



Engagement Summary

The following is a compilation of Corridor Planning engagement reports, documenting the various engagement activities conducted between 2021 and 2024. These reports provide detailed insights into the community involvement, feedback, and consultations that took place during this period.

Attached Reports

1. College Corridor Plan Introductory Phase Engagement Report
2. College Corridor Plan Land Use Engagement Report
3. College Corridor Plan Public Realm Engagement Report
4. Corridor Land Use & Rezoning: Fall 2023 Engagement Summary



College Corridor Plan: Introductory Phase Engagement Report June–October 2021

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Introduction

The **College Corridor Plan** is the first corridor plan to be created by the City of Saskatoon (City) to guide future development along major streets, or **corridors** in Saskatoon. The purpose of the City’s [Corridor Planning Program](#) is to fulfill the City’s long-term vision for increased growth within the **Corridor Growth Area** located along major streets or corridors. Corridor Planning is aligned with the future Bus Rapid Transit (BRT) system, and is guided by the City’s [Official Community Plan \(OCP\)](#) and [Corridor Transformation Plan](#). These overarching policy documents were approved and endorsed by City Council in 2020 and built upon the [Growth Plan to Half a Million](#) endorsed in 2016.

Figure 1: College Corridor Plan study area.¹

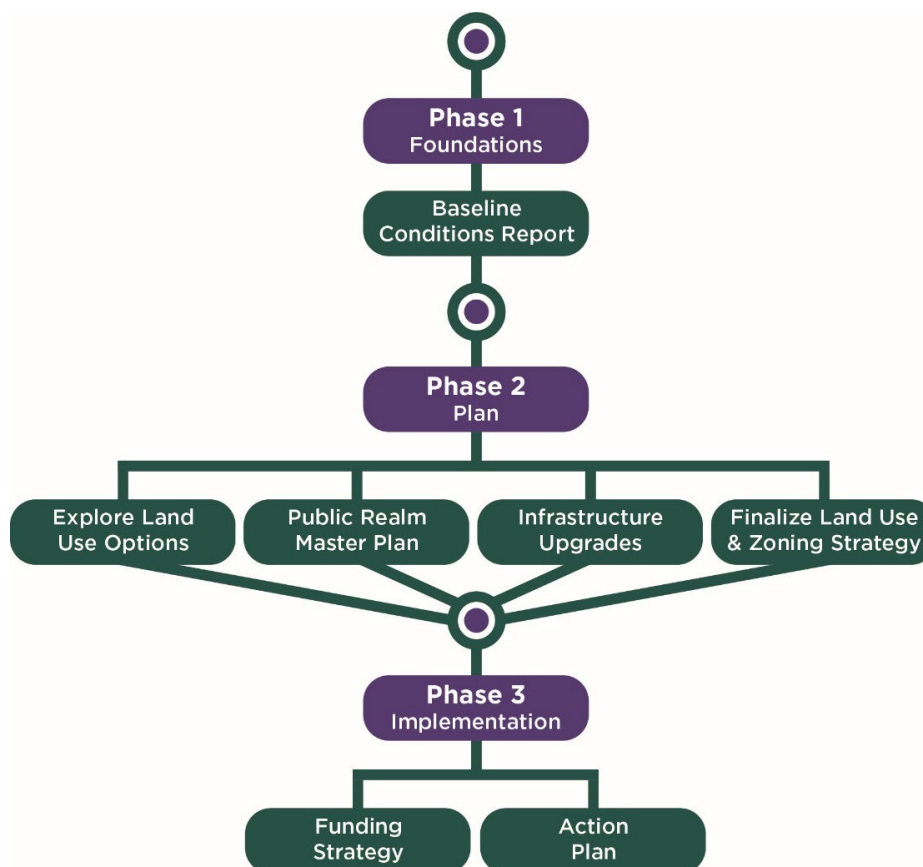


Figure 1 shows the College Corridor Plan’s study area, referred to as the College segment of the Corridor Growth Area. It includes a swath of land that follows **College Drive** from the South Saskatchewan River to Preston Avenue, as well as along **Preston Avenue** through University of Saskatchewan-owned lands from 14th Street East to the Canadian Pacific Rail line. Temperance Street is the southern study area boundary in the Varsity View and Nutana neighbourhoods. It is not expected that all lands within the study area will see changes. Most of the change will be on lands closest to College Drive and Preston Avenue. If a property is included in the study area it simply means it is a part of the overall vision for the corridor.

Figure 2 illustrates how a corridor plan is developed. Phase 1, *Foundations*, includes a report on the corridor’s existing or baseline conditions. Phase 2, *Plan*, includes multiple stages to explore land use options, public realm designs, infrastructure upgrades and to finalize a land use and zoning strategy. Phase 3, *Implementation*, involves creation of a funding strategy and an action plan for implementation.

¹ For a larger, interactive map of the College Corridor Plan study area and the other corridor segments across Saskatoon, please refer to the [Interactive Corridor Growth Area Map](https://saskatoon.ca/engage/college-corridor-plan) which is available through the project website saskatoon.ca/engage/college-corridor-plan.

Figure 2: Corridor plan process.



From June to October 2021 the project team completed the *Foundations* phase of the College Corridor Plan. The [College Corridor Background Report](#) provides the background and baseline data necessary to help understand the current conditions in and around the College Corridor Plan study area. It summarizes existing conditions and characteristics related to the area’s history, contemporary plans, demographics, current land use, transportation and mobility, housing and neighbourhoods, parks, trails and open space as well as recreation and community facilities.

Working with the project team, the Saskatoon Heritage Society volunteered their time over the summer to provide additional considerations about heritage assets, viewscales and stories about the College Corridor. The [Saskatoon Heritage Society inventory report](#) is available online and will be referenced when talking about land use and public realm in the College Corridor.

This **Introductory Phase Engagement Report** provides information on community engagement activities held for Phase 1 of the College Corridor Plan. These engagement results will be used with other background information, including the other reports noted above and input received previously from various community stakeholder groups, to help with the planning of the College Corridor. Please see the [Next Steps](#) section for more information.

As the College Corridor Plan is the City’s first corridor plan and there are still some unknowns, this report simply presents information about who participated in the introductory phase and themes from the input received from participants.

What We Did and What We Heard

Community engagement for Phase 1 of this project included:

- College Corridor Plan virtual introductory meeting;
- College Corridor Plan introductory survey;
- Follow-up individual stakeholder conversations; and,
- Email and phone communications.

In early 2021, through preliminary engagement with targeted community stakeholders, the project team heard that it is important to consider benefits and impacts to people beyond current area residents.² This includes how changes could benefit or impact people visiting the College Corridor from other places to use the health services provided by the Royal University Hospital and Jim Pattison Children's Hospital, or to attend or work at the University of Saskatchewan. The project team worked to reach as broad an audience as possible and to treat all voices equally.

In addition, community stakeholders had recommended that the project team should make participation as easy as possible by offering opportunities for input that are flexible and adaptable for different participants. The project team has consistently paired each public meeting with an online survey to accommodate people who are unable to attend the meeting.

The project team had planned for pop-up in-person engagement opportunities on the University campus and at the hospitals but was unable to host those opportunities due to ongoing pandemic concerns. Pop-up in-person engagement would have allowed for more direct engagement with people in the area that have less familiarity with City matters and are less likely to be already signed up for City communications.

The project team did hand-deliver at the start of September a physical flyer to all residences and businesses located south of College Drive within the study area, prior to the first virtual introductory meeting.

Virtual Introductory Meeting – September 22nd, 2021

The major event in Phase 1 was the official public launch – a virtual introductory meeting on September 22, 2021. The virtual meeting was held in a townhall style and attendees were anonymous by default for this meeting. During the meeting the project team:

- Discussed the background of Corridor Planning and the objectives and process for the College Corridor Plan;
- Talked about the preliminary findings regarding the College Corridor Plan area's existing or *baseline* conditions; and,
- Facilitated a question and answer session with participants.

During the meeting, approximately 40 separate devices signed into the meeting. Each device may represent one individual watching the meeting or multiple individuals sharing a device.

Video recordings of the meeting were added to the College Corridor Plan website and the City of Saskatoon's YouTube channel. As of mid-November, they have been viewed approximately 300 times.

² Please refer to the [Corridor Planning Preliminary Engagement Summary and Report](#) for details.

Questions from audience members during the meeting related to the following topics, which can be generally grouped into two large categories.

Questions regarding land use, density and development

- Impact from the University of Saskatchewan's plans for the College Quarter.
- Oversight for development on University of Saskatchewan endowment lands.
- Properties and views of heritage interest.
- Impact to residential properties near the intersection of Clarence Avenue and University Drive.
- Impact to the area west of Clarence Avenue (Saskatchewan Crescent and University Drive).
- Appropriate pace and scope of new development and densification.
- Mitigating the impact of densification on College Drive for residents of Elliott Street.
- Including space for future public housing.
- Lack of outdoor recreational green space, and any plans to increase it.
- Benefits of densification for current area residents.
- Architectural standards for infill properties within Varsity View neighbourhood.
- Status of proposed high-rise development at College Drive and Clarence Avenue.
- Communication from the City about how concerns regarding developments were addressed in previous processes.

