

Mayfair Kelsey-Woodlawn LAP Implementation Summary

Neighbourhood: Mayfair
Sub Neighbourhood: - All -
Primary Subject: - All -
Department: - All -

Branch: - All -
Section: - All -
Status: - All -

Primary Subject /		Recommendation	Status	% Complete	Summary Notes
#	Name				
Neighbourhood: Mayfair		Secondary Subject:	Sub Neighbourhood:		
Neighbourhood Safety		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.	Completed	100 %	The Porch Light Brochure was delivered to all residences in the Neighbourhood in August of 2016.
4.10	Distribute the Porch Light Brochure				
Neighbourhood Safety		That the Saskatoon Police Service distribute the Preventing and Reporting Crime brochure to businesses in the neighbourhood.	Completed	100 %	Police have provided Neighbourhood Safety with the Preventing and Reporting Crime Brochure, and it as confirmed in August 2016 that they have been distributed to the Mayfair Neighbourhood.
4.11	Distribute Preventing and Reporting Crime Brochure				
Neighbourhood Safety		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.	Completed	100 %	A letter was sent to the business owners in the area to encourage them to display their addresses in the rear lane in June of 2016. The 33rd Street Business Improvement District was informed of this and asked to help support this project.
4.12	Display Street Addresses in Rear Lanes				
Neighbourhood Safety		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.	Completed	100 %	The mailout notifying property owners of the back lane clean-up taking place was sent in June of 2016, and the back lane clean up was completed in August and September of 2016. The mailout also explained that back lane maintenance is the responsibility of the property owner.
4.13	Rear Lane Clean Up				
Neighbourhood Safety		That the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association contact the Saskatoon Fire Department to get them involved in the Community Cleanup Program.	Completed	100 %	The Community Association made contact with Saskatoon Fire in Spring 2014 to involve them in the clean-up. The Community Consultant and Community Association plan to contact the Saskatoon Fire Department next year to involve them in their back lane clean-up and now has contacts with Saskatoon Fire. The Community Association will maintain this partnership.
4.14	Community Clean Up				

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Neighbourhood: Mayfair		Secondary Subject:			Sub Neighbourhood:
Neighbourhood Safety			Completed	100 %	Neighbourhood Safety will make contact with the Community Association in regards to this recommendation in Spring of 2022.
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/KelseyWoodlawn 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.			In august 2021 Neighbourhood Safety met with a representative from the Saskatoon Police Service to discuss the Citizen Patrol program. The purpose of the meeting was to confirm the process for a community group to establish a Citizen Patrol. It was identified that the Saskatoon Police Service is responsible for managing the Citizen Patrol program including assisting with setup and the distribution of patrol equipment as necessary. In September 2021 Neighbourhood Safety shared detailed information about the Citizen Patrol program with the Community Association. The community association was encouraged to follow up with Neighbourhood Safety or the Saskatoon Police Service if there were any additional questions about the program. No additional inquiries about the program were received by Neighbourhood Safety.
Neighbourhood Safety			TBD	%	The Community Association is currently pursuing this recommendation, and may need some support from Neighbourhood Safety in hiring an artist. Neighbourhood Safety has kept in contact with the Community Association, but a concrete plan has yet to be established.
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.			
Neighbourhood Safety			TBD	%	
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.			
Neighbourhood Safety			TBD	%	
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/KelseyWoodlawn 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.			
Neighbourhood Safety			Started	10 %	A City-Wide Incivilities Strategy is planned which is intended to identify conflicts caused by commercial areas with an active night time economy near residential neighbourhoods and recommend actions that can be taken by all stakeholders to reduce or eliminate these conflicts. The Strategy will address a number of LAP recommendations from various neighbourhoods. It is anticipated Neighbourhood Safety will begin preparing the Strategy in 2023.
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.			
Neighbourhood Safety			Started	10 %	A City-Wide Incivilities Strategy is planned which is intended to identify conflicts caused by commercial areas with an active night time economy near residential neighbourhoods and recommend actions that can be taken by all stakeholders to reduce or eliminate these conflicts. The Strategy will address a number of LAP recommendations from various neighbourhoods. It is anticipated Neighbourhood Safety will begin preparing the Strategy in 2023..
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.			
Neighbourhood Safety			Completed	100 %	The Mayfair Kelsey Woodlawn Community Association worked with Neighbourhood Safety to identify specific locations in the area to place Safe at Home booklets. Booklets were provided to Mayfair Community School and Mayfair Library in March 2016.
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.			

