



Mayfair & Kelsey-Woodlawn Local Area Plan Final Report

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

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**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.

The goals and outcomes of the Mayfair & Kelsey-Woodlawn LAP also align with the City of Saskatoon Strategic Plan – specifically the Goals of Quality of Life, Moving Around, Sustainable Growth, and Environmental Leadership.

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 – IDYLVYLD 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 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 – 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 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



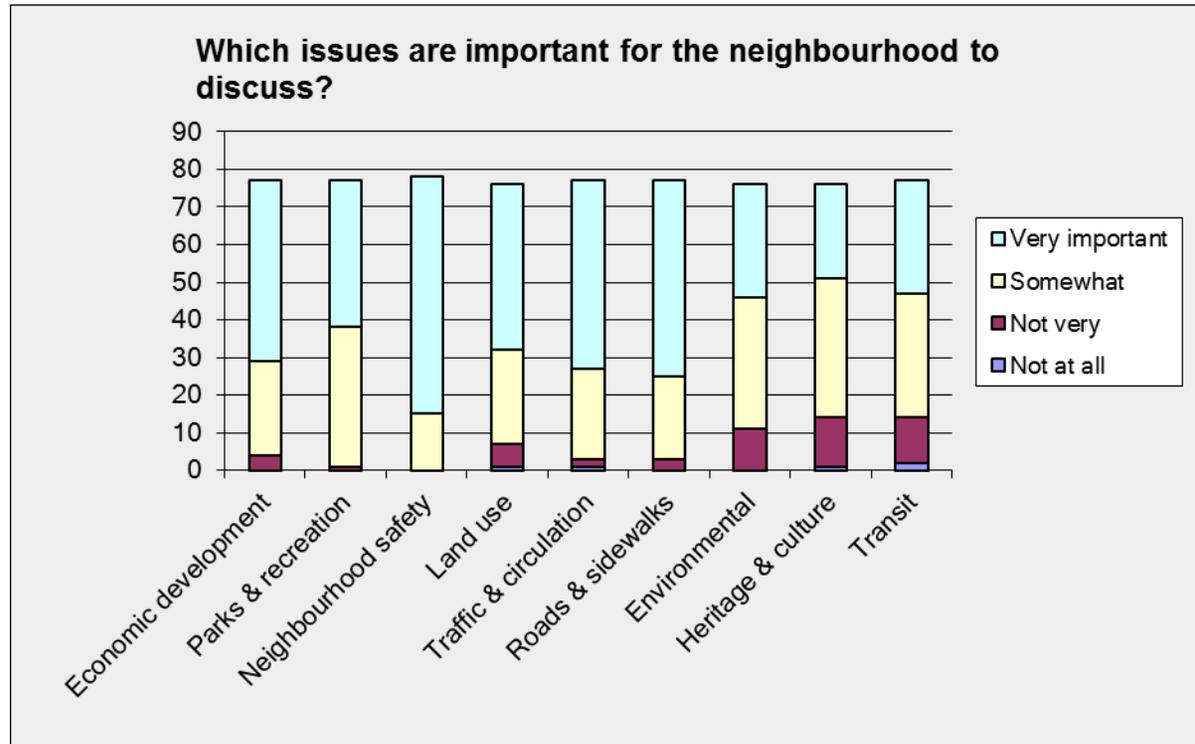
Mayfair and Kelsey-Woodlawn are separate neighbourhoods. However, due to their size, common interests in the commercial and industrial area, along with the shared Community Association, it was beneficial for both communities to work through the Local Area Plan (LAP) process together. The Mayfair & Kelsey-Woodlawn 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

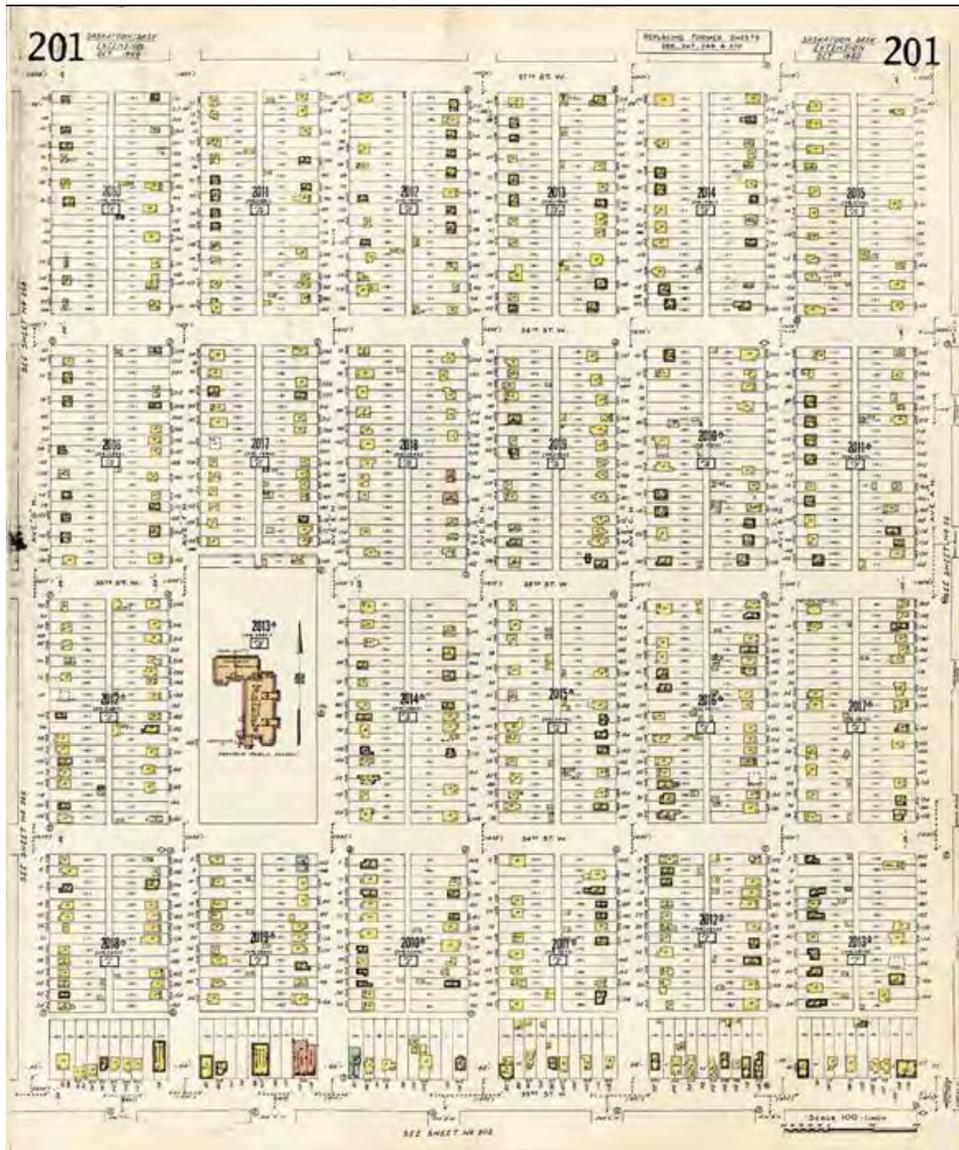
Kelsey-Woodlawn is part of the North West Industrial Area which is in close proximity to the Central Industrial area of Saskatoon. The Kelsey neighbourhood also includes what was known as the McVicar Addition along Idylwyld Drive.⁴ The Kelsey-Woodlawn community has one of the smallest populations in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

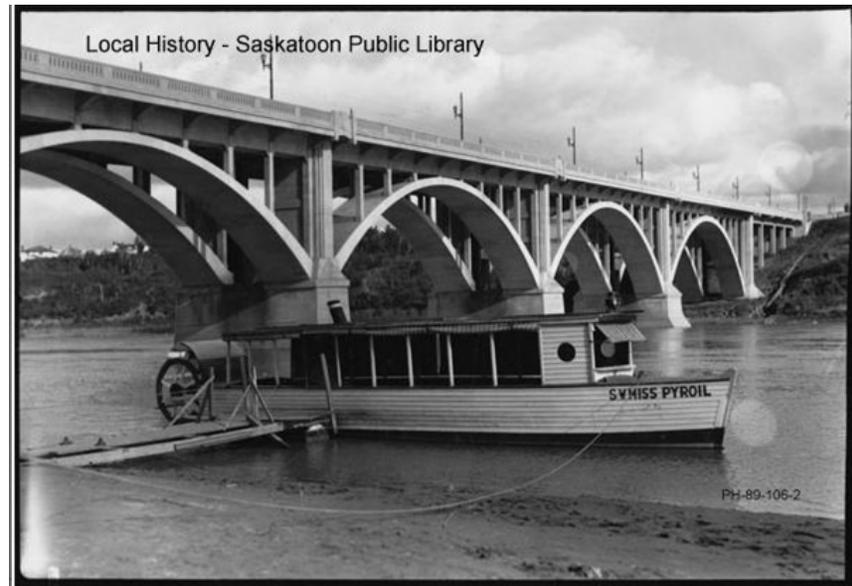
²¹ Local History Room, Saskatoon Public Library

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

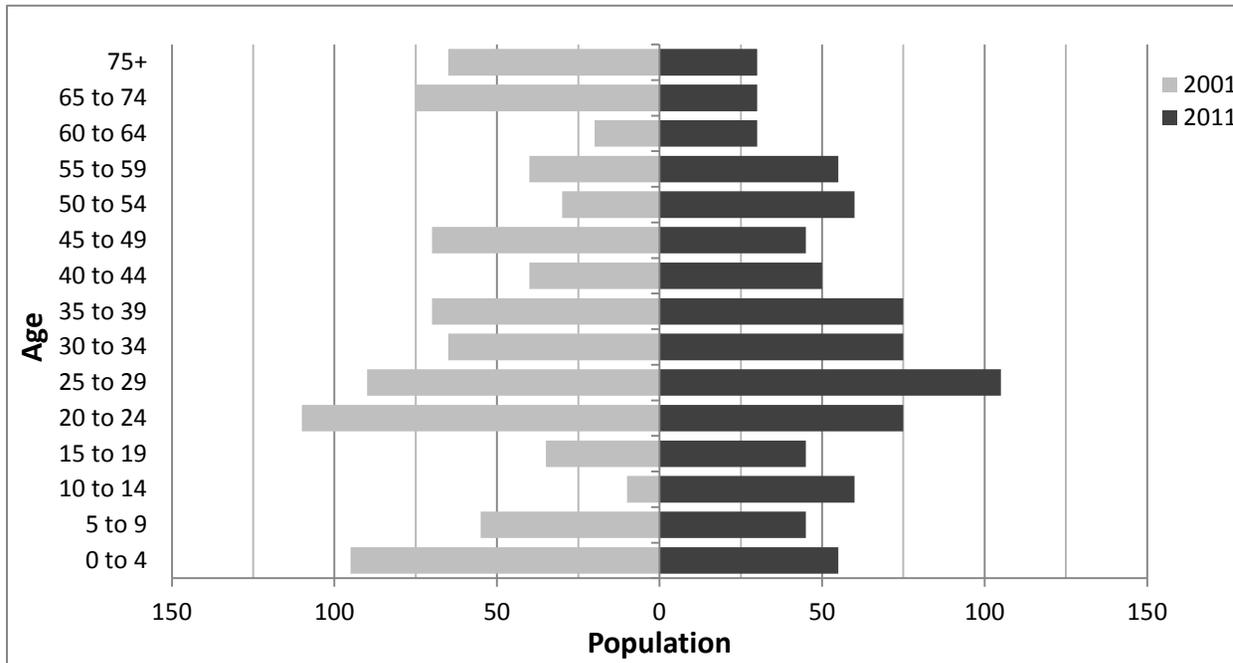
Source: City of Saskatoon (2003 and 2013). *Neighbourhood Profiles 7th and 12th Ed.*

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

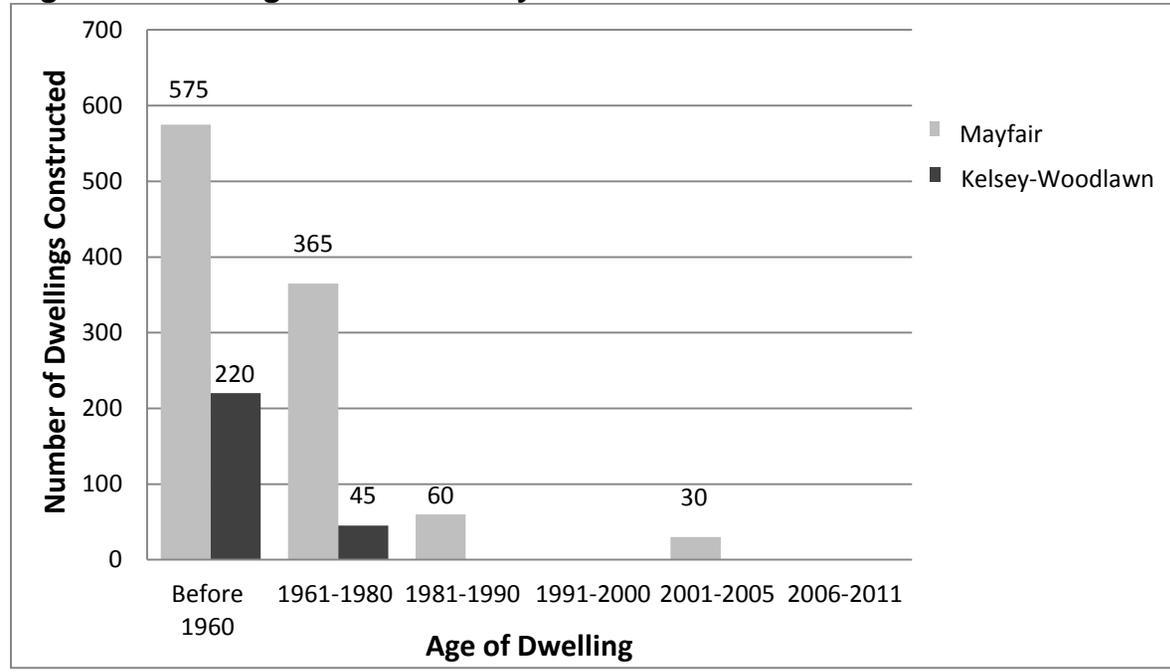
Age of Housing Stock

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

Map 1.1 on page 70 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 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.

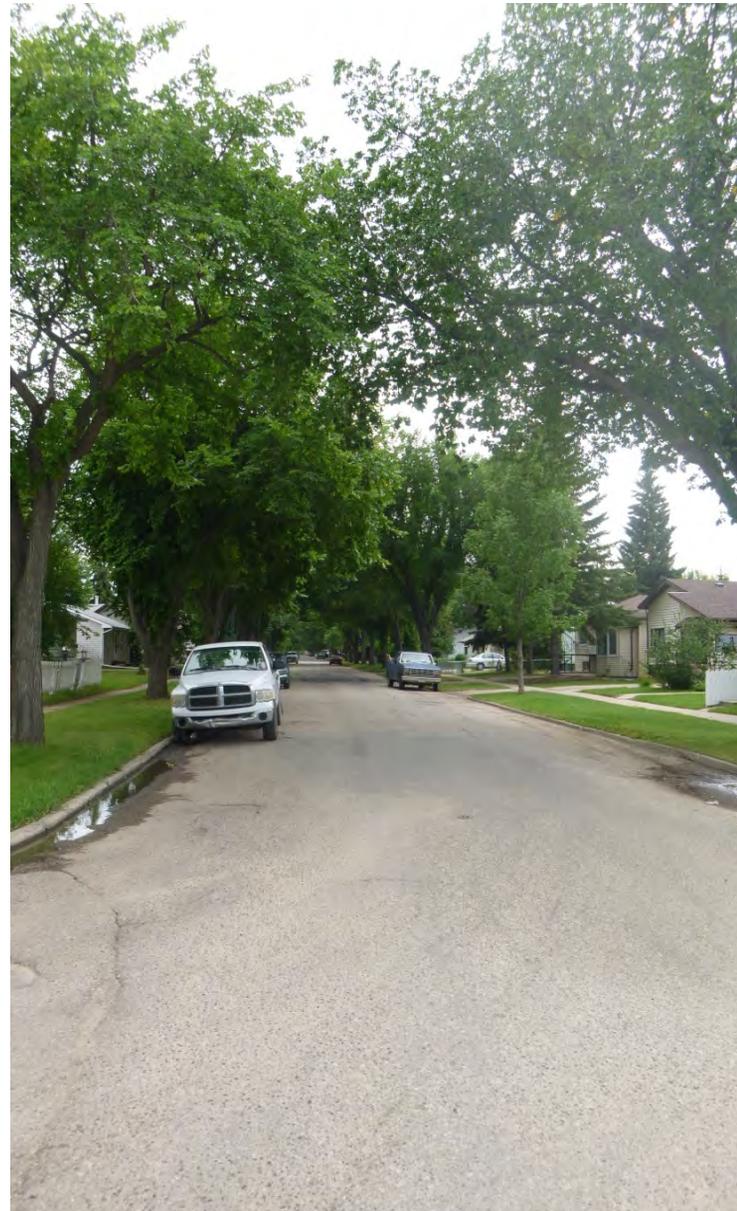
In Mayfair & Kelsey-Woodlawn, the LAPC and community stakeholders would like to see the existing low-density character of the residential areas preserved. The LAPC feels that increased residential density in Mayfair could be

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 re-zoned 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.



Idylwyld Drive, between 33rd and 36th Streets, should be transitioned into a mixed-use, medium density area with a variety of residential and commercial uses that are compatible with the high volume traffic on the street.