Questions or suggestions on changes to the corridor and infrastructure improvements

- Burying of power lines along Preston Avenue.
- Multi-use pathway along College Drive.
- Methods of financing needed for infrastructure upgrades.
- Planned active transportation improvements from the City's Active Transportation Plan.
- Adding vegetation (ideally native and edible), urban greenery and biodiversity.
- Improvements for pedestrians to cross College Drive.
- Design of Bus Rapid Transit (BRT) system on College Drive and location of BRT stations.
- Design of the intersection of College Drive, Clarence Avenue, the University Bridge and Saskatchewan Crescent.

Follow-up Stakeholder Conversations

The project team had additional meetings with individual stakeholders after the public virtual introductory meeting.

The first meeting was with a volunteer with Renters of Saskatoon and Area (ROSA). They felt City processes favour homeowners and marginalize low-income renters, which is an equity issue. They felt there are more urgent concerns for low-income renters in Saskatoon. They would like to see the City prioritize working towards the completion of a rental housing strategy to address safety and quality of life issues and other human rights needs experienced by low-income renters, renters with disabilities and other marginalized renters, prior to the City's long-term planning projects. The project team suggested that some of ROSA's significant interests may be addressed by the City's Housing Analyst being connected to Corridor Planning conversations when possible, in addition to continuing the conversations with the Corridor Planning team. Specific to College Drive, the volunteer from ROSA noted that there are vulnerable and marginalized renters in the area. There is a need for safer rental housing options in all parts of the city and renters' needs for services and amenities should be supported. It was also noted that vulnerable and marginalized renters visiting the Royal University Hospital and University of

Saskatchewan campus for subsidized health and other services need more diversity of affordable, accessible access beyond public transit, particularly for weather changes, like more accessible neighbourhood sidewalks and inclusive parking restriction signage.

The second meeting was with representatives of Bus Riders of Saskatoon (BRS). This meeting discussed suggestions for community engagement, such as providing more clarity about the plan process and upcoming activities. Also discussed were many ideas related to public transit, active transportation and public spaces. For example, BRS's representatives observed that many people find College Drive unpleasant for walking and cycling purposes and noted that it is likely to remain so in the future. Thus, people would prefer to walk and cycle elsewhere (for example, to get Downtown from campus), perhaps on the adjacent neighbourhood side streets or back lanes and on an extension of the University of Saskatchewan campus path network rather than directly along College Drive. Additionally, BRS's representatives mentioned that this land use plan also needs to identify and protect spaces from development that may be required for public uses such as walking, cycling and transit routes across College Drive. They also suggested that the College Corridor Plan should draw upon and integrate the many existing plans applicable to the College Corridor that were either done by the City, such as Local Area Plans and plans for the Field House and Merlis Belsher Place, or the University of Saskatchewan, such as the Campus Master Plan and plans for the College Quarter. Finally, BRS also reminded that the other major institutions in the area besides the University of Saskatchewan and sports complexes, namely the Royal University Hospital and Innovation Place, need to be fully integrated into the corridor plan.

College Corridor Plan Introductory Survey – Sep. 22nd to Oct. 22nd, 2021

The bulk of public feedback received during Phase 1 was received through the College Corridor Plan introductory survey which was open from September 22 until October 22, 2021.

Survey respondent demographics

The introductory survey received 170 responses in total. Respondents self-identified the following demographic details:

- Responded on behalf of an organization or association: 18 respondents (11%)
- Age:
 - Under 18: 1 respondent (1%)
 - 19 to 34: 33 respondents (19%)
 - 35 to 49: 51 respondents (30%)
 - 50 to 64: 46 respondents (27%)
 - 65 to 79: 36 respondents (21%)
 - Over 80: 1 respondent (1%)
- Gender identity:
 - Female or woman: 75 respondents (44%)
 - Male or man: 80 respondents (47%)
 - Non-binary or gender fluid: 1 respondent (1%)
- Person with a disability: 17 respondents (10%)
- Member of a visible minority group: 11 respondents (6%)
- Indigenous person: 1 respondent (1%)

Optional demographic questions in the survey were asked to assess how accurately these demographics reflected the make-up of Saskatoon residents. This is a standard part of all City of Saskatoon community engagement processes.

Comparing the self-identification results with Statistics Canada data³, there was a gap in reaching people with a disability, people who are members of a visible minority and people who are Indigenous.

What connection do you have with the College Corridor?

To understand what perspectives people were coming from, respondents were asked to indicate what *connection* they have with the College Corridor. Respondents could choose multiple options.

Table 1: Connections to the College Corridor.

Connection	Number	Percentage
I live here.	41	24%
I study here.	14	8%
I work here.	67	39%
I own property here.	20	12%
I own a business here.	7	4%
I visit the area for services and amenities – for example, health services or recreation.	90	53%
No physical connection but I have a personal, emotional, historical, or other connection.	26	15%
No connection to this area but interested.	16	9%
Other – this open option had responses such as: <ul style="list-style-type: none"> • I live just outside the area. • Family lives in or near the area. • I travel through this area regularly. • Interested in developing in this area. 	22	13%

As Table 1 shows, many survey respondents indicated they visit the College Corridor for services and amenities and a sizeable number indicated they work here and/or they live here. A total of 50 respondents (29 percent) indicated that they live in, own a property and/or own a business, either directly within the College Corridor or just outside it (i.e., within the Varsity View neighbourhood but south of the study area boundary). Of those that said they live within or just outside the College Corridor, 23 respondents (14 percent) indicated that they live in/near the area but did not say that they own property. This could reflect that they rent in/near the College Corridor rather than own a home. 20 respondents (12 percent) said they both live in/near the area and own a property in the area.

Considering the significant presence of the University of Saskatchewan in the College Corridor, there were lower than anticipated numbers for respondents who indicated that they study, i.e., they are students, in the College Corridor area.

There were also low number of responses from businesses in the College Corridor. It has been more difficult to reach out to small businesses in the area due to constraints on in-person engagement; however, businesses along College Drive did receive the project team’s hand-delivered flyer.

³ 2016 Census data for Saskatoon: Visible minority population: 20%, Indigenous population: 11%. 2017 Canadian Survey on Disability data for Saskatoon: Population over 15 years of age with disabilities: 22%.

College Corridor experiences, special characteristics and stories

Three open-ended questions were the focus of the introductory survey. There were themes identified based on the answers to these questions.

Given that these questions invited open-ended answers rather than supplying individual options for respondents to choose from, it may be inaccurate to use this survey data to draw conclusions about the level of support or opposition for specific items. For that reason, this report highlights themes that were most commonly repeated, while also listing themes from a smaller number of respondents, without drawing distinctions between groupings of respondents.

The first open ended question was “**What comes to mind when you think of the College Corridor?**” This question was looking to discover what experiences, special characteristics, stories, histories or meanings people associate with the College Corridor. Table 2 shows the common themes. The top responses associated with the College Corridor were the University – both the campus and the agricultural research lands – and traffic issues for all users of the street.

Table 2: Top themes associated with the College Corridor.

What comes to mind when you think of the College Corridor?	Respondents who shared this theme
The University of Saskatchewan	61
Traffic and congestion	41
Many pedestrians, cyclists and transit users, but unpleasant and unsafe	27
University agricultural lands and associated open space	21
Historic area and built heritage – "old college" or "collegiate" feel, also the mature neighbourhood feel	17
The hospitals and other health services, e.g., Ronald McDonald House	16
Nature, greenery and the Meewasin Trail	15
Physical connections to other areas, e.g., Downtown	13
A place of employment, e.g., on campus or Innovation Place	13

Other responses that were given by at least two respondents include (in order of prevalence):

- Parking problems
- It's underutilized, forgotten and unchanged, with much opportunity
- Students
- It's a beautiful area
- Taking transit
- Walking and cycling networks
- It has been some residents' home for a long time, even decades for some
- Walkable for leisure or for amenities
- History of healing, research, learning, gathering, Indigenous heritage and agriculture – these are all non-physical (intangible) types of heritage
- Lacking amenities, businesses and services – what some call "a true campus community"
- Sports and recreation
- Mix of housing, mix of uses

- College Drive being a soulless, ugly, busy and dirty street
- Concerns with high density or overdevelopment
- Personal social networks
- Driving through the area
- Lack of green space
- It's an area under change
- The University is disconnected from its surroundings
- Patterson Garden
- It's where people come together
- Sense of community
- Preserve the University agricultural lands and open space

Less common though more specific items that were mentioned by individual respondents include:

- This area being visitors' first impression of Saskatoon
- The former Place Riel transit terminal
- It's a young and vibrant area
- Student rental properties
- Infill properties that feel intrusive
- Private yards and gardens
- College Quarter
- Areas outside the campus do not feel safe and welcoming

College Corridor opportunities and future benefits

The next question asked, "**What changes would you like to see made to the College Corridor?**" Specifically, "*are there benefits or opportunities that could come from changes to the streetscape and the lands surrounding College Drive and Preston Avenue?*"

This question was looking for opportunities or future benefits that people see for the College Corridor as changes are planned. Table 3 shows the common themes for this question. The top response was for changes to the streets to make the area friendlier and safer for walking and cycling. This will be a major topic for discussions on public realm in later stages of the project. Public realm will also cover topics like greenery (landscaping improvements) and potential changes to street crossings for pedestrians.