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Neighbourhood: Mayfair			Secondary Subject:		Sub Neighbourhood:
Neighbourhood Safety			Completed	100 %	Graffiti information was mailed out to business owners and delivered in June 2016.
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.			
Neighbourhood: Mayfair			Secondary Subject: CPTED - Natural Surveillance		Sub Neighbourhood:
Neighbourhood Safety			Completed	100 %	Tree pruning was completed at AH Browne Park on November 27, 2014.
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.			
Neighbourhood: Mayfair			Secondary Subject: LAP		Sub Neighbourhood:
Land Use (Other)			Started	0 %	
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.			
Land Use (Other)			TBD	%	
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.”			
Land Use (Other)			Started	5 %	Neighbourhood Planning continues to consult with the Corridor Planning program regarding the DCD2 Zoning District and take appropriate action if an application for development comes forward in the DCD2 area.
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: <ul style="list-style-type: none">• 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.			
Land Use (Other)			Started	5 %	Neighbourhood Planning will work with the Corridor Planning team to ensure this issue is discussed during the corridor planning process or if a development or rezoning application comes forward for the area.
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.			
Land Use (Other)			Started	25 %	The spur line east of Quebec Avenue and west of Warman Road has been purchased by the City. The potential for development on the land east of Quebec Avenue is still being explored. Neighbourhood Planning will work with Transportation and Saskatoon Land to include the community's vision for the future of this site.
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.			
Land Use (Other)			Started	25 %	The spur line east of Quebec Avenue and west of Warman Road has been purchased by the City. The potential for development on the land east of Quebec Avenue is still being explored. Neighbourhood Planning will work with Transportation and Saskatoon Land to include the community's vision for the future of this site.
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.			

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Neighbourhood: Mayfair			Secondary Subject: LAP		Sub Neighbourhood:
Infrastructure & Municipal Services			Started	25 %	In 2017 microsurfacing and reconstruction work occurred on some sections of the back lanes. On the south side, the lane from Idylwyld to Avenue B was reconstructed, and the lane from Avenue C to Avenue D microsurfaced. On the north side, the lane from Idylwyld to Avenue B was also microsurfaced.
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).			The rear lane between Idylwyld Drive and Avenue B, south of 33rd Street has been resurfaced in 2019. To date, the rear lanes on the north and south side of 33rd Street between Idylwyld and Avenue B, and the rear lane on the south side of 33rd Street from Avenue C to Avenue D have received repairs. All other locations noted in the Local Area Plan have yet to receive treatment.
Infrastructure & Municipal Services			Started	25 %	The roadway on 38th Street between 1st Avenue to the rail line is part of 2016 funding as a Priority 1 residential location for paving. The work on this road was carried over to 2017.
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: <ul style="list-style-type: none">• 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.			The Roadway on 38th Street between 1st Avenue to the rail line has been paved. All other roadways listed in the recommendation have yet to receive upgrades however they have been listed as Priority 1 locations in the report titled "Gravel Street Upgrades - Program Update" presented to the Special Policy Committee on Transportation at their Nov 1, 2021 meeting. If this program becomes funded in the next budget these locations with be top priority for upgrades.
Infrastructure & Municipal Services			Started	5 %	Saskatoon Water has confirmed there is no underground infrastructure for storm water in this area so further investigation of options to address this issues, perhaps in partnership with the Administration staff working on roadways, will need to be done in order to assess the best course of action.
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.			
Infrastructure & Municipal Services			Completed	100 %	The Avenues in Mayfair were swept as part of the 2018 Fall Sweep. Due to budgetary restraints, the program cannot accommodate all of Mayfair and Kelsey-Woodlawn, however, portions of Mayfair will continue to be swept.
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.			
Infrastructure & Municipal Services			Completed	100 %	Starting in July 2017, Saskatoon Fire and the Bylaw Compliance Section ran a pilot program where Bylaw Enforcement Officers to address Priority 3 (non-safety related) property maintenance complaints in order to address a backlog of complaints. During the 2022/2023 Budget Deliberations, City Council approved permanent Bylaw Enforcement Officer positions to Saskatoon Fire's operating budget for to continue to support property maintenance complaints.
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.			To make a property maintenance complaint you can contact the Safety and Property Maintenance Hotline at 306-975-2828 or visit the online "Report a Bylaw Infraction" tool at https://www.saskatoon.ca/webform/report-bylaw-infraction
Infrastructure & Municipal Services			Completed	100 %	The Good Neighbour Guide provides an overview of Saskatoon's bylaws, standards, and regulations to help everyone do their part to keep their neighbourhoods and the city safe, clean, and beautiful. Neighbourhood Planning created an insert with information from the "Good Neighbour Guide" for the 2021 Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association Spring Newsletter.
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.			