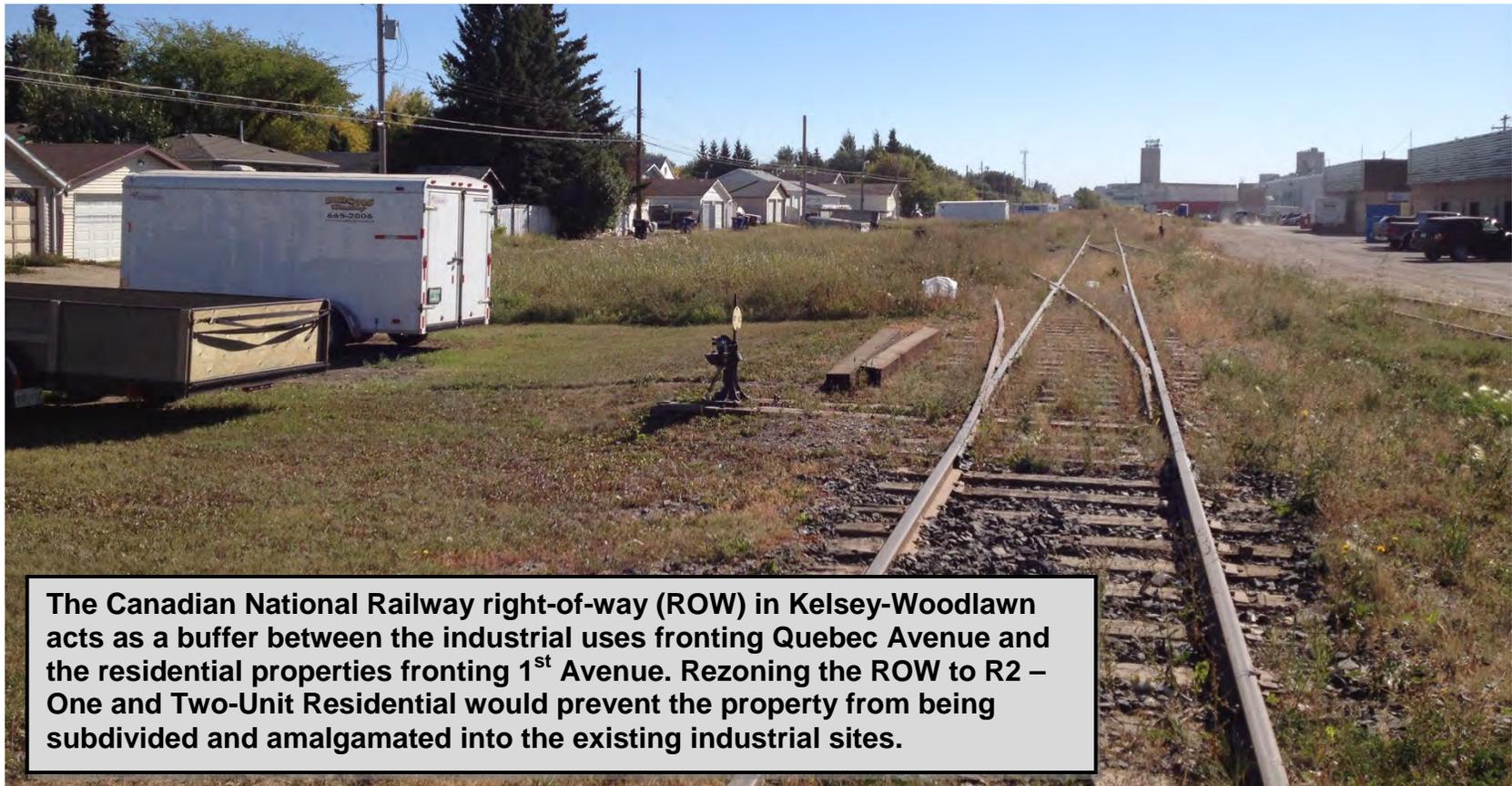
Idylwyld Drive

36th Street

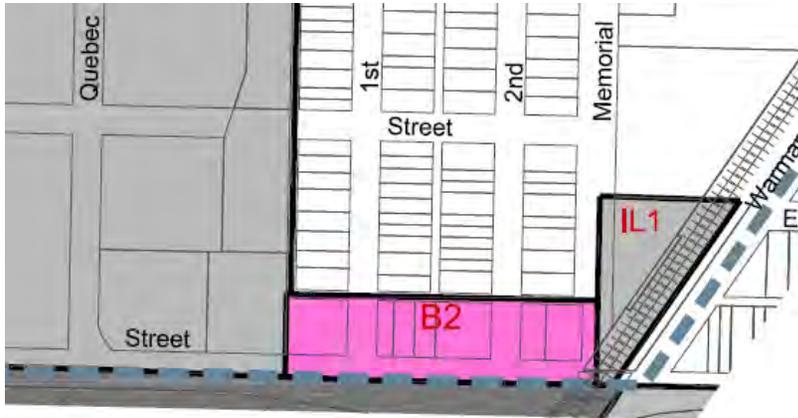
33rd Street

- 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

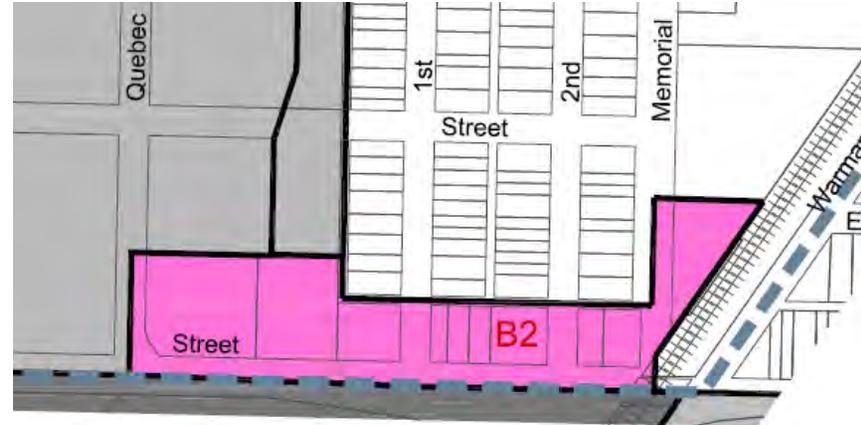
the City has the right of first refusal upon sale. Due to the 100 foot (30 metre) width of the right-of-way, frontage onto a back alley, and potential contamination, there are limited re-development or re-use options for this piece of land. As such, the LAPC is concerned that this land will be sold off 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.”*

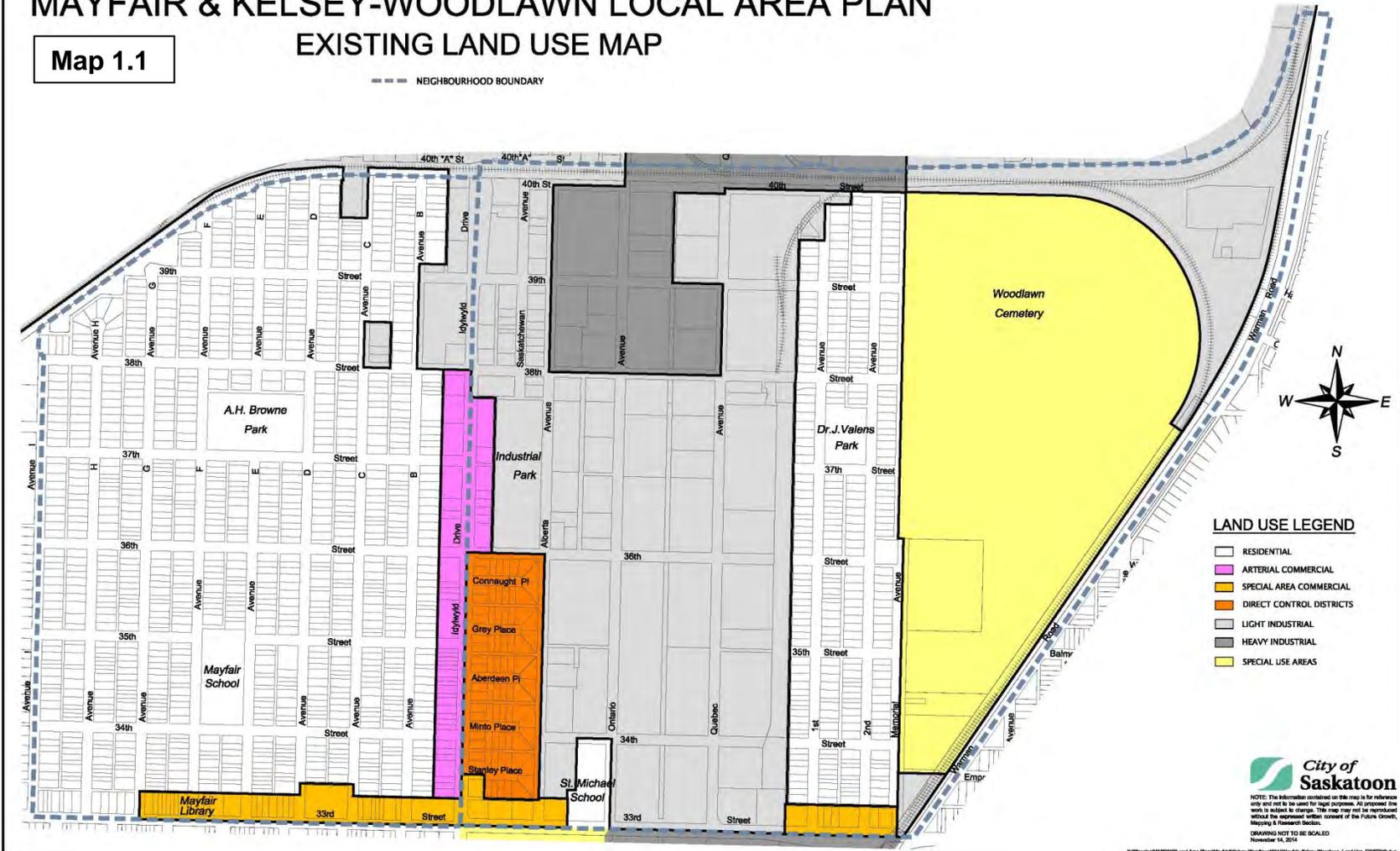
1.2 – PROPOSED MAYFAIR & KELSEY-WOODLAWN ZONING MAP: *That the Community Services Department, Planning & Development, amend the Zoning Bylaw No. 8770 with the proposed Zoning Districts identified in the map titled “Mayfair & Kelsey-Woodlawn Local Area Plan Proposed Zoning Map.”*

MAYFAIR & KELSEY-WOODLAWN LOCAL AREA PLAN

EXISTING LAND USE MAP

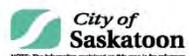
Map 1.1

--- NEIGHBOURHOOD BOUNDARY



LAND USE LEGEND

- RESIDENTIAL
- ARTERIAL COMMERCIAL
- SPECIAL AREA COMMERCIAL
- DIRECT CONTROL DISTRICTS
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- SPECIAL USE AREAS



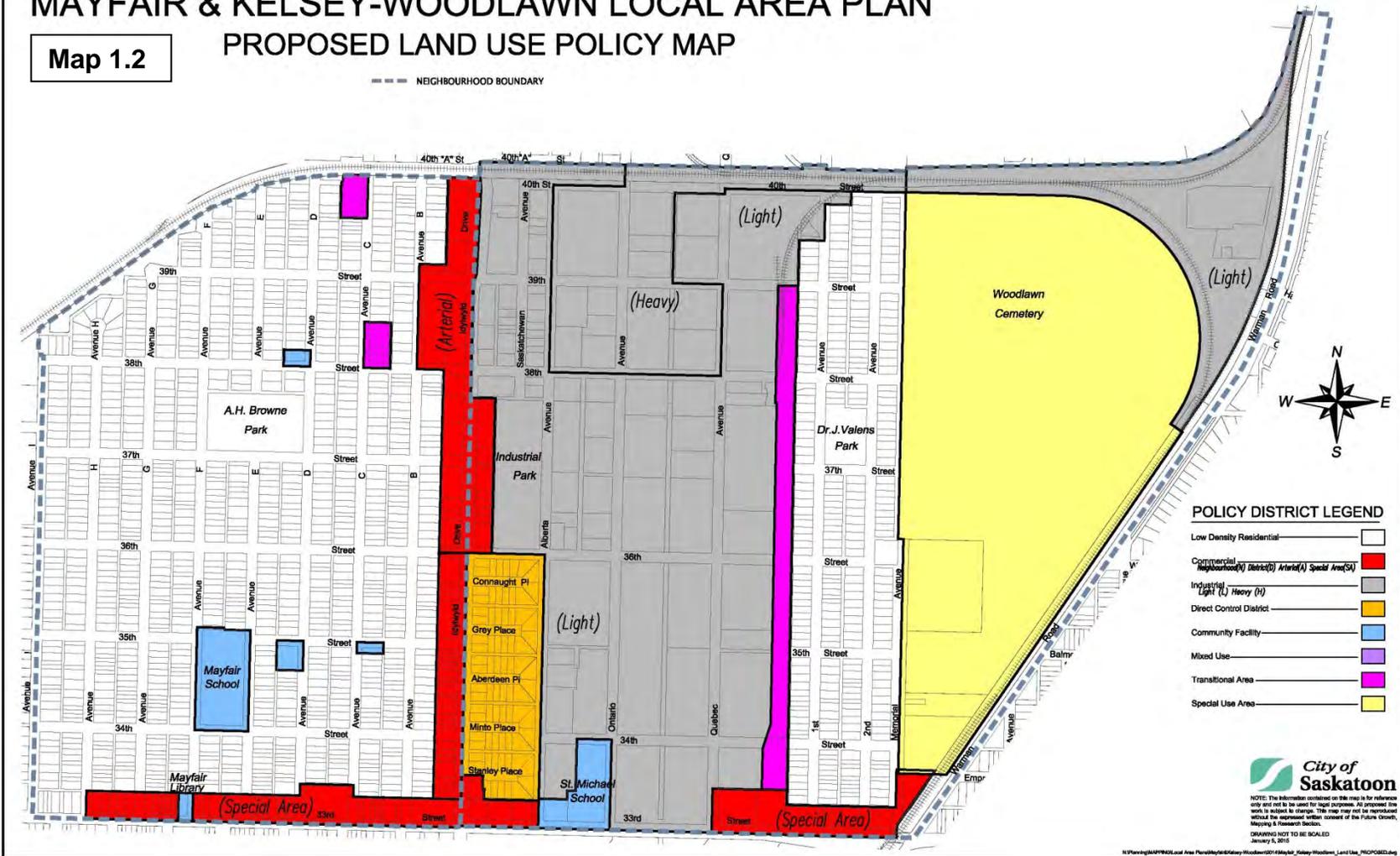
NOTE: The information contained on this map is for reference only and not to be used for legal purposes. All proposed land use is subject to change. This map may not be reproduced without the expressed written consent of the Future Growth, Mapping & Research Services.
DRAWING NOT TO BE SCALED
November 14, 2014

MAYFAIR & KELSEY-WOODLAWN LOCAL AREA PLAN

PROPOSED LAND USE POLICY MAP

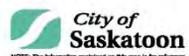
Map 1.2

--- NEIGHBOURHOOD BOUNDARY



POLICY DISTRICT LEGEND

- Low Density Residential
- Commercial (Neighbourhood(C), District(D), Arterial(A) Special Area(SA))
- Industrial (Light (L), Heavy (H))
- Direct Control District
- Community Facility
- Mixed Use
- Transitional Area
- Special Use Area



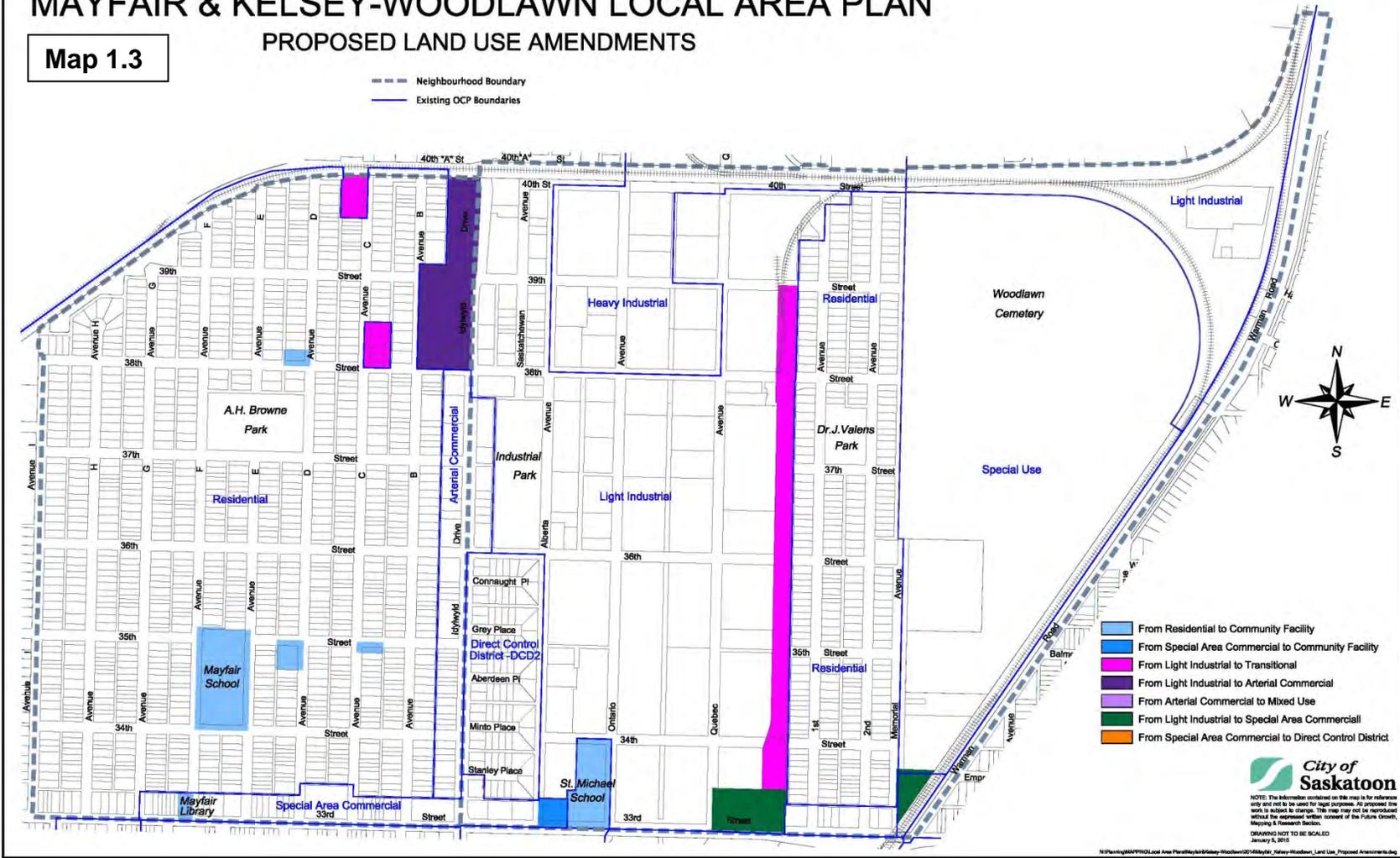
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January 5, 2015