The second most common theme requested more commercial services in the area, such as food establishments, grocery stores and personal service businesses. This is relevant to discussions on land use in the Corridor Plan process, specifically with regard to locations within the study area where more mixed-use development should occur.

Traffic flow improvement was the third most common theme. This project is not intended to include major roadway design changes; therefore, it is unlikely to address major concerns like the railway crossing on Preston Avenue or intersection changes. The project team will share these results with the Transportation department and the Bus Rapid Transit project team.

The high prevalence of responses relating to roadway design improvements suggests that more communication may be needed about the objectives of Corridor Planning, as well as who is responsible for what areas at the City.

Table 3: Top themes for opportunities or future benefits.

What changes would you like to see made to the College Corridor?	Respondents who shared this theme
Changes for friendlier and safer walking and cycling – e.g., enhanced walkways and bicycle lanes	52
More commercial services – food, groceries, personal services	27
Improvements for traffic flow	20
Add and maintain greenery and nature – e.g., trees	19
Improved or added street crossings/crosswalks	13
More housing/density in general	13
Improved transit in general – e.g., frequency and speed	11
Spaces for relaxation and recreation, such as parks	9

Other responses that were shared by at least two respondents include (in order of prevalence):

- Less and/or slower traffic
- More density directly on the corridor
- Pedestrian overpass(es)
- More affordable housing – for students, renters or area employees
- Address the train crossing problem
- More mixed use buildings
- More transit coverage within the campus and the corridor area
- Keep green space and the area’s existing peaceful character
- Have separate transit stops and bus lanes
- Develop the University agricultural lands
- Pathway maintenance and snow clearing
- Limit density off of the corridor – on side streets such as University Drive
- Revitalize existing buildings on College Drive
- Physical accessibility for pedestrians with mobility challenges
- More employment developments – e.g., technology and research
- More street furniture and streetscaping – e.g., benches
- More places to gather
- Gardens – for recreation, research or food
- Promote innovative and sustainable developments
- Road maintenance
- Preserve and enhance views to heritage buildings
- No strip malls
- Preserve the University agricultural lands
- Improved transit stops and shelters
- More interesting and diverse architecture and building designs

Less common though more specific opportunities mentioned by individual respondents include:

- Connection to Meewasin Trail
- Public art
- Shelter for people who are homeless
- Support existing agriculture research activities
- Potential to reflect Saskatoon's culture, arts and heritage

- Address parking problems
- Beautification, in general
- Architectural standards for infill development
- Address the smell of the agricultural lands
- Enhance safety off of campus
- Enhance pedestrian access to facilities – e.g., Field House and Patterson Garden
- Preserve openness by stepping back buildings
- Expand the residential parking permit zone
- Concerned about density effects on traffic, hospital access and property value
- Direct transit route to Sutherland
- Upgrade water mains
- Bring back the historic streetcar
- Slow down traffic on the adjacent neighbourhood streets
- Apartment buildings should have internal outdoor amenity spaces
- Keep Place Riel terminal to avoid traffic issues

College Corridor challenges and concerns

The last open-ended question asked, “**What is needed to support those changes for the College Corridor to be a desirable place to live, work, study and visit?**” Specifically, “*are there concerns or challenges that should be considered with new development, adding density and residents to College Drive and Preston Avenue?*”

It is possible to see this question on challenges and the previous question on opportunities as flip sides of the same question. Many of the responses here are similar to the top responses for the previous question. Just as with opportunities, the project team will be considering ways to address the challenges people have cited in further detailed discussions on topics such as streetscaping, land use and open space. Table 4 shows the common themes for this question.

Table 4: Top themes for concerns or challenges.

What is needed to support those changes for the College Corridor to be a desirable place to live, work, study & visit?	Respondents who shared this theme
Improvements for active transportation, for issues such as safety and access to existing facilities and destinations	31
Traffic calming and/or decreasing traffic	13
Add housing options and density	13
Enable greater use of transit – e.g., easy access, viable alternative	11
Ensure adequate parking availability	11
More shops and restaurants	10
Sufficient green space and parks	9
Nature, greenery and trees	8

Other responses that were shared by at least two respondents include (in order of prevalence):

- Reconcile traffic demands of all users of College Drive
- Affordable housing – for example, for families, students, renters or seniors
- More grocery stores and pharmacies
- Physical accessibility for people with mobility challenges
- Promote mixed use density on the corridor

- Limit density changes off of the corridor
- Development and design standards to maintain area character and/or to limit development impact
- Appropriate design for high density development, with regard to things like laneways, visual impact and adjacent heritage properties
- More gathering spaces and community spaces
- Address the train crossing issue
- Do not densify
- Include buffer space between buildings and the street
- Buy in from residents and community engagement
- Address density concerns off of the corridor, such as noise and parking
- Reconcile loss of the University agricultural lands
- Pedestrian overpass(es)
- Promote mixed use development in general
- Address traffic noise and dust for people living on the corridor
- Transit services off of the corridor but within the area, such as to the hospitals and the Field House
- Walkways on campus and within the College Quarter
- Height limits for new development
- Friendlier directional signage, such as for newcomers
- Year-round maintenance of pathways and sidewalks
- Enable more creative architecture and building design

Less common though more specific challenges mentioned by only one respondent include:

- Social supports for vulnerable populations
- A community association for areas not part of existing community associations
- Quicker development on the University endowment lands
- Speak with people experiencing homelessness, low income renters and students
- Friendliness and cleanliness
- Interchange at College Drive and Preston Avenue, and fence to stop jaywalking across College Drive
- Address crime
- Add office spaces
- Move the University “model farm”
- Connection to Meewasin Trail
- Need for leadership
- Green infrastructure and designs that are resilient to climate change
- Honour local Indigenous history
- Cultural facilities, community health facilities and services for families
- Maintain a student-friendly and family-friendly area
- Leave space for future long-term transportation needs
- Disincentivize vacant lots
- Prohibit public parking
- Keep the Place Riel terminal
- Utility infrastructure upgrades
- Promote innovative and sustainable developments

Engagement Evaluation

The introductory survey asked respondents for feedback about the survey and the information presented at the virtual introductory meeting and on the project website. Table 5 shows a summary of this feedback.

Table 5: Evaluation by respondents on the introductory survey.

Statement	Agree	Neutral	Disagree
The information was presented clearly.	66%	31%	2%
I understand how my feedback will be used.	40%	47%	13%
I was able to provide my feedback fully.	69%	28%	4%
This survey was a good use of my time.	62%	35%	3%

It is notable that a significant number of respondents did not understand how their input will be used. The project team will aim to improve this by communicating, wherever appropriate and relevant, what input has been incorporated into the deliverables of the College Corridor Plan.

The following are other points of feedback from participants during Phase 1:

- More checkbox-type questions or questions with comprehensive options, rather than open ended questions that can be difficult to answer.
- More informational materials for people to read, as some people do not have time to watch recorded video presentations.
- Provide informational materials in a timelier manner.
- Perception or worry that engagement activities are for public relations than for meaningful feedback.
- More clarity about the purpose or objectives of this survey and this project.
- Hope that upcoming activities will include opportunities for verbal input, beyond the chat function in a virtual meeting.
- Thank you for providing the opportunity to share thoughts and feedback.

Participant List

Thank you to all residents, organizations and other interested individuals that participated in the introductory meetings and survey. The list below includes groups that have granted permission to publicly acknowledge them as participants in this introductory phase of the College Corridor Plan. This list is not comprehensive, given participants' identity in the introductory survey was an optional question, and attendees at the introductory meeting were anonymous by default.

Please note: This is not intended to imply endorsement by these groups.

- Agriculture and Agri-Food Canada
- Bus Riders of Saskatoon
- Campus Daycare
- CHEP Good Food
- Core Neighbourhood Youth Co-op
- Globe Excavating
- Greater Saskatoon Catholic Schools
- Innovation Place
- Lutheran Campus Ministry

- Renters of Saskatoon and Area
- Ronald McDonald House Charities SK
- Saskatchewan Athletics
- Saskatchewan Health Authority
- Saskatoon Heritage Society
- The Salvation Army
- Vision Loss Rehabilitation Canada

Next Steps

Phase 2 of the College Corridor Plan began at the beginning of November with workshop-style meetings on the topic of land use and density. Key ideas from the introductory phase engagement results that were incorporated into these meetings include:

- There is general agreement among community members for locating density directly on the corridors (College Drive and Preston Avenue), compared to adding density off the corridors in adjacent residential neighbourhoods.
- As the City targets additional housing and density, it is necessary to consider supportive land uses to make this area a more attractive place to live and experience. This may mean, for example, grocery stores, shops and parks.
- As the College Corridor densifies, it is important to consider what improvements are needed so that area residents and others who come or move here experience benefits from new development.
- As the project moves into discussions on more detailed topics, the team has added opportunities for verbal input during the workshop-style meetings, and have also added to online surveys some questions that have discrete options for answers when presenting and collecting feedback on different scenarios.

