31%)
- Business, Finance, and Administration (11%)
- Social Science, Education, Government, Religion (10%)
- Health (6%)

³⁹ Ibid.

⁴⁰ City of Saskatoon (2013). Neighbourhood Profiles 12th Ed.

⁴¹ Ibid.

⁴² Ibid.

Occupation – Kelsey-Woodlawn

In 2011, the largest employment sector for Kelsey-Woodlawn was trades, transport, and equipment operators, comprising 19% of the employed labour force. In comparison to the entire city, Kelsey-Woodlawn has a much lower proportion of sales and service providers (25% vs. 11%) and a higher proportion of health workers, 18% compared to 8%.⁴³ The top six major occupations of the employed labour force in Kelsey-Woodlawn include:

- Trades, Transport, and Equipment Operators (19%)
- Health (18%)
- Business, Finance, and Administration (15%)
- Social Science, Education, Government, Religion (12%)
- Management (11%)
- Sales and Service (11%)

Income

Average Household Income

According to census data, Mayfair's average household income was \$37,500⁴⁴ in 2001 which increased to \$69,559⁴⁵ in 2011; a rise of 6.38% annually. Taking into consideration the Consumer Price Index (CPI), the real income was \$59,050 in 2011, a real wage increase of approximately \$20,000 from 2001 to 2011.⁴⁶ The CPI measures the purchasing power that consumers have for a given year, related back to a base year (currently 2002). In Saskatoon, the 2011 average household income was \$82,543; using the CPI, the real income was \$70,070. From 2001 to 2011, the number of

⁴³ Ibid.

⁴⁴ City of Saskatoon (2003). Neighbourhood Profiles 7th Ed.

⁴⁵ City of Saskatoon (2013). Neighbourhood Profiles 12th Ed

⁴⁶ Bank of Canada (2014). Consumer Price Index, 2000 to present

households in Mayfair that earned an income of less than \$30,000 decreased by 64%, from 275 to 100. The households with an income of \$100,000 or more increased from 20 to 240.⁴⁷

In the 2001 to 2011 period, Kelsey-Woodlawn's average household income rose by 3.7% annually from \$37,454 to \$53,858.⁴⁸ Taking the CPI into account, the real income in 2011 was \$45,700 and it increased by approximately \$6,800 since 2001.⁴⁹ The number of households in Kelsey-Woodlawn that earned an income of less than \$30,000 decreased by 63%, from 120 to 45. In 2001, there were 20 households who obtained an income between \$60,000 and \$79,999 as well as 20 households whose income rested between \$90,000 and \$99,999.⁵⁰ In 2011, the most prevalent income bracket was \$60,000 to \$79,999; 40 households earned in this range.

Housing

Housing Type, Affordability, and Cost

In 2011, there were 1,080 dwellings in Mayfair and 440 in Kelsey-Woodlawn. The majority of dwellings in Mayfair are one-unit (73%) and detached duplex (17%). Kelsey-Woodlawn's housing structure was similar with 67% one-unit and 14% detached duplex. Saskatoon, in comparison, had 57% one-unit housing and 5% detached duplex in 2011.⁵¹ Since 2001, one unit homes have decreased in both Mayfair and Kelsey-Woodlawn, while apartments with less than five stories approximately doubled in Mayfair and tripled in Kelsey-Woodlawn.

The housing affordability rating was 3.22 in Mayfair and 4.30 in Kelsey-Woodlawn during 2011. A rating of 3.0 is considered the "affordability" standard (3 or less is considered affordable; over 3 not as affordable).⁵² Saskatoon had an

⁴⁷ Ibid.

⁴⁸ Ibid.

⁴⁹ Ibid.

⁵⁰ Ibid.

⁵¹ City of Saskatoon (2013). Neighbourhood Profiles 12th Ed

⁵² Ibid.

affordability rating of 4.54. The average selling price of a home was \$206,312 in Mayfair and \$229,753 in Kelsey-Woodlawn; compared to \$361,231 for Saskatoon.

Housing cost is separated into two groups, “average owner’s major payment” and “average gross rent.” In 2011, the average values for Mayfair were \$889 for owners and \$1,083 for renters. In Kelsey-Woodlawn, owners paid \$1,219 on average and renters paid \$993.⁵³

Home Ownership

In both neighbourhoods, home ownership and rental statistics changed by less than 5% from 2001 to 2011. In Mayfair, 68% of units were owner occupied while in Kelsey-Woodlawn 50% were occupied by the owner. These values are similar to Saskatoon where 66% of units were owner occupied in 2011.⁵⁴

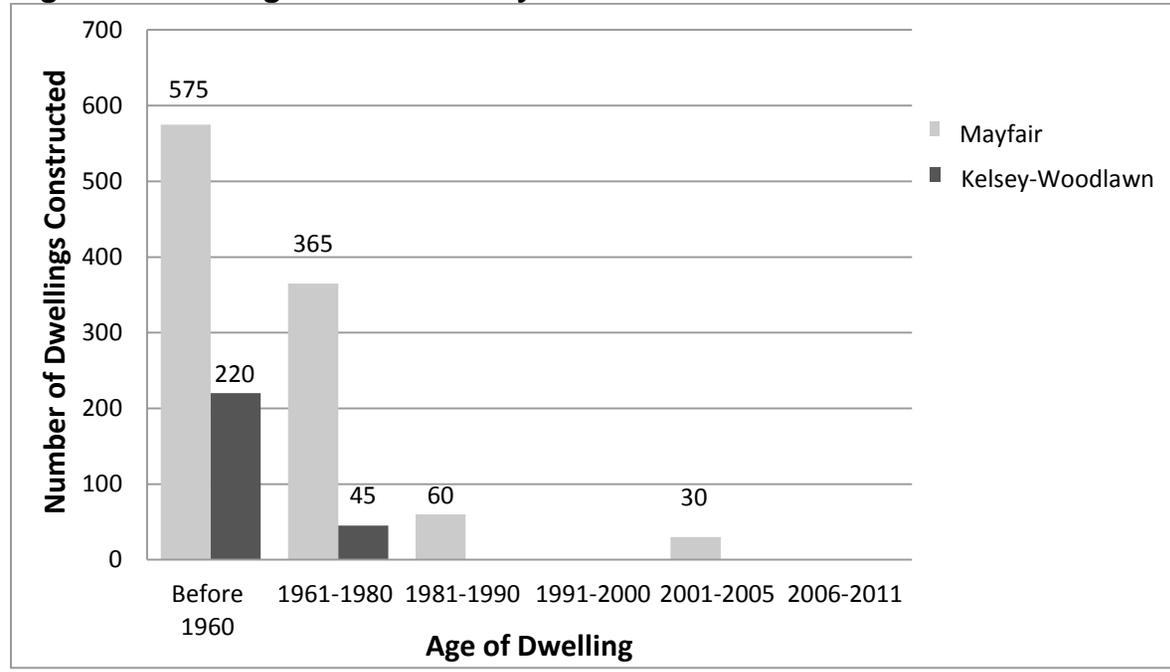
Age of Housing Stock

In Mayfair, 87% of homes were built before 1980, and since this time, construction has consisted mainly of infill projects. In Kelsey-Woodlawn, 83% of homes were created before 1960. This is shown in Figure 3 below.

⁵³ Ibid.

⁵⁴ Ibid.

Figure 3: Housing Construction by Year



Source: City of Saskatoon (2013). *Neighbourhood Profile 12th Ed.*

Park Space

Mayfair has one neighbourhood park within its borders, A.H. Browne Park. It is 4.8 acres in size which results in a park usage of 598.2 residents per acre. This is a higher number of residents per acre than other neighbourhoods; however, Mayfair Community School, Henry Kelsey Park, and Henry Kelsey Park North in Westmount are not counted in the total park space for the neighbourhood. Kelsey-Woodlawn has one neighbourhood park, Dr. J. Valens Park, and Industrial Park, which is a district park. Combined, they comprise 8.1 acres, which results in a park usage level of 111 residents per acre.⁵⁵

⁵⁵ City of Saskatoon (2015), Mapping & Research calculations using Saskatchewan Health estimated 2014 population.

1.0 – Land Use, Zoning, and Infill

1.1 Overview



This section begins with an overview of past and present land use patterns in the Mayfair and Kelsey-Woodlawn neighbourhoods. The discussion then identifies recommendations that address land use, zoning, and infill issues, in line with the LAP Committee’s goals.

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.

1.2 Land Use, Zoning, and Infill Goals

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 complementary to their surroundings.

1.3 Overview of Land-Use and Zoning Policies

Every parcel of land in Saskatoon is assigned a land use policy district under the *Official Community Plan (OCP) Bylaw No. 8769*, and a zoning designation under the *Zoning Bylaw No. 8770*. These two bylaws regulate development throughout the city. The land use policy district identifies the general type of land use appropriate for a particular site while the zoning district establishes more specific development regulations related to permitted uses, building setbacks, parking requirements, minimum/maximum standards, etc.

The OCP is a bylaw of the City of Saskatoon established under the provisions of Provincial legislation, specifically *The Planning and Development Act, 2007*. Its purpose is to ensure development takes place in an orderly and rational manner, while balancing the environmental, social, and economic needs of the community. It is intended to guide the growth and development of Saskatoon to a population of approximately 320,000 residents. In addition, the City is currently developing a Growth Plan to 500,000; the OCP will be amended to reflect this new population horizon.

The OCP and accompanying Land Use Map divide the city into different land use designations, and sets out objectives and policies for each (e.g., residential, downtown, commercial, suburban centre, industrial, transitional land use areas).

The OCP also contains specific land use and development policies and land use policy maps for Saskatoon's Local Area Plan neighbourhoods. Through the LAP, a land use policy map for Mayfair & Kelsey-Woodlawn will be created (more details below). Land use policies are intended to enhance certainty about existing and proposed land uses, and increase opportunity for public input into policy change. Amendments to the policies in the OCP may occur for a variety of reasons, such as: changing circumstances, changing community values, new development trends, to increase certainty, and encourage growth. Amendments can include changes to the bylaw text and/or accompanying maps.

1.4 Existing Land Use and Zoning in Mayfair and Kelsey-Woodlawn

The attached map shows the current land use designations for Mayfair & Kelsey-Woodlawn. The majority of Mayfair is designated as a Residential land use. Within the residential area of Mayfair, four properties on Avenue C, north of 38th Street, are designated Light Industrial. 33rd Street, between St. Michael's Community School (Ontario Ave) and Avenue G is designated as Special Area Commercial, and the west side of Idylwyld Drive between just north of 33rd Street and 38th Street is Arterial Commercial, as is the east side of Idylwyld from 36th to just south of 38th Street. Arterial Commercial is defined as:

Business uses normally located along highways, major roadways, and in other locations considered strategic by the class of business involved;

while Special Area Commercial is:

Intended for commercial areas that, because of unique attributes such as location, type of use, or development history, do not readily fit into the normal hierarchy of commercial land use designations. The underlying zoning pattern may vary according to the existing or proposed land use for the area.

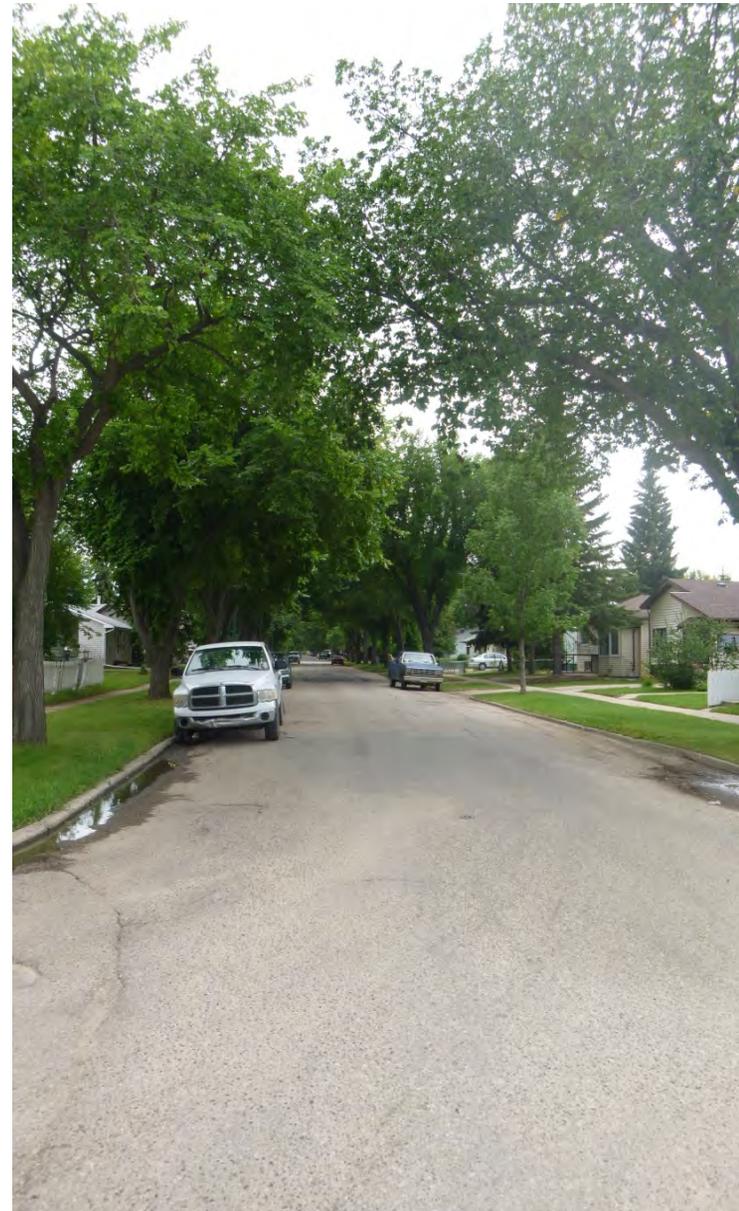
In Mayfair & Kelsey-Woodlawn, the LAPC and community stakeholders would like to see the existing low-density character of the residential areas preserved. The LAPC feels that increased residential density in Mayfair could be

supported on the edges of the neighbourhood – specifically along the main corridors of Idylwyld Drive and 33rd Street. For example, mixed-used developments along Idylwyld Drive would fit with the existing neighbourhood layout and character, and would not cause traffic concerns within Mayfair.

The LAP Committee would like to see the low-density character of residential areas preserved, with increased density occurring along main corridors such as 33rd Street and Idylwyld Drive.

Zoning in Mayfair & Kelsey-Woodlawn generally follows the Land Use Map, which can be seen on page 70. During the LAP meetings, members from Kelsey-Woodlawn expressed that the current layout of the residential area is a positive asset to the neighbourhood, as there are currently few traffic issues, the area is quiet and feels secluded, and there is little impact from industrial users.

The industrial area in Kelsey-Woodlawn has seen continued interest from property developers and businesses. Specifically, the east side of Quebec Avenue has seen numerous building renovations and new construction in recent years. The LAPC is supportive of the continued renewal of the industrial area in Kelsey-Woodlawn, as long as uses are compatible with the adjacent residential area, and do not result in nuisance or industrial traffic disturbing residences. It is important to note that there is some non-resident shortcutting that does occur through the residential area due to traffic at the intersection of 33rd Street and Quebec Avenue.



1.5 Local Area Plan Neighbourhood Land Use Policies

The objective of specific land use policies is to recognize the historic and diverse residential land use character and future development potential of each Local Area Plan Neighborhood, and to provide a range of appropriate densities and housing types. The land use pattern is reviewed in light of city-wide goals and objectives as well as local goals.

The original list of LAP neighbourhoods, approved by City Council in the late 1990s, included Pleasant Hill, Riversdale, City Park, Caswell Hill, Westmount, King George, Varsity View, Nutana, Sutherland and West Industrial, and each used specific land use policies as identified in the City's Official Community Plan:

“It shall be the policy of the City to recognize the existence of distinct sub-areas, or policy districts, within each Local Area Plan Neighbourhood and to follow the appropriate policies and implement the appropriate zoning controls in line with the character and potential of each policy district.”⁵⁶

Each of the original LAP neighbourhoods had a detailed land use map created prior to the LAP; these were subsequently reviewed and/or amended during the LAP process. Mayfair & Kelsey-Woodlawn, along with Meadowgreen and Montgomery Place, were approved as LAP neighbourhoods in 2011. As such, Mayfair & Kelsey-Woodlawn currently utilize the standard, less specific land use designations used across all other neighbourhoods of the city. The LAP land use designations are beneficial as they are more specific; there are additional categories within each type of main use (residential, commercial, etc.).

The land use policies and maps for the Local Area Plan Neighbourhoods are based on the analysis of demographic, economic, and development characteristics, as well as discussions held with neighbourhood stakeholders, and other interested persons and groups. The land use policies and land use patterns for the Local Area Plan Neighbourhoods are intended to achieve the following goals:⁵⁷

⁵⁶ City of Saskatoon Official Community Plan, Page 21.

⁵⁷ City of Saskatoon Official Community Plan, Page 97.

- a) to increase certainty about the locations and magnitudes of new development in each Local Area Plan Neighbourhood;
- b) to clearly define the future character of each neighbourhood and influence to a high degree the kinds of development taking place in the Local Area Plan Neighbourhoods;
- c) to protect and preserve established, stable, low density areas, and the unique form of housing stock which exists in the Local Area Plan Neighbourhoods;
- d) to protect stable, low density areas from undesirable and potentially harmful development; and
- e) to provide a clear and concise regulatory framework for the administration of land use change in the Local Area Plan Neighbourhoods.

1.6 Proposed Land Use and Zoning

To achieve the LAP Committee's vision and goals for the area, changes to land use and zoning designations in Mayfair & Kelsey-Woodlawn are recommended; these changes are based on discussions with the LAPC. Similar to previous LAPs, the proposed land use map for Mayfair & Kelsey-Woodlawn will use the detailed land use policy designations. The objective of these zoning and land use changes is to increase the future desirability, economic development, and quality of life in the neighbourhoods. Each recommended change is described in detail below, and are displayed on Maps 1.1 – 1.6. Proposed amendments to the Direct Control District 2 (culs-de-sac) are discussed later in this section.

- **1.6.1 – Transition industrial land uses out of the Mayfair residential area over the long-term.** Within Mayfair there are currently four properties zoned light industrial (IL1), located at 1702, 1706, 1714, and 1841 Avenue C North. These industrial properties are located adjacent to residential uses. While current uses of these properties is acceptable, a potential concern is that these properties could be redeveloped into a light industrial use that is not amenable to the surrounding residential uses. It is proposed that these properties be designated Transitional Area on the Land Use Map and that the IL1 properties on the 1700 block of Avenue C North be re-zoned to MX1 – Mixed Use District 1. This is intended to facilitate a broad range of compatible commercial, institutional, cultural,

and residential uses more compatible to the surrounding area. It is recommended that 1841 Avenue C North be rezoned from IL1 to B2 – District Commercial District for the same reasons – to prevent industrial redevelopment next to residential uses while still allowing a variety of non-disruptive commercial uses. By designating the land use of these properties as transitional, this gives these uses time to transition out of the neighbourhood over the long-term and it allows non-industrial uses to be given consideration. Section 20.1.1 (H) of the Official Community Plan promotes the transition of industrial land uses out of older neighbourhoods:

“The land uses in these districts include existing Light (L) and Heavy (H) industrial activities, as well as some commercial uses. While these districts may generally not be suitable for residential development at the present time, the transition of these areas from industrial to commercial or residential uses shall be encouraged.”



Light Industrial properties on Avenue C North. Transitioning the remaining industrial uses out of Mayfair over the long-term would ensure that the properties are not re-purposed to a more intensive industrial use, while also giving the owners time to relocate.

- **1.6.2 – 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.”** It is recommended that the zoning designations along Idylwyld Drive from just north of 33rd Street to 38th Street be designated as commercial/mixed use, and should be considered for rezoning from B3 and B4 to B4MX. This does not include the existing DCD2 area (changes to this District are discussed below) or where the light industrial area begins on the east side of Idylwyld Drive just south of 38th Street. The purpose of the B4MX district is:

“to accommodate a broad range of land uses, including medium to high density residential uses, commercial and institutional uses in a manner that encourages retail and service based uses at grade level. The B4MX District promotes a compact, pedestrian oriented, built form that encourages transportation options and better integration between neighbourhoods by ensuring street oriented buildings and grade level uses.”

In addition to allowing medium and high density residential uses, changing the zoning to B4MX will allow more mixed-uses along this portion of Idylwyld (especially in comparison to the current B3 zoning). In addition, B4MX does not permit car washes, service stations, and motor vehicle sales, and retains nightclubs and taverns as a discretionary use (requiring approval of City Council). Permitting denser residential uses will ensure this area integrates with the single-family residential area to the west (facing Avenue B), assist with improving the image of the area, and is in line with the redevelopment goals of the culs-de-sac across Idylwyld Drive, as well as the goals of the Growth Plan to Half a Million.

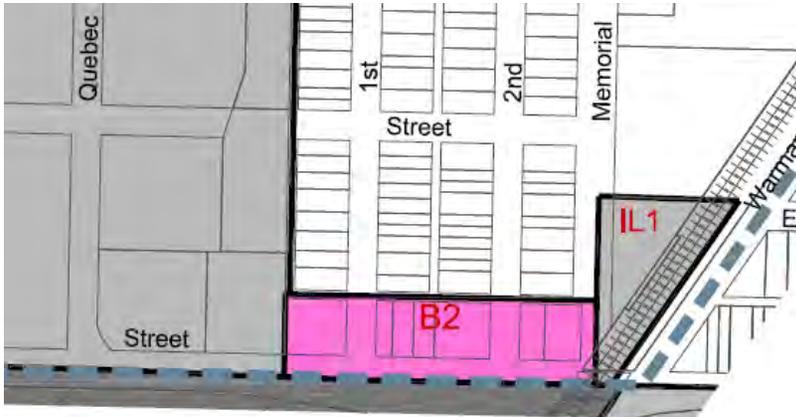


- 1.6.3 – Rezone the west side of Idylwyld Drive, from 38th Street to the CNR line, from “IL1 – General Light Industrial District” to “B4 – Arterial and Suburban Commercial District.”** North of 38th Street, properties that front Idylwyld Drive are currently zoned Light Industrial. However, all uses in this IL1 area are currently commercial in nature, including a liquor store, hotels, and restaurants. Commercial uses such as these are attracted to high-volume corridors such as Idylwyld Drive, and as such these properties will likely remain commercial (instead of industrial) uses for the foreseeable future. In addition, these properties back onto residential properties facing Avenue B; therefore the LAPC has concerns about these sites being converted into permitted light industrial uses. In order to alleviate this concern and align the current use of the area with a more applicable zoning designation, it is proposed that this area be rezoned to B4.
- 1.6.4 – 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.** The Community Facility Policy District ensures that due consideration is given to the continued use of a building for institutional, recreational, residential, educational or other community purposes, and that it is retained as a community focal point, if possible. In Mayfair and Kelsey-Woodlawn, it is important to designate these community focal points in the Land Use Policy Map to ensure that priority is given to maintaining community uses if the current use ceases to exist.
- 1.6.5 – 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).** The 100-foot (30 metre) wide former CNR spur line in Kelsey-Woodlawn stretches from the north side of 33rd Street to 38th Street. The Holding Symbol “H” is used “to specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development.” On the west side of the property are light industrial properties fronting Quebec Avenue, and to the east are single-family residential properties that front 1st Avenue. The only remaining portion in use by CNR is between 38th and 40th Street, which is used to service an industrial property. CNR has indicated they are interested in selling the land south of 38th Street in the near future, and

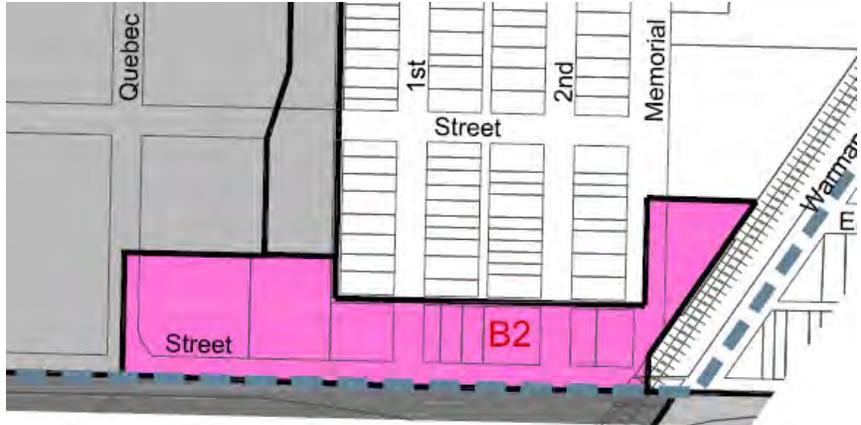
the City has the right of first refusal upon sale. Due to the 100 foot (30 metre) width of the right-of-way, frontage onto a back alley, and potential contamination, there are limited re-development or re-use options for this piece of land. As such, the LAPC is concerned that this land will be sold off to the adjacent industrial (mainly warehouse) uses, who may be interested in the extra space at the rear of their properties. As such, it is recommended that a Holding Symbol “H” and “Transitional Land Use” designation be applied to this land, which would allow other options to be considered, such as transitioning the land to a linear park, or developing small commercial uses (coffee shops, small stores) where the right-of-way fronts 36th and/or 38th Streets.



- 1.6.6 – 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.”** The north side of 33rd Street between 1st and Memorial Avenues is currently zoned B2 – District Commercial, and contains one large vacant parcel, and light commercial uses (retail stores, private school) on another. The B2 zoning ends just west of 1st Avenue, thereafter the zoning becomes IL1 – General Light Industrial District. By rezoning these two parcels to B2, this will ensure that a continuous commercial form is developed along this portion of 33rd Street, as opposed to additional industrial uses. The current property at the south end of Memorial Avenue, 1202 3rd Avenue North, (former bakery at the entrance to Woodlawn Cemetery) is zoned IL1. It is recommended that this parcel also be rezoned to B2 to promote the development of uses complementary to the Cemetery, such as a flower/coffee shop and related commercial uses. If re-zoned, the existing use would be allowed to remain. In addition to rezoning, it is recommended that the City discuss options with the property owner to accelerate its re-use (this is discussed further in the **Parks, Open Spaces, and Community Gardens Section**).



Current B2 and IL1 zoning along 33rd Street west of Warman Road.



Proposed rezoning of certain properties to B2 (District Commercial) from IL1 (Light Industrial) would help ensure a continuous commercial form and better reflect the current use along 33rd Street.

These land-use and zoning changes are shown on the Maps 1.1 – 1.6 on pages 70 to 75, and summarized in the following recommendations. Maps 1.1 and 1.4 show existing land-use and zoning, while the additional maps show the proposed amendments.

RECOMMENDATION:

1.1 – PROPOSED MAYFAIR & KELSEY-WOODLAWN LAND USE POLICY MAP: *That the Community Services Department, Planning & Development, add the Mayfair & Kelsey-Woodlawn Land Use Policy Map to the Official Community Plan No. 8769 with the proposed land use designations in the map titled “Mayfair & Kelsey-Woodlawn Proposed Land Use Policy Map.”*

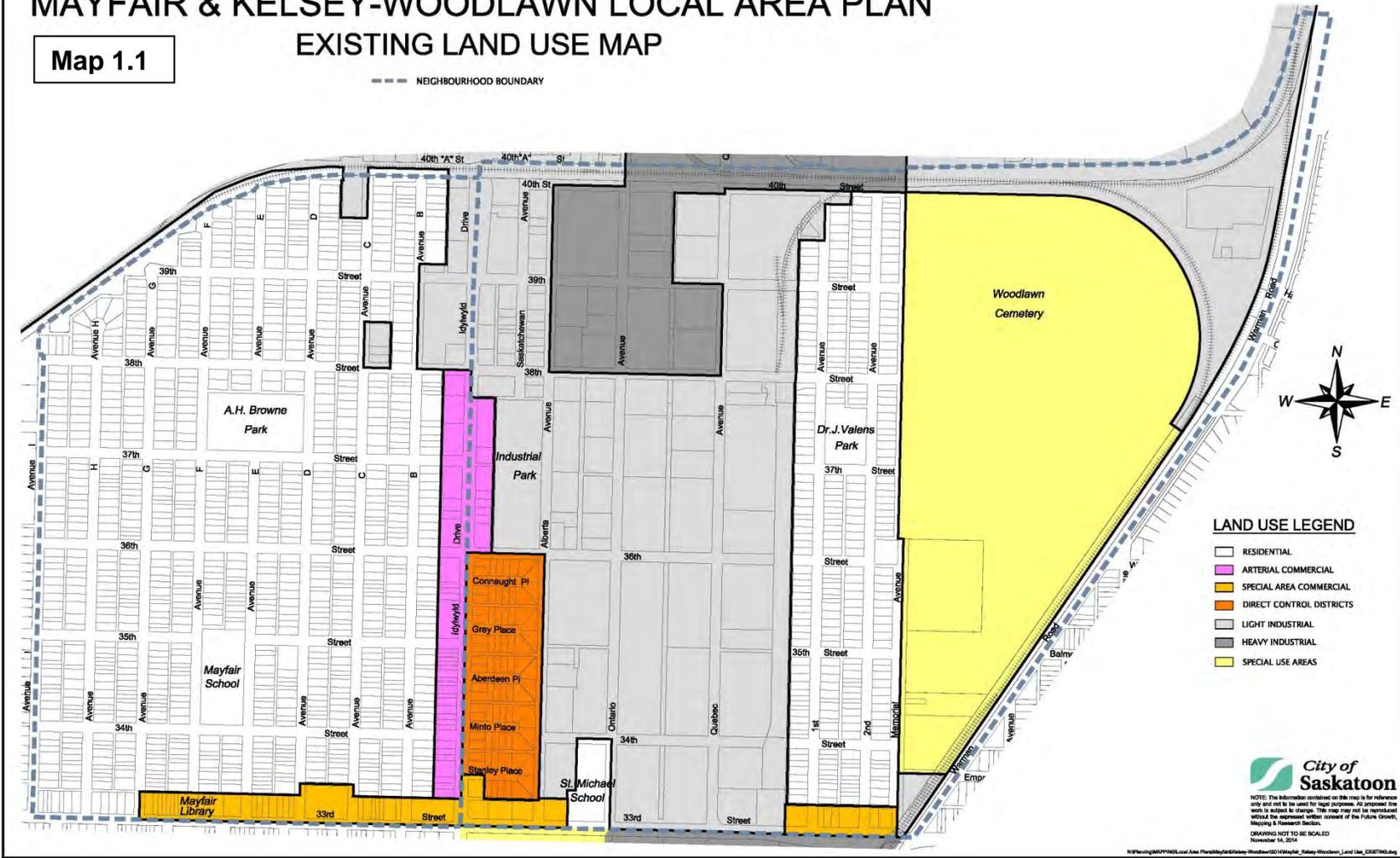
1.2 – PROPOSED MAYFAIR & KELSEY-WOODLAWN ZONING MAP: *That the Community Services Department, Planning & Development, amend the Zoning Bylaw No. 8770 with the proposed Zoning Districts identified in the map titled “Mayfair & Kelsey-Woodlawn Local Area Plan Proposed Zoning Map.”*

MAYFAIR & KELSEY-WOODLAWN LOCAL AREA PLAN

EXISTING LAND USE MAP

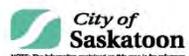
Map 1.1

--- NEIGHBOURHOOD BOUNDARY



LAND USE LEGEND

- RESIDENTIAL
- ARTERIAL COMMERCIAL
- SPECIAL AREA COMMERCIAL
- DIRECT CONTROL DISTRICTS
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- SPECIAL USE AREAS



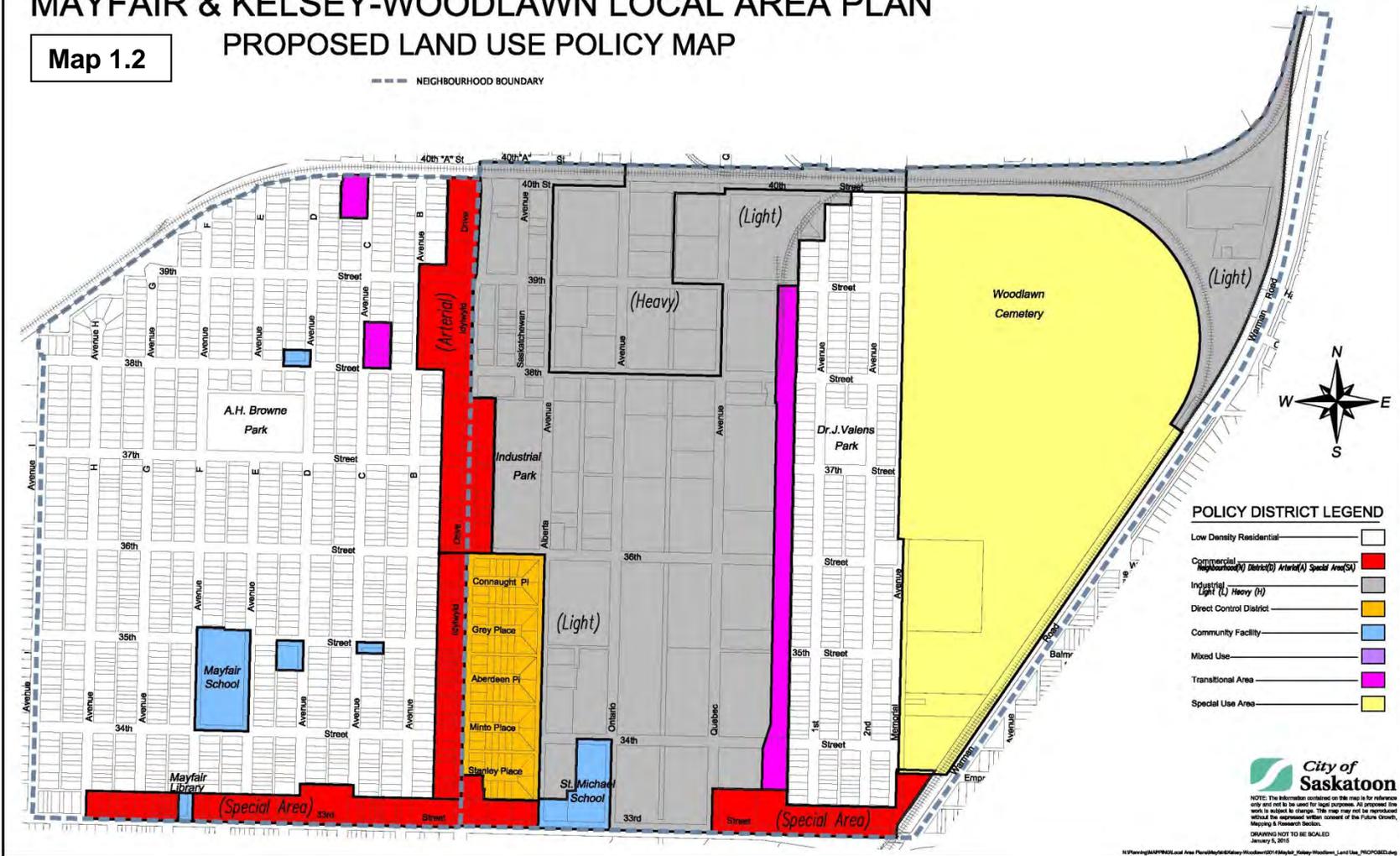
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MAYFAIR & KELSEY-WOODLAWN LOCAL AREA PLAN

PROPOSED LAND USE POLICY MAP

Map 1.2

--- NEIGHBOURHOOD BOUNDARY



MAYFAIR & KELSEY-WOODLAWN LOCAL AREA PLAN

PROPOSED LAND USE AMENDMENTS

Map 1.3

--- Neighbourhood Boundary
 — Existing OCP Boundaries



- From Residential to Community Facility
- From Special Area Commercial to Community Facility
- From Light Industrial to Transitional
- From Light Industrial to Arterial Commercial
- From Arterial Commercial to Mixed Use
- From Light Industrial to Special Area Commercial
- From Special Area Commercial to Direct Control District

City of Saskatoon

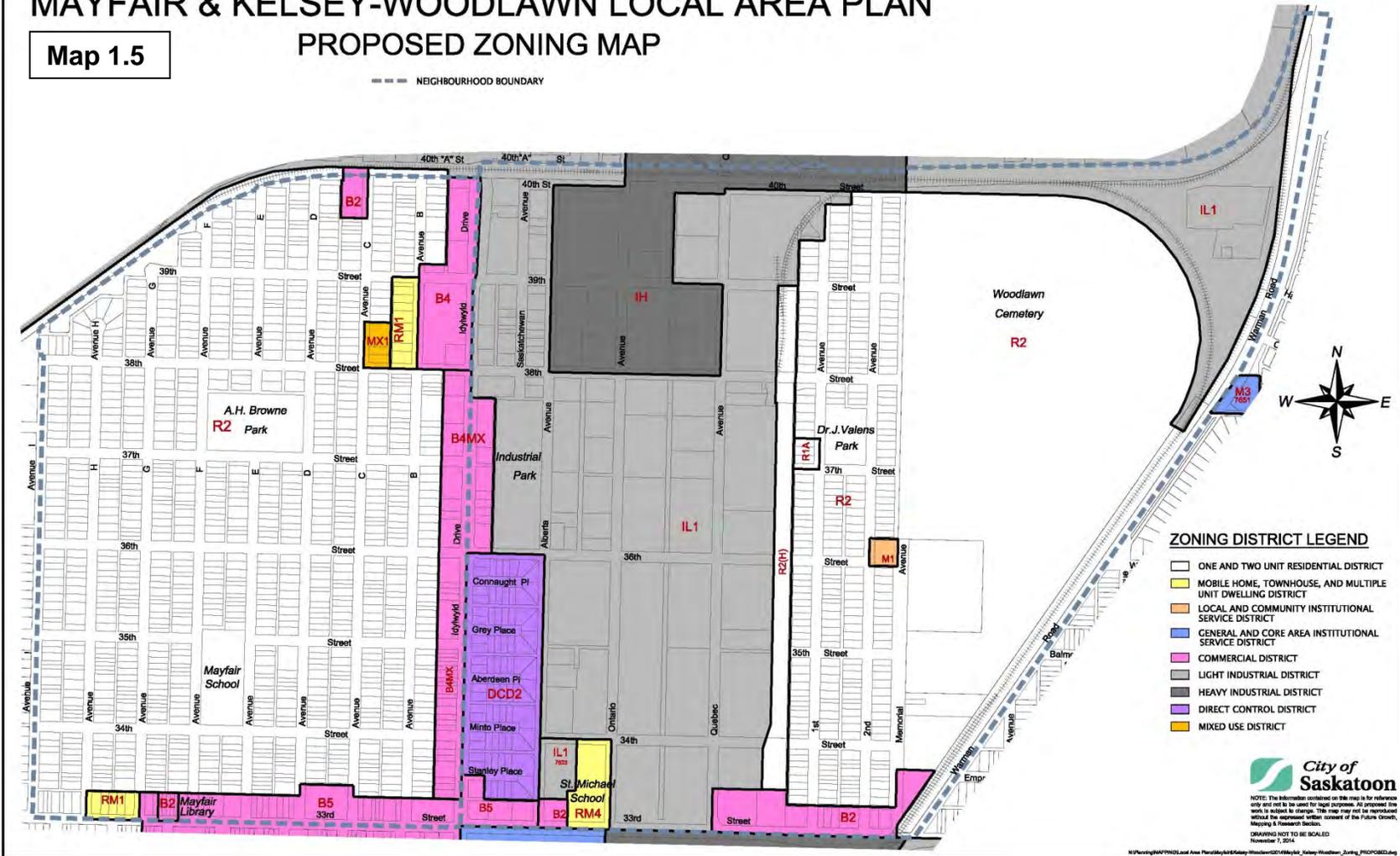
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MAYFAIR & KELSEY-WOODLAWN LOCAL AREA PLAN PROPOSED ZONING MAP