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



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 DRAWING NOT TO BE SCALED
 January 5, 2015

MAYFAIR & KELSEY-WOODLAWN LOCAL AREA PLAN PROPOSED ZONING MAP

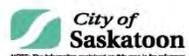
Map 1.5

--- 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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November 7, 2014

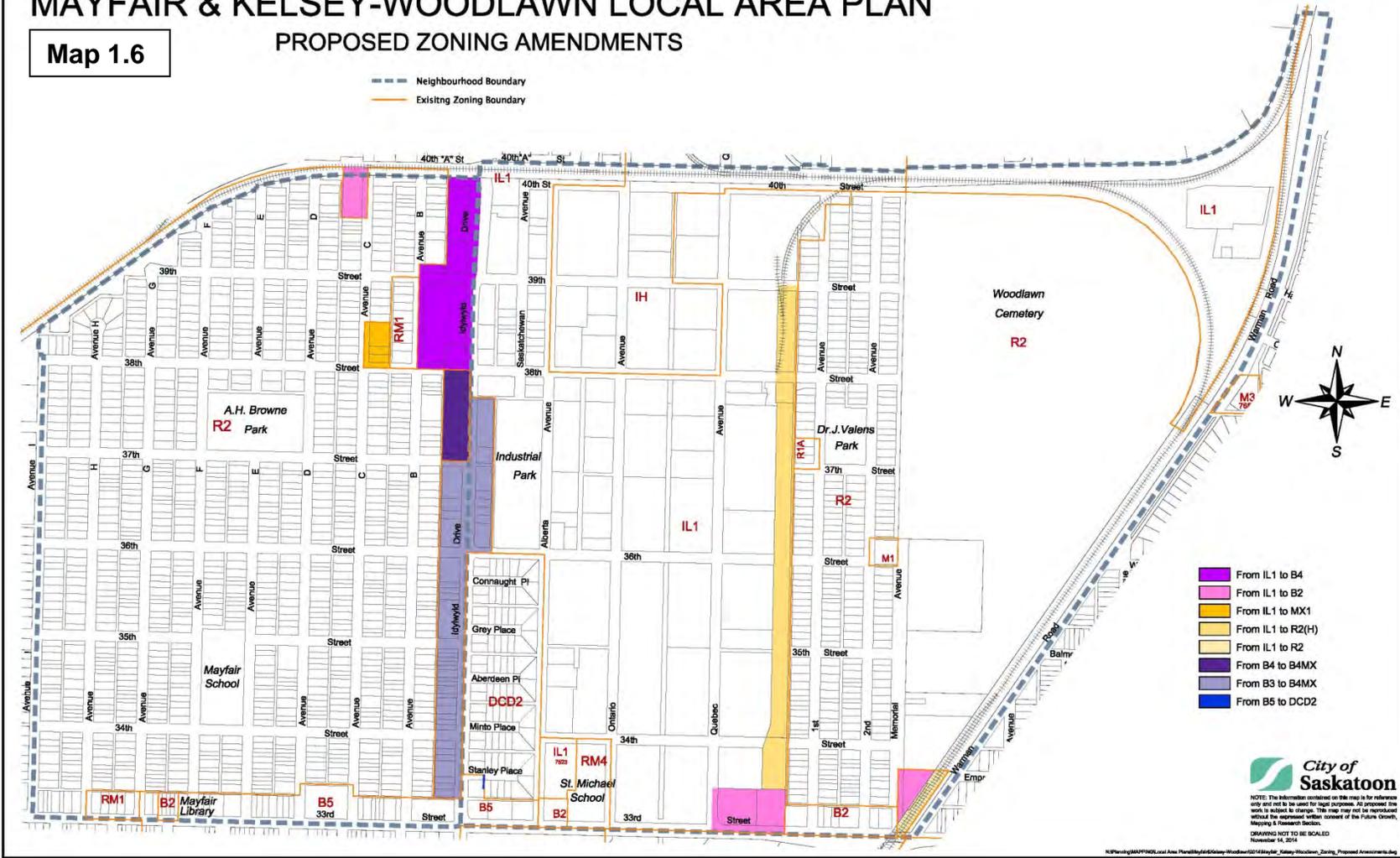
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MAYFAIR & KELSEY-WOODLAWN LOCAL AREA PLAN

PROPOSED ZONING AMENDMENTS

Map 1.6

--- Neighbourhood Boundary
 --- Existing Zoning Boundary

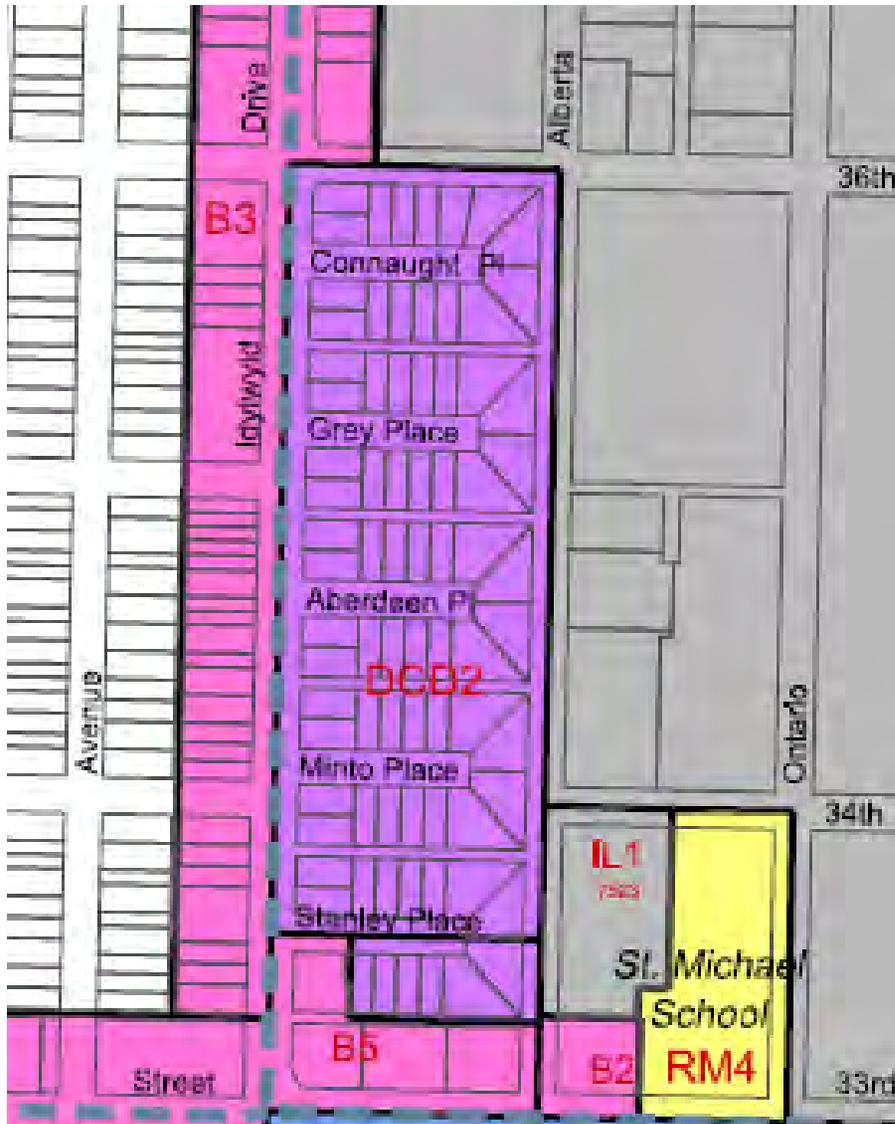


1.7 Direct Control District 2

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

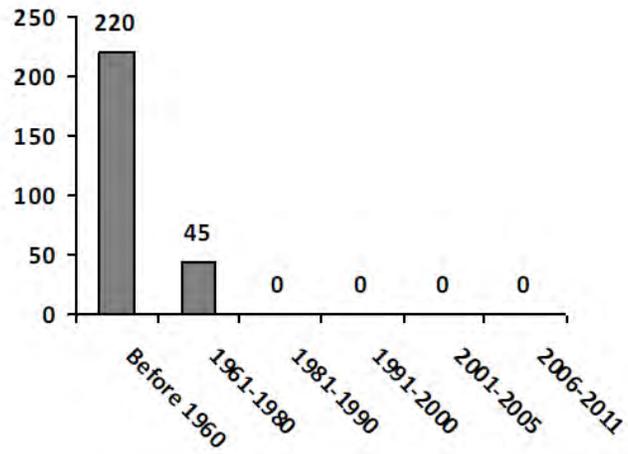
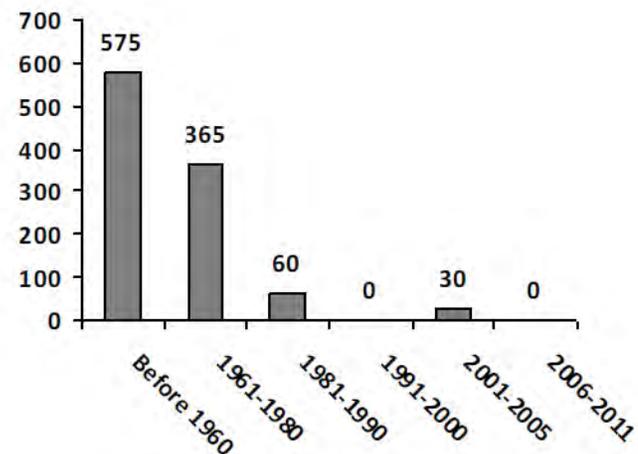


Table 1.3: Mayfair Age of Dwelling

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.**

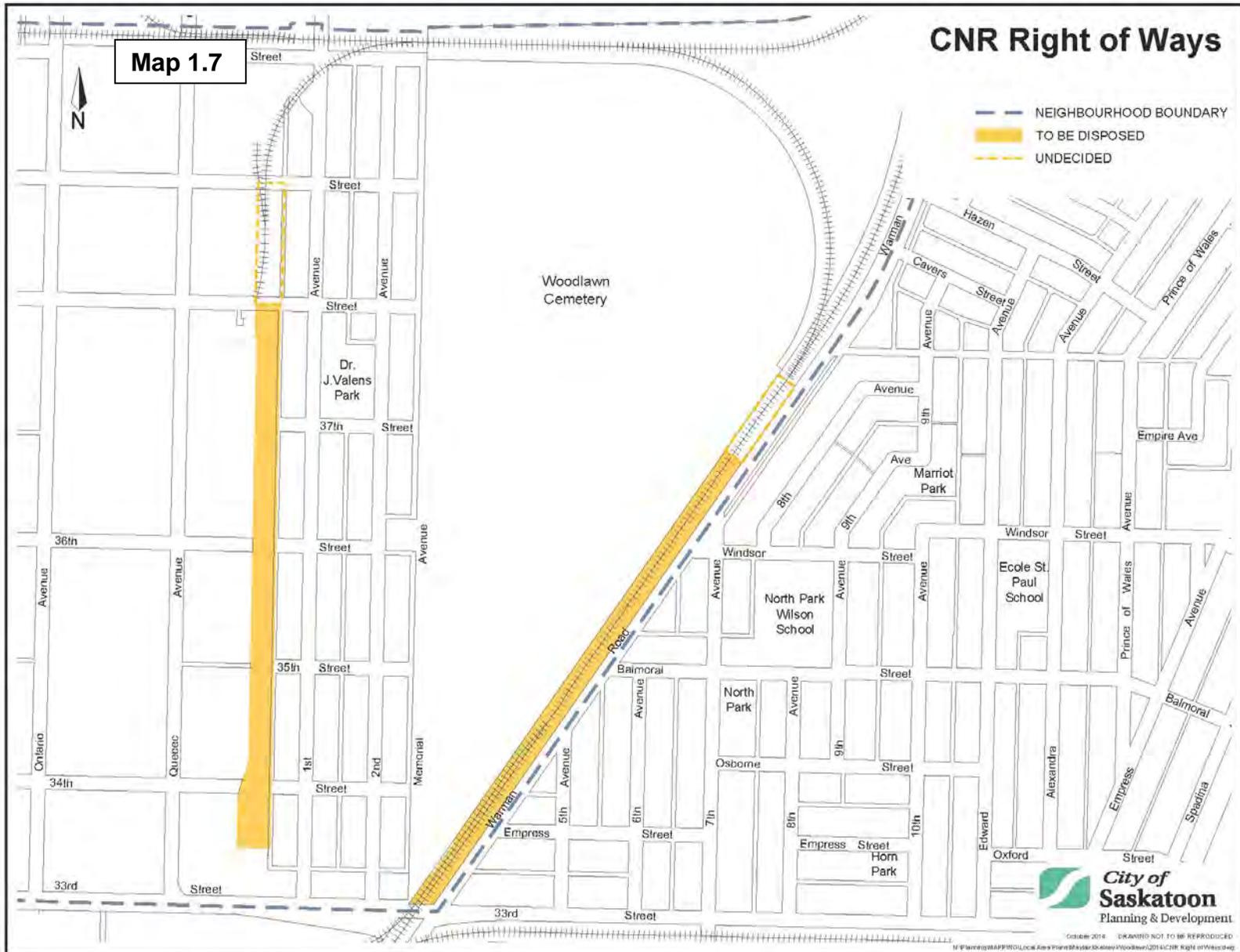
RECOMMENDATION:

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.

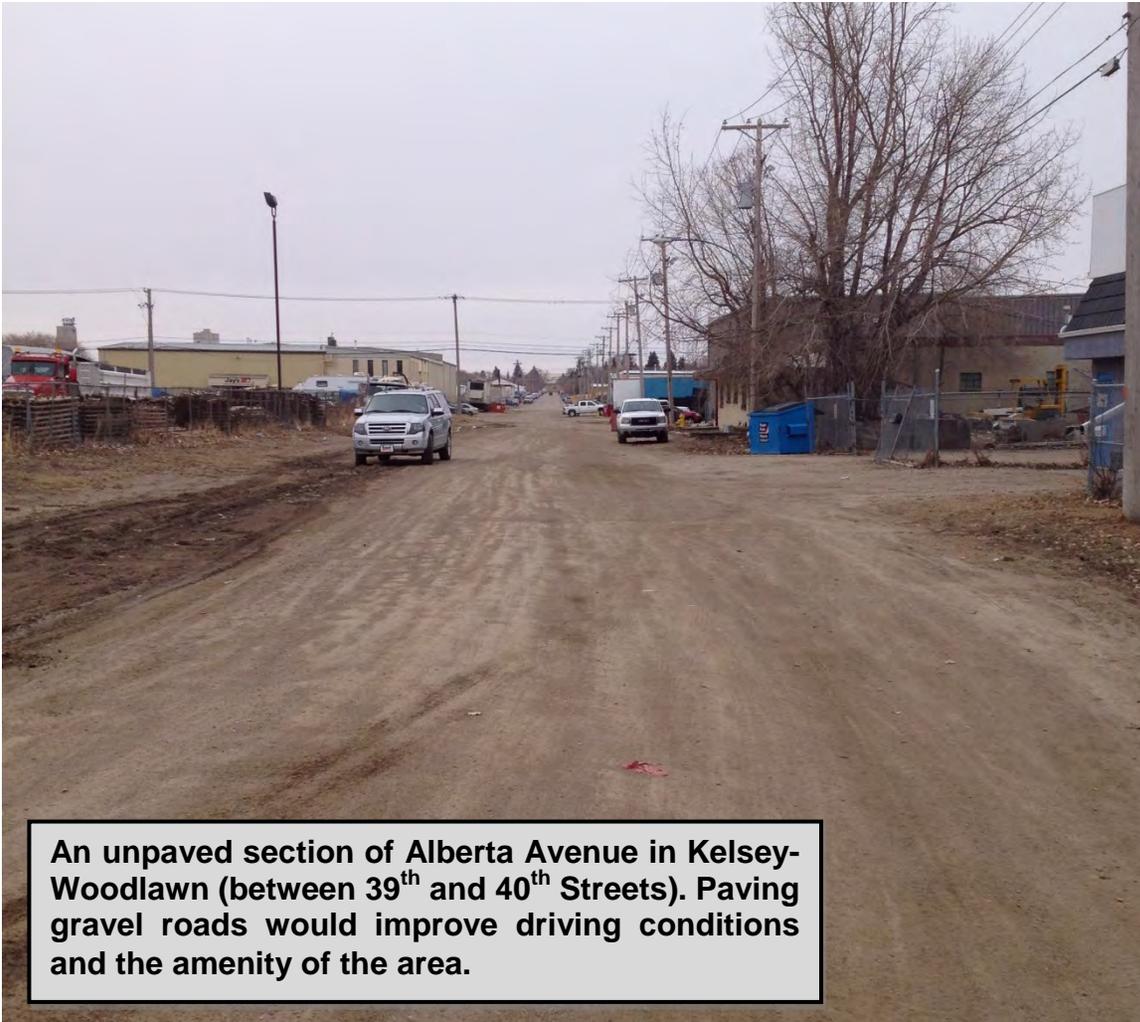
RECOMMENDATION:

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.