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Neighbourhood: Mayfair		Secondary Subject: LAP			Sub Neighbourhood:
Environment			TBD	%	
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.			
Special Projects			Started	25 %	The City of Saskatoon's "Growth Plan to Half a Million (Growth Plan)," approved in 2016, established Corridor Growth as a key initiative to help balance future outward growth of the City with infill development opportunities. Specifically, the Plan re-envisioned the future growth of Saskatoon with long-term targets of balancing 50% infill and 50% new area development, with 15% of the planned infill, or approximately 22,000 new residential units, targeted along the city's busy corridors. Idylwyld Drive between 33rd Street and 36th Street will be included as part of the Woodlawn Corridor. When that corridor is studied opportunities for additional density, improvements to the local pedestrian and cyclist connections, as well as streetscaping to make the area more attractive will be discussed and members of the community will be informed and engaged. The first corridor planning segments are the College Corridor and the Nutana Corridor; the Woodlawn Corridor and the other seven corridor segments will follow the completion of these projects.
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.			
District Identity and Branding			TBD	%	
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.			
Parks, Recreation & Open Space			Completed	100 %	Recycling bottle baskets were installed on existing garbage cans in A.H. Browne Park, Dr. J. Valens Park, and Industrial Park.
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.			
Parks, Recreation & Open Space			Completed	100 %	A sign was installed July 2016 at the corner of Warman Road and 33rd Street, at the site where the railroad tracks were removed. Additional landscaping was completed in 2017.
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.			
Parks, Recreation & Open Space			TBD	%	
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.			
Parks, Recreation & Open Space			TBD	%	
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.			

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Parks, Recreation & Open Space			Started	25 %	<p>The Recreation & Community Development Division is reviewing the Hudson Bay Area park system. The Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association has been identified as a stakeholder to be involved in the process.</p> <p>This project involves a program plan review, survey, and site analysis, design and construction for the Hudson Bay Area Parks (Pierre Radisson, Henry Kelsey North, and Scott).</p> <p>Currently the plans are to undertake construction of Pierre Radisson Park Phase 2 (Parking lot developments North and South, sidewalks and ramps, dog park reconfiguration) in 2024 and Phase 3 (Pathways, grading and educational node base) in 2026.</p> <p>Pierre Radisson park has seen recent improvements including the development of a 2.99 acre off-leash dog park and construction of a regulation adult cricket field.</p>
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.			
Parks, Recreation & Open Space			TBD	%	
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.			
Parks, Recreation & Open Space			Completed	100 %	<p>The following upgrades were completed in A.H. Browne Park in 2019: All asphalt pathways inside the park were widened, perimeter pathways all around the park were overlain with new asphalt, the basketball court was patched and sealed, irrigation was replaced, and sod was installed by the playground and along pathways.</p> <p>A new pathway on the northwestern edge of the park cannot be constructed due to tree roots and the proximity to the sports field. As well, the pathway along Avenue F North has been overlain with asphalt and improved, however, it cannot be widened as tree and slope concerns make construction not possible.</p> <p>This information was sent to the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association November 1, 2019.</p>
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.			
Parks, Recreation & Open Space			Completed	100 %	<p>The renaming of Industrial Park to 'Szumigalski Park' in recognition of Anne Szumigalski was approved by the Naming Advisory Committee on December 17, 2015. It was subsequently approved by City Council on February 29, 2016. New signage identifying Szumigalski Park was installed in October 2016.</p>
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.			
Parks, Recreation & Open Space			Started	10 %	<p>Discussions with administration are ongoing regarding additional seating by the softball diamonds, requiring user groups to provide temporary washrooms, and the replacement of the wooden play structure in Szumigalski Park; formerly known as "Industrial Park." Currently user groups do have the option to provide portable temporary bathroom facilities on site for events in the park.</p>
5.7	Improvement 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.			
Parks, Recreation & Open Space			TBD	%	
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.			