Map 1.5

--- NEIGHBOURHOOD BOUNDARY



ZONING DISTRICT LEGEND

- ONE AND TWO UNIT RESIDENTIAL DISTRICT
- MOBILE HOME, TOWNHOUSE, AND MULTIPLE UNIT DWELLING DISTRICT
- LOCAL AND COMMUNITY INSTITUTIONAL SERVICE DISTRICT
- GENERAL AND CORE AREA INSTITUTIONAL SERVICE DISTRICT
- COMMERCIAL DISTRICT
- LIGHT INDUSTRIAL DISTRICT
- HEAVY INDUSTRIAL DISTRICT
- DIRECT CONTROL DISTRICT
- MIXED USE DISTRICT



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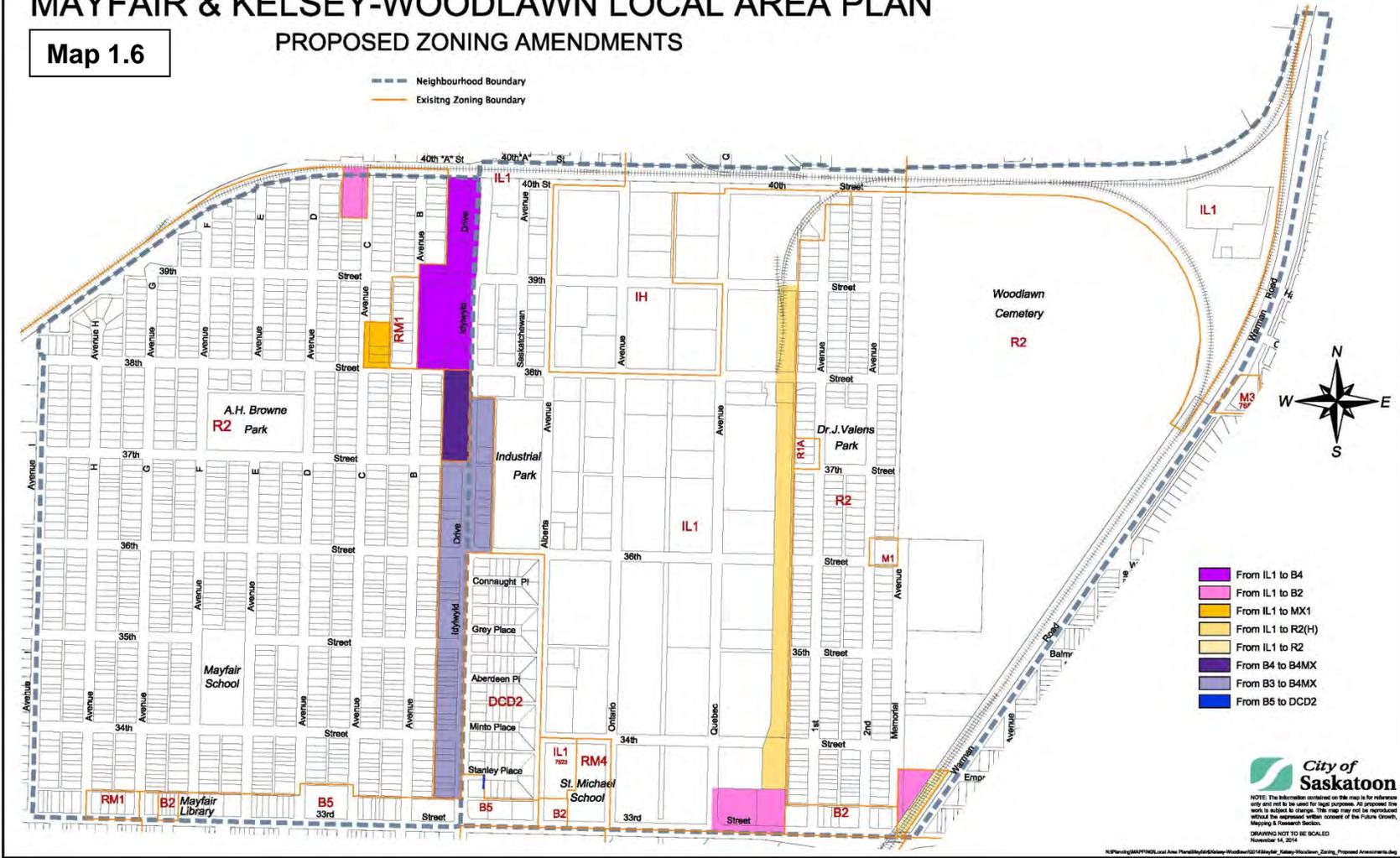
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MAYFAIR & KELSEY-WOODLAWN LOCAL AREA PLAN

PROPOSED ZONING AMENDMENTS

Map 1.6

--- Neighbourhood Boundary
 --- Existing Zoning Boundary

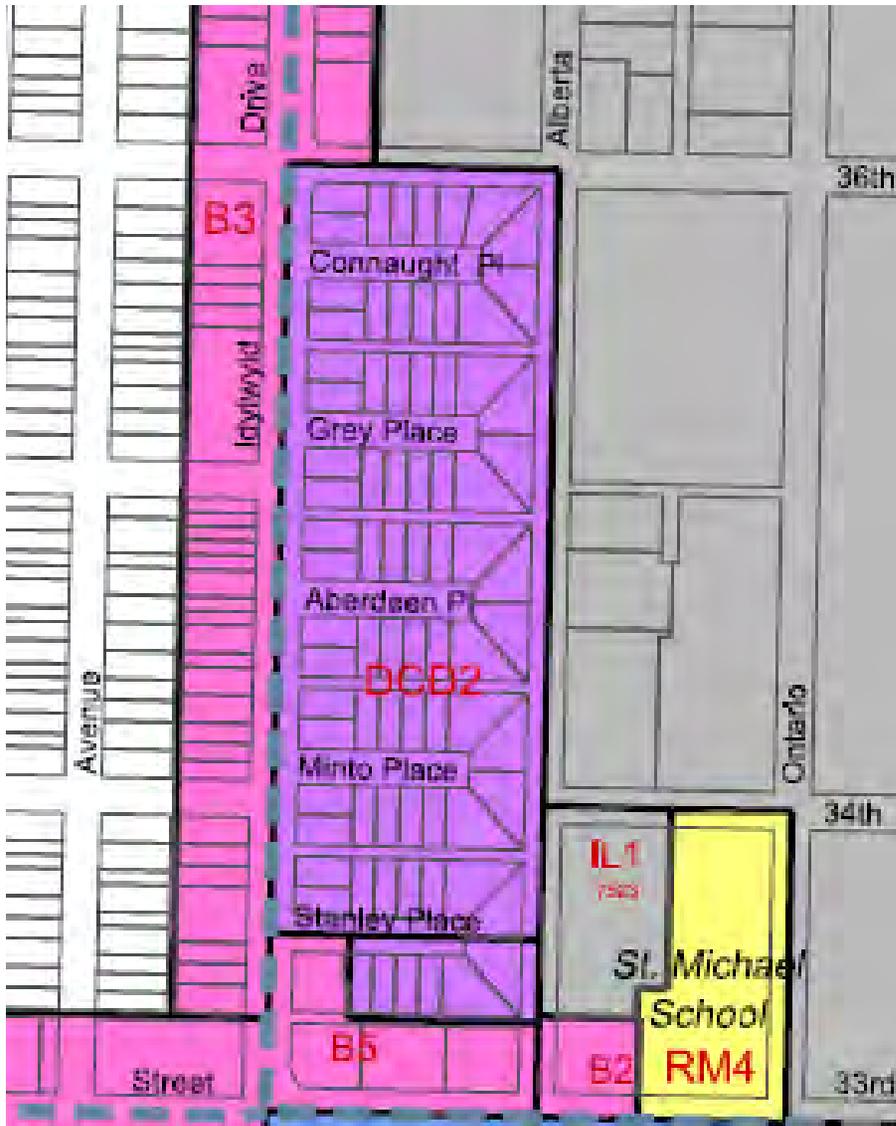


1.7 Direct Control District 2

Direct Control Districts are established where it is considered desirable to exercise particular control over the use and development of land and buildings within a specific area. In Kelsey-Woodlawn, the culs-de-sac of Stanley, Minto, Aberdeen, Grey, and Connaught Place are designated DCD2 District in the Zoning Bylaw. Consisting of one and two-unit dwellings, each cul-de-sac has access to Idylwyld Drive, and is separated from the others by a 20-foot lane. In place since June 1988, the DCD2 was created to help transition this area from the current one and two-unit dwellings to a mix of medium density residential, community uses and commercial uses. Before redevelopment can occur, a developer must consolidate (own) all of the lots within a cul-de-sac; in addition, within the DCD2 guidelines, development is mandated to begin at Stanley Place and move northward in consecutive order.

Re-use of the area has not occurred as it has been difficult for developers to consolidate lots. If a developer were to complete consolidation, the current guidelines state that uses of a B3 or RM3 Zoning District would be permitted. B3 is the Medium Density Arterial Commercial District, which allows a variety of commercial uses, such as retail stores, offices, medical clinics, hotels, and financial institutions for example. The RM3 – Medium Density Multiple-Unit Dwelling District provides for a variety of residential developments in a medium density form as well as related community uses. The maximum height for any permitted use in the B3 zoning district is 10 metres (\approx 33 feet) and 12 metres (\approx 39 feet) in the RM3 District. B3 also permits restaurants (with an attached lounge), pawn shops, cheque cashing outlets, and motor vehicle sales. The LAPC is concerned with the increasing number of these specific businesses in the area, and the image they can project.

During the course of the LAP, a meeting was held focusing on infill development in the neighbourhoods. As part of this discussion, the LAPC was asked about the redevelopment of the culs-de-sac, and the majority of members are supportive of eventual redevelopment. Some concerns were raised with regards to the current appearance and potential decline of investment in the culs-de-sacs; there is the perception that some landlords and/or tenants do not maintain their properties to a proper standard. Some of the property maintenance problems and perception problems are due in part due to the DCD2 guidelines, as owners may not consider significant investments in property upkeep worthwhile, due to the



redevelopment potential. As such, the LAPC would like to see more certainty and predictability for residents, owners, and for the future use of the culs-de-sac. In addition, the LAPC would like to see a higher rate of homeownership – currently, of the 79 properties across the culs-de-sac, 51 (65%) are rental and 28 (35%) are owner occupied.

The culs-de-sac along Idylwyld Drive are zoned Direct Control District 2 (DCD2) in the *Zoning Bylaw* and have a specific set of guidelines that control permitted uses and redevelopment.

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. In addition, the potential exists for Saskatchewan Polytechnic (SIAST) to expand into the culs-de-sac (either for teaching space or student residences), due to its close proximity to their main campus and locations in Kelsey-Woodlawn. In addition, while the LAPC is supportive of redevelopment of the DCD2 area, one major concern is the potential for displacement of residents in the culs-de-sac, especially for renters in the area. The LAPC would like to ensure that potential developers carefully consider the needs of residents that will be displaced.

Updates and amendments to the DCD2 guidelines can alleviate and minimize some of the current concerns regarding the DCD2 District.

RECOMMENDATION:

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.*

The LAPC is concerned about the potential for increased pawn shops, cheque cashing outlets, bars/lounges, and used motor vehicle sales in the area, especially once the DCD2 becomes redeveloped. While most commercial (B) zoning districts do not prohibit pawn shops, the current pawn shop bylaw limits distance between such establishments, and nightclubs and taverns are a discretionary use and require the approval of City Council.

RECOMMENDATION:

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.*



A residential lot at the southwest corner of Stanley Place (shown in blue dotted line) has a small portion of its property located within B5 (Commercial) zoning and the majority within DCD2. This split zoning needs to be corrected to ensure there is only one zoning district that covers each property.

It was also noted that the current alignment of the sidewalk along Idylwyld Drive next to the culs-de-sac is too close to the road, which makes walking on the sidewalk extremely uncomfortable given the high level of traffic. As such, during the redevelopment of the culs-de-sac along Idylwyld Drive, the LAPC would like developers to have the sidewalk set back from Idylwyld Drive traffic in order to make it more comfortable and safe for pedestrians.

1.8 Growth Plan to Half a Million: Idylwyld Priority

The City is in the process of developing the **Growing Forward! Shaping Saskatoon** project, which will result in the development of the *Growth Plan to Half a Million*, outlining a city-wide servicing strategy for transit, water and sewer, land use, and roadways as Saskatoon grows towards a population of 500,000 residents. The project encompasses a number of targeted studies, including Growth near Major Corridors, Core Area Bridges + Networks, Rapid Transit and Transit System, and Employment Areas.

The Growth near Major Corridors Study aims to assess major transportation corridors and adjacent land uses across the city, with the goal to achieve more efficient use of land, while facilitating a more transit-oriented environment. Identifying priority locations for increased residential density through infill development and redevelopment of existing sites along major corridors can allow for an increased level of transit service, more economical provision of infrastructure, improvement in amenities, and more viable commercial uses along and adjacent to these transportation corridors. By increasing the number of people living along major corridors such as 8th Street, College Drive, 22nd Street, and Idylwyld Drive, rapid transit to major destinations and higher-service “feeder” transit routes become more viable since more users

live within a shorter distance of major routes. It is intended that targeted and appropriate densification in Saskatoon will help to preserve the core of existing residential neighbourhoods and allow stable areas to remain at generally lower densities, while neighbourhood-wide density may increase over time as a result of new development along and near significant transportation corridors.

For the city, increased residential density helps to ensure neighbourhoods remain viable by ensuring sufficient school enrolment, providing a market base for area businesses and providing a suitable population to support neighbourhood facilities and activities, such as parks and recreation programs. The LAPC recognizes that established neighbourhoods along key corridors near the city centre, such as Mayfair & Kelsey-Woodlawn, will play a role in the City's goals and implementation of the Growing Forward project.

The Growing Forward project, the *Growth Plan to Half a Million* and its relation to Idylwyld Drive in Mayfair & Kelsey-Woodlawn is discussed in more detail in the **Neighbourhood Image and Business Support Section**. For more information about the Growing Forward project, view the website at: www.growingfwd.ca/.



1.9 The Future of Infill: Current Concerns, Future Desirability, and New Guidelines

With regards to residential infill, the Mayfair and Kelsey-Woodlawn neighborhoods have not seen as much pressure from infill development as other neighbourhoods – however, demand from such projects is expected to increase in the future. Due to Mayfair & Kelsey-Woodlawn's proximity to Downtown, increasing home prices, and low number of infill projects to date (compared to some other neighbourhoods), the LAPC feels that infill projects will eventually accelerate in the neighbourhood. The LAPC is concerned about infill projects not fitting in with the existing character of the neighbourhood,

and the potential for illegal suites to be constructed by absentee developers and landlords. The City's new Infill Development Guidelines will assist in ensuring future infill projects fit more appropriately with the size, scale, and character of the existing housing stock.



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.

There are approximately 440 dwellings in Kelsey-Woodlawn (including single-family dwellings, duplexes, condominiums, and apartments). In Mayfair, there are a total of 1,080 dwellings, including 790 one-unit and 180 detached duplexes.

The table below shows the dwelling units per acre for selected neighbourhoods, including Mayfair & Kelsey-Woodlawn. Additional infill projects will increase these numbers. It is important to note that these numbers vary depending on the amount of park space, commercial, or institutional uses in a neighbourhood.

Table 1.1: Dwelling Units (DU) per Acre for Selected Neighbourhoods

Neighbourhood	DU / Acre		Neighbourhood	DU / Acre
Silverspring	3.6		Caswell Hill	5.1
Mount Royal	3.9		Kelsey-Woodlawn*	5.8
Riversdale	4.0		Varsity View	5.9
Westmount	4.0		Pleasant Hill	6.3
North Park	4.7		Nutana	7.3
Mayfair	4.7		City Park	8.0

*This number is for the residential areas of Kelsey-Woodlawn only (1st and 2nd Avenues and culs-de-sac on Idylwyld Drive). With the industrial area and Woodlawn Cemetery included, the DU per acre would be 1.1.

As demonstrated by the Tables 1.2 and 1.3 below, the majority of dwellings in Mayfair were built prior to 1980, and the majority of dwellings in Kelsey-Woodlawn prior to 1960. The older housing stock in the neighbourhoods can provide incentive for developers to acquire sites and develop infill projects. In addition, Mayfair & Kelsey-Woodlawn has not seen the same level of infill projects as other neighbourhoods, such as City Park or Varsity View. From 2003 – 2013, there were a combined 46 infill projects (one- and two-unit dwellings) across Mayfair & Kelsey-Woodlawn; compared to 101 in Varsity View and 62 in Nutana for the same time period. The following tables show the age of dwellings for both Mayfair and Kelsey-Woodlawn:

Table 1.2: Kelsey-Woodlawn Age of Dwelling

Age of Dwelling	2011 NHS
Before 1960	220
1961-1980	45
1981-1990	0
1991-2000	0
2001-2005	0
2006-2011	0

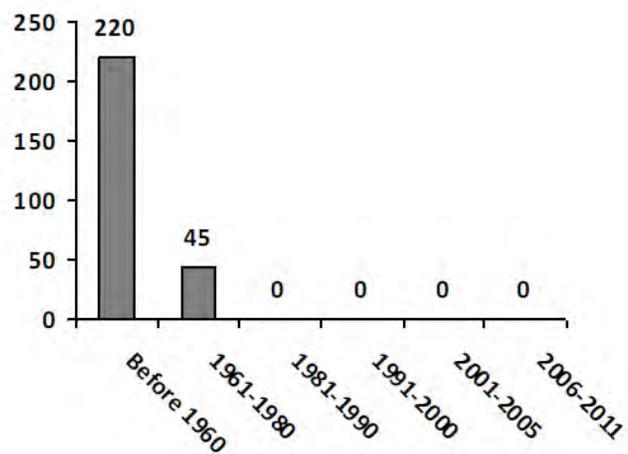
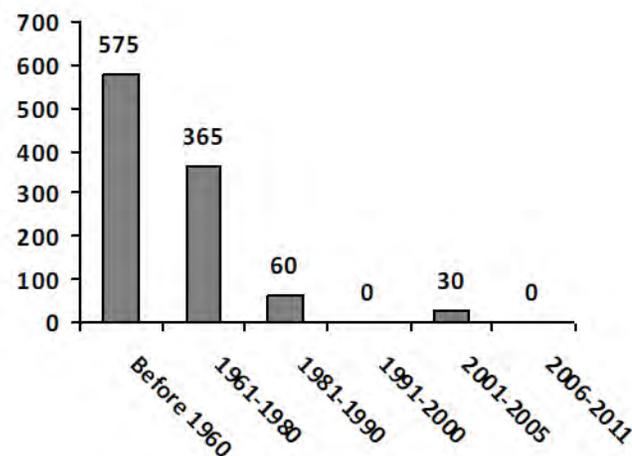


Table 1.3: Mayfair Age of Dwelling

Age of Dwelling	2011 NHS
Before 1960	575
1961-1980	365
1981-1990	60
1991-2000	0
2001-2005	30
2006-2011	0



During the initial neighbourhood survey and the meeting on infill, some of the comments by neighbourhood stakeholders regarding infill included:

- Being supportive of residential infill development, as it can replace old housing stock, raise property values, and bring in more residents.
- With increased infill, parking issues can intensify - particularly in Mayfair – where there are few driveways and on-street parking is already in high demand.
- Additional housing is a benefit to the neighbourhoods and the city as a whole; however too many infill projects are of the typical semi-detached form and do not fit well with the existing neighbourhood character.

1.9.1 – Changes to Infill Development Standards

Under the *Zoning Bylaw No. 8770*, there is potential for future subdivision into one-unit, two-unit and semi-detached dwellings. Prior to 2015, a “70% rule” was used to calculate eligibility for subdivision. The Zoning Bylaw stated that, in the R2 District, *“site width for the construction of new one-unit dwellings in established neighbourhoods shall be at least*

70% of the average site width for one and two-unit dwelling sites fronting on the subject block face and the opposite block face.” The purpose of the “70% rule” was to ensure that infill occurred in a gradual manner, and that the predominant site width on a block is maintained. This is meant to ensure that the character of a block is maintained as the block slowly transitions to higher density.



A residential infill project in Mayfair. New guidelines will help ensure new infill developments match the existing neighbourhood character.

However, the 70% rule did not apply to semi-detached dwelling units. As such, the 70% rule led to the proliferation of two-unit and semi-detached dwellings, which resulted in a residential character that is starkly different than the character of the existing neighbourhood, counter to the intent of the Zoning Bylaw. The *Neighbourhood Level Infill Development Strategy* reviewed all subdivision restrictions and recommended a reduction of the calculation percentage to 60% in neighbourhoods such as Mayfair & Kelsey-Woodlawn. This would allow more properties to be constructed as detached one-unit dwellings compared to semi-detached dwellings. The reduction of the 70% rule to 60% in the Mayfair & Kelsey-Woodlawn neighbourhoods was approved by City Council in March 2015.

The Neighbourhood Level Infill Development Strategy also recommended multiple-unit dwellings, to a maximum of 4 units, on corner sites in established neighbourhoods subject to site suitability, location, and servicing capacity. This recommendation is being reviewed by City Administration.

1.10 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 (see Map 1.7 on page 87). This ROW is currently vacant and buffers the industrial properties backing it on the west from the residential properties that front 1st Avenue on the east. If disposed of by CNR, the City of Saskatoon would have the right of first refusal on the purchase of railway property. As mentioned previously, rezoning and placing a 'Holding' zoning provision on the ROW would prevent the sale and amalgamation into the industrial properties.

There are limited potential future uses for the ROW, as it is only approximately 100 feet (30.48 metres) wide, and stops half a block north of 33rd Street. In addition, soil contamination of the ROW is a potential concern, which may affect the feasibility of future development. The LAPC would like to see green space, such as a linear park or pathway developed along the ROW and is open to having low-density residential or commercial uses with minimal traffic located on the parcel

where feasible. **Street and pedestrian connections across this ROW are discussed in the Municipal Services section.**

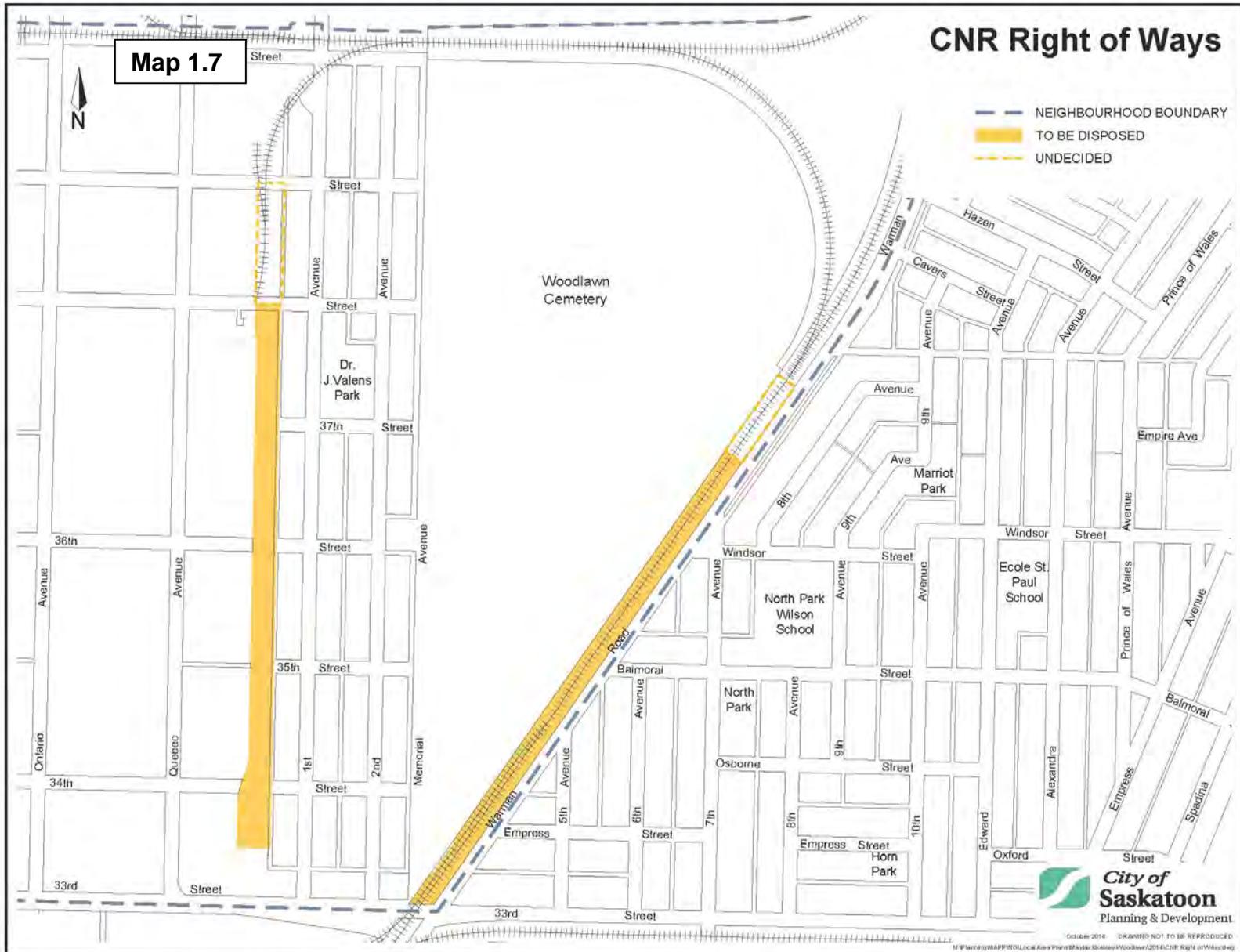
RECOMMENDATION:

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.*

In addition, CNR has indicated that their land between Warman Road and Woodlawn Cemetery south of the wye (triangular junction) may also be divested in the future (see map below). Similar to the other right-of-way, this stretch of land is approximately 100 feet (30.48 metres) wide, and as such options for redevelopment and re-use are limited. While the parcel between 1st and Quebec Avenues is more suitable for light commercial uses at street intersections or as a linear park, the Warman Road parcel is constricted by a high-volume roadway on one side and the Cemetery on the other. The LAPC would prefer that community uses, such as green space or community gardens, be considered along this right-of-way as opposed to an additional lane of traffic. Warman Road also has potential as a rapid transit corridor in the longer-term; as such, it is important to ensure this space is available for such uses in the future.

RECOMMENDATION:

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

2.1 Overview



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.

Within the wide breadth of Municipal Services, the LAPC is mainly concerned with:

- Maintaining rear lanes serving business areas to a higher standard;
- Upgrading unpaved roads in Kelsey-Woodlawn (38th Street to Quebec Avenue, and in the industrial area);
- Improving the poor condition of existing sidewalks; and
- Increasing the rate of lead pipe replacements, given the high number of residential connections in the neighbourhoods.

2.2 Municipal Services Goals

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.

2.3 Road, Rear Lane and Sidewalk Maintenance

Improved maintenance for roads and existing sidewalks in Mayfair & Kelsey-Woodlawn are a key concern for the LAPC. In addition, keeping road and sidewalk infrastructure in good condition is crucial in the area surrounding the 33rd Street business area, given the importance of the corridor to the neighbourhood and the significant number of residents that visit the area frequently, either by vehicle or walking.

As mentioned in Section 3 – Neighbourhood Image and Business Support, the independent businesses on 33rd Street are a key part of the Mayfair & Kelsey-Woodlawn area. West of Idylwyld Drive, businesses face 33rd Street and have access to a paved rear lane. This lane is crucial for business deliveries, pick-up, and employee access. 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. Business owners have stated that the poor condition of the lane now affects their businesses – it is very tough on delivery vehicles, and fragile items being transported are at risk of being damaged.



Rear lanes on both sides of the 33rd Street business area are in poor condition and in need of repair.

RECOMMENDATION:

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).*

Unpaved rear lanes in the residential areas of the neighbourhoods are graded by the City, at least once per year. While the LAPC realizes the large number of gravel lanes that need to be graded across the city, concerns were raised about other problems that arise after grading has occurred. Specifically, windrows form

at the edge of the grading blade; the lane between Idylwyld and Avenue B was mentioned as a specific area of concern. These raised edges of gravel can make it difficult to open gates and fences when they run into the raised gravel. The LAPC hopes that adjustments can be made to minimize the formation and impact from this issue.

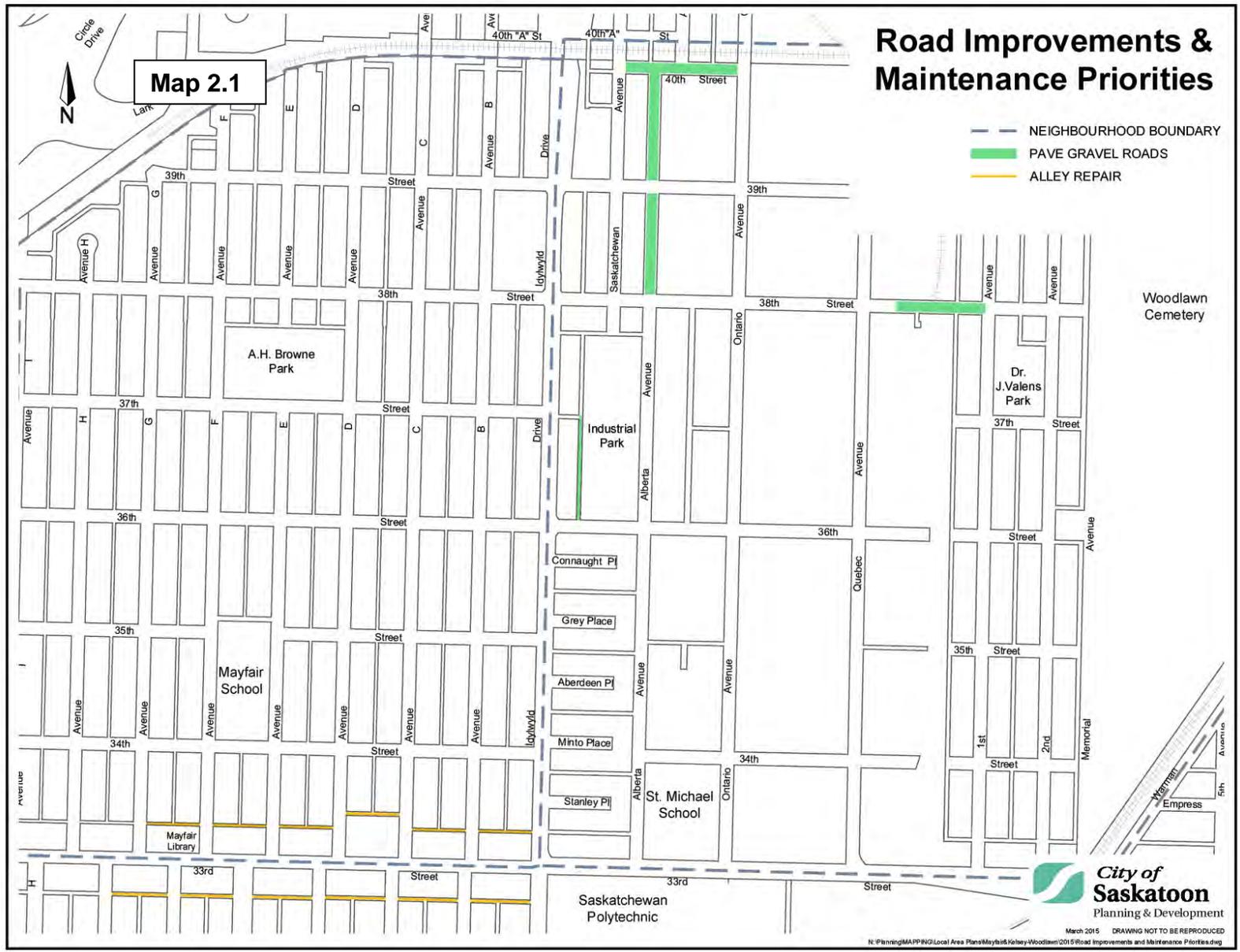
Currently, the main vehicular access to the residential area of Kelsey-Woodlawn is via 1st/2nd Avenues from 33rd Street; and 38th/39th Streets from Quebec Avenue. 38th Street, which connects the residential area of Kelsey-Woodlawn to the industrial area, is currently gravel and in poor condition. Even with grading, the section of 38th Street that crosses the CN right-of-way quickly becomes un-drivable due to an uneven driving surface and the amount of traffic driving over it.

In the northern-most section of Kelsey-Woodlawn's industrial area, there are currently sections of Alberta Avenue and 40th Street that are gravel. These roads serve area businesses and industries, and paving them would improve road conditions and the overall image and desirability of this portion of the industrial area. In addition, the alley adjacent to the playground in Industrial Park (north of 36th Street) is gravel, and should be paved to minimize dust impact on park and playground users.

RECOMMENDATION:

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.*



During the discussion on Municipal Services, comments were received regarding certain intersections in Mayfair & Kelsey-Woodlawn that do not have catch basins for storm water. During major rain events or spring snow melt, this can cause large amounts of water to remain in low spots and portions of intersections, becoming a safety hazard for vehicles, pedestrians and cyclists.

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 Sidewalks

The City of Saskatoon sidewalk program maintains sidewalks so they are in a safe condition for pedestrian traffic and to reduce opportunities for personal injuries. Activities conducted to repair and maintain sidewalks include:

- Replacement
- Asphalt Overlay
- Lip Grinding
- Magcrete
- Mudjacking

The LAPC is cognizant of the limited budget to repair and maintain sidewalks throughout the city; however, there are three specific sidewalk locations that require maintenance and/or repair in the short term. Sidewalks that are considered a safety issue will be addressed until such time as the preservation program is in the area. The following sidewalks, which are currently in poor condition, have been forwarded for repair consideration in the short-term:

- Avenue C north of 33rd Street (severe heaving) – priority due to pedestrian traffic to Safeway;
- 1400 block Avenue F North (severe heaving); and
- Around A. H. Browne Park (badly deteriorated).

Note: The construction of missing sidewalks is discussed in the Traffic & Circulation Section.

2.5 Street Sweeping

Street sweeping is done on all streets in the spring to remove dirt and debris, improve the appearance of the city, and to make roads safer. After a spring sweeping blitz on higher-traffic roads, such as Circle Drive, Idylwyld Drive, and 22nd Street, a neighbourhood sweeping program occurs that enables a more effective and complete curb-to-curb sweep program that covers all streets.

After a pilot program in 2013, ten neighbourhoods were selected for fall street sweeping in 2014: City Park, North Park, Holiday Park, King George, Riversdale, Caswell Hill, Nutana, Varsity View, Buena Vista and Westmount. Fall street sweeping occurs in some core neighbourhoods so streets can dry up quicker in the spring. The neighbourhoods selected are based on heavy tree canopy and closer proximity to the river valley, which makes them more prone to collect leaves and debris. Due to the large tree canopy in Mayfair & Kelsey-Woodlawn, to assist with spring runoff, and to minimize stress on the storm water basins, fall street sweeping would be beneficial in these neighbourhoods.

RECOMMENDATION:

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.*

2.6 Lead Pipes and Drinking Water

Up until 1950, lead pipes were commonly used across Canada to deliver water to properties, including residences in Saskatoon. Concern with lead pipes comes from standing water in the line – which can cause lead to leach into the water. As a precaution, the City recommends residents with lead pipes flush the water system every time the water in the home has been untouched for six hours or more (standing water). To ensure fresh water for cooking or drinking, the City recommends running taps for five minutes when residents wake up and when getting home from work. This clears the service connection and plumbing of any standing water in the pipes by bringing in fresh water from the water main. To minimize waste, residents can utilize a large portion of this water through a number of uses, such as laundry, dishwasher, toilets, showers, or bathing; however, there may be a small portion of standing water in the plumbing to the drinking water tap(s) that requires flushing as well.⁵⁸

The City estimates that there are approximately 5,300 Saskatoon properties that currently have a lead service connection, including 180 in Mayfair and 165 in Kelsey-Woodlawn. Beginning in 2014, the City expects to replace approximately 200 Lead Service Lines (LSL) per year; about 100 of these are planned replacements and a remaining 100 are anticipated to be in emergency or unplanned situations. At the current rate, it will take approximately 30 years to replace all lead lines in the city. **Residents who want to add their property to the planned replacement waiting list can do so by calling Public Works Dispatch at 306-975-2491.** An emergency or unplanned replacement is also performed when other related work is being performed nearby, where excavation of roads or sidewalks is already underway.

For both unplanned and waiting list replacements, the City pays for 60% of the cost, and the homeowner is responsible for 40%. In 2014, the cost for the homeowner portion is capped at \$2,590. The homeowner has the option of paying this amount directly to the contractor, or they may defer the amount to their property taxes to be paid over one year, interest-free. To be eligible for the cost-sharing program, the replacement must have occurred as a result of the home being on the waiting list.

⁵⁸ <http://www.saskatoon.ca/DEPARTMENTS/Utility%20Services/Water%20and%20Wastewater%20Treatment/Water%20Treatment%20Plant/Pages/LeadPipesandDrinkingWater.aspx>

The LAPC discussed the issue of lead pipe replacement, and some Committee members were concerned about the high number of service connections left to replace, especially in relation to the amount replaced per year. Given the potential for adverse health effects caused by lead service lines, the LAPC feels that any strategies to significantly reduce the 30-year projected timeline to replace all lead lines should be an important strategic goal for the City. In addition, the LAPC feels that if there are numerous homes on a block that require LSL replacement, all owners should be contacted to see if there is interest in replacing numerous lines at once. The City is continuously improving the LSL program, and dual replacement is completed where a shared trench serves more than one property.

Major Projects mails lead pipe information to all affected addresses, city-wide, on an annual basis. To ensure LSL replacements are consistent with the number of received homeowner requests, the City's budget has been increased to allow for 200 replacements per year. This will help reduce the backlog of lead lines and shorten the timeframe required to convert all service connections.

3.0 – Neighbourhood Image and Business Support

3.1 Overview



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. Currently, Idylwyld Drive from 33rd Street to 39th Street is a mix of single-family residences, vacant lots, and commercial establishments. While some of the properties are well maintained, others are not maintained to an acceptable standard. In addition, residential property maintenance throughout the neighbourhoods is also a concern.

The LAPC would also like to strengthen and grow the unique business area that is currently along 33rd Street, west of Idylwyld Drive. Specific, targeted recommendations will help improve the image of Mayfair & Kelsey-Woodlawn to promote the area as a great place to live, work, and shop.

3.2 Neighbourhood Image and Business Support Goals

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.

3.3 Property Maintenance

When properties appear cared for, the overall image and quality of life in Mayfair and Kelsey-Woodlawn increases and encourages the appropriate use of areas. Maintaining properties to a high standard increases the desirability of an area and can reduce the potential for criminal activity to occur. Members of the LAPC are concerned about properties throughout the neighbourhoods not being adequately maintained, including concerns about junk in backyards and alleys, as well as untidy front yards. Table 3.1 below illustrates the number and type of inspections performed by Saskatoon Fire in 2013.

Complaints about junked yards and overgrown lawns are resolved through the *Property Maintenance Bylaw #8175*, which is enforced by Inspectors from the Saskatoon Fire Department. Currently, there is some frustration from citizens with the amount of time it takes to address issues, as there is currently a significant backlog of property maintenance complaints. The current backlog is a result of the challenge faced when property maintenance complaints are received – it can be a slow process that requires multiple legal-based steps, and as a result significant staff time is required.

Table 3.1: Inspections performed by Saskatoon Fire, 2013

Type of Inspection	Kelsey-Woodlawn	Mayfair
Property maintenance inspections	52	115
Care home inspections	3	6
Daycare inspections	0	1
Fire hazard inspections	17	14
Total inspections	72	136

RECOMMENDATION:

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.*



A property in Kelsey-Woodlawn. Decreasing the current backlog of property maintenance complaints would improve response times and quality of life in the neighbourhoods.

During the course of LAP topic meetings, concerns were raised regarding property maintenance issues in the two neighborhoods. Specifically, LAPC members expressed frustration about knowing which area or level of government handles certain complaints. There was some uncertainty among stakeholders regarding which civic division to call for specific complaints and concerns. As such, the City should raise awareness among residents as to which issues are handled by which area of government. In certain cases, such as the Safer Communities and Neighbourhoods (SCAN) task force, some residents may not be aware of this service.