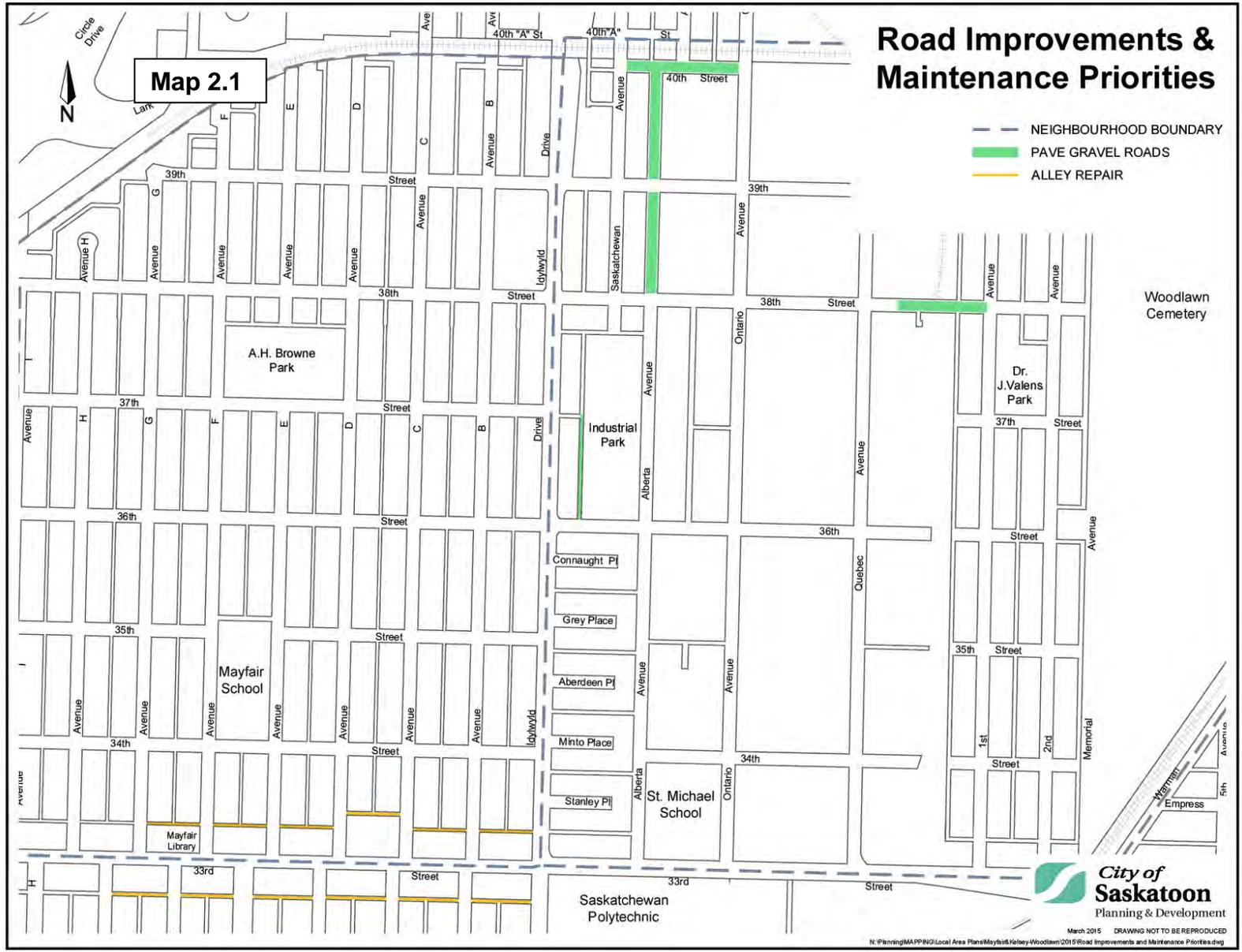
Currently, the main vehicular access to the residential area of Kelsey-Woodlawn is via 1st/2nd Avenues from 33rd Street; and 38th/39th Streets from Quebec Avenue. 38th Street, which connects the residential area of Kelsey-Woodlawn to the industrial area, is currently gravel and in poor condition. Even 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>

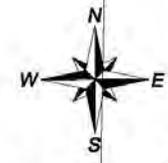
- acquire land and/or buildings to improve or beautify those buildings; and
- improve and maintain parking lots with the purpose of eventual public or private redevelopment.

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

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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.

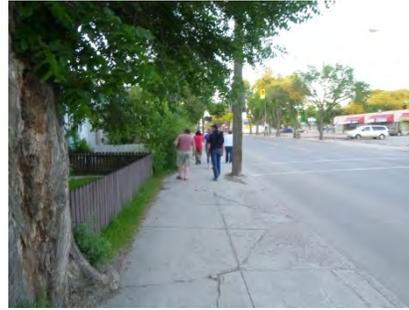


The Safety Section of the LAP provides insight into the perception of safety of residents and businesses through a review and analysis of safety mapping and surveys; current crime data and historical trends through the crime activity profile; and an action plan developed by the community to identify 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:

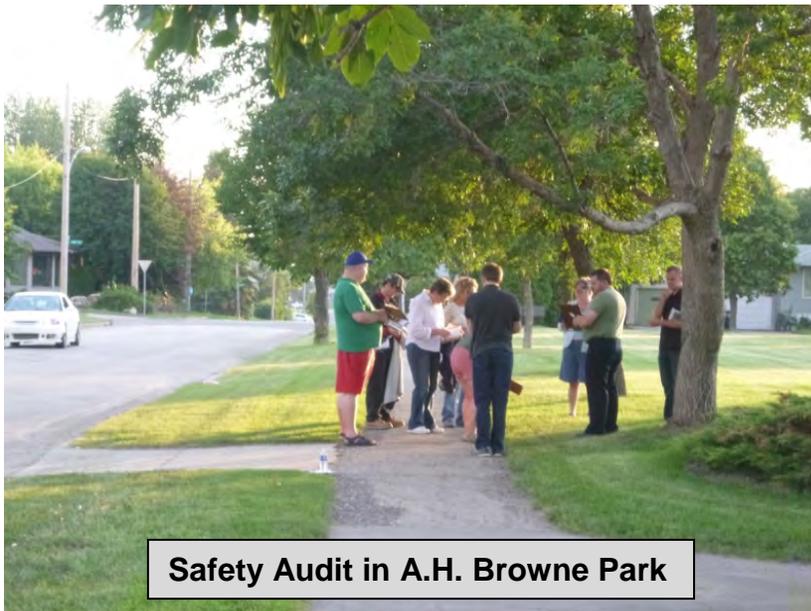
Elisabeth Miller (306) 975 – 7666 elisabeth.miller@saskatoon.ca	Ian Williamson (306) 975-7672 ian.williamson@saskatoon.ca
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4.4 Perceptions of Safety

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.



St. Michael Community School Grounds



Community Garden

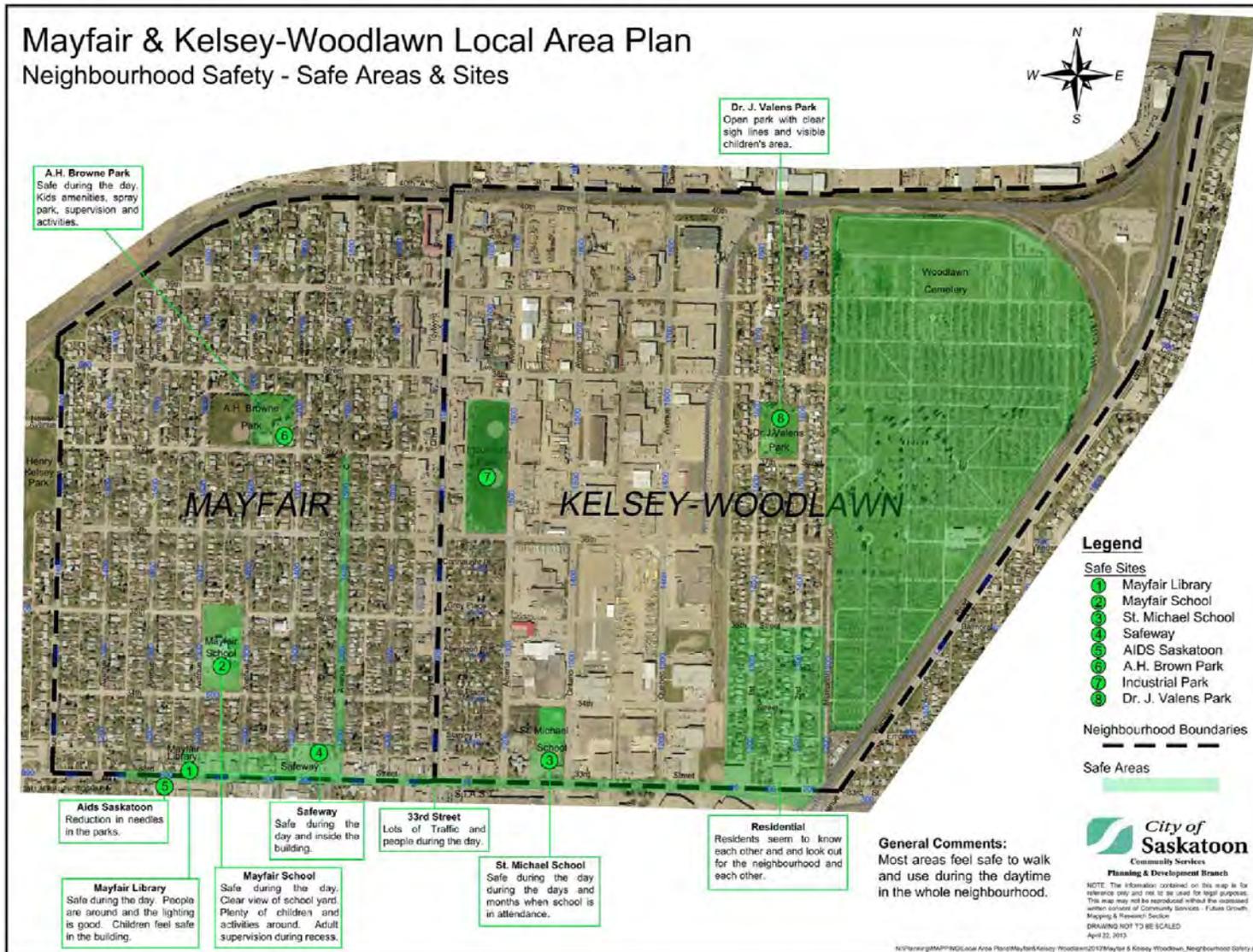


A.H. Browne Park Pathway

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:

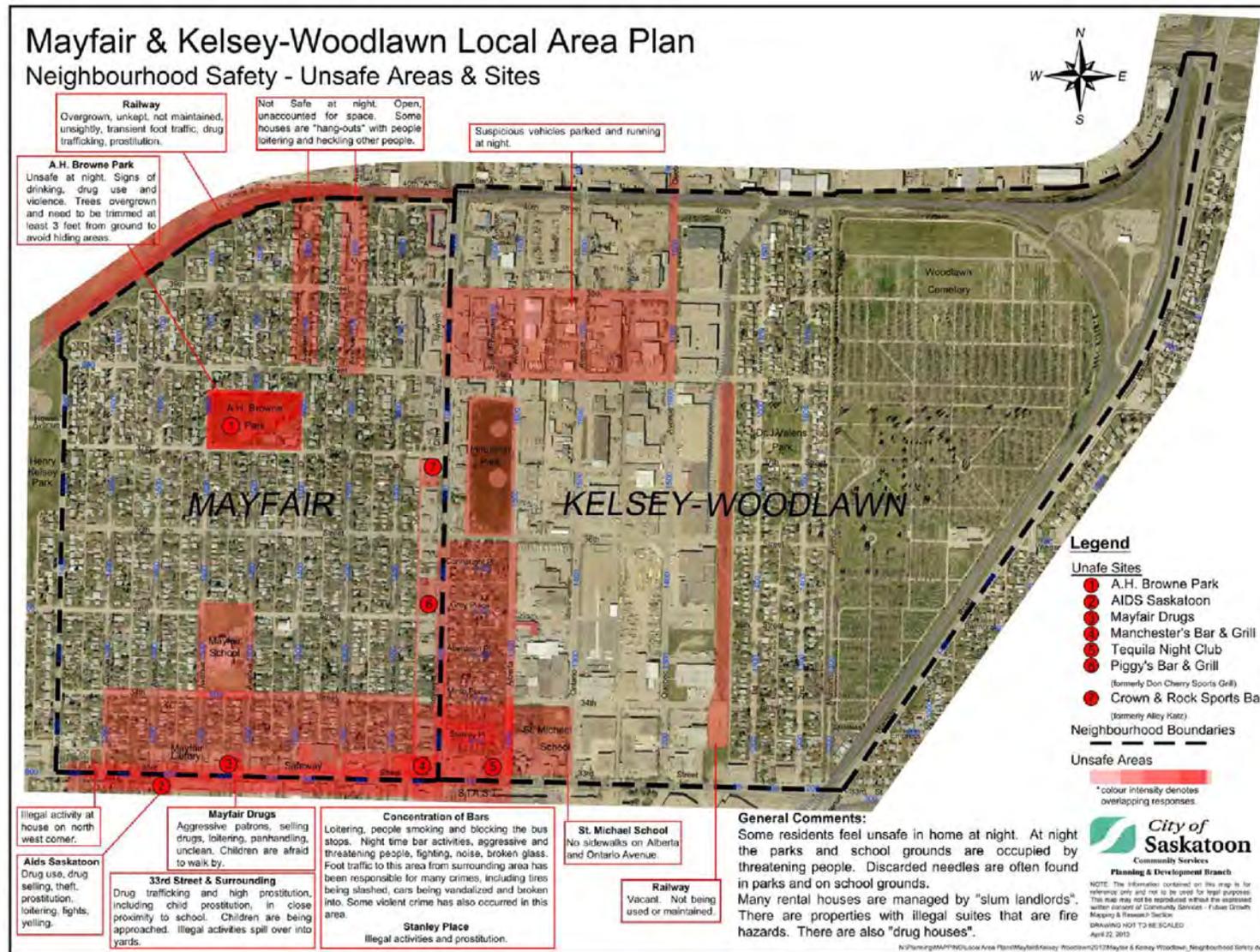
- A.H. Browne Park
- Several social service agencies and businesses on 33rd Street
- Several liquor licensed establishments on 33rd Street and on Idylwyld Drive



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

1	(Thinnest orange line)
2	(Thin orange line)
3	(Medium orange line)
4	(Thickest orange line)

Nodes

1	Mayfair School	6	Industrial Park
2	St. Michael School	7	A.H. Brown Park
3	Mayfair Library	8	Dr. J. Valens Park
4	S.I.A.S.T.		Henry Kelsey Park
5	Safeway		

Neighbourhood Boundaries
(Dashed blue line)



Planning & Development Services

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April 10, 2013

N:\Planning\MAPPING\GIS\Area Plans\Mayfair&Kelsey-Woodlawn\01 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.



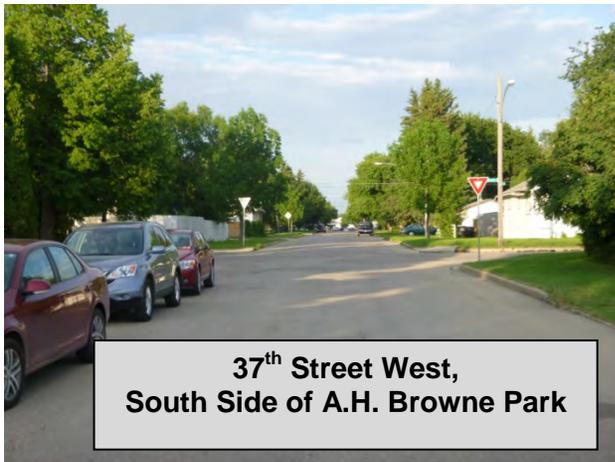
The survey asked business owners and employees to describe their perception of safety in different locations in the commercial area, and during different times of the day. As with the survey for residents, perceptions of safety decreased at night for those in the commercial area. 86% of respondents said 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

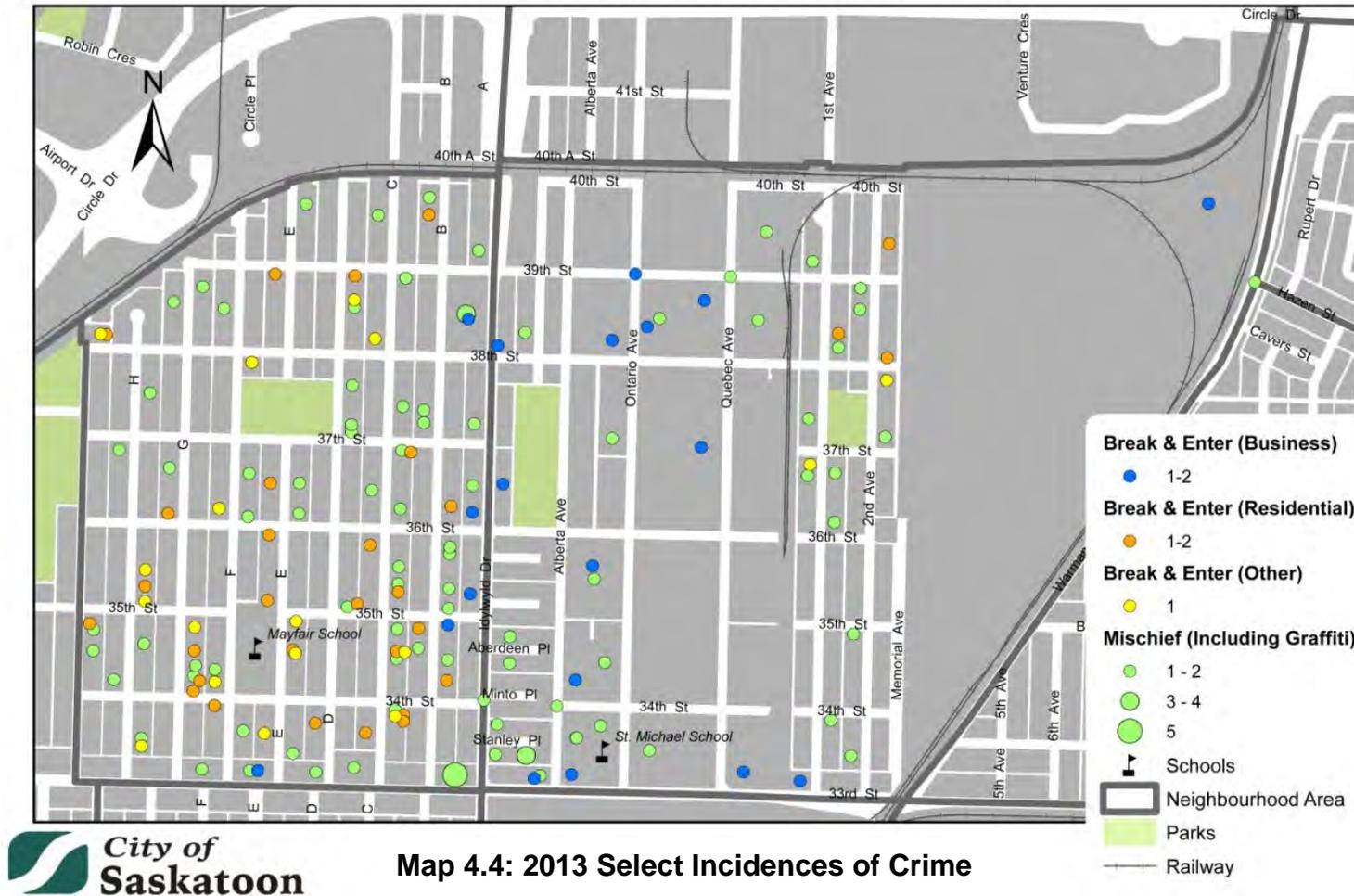
Crime statistics are an important tool in assessing neighbourhood safety. The statistics allow for trends in both the location and types of crimes to be observed and considered. In reviewing the statistics for reported crime in a neighbourhood, it's important to note that not all crimes are reported. 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)