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Parks, Recreation & Open Space			TBD	%	
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.			
Heritage			TBD	%	
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.			
Heritage			Completed	100 %	In Summer 2015 the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association put the document, named "A Brief History of Mayfair" on their website, and the 33rd Street Business Improvement District (BID) added the document to their webpage. Neighbourhood Planning printed copies of the document and provided them to the 33rd Street BID Director to drop off at businesses within the BID.
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.			
Heritage			TBD	%	
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.			
Transportation, Circulation & Parking			Completed	100 %	To help prioritize where sidewalks should be installed, a comprehensive prioritization criteria was developed and endorsed by Council in January of 2020 to address the estimated 370+ kilometres of missing sidewalk in the City. Locations with missing sidewalks were analyzed using the prioritization criteria and included on a prioritization list. Neighbourhood Planning worked with the Transportation Department in March 2021 to ensure that the remaining two sidewalk installation locations from the LAP (Avenue D & 38th Street, and the Ontario Ave/Saskatchewan Polytechnic Parking Lot) were included on the prioritized list of missing sidewalks. Neighbourhood Planning will work with Transportation staff to ensure these missing sidewalks are addressed when funding becomes available and to ensure the community is notified when there is a schedule for their completion.
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.			
Transportation, Circulation & Parking			Started	95 %	At the September 27, 2021 meeting of the City of Saskatoon City Council a report titled "Residential Speed Limit Review - Speed Limit and Eligible Streets" was discussed and Council moved that administration report back on options for a "speed watch program" and options to fund and implement a number of other traffic calming measures. Neighbourhood Planning will work with Transportation on this file and update the community as it progresses.
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.			
Transportation, Circulation & Parking			Started	10 %	Neighbourhood Planning discussed the installation of "Traffic Calmed Neighbourhood" signage within the LAP area with Transportation in March 2021. Transportation did not recommend the installation of such signs; however, the outcome of the Traffic Speed Review could result in new signage being installed if speed limits in residential areas were changed. Neighbourhood Planning will work with Transportation when the potential impacts of the Traffic Speed Review are determined.
7.3	Traffic-Calmed Neighbourhood Signage	That the Transportation Division considers the placement of "Traffic Calmed Neighbourhood" signs in Mayfair & Kelsey-Woodlawn.			
Transportation, Circulation & Parking			TBD	%	
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.			

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Transportation, Circulation & Parking			TBD	%	
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: <ul style="list-style-type: none">• 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.			
Transportation, Circulation & Parking			TBD	%	
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.			
Transportation, Circulation & Parking			TBD	%	
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.			
Transportation, Circulation & Parking			Started	25 %	In September 2021, the City released a Request for Proposals (RFP) for engineering services to access and design pedestrian improvements and an All Ages and Abilities cycling facility for Avenue C, from Spadina Crescent to 45th Street West, a distance of approximately 4.6km. This project is in accordance with Saskatoon's Active Transportation Plan action item 'to develop a complete and connected bicycle network for all ages and abilities.' The cycling route was identified in the Active Transportation Plan as a high priority for the cycling network.
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 <ul style="list-style-type: none">• That 36th Street be connected between 1st Avenue and Quebec Avenue as a pedestrian and cyclist connection.			Neighbourhood Planning will work with Transportation to ensure the Community Association is identified as a stakeholder when engagement occurs on the design work for an All Ages and Abilities cycling facility for Avenue C, from Spadina Cres to 45th Street West.
Transportation, Circulation & Parking			TBD	%	
8.2	39th Street Active Transportation Corridor	With regards to active transportation, that Transportation: <ul style="list-style-type: none">• 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.			

Primary Subject /			Status	% Complete	Summary Notes
#	Name	Recommendation			
Neighbourhood: Mayfair			Secondary Subject: LAP		
			Sub Neighbourhood:		
Transportation, Circulation & Parking			Started	10 %	Neighbourhood Planning will continue to work with Saskatoon Transit to identify ways to meet the intent of this recommendation. As planned improvements to bus shelters and bus service in this area may be included in the development of the Bus Rapid Transit system; Neighbourhood Planning will continue to work with administration and share information on the needs of the community as that project progresses.
8.3	Transit Service Improvements	With regards to transit, the following service and amenity improvements should be considered: <ul style="list-style-type: none">• That Saskatoon Transit considers 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:<ul style="list-style-type: none">o 38th Street at Avenue C* and Avenue G* (Stops 4394 and 3268);o Quebec Avenue north of 36th Street* (Stop # 5381);o 36th Street west of Idylwyld Drive* (Stop 5700);o 39th Street and Avenue B (Stop # 5651); ando 36th Street and Avenue C (Stop 5750).			
Special Projects			TBD	%	
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.			
Special Projects			TBD	%	
9.2	North Downtown Master Plan	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.			
Sustainability and Community Institutions			TBD	%	
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.			