Components of Phase 2 exploring public realm and infrastructure improvements are planned for early 2022 after a preliminary land use map has been developed with community stakeholders. This preliminary land use map is a necessary tool to have in place, as it will allow the project team to better determine what types of public improvements that have been suggested by community members are appropriate and feasible.

To stay informed about the College Corridor Plan, please refer to the project website: saskatoon.ca/engage/college-corridor-plan.

College Corridor Plan: Land Use Engagement Report November–December 2021

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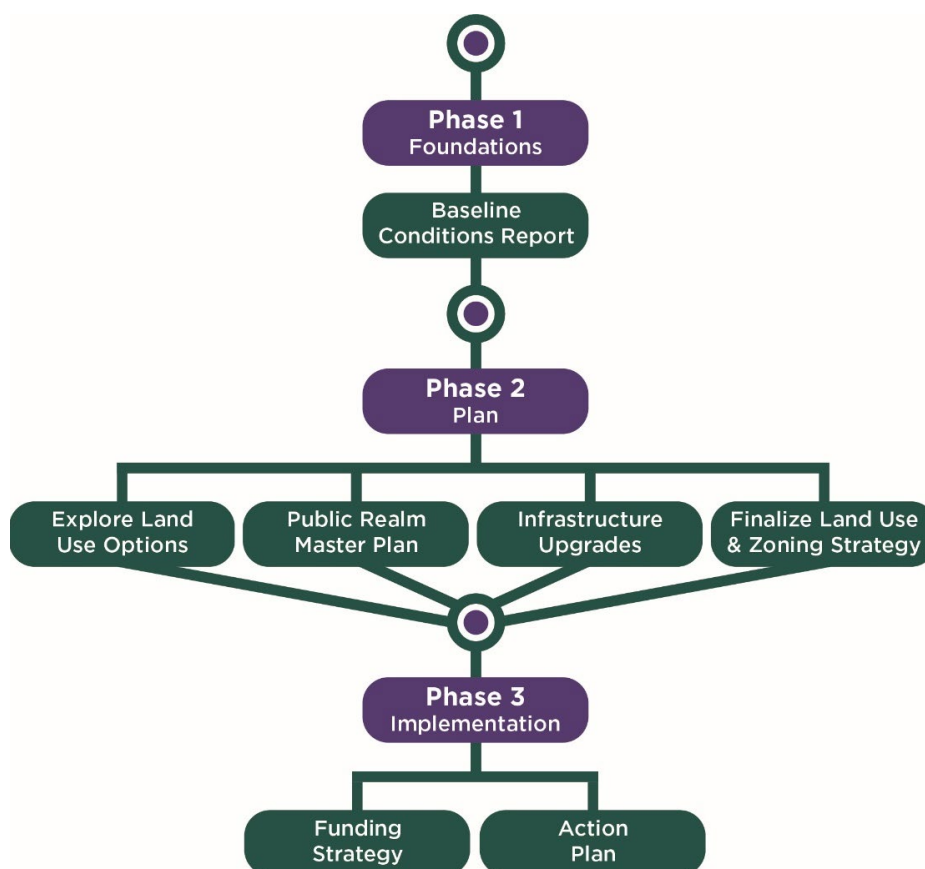
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Introduction

The **College Corridor Plan** is the first corridor plan to be created by the City of Saskatoon (City) to guide future development along major streets, or **corridors** in Saskatoon. The College Corridor Plan's study area includes a portion of land that follows **College Drive** from the South Saskatchewan River to Preston Avenue, as well as along **Preston Avenue** through University of Saskatchewan-owned lands from 14th Street East to the Canadian Pacific Rail line. For more information on the background of this project and a map of the study area, please refer to the project website at: saskatoon.ca/engage/college-corridor-plan.

Figure 1 shows how corridor plans are developed. Phase 1, *Foundations*, includes a report on the corridor's existing or baseline conditions; this introductory phase was completed in October 2021 and an [Introductory Phase Engagement Report](#) is available. Phase 2, *Plan*, includes multiple stages to explore land use options, public realm designs, infrastructure upgrades, and to finalize a land use and zoning strategy. Phase 3, *Implementation*, involves creation of a funding strategy and an action plan for implementation.

Figure 1: Corridor plan process.



Explore Land Use Options – the first portion of Phase 2

From November to December 2021, the project team completed the *Explore Land Use Options* stage of the College Corridor Plan. This included introducing the concept of land use and land use designations in the context of Corridor Planning. Conversations occurred regarding appropriate density and land use in the College Corridor Plan study area. The term *land use* in the context of this project refers to the types of homes, businesses and other buildings that can

be built in an area. These land uses are set out in a general way through the [Official Community Plan](#) – the overarching legal document that lays out the collective long-term vision for Saskatoon.

To help guide community discussions, the project team produced [a 'cheat sheet' on the three different corridor-specific land use designations](#) intended to be applied through the College Corridor Plan. These were taken from the Official Community Plan:

Land Use Designation	Description from Official Community Plan
<i>Station Mixed Use</i>	Potential for medium density, three to six storey mixed use developments that incorporate transit-oriented development principles and a broad range of residential, commercial, institutional, cultural, and community uses. These lands are located on the Bus Rapid Transit (BRT) network corridors, within 50 metres of the centre of an intersection where a BRT station is located.
<i>Corridor Mixed Use</i>	Potential for medium density, two to four storey mixed use developments that are pedestrian-oriented and incorporate transit-oriented development principles. These lands are located on the BRT network corridors between station locations, or on other major transportation corridors in proximity to the BRT network
<i>Corridor Residential</i>	Potential for ground-oriented, low to medium density residential development. These areas are located near to the BRT network corridors and are intended to provide a transition of densities from Station Mixed Use, Corridor Mixed Use and/or Corridor Main Street lands into the surrounding neighbourhoods.

When land uses are determined, it does not mean that buildings will automatically be built. While the land use and zoning processes decide what type of developments can happen in an area, in the end it is the property owners who decide what to do with their land – whether to keep it as is or to develop something new.

Conversations with community members led to the development of a **preliminary land use map**, which is now published on the [project website](#) along with explanatory video presentations. This map will be considered preliminary until work is completed on outstanding items like infrastructure upgrades and public realm improvements.

This **Land Use Engagement Report** provides information about the community engagement activities held. These engagement results will be used with other background information, and input received previously from various community partners, to assist with the development of the overall College Corridor Plan.

What We Did

Community engagement for the land use phase included two rounds of engagement. Each round included at least one online meeting that included presentations from project staff, a question-and-answer session and opportunities for discussion among participants. An accompanying online survey was made available on the project website and distributed through the Corridor Planning email newsletter to provide an opportunity for additional feedback and accommodate community members who could not attend the meeting(s).

The first round discussed the concept of land use and presented preliminary ideas for land use and density changes in the College Corridor area:

- College Corridor Plan virtual land use sessions occurred over two days – November 3rd and 4th, 2021; and
- College Corridor Land Use and Density survey was open from November 8th to 17th, 2021.

The second round presented different land use scenarios and collected feedback:

- College Corridor Plan virtual follow-up land use meeting on November 24th, 2021; and
- College Corridor Land Use Scenarios follow-up survey open from November 29th to December 10th, 2021.

Information about the virtual meetings and survey opportunities was communicated with targeted emails to key stakeholder groups and partners, the City's public Corridor Planning email newsletter, posts on social media channels and updates on the project website.

In addition, throughout this project, the project team has offered to host and/or attend individual meetings with specific interested groups, and have also had individual email and phone conversations with interested community members.

What We Heard, Round 1 – Introducing Land Use and Density

Earlier in this project the project team observed generally more agreement among community members for locating density directly on the corridors (College Drive and Preston Avenue) compared to adding density off of the corridors in adjacent residential neighbourhoods. Therefore, in the first round of virtual meetings and accompanying surveys about land use, the project team chose to divide the meeting discussions and survey questions between 'corridor-fronting' land uses on lands that are directly located on the corridors, and 'corridor-transition' land uses for lands that act as a transition into established residential areas. Maps were presented to illustrate concepts and to guide the discussions.¹

Virtual Land Use Sessions – November 3rd and 4th, 2021

Two virtual interactive sessions on land use were held on November 3rd and 4th, 2021, one in the evening and another in the afternoon. These sessions were held in a workshop style and attendees participated in a larger group discussion and smaller breakout rooms. During the sessions, the project team presented identical materials and followed the same agenda:

- A summary of the introductory phase engagement results;
- Discussion on Corridor Land Uses;

¹ Please see the figures included in the section on [Land Use Survey #1](#) for the presented maps.

- A large group discussion regarding corridor-fronting land uses along College Drive and Preston Avenue;
- Small breakout room discussions regarding corridor-transition land uses in established neighbourhoods adjacent to College Drive; and
- Reports back from the small breakout rooms.

Video recordings of the session's presentation portions were added to the College Corridor Plan website and the City of Saskatoon's [YouTube channel](#).

16 participants came to the land use session on November 3rd, 2021. The land use session held in the afternoon of November 4th, 2021 had 19 individuals attend. Attendees included representatives from the following organizations; only groups who gave permission via their RSVP to publish their names are shown here:

- Bus Riders of Saskatoon
- Derby Management Ltd.
- Globe Excavating
- Graduate Students' Association
- Innovation Place
- Lutheran Campus Ministry
- LutherCare Communities
- Meewasin
- North Prairie Developments
- Saskatoon Cycles
- Saskatoon Food Council
- Saskatoon Heritage Society
- University of Saskatchewan
- Varsity View Community Association

Other attendees included area residents, area property owners and others who frequently visit the area or are otherwise interested in the project.