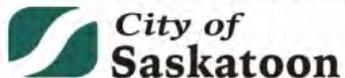
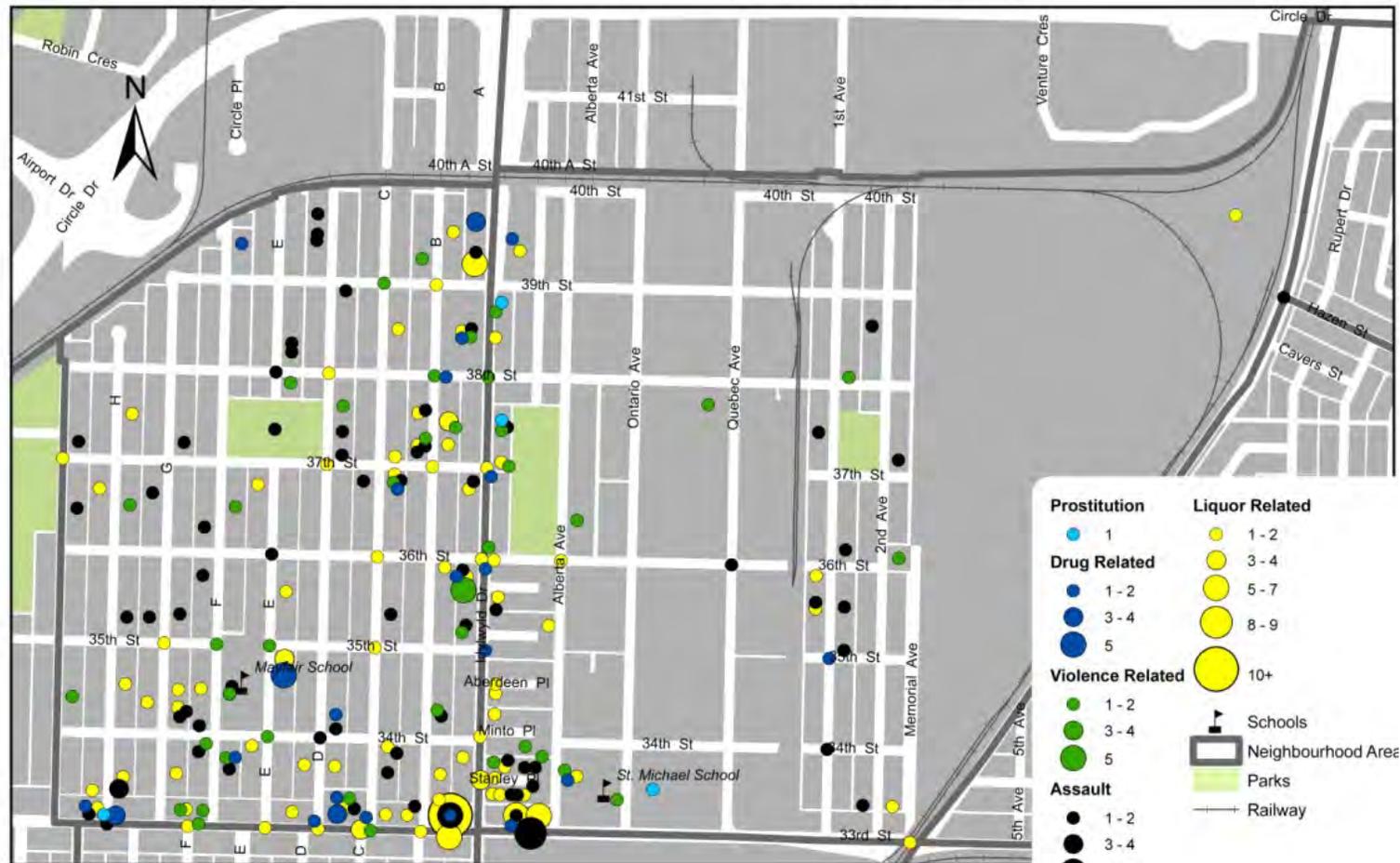


Map 4.4: 2013 Select Incidences of Crime

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.

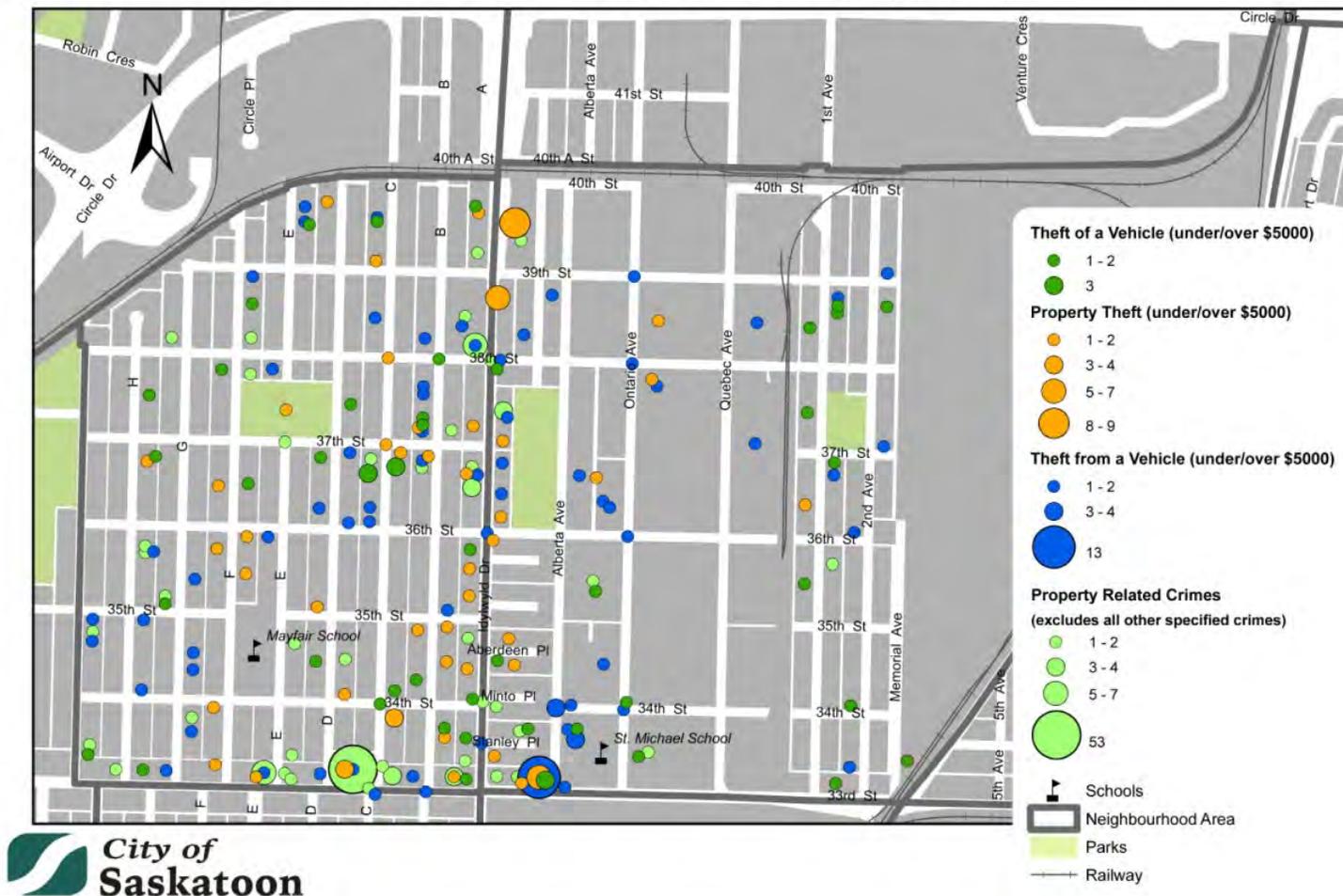
Another concern of the community was drug trafficking and illegal drug use. The crime statistics for 2013 show that while drug related crimes have been reported in the neighbourhoods, they are not taking place throughout the neighbourhoods. In most cases, drug related crime occurred in several concentrated 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 Incidents of Crime (Map 3 of 3)



Map 4.6: 2013 Select Incidences of Crime

Figure 4.1: Select Neighbourhoods Rate of Crime Incidences

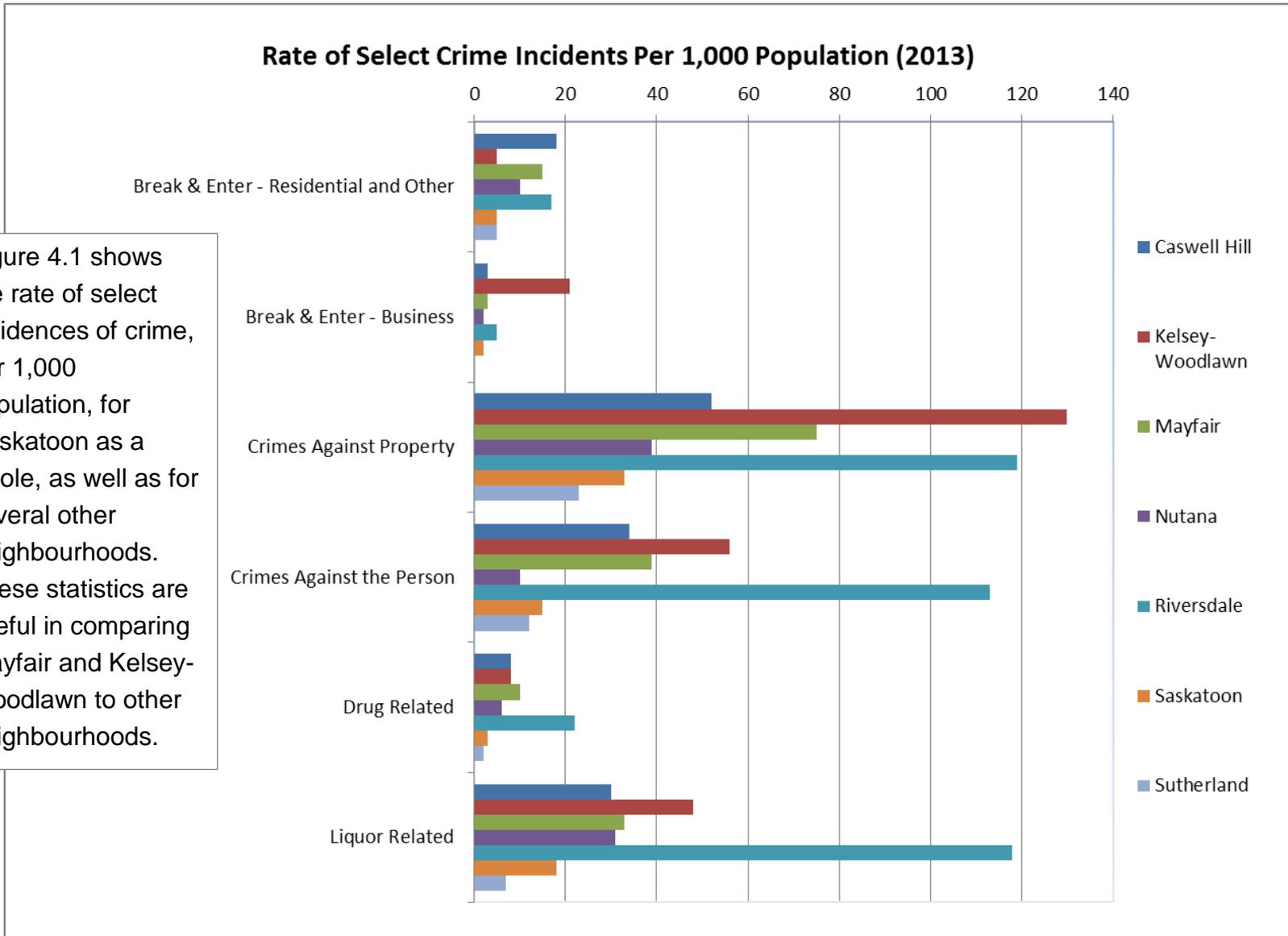
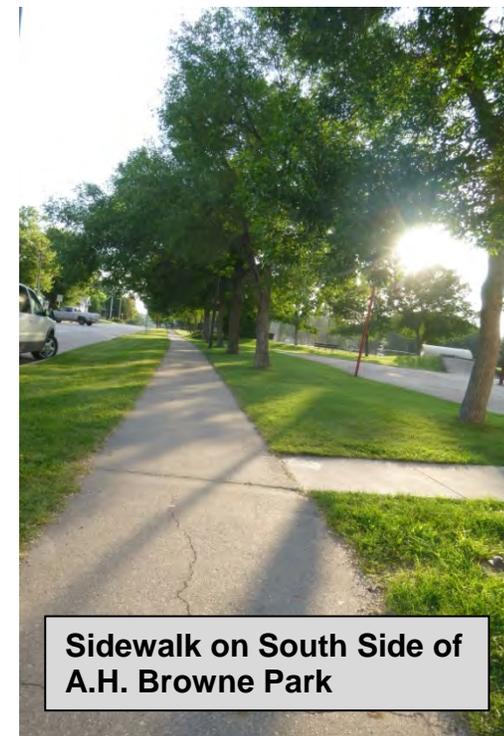


Figure 4.1 shows the rate of select incidences of crime, per 1,000 population, for Saskatoon as a whole, as well as for several other neighbourhoods. These statistics are useful in comparing Mayfair and Kelsey-Woodlawn to other neighbourhoods.

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.



Sidewalk on South Side of A.H. Browne Park

Figure 4.2: Mayfair Select Incidences of Crime (2009 - 2013)

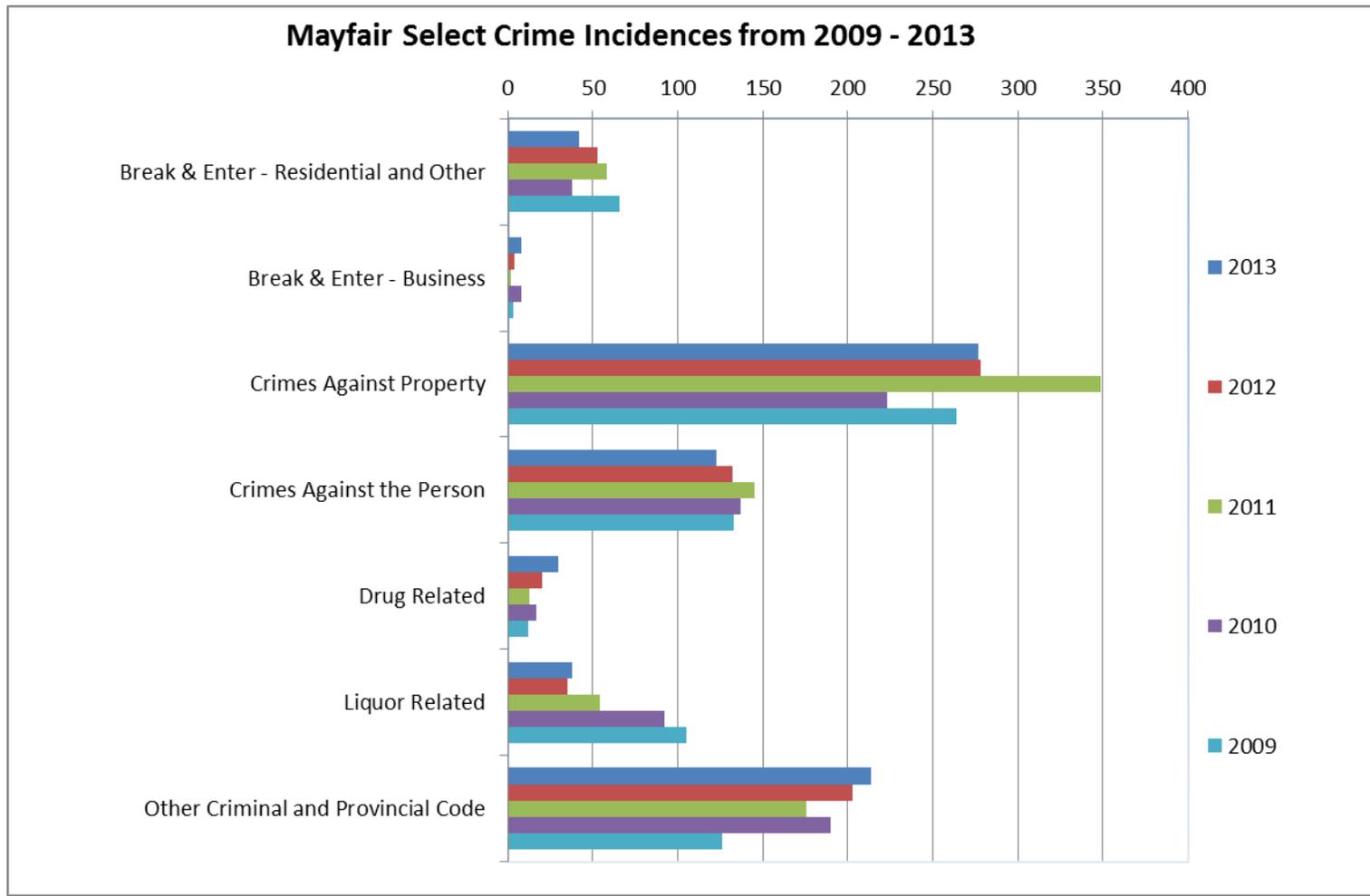


Figure 4.2 shows the crime data for Mayfair. There is a downward trend in break and enter residential and other, crimes against the person, and liquor related crimes. After a large increase in reported crimes against property in 2011, crime in that category is trending downward towards 2009 levels. There 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)