The **Safer Communities and Neighbourhoods (SCAN)** legislation is intended to empower residents to take back their neighbourhoods by reporting problem residences or businesses that are habitually used for illegal activities. The legislation for SCAN includes a process for police to address public safety concerns related to fortified buildings and/or the surrounding land. It promotes community safety by cleaning up properties that negatively affect the health, safety or security of a person or people in a neighbourhood, and that interferes with the peaceful enjoyment of their properties. SCAN can be reached by calling 1-866-51-SAFER.

For example, an easy to read and accessible document that educates citizens on which issues the City enforces could be created for households. Such a document would have an educational role, and describe what types of property/nuisance issues are handled by which levels of government – and should also include brief descriptions on what type of infractions and bylaw contraventions can be reported. While numerous complaints are handled by the City, this document could also list contact information for relevant provincial agencies where applicable.

To alleviate some of these concerns, the City is currently in the process of launching a new 311 service, where all calls will be handled and directed appropriately through one point of contact. When using this service, a tracking number will be given so citizens can be updated on the progress of their complaint in the future. In combination with this service, a new brochure would increase knowledge as to what types of issues can be called in. As such, it is recommended that the Community Standards Division create an educational document to include more descriptive information for bylaw enforcement responsibilities, in an easy to read, and easy to mail, format. This could be an expanded version of the current *Whose Job Is It?* document and should be created in conjunction with the new 311 service.

RECOMMENDATION:

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.

3.4 Canadian National Railway Property

The Canadian National Railway (CNR) has various active railway lines and abandoned right-of-ways (ROW) in Mayfair & Kelsey-Woodlawn, and their operations have a noticeable impact on the neighbourhoods. Active rail lines border the northern edge of both neighbourhoods, and the eastern border of Kelsey-Woodlawn, along Warman Road. Comments received from LAPC members indicate that the active rail line along the northern edge of the neighbourhoods is poorly maintained and has an unpleasant visual appearance – a large amount of garbage can often be found along the railway property, and the grass has become overgrown in recent years. The LAPC feels that CNR should be required to take more responsibility for maintenance of their right-of-way, and specifically ensure that their property maintains a good appearance in the long-term.

RECOMMENDATION:

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.*



Canadian National Railway has an active rail line along the northern boundary of Mayfair & Kelsey-Woodlawn, which in recent years has consistently become overgrown with weeds and requires garbage clean-up.

3.5 Idylwyld Drive Condition

During the course of the LAP meetings, various members of the LAPC raised specific concerns about the condition of properties on Idylwyld Drive north of 33rd Street (note that specific zoning changes on Idylwyld Drive are referred to in the **Land Use, Zoning, and Infill** section). The Committee feels that some properties on Idylwyld Drive – both residential and commercial – do not portray the best image of the area. Specifically, some properties could be transitioned to a higher density use, given their location along a high-traffic corridor. Options could include mixed-use developments with at-grade commercial uses and above-grade residential units. The opening of the Circle Drive South Bridge in July 2013 has also reduced heavy truck traffic on Idylwyld Drive, thereby creating a new opportunity to change the look and feel of the corridor.

As described in the **Land Use, Zoning, and Infill** section, in 2014 the City launched the “*Growing Forward! Shaping Saskatoon*” public planning initiative. A major outcome of the initiative will be the *Growth Plan to Half a Million*. A key part of this process includes the Growth near Major Corridors Study, which will identify high priority locations along major

corridors for redevelopment and intensification, as well as potential land uses and development forms for redevelopment to support higher densities and a greater mix of accessible uses. The intent of the study fits well with the LAPC's revitalization goals for the west side of Idylwyld Drive, north of 33rd Street. The renderings on the next page, presented at an LAP meeting in February 2013, show what 33rd Street and Idylwyld Drive could potentially look like after implementation of the *Growth Plan to Half a Million*.

RECOMMENDATION:

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.*

Could Idylwyld and 33rd Street look like this some day?



Current



Future???

Could Idylwyld and 36th Street look like this in the future?



Current



Future???

Mayfair & Kelsey-Woodlawn Local Area Plan Meeting; February 12, 2013
Please note: these are only artist renderings and not approved designs.



3.6 Promotion of the 33rd Street Business Area

Residents of Mayfair & Kelsey-Woodlawn feel very strongly about the importance of supporting area businesses – especially the locally-owned, unique restaurants and stores along 33rd Street in the vicinity of Idylwyld Drive. Having a full-service grocery store (Safeway) in the area is also important to area residents, and the LAPC wants to ensure the business area grows stronger to ensure the continued viability of a grocery store. A wide variety of stakeholders made it clear that maintaining the strength and uniqueness of this business area is a high priority. In addition to being a main corridor for the city, Idylwyld Drive is also a major corridor for travelers and tourists. As such, promoting the area to passersby will help draw in shoppers and strengthen the business area into the future.

RECOMMENDATION:

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

Beginning in 2013, there was renewed interest from business owners regarding the potential creation of a Business Improvement District (BID) along 33rd Street, with a proposed boundary from Alberta Avenue to Avenue G. This area includes approximately 85 businesses (see map on page 107). BIDs act on behalf of local businesses with a shared voice to lobby for, and leverage funding opportunities, in partnership with local governments. As stated in the *Downtown Business Improvement District Bylaw # 6710*, the purpose of a BID is to:⁵⁹

- improve, beautify and maintain publicly-owned lands, buildings and structures;
- promote the business improvement district as a cohesive business or shopping area;
- conduct studies and designs related to the BID’s purpose;

⁵⁹ <https://www.saskatoon.ca/sites/default/files/documents/city-clerk/bylaws/6710.pdf>

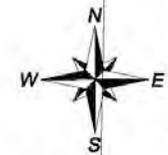
- acquire land and/or buildings to improve or beautify those buildings; and
- improve and maintain parking lots with the purpose of eventual public or private redevelopment.

The creation of BIDs is outlined in the *Cities Act*, a document of provincial legislation. City administration helps to guide the process, but remains neutral, as BIDs are an initiative of the business owners in the area. With respect to the process to start a BID, organizers notified all property and business owners within the proposed boundary, where the organizers outlined their plans and objectives for the BID. There is no official voting process for the establishment of a BID, and City Council determines whether there is appropriate support from the local business community to approve a new BID. A BID is governed by a board made up of business operators/representatives in the district and one City Councillor, and there are four BIDs in Saskatoon (in addition to the 33rd Street BID): The Partnership (Downtown), Riversdale, Broadway, and Sutherland. To fund the operations of a BID, a levy is collected from commercial properties through property tax bills. The contribution that each commercial property pays is dependent on the total BID budget for that year, the number of properties in the district, and the assessment value of each property.

BIDs 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.

In March 2013, an information meeting was held with interested business and property owners, and an official public meeting was held in September 2014. The establishment of the 33rd Street Business Improvement District was approved by City Council in November 2014.

33rd Street Business Improvement District



City of Saskatoon
Planning & Development

Harry Bailey
Aquatic Centre

NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change. This map may not be reproduced without the expressed written consent of the Regional Planning, Mapping & Research Section.
DRAWING NOT TO BE SCALED
December 2014

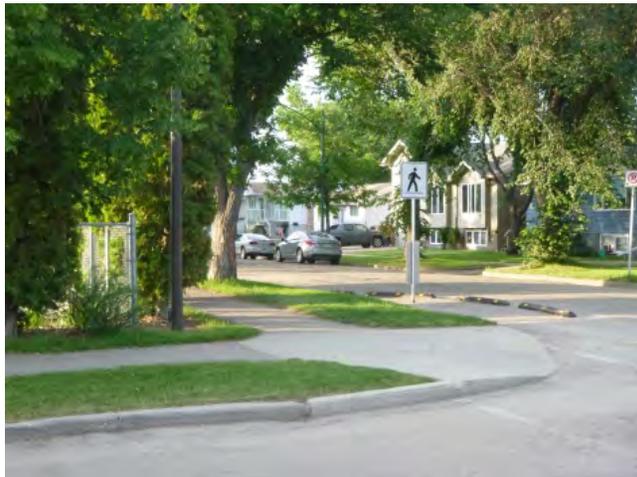
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4.0 – Neighbourhood Safety

4.1 Overview

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 & Kelsey-Woodlawn LAP 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.

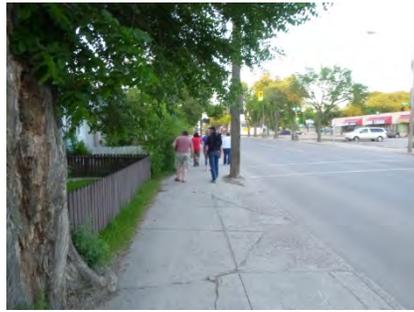


The Safety Section of the LAP provides insight into the perception of safety of residents and businesses through a review and analysis of safety mapping and surveys; current crime data and historical trends through the crime activity profile; and an action plan developed by the community to identify safety concerns and conduct additional research and audits. Lastly, the section includes a list of recommendations for both City of Saskatoon departments and the Mayfair & Kelsey-Woodlawn community to implement in order to increase safety and the perception of safety in the neighbourhoods.

4.2 Safety Goals

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.**



4.3 Crime Prevention Through Environmental Design

The City of Saskatoon has adopted the philosophy of Safe Growth and uses the principles, strategies, and processes of Crime Prevention Through Environmental Design (CPTED) to achieve safety in all neighbourhoods. Public involvement and participation is critical for the effective mitigation of safety concerns. CPTED promotes the reduction of the opportunity for crime and the increase in perceptions of safety through modification of the built environment and management of space.

In Saskatoon, the application of CPTED and its principles are included in the City's Official Community Plan, which formalizes the inclusion of these principles in the approval of civic structures and developments. In recent years, CPTED reviews and safety audits have been conducted in various areas of the city, including buildings, streets, parks, and neighbourhoods. Appendix 1 defines CPTED and outlines its principles and strategies.



SAFETY & DESIGN WORKSHOP

Safegrowth & Crime Prevention Through Environmental Design (CPTED)

Want to learn about ways to reduce crime opportunities? WANT TO DESIGN A PARK? Safegrowth strives to eliminate opportunities for crime to occur. It also includes encouraging neighbours, business owners, and community groups to work together to prevent crime by taking ownership, or territoriality of their shared places. The workshop will include a short presentation on the principles of CPTED and a design exercise with your peers within the community. Please join us in an exciting learning opportunity to help you make your neighbourhood a safer place to live, work, and play!

** Refreshments & snacks provided **

WHEN: Thursday, June 20th, 2013
7:00 – 9:30pm

WHERE: Youth for Christ, Saskatoon
1338 Avenue B North

Please RSVP to:

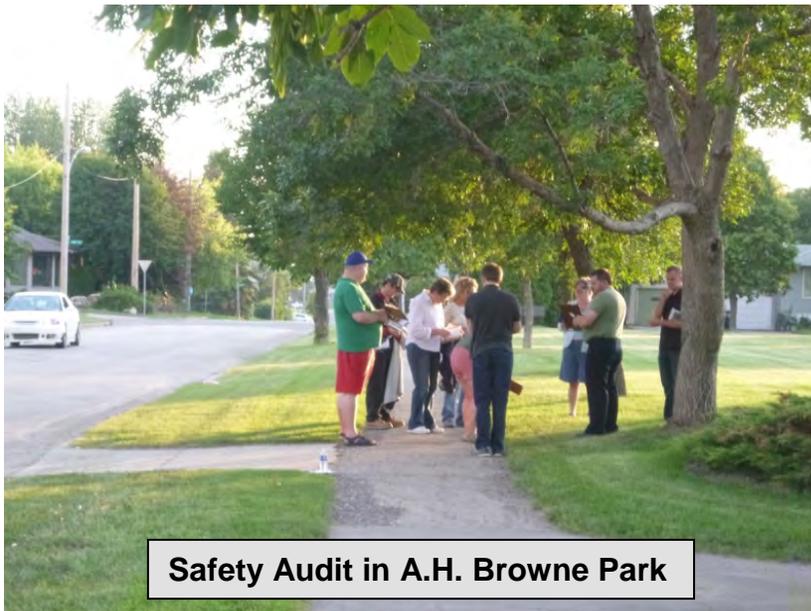
Elisabeth Miller (306) 975 – 7666 elisabeth.miller@saskatoon.ca	Ian Williamson (306) 975-7672 ian.williamson@saskatoon.ca
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4.4 Perceptions of Safety

Perception of safety affects where, when and how people interact with and behave in their environment. This becomes a concern when an individual's perception of their personal safety causes them to change their behaviour, even though an actual threat may not be present.

Perceptions of safety can vary for a number of reasons. Perceptions are related to age, experience, or gender to name just a few. For example, a 16 year old male will have very different perceptions of safety of an area than a 60 year old female. Neither may be absolutely correct but it will colour how they interact with a space or whether they will even enter the space.





Rear Lane on South Side of 33rd Street

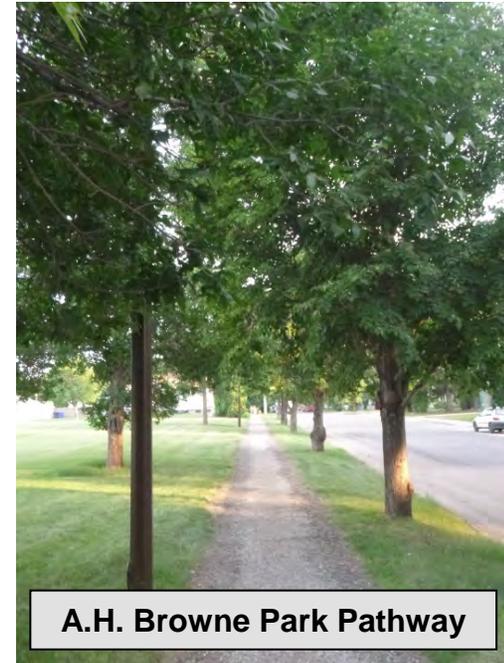


Pathway in A.H. Browne Park

In conjunction with the LAP, a Community Wide Safety Meeting was held on March 26, 2013 at St. Michael's Community School. All residences and businesses in the Mayfair and Kelsey-Woodlawn neighbourhoods were notified and invited to the meeting - over 1,400 people in total. This inaugural meeting was to identify the safety issues and concerns of the community.

Community members in attendance completed a number of small group activities to identify safety issues and concerns in the area. These included:

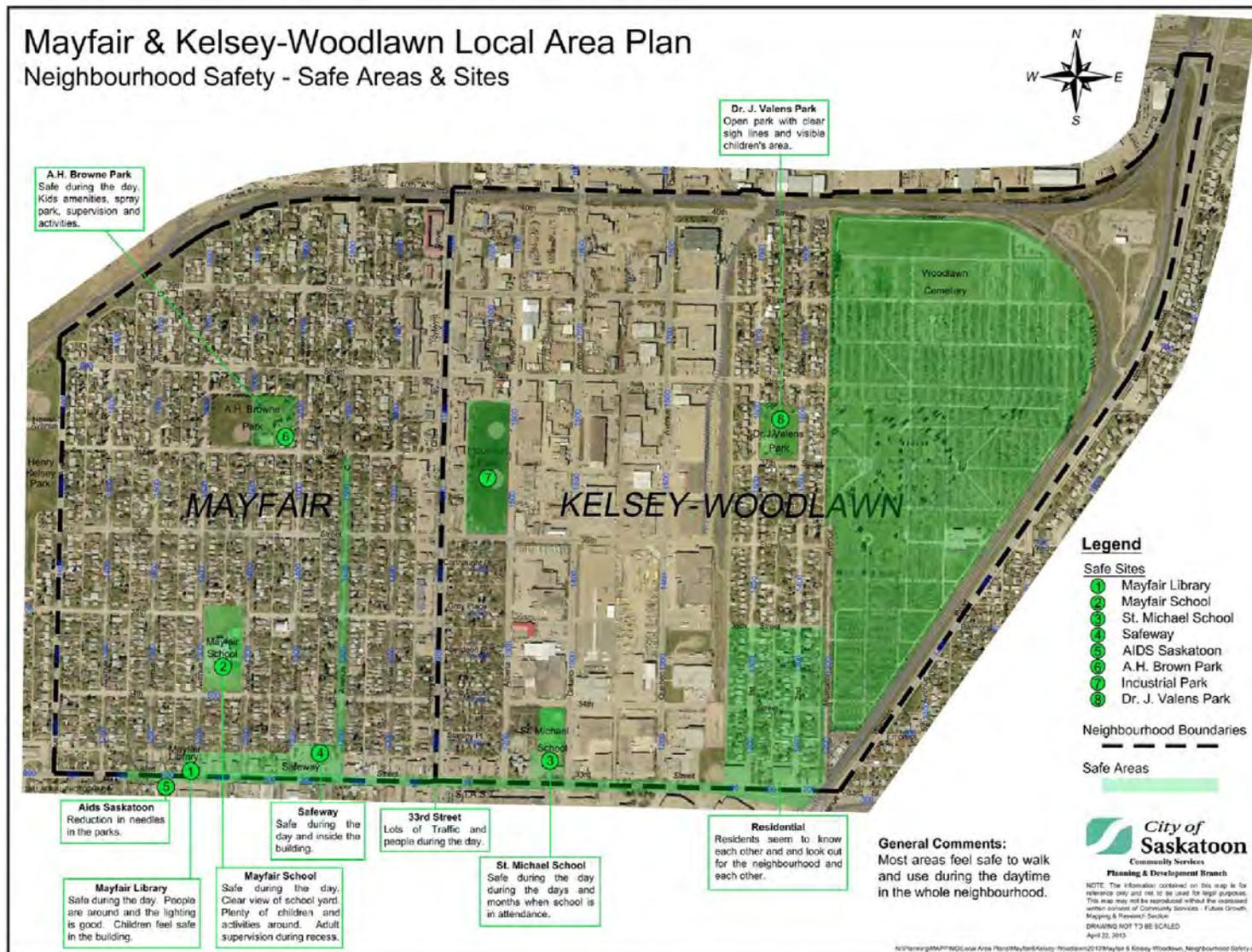
- A safety survey;
- Safe/Unsafe areas mapping activity; and
- Nodes and Pathways mapping activity.



To help indicate areas within the neighbourhood that are perceived to be unsafe, community members completed a safety survey to evaluate their perception of safety in different locations in the neighbourhood and at different times of the day. The survey was completed by 18 community members that evening and was combined with the results from surveys that were distributed as part of a neighbour to neighbour survey.

Stakeholders completed two safety exercises. The first was a mapping exercise where participants identified locations in their community where they feel safe or unsafe. In many cases, areas and sites were identified as being both safe and unsafe by different users. This is an expected result, as the same area can be perceived in different ways by different people and during different times of the day. The second was a nodes and pathways mapping activity where participants identified destination points in the neighbourhood and the typical route that they travel to get there.

4.5 Safe Areas Map of Mayfair and Kelsey-Woodlawn



Map 4.1: Safe Areas in Mayfair and Kelsey-Woodlawn

Map 4.1 shows areas and sites that were identified as being safe:

Safe sites that were identified include:

- Mayfair Library
- Mayfair Community School
- St. Michael Community School
- Grocery store on 33rd Street
- A social service agency on Avenue F
- A.H. Browne Park
- Industrial Park
- Dr. J. Valens Park

Safe areas that were identified include:

- A.H. Browne Park (east half)
- Mayfair Community School
- St. Michael Community School
- 33rd Street from Avenue G to Warman Road
- Commercial areas of 33rd Street from Avenue C to Avenue F
- Avenue C from 33rd Street to 37th Street
- Industrial Park
- St. Michael Community School grounds
- Dr. J. Valens Park
- Woodlawn Cemetery



Community Members Participating in Safety Exercises

Map 4.2 shows areas and sites that were identified as being unsafe:

Unsafe sites that were identified include:

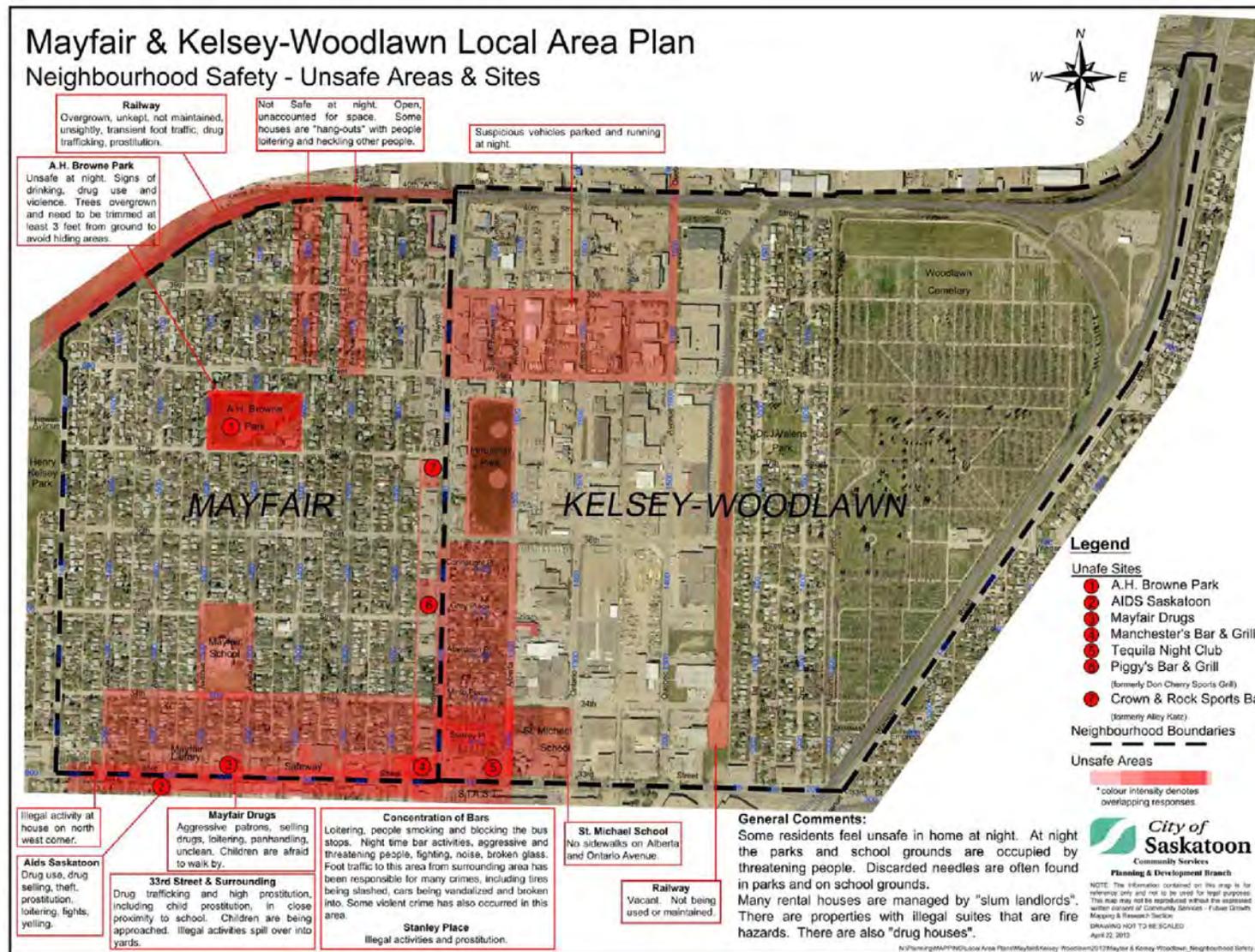
- A.H. Browne Park
- Several social service agencies and businesses on 33rd Street
- Several liquor licensed establishments on 33rd Street and on Idylwyld Drive



Unsafe areas that were identified include:

- Railway right-of-way from Avenue I to Idylwyld Drive
- Avenue D from 38th Street to the railway
- Avenue C from 38th Street to the railway
- A.H. Browne Park
- Mayfair Community School grounds
- 34th Street from Avenue H to Avenue B (with emphasis on 500 block, between Avenue E and Avenue F)
- 33rd Street from Avenue I to Alberta Avenue
- 1200 block from Avenue H to Idylwyld Drive
- A business on 33rd Street and the parking lot
- Rear lane behind Idylwyld Drive from 33rd Street to 37th Street
- Idylwyld Drive to 1700 block of Quebec Avenue
- Industrial Park at night
- Culs-de-sac off of Idylwyld from 33rd Street to 36th Street
- Alberta Avenue from 33rd Street to 36th Street (with emphasis on 1200 block between 33rd Street and 34th Street)
- St. Michael Community School grounds
- Railway line from 34th Street to 38th Street

4.6 Unsafe Areas Map of Mayfair and Kelsey-Woodlawn



Map 4.2: Unsafe Areas in Mayfair and Kelsey-Woodlawn

4.7 Nodes and Pathways

The second mapping activity was a nodes and pathways exercise where participants traced their typical walking routes around the neighbourhood and labeled the start and end points of each path (Map 4.3). The data collected from this exercise gives a picture of popular routes and destinations in the neighbourhood, and paths that are used less often.



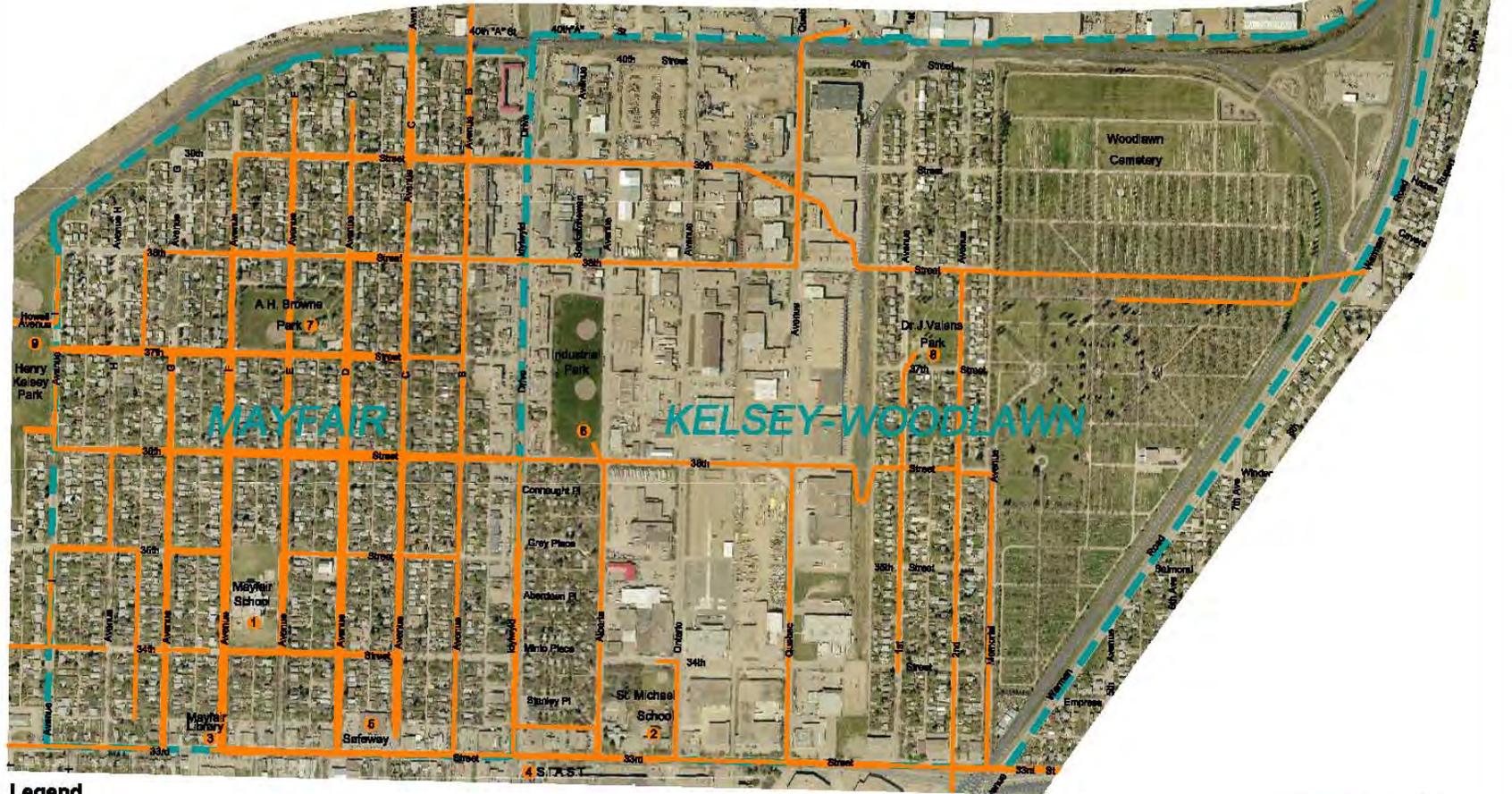
This information provides insight into which areas are most activated with legitimate users. This is important because community members who are activating the street are able to observe, report, and prevent illegitimate and criminal activities.



Community Members Participating in Mapping Exercises

Mayfair & Kelsey-Woodlawn Local Area Plan

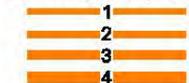
Neighbourhood Safety - Pathways & Nodes



Legend

Pathways

Number of Pedestrians



Nodes

- 1 Mayfair School
- 2 St. Michael School
- 3 Mayfair Library
- 4 S.I.A.S.T.
- 5 Safeway
- 6 Industrial Park
- 7 A.H. Brown Park
- 8 Dr. J. Valens Park
- 9 Henry Kelsey Park

Neighbourhood Boundaries



Planning & Development Services

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 10, 2013

N:\Planning\MAPPING\GIS\Area Plans\Mayfair\Kelsey-Woodlawn\2013\Mayfair & Kelsey-Woodlawn_Neighbourhood Safety.dwg

Map 4.3: Nodes and Pathways

4.8 Neighbour to Neighbour and Business Surveys

A neighbour to neighbour survey was conducted by residents of the neighbourhood. Neighbourhood Safety planners help the residents set up the questions and a script for how to approach their neighbours. Residents decide where and when to carry out or distribute the surveys with a final time line for collection. The planners then collate and report the results to the community. In Mayfair & Kelsey-Woodlawn, surveys were available at a couple of businesses and residents took it upon themselves to distribute the survey to their neighbours.

Neighbour to neighbour surveys were distributed and completed in spring 2013. Residents, business owners and employees of Mayfair & Kelsey-Woodlawn completed a series of safety and perception of safety related questions about their neighbourhood. The surveys were widely distributed, and 80 surveys were completed by neighbourhood residents.

Of the residents surveyed, 66 were from Mayfair, five were from Kelsey-Woodlawn, one was from Hudson Bay Park, and eight participants chose not to answer. The majority of the participants were female and between the ages of 30 and 69 years old. Most respondents felt that Mayfair & Kelsey-Woodlawn were either somewhat safe or somewhat unsafe when compared to other Saskatoon neighbourhoods, and when considering their overall impression of the neighbourhoods. 62% of respondents stated that they felt that crime in the neighbourhoods had either increased somewhat or increased substantially over the past few years. 66% also reported that they were more concerned for their personal safety than they were a few years ago.

Participants were asked about their perceptions of safety during the day and at night, and were asked to evaluate their feelings of safety in their home, walking alone, for their children, and in parks and school grounds. As is typical with perception of safety surveys, the impression of safety in Mayfair & Kelsey-Woodlawn was influenced by the time of the day. While there was a considerable range in the answers given, the general consensus was that people felt safer during the day than at night. A significant number of responses showed that residents felt very safe or somewhat safe in their home during the day, and very unsafe about letting their children play out of sight at night.

Participants were also asked to rank each safety concern in their neighbourhood out of 10 - with 1 being not at all likely to occur and 10 being very likely to occur. The two highest ranked responses were drug trafficking and illegal use of drugs, with an average valuation of 8.4 and 8.2, respectively. When asked to assess the likelihood of these issues occurring, drug trafficking and illegal use of drugs were also the top two concerns of those surveyed, and received an average score of 8.4 and 8.3.

Business owners and employees of business along 33rd Street West and 33rd Street East completed a perception of safety survey, specifically tailored for businesses. In total, representatives from 38 businesses completed the survey. When compared to other commercial areas in Saskatoon, one respondent indicated that the area was very safe, and 47% of respondents perceived the commercial area along 33rd Street to be somewhat safe. 26% describe the area as somewhat unsafe, while 24% of respondents described the area as being very unsafe. 64% of respondents reported that they thought that crime in the area had either increased somewhat or substantially over the last few years.



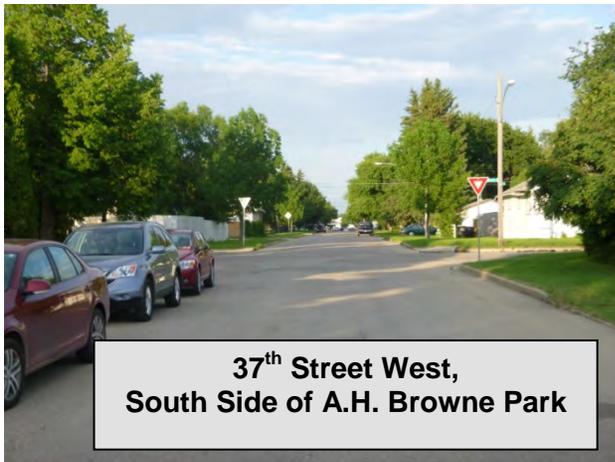
The survey asked business owners and employees to describe their perception of safety in different locations in the commercial area, and during different times of the day. As with the survey for residents, perceptions of safety decreased at night for those in the commercial area. 86% of respondents said that they felt either very safe or somewhat safe in their business and on 33rd Street during the day time. Conversely, 76% of respondents reported feeling either unsafe or very unsafe on 33rd Street at night.

Participants were asked how concerned they were with different crimes in their neighbourhood, and asked to score it out of 10 - with 1 being not at all concerned and 10 being very concerned. The top three concerns were illegal use of drugs, prostitution and drug trafficking. These crime categories were given average valuations of 7.9, 7.7 and 7.7, respectively. These three categories were also selected by those surveyed as being the most likely to occur.

4.9 Crime Activity Profile

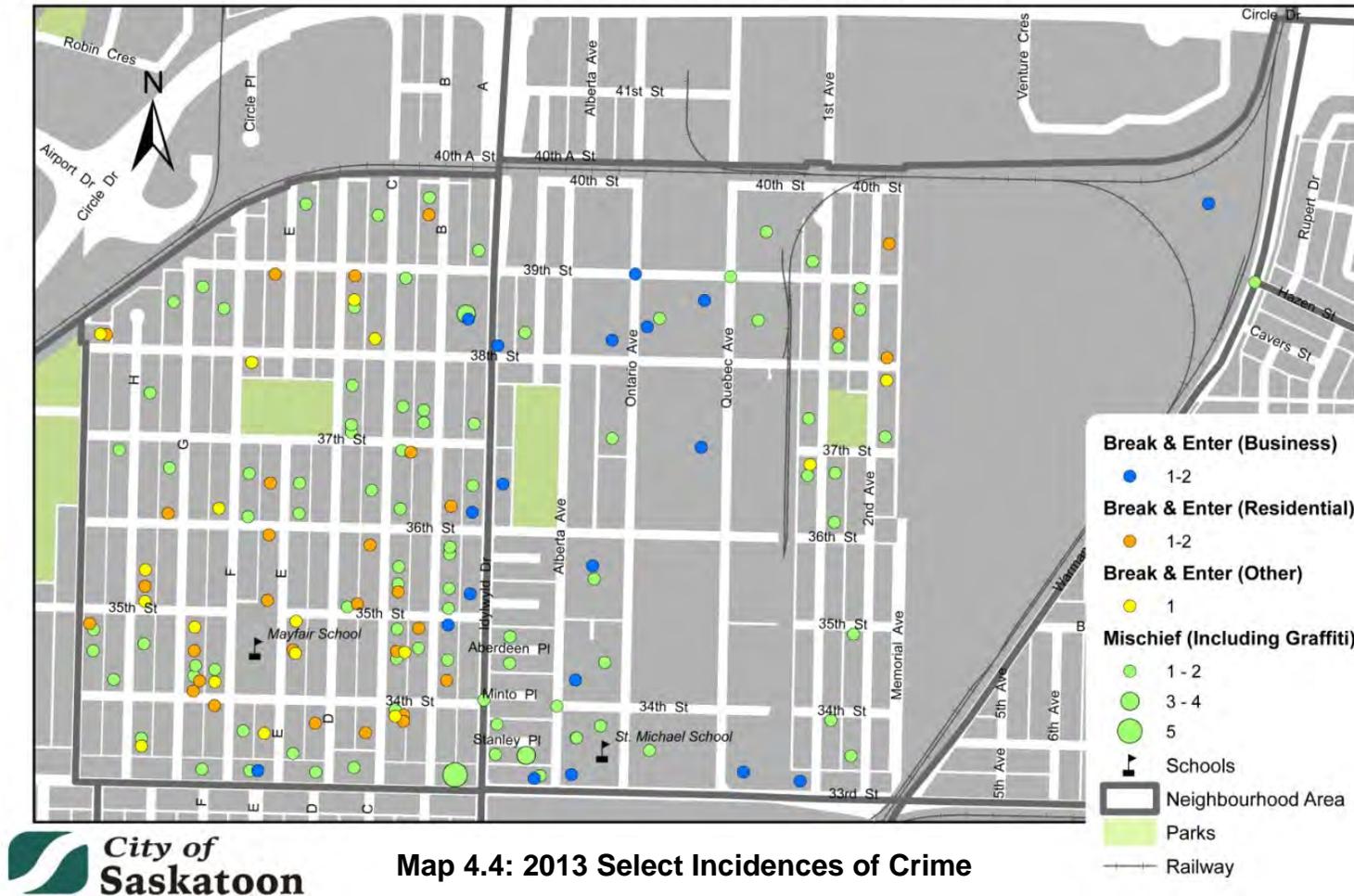
4.9.1 – Crime Maps Mayfair & Kelsey-Woodlawn Crime Activity Profile

Crime statistics are an important tool in assessing neighbourhood safety. The statistics allow for trends in both the location and types of crimes to be observed and considered. In reviewing the statistics for reported crime in a neighbourhood, it's important to note that not all crimes are reported. The Crime Activity Profile for Mayfair & Kelsey-Woodlawn includes crime maps that show a selection of types of crimes reported and location, as well as charts and graphs showing the number of crimes reported, recent trends, and comparisons with other neighbourhoods.



Crime statistics are useful to review along with users' perceptions of safety. In some incidences, users' perception of personal safety could be low in an area, when the crime statistics indicate that there is very little criminal activity. Conversely, users may report feeling safe in an area in which a high number of crimes have been reported. Neither perceptions nor crime statistics have precedence over the other; they are two different measures and two different pieces of a larger picture. Neighbourhood Safety considers perception and statistics together.

Mayfair & Kelsey-Woodlawn 2013 Selected Incidences of Crime (Map 1 of 3)

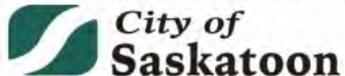


Map 4.4: 2013 Select Incidences of Crime

The crime statistics map shows that the selected incidences of crime were dispersed throughout the neighbourhoods, rather than in concentrated clusters. There were only three residential break and enters in Kelsey-Woodlawn, and while there were more in Mayfair, the occurrences were still lower than in other neighbourhoods.

Mayfair & Kelsey-Woodlawn

2013 Selected Incidents of Crime (Map 2 of 3)



Map 4.5: 2013 Select Incidences of Crime

The selected incidences of crime in this map focus on crimes against people. These types of crime were more concentrated. Liquor related crimes and assault were reported more often around bars on 33rd Street and Idylwyld Drive.

The community had expressed concerns with safety on 33rd Street from Avenue E to Avenue G and noted that perception of safety was low in these areas. The crime maps show that this was not an area of high concentration of reported crime in 2013. This is an example of where perception of safety and safety statistics can be misaligned.