Questions and comments from participants during the land use sessions related to the following topics, which can be generally grouped into two large categories.

Regarding land use designation, density and development

- What are some examples of sites that may be designated as Station Mixed Use?
- How and when could development occur?
- Higher density should be considered given the projected employment growth of the University of Saskatchewan.
- Concern about property value of existing development with proposed changes in the area.
- Strategic sites should accommodate higher density in certain locations, which in turn allow less density in others.
- Land use facing Elliott Street could be encouraged to use collegiate style aesthetic.
- Concern about current residents on Elliott Street sharing a back lane with higher density developments along College Drive.
- Preserving heritage assets and views are very important.
- Preston Avenue corridor is an opportunity to create a unique new community.
- University of Saskatchewan lands on the north side of College Drive should be designated for Corridor land uses.

- Consideration for school access and capacity as density increases.

Suggestions on changes to the corridor and infrastructure improvements

- Streetscaping opportunities along College Drive to create a more pleasant urban environment.
- The intersection of College Drive and University Drive currently has underutilized green space and it should be preserved and enhanced as part of this Corridor Plan.
- Connections to the University of Saskatchewan and other areas of the city are essential.
- Back lanes should be developed and better used.
- Improvement needed for area around the Saskatoon Field House.
- More green space should be included as density is added.
- Sense of place at Munroe Avenue and College Drive should be maintained.
- Increased access to food, farmers markets, amenities should be prioritized.
- Sidewalk conditions should be improved upon along College Drive.
- Parking issues exist in the Varsity View neighbourhood.

Land Use Survey #1: Land Use and Density – Nov. 8th to Nov. 17th, 2021

Land Use Survey #1: Land Use and Density followed the format of the virtual land use sessions in first asking for input on corridor-fronting land uses along College Drive and Preston Avenue, and then asking for input on corridor-transition land uses in established neighbourhoods adjacent to College Drive. Four open-ended questions were the focus of this survey, and themes were identified based on the answers. 38 responses were received for the first land use survey. Please refer to the section on [survey respondent demographics](#) for more detail.

College Drive Corridor Land Uses

The first question was “**Does the application of the new corridor land use designations on the map make sense, or are adjustments needed?**” This question was asking if application of the corridor land use designations (according to the descriptions in the Official Community Plan) makes sense for lands along College Drive. For example, Station Mixed Use is applied only to lots located within 50 metres of a BRT station. This was illustrated using the map in Figure 2. Table 1 shows common themes in responses to this question.

Figure 2: First version of map of corridor land use designations applied along College Drive. BRT station locations as approved by City Council are indicated with a white circle and are located at Munroe Avenue and Cumberland Avenue. Dashed circles indicate a 400 metre catchment, equivalent to a 5 minute walking distance, from each BRT station. Potential corridor land uses

are shown in purple with Station Mixed Use as the darkest purple, Corridor Mixed Use as the medium purple and Corridor Residential as the lightest purple (not yet applied for this version).²

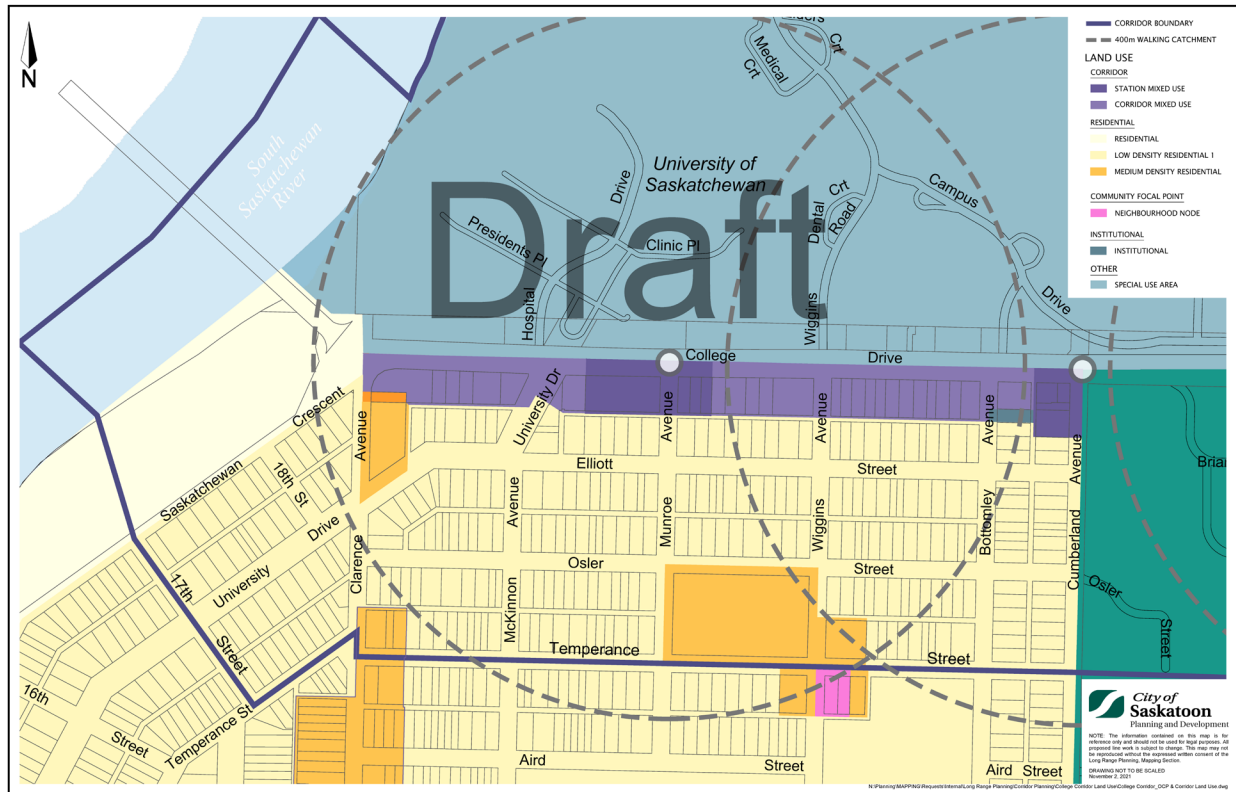


Table 1: Common themes regarding land uses on College Drive.

Does the application of the new corridor land use designations on the map make sense, or are adjustments needed?
Need designated green space
More density and height along College Drive (including the north side)
Extend medium density along Clarence and Cumberland Avenues
Ensure protection of heritage properties
Less density on College
Must consult with residents of Elliott Street

Other responses include:

- Draw the Corridor Mixed Use a bit away from Clarence Avenue and College Drive so that there is a lower-density space maintained at the head of the bridge.
- The orange medium density residential could be extended south of College along Clarence and Cumberland Avenues.
- The Station Mixed Use areas should be expanded as it is reasonable to assume that more than a 50 metre walk to a BRT station is reasonable. Arguably, this entire stretch of College Drive could be Station Mixed Use.

² [This first version of the College Drive map is available in a larger and zoomable PDF format at this link.](#)

- Makes perfect sense. Map layout is good.
- More information needed. Should show 50 metre radius circle as well.
- Designation at Munroe Avenue could extend eastward by another parcel. Designation at Cumberland Avenue could extend westward to include parcel on east side of Bottomley Avenue at College.
- Limit the height of all buildings to four storeys, which gives the opportunity to increase density with a reduced impact on the single family residential, friendly feel of the neighbourhood.
- Land use along College Drive makes sense but why wouldn't you allow greater densities for Elliott or Osler Streets? Are there restrictions here? This is a prime location and seems odd the City wouldn't allow greater densities.

College Drive Strategic Sites

The next question asked, “**Are there strategic sites or lands that should be prioritized for increased density?**” Table 2 shows the common themes.

Table 2: Common themes for strategic sites on College Drive.

Are there strategic sites or lands that should be prioritized for increased density?
Between Munroe and Bottomley Avenue on College Drive
Entire stretch of College Drive
Extend density south along Clarence and Cumberland Avenues
Not on Elliott Street
At any signalized intersections
Corner of College and Clarence
Put density on Preston Avenue
Anything within 400 metre walking distance
College Quarter
North/South linkage streets instead of Elliott Street

Other responses include:

- No.
- City should consider more density and height along College Drive. For example, point towers 15 to 20 stories on corners, with more open landscape in the blocks.
- Block 35, Lots 26, 27, 28, 29, 30, and 45.
- Corner of Cumberland and College.
- As shown makes sense; however, plans must be made to allow for sufficient on and off property vehicle parking.
- Anything within a 400 metre walking distance. This is a central area of the city. There's no reason that medium density shouldn't be permitted.
- Preston Avenue south of College Drive. This strategic site should be developed since there are no residential dwellings there.

College Drive Conditions and Improvements

The last two questions asked, “**Are there considerations that should be made for local conditions specific to College Drive? What conditions or improvements would enable this type of development along College Drive?**” Table 3 shows the common themes.