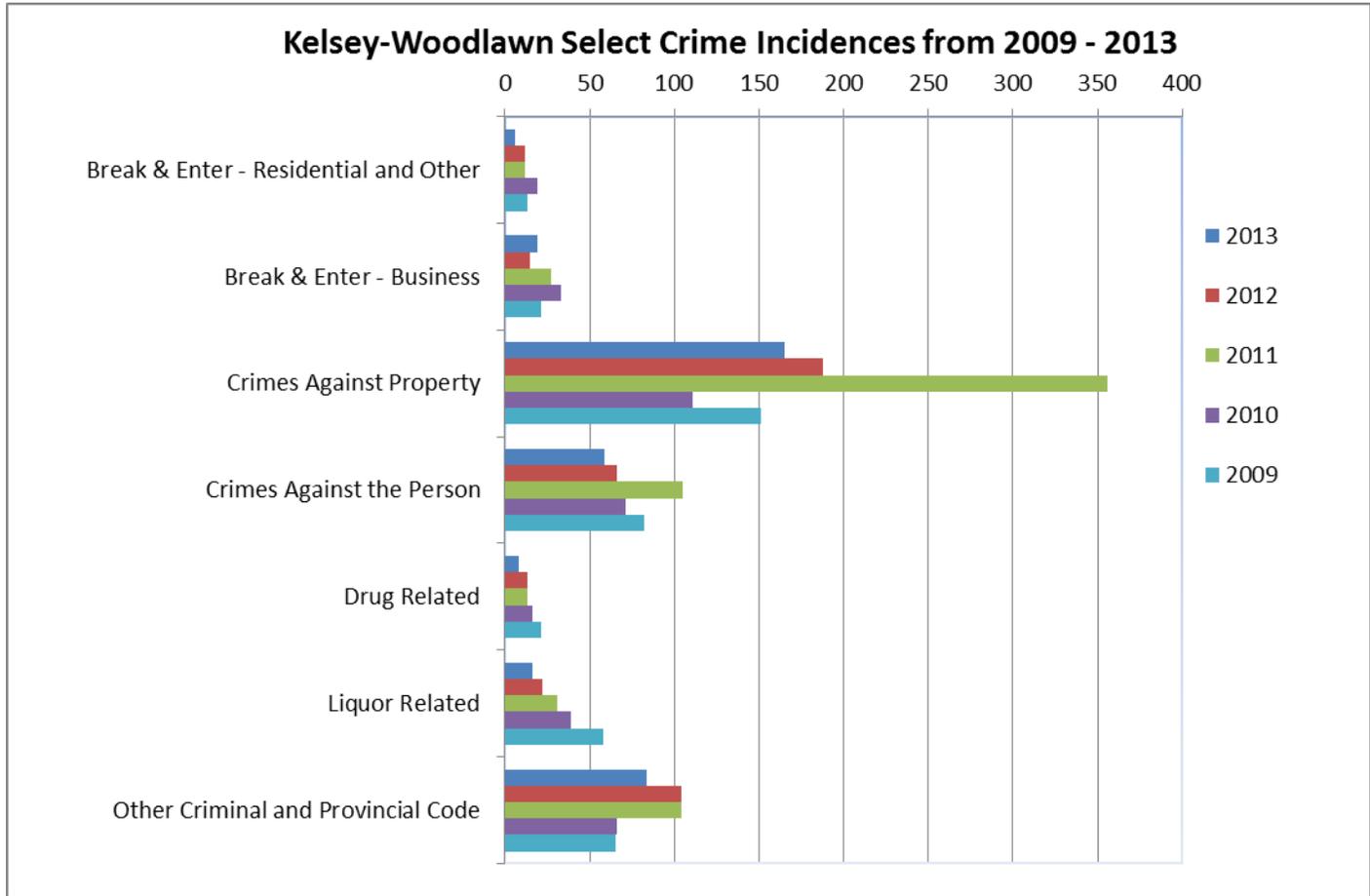


Figure 4.3 shows the crime data for Kelsey-Woodlawn. Since 2009 there has been a downward trend in liquor related and drug related crimes. Crime reporting for break and enter residential and other, and break and enter business have been relatively stable over this period, with a slight downward trend 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

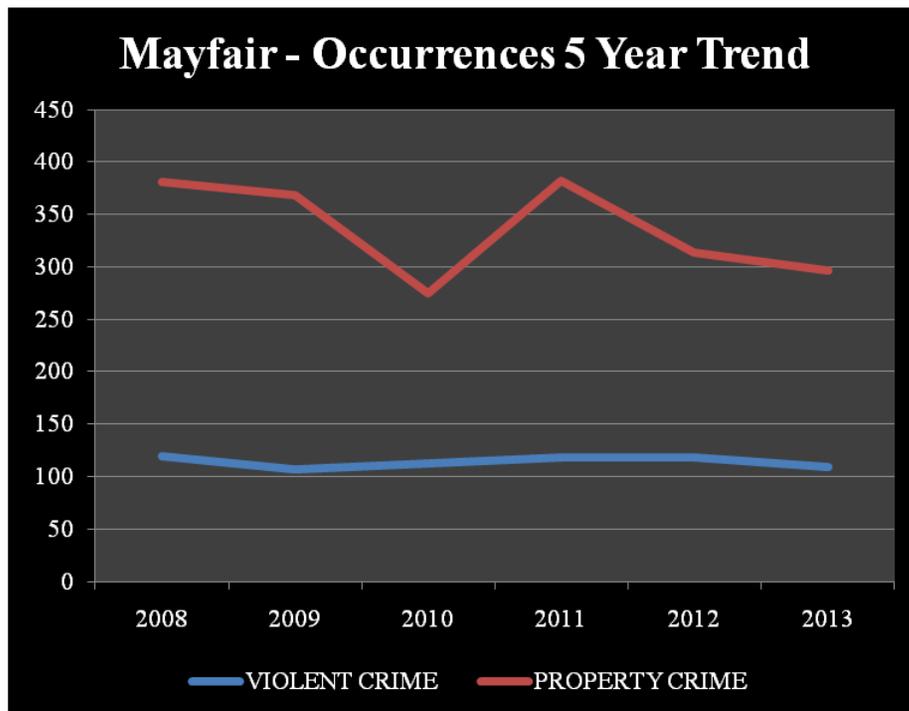
In addition to the selected incidents of reported crime statistics, research has been conducted by the Saskatoon Police Service. This research included both statistics and trends in incidents of crimes, along with qualitative data from several police officers with experience in the area that provided 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.



Graffiti in Rear Lane



Safety Audit Group



Well Kept Rear Lane

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

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.

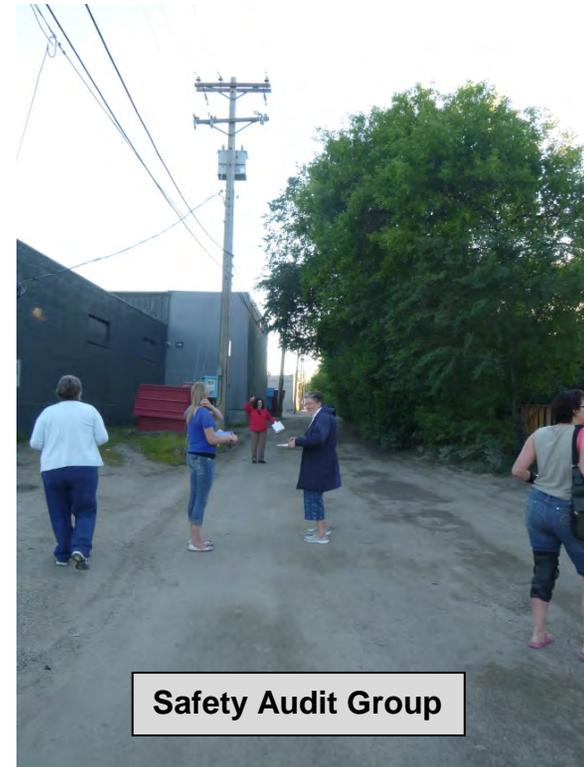
4.12.3 – 33rd Street and Rear Lane - North Side

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.



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.

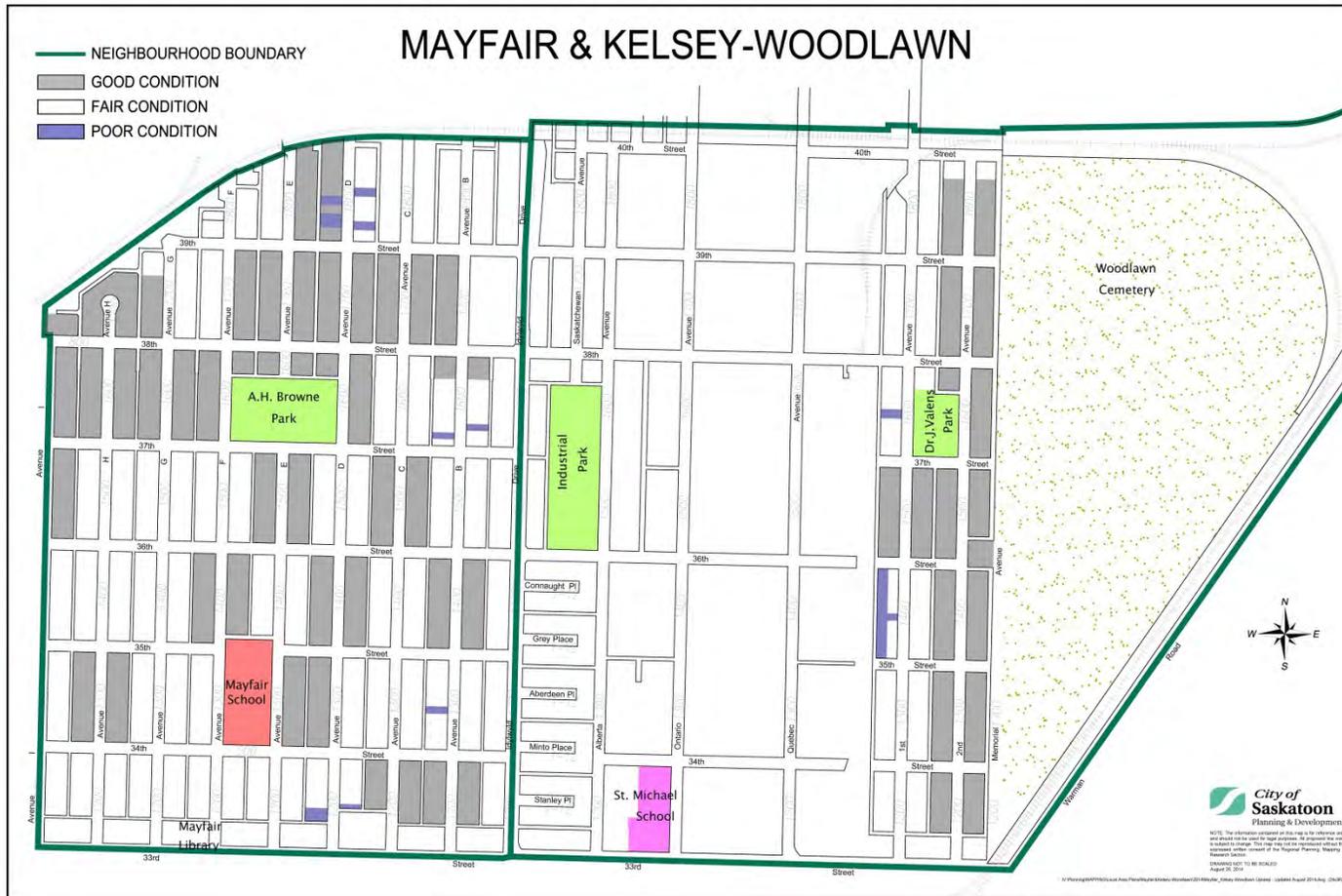
Fireworks were heard going off in the rear lane (a common complaint from neighbours). Many taxi cabs were observed dropping people off and idling while waiting for their customers to purchase alcohol. Pedestrian counts were conducted during this time and recorded that 72 people entered the off-sale liquor 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



the streets and urinating and vomiting in the street and rear lane. The parking lots outside of the bars were also active with bar patrons. Large amounts of cigarette butts were littering the ground, and the music coming from these buildings was loud enough to be audible from across the street.

Map 4.7: Block Study



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**.

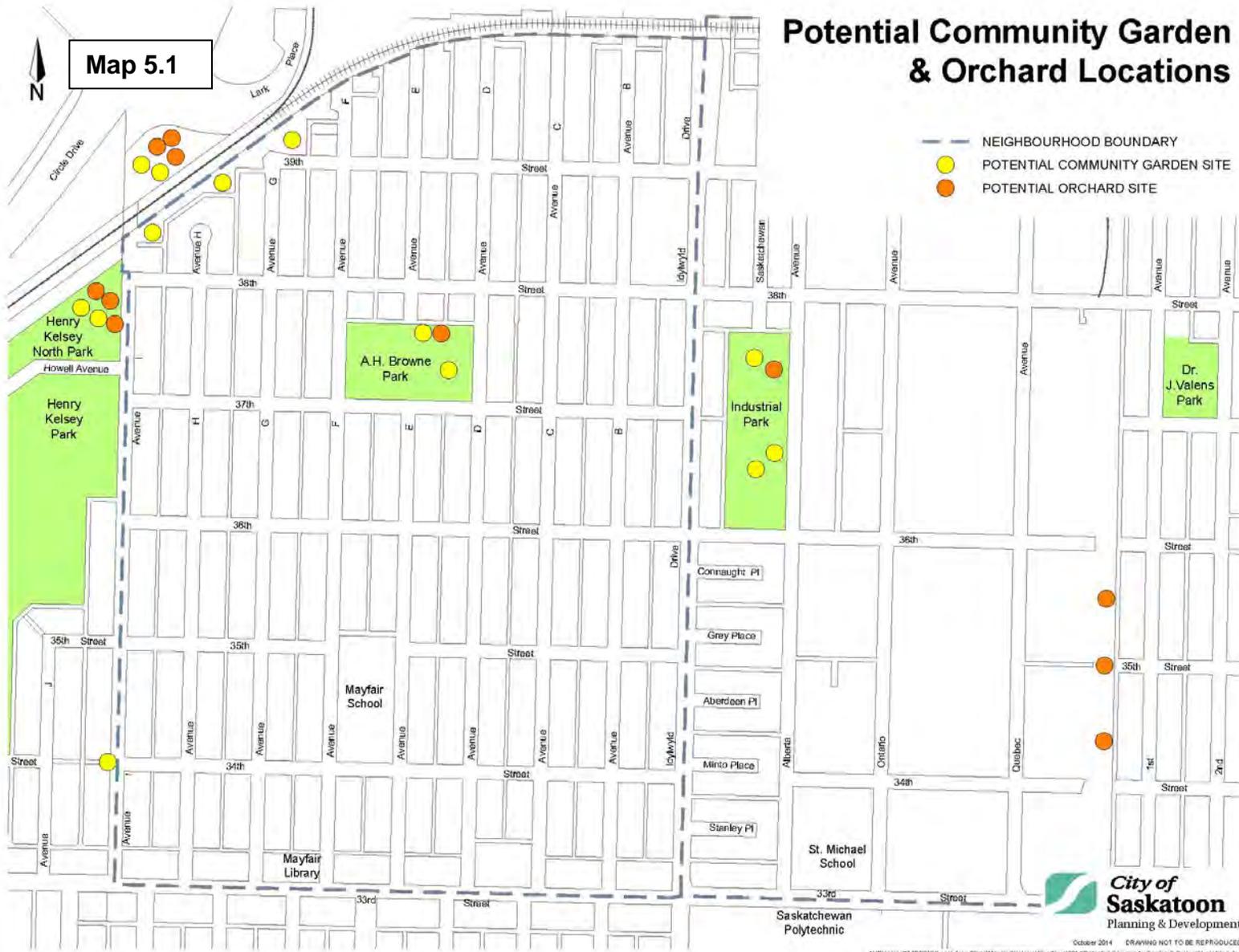
For an overview of Safety Audits conducted in Mayfair & Kelsey-Woodlawn, including A.H. Browne and Dr. J. Valens Parks, see the **Neighbourhood Safety Section**.

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



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.

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.

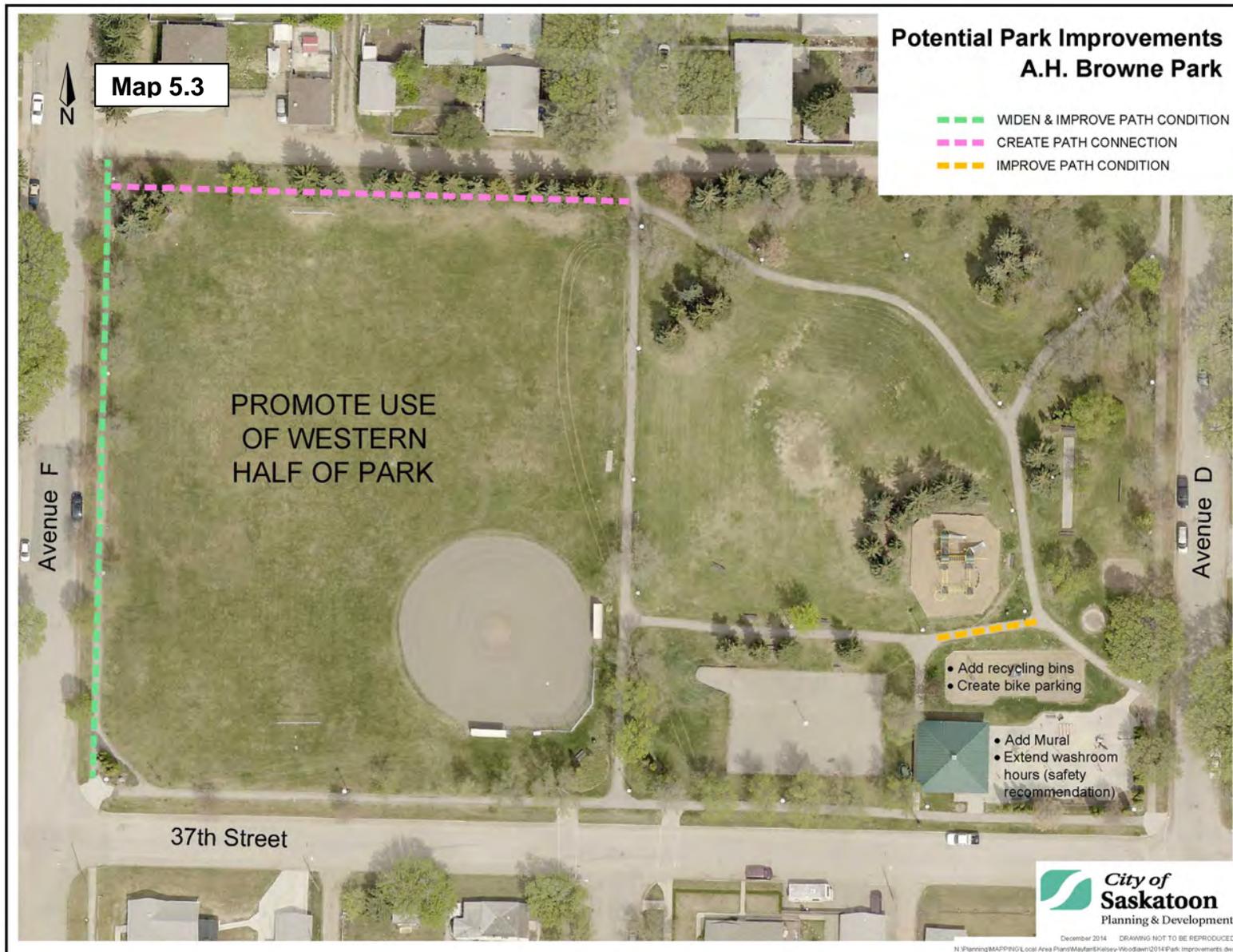
In addition to the spray park and multi-purpose building, the south portion of A.H. Browne Park includes a basketball court and small paved area that is currently not used to its full potential. Some members of the LAPC mentioned that the empty paved space to the west of the basketball court could be 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.