Another concern of the community was drug trafficking and illegal drug use. The crime statistics for 2013 show that while drug related crimes have been reported in the neighbourhoods, they are not taking place throughout the neighbourhoods. In most cases, drug related crime occurred in several concentrated areas. Community members expressed concern over prostitution in their neighbourhoods. The crime maps for 2013 shows that only four prostitution related crimes were reported that year. There was also concern from the community of adult service agencies operating in the neighbourhood. The City of Saskatoon has since adopted the Adult Services Bylaw No. 9011; adult service agencies are only able to locate within areas outlined in the Zoning Bylaw No. 8770.



Selected incidences of reported property crime were quite concentrated (see Map 4.6 on following page). Theft from a vehicle was reported more often on Alberta Avenue and 33rd Street, and there was a concentration of property related crimes between Avenue C and Avenue D along 33rd Street. Property theft was also reported more frequently around Idylwyld Drive and 39th Street than in other areas. This can be attributed to shop lifting occurring in the businesses that are located in these areas.

Mayfair & Kelsey-Woodlawn

2013 Selected Incidences of Crime (Map 3 of 3)



Figure 4.1: Select Neighbourhoods Rate of Crime Incidences

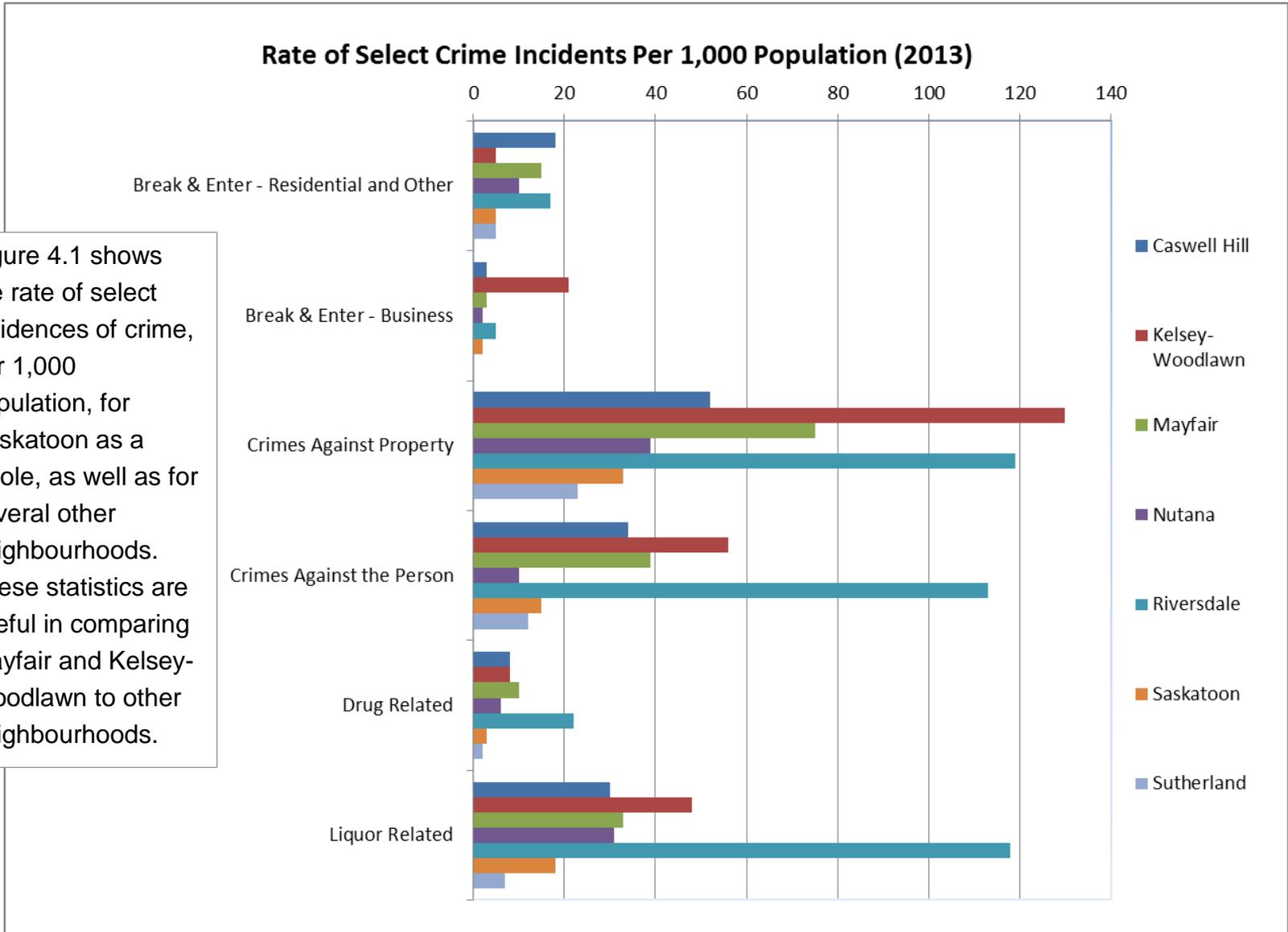


Figure 4.1 shows the rate of select incidences of crime, per 1,000 population, for Saskatoon as a whole, as well as for several other neighbourhoods. These statistics are useful in comparing Mayfair and Kelsey-Woodlawn to other neighbourhoods.

Table 4.1: Reported Incidences of Crime in Mayfair (2009 - 2013)

Description	2009	2010	2011	2012	2013
Sexual Violation	6	9	3	7	7
Assault	70	79	86	81	68
Robbery	11	10	11	7	13
Armed Robbery	8	7	7	5	12
Stalking	3	1	1	0	2
Utter Threats to Person	18	11	11	13	9
Kidnapping/Hostage Taking/Abduction	0	1	0	0	3
Prostitution	2	3	11	3	1
Other Crimes Against the Person	3	8	2	0	1
Other Violent Crimes	0	0	0	1	0
Weapons Possession and Firearms Related	12	8	12	15	7
Attempted Murder	0	0	1	0	0
Crimes Against the Person Total	133	137	145	132	123
Break and Enter – Residence	42	35	49	45	27
Break and Enter – Business	3	8	2	4	8
Break and Enter - Other	24	3	9	8	15
Break and Enter - Total	69	46	60	57	50
Arson	1	7	3	0	4
Theft over \$5,000	0	2	3	0	1
Theft under \$5,000	146	127	160	136	145
Theft of a Motor Vehicle	0	0	43	40	30
Theft of a Bicycle	9	6	5	3	4
Possession of Stolen Property	0	0	4	10	14
Fraud	13	17	31	12	16
Mischief (Including Graffiti)	95	64	100	77	63
Crimes Against Property - Total	264	223	349	278	277
Liquor Related Crimes	105	92	54	35	38
Drug Related	12	17	13	20	30

Table 4.1 depicts select incidences of crime from 2009 to 2013 for Mayfair. The crime statistics indicated that the majority of crimes that occurred in Mayfair were against property. Within the property category, theft under \$5,000 and mischief were the most prevalent types of crimes.

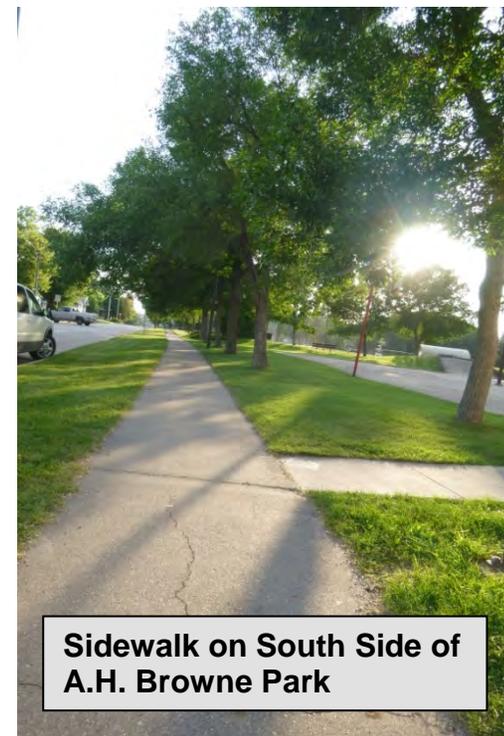


Figure 4.2: Mayfair Select Incidences of Crime (2009 – 2013)

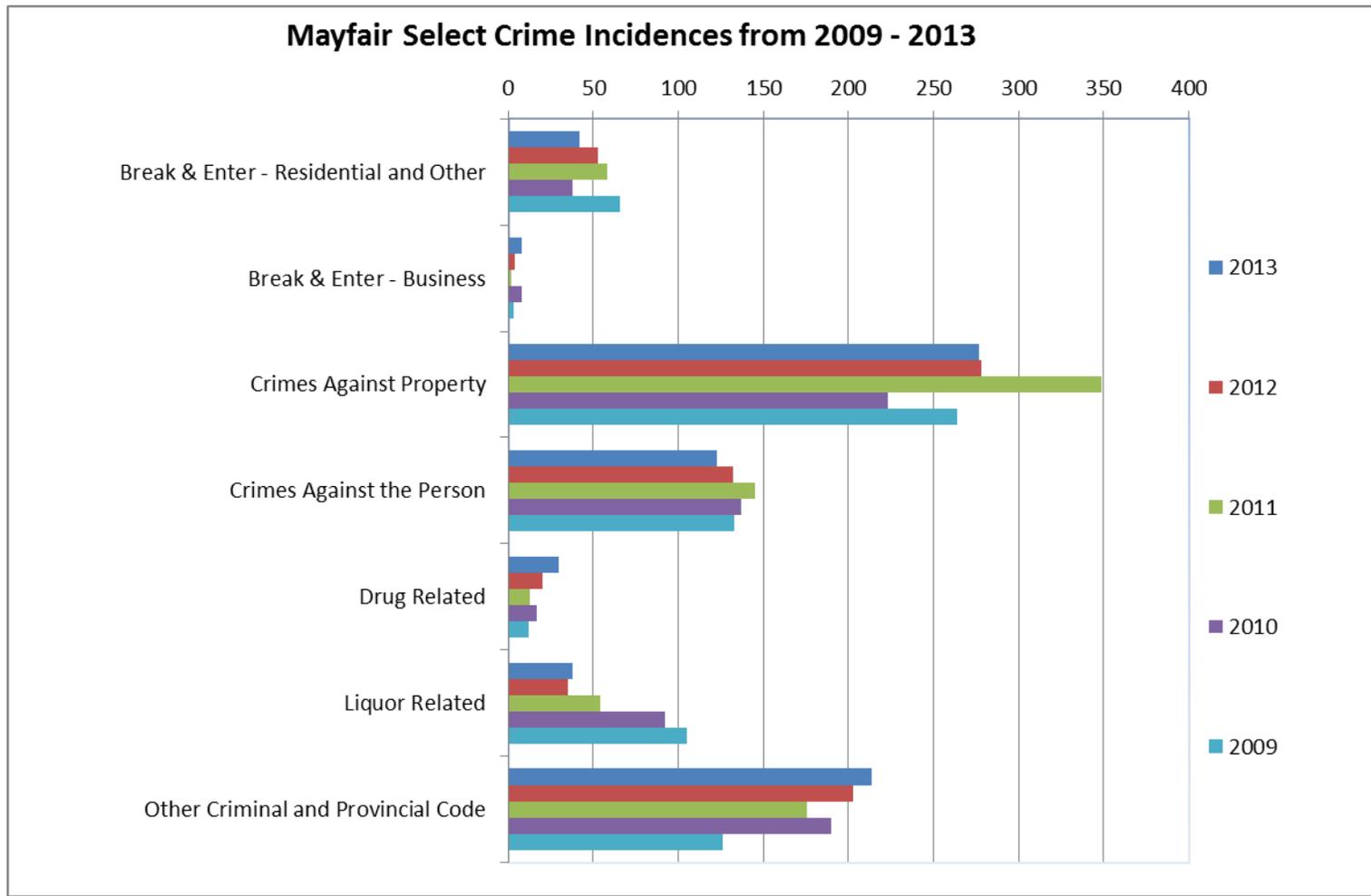


Figure 4.2 shows the crime data for Mayfair. There is a downward trend in break and enter residential and other, crimes against the person, and liquor related crimes. After a large increase in reported crimes against property in 2011, crime in that category is trending downward towards 2009 levels. There has been an upward trend in the number of crimes reported in the drug related category since 2009.

Table 4.2: Reported Incidences of Crime in Kelsey-Woodlawn (2009 – 2013)

Table 4.2 shows select incidences of crime from 2009 to 2013 for Kelsey-Woodlawn. The crime statistics indicate that the majority of crimes that occurred in Kelsey-Woodlawn were against property. Within the property category, theft under \$5,000 and mischief were the most prevalent types of crimes.



Description	2009	2010	2011	2012	2013
Sexual Violation	0	3	4	0	3
Assault	53	42	74	44	32
Robbery	5	3	5	2	2
Armed Robbery	6	6	10	4	4
Stalking	2	0	3	0	2
Utter Threats	8	7	6	4	5
Kidnapping/Hostage Taking/Abduction	0	1	0	1	0
Prostitution	0	1	1	0	3
Other Crimes Against the Person	1	2	0	0	1
Other Violent Crimes	0	0	0	0	0
Weapons Possession and Firearms Related	7	6	2	11	7
Attempted Murder	0	0	0	0	0
Crimes Against the Person Total	82	71	105	66	59
Break and Enter – Residence	9	14	4	7	4
Break and Enter – Business	21	33	27	15	19
Break and Enter - Other	4	5	8	5	2
Break and Enter - Total	34	52	39	27	25
Arson	0	1	5	0	1
Theft over \$5,000	2	1	5	1	2
Theft under \$5,000	92	72	172	103	84
Theft of a Motor Vehicle	0	0	25	11	22
Theft of a Bicycle	3	2	1	1	2
Possession of Stolen Property	0	0	4	8	5
Fraud	6	5	14	6	3
Mischief (Including Graffiti)	48	30	130	58	46
Crimes Against Property - Total	151	111	356	188	165
Liquor Related Crimes	58	39	31	22	16
Drug Related	21	16	13	13	8

Figure 4.3: Kelsey-Woodlawn Select Incidences of Crime (2009 - 2013)

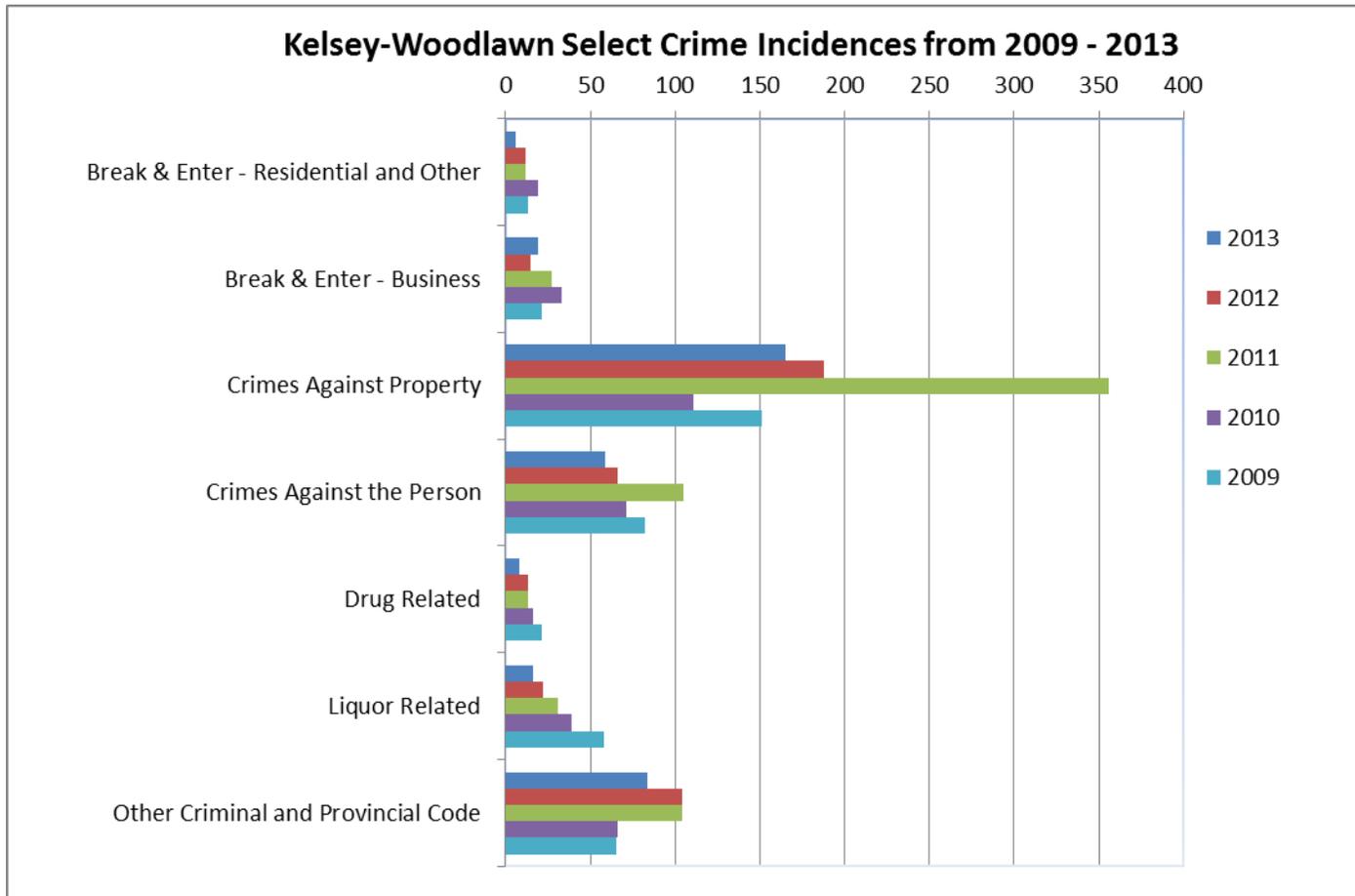


Figure 4.3 shows the crime data for Kelsey-Woodlawn. Since 2009 there has been a downward trend in liquor related and drug related crimes. Crime reporting for break and enter residential and other, and break and enter business have been relatively stable over this period, with a slight downward trend starting in 2010. Crimes against property and crimes against the person, and other criminal and provincial code violations spiked in 2011 but have shown a consistent and sometimes significant downward trend following the 2011 spike.

4.10 Saskatoon Police Service Crime Research

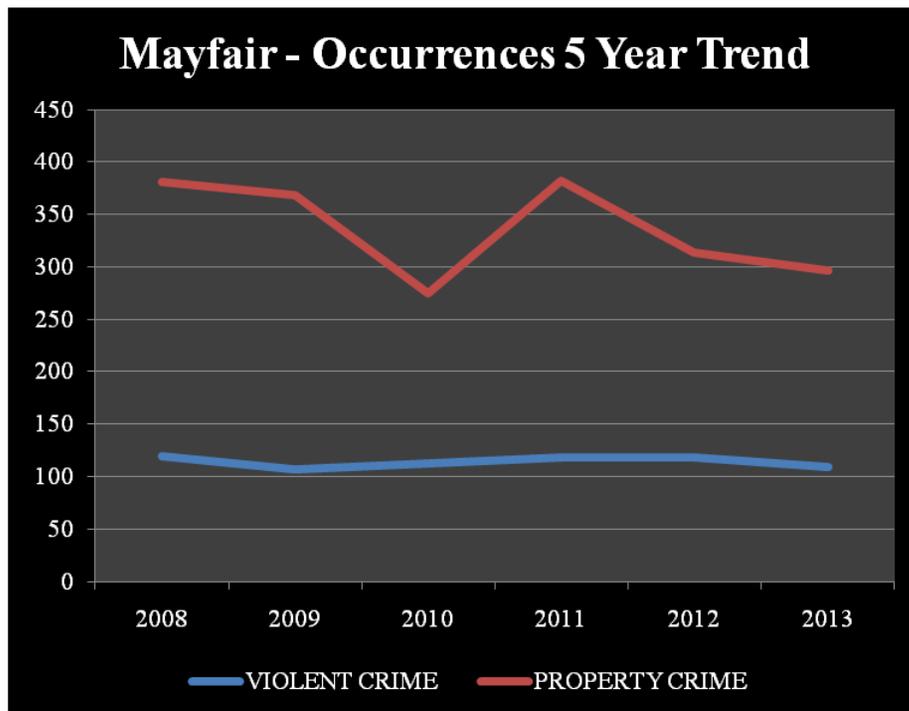
In addition to the selected incidents of reported crime statistics, research has been conducted by the Saskatoon Police Service. This research included both statistics and trends in incidents of crimes, along with qualitative data from several police officers with experience in the area that provided context for the statistics. This section includes operations and other measures taken by Saskatoon Police Service to reduce crime in Mayfair & Kelsey-Woodlawn.

Some of the operational plans included:

- Drug-related investigations;
- Information blitz with area businesses, community leaders and community associations;
- Enforcement of Court Orders and Warrants to Arrest issued by the court;
- *John* sting projects;
- Traffic related projects including impaired driving, driving while prohibited, speeding, school zones;
- Property maintenance bylaw enforcement by Saskatoon Fire & Protective Services;
- Bar checks at licensed establishments with Saskatchewan Liquor and Gaming Authority;
- Investigations in collaboration with Safer Communities and Neighborhoods;
- Operational plan focused on preventing theft from motor vehicles; and
- Investigation into street gang activity.



In 2013, the Saskatoon Police Service conducted operational plans and projects on a regular basis in the 33rd Street area. 29 projects have been completed utilizing the Compstat Support Team and Patrol members. Many of these projects involved plain-clothes surveillance as well as high visibility foot and vehicle patrols. Saskatoon Police Service also conducted 28 operational plans and projects in Mayfair and on the south side of 33rd Street into the Caswell Hill neighborhood. Other sections and units (e.g., Vice) within the Police Service have completed operational plans in the area, in addition to these ones which were organized by Patrol.



Eight city wide beat flood days are done each year and the 33rd Street area is included in these projects. Beat flood days involve additional officers posted in an area for the day for the purpose of increasing police presence and establishing community contacts. In the normal course of business, police officers will stop and speak with people believed to be involved with some type of criminal behaviour or suspicious activity. In 2013, Saskatoon Police Service officers conducted 400 of these investigations in Mayfair, and on the south side of 33rd Street and into the Caswell Hill neighbourhood.

Figure 4.4: Mayfair Reported Crime Five Year Trend

4.11 Safety Action Plan



A Neighbourhood Safety Action Plan is a set of strategies, set up and approved by the community to address the safety issues and concerns that the community has identified during the LAP. The Mayfair & Kelsey-Woodlawn Neighbourhood Safety Action Plan was presented to the community on May 28th, 2013 and revised and finalized on June 3rd. The Action Plan was created by combining all the neighbourhood safety information that had been gathered to that point in the LAP and Neighbourhood Safety process. This information included input collected from the community-wide neighbourhood safety meeting, the resident and business perceptions of safety surveys, the crime statistics, and the Mayfair & Kelsey-Woodlawn LAPC. Using the

information gathered, the community determined what steps needed to be taken to address these concerns, and what issues, areas, or topics should be prioritized.

The community and Neighbourhood Safety Planners developed 13 strategies to be included in the Action Plan, and prioritized them through a sticky-dot voting system. Strategies that received the most sticky-dots were considered the highest priority. Creating safer park spaces and improving perceptions of safety around specific businesses along 33rd Street were tied for the top priority. Uncivil behaviour around bars on 33rd Street, creating safer school ground areas, and dealing with perceived drug houses in the neighbourhood were the next highest priorities. The Action Plan was then carried out by the community and Neighbourhood Safety planners, beginning with a series of safety audits in select locations in the neighbourhood to address these top two priorities.



4.12 Safety Audits

Safety audits allow regular users of an area to identify places that make them feel unsafe. Residents are considered local experts because they are most familiar with their neighbourhood and what happens on a day to day basis. Change becomes the responsibility of a group of people who care about the community. It is a partnership that includes the audit participants, the neighbourhood community, and the City.

The goal of the safety audit is to explore areas that are perceived to be unsafe in order to improve safety in the neighbourhood and identify exactly what it is about a space that they are uncomfortable with. The process involves residents, local businesses and the City working together to find solutions to safety problems in the community, while using the results of the safety audit as a tool or input into an overall risk assessment of the area. Typically, safety audits are carried out when identified issues are likely to occur. If a park space is fine during the day but an issue after 9pm, then that is when the safety audit is completed. This may be modified to ensure the safety of the audit participants. For example, the liquor establishment audit was conducted from 10pm to 2:30am, so participants audited the area from vehicles. A CPTED workshop was conducted with community members on June 20, 2013. The purpose of the workshop was to familiarize community members with CPTED principles prior to conducting safety audits.



Five safety audits were completed as part of the Action Plan. St. Michael Community School ground was completed by students at the school. The other safety audits were completed by Mayfair & Kelsey-Woodlawn residents. The St.

Michael's audit was completed during the day and the audit of the liquor licensed establishments along 33rd and Idylwyld Drive was conducted late at night. All other safety audits were started during daylight hours and finished after dark. The audit area was then reviewed again to identify any changes in perceptions of safety, sightlines, and review lighting.

4.12.1 – St. Michael Community School Grounds

This Safety Audit was conducted during the day on June 18th, 2013 with a group of seven St. Michael's students and two City staff. The group reported that the area was well used by students and that it was a safe place during the day. The students did report seeing intoxicated people at night.



Safety Audit Meeting



School Grounds



Reviewing an Entrapment Area

The group felt that when they were on the school grounds it was easy to see when other people were around. One exception was the hills around the school ground, which reduced sightlines into the school ground. There were also movement predictors like alcoves, sharp corners, and bushes where someone could wait for you. Examples included the equipment and utility sheds, the rear lane, behind the portable classroom buildings, within the courtyard area, and in the rink. These areas are broken up in their layout and create small confined spaces where someone could be hidden from view.



Parking Lot between St. Michael Community School and Church

Many of the participants noted that they have seen people consuming alcohol on the school grounds at night and that they feel unsafe going there. One participant stated that they have come to use the rink in the evening but was turned away by people consuming alcohol there.

The safety audit participants made several observations:

- Evaluate lighting and pick up garbage
- Have more open spaces so you don't get trapped
- Paint the school to show that the area is cared for and to establish positive territoriality over the space for the legitimate school ground users
- Repair sidewalk around school grounds to improve the image of the area
- Replace ball diamond to generate more activity in the school ground
- Make adjacent property owners clean up their properties



Rear of Church, Looking onto the School

4.12.2 – 33rd Street and Rear Lane - South Side

The south side of 33rd Street Safety Audit was conducted during the day and evening of June 25th, 2013. There were eight participants, between the ages of 25 and 74 and there was an equal representation of men and women. The majority of audit participants said that the lighting level was sufficient to be able to identify a person's face at 25 paces. Participants noted that while 33rd Street was well lit, the lighting in the rear lanes behind the businesses was inadequate. One factor that contributed to the lower light levels was the overgrown trees and bushes that covered some light fixtures. Many, if not all of these trees and bushes are volunteer growth that have not been cut or cleared.

The group felt that there was a need for more of the businesses to sign and address their property in the rear lanes and that many of the existing signs were either blocked by clutter or in need of repair. The general impression of the area was that maintenance was poor and that the group was unable to identify which business is responsible for the upkeep. Several participants noted that the image and maintenance of rear lanes did improve as the audit moved further west, and that some lanes were immaculate.



The following is a summary of the Safety Audit observations:

- Business should clean up backyards and use for parking
- Additional lighting should be installed in the rear lanes
- Signage should be improved and civic addresses on properties should be added in the rear lane
- A tree trimming program for the rear lanes should be established
- More businesses along 33rd should be open in the evening

4.12.3 – 33rd Street and Rear Lane - North Side

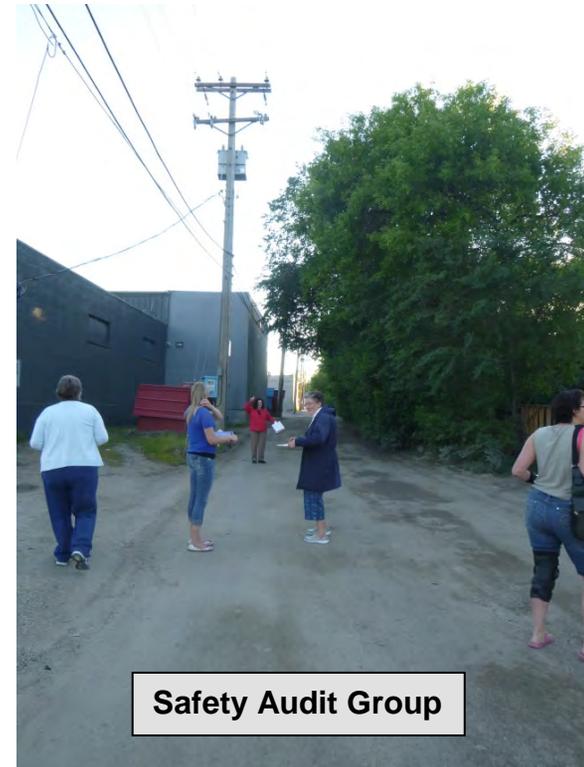
The Safety Audit of the north side of 33rd Street was conducted during the day and evening of June 27th, 2013. There were 11 participants between the ages of 25 and 74, 55% of whom were women. The group noted that there were many poorly maintained properties, both on the street and in the rear lane. There was also a variety of opinions from the group on their impression of the area. Feelings of safety ranged from scary, unsafe, intimidating and dirty, to friendly, comfortable and fairly safe.

Adding more lighting into an area is a common response from safety audit participants. While the goal of this is to make an area safer, the unintended consequence of adding more lighting can often be to make an area unsafe by providing an area for illegitimate users to occupy. Given the current perceptions of safety, crime statistics and context, adding additional lighting in the rear lanes could decrease safety, and is not recommended by the Administration.



The group was similarly split on sightlines, with half of the group stating that they could see up ahead, and half stating that they could not. Significant barriers to sightlines were fences and large bushes in the rear lanes where people could hide. The group indicated that trimmed trees and mirrors would improve sightlines. Participants were similarly split on whether or not the area appeared to be cared for. Several participants that had been on other Safety Audits noted that the condition of the rear lanes on the north side of 33rd Street were much worse than the rear lanes south of 33rd Street.

All participants noted that there was adequate way-finding signage, but a lack of emergency signage. Only a few businesses had signage in the rear lane. The participants felt that the neighbourhood would benefit from signage directing people to schools, parks and pools.



Safety Audit Group



Rear Lane behind Business



Plantings in Rear Lane



Rear Lane behind Business

The following is a summary of the Safety Audit observations made by the participants:

- Have a community cleanup day like in other neighbourhoods
- Reward City employees who observe and report problems they may see but are not responsible
- Generate an open forum discussion on neighbourhood problems, issues, and situations
- Establish a community police centre in Mayfair
- Add wheelchair curb cuts on all blocks
- Clear out all volunteer bushes/trees in rear lanes
- Clear volunteer plant growth in unkempt vacant lots
- Many properties are in need of a fresh coat of paint
- Increase police foot patrols
- Redesign Mayfair Drugs
- Turn tree wells at library into flower pots
- Remove weeds that are growing around businesses on 33rd Street
- Remove pawn shop
- Replace or repair broken garbage cans
- Add trees where they were removed in front of Safeway

4.12.4 – A.H. Browne Park

The A.H. Browne Park Safety Audit was conducted during the day and evening of July 5th, 2013. There were ten participants between the ages of 25 to 74; there was a balance of men and women. The overall impression of the group was that the park was a friendly space that was well used and that the design of the park did not cause inherent safety concerns or problems. Participants did note that the east side of the park gets much more use than the west side. The west side has dedicated ball diamonds and a soccer pitch, which participants felt were underused. Participants felt that if they are not used for organized sports, then this part of the park could be redesigned for better use by the neighbourhood.



Uneven lighting due to tree growth blocking or partially blocking the fixture was identified as an issue in the park. This creates some dark spaces in the park. The group felt that signage in the park was good, with the exception of washroom facility signage. Sightlines and visibility were good for the most part, but were reduced by some bushes and trees. The participants' general impression of the area was that it felt cared for.

The following is a summary of the Safety Audit observations:

- Smooth pathways so that they can be used for skateboarding, roller blading and by those with mobility issues
- Space trees appropriately, so there is no potential for hiding places
- Replace old lilacs with blueberry and raspberry bushes
- Replace overgrown spruce with apple trees
- Establish more patrols and increase maintenance staff to prevent drinking and broken glass in playground
- Paint murals on the building wall
- Increase programming on west side of park

Audit participants did identify the need for washroom signage. Due to the changing operating dates and times of the washroom, additional signage is not recommended by the Administration, as it may direct users to a closed facility.

Concerns with regards to A.H. Browne Park are included in Recommendation 5.4 (**Parks, Open Spaces, and Community Gardens Section**) on page 162.

4.12.5 – Bars Along 33rd Street and Idylwyld Drive

This Safety Audit was conducted late at night on August 16th 2013. It started at 10:30pm and concluded at 2:30am. There were six participants in total. The bars were less busy than the participants anticipated. The audit coincided with Folkfest, which was happening in a different part of Saskatoon, and may have drawn patrons away from this area. However, participants questioned whether patrons of these bars would attend Folkfest. There was a stark contrast that evening between bars located on Idylwyld Drive and those located on 33rd Street East and 33rd Street West. The bars on Idylwyld Drive were not busy that evening, while the bars on 33rd Street East and 33rd Street West were more active.

Participants noted groups of people standing outside of the bars smoking and that they found large groups like this to be scary and intimidating. The group observed two behaviours that indicated the sale of illegal drugs. The first was that someone carrying a bag would often move to the rear of the building as groups of people approached. The second was a vehicle parked in the rear lane that attracted large volumes of foot traffic.

Fireworks were heard going off in the rear lane (a common complaint from neighbours). Many taxi cabs were observed dropping people off and idling while waiting for their customers to purchase alcohol. Pedestrian counts were conducted during this time and recorded that 72 people entered the off-sale liquor store from midnight to 12:45am and 42 from 1:30am to 2:05am

Jaywalking was prevalent during the safety audit and was happening at a frequency and volume great enough to disrupt traffic. Visibly intoxicated people were observed walking in



A block study was conducted by Planning and Development on September 20, 2013, with a follow up on July 17, 2014. The purpose of the study was to assess the image and maintenance of block faces in the neighbourhood. A high standard of property maintenance sends the message that the area is cared for and attended to.

Conversely, poorly maintained properties can give the impression that illegitimate activity will be tolerated in the area and that crimes will not be observed or reported. Map 4.7 indicates areas where property and building maintenance was good, fair, or poor. This is an average for the block face. There may be poorly-kept properties on blocks marked as good, and well-kept properties on blocks marked as poor. Overall, both Mayfair & Kelsey-Woodlawn neighbourhoods are fairly well maintained. When compared with a map displaying rental and owner occupied housing, there was little correlation between property maintenance and housing tenure. A list of derelict buildings and properties that may be in contravention of the City's Property Maintenance and Nuisance Bylaw was sent to the Saskatoon Fire Department for their review and action.

4.13 Neighbourhood Safety Initiatives

The following existing initiatives address safety concerns and can be accessed by the neighbourhoods:

Graffiti Vandalism: The Graffiti Reduction Task Force, a unique partnership between businesses, government, and non-government organizations, has implemented a number of programs aimed at reducing the incidence of vandalism in the city. The Saskatoon Police Service also has an Anti-Graffiti unit. This unit is tasked with targeting the individuals engaged in graffiti vandalism. For more information on the Graffiti Management Program, clean up incentives and graffiti vandalism removal tips, refer to the City of Saskatoon website at www.saskatoon.ca and search for "graffiti reduction" or call 306-975-3383.

Neighbourhood Safety Resource Material: The Planning and Development Division, Neighbourhood Planning Section has produced a series of Safer City booklets that provide a number of strategies and guidelines to help improve safety in and

around your home. For more information on Neighbourhood Safety material refer to the City of Saskatoon website at www.saskatoon.ca, and search for “Neighbourhood Safety” or call 306- 975-3340.

Crime Free Multi-Housing Program: Is a strategy intended to encourage apartment owners, managers, and landlords to proactively approach crime reduction in and around housing units. This initiative is managed by the Saskatoon Police Service and receives funding from other City of Saskatoon departments. For more information on the Crime Free Multi-house Program refer to the Saskatoon Police Service website at www.police.saskatoon.sk.ca (click under “Programs and Services” and “Crime Free Multi-Housing”) or call 306- 975-8385.

Community Watch and Citizen Patrol: Community Watch is a crime prevention and crime interruption program where the Saskatoon Police Service partners with the community to make Saskatoon a safe place to live and work. Citizen Patrol gets neighbourhood residents more active in assisting in crime prevention and reporting suspicious activity. Volunteers have no policing powers and are non-confrontational, but they wear vests identifying themselves as Citizen Patrol. This is a visual deterrent to crime and nuisance behaviours.

Safer Communities and Neighbourhoods Act (SCAN): The *Safer Communities and Neighbourhoods Act* improves community safety by targeting and, if necessary, shutting down residential and commercial buildings and land that are habitually used for illegal activities. The legislation is able to address a wide variety of activities, such as public safety concerns related to fortified buildings. It promotes community safety by cleaning up properties that negatively affect the health, safety, or security of local residents in a neighbourhood. The Mayfair & Kelsey-Woodlawn LAPC encourages residents to report suspicious activities at residences and businesses to the Safer Communities and Neighbourhood Investigation Unit at 1-866-51-SAFER (1-866-517-2337) or www.cpsp.gov.sk.ca/scan.

City of Saskatoon *Property Maintenance & Nuisance Abatement Bylaw No. 8175:* This bylaw requires property owners in the City of Saskatoon to maintain houses, buildings, and yards to an acceptable standard. Property owners are responsible for ensuring yards are kept free and clean from garbage and debris, junked vehicles, and excessive growth of grass and weeds. To report concerns, call the Safety and Property Maintenance Hotline at 306-975-2828.

Safe Bus Program: The Safe Bus Program was formally launched June 1, 2000 and was developed in partnership with Child & Youth Friendly Saskatoon. The Safe Bus program is designed to assist children, youth or adults that need immediate shelter or someone to contact emergency services. Persons in peril or in need of immediate shelter can safely flag down a bus or go to a parked bus for assistance. All Saskatoon Transit buses are radio equipped with direct contact to Police, Fire and Emergency Medical Services. When approached by someone in need of assistance, bus operators will immediately contact Police Services (if needed) and allow the person in peril to stay on the bus until help arrives. People asking for help do not need money to get on a SafeBus. It will be easier to get an approaching bus operator's attention if you are at a bus stop, however, if a bus stop is not close by, people in need of assistance should stand on the sidewalk and hold their hand up as the bus approaches. The operator will recognize this as a sign of distress and stop to help. The City reminds all parents to tell their children to never step onto the roadway to flag down a bus as this is very dangerous.

4.14 Recommendations

RECOMMENDATIONS:

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.*

On January 6, 2015, Planning and Development met with the Mayfair & Kelsey-Woodlawn community to report back on the safety section of the Local Area Plan and the recommendations. This was done in order to ensure that the report accurately captured the concerns and objectives of the community, and so that the recommendations could be prioritized. The table below shows the results of the prioritization exercise, in which community members determined which recommendations were most important to implement.

Recommendation	Priority
4.5 Community Based Activities On Mayfair and St. Michael Community School Grounds	High
4.7 Incivilities Strategy	High
4.13 Rear Lane Clean Up	High
4.14 Community Clean Up Program	High
4.1 Tree Trimming in A.H. Browne Park	Medium
4.2 Citizen Patrol in A.H. Browne Park and Dr. J Valens Park	Medium
4.11 Distribute <i>Preventing and Reporting Crime</i> Brochure	Medium
4.12 Display Street Addresses in Rear Lanes	Medium
4.3 Community Mural in A.H. Browne Park	Low
4.4 St. Michael Community School Mural	Low
4.6 Respect the Neighbourhood Signs	Low
4.8 Distribute <i>Safe at Home</i>	Low
4.9 Distribute the <i>Reducing Graffiti in our Community</i> Brochure	Low
4.10 Distribute the <i>Porch Light</i> Brochure	Low



The multi-purpose building and spray park in A.H. Browne Park.