Table 3: Common themes for conditions and improvements on College Drive.

Any considerations for conditions or improvements that would enable this type of development along College Drive?
Increased services/amenities that complement and serve students, staff and local residents
Densities should be higher
Protect Bottomley House and the planting around it
Attention to architectural features (accessibility, shadowing, wind, sympathetic character)
Dedicated public space (including park space, outdoor cafes, more trees)
Concern about impact to Elliott Street
Affordability and options for elderly, students, people of low income, etc.
Improve walking and cycling experience including crossing College Drive; traffic calming

Other responses include:

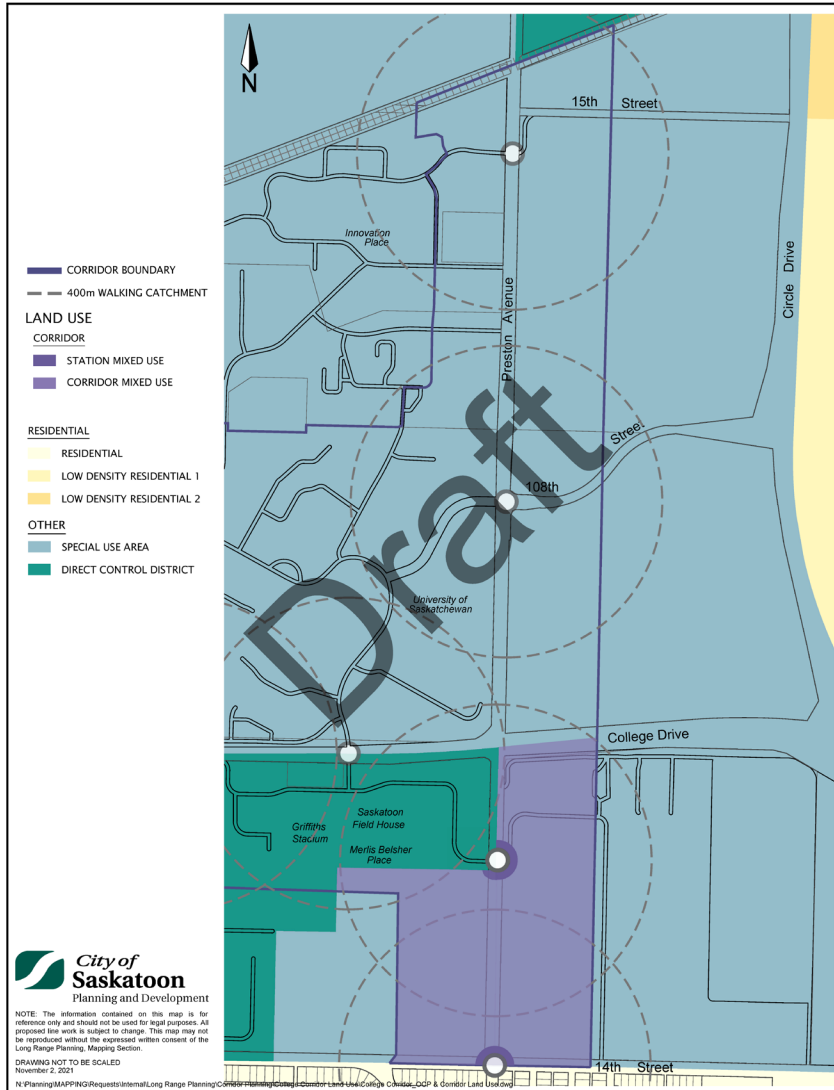
- Ensure that pedestrian crossings are equipped with traffic lights that stop traffic for a long enough time to allow seniors and other people with mobility limitations to safely cross College Drive; because of proximity to hospital, and also Luther Tower.
- Ensure transit is readily accessible for blind and hard-of-hearing individuals, as well as those with mobility issues.
- Point towers allow for more sunlight and site landscaping which in turn creates a more walkable street.
- Architectural design considering the effects of wind. It’s already a windy corridor, while I want more density, we don’t need large flat tall buildings turning the corridor into a wind tunnel.
- Night time security, commercial businesses directed towards students use, adequate off-street parking.
- No need to duplicate services available on campus as the majority of users will be students/faculty/staff of the University.
- Trees and green spaces. I realize this is a busy street scene but with global warming and our already hot summers, shouldn’t we be including more and more trees especially in these dense traffic/people places. Hard on the trees though too so they need a well-planned little oasis that can be well maintained.
- Preserving the sightline to and along the river, particularly closer to Clarence Avenue.
- Of concern is the narrowness of the strip, as it is only the depth of a city lot, or about 140 feet. Thus, larger buildings are going to appear crammed in. Proper use of this land will require a skilled and imaginative architect. I also have concerns for traffic. With such a narrow strip of development, how do you handle vehicle access and egress?

Preston Avenue Corridor Land Uses

The same four open-ended questions were asked about the Preston Avenue portion of the study area. Again, themes were identified based on the answers received.

Figure 3: First version of map of corridor land use designations applied along Preston Avenue. BRT station locations as approved by City Council are indicated with a white circle. Dashed

circles indicate a 400 metre catchment, equivalent to a 5 minute walking distance, from each BRT station. Potential corridor land uses are shown in purple with Station Mixed Use as the darkest purple, Corridor Mixed Use as the medium purple and Corridor Residential as the lightest purple (not yet applied for this version).³



The first question was “Does the application of the new corridor land use designations on the map make sense, or are adjustments needed?” This question was asking if application of the corridor land use designations (according to the descriptions in the Official Community Plan) makes sense for lands along Preston Avenue. For example, based on its description, Station Mixed Use is applied here only to an arbitrary 50 metre ring around each BRT station. This was illustrated using the map in Figure 3. Table 4 shows the common themes for this question.

³ This first version of the Preston Avenue map is available in a larger and zoomable PDF format at this link.

Table 4: Common themes regarding land uses on Preston Avenue.

Does the application of the new corridor land use designations on the map make sense, or are adjustments needed?
Open canvas, lots of opportunity
Transition density down towards 14 th Street
Higher overall density
Needs designated green space
Don't touch Patterson Garden
Lower overall density

Other responses include:

- With increased density, would buildings incorporate green space into their designs for resident use?
- Access to Preston Avenue from residents could prove hazardous or slow traffic or cause congestion on Preston.
- Why only Corridor Mixed Use for lands located on the BRT network corridors? It would be more logical to designate them as Station Mixed Use for higher density.
- This is too high density. Buildings are too high. Area is too congested as is.

Preston Avenue Strategic Sites

The next question asked, “**Are there strategic sites or lands that should be prioritized for increased density?**” Table 5 shows the common themes.

Table 5: Common themes for strategic sites on Preston Avenue.

Are there strategic sites or lands that should be prioritized for increased density?
Street intersections and where transit routes intersect
More Station Mixed Use
West side of Preston Avenue, next to Merlis Belsher Place and alongside College Quarter

Other responses include:

- Consider 8th Street and Preston Avenue corners for more density.
- Consider 8th to 14th Streets for more density.
- Institutional spaces on campus -- get rid of G Lot parking and F Lot.
- I think density is something that needs to be carefully considered. I love infill but hate tall very dense housing units. If you look at [a newer Saskatoon neighbourhood] you can see how easily parts of it could readily become future slums. Also, the growth mentality needs to be carefully weighed now against the change of easy employment in the city. A lot of things are changing – planners need to be able to see into the future. Bus corridors are great if they work and are really planned for people and communities. Squishing lots of stuff in isn't great planning for people or cities.

Preston Avenue conditions and improvements

The last two questions asked, “**Are there considerations that should be made for local conditions specific to Preston Avenue? What conditions or improvements would enable this type of development along Preston Avenue?**” Table 6 shows the common themes.

Table 6: Common themes for conditions and improvements on Preston Avenue.

Any considerations for conditions or improvements that would enable this type of development along Preston Avenue?
Reduce impact to existing homes near 14 th Street
Don't touch Patterson Garden, need green spaces
More services that support local residents within walking distance (grocery, clinics, cafés etc.)
Lower overall density
Consider the needs of low-income people, elderly and people with disabilities
Sufficient parking (both on-site and on-street)
Limit building setbacks and provide parking at rear
All buildings should be residential above commercial
Pedestrian safety and active transportation must be improved; traffic calming

Other responses include:

- The effect on Grosvenor Park as a community (neighbourhood south of 14th Street). It is important to the stability of the neighbourhood that single family residents still feel they are welcome.
- Preston and College is an intersection that breathes – it has a lot of visible land and undeveloped space that's valuable as-is, and adding mid-rise buildings in this area is a significant change on what's currently there. Also, awareness of the gardens and their necessity.
- Preston Avenue became very unwelcoming with the installation of the high electricity pylons. They are not human scale. If there are to be buildings along Preston there, the speed limit must be reduced to 50 km/h and enforced.
- As much of the area to the north and east is likely to remain as open land and is already void of large trees, additional considerations to minimize discomfort related to wind.
- Traffic congestion, traffic noise, parking for events at the Field House and Merlis Belcher Place.
- Setting buildings back to leave space next to the road.
- Early public consultation.
- A people and community first approach.
- Concept Plans for University of Saskatchewan lands east of Preston need to focus on innovative, transit and pedestrian-friendly frontages to allow people to walk to the University. A new sustainable community plan for this unique area could be encouraged.
- Parking availability.