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.

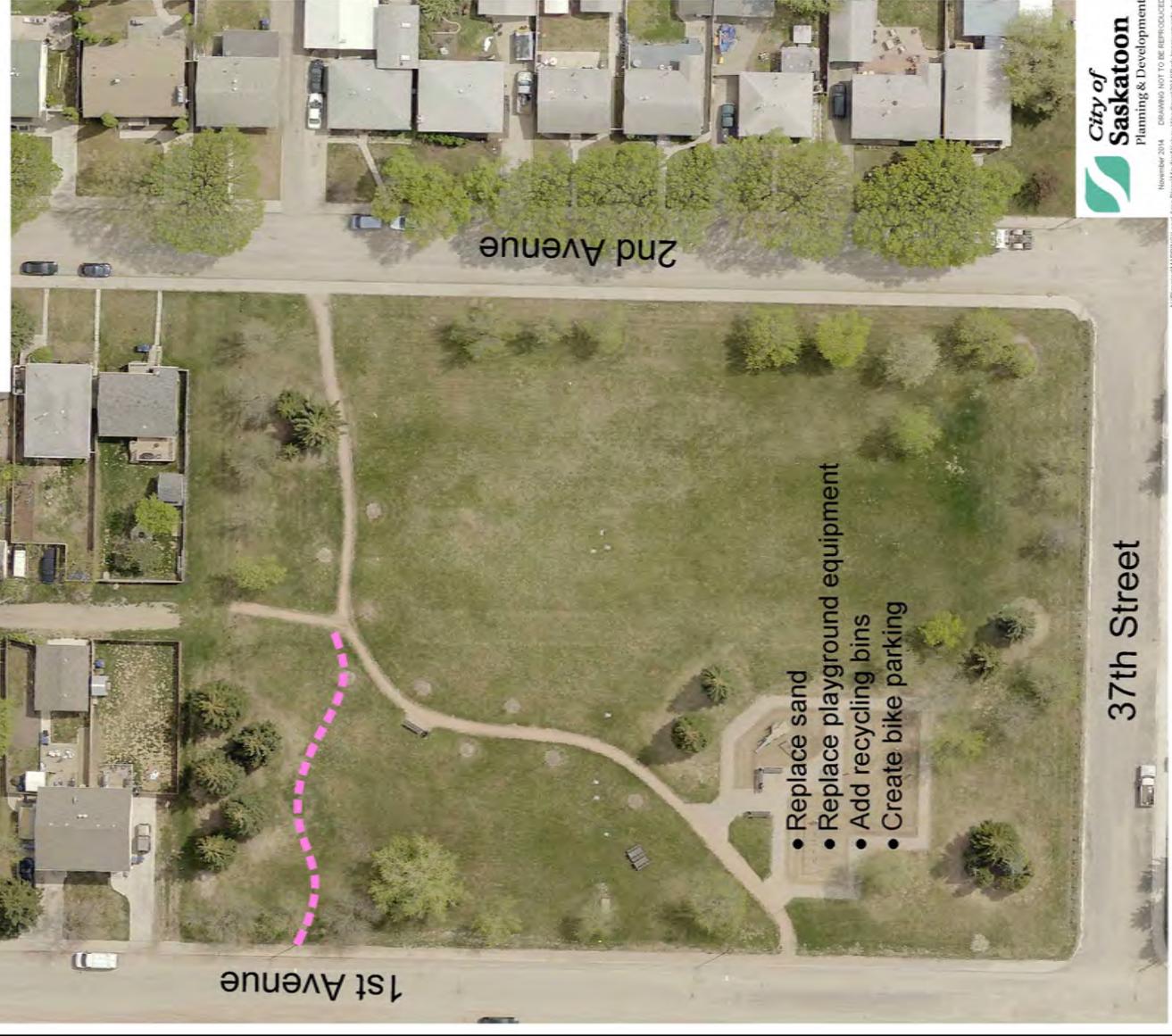
RECOMMENDATION:

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



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 on page 171).

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.

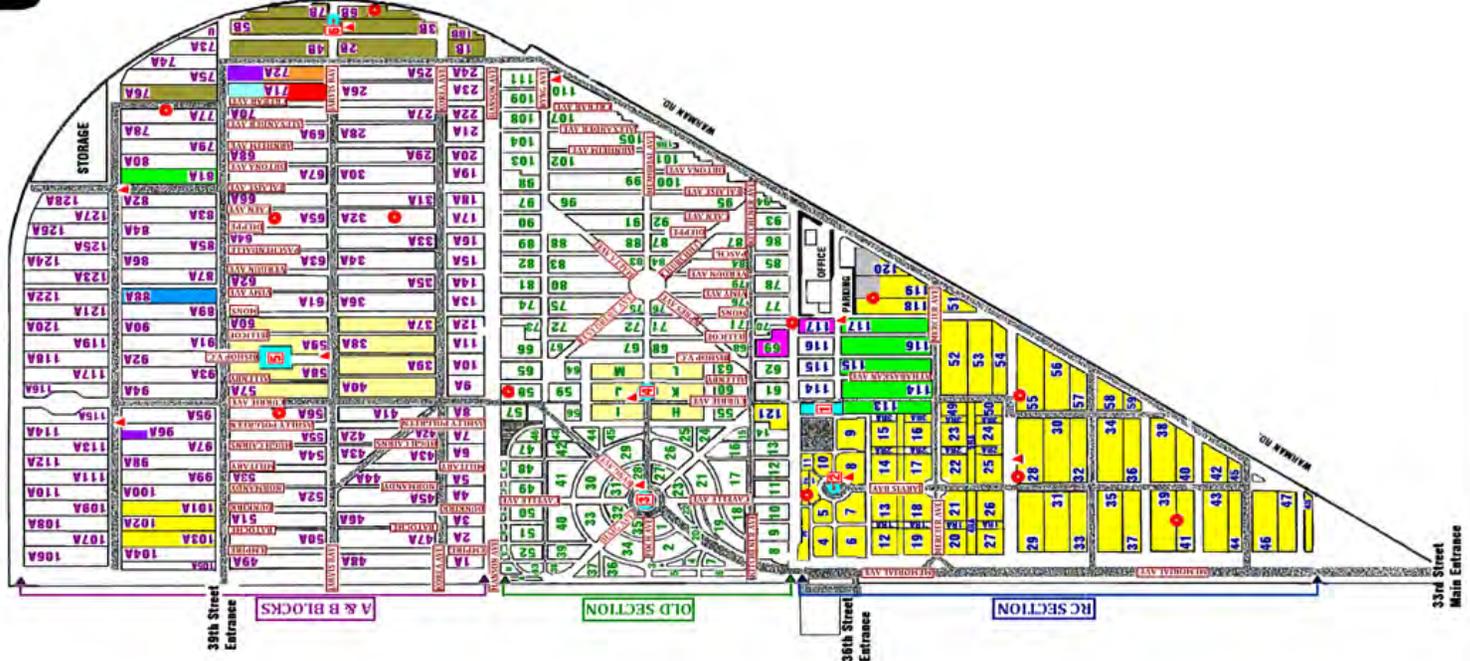
WOODLAWN CEMETERY

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.

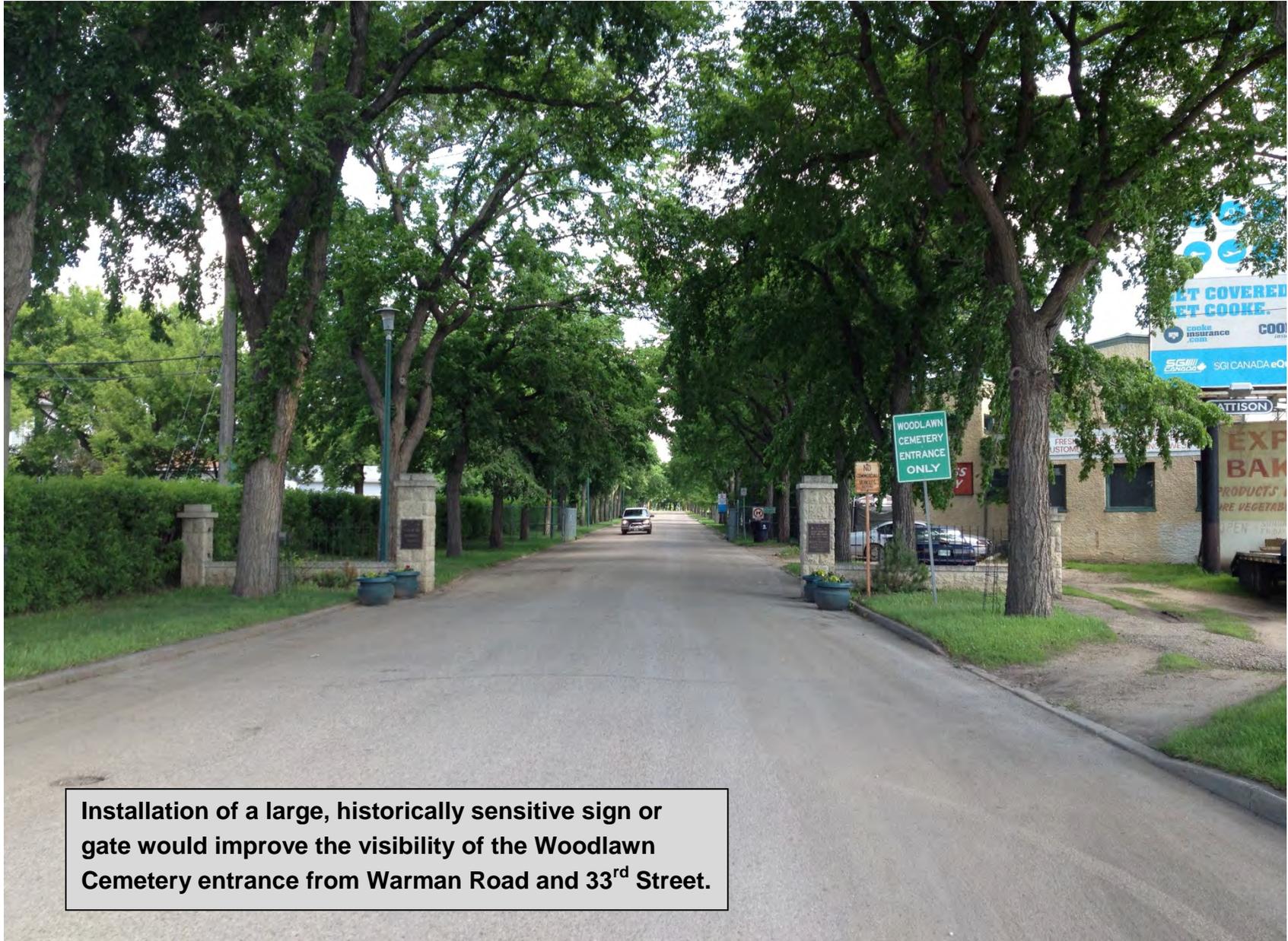
(Light Industrial), and in conjunction with recommendation 1.2 (see 1.6.6 on page 68 of the **Land Use, Zoning, and Infill** Section – rezoning the site to B2 – District Commercial District), the City of Saskatoon should discuss re-use options with the property owner.

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 paddling 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, s. 19(2).
DRAWING NOT TO BE SCALED
August 23, 2014
\\f:\proj\proj\2014\Local Area Planning\Map6.1\History-Woodlawn\Map6.1_History_Woodlawn.dwg (24/2)

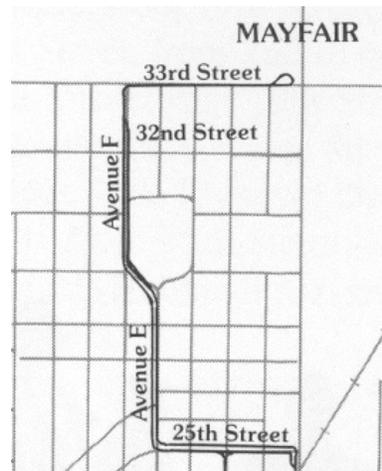
6.5 Streetcar History in Mayfair

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:

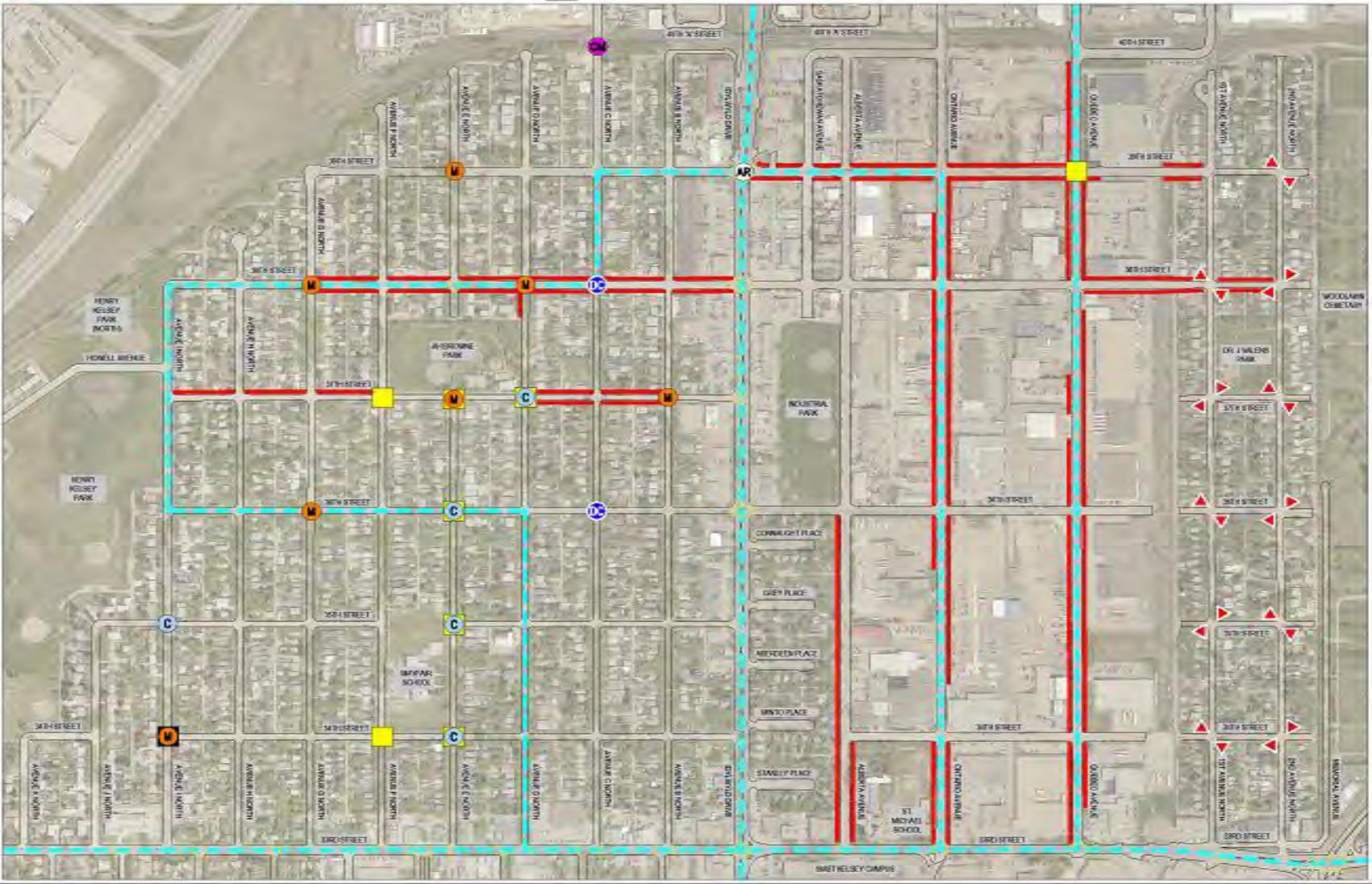
<https://www.saskatoon.ca/sites/default/files/documents/city-clerk/reports-publications/MayfairTrafficMgtPlan.pdf>

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.

MAYFAIR/KELSEY - WOODLAWN TRAFFIC PLAN

- DC DIRECTIONAL CLOSURE
- M MEDIAN ISLAND
- CM CURB EXTENSION WITH MEDIAN ISLAND
- C CURB EXTENSIONS
- ZEBRA CROSSWALK UPGRADE
- R ROUNDABOUT
- AR ACCESSIBILITY RAMP INSTALLATION
- ▼ YIELD SIGN INSTALLATION
- STANDARD CROSSWALK UPGRADE
- BUS ROUTE
- SIDEWALK INSTALLATION

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.