5.0 – Parks, Open Spaces, and Community Gardens

5.1 Overview

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.

5.2 Parks, Open Spaces, and Community Gardens Goals

The Mayfair & Kelsey-Woodlawn LAPC 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.

For a more detailed historical overview of parks in Mayfair & Kelsey-Woodlawn, including Woodlawn Cemetery, see the **History Section**.

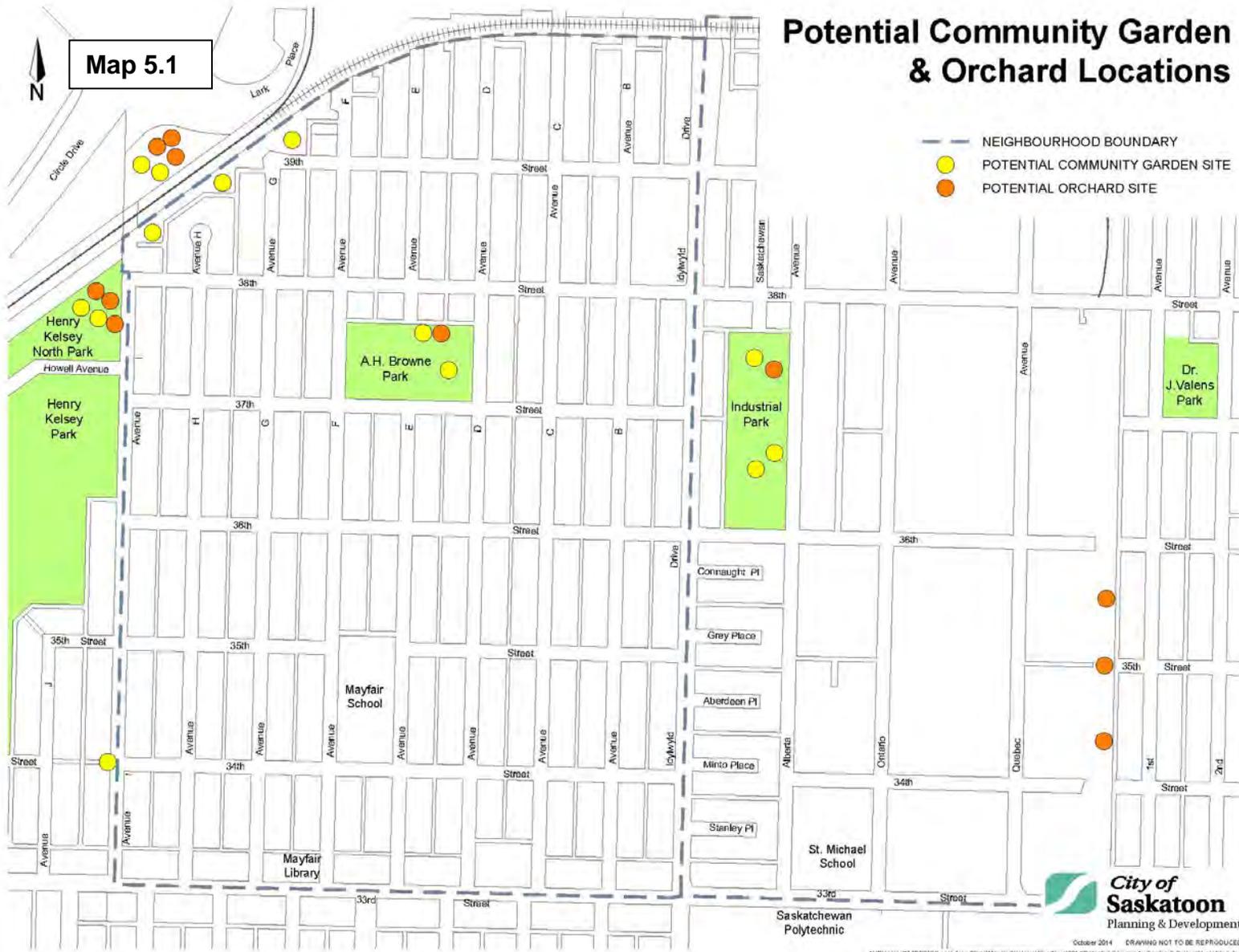
For an overview of Safety Audits conducted in Mayfair & Kelsey-Woodlawn, including A.H. Browne and Dr. J. Valens Parks, see the **Neighbourhood Safety Section**.

5.3 Community Gardens and Orchards

In Mayfair & Kelsey-Woodlawn, there are currently no community garden or orchard spaces. There is a strong desire by the Community Association and LAPC to establish gardens for the benefit of local residents. During the LAP meeting on parks and community gardens, stakeholders mapped potential garden/orchard locations as shown on the next page. Each meeting attendee indicated their preferred location by marking a dot on a map (map 5.1).

Map 5.1

Potential Community Garden & Orchard Locations



October 2014 DRAWING NOT TO BE REPRODUCED

In Mayfair, stakeholders would like to see community gardens and/or orchards in A.H. Browne Park or in the adjacent Hudson Bay Park system. In Kelsey-Woodlawn, LAPC members indicated the potential for a community garden in Industrial Park, as this would further increase the use of the park space. Such a garden would also be conveniently located for residents living in the culs-de-sac on Idylwyld Drive.

Community gardens are implemented by the Community Development Division of the City, in conjunction with CHEP Good Food Inc. Interested residents and community associations can apply to develop community gardens and orchards by contacting Community Development at 306-975-3378. In early 2015, a community garden was established in Henry Kelsey Park, adjacent to Mayfair.

5.4 Park Space in Mayfair & Kelsey-Woodlawn

There are three dedicated parks in Mayfair & Kelsey-Woodlawn: A.H. Browne, Dr. J. Valens, and Industrial. Some of Saskatoon's early neighbourhoods, such as Mayfair, did not have a significant amount of park space included in the original plans. As noted in the **History Section**, A.H. Browne Park was created when the City took ownership of returned tax title properties. While A.H. Browne is the only official park in Mayfair, park and green space is also available at Mayfair Community School and in the adjacent Hudson Bay Park system, specifically Henry Kelsey Park west of Avenue I. Similarly, in the residential area of Kelsey-Woodlawn, Dr. J. Valens is the only neighbourhood park; other recreation spaces include Industrial Park, St. Michael Community School playground, and Woodlawn Cemetery for walking and cycling.

The table 5.1 shows an overview of available park space per person (people per acre) in selected neighbourhoods. Mayfair has a high number people per acre of park space (589.3); however this statistic does not take into account the green space at Mayfair Community School or the adjacent Hudson Bay Park system, which stretches from 23rd Street to Circle Drive.

Table 5.1: People per Acre of Parks for Comparable Grid Neighbourhoods

Neighbourhood	People per Acre of Park Space		Neighbourhood	People per Acre of Park Space
Hudson Bay Park	42.2		Mount Royal	177.9
Westmount	52.6		Riversdale	186.2
City Park	82.1		Varsity View	197.5
North Park	109.8		Pleasant Hill	250.2
Kelsey-Woodlawn	111.1		Exhibition	359.7
Meadowgreen	132.6		Caswell Hill	366
Nutana	137.5		Mayfair	589.3

It should be noted that Mayfair has the highest number of people per park space in the city. Kelsey-Woodlawn has a much lower number (111.1) due to the presence of both a neighbourhood (Dr. J. Valens) and district (Industrial) park. In an established, primarily residential neighbourhood such as Mayfair, it is difficult to create additional park space. As such, given that Mayfair only has one official park, continuing investments in A.H. Browne and spaces adjacent to Mayfair (such as the Hudson Bay Park system) should be a priority.

The amount of formal sports bookings in Mayfair & Kelsey-Woodlawn parks vary. In 2014, A.H. Browne Park had a fairly low rental rate – 63 hours in total, mainly for baseball. Industrial Park is well-used, with high rentals for baseball (over 412 hours in 2014). Dr. J. Valens Park does not have official field space to rent.

In addition, the LAPC noted that there is a lack of bike racks in all parks across Mayfair & Kelsey-Woodlawn, and having more amenities for park users to secure bicycles is needed. Such improvements can be applied for by the Community Association through the City of Saskatoon’s Park Enhancement Grant. This grant can be applied for annually by the

Community Associations (deadline for applications is the end of January), and is meant to make improvements to amenities in public parks that may be needed. Eligible projects include playground structures, pathway lighting, and bike racks. Community Associations can apply each year for consideration by the City; funding is dependent on size of projects, number of projects applied for, and the need of a certain project in a park.

Concern was also raised regarding the number of cans and bottles that are littered or placed in garbage bins in the parks. The LAPC feels that the addition of recycling bins would divert cans and bottles from the landfill while also promoting the importance of recycling habits. A pilot project of recycling bins in parks, if successful, could be expanded to additional parks across the city.

RECOMMENDATION:

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.*

There is a vacant parcel of City-owned land at the northwest corner of Avenue G and 39th Street in Mayfair, which currently contains some open space, trees, and shrubs. The space has a buffer effect between Mayfair and the rail line. LAPC members identified that a better use of the space would be to develop a community garden and/or orchard for the benefit of Mayfair residents. However, this is not recommended due to soil contamination and lack of access to water. As shown in the aerial view on map 5.2, this section of vacant, unused City-owned land extends from Avenue F to Avenue I (towards Henry Kelsey North Park), with the largest section being at the corner of Avenue G and 39th Street. As such, this vacant space has potential to be developed into a green space. The map highlights this exact space in Mayfair.

Map 5.2: Potential Green Space Location in Mayfair



If a green space is developed at this location, the orientation should be such that a pedestrian and cyclist path is able to be constructed from the corner of Avenue G and 39th Street towards the future Airport and Circle Drive overpass, which is scheduled to be constructed directly to the northwest of this location. If the cyclist and pedestrian path is constructed, consideration should be given to connecting this path to Henry Kelsey North Park, along the City-owned parcel. For more information, see the **Transit & Active Transportation** Section.

RECOMMENDATION:

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 Area Park System.*

5.5 Hudson Bay Park System

The Hudson Bay Park System is located within Westmount and Hudson Bay Park, and includes Leif Erickson, Scott, Pierre Radisson, and Henry Kelsey parks. Combined, this linear park system is one of the largest in Saskatoon. During the Local Area Plan for Westmount, approved by City Council in 2011, discussions were held about the current state of the park system and goals for future redevelopment. The Westmount LAP included a recommendation to conduct a Hudson Bay Area Park System Master Plan, with consideration given to specific redevelopment features, including:

- create a linear open space linkage from 23rd Street to Circle Drive;
- that Pierre Radisson Park be identified as highest priority for redevelopment;
- that the potential for wetlands and re-naturalization is considered; and
- ensure surrounding communities are included in the master planning process for the Hudson Bay Area Parks.

During the Mayfair & Kelsey-Woodlawn LAP, stakeholders also noted the importance of including surrounding neighbourhoods in the planning process. In addition, it was noted that the parks directly adjacent to Mayfair, Henry Kelsey and Henry Kelsey North, are significantly underused, and in the case of Henry Kelsey North, the park is poorly maintained at times and significant spring flooding can occur. Given this, the LAPC would like to see Henry Kelsey and Henry Kelsey North parks be considered a high priority for redevelopment, similar to Pierre Radisson Park.

RECOMMENDATION:

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.*

5.6 A.H. Browne Park

A.H. Browne Park is located on 37th Street between Avenues D and F. It is classified as a Neighbourhood park, is 4.8 acres in size, and is named after Albert H. Browne, the first City Gardener. The southeast corner contains a spray park, multi-purpose building, and basketball courts. There is also a small toboggan hill, a softball diamond, and a paved, winding path that leads through the eastern half of the park.

The LAPC voiced specific concerns regarding the lack of sidewalks leading to and around A.H. Browne Park – these concerns are addressed in the **Traffic & Circulation Section**.

The LAPC expressed significant concern regarding the present state of paths in A.H. Browne Park – some sections are heaving and/or in poor condition, which make it difficult to walk and presents a tripping hazard. In addition, there is no path that connects the northeast portion of the park to Avenue F and the current north-south path along Avenue F is very

narrow. LAPC members indicated that improving the park paths would benefit all users, especially the numerous parents with strollers that walk through the park. During the Safety Audit of A.H. Browne Park, participants noted that while the eastern half of the park is well-used, the west side of the park, which primarily consists of a softball diamond and multipurpose field, is not well used and is empty the majority of the time.



The LAPC would like to see options considered to encourage use of the west side of A.H. Browne Park – specifically to attract more users than the softball diamond and multipurpose field currently do. Suggestions included promoting sports that appeal to Saskatoon’s growing immigrant population (e.g., cricket), or promoting other sports such as ultimate Frisbee, beach volleyball, and rugby. However, the western half of the park is too small for either cricket or rugby, and cricket is being considered in the Hudson Bay Park system. As it is the neighbourhood’s only official park, it is important that it is used to its full potential.

The multi-purpose building and spray park are valued assets in A.H. Browne Park, and are used frequently during the summer months. During the discussion on parks, LAPC members raised ideas that could support the importance of the

multi-purpose building. For example, painting a community-led mural on one or more of the blank sides of the building would increase the overall appearance of the building, prevent graffiti, and build community relationships.

The spray park is operational from 10:00AM to 8:00PM from June 1st to early September, while the multi-purpose building is open from 10:30AM to 6:00PM, Monday to Thursday and from 12:00PM to 4:30PM on Fridays. Programming is offered from early July until late August. Given the popularity of the spray park, the LAPC feels that extended washroom hours would be beneficial, as the facilities are only accessible during programming hours. If extended washroom hours are feasible, safety implications would have to be examined in detail.

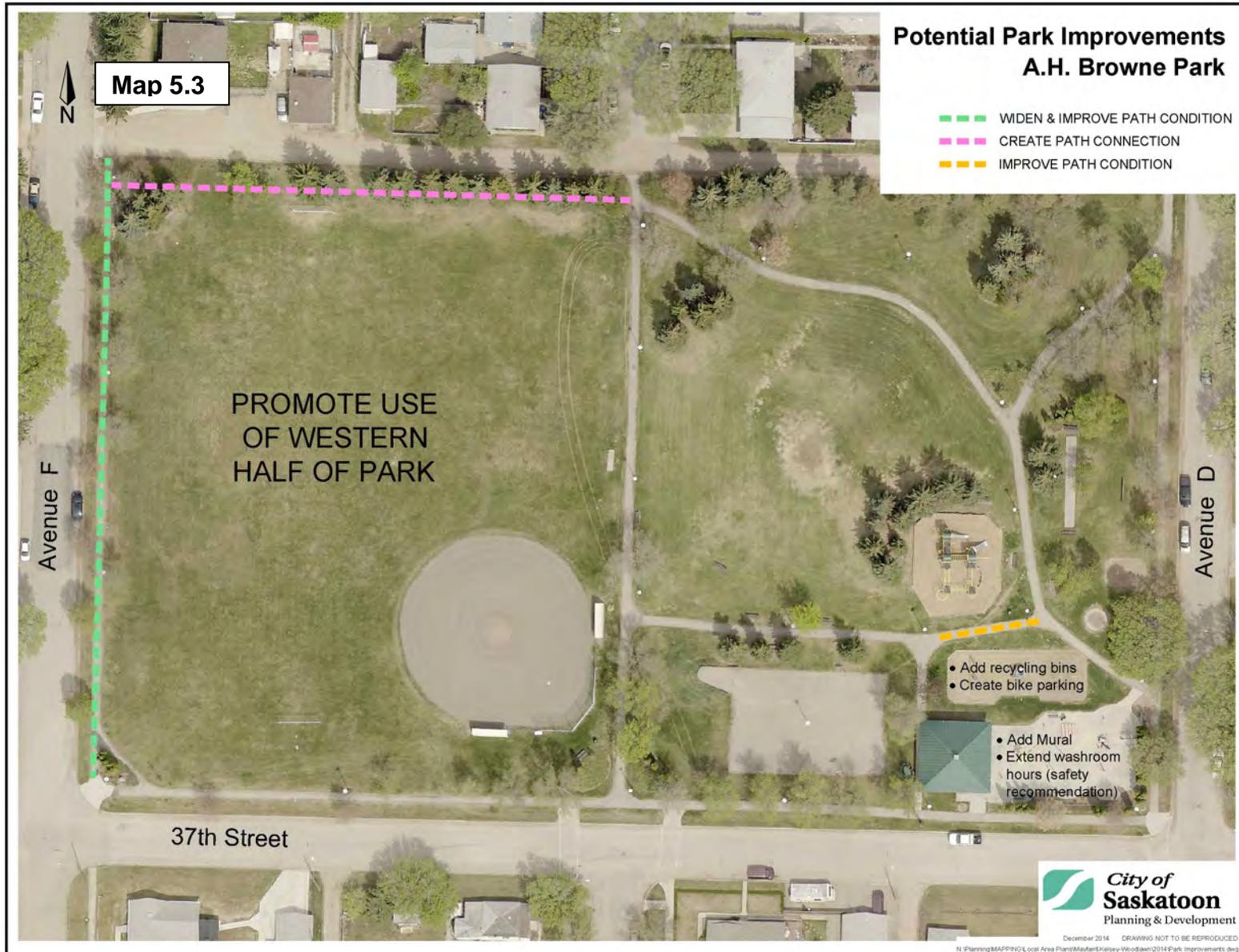
In addition to the spray park and multi-purpose building, the south portion of A.H. Browne Park includes a basketball court and small paved area that is currently not used to its full potential. Some members of the LAPC mentioned that the empty paved space to the west of the basketball court could be better utilized. This area is scheduled for rehabilitation in the near future. Map 5.3 on the following page summarizes the recommended improvements for A.H. Browne Park.

RECOMMENDATIONS:

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.*



5.7 Industrial Park

Industrial Park is classified as a District park, which is intended to serve four or five neighbourhoods, with facilities and structures to support city-wide sports programs.⁶⁰ The park is 6.0 acres in size, and includes two softball diamonds and playground equipment on its southern edge along 36th Street.

The LAPC feels that the name 'Industrial Park' is uninviting and confusing – the name can be mistaken for an actual business or industrial park, especially since the softball diamonds are used by residents from across the city. As such, the LAPC feels that the park should be renamed after Saskatchewan poet Anne Szumigalski, who lived in Connaught Place directly to the south of the park (for more information on Anne Szumigalski, see the **History** section). Due to the future redevelopment plans for the culs-de-sac along Idylwyld Drive, the LAPC feels the most appropriate way to honour Ms. Szumigalski would be to rename Industrial Park in her honour.

As a district park, Industrial Park's two softball diamonds are used frequently for organized softball by teams across the city. There are currently no washroom facilities in the park, and it is not preferable for park users to use washroom facilities in adjacent industrial and commercial businesses. The addition of temporary washrooms, preferably in close proximity to the softball diamonds, would be a useful addition to the park.

The current playground structure at the south end of Industrial Park has very basic equipment for children. The LAPC would like to see a better quality playground provided for area children, especially those that live in the culs-de-sacs along Idylwyld Drive. Suggestions were made to replace and move the playground in between the two diamonds, which would allow parents to watch children from the softball area. However, there are space restrictions and safety concerns (from baseballs), and as such it is recommended the playground remains in its current location.

⁶⁰ City of Saskatoon Administrative Policy A10-017; *Park Development Guidelines*.

RECOMMENDATIONS:

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.*



The current playground equipment in Industrial Park is outdated and inadequate. Replacing the playground would better serve area residents and park users.

Potential Park Improvements Industrial Park

- ▭ POTENTIAL SEASONAL WASHROOM FACILITIES
- ▭ POTENTIAL COMMUNITY GARDEN
- ▭ ADD SEATING FOR BALL DIAMOND



- Add recycling bins
- Create bike parking

- Add recycling bins
- Create bike parking

- Rename to Anne Szumigalski Park

- Replace old playground

Map 5.4

5.8 Dr. J. Valens Park

Dr. J. Valens Park is a 2.1 acre neighbourhood park located on 37th Street between 1st and 2nd Avenues in Kelsey-Woodlawn. The park primarily serves the residents of Kelsey-Woodlawn and contains a playground, green space, and walking paths.

The main concern about Dr. J. Valens Park is the outdated and inadequate playground equipment. LAPC members commented that the current playground does not entertain children for long. A resident of Kelsey-Woodlawn raised the possibility of accessing the Canada-wide Let Them Be Kids (LTBK) program to fund new playground equipment in a shorter time frame than may otherwise be possible.

LTBK is a non-profit initiative that matches community-raised funding for playgrounds dollar for dollar and provides support for building a new play structure. The program was launched in 2006 when LTBK identified a need across the country: community groups needed assistance in securing funds for the building of play structures where there may not be locally accessible, safe, secure places to play.⁶¹

Another benefit of the LTBK program is that a potentially larger playground could be built in a quicker timeframe than otherwise possible. This initiative has been a success in other locations in Saskatchewan, and in October 2013, a new playground was constructed at St. Philip School in Saskatoon with support from the program. In Kelsey-Woodlawn, the strong business and industrial community could be asked to contribute to a new playground. More information on Let Them Be Kids can be found at www.ltbk.ca. Similar to community gardens, such an initiative would be led by the community, with assistance from the Community Association as resources permit.

⁶¹ <http://www.ltbk.ca/kids/index.php/who-we-are#.U5jUr87naM8>



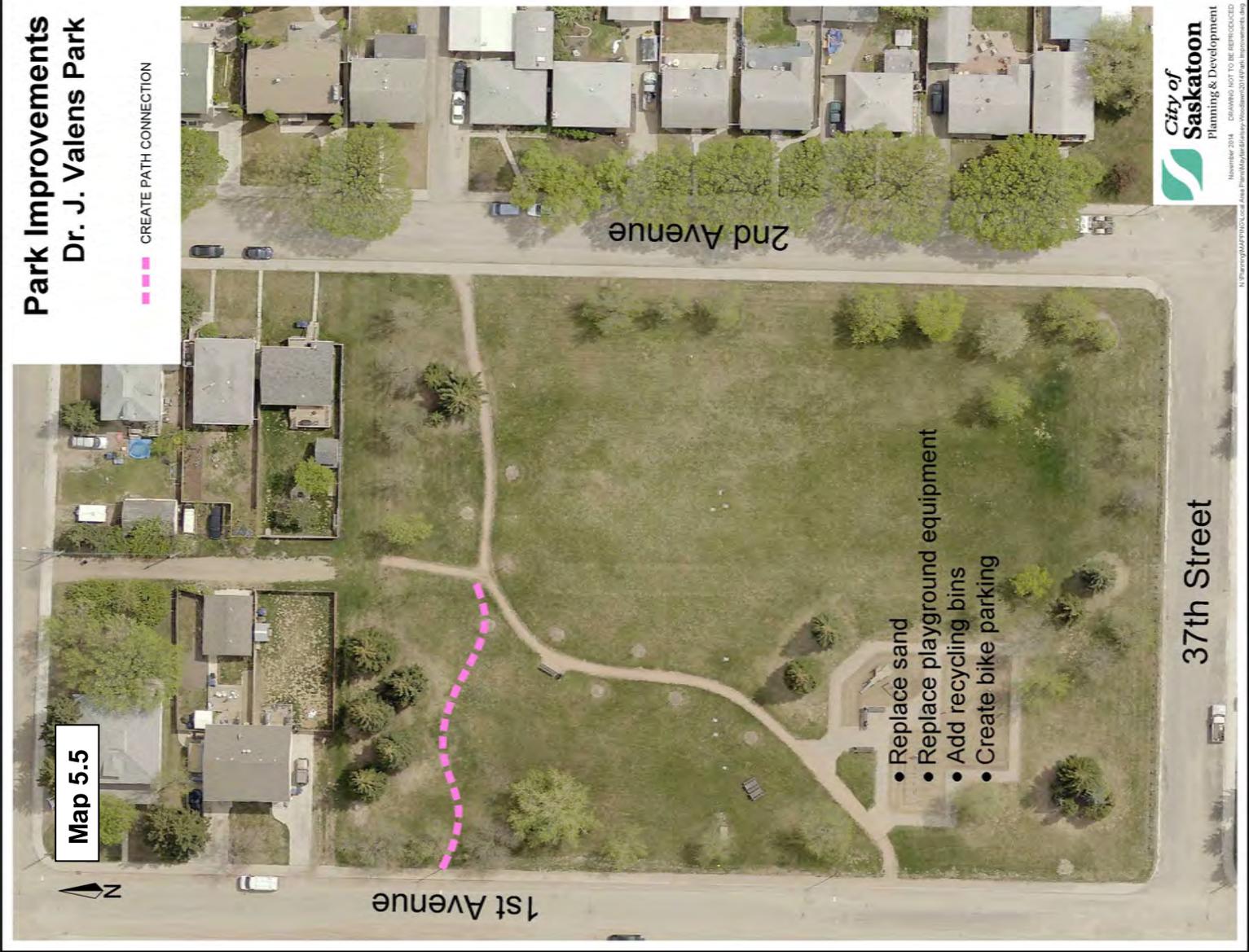
The current playground equipment in Dr. J. Valens Park is small, outdated, and does not adequately entertain children.

The east side of Dr. J Valens Park is an open grassed area, with approximately 21,000 square feet of space. The LAPC noted that this space may be large enough to host small-scale programming, such as youth sports. The Parks Division will investigate this opportunity, however space is limited and there are some slope challenges in the park.

Currently, the path in Dr. J. Valens Park travels in a southwest-northeast direction. Winter aerial photos show a distinct east-west desire line formed through the northern-most section of the park, towards 1st Avenue. This area is currently grassed, and also shows a slight desire line in the summer, proving there is year-round usage of this informal pathway.

RECOMMENDATION:

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.*



**Park Improvements
Dr. J. Valens Park**

Map 5.5

CREATE PATH CONNECTION

- Replace sand
- Replace playground equipment
- Add recycling bins
- Create bike parking

5.9 Woodlawn Cemetery

Woodlawn Cemetery is a landscaped, well-maintained 105-acre site that is owned and operated by the City of Saskatoon; the cemetery makes up the eastern section of the Kelsey-Woodlawn neighbourhood. The cemetery has a rich history (see Page 39) and is the final resting place of many notable Saskatonians. It is home to Memorial Avenue, a National Historic Site. In addition to its primary role as a cemetery, residents of Kelsey-Woodlawn value the well-maintained green space provided by the site. The northern section of Woodlawn Cemetery is undeveloped, and is marked for future use (area north of the 39th Street entrance in the map below).

The main entrance to Woodlawn Cemetery is via Memorial Avenue, from 33rd Street and 2nd Avenue. The entrance to the cemetery is not well-marked – currently a few small signs mark the entrance – and is easy to overlook. As a destination for residents throughout the city, the cemetery should have an entrance that reflects its importance to the city and its status as a National Historic Site. A large sign or gate, preferably incorporating heritage elements, is needed as the current entrance is not suitably visible from Warman Road or 33rd Street.

In addition to its intended use, the pathway network in the cemetery is also utilized by residents of Kelsey-Woodlawn for walking and cycling. To increase passive recreation on the site, Cemetery Administration would like to design the future use section to have a park-like setting and feel, complete with benches, paths, and potential amenities such as a water feature.

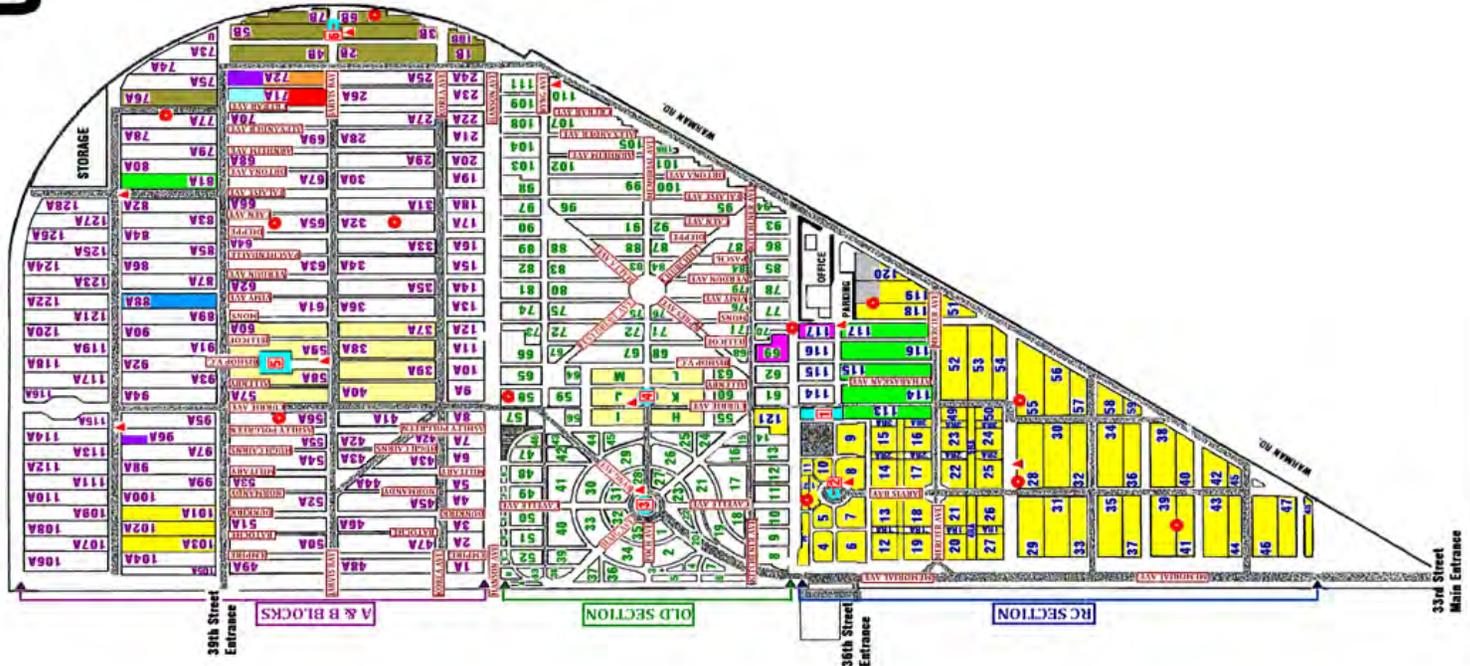
WOODLAWN CEMETERY

City of
Saskatoon

1502 - 2nd Avenue North
Saskatoon, SK
S7K 2G1

Phone: (306)975-3308
Fax: (306)975-3027

Map 5.6



- LABLES**
- 1 Shared Gardens
 - 2 Priest Cross
 - 3 Columbarium
 - 4 World War I Memorial
 - 5 Between the Crosses Memorial
 - 6 Ukrainian Cross
 - Water Tap Locations
 - Trash Receptacles

- SECTION**
- Baha'i
 - Catholic
 - Chinese
 - Greek
 - Islamic
 - Isamian
 - Jewish
 - Orthodox
 - Russian Baptist
 - Infant Section
 - Military Section

This would create additional green space for Kelsey-Woodlawn and also generate additional passive recreation activity in the area. Other cemeteries in North America have also adopted this approach to further increase the amenity of their space, such as Lakewood Cemetery in Minneapolis, pictured below.⁶²



Lakewood Cemetery, Minneapolis, MN, USA. The reflecting fountain is a zero-edge pool with a 1” deep scrim of water over a layer of pavers on pedestal mounts. When drained in the winter, it becomes an active plaza space.

At the entrance to Woodlawn Cemetery, a privately-owned parcel and building is located at 1202 3rd Avenue North, on the east side of Memorial Avenue. Previously a bakery, the building is currently a two-unit residence. It is the opinion of the LAPC and Cemetery Administration that this building, given its unique location at the entrance to the site, would be best used for the benefit of Cemetery patrons; examples include a coffee and/or flower shop. The site is currently zoned IL1

⁶² Description and Photo Credit: Halvorson Design Partnership, Boston, MA. Photo by Paul Crosby. Used with permission.

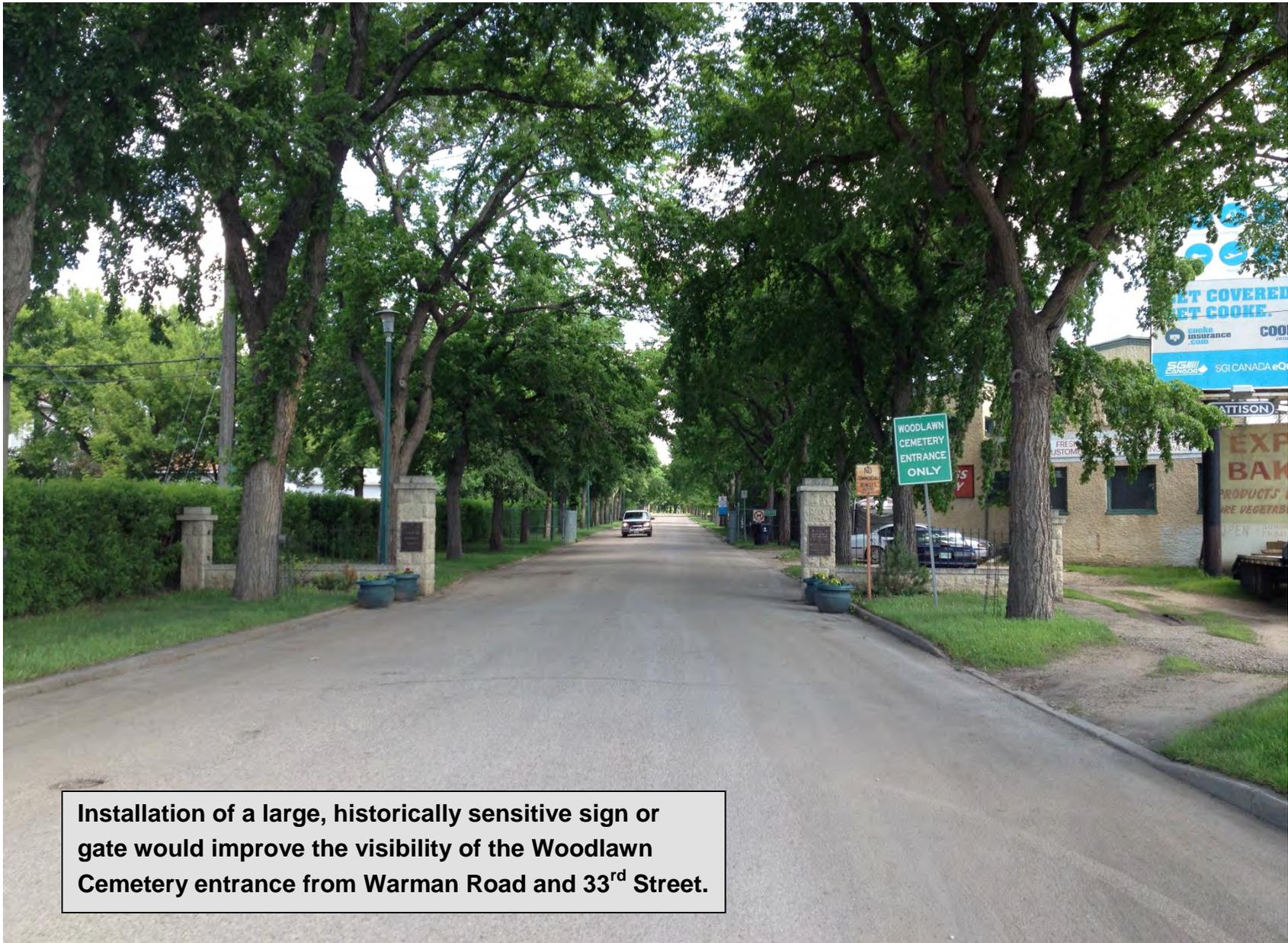
(Light Industrial), and in conjunction with recommendation 1.2 (see 1.6.6 on page 68 of the **Land Use, Zoning, and Infill** Section – rezoning the site to B2 – District Commercial District), the City of Saskatoon should discuss re-use options with the property owner.

RECOMMENDATIONS:

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

6.1 Overview



Buildings and amenities such as the Mayfair Branch Library are an important part of the neighbourhood's history and culture.

Heritage and culture are interrelated aspects of a society that define our past, present and future. Recognizing and preserving heritage and culture helps a community appreciate the contributions of past citizens and important buildings, spaces, and events. Heritage can be both tangible (buildings, landscapes, streetscapes, structure, monuments and installations) and intangible (festivals, cultural spaces and skills).

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.

6.2 Preserving History, Heritage & Culture Goals

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.

6.3 Recognizing and Celebrating the History of the Area

For a review of significant people, buildings, and spaces in Mayfair & Kelsey-Woodlawn, please see the History & Today Section.

The City of Saskatoon Heritage Conservation Program provides incentives to Municipally Designated Properties. Property owners are encouraged to apply for Municipal Heritage Property designation to take advantage of these incentives along with the other benefits of designation such as increased public recognition and enhanced economic value of the property.

In 2012, a comprehensive review was conducted to investigate the current state of heritage policy and practices in Canada, provide an analysis of Saskatoon's Civic Heritage Policy (created in 1996), and recommend appropriate measures to protect and interpret Saskatoon's heritage assets into the future. A multi-year implementation strategy was developed, based on key program priorities that will support an enhanced and effective municipal heritage program. The City of Saskatoon tracks and protects heritage properties through a number of methods, including:

A. Municipal Heritage Program – Under the Program, a designated Municipal Heritage Property is recognized as being a property of major significance to the community of Saskatoon. Each property is protected by bylaw, which means it must be maintained and exterior character defining elements or important architectural features cannot be altered without the

approval of the City. The City may offer financial or tax-based support to projects involving designated properties under this Program.

B. Saskatoon Register of Historic Places – The City maintains a list of sites with qualities or characteristics that are recognized as having significant heritage value. Sites listed on the register are federally, provincially, or municipally designated; or achieve the criteria to be eligible for Municipal Heritage Designation under the Heritage Conservation Program. The Register is available to the public on the City’s website.

C. City of Saskatoon Heritage Awards Program – The Heritage Awards are presented by the City of Saskatoon to acknowledge preservation efforts and the personal energy, time and commitment dedicated to Saskatoon’s cultural welfare. The Municipal Heritage Awards Program occurs every two years allowing people to nominate someone they know who have made a difference in the preservation and conservation of the City’s heritage.

Identified Heritage Properties in Mayfair & Kelsey-Woodlawn	
Memorial Avenue in Woodlawn Cemetery (Municipal Designation)	Avenue of the Elms
1317 & 1319 2 nd Ave N	Lockstave-style Houses
9 Connaught Place	Former home of Anne Szumigalski
210 33 rd St W	Mayfair Chop Suey
214 33 rd St W	Charles Alcock House
420 33 rd St W	Christie’s Mayfair Bakery
504 33 rd St W	Mayfair Drugs
510 34 rd St W	Mayfair Community School

Property owners in Mayfair and Kelsey-Woodlawn are encouraged to research their buildings and submit applications for heritage designation to the City. In addition to buildings, gathering spaces and community focal points also have historical connections. For example, both neighbourhood parks in Mayfair & Kelsey-Woodlawn are named after historic individuals – A.H. Browne and Dr. J Valens. While some may know their history and contributions, others may not. To promote and increase the awareness of the park names, signage with short descriptions of Dr. J. Valens and A.H. Browne should be created and displayed in prominent locations within each park.

RECOMMENDATION:

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.*

In 2003, the City Archives created a comprehensive, two-page document entitled “A Brief History of Mayfair.” It speaks to the early development of the area and includes interesting facts on the neighbourhood. Expanding the availability of this resource through means other than online will help promote the history, heritage, and culture of the area. One way to educate residents, businesses, and visitors to the area is to promote the distribution of A Brief History of Mayfair, specifically through hard copies at neighbourhood businesses.

RECOMMENDATION:

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.*

A Brief History of Mayfair:

The Mayfair subdivision is one of the oldest in Saskatoon outside of the original three settlements of Nutana, Saskatoon and Riversdale. Part of the land originally granted to the Temperance Colonization Society in 1882, it was in private hands by the time Saskatoon was incorporated as a City in 1906 and was first identified on a map of Saskatoon in 1907, during the height of the city's first real estate boom.