Transitional Corridor Residential Uses

An additional set of four open-ended questions were asked about the appropriate transition from higher density placed along College Drive to lower density in the surrounding established neighbourhood. A number of themes were identified.

The first two questions were “**What does an appropriate/desirable land use transition from College Drive look like, in terms of building forms or building types? Which blocks or**

lands are appropriate/desirable for higher density building forms (like apartment buildings), and which for lower density building forms (like triplexes, fourplexes, rowhouses)?” Table 7 shows the common themes.

Table 7: Common themes regarding transitional land uses.

What is appropriate or desirable for the land use transition from College Drive?
Maintain the single family residential character of the neighbourhood
Create additional green space alongside increased density
Small scale development, such as townhouses, row housing, triplexes
Limit height to 3 stories
Clarence and Cumberland Avenues for increased density

Other responses include:

- There is generally NO opportunity for transitional development from College to Elliott Street and University Drive. Both streets have high heritage value and any development on College will have an impact on those streets. A cap of 3 storeys on College would help.
- Corridor Mixed Use should apply from College to Elliott, then Corridor Residential should apply from Elliott to Osler Streets or maybe even Elliott to Temperance Streets.
- Try to conform to the neighborhood style. Avoid bland "cubic block" structures.
- Corner lots are suitable for multi-story dwellings, and allow next increment of development as a right (permitted use) everywhere else. Adjust as necessary and extend in block over time as redevelopment occurs. Allow ground-floor commercial on corner lots as a discretionary matter with clear and easily achievable discretionary use evaluation criteria.
- Higher density within 200 metres of the BRT stop walksheds, and lower density from 200 to 400 metres.

The final two questions asked, “Are there considerations that should be made for local conditions specific to the College Corridor study area? What conditions or improvements would enable Corridor Residential in the College Corridor study area?” Table 8 shows the common themes.

Table 8: Common themes for conditions and improvements in the transitional area.

Any considerations for conditions or improvements that would enable this type of transitional residential development in the area?
Enhance green spaces
Create safe and accessible crossings across College Drive and in the neighbourhood
Maintain and honour heritage properties and sites
Student housing should be a priority
Maintain the existing character of the neighbourhood through architectural design

Other responses include:

- There is a high number of students and renters but still a need for family housing, subsidized housing and supportive housing.
- Tangible investments and improvements needed to combat neighbourhood opposition.
- Use existing community plans for these areas.

- I'd like this neighbourhood to become like Nutana near Broadway – a single-family neighbourhood with a number of towers and low-rises along high-traffic streets – rather than becoming like City Park between 25th and Queen Streets, which has a displacement of single-family homes in favour of apartments.
- Ensure historic homes from the 1920s and 30s are preserved and not demolished for infills – concerned that transition land uses will destroy the neighbourhood unless City strictly regulates design.
- Prioritize protection of the urban forest and trees that have made this neighbourhood a valued place to live. Increase green to compensate for increased density and for mental health.
- Enhance President Murray Park and the rink and fields around Brunskill School, e.g., improved walking paths and lighting.
- There is no point in attracting more people with higher density if going to force them to drive because infrastructure is unsafe/unpleasant to navigate without a car.
- Focus on accessibility (walkability, cyclability) as well as amenities (grocery stores, restaurants, etc.). Hopefully more food options when density increases.

What We Heard, Round 2 – Land Use Scenarios

For the second round of meetings and surveys, the project team applied community input and technical planning considerations to create various scenarios for changes to land use and density in the area. These scenarios were put forward for feedback with the goal of building a proposal for the College Corridor Plan's land use map.

There were three scenarios presented for the College Drive portion of the study area – from the South Saskatchewan River to Cumberland Avenue. Two scenarios were presented for the Preston Avenue portion of the study area, which consisted of the University of Saskatchewan-owned lands located along Preston Avenue, and along College Drive from Cumberland Avenue eastward. A colour-coded land use map illustrated each scenario. Additionally, for the more complex College Drive scenarios, the project team supplied 3D model images to help community members visualize what the scenario could mean in terms of the physical form of future buildings.

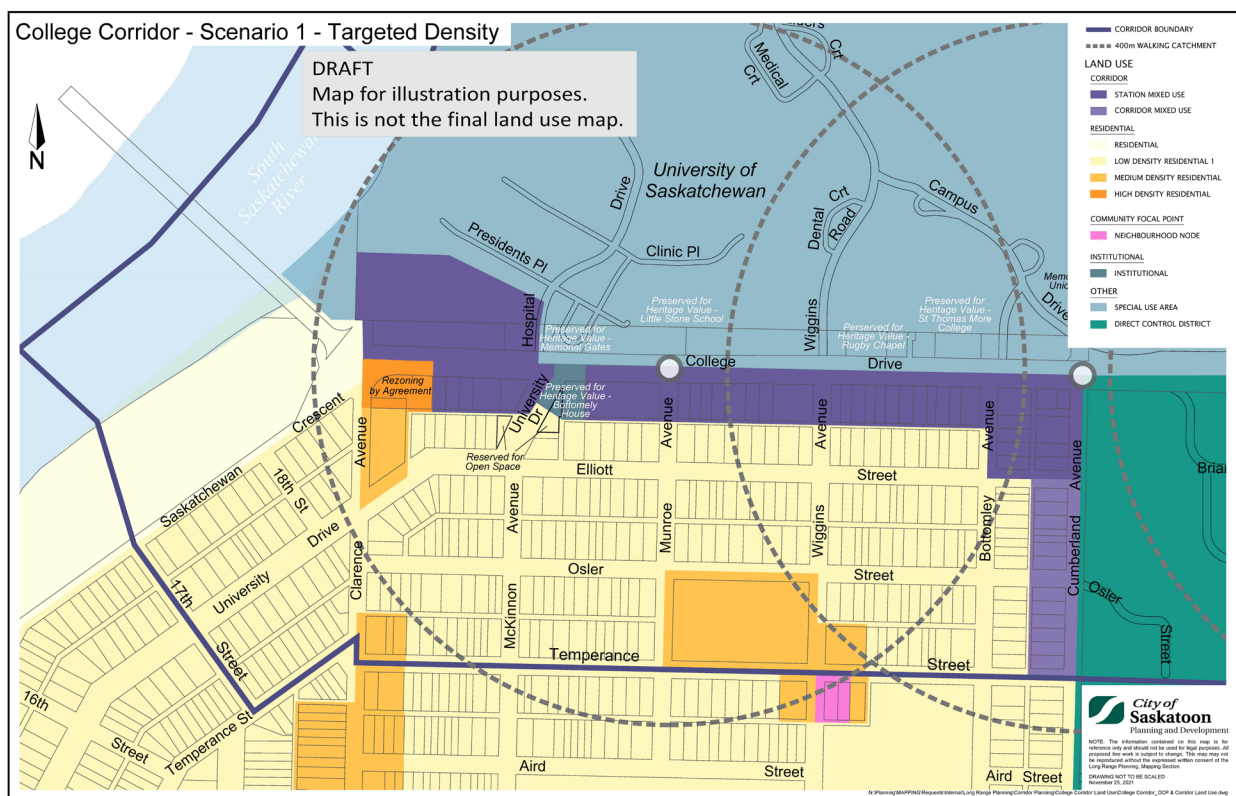
Descriptions of the College Drive Scenarios

As mentioned previously, the project team generally observed more agreement among community members about adding density directly along College Drive than about density changes in the adjacent established residential areas. Therefore, the main difference between the three College Drive scenarios related to what kinds of density changes, if any, should occur on residential streets adjacent to College Drive. There are some commonalities across the three scenarios that reflected items that had fairly strong agreement among community members, such as the preservation of valued heritage properties, the recognition of previous rezoning agreements, and adding some density to Cumberland Avenue across from the University of Saskatchewan's College Quarter development.

College Drive Corridor – Scenario 1: Targeted Density

The “Targeted Density” scenario focused all new density directly on College Drive. In this scenario, the land use designation of *Station Mixed Use* (dark purple) is strategically located along College Drive. Heritage properties have been noted for preservation, such as the Bottomley House, Little Stone School, Rugby Chapel and near the Memorial Gates. The site at the corner of Clarence Avenue and College Drive has a rezoning by agreement in place; therefore, no land use changes are proposed at this time. *Corridor Mixed Use* (medium purple) has been proposed along Cumberland Avenue, to pair and complement the plans for mixed-use development across the street as part of the College Quarter Master Plan. This scenario was illustrated using the map in Figure 4 and a series of 3D model images.