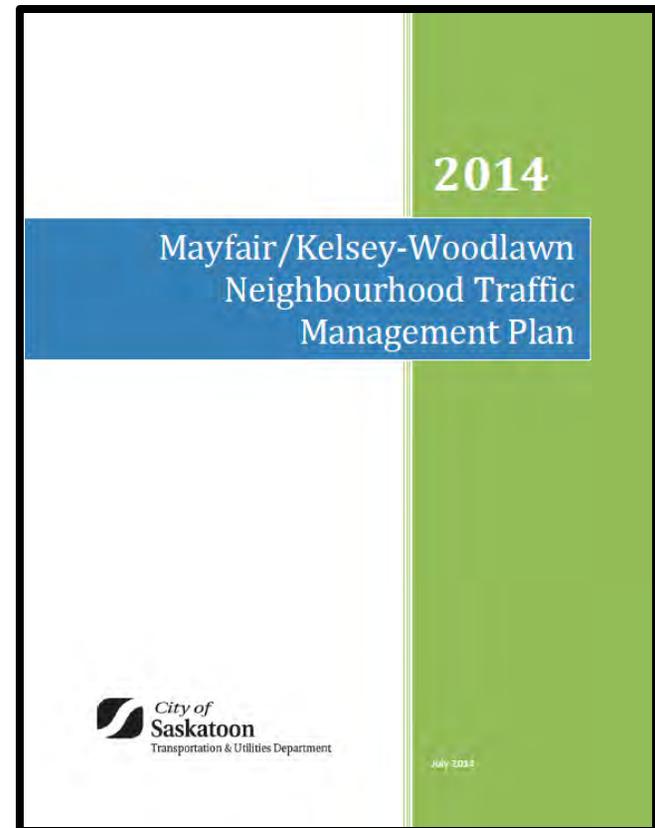
7.6 Traffic Management Plan: Changing Traffic Patterns Caused by Directional Closures

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.

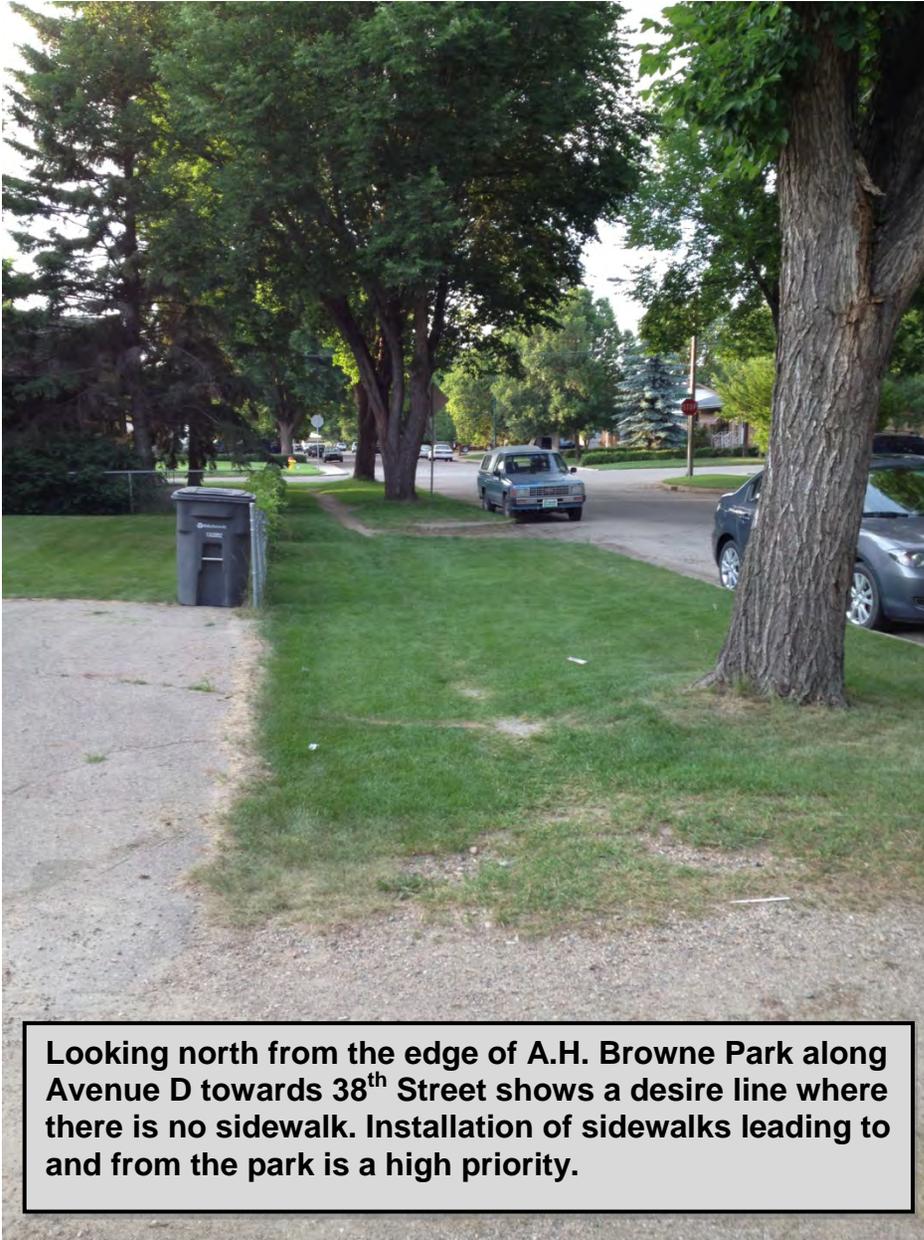
7.11 Increasing Pedestrian Safety

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.*



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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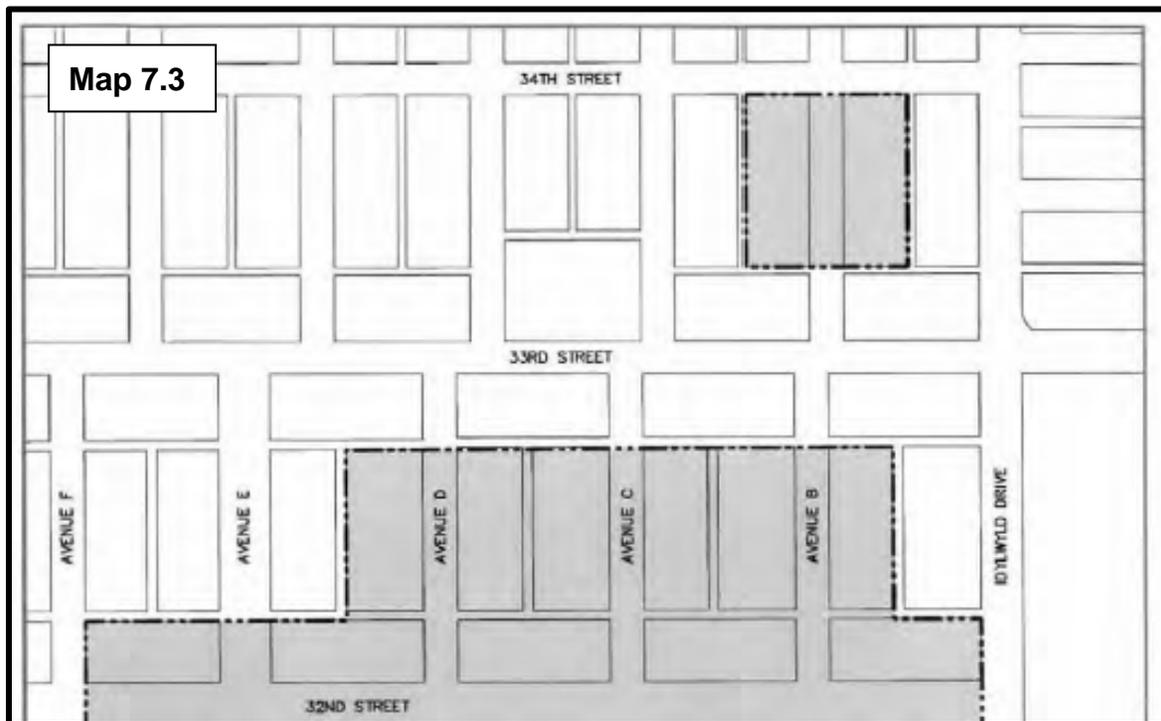
Data Source: SGI



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



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

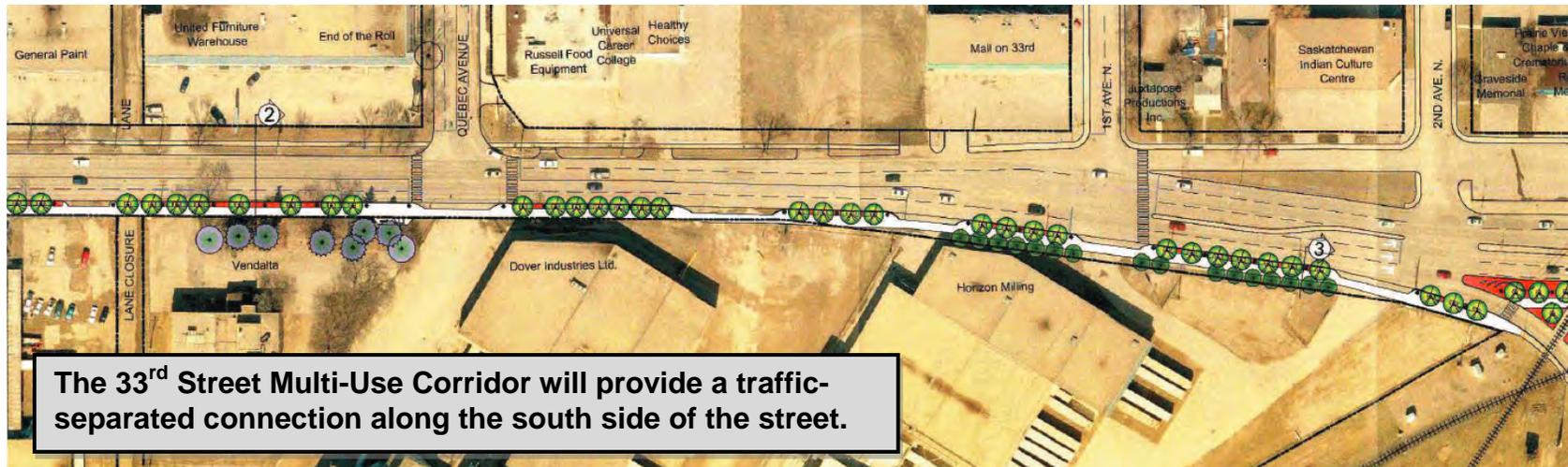
The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of active transportation and transit in Mayfair & Kelsey-Woodlawn. They are as follows:

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.

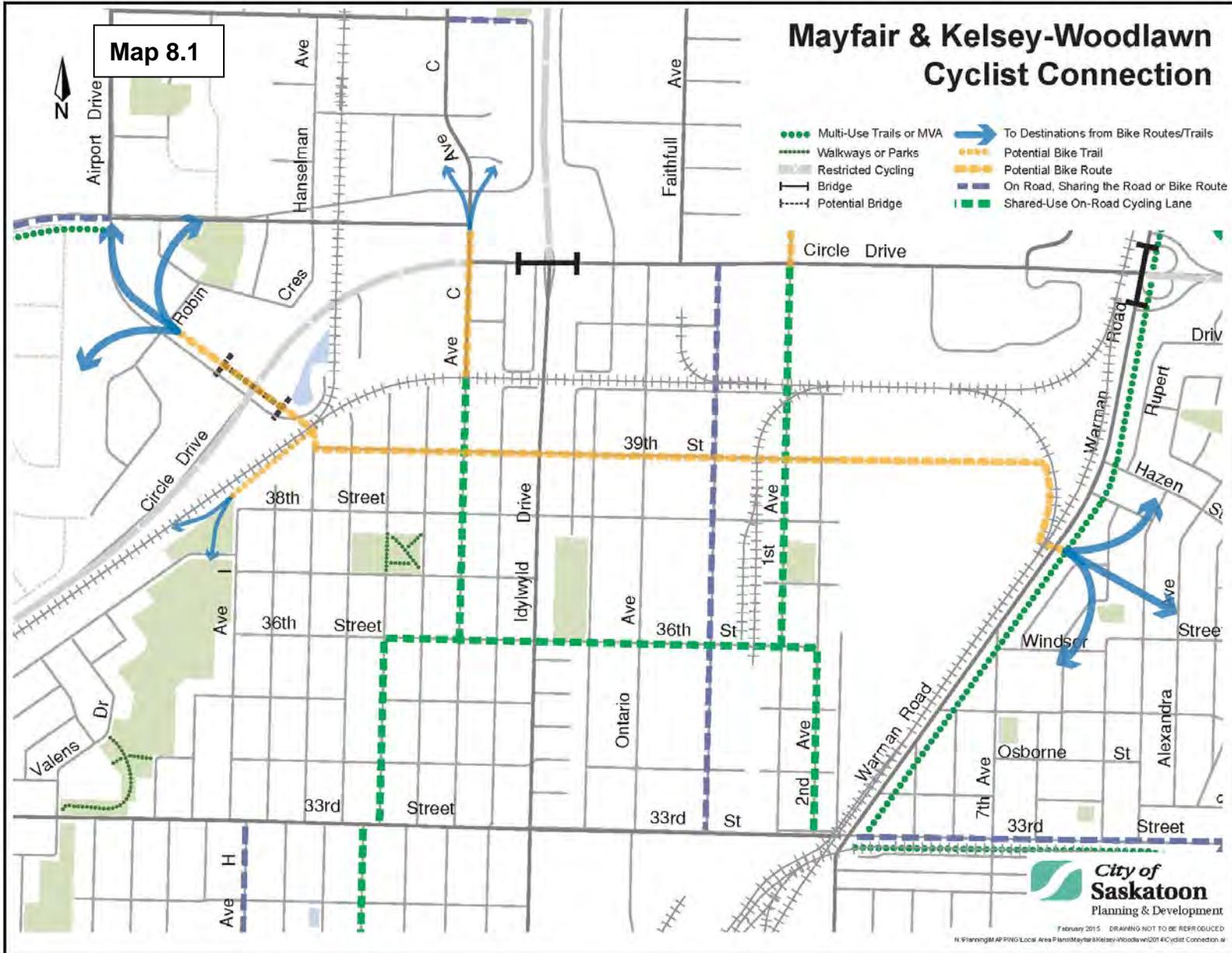
RECOMMENDATION:

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.*

Map 8.1

Mayfair & Kelsey-Woodlawn Cyclist Connection



City of Saskatoon
 Planning & Development

February 2015. DRAWING NOT TO BE REPRODUCED
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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 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.

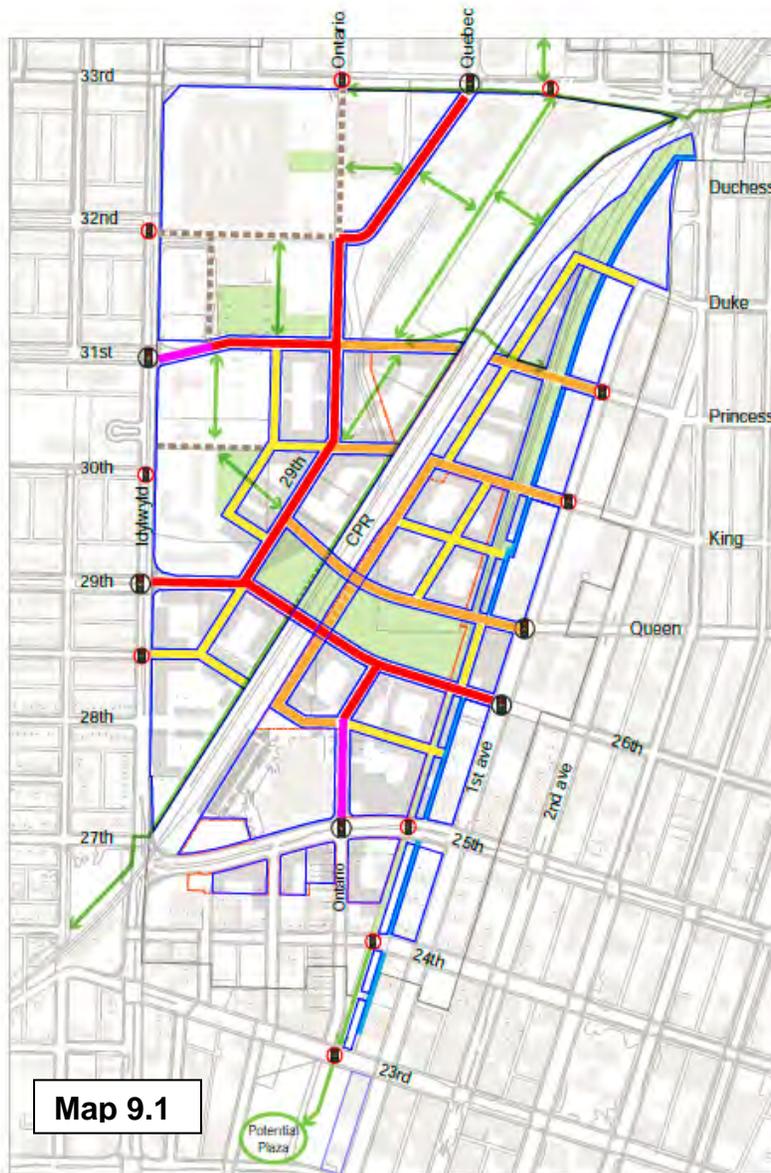
RECOMMENDATION:

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.

Legend

- Study Area Boundary
 - City-Owned Land
 - Existing Building
 - New Open Space
 - New Property Line
 - New Underground Parking
 - Potential Bike/Pedestrian Connection
- FAMILY OF STREETS**
- Existing Connector Street (+20m ROW)
 - Connector Street (20m ROW)
 - Local Street (18m ROW)
 - Mews (15m ROW)
 - Lane (6m ROW)
 - Privately-owned, Publicly Accessible Street
- Signalized Intersection
 - Pedestrian Signal
- Note: Dashed line indicates a street below the land bridge



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



City of
Saskatoon

Planning & Development