The first lots were sold that year and the first houses began to be built, primarily along 33rd Street. By 1909 there were nearly 60 houses in Mayfair – at that time still outside of city limits – with a population estimated at around 350. On April 20, 1911, the City expanded, annexing land to the north as far as 38th St. Mayfair was finally “in”.

Over the next few years Mayfair acquired a school and a bustling commercial center along 33rd Street. By 1914, 843 people lived there. Development was steady after the First World War but really took off in the period 1946-1960 when more than one-third of the houses presently standing were built. House construction tapered off slightly through the 1960s (23%) and 1970s (12%). Houses built since 1980 account for less than 5% of the total housing in Mayfair.



On January 1, 1913 Saskatoon's Municipal Railway system opened. The Mayfair-University line served the northwest part of the City, running north along Avenue F to terminate at 33rd Street. In 1914 the line was extended east from Avenue F to Avenue A (now Idylwyld Drive). Saskatoon's last streetcar made its final run down the Mayfair line on November 10, 1951, piloted by Joe Horan (left), one of Saskatoon's original street-car drivers and a fixture on Mayfair run for many years.

Avenue A isn't the only street in Mayfair to have undergone a name change. The subdivision map printed in the 1912 Real Estate Pocket Guide lists 33rd - 37th Streets as “Albert”, “James”, “Charles”, “Lily” and “Frisco” Streets. The origin of these names is unknown. While they are not used on the “Official Plan of Saskatoon” published by the

Board of Trade in 1914, those names do appear intermittently in the City Directories for many years afterwards, and as late as 1957 “Frisco Street” is referred to in official correspondence between the City of Saskatoon and the Provincial Land Titles Office.

Jeff O'Brien
City of Saskatoon Archivist
April, 2003

Like many of the subdivisions laid out by land speculators during the pre-war real estate booms, the original plans for Mayfair made no provisions for parks or schools. In May of 1912 the Saskatoon Public School Board began raising money for a new school in Mayfair. When the boom collapsed in 1913 construction had to be postponed and some of the completed foundations had to be filled in, to be excavated later. A temporary school was built on the property. After many delays Mayfair School was finally completed in January, 1921, at a total cost of \$212,484.

Built on land acquired by the City for non-payment of taxes, A.H. Browne Park on 37th St. between Avenues D and F is another legacy of the pre-war boom and bust as land speculators found themselves unable to sell off their properties and in many cases simply allowed ownership to revert to the City. The only development in the park were three small houses, built in 1913 on Avenue D just north of 37th Street.



The east half of the park (including the padding pool) was built in 1955. In 1957 part of Avenue E was closed north of 37th and the park was extended west to Avenue F. Previously known informally as “Mayfair Park”, it was now formally named in honour of long-time Parks Superintendent Alfred H. Browne. In 1980, with funding provided by the Mayfair Neighbourhood Improvement Plan (NIP) it was re-landscaped. A hill was built in the center, the ball diamond was moved and expanded and new playgrounds, a soccer pitch and basketball court were built.

The Mayfair branch of the Saskatoon Public Library also dates to around the same time. It officially opened on September 23, 1952 in the Mayfair community Hall. A new addition was built in 1955 nearly doubling it in size. That same year the City annexed almost a thousand acres of land north of 38th. Mayfair grew along with it, expanding as far as the CNR tracks just north of 40th Street which form the neighbourhood's present north west boundary.

Today Mayfair is a solid, primarily working-class neighbourhood with a population of around 2500 people. Although there have been some major changes along 33rd Street in the last few years it continues to be the commercial hub of the neighbourhood and includes institutions like Christie's Mayfair Bakery, established in 1933.

Jeff O'Brien
City of Saskatoon Archivist
April, 2003

6.4 Cultural Mapping and Heritage Properties

Cultural mapping includes mapping resources such as things, places, and spaces; and identity mapping includes the recording of stories and other intangible cultural or historical facts. The map below shows history, heritage, and culture points of interest throughout the neighbourhoods, as identified by neighbourhood residents.

Cultural mapping was conducted with the assistance of a student in the Regional & Urban Planning Program at the University of Saskatchewan. The student engaged residents regarding important stories in the Mayfair and Kelsey-Woodlawn neighbourhoods. Highlights of the findings include:

- Community members raised \$70,000 for the construction of a permanent Mayfair Library in 1991.
- When there used to be a Bank of Montreal on 33rd Street, it was the most robbed bank location in all of Saskatoon.
- Residents felt that if they could not go on vacation, at least they had Mayfair Pool. At times it got so busy that the girls would get fifteen minutes to swim and then with a whistle, the boys would take a turn for fifteen minutes. There would also be water polo games held at night.
- The reason the north-south Avenues that run across 33rd Street do not line up is because it was a corrector street for surveyors.
- Kelsey-Woodlawn was referred to as the "Quietest Neighbourhood in the World."
- Before industrial uses moved into Kelsey-Woodlawn, the culs-de-sac on Idylwyld used to back onto wheat and barley fields.
- Development happened in an organic way and in different stages, at different time periods. This meant that in Mayfair's beginnings in the 1920s, houses were sporadic and the lots in between were empty and muddy.
- If you lived anywhere close to 33rd Street, the street cars served as an alarm clock at 6 am every morning until they stopped running in 1951.

Mayfair & Kelsey-Woodlawn History, Heritage and Culture – Points of Interest

Map 6.1



- NEIGHBOURHOOD BOUNDARY
- POINTS OF INTEREST
- 1 Evidence of Street Car Tracks
- 2 Mayfair Community School
- 3 Mayfair Drugs
- 4 Mayfair Hardware
- 5 A.H. Browne Park
- 6 Industrial Park
- 7 St. Michael's School
- 8 Robin Hood Flour Mills (Now Horizon Milling G.P.)
- 9 Express Bakery
- 10 Dr. J. Valens Park
- 11 Woodlawn Cemetery
- 12 Wartime Houses (Multiple Locations)
- ARTS & CULTURE
- 13 Mayfair Library
- 14 Penn's Antiques
- 15 Carpenter's Church Saskatoon
- 16 Saskatoon Youth for Christ
- 17 Chinese Martial Arts Academy
- 18 Saskatchewan Archaeological Society
- 19 JNS Yoga Studio & Dance Dynamic Studio
- RESTAURANTS
- 20 Rice Bowl Fusion
- 21 Nha Trang
- 22 Saigon II
- 23 McDonald's (1st location in Saskatoon)
- 24 A & W
- 25 Taunte Maria's
- CREATIVE BUSINESSES
- 26 Lucky Bastard Distillers
- 27 Mylynh Bridal & Sew
- 28 Eb's Source for Adventure
- 29 The Fun Factory
- 30 Prairie Lily Knitting & Needlework Shop
- 31 Fitness Focus
- 32 Better off Duds
- 33 Christie's Mayfair Bakery
- 34 Funk Furniture Repairs
- 35 Saskatoon Flag Shop



NOTE: This information contained on this map is for information only and should not be used for legal purposes. All projects are subject to change. This map was not prepared under the provisions of the Access to Information Act or the Freedom of Information Act.
DRAWING NOT TO BE SCALED
August 23, 2014
S:\Projects\2014\Local Area Planning\2014\Woodlawn\Points of Interest_Mayfair_JessieRiddell.dwg (24/25)

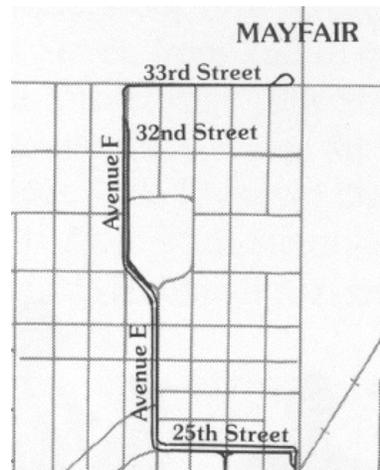
6.5 Streetcar History in Mayfair

On January 1, 1913 Saskatoon's Municipal Railway system opened. The Mayfair-University line served the northwest part of the City, running north along Avenue F to terminate at 33rd Street. In 1914 the line was extended east from Avenue F to Avenue A (now Idylwyld Drive), where a turning loop allowed the streetcar to reverse direction. Saskatoon's last streetcar made its final run down the Mayfair line on November 10, 1951. The city replaced the streetcars with electric trolley buses for a period (1949-1974) before purchasing the diesel buses in use today.

Streetcars were an important part of the early development of the Mayfair and Kelsey-Woodlawn neighbourhoods. The LAPC feels that this important aspect of the area's history is not adequately promoted, and is an opportunity to display this history in appropriate areas, such as the business corridor along 33rd Street.

RECOMMENDATION:

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.*



Map excerpt of the Saskatoon Municipal Railway in 1936, after the line was extended down 33rd Street towards Avenue A (Idylwyld Drive).



The important role of streetcars in the development and early history Mayfair & Kelsey-Woodlawn should be promoted and displayed along 33rd Street.

7.0 – Traffic & Circulation

7.1 Overview



Ensuring the safe and efficient movement of traffic is of primary importance in Mayfair & Kelsey-Woodlawn. Some of the main concerns raised by the LAPC are:

- Shortcutting through the neighbourhoods by non-residents, speeding, and traffic flow on 33rd Street;
- Missing sidewalks along Alberta and Ontario Avenues and in the proximity of A.H. Browne Park; and
- The LAPC would like to see consideration given to a pedestrian and cyclist connection – not vehicular – established at the northwest corner of Mayfair in conjunction with the future Airport and Circle Drive overpass.

This section provides details on the **Neighbourhood Traffic Management Plan** developed for Mayfair & Kelsey-Woodlawn, and provides rationale for the separate LAP traffic recommendations.

7.2 Traffic & Circulation Goals

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.

7.3 Introduction

Traffic & Circulation is a major concern for residents 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.

In 2013, the City of Saskatoon Transportation Division began a new Neighbourhood Traffic Management Program, designed to address issues on a neighbourhood-wide basis. The program includes additional resident and stakeholder input, allowing the community to work together to develop solutions to better address local traffic concerns. As part of this process, in June 2013, the entire neighbourhoods of Mayfair & Kelsey-Woodlawn and the established LAPC were invited to a traffic meeting, where stakeholders worked in small groups to brainstorm solutions to traffic and circulation problems in the two neighbourhoods.

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.

7.4 Neighbourhood Traffic Management Plan & Recommendations

The following is a summary of the Traffic Management Plan for Mayfair & Kelsey-Woodlawn adopted by City Council on August 21, 2014. The full report can be found online at:

<https://www.saskatoon.ca/sites/default/files/documents/city-clerk/reports-publications/MayfairTrafficMgtPlan.pdf>

The intent of the Neighbourhood Traffic Management Program is to address traffic concerns such as speeding, shortcutting and pedestrian safety. The program involves additional community and stakeholder consultation and provides an environment for the community and City staff to work together and develop solutions to address traffic concerns. A public meeting was held in June 2013 to identify traffic concerns within the neighbourhoods. At the meeting, residents were given the opportunity to express their concerns and identify possible solutions. Based on the residents' input provided at the initial public meeting, and the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in October of 2013. The tables below are a summary of the proposed improvements for the Mayfair & Kelsey-Woodlawn neighbourhoods. The summary identifies the locations, the proposed improvement, and a schedule for implementation. The map on the next page identifies the improvement locations in both neighbourhoods.

- DC** DIRECTIONAL CLOSURE
- M** MEDIAN ISLAND
- CM** CURB EXTENSION WITH MEDIAN ISLAND

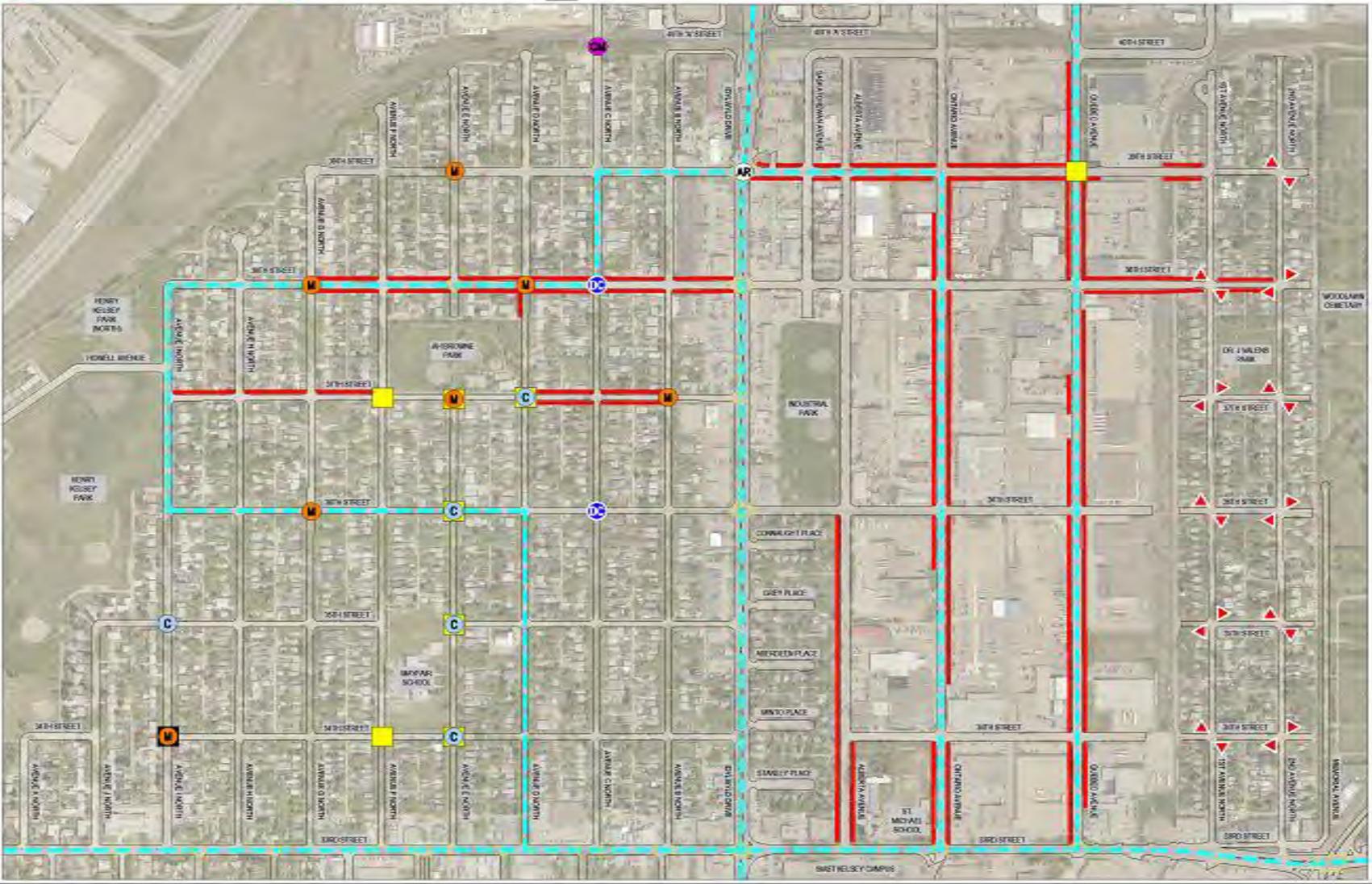
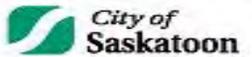
- C** CURB EXTENSIONS
- Yellow Square** ZEBRA CROSSWALK UPGRADE
- R** ROUNDABOUT

- AR** ACCESSIBILITY RAMP INSTALLATION
- Red Triangle** YIELD SIGN INSTALLATION
- Black Square** STANDARD CROSSWALK UPGRADE

- Light Blue Line** BUS ROUTE
- Red Line** SIDEWALK INSTALLATION

MAYFAIR/KELSEY - WOODLAWN TRAFFIC PLAN

Map 7.1



Development of the Traffic Management Plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** - Develop a traffic plan based on residents' input and traffic data collected.
- **Stage 3** - Present a traffic plan to the neighbourhood at a follow-up meeting; present a draft plan to the residents and other civic Divisions for feedback regarding the proposed measures in the plan; and forward to City Council for approval.
- **Stage 4** - Implement the proposed measures in a specific time frame, short term (1 to 2 years), medium term (1 to 5 years), or long term (5 years plus).

A majority of the residents in Mayfair & Kelsey-Woodlawn were concerned about speeding, pedestrian safety, and shortcutting as a result of the temporary diverter. The temporary diverter was installed at the intersection of Avenue C and 38th Street in 2011 to reduce the shortcutting traffic on Avenue C between 33rd Street and Circle Drive. Following its installation, there was little support for the diverter from the community, mainly due to the traffic flow restrictions it caused and because traffic was being diverted to Avenue D near A.H. Browne Park. As such, the meeting gave them an opportunity to express their concerns and suggest other possible solutions.

The tables in this section outline the details of the Traffic Management Plan, including the location, proposed solution, the reason for the improvement, and a planned implementation date for each.

7.5 Traffic Management Plan: Shortcutting on Avenue C

One of the main traffic concerns in Mayfair was the shortcutting of traffic through the neighbourhood – motorists use Avenue C North as a shortcut between 33rd Street to Circle Drive, avoiding higher traffic volumes on Idylwyld Drive. The Traffic Management Plan identifies the following installations on Avenue C as an alternative to the existing diverter.

- **Install curb extension on Avenue C, south of railway tracks.** Purpose of this is to reduce speed and passively inform drivers that they are entering the neighbourhood.
- **Install a northbound directional closure at 36th Street and Avenue C.** A directional closure blocks one lane of traffic – in this case, motorists heading north on Avenue C would have to turn left or right at 36th Street. This would reduce shortcutting and encourage drivers to use 36th Street (which is a collector roadway designed to carry higher traffic volumes). This will also encourage drivers to use the traffic signals at Idylwyld Drive.
- **Install a southbound directional closure at 38th Street and Avenue C.** A directional closure blocks one lane of traffic – in this case, motorists heading south on Avenue C would have to turn left or right at 38th Street. This would reduce shortcutting and encourage drivers to use 38th Street (which is a collector roadway designed to carry higher traffic volumes).

It is important to note that the installation of a directional closure does not restrict east or west-bound traffic on either 36th or 38th Streets, and traffic on Avenue C between the directional closure locations is unrestricted. Removal of the diverter and installation of the directional closure was completed in 2014.



An example of a directional closure. The curb blocks one lane of traffic from proceeding through the intersection.



The majority of stakeholders preferred to have the traffic diverter at Avenue C and 38th Street removed. The Neighbourhood Traffic Management Plan recommends removing the diverter and installing a directional closure, which would prohibit Avenue C southbound traffic at 38th Street and northbound traffic at 36th Street. East-west traffic flow is maintained on 36th and 38th Streets. Removal of the diverter and installation of the directional closure was completed in 2014.

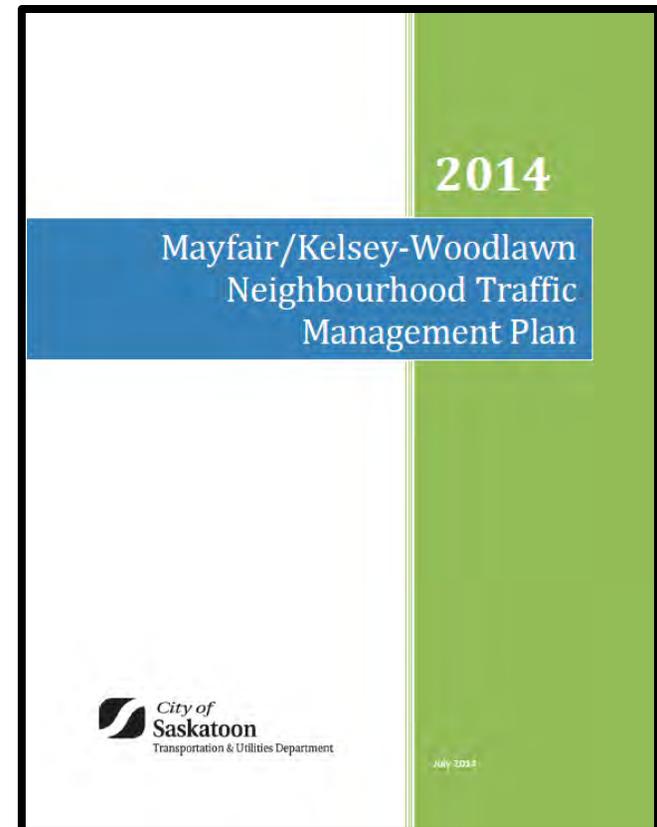
7.6 Traffic Management Plan: Changing Traffic Patterns Caused by Directional Closures

Traffic patterns will change as a result of the directional closures along Avenue C, and motorists will choose to use other routes within the neighbourhood. As a result of the expected traffic pattern changes, a number of traffic calming devices have been recommended at a variety of locations throughout Mayfair & Kelsey-Woodlawn.

Median islands will be installed at seven locations throughout Mayfair (none were recommended for Kelsey-Woodlawn), including locations in proximity to A.H. Browne Park. The purpose of these installations is to reduce speed and limit shortcutting on Avenues B and D due to the directional closure on Avenue C. In addition, speed limit signs will be installed at rear lane entrances to limit potential shortcutting.

The Traffic Management Plan also includes a recommendation to initiate a left-turn arrow phase at 36th Street and Idylwyld Drive; and to widen 36th Street to include right-turn lane (to be reviewed after traffic calming measures are installed). A similar left-turn phase is recommended for 39th Street and Idylwyld Drive. The proposed recommendation for the signal phase changes and road widening is a result of the traffic impacts expected from the directional closure. Typically arterial roadways are reviewed via a corridor study that considers multiple signalized intersections, transit, larger traffic volumes, access management, and adjacent land use. Upon implementation of the traffic calming measures within the neighbourhoods, a review will be undertaken to determine the extent of the modifications required at the signalized intersections.

The full version of the Mayfair & Kelsey-Woodlawn Neighbourhood Traffic Management Plan is available online at www.saskatoon.ca or in-person at City Hall.



7.7 Traffic Management Plan: Pedestrian Safety

7.7.1 – A.H. Browne Park:

Pedestrian safety in the vicinity of neighbourhood amenities such as A.H. Browne Park is a high priority. The improvements listed in Table 7.1 are recommended to improve pedestrian safety and mobility. When the sidewalks are constructed, accessible ramps will be included.

Table 7.1: Pedestrian Safety Improvements – A.H. Browne Park

Location	Improvement	Reason
37 th Street & Avenue D	Install curb extension* & zebra crosswalk (northwest corner)	Reduce speed & improve pedestrian safety near park
37 th Street & Avenue E	Install median island (west leg) & zebra crosswalk (east and west leg)	
37 th Street & Avenue F	Install zebra crosswalk (north and south leg)	Improve pedestrian safety near park
Avenue D between 38 th Street & alley (between 38 th Street & 37 th Street)	Install sidewalk on west side	
37 th Street between Avenue B & D	Install sidewalk on both sides	Improve pedestrian safety (connects to park)
37 th Street between Avenue F & Avenue I	Install sidewalk on north side	

*For details on these devices refer to the *City of Saskatoon Traffic Calming Guidelines and Tools*

7.7.2 – School Sites (Mayfair, St. Michael, Saskatchewan Polytechnic):

Ensuring the safety of students heading to and from school is important to neighbourhood residents; mitigating the effects of traffic is especially important along higher-traffic roadways in proximity of these facilities. By implementing the improvements shown in Table 7.2, pedestrian safety in Mayfair & Kelsey-Woodlawn will be enhanced.

Table 7.2: Pedestrian Safety Improvements – School Sites

Location	Improvement	Reason
36 th Street & Avenue E	Install curb extensions (northwest and southeast corners) & zebra crosswalk (west leg)	Reduce speed; improve pedestrian safety (connection between park and school)
34 th Street & Avenue I	Install median island & standard crosswalk	Reduce speed; improve pedestrian safety (walkway between Avenue I & Avenue J will be paved in 2014 which connects Henry Kelsey Park/Henry Kelsey School and Mayfair Community School)
35 th Street & Avenue I	Install curb extensions (northwest and northeast corners)	Reduce speed; improve pedestrian safety
35 th Street & Avenue E	Install curb extension (southeast corner) & zebra crosswalk (north and south leg)	Reduce speed; improve pedestrian safety near school
34 th Street & Avenue E	Install curb extension (northwest and southwest corner) & zebra crosswalk (west leg)	Improve pedestrian safety (connects to school)
34 th Street & Avenue F	Install zebra crosswalk (east leg)	Improve pedestrian safety (connects to school)
Alberta Avenue between 33 rd Street & 36 th Street	Install sidewalk on both sides between 33 rd Street & 34 th Street; west side only between 34 th Street & 36 th Street	Improve pedestrian safety (connects to SK Polytechnic Kelsey Campus)



Ensuring the safety of pedestrians in the vicinity of St. Michael Community School, Mayfair Community School, and Saskatchewan Polytechnic is a high priority.

7.7.3 – Transit Amenities:

The improvements shown below are for areas where transit runs through the Mayfair and Kelsey-Woodlawn neighbourhoods. The improvements shown in Table 7.3 will enhance pedestrian safety, notably for those who use transit.

Table 7.3: Pedestrian Safety Improvements – Bus Routes

Location	Improvement	Reason
39 th Street & Quebec Avenue	Install zebra crosswalk (north and south leg); installed in 2013	Improve pedestrian safety along bus route/near bus stop
39 th Street between Idylwyld Drive & 1 st Avenue	Install sidewalk on both sides	Improve pedestrian safety on bus route
38 th Street between Idylwyld Drive & Avenue I; Quebec Avenue & 2 nd Avenue		
Quebec Avenue between 33 rd Street & 40 th Street		
Ontario Avenue between 33 rd Street & 39 th Street		

7.7.4 – Accessibility for Seniors/People with Disabilities:

Improving accessibility for seniors and people with disabilities is very important; therefore, the recommendation is to have a ramp installed at the intersection of 39th Street and Idylwyld Drive.

Table 7.4: Accessibility Improvements for Seniors/People with Disabilities

Location	Improvement	Reason
39 th Street & Idylwyld Drive	Install accessibility ramps on southeast and southwest corners	Improve pedestrian safety; improve accessibility for scooters and wheelchairs

7.8 Traffic Management Plan: Traffic Control

The recommendations assign the right-of-way and will improve the safety at intersections.

Table 7.5: Traffic Control Improvements

Location	Improvement	Reason
1 st Avenue between 34 th Street & 38 th Street; and 2 nd Avenue between 34 th Street & 39 th Street	Install yield signs at all uncontrolled intersections	Provide guidance; improve safety
35 th Street & Avenue D; 39 th Street & Saskatchewan Avenue; and 39 th Street & Alberta Avenue	Change yield signs to stop signs	Improve safety on bus route; encourage compliance
34 th Street & Avenue C; 37 th Street & Avenue C; and 37 th Street & Avenue F	Change yield signs to stop signs	Improve safety; encourage compliance

7.9 Traffic Management Plan Implementation

The proposed improvements will be implemented in three phases:

1. Short-term (1 to 2 years) – temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps;
2. Medium-term (1 to 5 years) – permanent traffic calming devices, sidewalks (in some cases); and
3. Long-term (5 years plus) – permanent traffic calming devices, roadway realignment, sidewalks.

Initially, installations such as the directional closure will be installed using rubber curbing. Prior to replacing the rubber curbing with concrete, and making the traffic calming permanent, the effectiveness of the measure will be evaluated. The time frame to install permanent traffic calming may depend on the complexity of the device. The permanent device installation will be in the medium-term (1 to 5 years) and depends on the availability of funding. The placement of pedestrian signage, ramps, and traffic control can be completed in the short-term (1 to 2 years), while the traffic signal and sidewalk improvements will be addressed in the long-term (5 years plus) due to the higher cost of construction.

The implementation of the Neighbourhood Traffic Management Plan will have significant financial implications. The costs are summarized in the following table.

Table 7.6: Traffic Management Plan Financial Estimates

Item	2015	Beyond 2015
Traffic Calming	\$11,500	\$402,000
Marked Pedestrian Crosswalks	\$10,000	-
Stop and Yield Signs	\$10,500	-
Parking and Speed Limit Signs	\$1,500	-
Sidewalk Construction	-	\$2,912,800
Accessibility Ramps	\$6,400	-
Traffic Operation Improvements	-	\$85,000
TOTAL	\$39,900	\$3,399,800



In 2014, the City of Saskatoon launched the Building Better Roads initiative. This included a 79% increase in funds dedicated to road preservation and a four-fold increase in sidewalk repair and replacement in 2014 compared to 2013. The City’s increased commitment to roads and sidewalk infrastructure will help alleviate concerns across the city, including Mayfair & Kelsey-Woodlawn.

7.10 LAP Traffic Recommendations

The recommendations presented below are in addition to the Neighbourhood Traffic Management Plan approved by City Council. The Neighbourhood Traffic Management Plan contains specific traffic-related recommendations, while the LAP recommendations are longer-term in nature, reinforce the priority of certain issues, or are in relation to concerns that are not readily addressed by installations and signal phase changes.

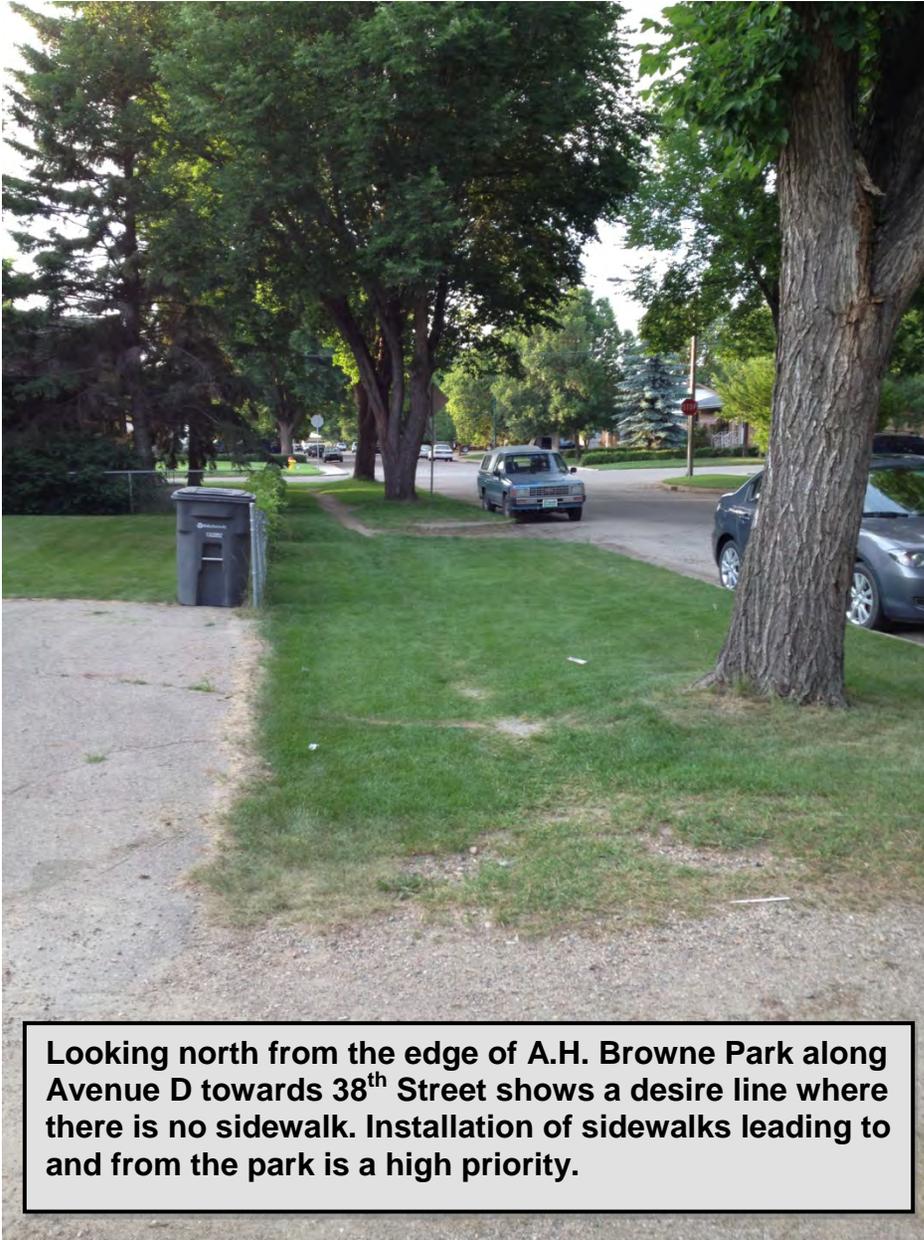
7.11 Increasing Pedestrian Safety

The Neighbourhood Traffic Management Plan for Mayfair & Kelsey-Woodlawn includes recommendations to address areas where sidewalks are missing. While realizing the funding constraints in relation to sidewalk construction, the LAPC feels that certain areas with missing sidewalks should be prioritized for completion, especially those that are frequently used by children and by students of Mayfair Community School, St. Michael Community School, and Saskatchewan Polytechnic.

RECOMMENDATION:

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.*



Looking north from the edge of A.H. Browne Park along Avenue D towards 38th Street shows a desire line where there is no sidewalk. Installation of sidewalks leading to and from the park is a high priority.

In June 2014, the City of Saskatoon started a pilot project where flashing lights were installed on school zone signs along Clarence Avenue between 3rd and 5th Streets, with the goal of improving safety in school zones. If the pilot project is successful, further implementation will be considered at other locations in the city. Given the high volume of traffic along 33rd Street and the safety concerns around St. Michael Community School, the LAPC discussed the installation of signs that show the speed at which vehicles are travelling. However, this is not feasible as speed camera and related signage installation has now occurred in front of St. Michael Community School.

Currently, reduced speed limits of 30 km/hr are in place around school zones from 8AM-5PM, Monday-Friday, from September to June. During the LAP traffic meetings, numerous stakeholders raised concerns about speeding around A.H. Browne Park, and the possibility of reducing the speed limit around parks to 30 km/hr, similar to school zones. Speeding concerns around A.H. Browne Park, especially along Avenue D, have increased with the installation of the diverter on Avenue C. Although the diverter has been replaced with a directional closure, the traffic controls along Avenue C may still result in increased traffic

along Avenue D and around A.H. Browne Park. As such, the LAPC feels that the reduction of the speed limit from 50 to 30 km/hr, combined with increased police enforcement, would help improve pedestrian and children safety.

RECOMMENDATION:

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.*

7.12 Additional Measures to Reduce Speeding and Shortcutting

As identified during LAPC Traffic meetings, stakeholders have significant concerns regarding traffic speed and shortcutting by non-residents, mainly in Mayfair, and to a lesser extent in Kelsey-Woodlawn. An ongoing concern in Mayfair has been the shortcutting of traffic along Avenue C. In response to shortcutting concerns, a diverter was installed at Avenue C and 38th Street; which prevented traffic from travelling directly north or southbound along Avenue C. While the diverter was somewhat effective in reducing shortcutting, the vast majority of Mayfair residents and stakeholders were not in favour of its installation. One of the concerns with the diverter was that traffic would use the adjacent rear lanes behind residences on Avenue C to bypass the diverter in addition to using Avenues B and D.

As recommended in the Neighbourhood Traffic Management Plan, the diverter was removed permanently from Avenue C and 38th Street. Instead, a directional closure was installed, where northbound traffic on Avenue C is forced to turn left or right onto 36th Street, and southbound traffic is required to turn left or right onto 38th Street. This is accomplished through signage and curbing that blocks the lane. To prevent bypassing the directional closure through neighbouring rear lanes, increased signage and enforcement could be considered in conjunction with the directional closure.

One of the ideas discussed during the LAP Traffic meetings was the installation of large “Traffic Calmed Neighbourhood” signs along major arteries (33rd Street, Idylwyld Drive) as a passive notification to motorists that measures are in place to discourage shortcutting through Mayfair. While supportive of these signs, the LAPC is concerned that shortcutting motorists may not know what these signs are referring to, as their exact meaning may not be clear. In addition, while such signs are in use in other cities in North America, this would be the first time that they are used in Saskatoon. As such, the LAPC suggested that a public awareness campaign be conducted to educate motorists of the meaning of the new signage.

RECOMMENDATION:

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

Traffic-related concerns were one of the most important topics raised during this LAP, and Mayfair & Kelsey-Woodlawn was the first set of neighbourhoods consulted under the new Neighbourhood Traffic Management Plan program. Due to the significance of traffic issues to stakeholders in the neighbourhoods, and the importance of the Neighbourhood Traffic Management Plan to improving traffic, it is recommended that the Transportation Division maintain open communication with the neighbourhoods during implementation.

RECOMMENDATION:

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.*

In addition to the installations recommended in the Neighbourhood Traffic Management Plan, other specific concerns regarding speeding and traffic flow were mentioned. It was noted that motorists are frequently observed travelling at high speed around the corner of 38th Street and Avenue I, as there is no cross traffic to stop or yield for. In addition, the intersection of Quebec Avenue and 39th Street was identified as problematic. Vehicles on Quebec Avenue have the right-of-way, and attempts to turn onto Quebec Avenue can be difficult. This is also evident in the collision statistics provided on the next page (there were almost 50 collisions at this intersection between 2002 and 2012). A traffic light could help lower the number of collisions at this location and assist with flow of traffic.

RECOMMENDATION:

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.*

Some members of the LAPC also discussed a permanent, long-term solution to shortcutting through Mayfair: that non-collector streets be blocked (turned into cul-de-sacs) at their intersection with roads such as 33rd Street or Idylwyld Drive. For example, 34th, 35th, and 37th Streets are closed at their intersection with Idylwyld, leaving 36th and 38th as collectors into and out of the neighbourhood. If significant traffic concerns still exist after the implementation of the Neighbourhood Traffic Management Plan, such an idea can be considered in conjunction with extensive analysis and community consultation.

Map 7.2 Mayfair & Kelsey Woodlawn: Collision Data (2002 to 2012)



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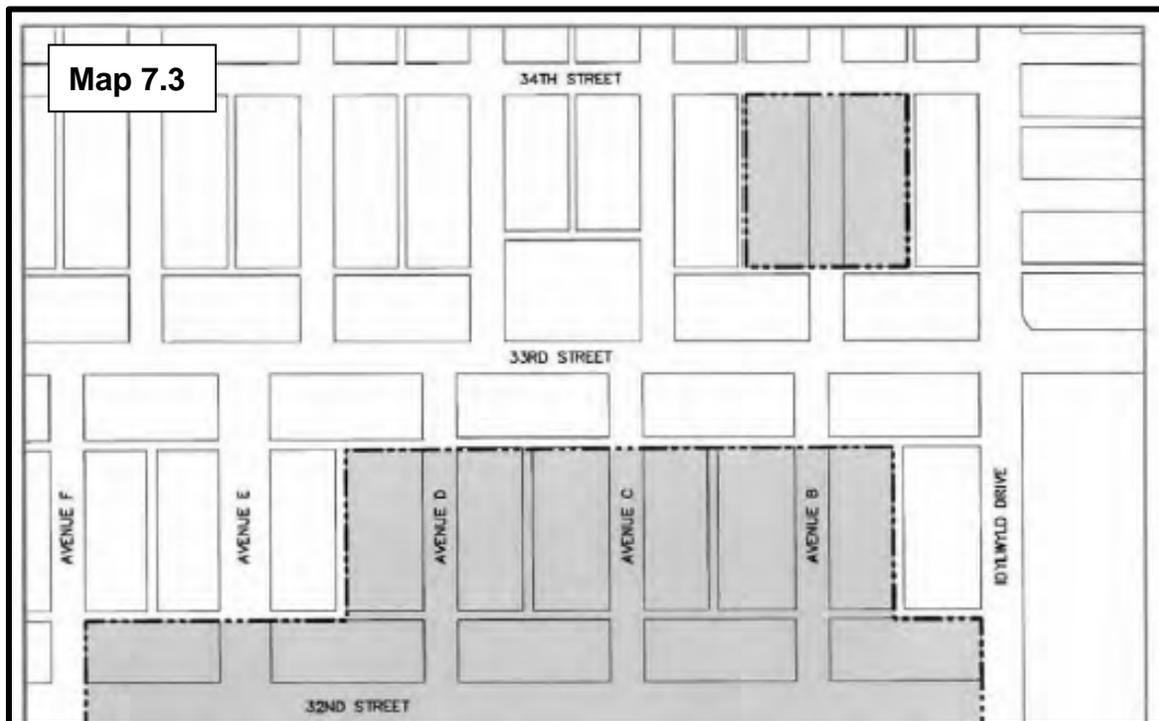
Data Source: SGI



7.13 Residential Parking Permit Program

Starting in 1999, the City of Saskatoon implemented residential parking permit zones for neighbourhoods that see high levels of transient parking. Currently there are five Residential Parking Permit zones throughout the city. The Caswell Hill Parking Permit Zone includes one block in Mayfair, along Avenue B. The main purpose of the Caswell Hill parking permit zone is to limit parking pressures from Saskatchewan Polytechnic (SIAST) across Idylwyld Drive.

In the Caswell Hill Parking Permit Zone, there are two hour time restrictions for vehicles without a permit and the zone is in effect year-round from Monday-Friday. Any vehicle parked on the street longer than the posted time limit may be ticketed if a valid Parking Permit is not displayed.



The Caswell Hill Parking Permit zone extends into Mayfair for one block; along Avenue B from the lane north of 33rd Street to 34th. To expand a zone, 70% of residents are required to be supportive.

In order for a block to implement a parking zone, 70% of the residents have to support the initiative. Upon receipt of a written request for a Residential Parking Permit (RPP) zone, the applicant(s) will receive a copy of the establishment criteria and a blank petition from the City of Saskatoon. It is up to the applicant(s) to circulate the proposed RPP zone petition to area residents, and one signature will be allowed on the petition from each single housing unit or each dwelling unit in a multi-dwelling unit. The petition will ask residents the following questions:

- Would your household support the implementation of a Residential Parking Permit Program?
- If your household supports a Residential Parking Permit Program, would any member of your household purchase a permit at an annual cost of \$25?

Thereafter, the City verifies the results of the petition.

If the criteria and petition requirements are met, the City of Saskatoon will study the accumulation, duration, turnover and extent of transient parking in the area. Transient parkers in the proposed RPP zone must be at least 25% of the vehicles parked in the area when measured two times during the day (typically 10:30 a.m. and 2:30 p.m.). In addition, parking accumulation must be greater than 70% when measured at two times during the day (typically 10:30 a.m. and 2:30 p.m.). The measure of transient parkers and accumulation is the percentage of all vehicles and parking spaces in the entire proposed RPP zone (not individual blocks).

If all requirements are met, the RPP zone shall employ the least restrictive suitable parking restriction, which is applied consistently over the entire zone. Resident-only parking zones are not allowed within the city.

The final process is approval by City Council. If City Council approves the new RPP zone, notices will be sent to area residents describing what the Residential Parking Permit Program entails, office locations and service hours to secure permits, permit costs, documentation required to purchase a permit and notice of the impending installation of a parking restriction.

During the course of the Mayfair & Kelsey-Woodlawn LAP, questions were raised about how a parking permit zone is expanded and/or created. Growth of Saskatchewan Polytechnic facilities and enrollment in the future may prompt Mayfair & Kelsey-Woodlawn residents to organize an expansion of the current parking permit zone, or to create a new one.

7.14 Airport/Circle Drive Overpass

Directly to the northwest of Mayfair, across the CN rail line, lies open space for a future Airport/Circle Drive interchange. This overpass is projected for completion in 2020, in conjunction with the substantial completion of the Hampton Village Business Park, west of Cardinal Crescent. It is important to note that while construction of this overpass is projected for 2020, it is dependent on the build-out of the Hampton Village Business Park and available funding. As such, the timing and construction of the Airport and Circle Drive overpass is tentative and subject to change.

The location and timing of the overpass construction provides a unique opportunity to create an active transportation connection from the northwest corner of Mayfair with the Airport Business Area and Hampton Village. Some stakeholders mentioned that Avenue G or Avenue I could connect to the new overpass, thus reducing shortcutting along Avenue C. This idea was not shared by the majority of the LAPC, as the resulting increase of traffic along Avenue G or Avenue I – both residential streets – would be unacceptable. Instead, a pedestrian and cyclist only connection is preferred by the LAPC.

Such a connection would tie in with the proposed bike route improvements along 39th Street to create a continuous active transportation corridor, which is discussed in more detail in the **Transit & Active Transportation Section**. Preferably, the proposed overpass would have pedestrian/cyclist space on both sides of the structure, to minimize the need to cross Airport Drive.

RECOMMENDATION:

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.*



7.15 Sound Attenuation along Circle Drive

The City of Saskatoon completes sound attenuation projects to protect outdoor amenity spaces of existing residential areas that are adjacent to high volume roadways, such as Circle Drive. A priority system is used which compares potential locations for sound attenuation measures. Noise levels are the primary factor considered in a rating; proximity and classification of adjacent roadway, proximity to an existing sound wall, and locations that will serve as an access to future development are also considered. Circle Drive West, adjacent to Howell Avenue in Hudson Bay Park will be considered for sound attenuation as funding permits.

Noise levels from traffic along Circle Drive is a concern for residents in the northwest corner of Mayfair. Concerns were raised by the LAPC that this noise will continue to increase with traffic levels and with the construction of the Circle Drive and Airport Drive overpass. As such, the LAPC would like to ensure that sound attenuation is included with the construction of this overpass.

RECOMMENDATION:

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.*

8.0 – Active Transportation & Transit

8.1 Overview



Encouraging non-vehicular transportation is important to the LAP Committee, especially given Mayfair & Kelsey-Woodlawn’s central location and proximity to amenities.

Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding.⁶³ There are many ways to engage in active transportation, whether it is walking to the bus stop, or cycling to school/work.

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 South Saskatchewan River, Downtown, and the industrial areas to the north.

⁶³ Public Health Agency of Canada. <http://www.phac-aspc.gc.ca/hp-ps/hl-mvs/pa-ap/at-ta-eng.php>

8.2 Active Transportation & Transit Goals

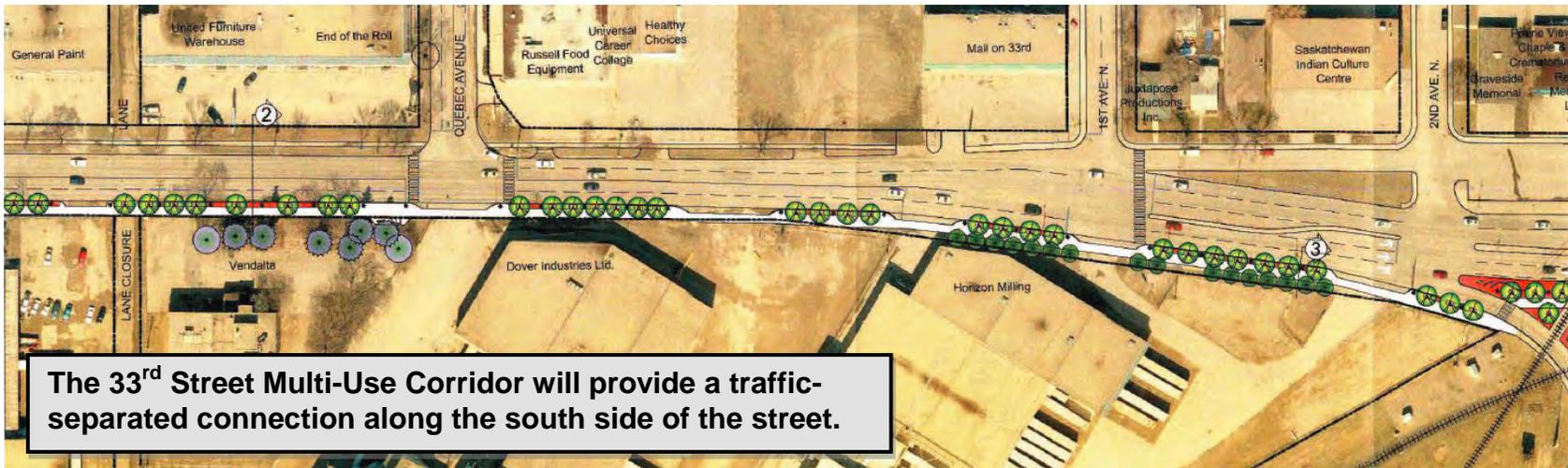
The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of active transportation and transit in Mayfair & Kelsey-Woodlawn. They are as follows:

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.

8.3 Introduction

Non-vehicular transportation, such as cycling, is an important method of transportation in Saskatoon. The *2013 Household Travel Survey* reveals that 4% of peak hour trips were conducted by bicycle – significantly higher than Calgary, Edmonton, or Winnipeg.⁶⁴ Installations such as the 33rd Street Multi-Use Corridor, which is a paved and landscaped path along the south side of 33rd Street from Spadina Crescent to Idylwyld Drive, will be a welcome addition to cyclists and pedestrians. During LAP discussions, stakeholders noted it is very difficult to travel to and from Mayfair & Kelsey-Woodlawn to the east (towards North Park and the river), to the north towards the industrial area, and northeast towards the Airport Business Area and Hampton Village. The difficulty of walking or cycling into or out of the neighbourhood is due in part to the significant barriers posed by rail lines and high-traffic corridors such as Warman Road and Circle Drive.

⁶⁴ http://www.saskatoon.ca/DEPARTMENTS/City%20Clerks%20Office/Boards%20and%20Committees/agendasandminutes/Documents/agendas_2014/a_af_160614.pdf. Page 79.



8.4 Removing Barriers to Active Transportation in Mayfair & Kelsey-Woodlawn

Given the physical barriers to the north, members of the LAPC discussed the potential for a cyclist corridor to the North, Hudson Bay, and Marquis Industrial areas, with ease of access from residential areas in Mayfair and Kelsey-Woodlawn, as well as adjacent neighbourhoods. The goal of such a corridor is to increase cyclist comfort and safety, and to reduce commuting times.

Along 36th Street in Kelsey-Woodlawn, there is a clear pedestrian desire line from crossing the right-of-way between Quebec and 1st Avenues. This highlights the importance of connecting 36th Street across the right-of-way as a proper pedestrian and cyclist connection – due to potential shortcutting concerns, area stakeholders would not want a vehicular connection at this time.

RECOMMENDATION:

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.*



This picture shows where 36th Street ends at the CN Right-of-Way, west of 1st Avenue, with Quebec Avenue in the distance. There is a clear pedestrian desire line visible across the CN ROW. A non-vehicular connection from 1st Avenue to Quebec Avenue would provide a safer active transportation access point for Kelsey-Woodlawn residents.

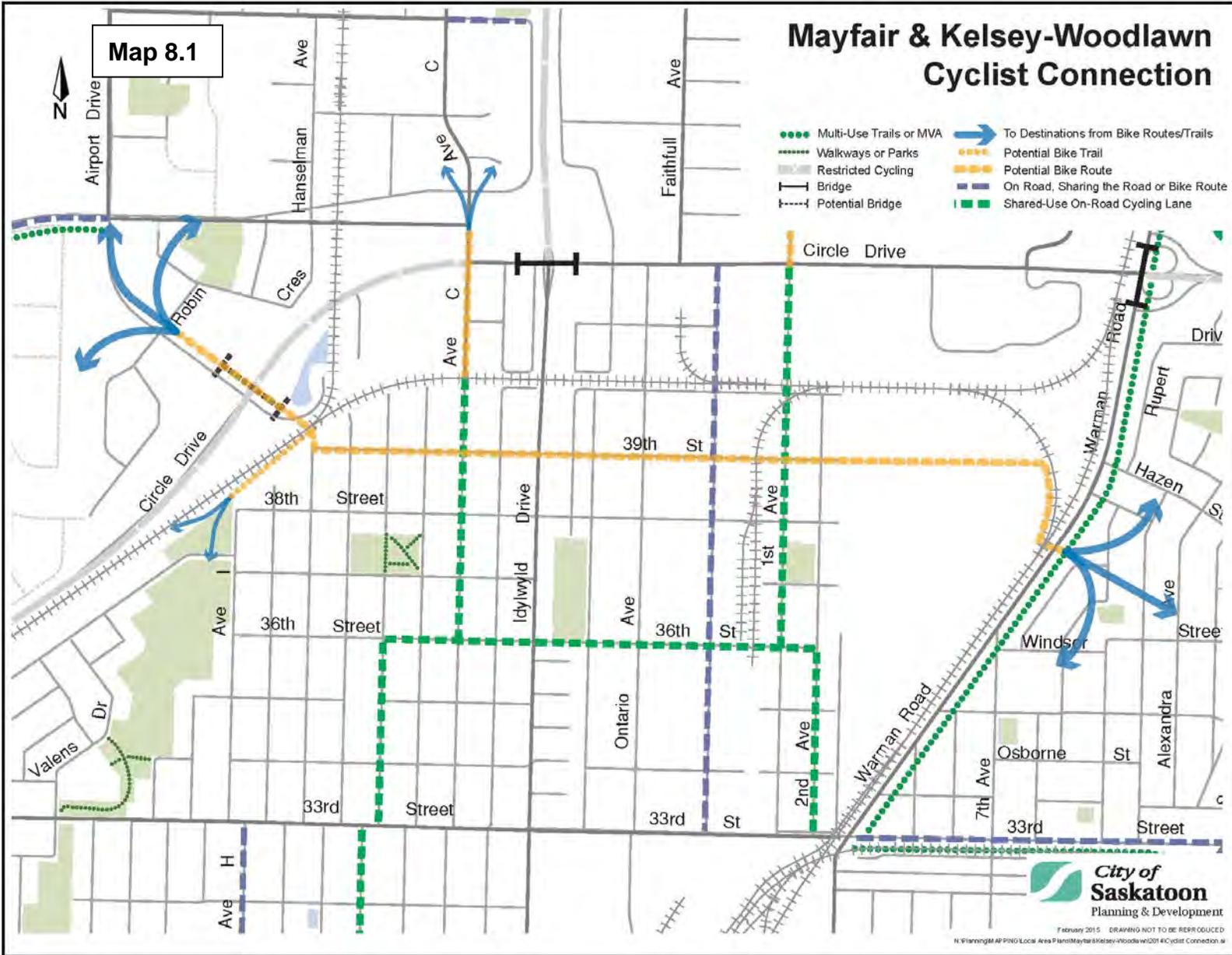
Numerous members of the LAPC are concerned about the barrier presented by Warman Road for cyclists and pedestrians. For example, someone who commutes by bicycle to the industrial area of Kelsey-Woodlawn and lives in neighbourhoods to the east and north-east (River Heights, Richmond Heights, North Park), would face the significant barrier posed by Warman Road. There is no current crossing of Warman Road between 33rd Street and Assiniboine Drive, a distance of over 2.2km, creating a significant detour for cyclists and pedestrians. Therefore, a pedestrian and cyclist connection across Warman Road would be useful for area residents, Saskatchewan Polytechnic students and commuters living in neighbourhoods to the east and northeast of Kelsey-Woodlawn's industrial area. Such a connection would also give residents in the northern portions of Mayfair & Kelsey-Woodlawn a more direct connection to the river valley.

If a crossing at Warman Road were established, the pedestrian and cyclist connection could continue along the existing east-west road in Woodlawn Cemetery, which is a continuation of 39th Street. This would create a continuous east-west route from Warman Road, through Woodlawn Cemetery, through Kelsey-Woodlawn and Mayfair. Continuing along 39th Street, the proposed pedestrian and cyclist connection to the Airport Business Area and Hampton Village could be established at the corner of 39th Street and Avenue G when the Airport Drive overpass is constructed. Map 8.1 illustrates the proposed pedestrian and cyclist connection. Woodlawn Cemetery Administration is in favour of this idea, however would not want any markings on the asphalt or signage within the cemetery – well-placed signage at the entrances would be sufficient.

RECOMMENDATION:

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.*



8.5 Transit in Mayfair & Kelsey-Woodlawn

Mayfair is currently served by bus Route 4, Mayfair – Willowgrove Square, and Kelsey-Woodlawn is served by Route 14, North Industrial – City Centre. In addition, Route 12, River Heights – Airport, travels along Ontario Avenue in Kelsey-Woodlawn and the northern portion of Mayfair. Previously, the residential area of Kelsey-Woodlawn (1st Avenue) was served by transit, however the route was moved to Quebec Avenue due to safety concerns with on-street parking and the narrow width of the roadway.

A concern raised by the LAPC is that the many high-traffic bus stops in the area do not have enough space for waiting passengers during peak hours, especially in the winter months and at stops in close proximity to Saskatchewan Polytechnic. As such, larger bus shelters should be examined for installation at high traffic locations. Some bus stop locations in Mayfair & Kelsey-Woodlawn do not have adequate waiting areas – for example, certain stops along 36th and 38th Streets have no sidewalks or paved areas for passengers to board or disembark busses. This is especially a concern in the winter months, where snow clearing soft surfaces is difficult. The bus stop at Quebec Avenue north of 36th Street, for example, is unpaved and has a power pole in the passenger waiting area.

Information provided by Saskatoon Transit shows that there are no benches along bus routes in Mayfair & Kelsey-Woodlawn, and shelters are provided at the following locations:

Table 8.1: Current Bus Stop Shelter Locations in Mayfair & Kelsey-Woodlawn

Bus stop #	Intersection	Specific Location
3483	Avenue I / Howell Avenue	west side of Avenue I, south of Howell Avenue
3249	36th Street / Avenue G	south side of 36th Street, east of Avenue G
3697	Quebec Avenue / 39th Street	west side of Quebec Avenue, south of 39th Street
4315	Idylwyld Drive / 33rd Street	west side of Idylwyld Drive, south of 33rd Street
4314	Idylwyld Drive / 33rd Street	east side of Idylwyld Drive, south of 33rd Street

The industrial area of Kelsey-Woodlawn is home to a wide variety of businesses. However, the LAPC feels that transit is not a viable option for many commuters who are employed along Quebec or Ontario Avenues. Ensuring effective transit service in the area is especially important given the growth and redevelopment of properties along the southern portion of Quebec Avenue. As such, major employers in Kelsey-Woodlawn could be contacted to gauge the demand for enhanced service along Quebec and/or Ontario Avenues. In addition, during the discussion on transit, a concern was raised about transit access for Mayfair & Kelsey-Woodlawn residents who work in the industrial areas. Specifically, transit service does not begin early enough, or provide a direct connection to some of the major employment nodes in the industrial areas. In addition to service and route enhancements, another option would be to provide park and ride service from various locations in the city to the north industrial areas.

RECOMMENDATION:

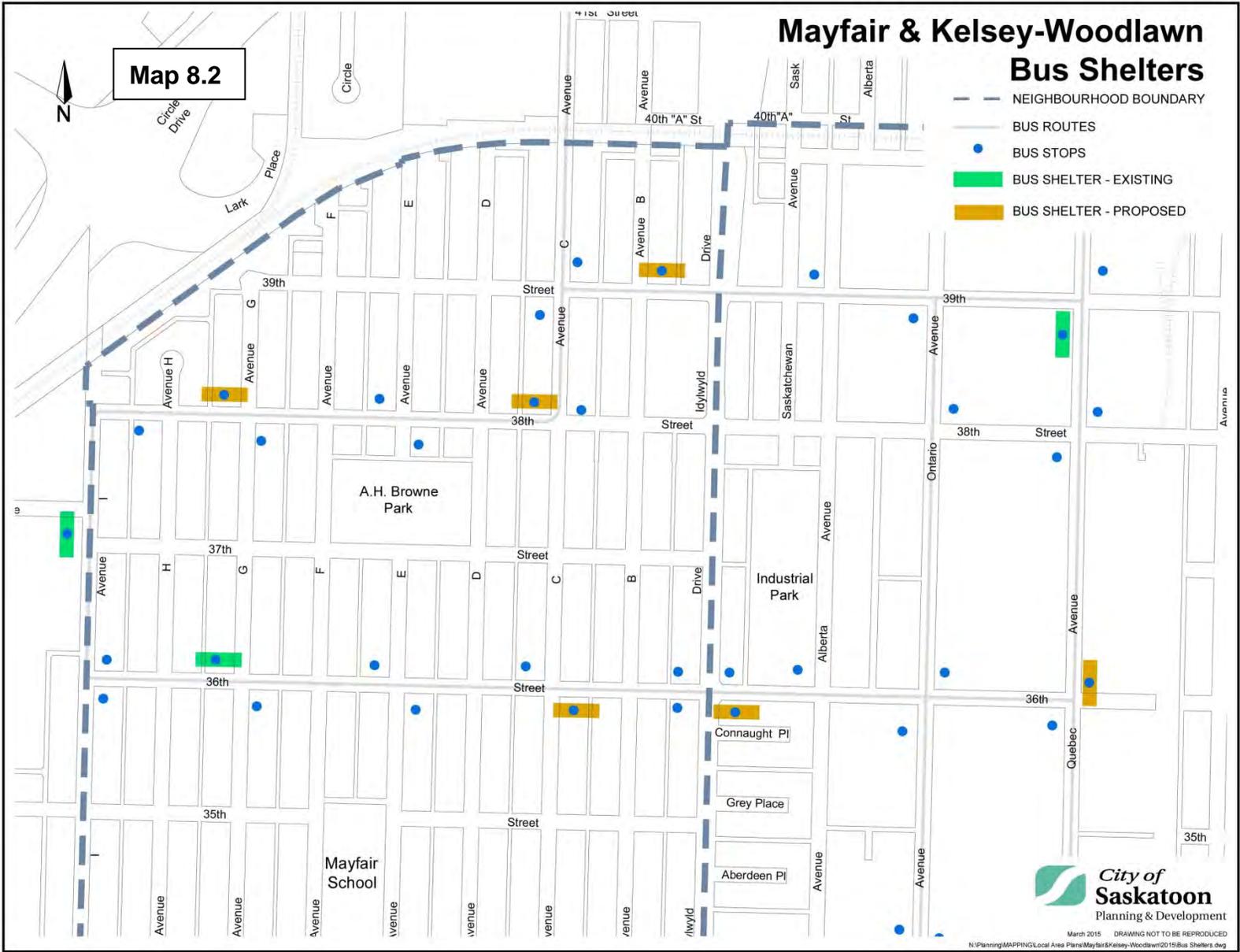
8.3 – TRANSIT SERVICE IMPROVEMENTS: *With regards to transit, the following service and amenity improvements should be considered:*

- *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 the Saskatoon Transit consider the installation of concrete/paved waiting areas and/or shelters at existing bus stops as a short-term priority, specifically:*
 - *38th Street at Avenue C* and Avenue G* (Stops 4394 and 3268);*
 - *Quebec Avenue north of 36th Street* (Stop # 5381);*
 - *Quebec Avenue north of 38th Street (Stop # 3479);*
 - *36th Street west of Idylwyld Drive* (Stop 5700);*
 - *39th Street and Avenue B (Stop # 5651); and*
 - *36th Street and Avenue C (Stop 5750).*

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

Map 8.2 on the next page shows the current location of shelters in Mayfair & Kelsey-Woodlawn (green); the yellow areas indicate the proposed stops for improvements to waiting areas/installation of bus shelters.





Certain transit stops are not comfortable or inviting for passengers. This stop, at the corner of Quebec Avenue and 36th Street, has no sidewalk and has a power pole in its waiting and unloading area.

9.0 – North Downtown Master Plan & Saskatchewan Polytechnic

9.1 Overview



The redevelopment of the north Downtown area, across 33rd Street from Kelsey-Woodlawn, will have a significant impact on adjacent neighbourhoods in the future.

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.

9.2 North Downtown Master Plan & Saskatchewan Polytechnic Goals

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.

9.3 North Downtown Master Plan – Scope and Purpose

The North Downtown plan area is bounded by 33rd Street to the north, 1st Avenue to the east, 24th Street to the south, and Idylwyld Drive along the western edge. The plan area covers approximately 240 acres, of which, the city owns 43 acres of land which includes the site of the Saskatoon Police Services Headquarters. Railroad lands are included in the study.

The purpose of the North Downtown Master Plan is to create a framework that will guide civic and private development and set the groundwork for land development and marketing the neighbourhood. The Master Plan will create a vision for an integrated community which is compact, diverse and walkable on an underutilized site in the north end of Saskatoon's downtown. The Plan will create a new neighbourhood which is ecologically sustainable as well as a vibrant and liveable place – a demonstration project for a bold new direction in Saskatoon's planning, policy and urban development that is part of the Growth Plan to 500,000.

The need for a comprehensive plan is due to the numerous projects that have been completed or are underway in the area, including the 25th Street extension, the Police Services Headquarters, the relocation of the City Yards, and the

proposed re-use of the John Deere Building. The vision for the project is founded upon the City's Growth Plan, the Strategic Vision, Saskatoon Speaks and the Warehouse District Local Area Plan. The Plan is proposed as follows:

The North Downtown is an environmentally sustainable, complete community. It is a vibrant, people-friendly neighbourhood that is easy to get around, supports living and working for people of all ages and enhances the city's green space network. The built heritage of the site, dating from Saskatoon's inception, provides the foundation for this new, unique and desirable district within the city.

9.4 North Downtown Master Plan – Relevance to Mayfair & Kelsey-Woodlawn

While the study area for the North Downtown Master Plan is not within Mayfair or Kelsey-Woodlawn, the redevelopment of this area will have an impact on the surrounding neighbourhoods. The LAPC is supportive of the renewal of the North Downtown area, including the City Yards and related areas once they are vacated.

In addition to residential and commercial development, the North Downtown Master Plan recommends a continuous north-south park space (greenway) that stretches from 25th Street to the intersection of Warman Road and 33rd Street. This park space will also connect to the 33rd Street Multi-Use Corridor. With the recommended improvements to the entrance of Woodlawn Cemetery, it is important to ensure this link continues from the North Downtown, across 33rd Street, and into the Cemetery area. Because Warman Road and 33rd Street is a busy intersection, a key objective is to minimize the challenge of crossing the street as a pedestrian or cyclist.

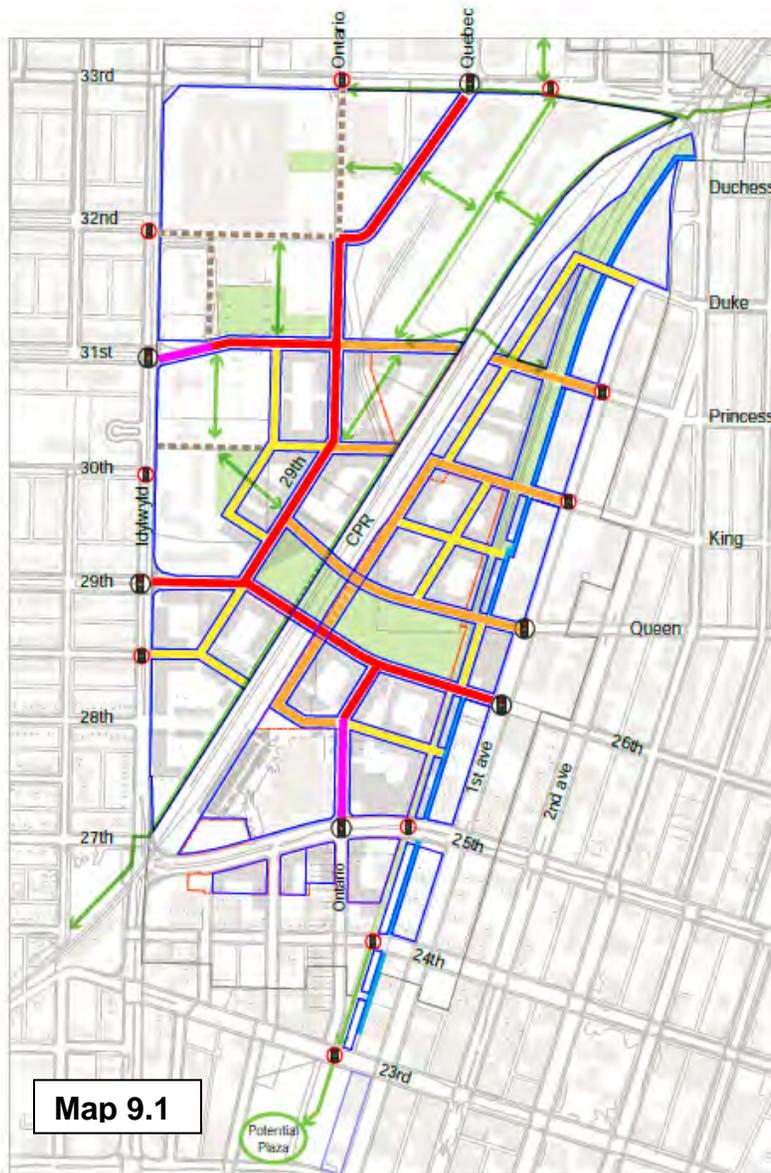
RECOMMENDATION:

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.*

Traffic and circulation are important considerations in Mayfair & Kelsey-Woodlawn, especially with regards to main corridors such as 33rd Street and Idylwyld Drive. Neighbourhood stakeholders raised concerns about traffic impacts from the North Downtown area once redevelopment is substantially complete. To ensure connectivity to and from the area, the Master Plan proposes roadway connections at key intersections, including Idylwyld Drive and 29th Street, Idylwyld Drive and 31st Street, and Quebec Avenue and 33rd Street. Saskatchewan Polytechnic is also examining options for expansion within their own site and possibly in the North Downtown area. There is concern that the addition of thousands of residents and commuters to the North Downtown will affect adjacent neighbourhoods, and increase traffic congestion at major intersections. In addition, the LAPC would like to ensure parking impacts from the redevelopment do not spill over into neighbouring areas. As such, it is recommended that further study into the traffic and parking implications of the North Downtown neighbourhood is completed in the short-term.

RECOMMENDATION:

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.*



Map 9.1

STREET NETWORK

The North Downtown area will have major streets connecting to surrounding areas, including Idylwyld Drive at two locations and Quebec Avenue at 33rd Street. A parking and traffic impact study is recommended to ensure the impacts from redevelopment on surrounding neighbourhoods are managed.



9.5 Saskatchewan Polytechnic (formerly SIAST)

Saskatchewan Polytechnic has its main Campus on the southeastern corner of 33rd Street and Idylwyld Drive, and a secondary location in Kelsey-Woodlawn on Ontario Avenue. In 2014, the organization changed its name from Saskatchewan Institute of Applied Science and Technology to Saskatchewan Polytechnic to reflect its expanding educational role.

Stakeholders in Mayfair & Kelsey-Woodlawn view Saskatchewan Polytechnic as a significant asset to the area which increases the amenity of the neighbourhoods. Saskatchewan Polytechnic has seen continuous growth in enrollment and programming in recent years; as a result space outside of the main Kelsey campus has been obtained. Currently, expansion plans for the Polytechnic are south of 33rd Street; there are currently no plans to expand north (across 33rd Street).

Expanded program offerings and enrollment at the main Campus may contribute to increased parking and traffic pressures in the surrounding neighbourhoods, including Mayfair & Kelsey-Woodlawn. To reduce these impacts, Saskatoon Transit should work with Saskatchewan Polytechnic to explore the feasibility of a reduced-rate Eco-pass program for students (and potentially staff) to encourage transit use.

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

10.1 Overview

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.

10.2 Priorities of the Mayfair & Kelsey-Woodlawn Local Area Planning Committee

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**

Appendix 1 – City of Saskatoon

Zoning Bylaw Summary

SUMMARY OF CITY OF SASKATOON - ZONING BYLAW NO. 8770 – Updated March 2015

THIS IS AN INFORMAL GUIDE TO ASSIST USERS IN UNDERSTANDING THE STRUCTURE AND CONTENT OF THE PRESENT ZONING BYLAW. THIS GUIDE IS NOT TO BE CONSIDERED AS PART OF THE BYLAW AND, THEREFORE, SHOULD NOT BE GIVEN ANY LEGAL STATUS. THE ORIGINAL BYLAW SHOULD BE CONSULTED FOR ALL PURPOSES OF INTERPRETATION AND APPLICATION OF THE LAW.

R1 – Large Lot One-Unit Residential District

To provide for large lot residential development in the form of one-unit dwellings as well as related community uses.

R1A – One-Unit Residential District

To provide for residential development in the form of one-unit dwellings as well as related community uses.

R1B – Small Lot One-Unit Residential District

To provide for small lot residential development in the form of one-unit dwellings as well as related community uses.

R2 – One and Two-Unit Residential District

To provide for residential development in the form of one and two-unit dwellings as well as related community uses.

R2A – Low Density Residential Infill District

To provide for residential development in the form of one and two-unit dwellings, while facilitating certain small scale conversions and infill developments, as well as related community uses.

RMHC – Mobile Home Court District

To provide for residential development in the form of mobile home courts.

RMHL – Mobile Home Lot District

To provide for residential development in the form of mobile homes on individual sites.

RMTN – Townhouse Residential District

To provide for comprehensive planned low to medium density multi-unit dwellings in the form of townhouses, dwelling groups, and other building forms, as well as related community uses.

RMTN1 – Townhouse Residential District 1

To provide for comprehensive planned medium density multi-unit dwellings in the form of townhouses, dwelling groups, and other building forms, as well as related community uses.

RM1 – Low Density Multiple-Unit Dwelling District

To provide for residential development in the form of one to four-unit dwellings, while facilitating certain small and medium scale conversions and infill developments, as well as related community uses.

RM2 – Low/Medium Density Multiple-Unit Dwelling District

To provide for a variety of residential developments in a low to medium density form as well as related community uses.

RM3 – Medium Density Multiple-Unit Dwelling District

To provide for a variety of residential developments in a medium density form as well as related community uses.

RM4 – Medium/High Density Multiple-Unit Dwelling District

To provide for a variety of residential developments in a medium to high density form as well as related community uses.

RM5 – High Density Multiple-Unit Dwelling District

To provide for a variety of residential developments, including those in a high density form, as well as related community uses, and certain limited commercial development opportunities.

M1 – Local Institutional Service District

To facilitate a limited range of institutional and community activities that are generally compatible with low density residential uses and capable of being located within a neighbourhood setting. Typical uses include one and two-unit dwellings, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds.

M2 – Community Institutional Service District

To facilitate a moderate range of institutional and community activities, as well as medium density residential uses, that are generally compatible with residential land uses, and capable of being located in a neighbourhood setting subject to appropriate site selection. Typical uses include one, two and multiple-unit dwellings, dwelling groups, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds.

M3 – General Institutional Service District

To facilitate a wide range of institutional and community activities, as well as medium and high density residential uses, within suburban centres and other strategically located areas. Typical uses include one-unit and multiple-unit dwellings, dwelling groups, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds, radio and television studios, financial institutions, research laboratories, private clubs and banquet halls.

M4 – Core Area Institutional Service District

To facilitate a wide range of institutional, office and community activities, as well as high density residential uses within and near the downtown area. Typical uses include one, two and multiple-unit dwellings, dwelling groups, offices and office

buildings, places of worship, private schools, medical clinics, public parks and playgrounds, radio and television studios, financial institutions, research laboratories, private clubs, banquet halls and commercial parking lots.

B1A – Limited Neighbourhood Commercial District

To permit commercial uses that serve the daily convenience needs of the residents of the neighbourhood while being compatible with the surrounding residential uses. Typical uses include convenience stores, drug stores, pharmacies, beauty parlours and barber shops, and community centres.

B1B – Neighbourhood Commercial - Mixed Use District

To facilitate mixed use development which may include a limited range of commercial and institutional uses, as well as medium density residential uses, that are generally compatible with residential land uses and which are intended to serve the needs of residents within a neighbourhood. Typical uses include restaurants, retail stores, offices and office buildings, financial institutions, medical clinics and dwelling units or multiple unit dwellings in conjunction with and attached to any other permitted use.

B1 – Neighbourhood Commercial District

To permit commercial uses that serve the daily convenience needs of the residents in the neighbourhood. Typical uses include retail stores, beauty parlours and barber shops, dry cleaning pick-up depots, offices and office buildings, financial institutions, and community centres.

B2 – District Commercial District

To provide an intermediate range of commercial uses to serve the needs of two to five neighbourhoods. Typical uses include one and two-unit dwellings, places of worship, retail stores, offices and office buildings, financial institutions, service stations, bakeries, shopping centres, restaurants and lounges, medical clinics, dry cleaners, photography studios and veterinary clinics.

B3 – Medium Density Arterial Commercial District

To facilitate arterial commercial development providing a moderate to wide range of commercial uses on small to medium sized lots. Typical uses include retail stores, shopping centres, offices and office buildings, financial institutions, medical clinics, service stations, theatres, bakeries, restaurants and lounges, commercial recreational uses, private clubs, banquet halls, hotels, motels, public garages, private schools, motor vehicle sales, and dry cleaners. (Nightclubs and taverns are Discretionary Uses)

B4 – Arterial and Suburban Commercial District

To facilitate arterial and suburban commercial development providing a wide range of commercial uses serving automobile oriented consumers. Typical uses include retail stores, shopping centres, offices and office buildings, financial institutions, medical clinics, service stations, theatres, restaurants and lounges, commercial recreational uses, private

clubs, banquet halls, hotels, motels, public garages, private schools, motor vehicle sales, dry cleaners. (Nightclubs and taverns are Discretionary Uses)

B4A – Arterial and Suburban Commercial District

To facilitate suburban centre and arterial commercial development, including mixed-use commercial/multiple-unit residential development, where appropriate. Typical uses include retail stores, shopping centres, offices and office buildings, financial institutions, medical clinics, service stations, restaurants and lounges, private clubs, photography studios, banquet halls, hotels, motels, public garages, private schools, dry cleaners. motor vehicle sales (Nightclubs and taverns are Discretionary Uses)

B4MX – Integrated Commercial Mixed-Use District *PROPOSED*****

The purpose of the proposed B4MX District is to accommodate a broad range of land uses, including medium to high density residential uses, commercial and institutional uses in a manner that encourages retail and service based uses at grade level. The B4MX District promotes a compact, pedestrian oriented, built form that supports transportation options, street orientated buildings and active uses at grade level.

B5 – Inner-City Commercial Corridor District

To recognize historic commercial areas which include a wide range of commercial uses in a medium to high density form. Typical uses include retail stores, shopping centres, offices, financial institutions, medical clinics, service stations, theatres, bakeries, restaurants and lounges, commercial recreational uses, private clubs, banquet halls, hotels, motels, public garages, private schools, motor vehicle sales, dry cleaners, libraries, galleries, and parking stations, custodial care facilities and boarding houses and apartments. (Nightclubs and taverns are Discretionary Uses)

B5B – Broadway Commercial District

To recognize the historic Broadway Commercial area and facilitate mixed use development including a range of commercial, institutional and residential uses in medium to high density form.

B5C – Riversdale Commercial District

To recognize historic commercial areas which include a wide range of commercial uses in a medium to high density form. It is intended to promote redevelopment which includes residential where permitted.

B6 – Downtown Commercial District

To facilitate a wide range of commercial, institutional and residential uses in a high density form, in the downtown area.

IL1 – General Light Industrial District

To facilitate economic development through a wide variety of light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations.

IL2 – Limited Intensity Light Industrial District

To facilitate economic development through certain light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations, as well as to limit activities oriented to public assembly.

IL3 – Limited Light Industrial District

To facilitate economic development through limited light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations, as well as to limit activities oriented to public assembly.

IB – Industrial Business District

To facilitate business and light industrial activities that are seeking a high quality, comprehensively planned environment.

IH – Heavy Industrial District

To facilitate economic development through industrial activities that may have the potential for creating nuisance conditions during the normal course of operations.

IH2 – Limited Intensity Heavy Industrial District

To facilitate economic development through certain heavy industrial activities that may have the potential for creating nuisance conditions during course of operations, as well as to limit activities oriented to public assembly.

AG – Agricultural District

To provide for certain large scale specialized land uses as well as certain rural oriented uses on the periphery of the City.

FUD – Future Urban Development District

To provide for interim land uses where the future use of land or the timing of development is uncertain due to issues of servicing, transitional use or market demand.

APD – Airport District

To designate and conserve land for uses associated with the orderly operations of the Airport.

PUD – Planned Unit Development District

To recognize existing Planned Unit Developments.

AM – Auto Mall District

To provide for motor vehicle sales and service and other directly related uses in a high quality, comprehensively planned environment which is conveniently located to serve automobile customers.

RA1 – Reinvestment District 1

To facilitate reinvestment in older core areas and core industrial areas by facilitating mixed uses and flexible zoning standards, as well as promoting the rehabilitation of existing structures. The RA 1 District is intended to facilitate a broad range of compatible industrial, commercial, cultural, entertainment and residential uses, including live/work units.

MX1 – Mixed Use District 1

The purpose of the MX1 District is to facilitate reinvestment in older core neighbourhoods and core industrial areas of the city by encouraging mixed uses in new development, as well as promoting the rehabilitation of existing structures. The MX1 District is intended to facilitate a broad range of compatible commercial, industrial, institutional, cultural, and residential uses, including live/work units.

DCD1 – Direct Control District 1 - South Downtown Area

DCD2 – Direct Control District 2 - North East of Idylwyld Drive and 33rd Street

DCD3 – Direct Control District 3 - Preston Crossing

DCD4 – Direct Control District 4 - Willow’s Golf Course Community

DCD5 – Direct Control District 5 - Stonegate Retail Development

DCD6 – Direct Control District 6 - Blairmore Retail Development

DCD7 – Direct Control District 7 - College Quarter

FP – Flood-Plain Overlay District

To provide appropriate development standards in order to prevent injury and minimize property damage within the South Saskatchewan River flood hazard area

AC – Architectural Control Overlay District

To provide appropriate development standards in order to preserve the physical character of an area or to promote a selected design theme for an area.

B5A – Sutherland Commercial Overlay District

To implement the building height and off-street parking policies of the Sutherland Neighbourhood Local Area Plan as they apply to the commercial lands on the west side of Central Avenue, described as 706 to 1204 inclusive, Central Avenue.

AC1 – DCD1 Architectural Control Overlay District

The purpose of this section is to establish an Architectural Control District (“ACD”) overlay in the DCD1 – Direct Control District 1 (“DCD1”). The primary purpose of this ACD is to promote a selected design theme for the DCD1.

AC2 – B5B Architectural Control Overlay District

The purpose of this section is to establish an Architectural Control District (“ACD”) overlay in the B5B - Broadway Commercial District. The primary purpose of this ACD is to ensure that new buildings reinforce and enhance the best qualities of the Broadway Area.

Appendix 2 – Safe Growth / Crime Prevention Through Environmental Design Summary

1. CPTED Definition

Crime Prevention Through Environmental Design (CPTED) emphasizes the relationship between the immediate physical environment and the social behaviour related to crime. It is an inclusive, collaborative, and interdisciplinary approach to reducing opportunities for crime, improving perceptions of safety, and strengthening community bonds. CPTED principles stem from the observed phenomenon that certain “cues” in the physical environment can prompt undesirable, or crime-related behaviours, as well as perceptions of being safe or unsafe.

CPTED practitioners utilize design, activity, and community involvement to reduced opportunities for crime and reduce users’ fear of crime. CPTED strategies are usually developed jointly by an interdisciplinary team that ensures a balanced approach to problem solving that includes the community in all aspects of the process.

2. CPTED Principles

CPTED principles are contained with the City of Saskatoon *Official Community Plan*. Section 3.1.1.3 defines them as:

- *Natural Surveillance* – Natural Surveillance is the concept of putting eyes on the street and making a place unattractive for potential illegitimate behavior. Street design, landscaping, lighting and site and neighbourhood design all influence the potential for natural surveillance.
- *Access Control* – Access Control is controlling who goes in and out of a neighbourhood, park, or building. Access control includes creating a sense of ownership for legitimate users by focusing on formal and informal entry and exit points.
- *Image* – Image is the appearance of a place and how this is instrumental in creating a sense of place or territory for legitimate users of the space. A place that does not appear to be maintained or cared for may indicate to criminals that the place will not be defended and criminal activity in the area will be tolerated.
- *Territoriality* – Territoriality is the concept of creating and fostering places that are adopted by the legitimate users of the space. These legitimate users take ownership of the space, which makes it more difficult for people who do not belong to engage in criminal or nuisance behavior at that location.
- *Conflicting User* – Conflicting User Groups refers to instances where different user groups may conflict. Careful consideration of compatible land uses and activities can minimize potential conflicts between groups.

- *Activity Support* – Activity Support is the concept of filling an area with legitimate users, by facilitating or directly scheduling activities or events, so potential offenders cannot offend with impunity. Places and facilities that are underused can become locations with the potential for criminal activity.
- *Crime Generators* – Crime Generators are activity nodes that may generate crime. The location of some land uses is critical to ensuring an activity does not increase the opportunities for crime to occur or reduce users’ and residents’ perceptions of their safety in the area.
- *Land Use Mix* – Land Use Mix is the concept that diversity in land uses can be a contributor or detractor for crime opportunities. Separating land uses from each other can create places that are unused during certain times of the day.
- *Movement Predictors* – Movement Predictors force people, especially pedestrians and cyclists, along a particular route or path, without providing obvious alternative escape routes or strategies for safety. Potential attackers can predict where persons will end up once they are on a certain path.
- *Displacement* – Displacement can be positive or negative so it is critical to understand how crime may move in time or space and what the impact may be. In general, the displacement that must be considered is: i) Negative displacement - crime movement makes things worse; ii) Diffusion of benefits - displacement can reduce the overall number of crimes more widely than expected; and iii) Positive displacement - opportunities for crime are intentionally displaced which minimizes the impact of the crime.
- *Cohesion* – Cohesion is the supportive relationships and interactions between all users of a place to support and maintain a sense of safety. Though not a specific urban design function, design can enhance the opportunity for positive social cohesion by providing physical places where this can occur, such as activity rooms, park gazebos, or multi-purpose rooms in schools and community centres. In some cases, property owners or building managers can provide opportunities for social programming. This increases the ability of local residents or users of a space to positively address issues that arise.
- *Connectivity* – Connectivity refers to the social and physical interactions and relationships external to the site itself. It recognizes that any given place should not operate in isolation from surrounding neighbourhoods and/or areas. Features such as walkways and roadways connecting a particular land use to the surrounding neighbourhoods and/or areas can accomplish this. Features such as centrally located community centres or program offices can also encourage activities to enhance this.
- *Capacity* – Capacity is the ability for any given space or neighbourhood to support its intended use. For example, excessive quantities of similar land uses in too small an area, such as abandoned buildings or bars, can create opportunities for crime. When a place is functioning either over or under capacity, it can be detrimental to neighbourhood safety.
- *Culture* – Culture is the overall makeup and expression of the users of a place. Also known as placemaking, it involves artistic, musical, sports, or other local cultural events to bring people together in time and purpose. Physical designs that can encourage this include public multi-purpose facilities, sports facilities, and areas that local artists and musicians might

use. Community memorials, public murals, and other cultural features also enhance this. These features create a unique context of the environment and help determine the design principles and policies that best support the well-being of all user groups and contribute to their cohesiveness.

CPTED principles are generally considered and utilized in combination with one another. However, for any CPTED strategy to be successful, the nature of the crime or safety-related issue must be carefully and accurately defined. It is important to understand the context within which crime occurs in an area to be able to implement appropriate solutions.

3. Risk Assessments

Risk Assessments combine field research and analytical methods with the practical experience of crime prevention practitioners and the perception of community members. In a Risk Assessment, a wide variety of data are collected and considered to allow for an accurate portrayal of issues. This in turn allows for a much more effective solution or action plan to be developed. A Risk Assessment is critical to the success of a CPTED strategy because in addition to “obvious” problems, there are often less obvious or underlying problems that need to be identified and addressed.

Data collection such as crime statistics, resident surveys, user surveys, and population demographics are all part of the quantitative picture. This information aids in understanding the context around the issues and the opportunities for crime. The other part of the picture, the qualitative, deals with the perceptions that people have about their safety. Safety audits, perception and intercept surveys (of actual users), and site inspections all add to the understanding of what environmental cues the area presenting and how these affect people’s “feelings” of safety. Without this larger picture the appropriate solutions to a problem may not all be identified.

This Local Area Plan includes a compilation of all the data collection, both qualitative and quantitative. The information sets the stage and guides the safety recommendations.

4. Safety Audits

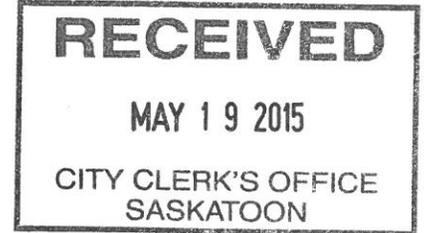
A safety audit is a process that allows the regular users of an area to identify places that make them feel safe and unsafe. Area residents are considered the “local experts” because they are the most familiar with the area and what happens on a day-to-day basis. The goal of a safety audit is to identify safety concerns in order to improve an environment. Depending on the circumstances, residents, local business, and the municipal government may work together to find solutions to safety problems in a neighbourhood by using the audit results as *one* tool, in the overall Risk Assessment of the area. A safety audit is a highly flexible process and can be easily adapted to meet the needs of the community. In Saskatoon, safety audits, based on CPTED principles, have been applied in a number of settings including parks, streets, and buildings.

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

Mayfair & Kelsey-Woodlawn Local Area Plan



From: Anna Cole <anna.cole@usask.ca>
Sent: Friday, May 15, 2015 10:04 PM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Friday, May 15, 2015 - 22:04
Submitted by anonymous user: 204.83.77.162
Submitted values are:

Date: Friday, May 15, 2015
To: His Worship the Mayor and Members of City Council
First Name: Anna
Last Name: Cole
Address: 1110 Tiffin Cres
City: Saskatoon
Province: Saskatchewan
Postal Code: S7L3R3
Email: anna.cole@usask.ca
Comments:

RE: Mayfair and Kelsey Woodlawn Local Area Plan
Your Worship and Council,

The Hudson Bay Park – Mayfair – Kelsey Woodlawn Community Association is very pleased with the Local Area Plan (LAP) developed by your administration and now pending your review. We are happy with the recommendations presented in the document and feel that they represent many hours of work and input from our residents.

We ask that you approve this plan and encourage you to allow administration to move forward with the recommendations and plans included in this document. We look forward to observing positive developments in our neighbourhoods in the coming years.

Regards,

Anna Cole

President, Hudson Bay Park – Mayfair – Kelsey Woodlawn Community Association

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/21494>

Office of the City Clerk

To: Secretary, SPC on Planning,
Development and Community Services

Date: May 8, 2015

Phone: (306) 975-3240

Our File: CK. 710-1

From: Joyce Fast, Secretary
Municipal Heritage Advisory Committee

Your File: PL. 710-17-1

**Re: Proposed Amendment to The Heritage Property (Approval of Alterations)
Bylaw, 2014, Bylaw No. 8356**

Attached is a report of the General Manager, Community Services Department dated April 1, 2015 regarding a proposed amendment to The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356.

Your Committee has reviewed this report with the Administration, and supports the recommendation as outlined in the report.

Would you please place this report before the Standing Policy Committee on Planning, Development and Community Services for approval of the recommendation contained therein at the meeting scheduled for June 1, 2015.

JF:lo

Attachment

cc: General Manager, Community Services Department
Director of Planning and Development, Community Services Department
Heritage & Design Coordinator, Community Services Department
Ms. C. Duval-Tyler, Chair, Municipal Heritage Advisory Committee

Proposed Amendment to The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356

Recommendation

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services with a recommendation that the City Solicitor be requested to prepare the required bylaw to amend The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356.

Topic and Purpose

The purpose of this report is to amend The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356, (Approval of Alterations Bylaw) to simplify and improve the approval process for minor repairs or alterations to designated municipal heritage buildings, as outlined in the City of Saskatoon (City) Heritage Plan.

Report Highlights

1. The Administration has been delegated approval of alterations to designated municipal heritage properties under the Approval of Alterations Bylaw. The Approval of Alterations Bylaw does require that the Municipal Heritage Advisory Committee (MHAC) be consulted for any repairs or alterations.
2. The proposed amendment to the Approval of Alterations Bylaw would exempt minor repairs and alterations from referral to MHAC in order to simplify and improve the process for property owners.

Strategic Goals

Under the City's Strategic Goal of Sustainable Growth, this report supports the preservation of the character of heritage buildings and historical landmarks. This report also supports the Strategic Goal of Quality of Life. As a community, we find new and creative ways to showcase our city's built, natural, and cultural heritage.

Background

The City's Heritage Policy and Program Review (completed in August 2012) indicated that the requirement to consult MHAC prior to minor alterations or repairs caused unnecessary delays in the approval process.

Report

Approval of Alterations Bylaw

The Approval of Alterations Bylaw delegates to the Administration the authority to approve alterations to designated municipal heritage properties (refer to Attachment 1 for the Approval of Alterations Bylaw). The Approval of Alterations Bylaw also states that MHAC must be consulted for all alterations and repairs

Proposed Amendment to The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356

Exemption of Minor Repairs and Maintenance

To simplify and improve the review process, the Administration is recommending that the Approval of Alterations Bylaw be amended to exempt minor repairs and alterations from referral to MHAC.

Minor alterations and repairs would be those that do not affect the building's heritage and would include, but are not limited to, the following:

- property cleanup and repair of landscape features;
- minor exterior repairs, painting, or replacement of roofing material where there is little or no change in colour or design;
- re-pointing of masonry elements; and
- weatherproofing.

By removing this requirement, delays in the approval process for simple repair projects and minor maintenance can be reduced.

Options to the Recommendation

City Council could decline to approve the proposed amendment to the Approval of Alterations Bylaw and maintain the status quo.

Public and/or Stakeholder Involvement

There is no public/stakeholder involvement.

Other Considerations/Implications

There is no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is not required.

Attachment

1. The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356

Report Approval

Written by: Catherine Kambeitz, Heritage and Design Coordinator, Planning and Development

Reviewed by: Alan Wallace, Director of Planning and Development

Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

S:\Reports\DS\2015\MHAC – Proposed Amendment to Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356\kt

Bylaw No. 8356
The Heritage Property
(Approval of Alterations) Bylaw, 2004

The Council of The City of Saskatoon enacts:

Title

1. This Bylaw may be cited as The Heritage Property (Approval of Alterations) Bylaw, 2004.

Purpose

2. The purpose of this Bylaw is to delegate to the civic administration the authority to approve alterations to designated property or property for which a notice of intention has been registered as provided for in Section 23 of *The Heritage Property Act*, S.S. 199-80, Chapter H-2.2, as amended.

Delegation of Authority

3.
 - (1) City Council hereby delegates to the General Manager of the Community Services Department of The City of Saskatoon the authority granted to it under Section 23 of *The Heritage Property Act*, S.S. 1979-80, Chapter H-2.2.
 - (2) The General Manager of the Community Services Department is authorized to further delegate the authority granted under this Bylaw or any function connected with the exercise of the authority granted under this Bylaw to any City employee.

Consultation with Municipal Heritage Advisory Committee

4. Prior to granting approval of any application made pursuant to Section 23 of *The Heritage Property Act*, the General Manager of the Community Services Department

or the person to whom the General Manager's authority has been delegated, must consult with the Municipal Heritage Advisory Committee.

Coming into Force

5. This Bylaw shall come into force and take effect on the day of its final passing.

Read a first time this 4th day of October, 2004.

Read a second time this 4th day of October, 2004.

Read a third time and passed this 4th day of October, 2004.

Donald J. Atchison
Mayor

Janice Mann
City Clerk

Appointment of Architectural Design Review Committee

Recommendations

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

1. That the individuals outlined in Attachment 1 be appointed to serve on the Architectural Design Review Committee for the review of proposals subject to the DCD1 - Architectural Control Overlay District and the B5B – Architectural Control Overlay District; and
2. That these appointments be for a three-year term ending March 1, 2018.

Topic and Purpose

The purpose of this report is to appoint members to the Architectural Design Review Committee (Committee) for review of development proposals in the Direct Control District 1 (DCD1) Architectural Overlay District and the Broadway Commercial District (B5B) Architectural Control Overlay District.

Report Highlights

1. Zoning Bylaw No. 8770 (Zoning Bylaw) requires that all applications for a significant development must be reviewed by a Committee, comprised of three advisors.
2. Twelve qualified professionals are proposed to be appointed (or reappointed) to the Committee to review significant development proposals in both the DCD1-Architectural Control Overlay District and the B5B - Architectural Control Overlay District.

Strategic Goals

Under the City of Saskatoon's (City) Strategic Goal of Sustainable Growth, this report supports the preservation of the character of heritage buildings and historical landmarks. This report also supports the Strategic Goal of Quality of Life. As a community, we find new and creative ways to showcase our city's built, natural, and cultural heritage.

Background

The River Landing Committee was established in 2005 to review significant development projects located within the DCD1 - Architectural Control District (River Landing). In February 2012, City Council approved a report for the appointment of individuals to the River Landing Committee for a three-year term ending in March 1, 2015.

Appointment of Architectural Design Review Committee

Report

Architectural Design Review Committee

The Zoning Bylaw establishes provisions for the Committee. The Bylaw specifies that City Council appoint a pool of advisors from which three would be selected on a rotational basis by a Development Officer to review development proposals as the need arises. The River Landing Committee has reviewed all major developments in River Landing.

A second Architectural Control District was approved in 2012, the B5B - Architectural Control Overlay District (Broadway). The Administration is proposing that the mandate of the River Landing Committee be expanded to include review of significant development proposals within the B5B - Architectural Control Overlay District.

Appointments

It is recommended that professionals outlined in Attachment 1 be appointed to the Committee for a three-year term ending March 1, 2018. These individuals have been contacted, and have agreed to their appointment (or reappointment) to the Architectural Design Review Committee for the specified term.

Options to the Recommendation

City Council has the option of appointing other qualified individuals to serve on this Committee.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachment

1. Appointment List for the Architectural Design Review Committee

Report Approval

Written by: Catherine Kambeitz, Heritage and Design Coordinator, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

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Appointment List for the Architectural Design Review Committee

It is recommended that the following individuals be appointed for a three-year term ending March 1, 2018. Those individuals who are being reappointed have been noted below:

1. Allan Duddridge (reappointment), Architect, Allan Duddridge Architect Ltd.;
2. Andrew Wallace, Associate Director, Space Management & Planning, Facilities Management Division, University of Saskatchewan (Architect);
3. Ann March (reappointment), Principal Architect, March Schaffel Architects Ltd.;
4. Campbell Patterson (reappointment), Senior Landscape Architect, Stantec;
5. Charles Olfert (reappointment), Principal Architect, aodbt architecture + interior design;
6. Colleen Yates (reappointment), Principal Planner, Equinox3 Consulting Ltd.;
7. Derek Kindrachuk (reappointment), Principal Architect, Kindrachuk Agrey Architecture; and
8. Jim Walters (reappointment), Principal Planner, Crosby Hanna & Associates;
9. Justin Wotherspoon (reappointment), Principal Architect, SEPW Architecture Inc.;
10. Kent Sutherland (reappointment), Architect, KSA Group;
11. Leanne Delong (reappointment), Project Planner, Crosby Hanna & Associates; and
12. Rob Crosby (reappointment), Principal Landscape Architect, Crosby Hanna & Associates.

Saskatoon Minor Football Field and Auxiliary Building Reserve and Operations

Recommendation

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

1. That Reserves for Future Expenditures Policy No. C03-003 be amended, in the manner set forth in this report, to provide for a Saskatoon Minor Football Field Stabilization Reserve.

Topic and Purpose

The purpose of this report is to amend the Reserves for Future Expenditures Policy No. C03-003 (Reserve Policy), to include the Saskatoon Minor Football Field Stabilization Reserve. This report also provides an update on Saskatoon Football Inc. (SFI) and their operation of the Saskatoon Minor Football Field (SMF Field) for the 2014 and 2015 operating seasons.

Report Highlights

1. The Administration has outlined the purpose of the reserve and the conditions that must be met before funds are disbursed.
2. SFI operated SMF Field for three months from September 2014 until November 2014. Included is an overview of the 2014 operating season and an update on the 2015 season.

Strategic Goals

This report supports the City of Saskatoon's (City) Strategic Goal of Quality of Life by supporting the long-term strategy to ensure existing and future leisure centres and other recreational facilities are accessible, physically and financially, and meet community needs. In addition, this report supports the Strategic Goal of Asset and Financial Sustainability by supporting the long-term strategies to increase revenue sources and reduce reliance on property taxes. Reserves for recreational facilities ensure longevity of facilities and resources for future expenditures.

Background

At its June 23, 2014 meeting, City Council approved the establishment of a SMF Field Stabilization Reserve with a one-time \$65,000 contribution funded from the 2014 operating budget (see Attachment 1). At the same meeting, City Council approved that SFI operate the SMF Field on behalf of the City and requested that the Administration report back on the operation of SMF Field in 2015.

Saskatoon Minor Football Field and Auxiliary Building Reserve and Operations

Report

SMF Field Stabilization Reserve

The purpose of the reserve is to provide a source of funding to offset unanticipated operating deficits from the SMF Field, due to unexpected expenditures associated only with the operation of the SMF Field and auxiliary building. The proposed amendments to the Reserve Policy are as follows:

- I. Purpose
To offset operating deficits at the SMF Field or fund unexpected expenditures for equipment replacement or facility repair. Such examples could include an increase to utilities, damage or vandalism to the field, equipment, or auxiliary building.
- II. Source of Funds
 - a) This reserve shall be funded from a one-time transfer of \$65,000 from the 2014 operating budget (see Attachment 1) that occurred when SFI took over the operation of the SMF Field for the 2014 season.
- III. Application of Funds
 - a) The operator of SMF Field must submit audited financial statements to the City for review.
 - b) The maximum amount to be withdrawn from the reserve annually is the lesser of:
 - i) the actual deficit for the year from approved expenditures; or
 - ii) the amount of \$13,000, which is 20% of the original contribution to the reserve.
- IV. Responsibilities
The General Manager of the Community Services Department or designate shall be responsible for administering and monitoring this reserve in accordance with this Reserve Policy.

The limitations will ensure that the reserve lasts a minimum of five years (2014 to 2018), providing the operator with funding to offset unexpected operating costs for the first five years.

2014 and 2015 Operation of the SMF Field

SFI took over operations of SMF Field in August 2014, with the first game being played on September 6, 2014. The first three months of operation saw 350 hours of usage on the field. The users were:

- a) Saskatoon Hilltops;
- b) Saskatoon Secondary Schools Athletic Directorate Senior and Junior football games;
- c) Kinsmen Football;
- d) Football Saskatchewan;
- e) Saskatoon Minor Football;

Saskatoon Minor Football Field and Auxiliary Building Reserve and Operations

- f) Adult Flag Football; and
- g) Valkyries.

The SFI's first season operating the SMF Field had its challenges, as follows:

- training new staff on the operations of an artificial turf field and score clock system;
- identifying the requirements of the various sport groups to determine how to best meet their needs; and
- operating a facility that is partially complete and having to avoid restricted construction areas.

SFI has learned from the first season and is looking to build on its success in 2014 into the 2015 season.

For the 2015 season, approximately 950 hours have been booked, this is up from the 2013 season when natural grass was on the field and the field was booked for about 125 hours that year. The organizations that have booked field time at SMF Field include youth and adult league football, as well as soccer. SFI is looking forward to the opening of the auxiliary building in 2015, which will feature new dressing rooms, as well as a new concession.

Options to the Recommendation

The Committee may choose to add additional criteria to access the Saskatoon Minor Football Field Reserve. The implication to this option is that it limits access to funds to offset unexpected cost associated with operating a new facility.

Public and/or Stakeholder Involvement

The Administration has met with SFI to ensure that they are aware of the details of the reserve and how the reserve can be accessed.

Communication Plan

A copy of the criteria for the reserve and how it can be accessed will be shared with the operator of SMF Field.

Policy Implications

The Reserve Policy will need to be amended as recommended in this report

Financial Implications

There was a one-time financial contribution from the City for \$65,000; these funds were approved in the 2014 operating budget. As shown in Attachment 1, the Leisure Services Equipment Replacement Reserve contribution will begin in 2015 (\$101,000), which includes provision for the replacement of the artificial turf, lights, sound system, and score board. The Civic Building Comprehensive Maintenance Reserve contributions for the building will begin in 2016 (\$24,400), which will be phased in over two years (\$48,300 in 2017). With the SFI operating the facility, the operating cost to the City will be limited to staff assigned to assist the SFI with the overall operation of the

Saskatoon Minor Football Field and Auxiliary Building Reserve and Operations

SMF Field and auxiliary building. The preventative maintenance will begin in 2016 (\$102,000) for an overall mill rate impact of \$110,000 in 2015, \$236,600 in 2016, and \$261,200 in 2017, if operated by SFI.

Other Considerations/Implications

There are no environmental, CPTED, or privacy implications or considerations.

Due Date for Follow-up and/or Project Completion

Recreation and Sport will report back in the winter of 2016, with an update on the operation of the SMF Field.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachments

1. Report approved by City Council, June 23, 2014 entitled "Request to Operate Gordon Howe Bowl by Saskatoon Football Inc."

Report Approval

Written by: Roxane Melnyk, Supervisor, Facility Services
Reviewed by: Cary Humphrey, Director of Recreation and Sport
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\RS\2015\PDCS – Saskatoon Minor Football Field and Auxiliary Building Reserve and Operations\kt
BF-144-14

**A) Request to Operate Gordon Howe Bowl by Saskatoon Football Inc.
(FILE NO.: RS 4206-G01-2, RS 291-6)**

RECOMMENDATION:

that City Council approve the following:

- 1) that the request by Saskatoon Football Inc. to operate the Saskatoon Minor Football Field at Gordon Howe Park for a three-year trial period be approved;
- 2) that the City Solicitor be requested to prepare the appropriate Memorandum of Agreement and that His Worship the Mayor and the City Clerk be authorized to execute the Agreement under the Corporate Seal;
- 3) that the City of Saskatoon establish a Saskatoon Minor Football Field Stabilization Reserve with a one-time \$65,000 contribution, to be funded from the 2014 operating budget, as identified in this report; and
- 4) that the Administration provide an update report on the operation of the Saskatoon Minor Football Field to City Council by February 2015.

TOPIC AND PURPOSE

This report will summarize the request by the Saskatoon Football Inc. (SFI) to manage and operate the Saskatoon Minor Football (SMF) Field at Gordon Howe Park.

REPORT HIGHLIGHTS

1. The SFI has submitted a request to operate the SMF Field (formerly known as Gordon Howe Bowl) and enter into a Memorandum of Agreement (MOA) with the City of Saskatoon (City) beginning August 15, 2014. The proposal is for the SFI to assume day-to-day management and operation of the facility from 2014 to 2016.
2. The SFI has requested the City to support the operation of the SMF Field and auxiliary building through an annual operating grant, preventative building maintenance, and contributions to the Civic Building Comprehensive Maintenance Reserve (CBCM) and the Leisure Services Equipment Replacement Reserve. The Reserves would support the auxiliary building and major program components (e.g. artificial turf, score clock, sound, and field lighting).
4. The Administration has reviewed and supports the SFI proposal, in principle, subject to certain conditions being met, to ensure a sustainable operation of the SMF Field.

STRATEGIC GOAL

The initiatives of this report support the Strategic Goal of Quality of Life, specifically the long-term strategy to ensure existing and future leisure centres and other recreational facilities are accessible, physically and financially, and meet the community needs.

BACKGROUND

During its October 11, 2011 meeting, City Council approved a revised design for the Gordon Howe Bowl that will take place in two phases. Phase 1 includes a CFL standard football field with artificial turf, new score clock, new sound system, and new outdoor lighting. Phase 2 includes a new auxiliary building with change rooms, public washrooms, concession area, and storage area. The scheduled completion date for Phase 1 construction is August of 2014, and Phase 2 is scheduled for completion in spring 2015.

In August 2013, the Administration received an Expression of Interest from the SFI requesting that it operate the SMF Field and auxiliary building. The SFI is a non-profit organization that represents multiple youth and adult football leagues in Saskatoon. The SFI envisions itself as an organization that supports the promotion, development, and growth of minor football and would like to provide additional opportunities to users across the city with access to a quality sportsfield. In May 2014, the Administration received a final Business Plan from SFI to operate the SMF field and auxiliary building.

REPORT

Saskatoon Football Inc. Business Plan

The SFI final Business Plan is comprised of five components:

- a) Purpose and Vision;
- b) Strategic Partners;
- c) Facility Management and Operations;
- d) Facility Program Schedule; and
- e) Operating Budget 2014 to 2016.

An overview of the Business Plan components is as follows:

- a) Purpose - To manage the SMF Field once facility renovations are complete in August 2014.
Vision – As stated in the SFI Business Plan, “the promotion, development, administration, and growth of amateur football in the greater Saskatoon area”.
- b) Strategic Partners – The SFI has established a strategic partnership with the Saskatoon Amateur Softball Association (SASA) and the Greater Saskatoon Catholic Schools (GSCS).
 - The SASA will use the new auxiliary building adjacent to the softball diamonds for league play and tournaments. In return, they will contribute to the cleaning costs of the building and for use of any field equipment.

- The GSCS will provide the booking services for SMF Field for a fee. These services will include facility bookings, rental contracts, accounts receivable, and monthly reports.

- c) Facility Management and Operations – A Board of Directors (Board) will oversee the management and operation of the SMF Field and auxiliary building. The purpose of the Board is to ensure that sport groups have fair and reasonable access, while maximizing the utilization of the facility.

An Operations Committee will also be established by SFI, which will report to the Board and will be responsible for overseeing all aspects of facility operations, including custodial services, facility rentals, programming, and supervision of operating staff.

The operation staff for the facility will include seasonal, volunteer, and contract workers. There will be a Maintenance Supervisor that oversees facility operations. Grounds personnel will maintain the artificial turf and area surrounding the field. An independent contractor will perform custodial services at the new auxiliary building.

- d) Facility Program Schedule – The facility will be operational from April 15 to November 15 annually; primetime hours will be Monday to Friday from 4 p.m. to 11 p.m., and Saturday and Sunday from 8 a.m. to 11 p.m. The primary program at the facility will be football. Other groups, such as soccer, rugby, disc sports, and field lacrosse will also have access.

The proposed hourly rental rate to use the SMF Field and change facilities is \$130 per hour. The rental rate includes field lighting.

Compared to similar facilities, SaskTel Sports Center charges \$74.50 per hour, plus \$26.00 per hour when field lights are used. The University of Saskatchewan charges \$65.00 per hour for youth, and \$100.00 per hour for adults for Griffiths Stadium (including field lighting).

- e) Annual Operating Budget - The SFI has submitted a three-year operating budget from 2014 to 2016.

Business Plan Request

As part of the Business Plan, the SFI has requested the following financial support and services from the City:

- a) that the City provide a start-up grant of \$29,200 in 2014, and \$75,000 in both 2015 and 2016. The request for this grant is to allow the SFI to begin operation of the facility with a positive cash flow. The grant would assist the SFI with any unknown costs that could occur.
- b) that the City perform all service building preventive maintenance;
- c) that the City contribute to the CBCM; and

- d) that the City contribute to the Leisure Services Equipment Replacement Reserve.

City Administration Business Plan Review

The Administration met with the SFI to review the Business Plan. The review focused on the financial components and specific requests of the City to ensure the SFI's operation of the facility is sustainable.

The Administration supports the following aspects of the SFI request:

- a) that the City perform all service building preventive maintenance;
- b) that the City will contribute to the CBCM; and
- c) that the City contribute to the Leisure Services Equipment Replacement Reserve.

These contributions would occur annually.

The Administration does not support the request from the SFI for a start-up grant for three years. This could set a precedent for other non-profit organizations that operate other civic facilities. Alternatively, the Administration is recommending that the City establish a \$65,000 Saskatoon Minor Football Field Stabilization Reserve (Reserve). The purpose of this Reserve is to set aside funds for the purpose of offsetting any operating deficits. Funding for this Reserve would be a one-time contribution from the 2014 operation budget savings (\$65,000) that will occur if the SFI operates the SMF Field in 2014. The Administration will report back to City Council with the governance details of the Reserve and how it will be monitored, allocated, and funded.

Attachment 1 identifies operational aspects that require additional details to the proposal. The Administration will work with the SFI to address these details prior to reporting back to City Council in February of 2015.

The Administration is recommending that the City enter into an agreement with the SFI to operate the SMF Field for a three-year trial period from 2014 to 2016. Attachment 2 of this report identifies key terms and conditions that would be included in this agreement.

OPTIONS TO THE RECOMMENDATION

The Recreation and Sport Division could operate the SMF Field at Gordon Howe Park. There are points in their request that require clarification with SFI (see Attachment 1). The Administration feels that these issues can be addressed. The SFI desires for this facility to be a success; they are also well connected with the football community and other sport organizations to ensure that this community facility is utilized to its fullest potential.

POLICY IMPLICATIONS

If Recommendation No. 3 of this report is approved, Reserves for Future Expenditures Policy No. C03-003 would need to be amended to establish a \$65,000 Reserve. A

report will be brought forward to City Council with the details and governance of the Reserve.

FINANCIAL IMPLICATIONS

If the operation of the SMF Field is approved by City Council, the City operating budget impact is outlined in the chart below:

	2014 City Budget	2014 Revised	2015	2016	2017
Revenue	\$30,300	\$0	\$0	\$0	\$0
Expenses					
Civic Building Comprehensive Maintenance Reserve (CBCM)	\$10,000	\$0	---	\$24,400	\$48,800
Leisure Services Equipment Replacement Reserve	---	---	\$101,000	\$101,000	\$101,000
Preventative Maintenance	\$12,700	\$0	---	\$102,000	\$102,000
Operating Expenses	\$101,400	\$28,800	\$9,000	\$9200	\$9400
Stabilization Reserve	\$0	\$65,000	\$0	\$0	\$0
Total Expenses	\$124,100	\$93,800	\$110,000	\$236,600	\$261,200
Mill Rate Impact	\$93,800	\$93,800	\$110,000	\$236,600	\$261,200

In 2014, the mill rate impact will be \$93,800, which will emanate from a reallocation of funds from the existing 2014 operating budget. The Leisure Services Equipment Replacement Reserve contribution will begin in 2015 (\$101,000) which includes provision for the replacement of the artificial turf, lights, sound system, and score board. The CBCM contributions for the building will begin in 2016 (\$24,400) which can be phased in over 2 years (\$48,800 in 2017). With the SFI operating the facility, the operating cost to the City will be limited to staff assigned to assist the SFI with the overall operation of the SMF Field and auxiliary building. The overall mill rate impact for 2015 will be \$110,000. In 2016, it will be \$236,600, and in 2017, the mill rate impact will be \$261,200 if SFI were still to be the operator.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The current users of the facility and identified users of the SMF Field have submitted letters supporting the SFI and their request to operate and manage the facility.

COMMUNICATION PLAN

The SFI is committed to operate the facility in a fair and equitable manner. Communication with users groups has already occurred, and the SFI will present

information to the Holiday Park Community Association to ensure that there is open communication between the community and the operators of the facility.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A Safety/CPTED review of this area was completed in April. The final report is pending.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Recreation and Sport will report back in fall 2014 with the governance details of the Reserve and how it will be monitored, allocated, and contributed to in the future.

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

ATTACHMENTS

1. City Administration's Review of the Saskatoon Football Inc. Business Plan
2. Key Terms for Memorandum of Agreement

Written by: Roxane Melnyk, Supervisor, Facility Services

Reviewed by: "Cary Humphrey"
Cary Humphrey
Director of Recreation and Sport

Approved by: "Randy Grauer"
Randy Grauer, General Manager
Community Services Department
Dated: "June 17, 2014"

Approved by: "Murray Totland"
Murray Totland, City Manager
Dated: "June 18, 2014"

City Administration's Review of the Saskatoon Football Inc. Business Plan

Management Structure

- A full description of the roles and responsibilities of the Board of Directors and the Operations Committee.
- A conflict of interest policy.

Program Schedule

- A facility rental and community access policy for the SMF Field.
- Procedures on dispute resolution. Addressing conflict between users and potential new users, as well as concerns between users and SFI. How will allocation of the SMF Field occur when new users want access during prime-time hours?
- How are hourly rates applied to users? Determining hours of usage based on game time and/or time needed on the field or in the auxiliary building (warm-up time, game time and field time following the game).

Financial

- The SFI shall submit financial statement upon request of Community Services Department

General Observations

- During this entire project, the Administration has observed the interaction between the SFI and the other football agencies, as well as the relationships they have developed with the other sport organizations. The SFI is well liked and respected within the football community. They seem to be involved from the grass-root programs to the elite programs. Due to the diverse Board of Directors, they seem to not only have a link to the entire football community, but also a variety of other sport organizations.
- If SFI runs the SMF Field and the auxiliary building, the projected impact on the mill rate will be less than if the City was to run the facility. They are able to create and form partnerships with users groups and other agencies that will benefit the facility and maximize the usage of the facility.
- The SFI has submitted a Business Plan that still requires refinement. Over the last four months, they have been willing to meet with the Administration; they have accepted some recommendations and have made those changes. Some changes that have been recommended have not been accepted, and they feel passionate that they have a solid plan to move forward.
- The SFI has also acknowledged that they do not know everything on how to operate a facility and are willing to work with the City to ensure that the SMF Field and the auxiliary building are a success.

Key Terms For Memorandum of Agreement

Operations of the Saskatoon Minor Football Field

1. SFI shall manage and operate the Saskatoon Minor Football (SMF) Field, previously known as the Gordon Howe Bowl and the auxiliary building (premises) located at the Gordon Howe Complex.
2. SFI shall keep the facility clean and in a reasonable state of repair, according to City of Saskatoon (City) standards. This shall include maintaining the artificial turf, score board, lights and sound system, according to the standards provided in any operator's manuals.
3. SFI shall assume all costs in relation the operation and maintenance of the premises, on behalf of the City which shall be at the sole cost of SFI.
4. The SFI shall be solely responsible for the daily upkeep and maintenance of the auxiliary building and the SMF Field.
5. The SFI shall pay all electrical, gas, water rates, and other utility charges assessed against the premises.
6. SFI shall be responsible for acquiring and maintaining any necessary equipment required, other than the equipment purchased and supplied by the artificial turf supplier.
7. SFI shall ensure that the premises are available for public use at a reasonable cost, and the rental policy and rates must be approved by the City.

Terms of the Agreement

1. The Term of this Agreement is a three-year term commencing August 15, 2014, and ending December 31, 2016 (Term). At the expiration of the Term, SFI shall have three additional options to renew the Agreement for an additional five years, each subject to the following conditions:
 - a. SFI must demonstrate that users are being treated fair and equitably.
 - b. SFI must submit annual financial statements to the City.

City of Saskatoon Responsibilities

1. The City shall perform annual preventative maintenance on the auxiliary building. Preventative maintenance includes ensuring the continued proper operations of all mechanical and electrical systems, any activities required to maintain the interior and exterior structural integrity of the auxiliary building, including those activities to repair, replace, or refurbish fixtures and hardware.

2. The City shall establish an SMF Field Stabilization Reserve. The purpose of this Reserve is to set aside funds for the purpose of offsetting any operating deficits.
3. The City shall make the necessary contribution to the Comprehensive Building Maintenance Reserve.
4. The City shall be responsible for any life-cycle replacement of major program components of the premises.

General Terms and Conditions

1. Any improvements and renovations to the premises initiated by SFI must first receive written consent of the City.
2. The SFI may place signage on the premises to advertise a program, subject to receiving approval of any signage from the City.
3. The SFI shall not sell any naming rights for the premises without obtaining the prior approval of the City, in respect of any such naming rights.
4. The City shall not be liable for any injury or damage to the SFI, coaches, players, team officials, directors, officers, its agents, employees, customers, or invitees, as to any of its property while on the premises, regardless of the cause of such injury or damage, except such injury or damage, which may be caused by the negligence of the City, its agents, servants, or employees.
5. The SFI shall maintain and keep in force, during the Term of this Agreement, general liability insurance in an amount not less than \$5,000,000 in a form satisfactory to the City, which shall name the City as an additional insured.
6. There are the usual contract provisions requiring each party to indemnify one another for acts or omissions, to address providing notice to each party, and addressing amendments to the Agreement.