Figure 4: Map showing the first scenario, Targeted Density, for the College Drive portion of the study area.⁴

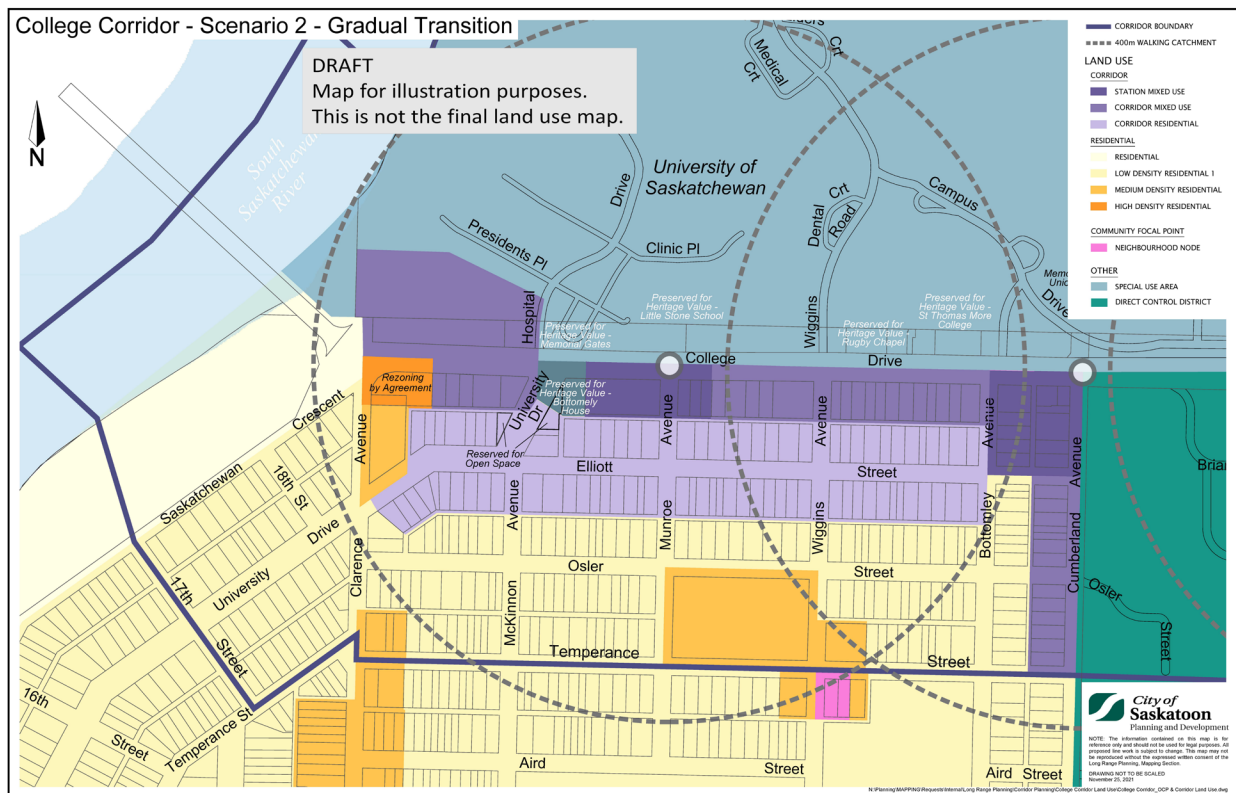


⁴ Please see this PDF for a larger College Drive Targeted Density map and 3D model images of it.

College Drive Corridor – Scenario 2: Gradual Density

The “Gradual Density” scenario represents a gradual decrease in density from the College Drive corridor – a gradual transition down of density from College Drive southward. In this scenario, the land use designation of *Station Mixed Use* (dark purple) is strategically located at future Bus Rapid Transit (BRT) stations, at Munroe Avenue/College Drive and Cumberland Avenue/College Drive. The *Corridor Mixed Use* (medium purple) land use designation has been applied to other areas along College in between the *Station Mixed Use* areas. As in the previous scenario, heritage properties were noted for preservation and previous rezoning agreements were honoured. *Corridor Mixed Use* has been proposed along Cumberland Avenue, to pair and complement the plans for mixed-use development across the street as part of the College Quarter Master Plan. The *Corridor Residential* (light purple) land use designation has been proposed for the two blocks south of College Drive, i.e., both sides of Elliott Street, supporting a transition of density from the College Drive corridor into the established neighbourhood. This scenario was illustrated using the map in Figure 5 and a series of 3D model images.

Figure 5: Map showing the second scenario, Gradual Density, for the College Drive portion of the study area.⁵

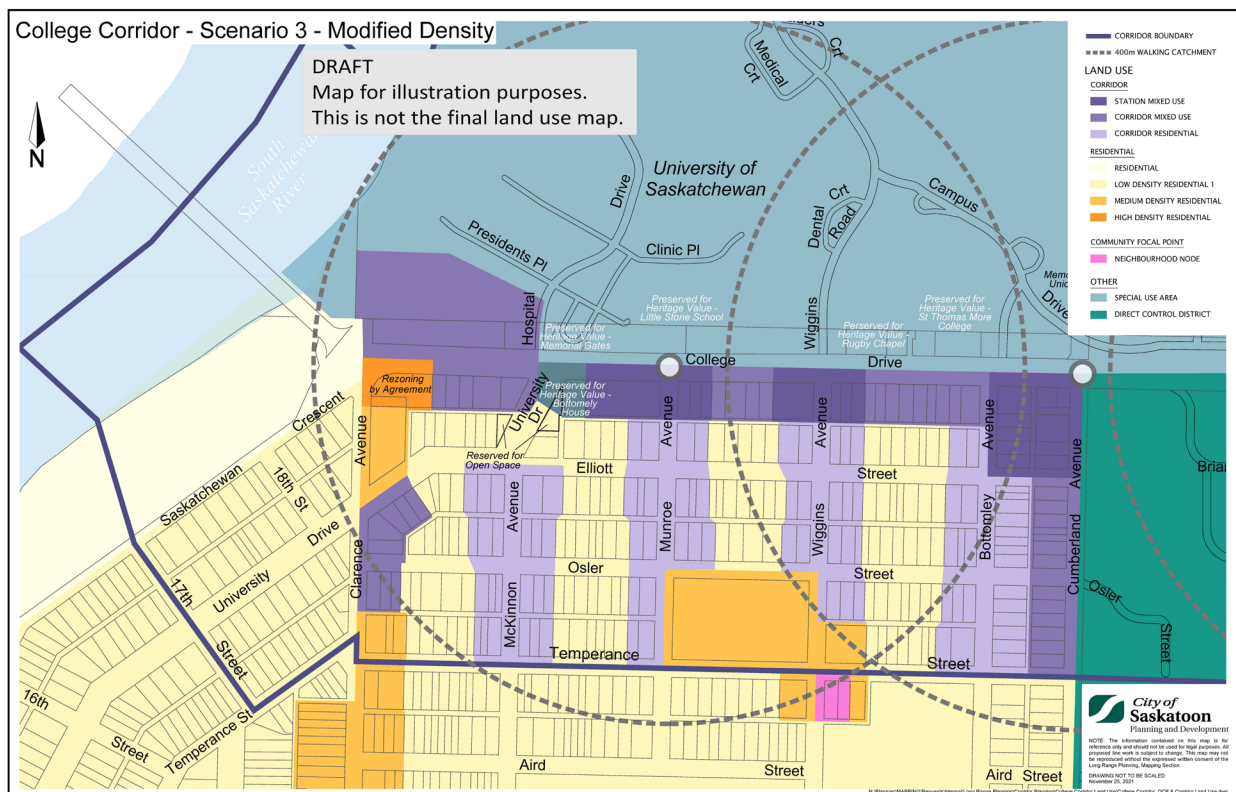


⁵ Please see this PDF for a larger College Drive Gradual Density map and 3D model images of it.

College Drive Corridor – Scenario 3: Modified Density

The “Modified Density” scenario is based on a mix of feedback received during the first round of land use workshops and surveys. In this scenario, the land use designation of *Station Mixed Use* (dark purple) is strategically located at future Bus Rapid Transit (BRT) stations, at Munroe Avenue/College Drive and Cumberland Avenue/College Drive. Additionally, the *Station Mixed Use* land use designation has been applied to Wiggins Avenue/College Drive due to its noted importance of a key intersection for connection. The *Corridor Mixed Use* (medium purple) land use designation has been applied to other areas along College in between the *Station Mixed Use* areas. As in the previous scenario, heritage properties were noted for preservation and previous rezoning agreements were honoured. *Corridor Mixed Use* has been proposed along Cumberland Avenue, to pair and complement the plans for mixed-use development across the street as part of the College Quarter Master Plan. *Corridor Mixed Use* has also been applied along Clarence Avenue to complement the existing uses along Clarence Avenue. The *Corridor Residential* (light purple) land use designation has been proposed along the corners of avenues heading north/south, i.e., McKinnon, Munroe, Wiggins and Bottomley Avenues. This has been applied to preserve the centre block character of the east/west streets. This is also to highlight the connection points to College Drive and access to the University of Saskatchewan. This scenario was illustrated using the map in Figure 6 and a series of 3D model images.

Figure 6: Map showing the third scenario, Modified Density, for the College Drive portion of the study area.⁶



⁶ Please see this PDF for a larger College Drive Modified Density map and 3D model images of it.

Descriptions of the Preston Avenue Scenarios

Previous community feedback about density changes along Preston Avenue on lands owned by the University of Saskatchewan generally leaned toward taking the most advantage of those currently undeveloped lands. Therefore, the two Preston Avenue scenarios are relatively similar but with variation in the volume of higher density that should be located along Preston Avenue.

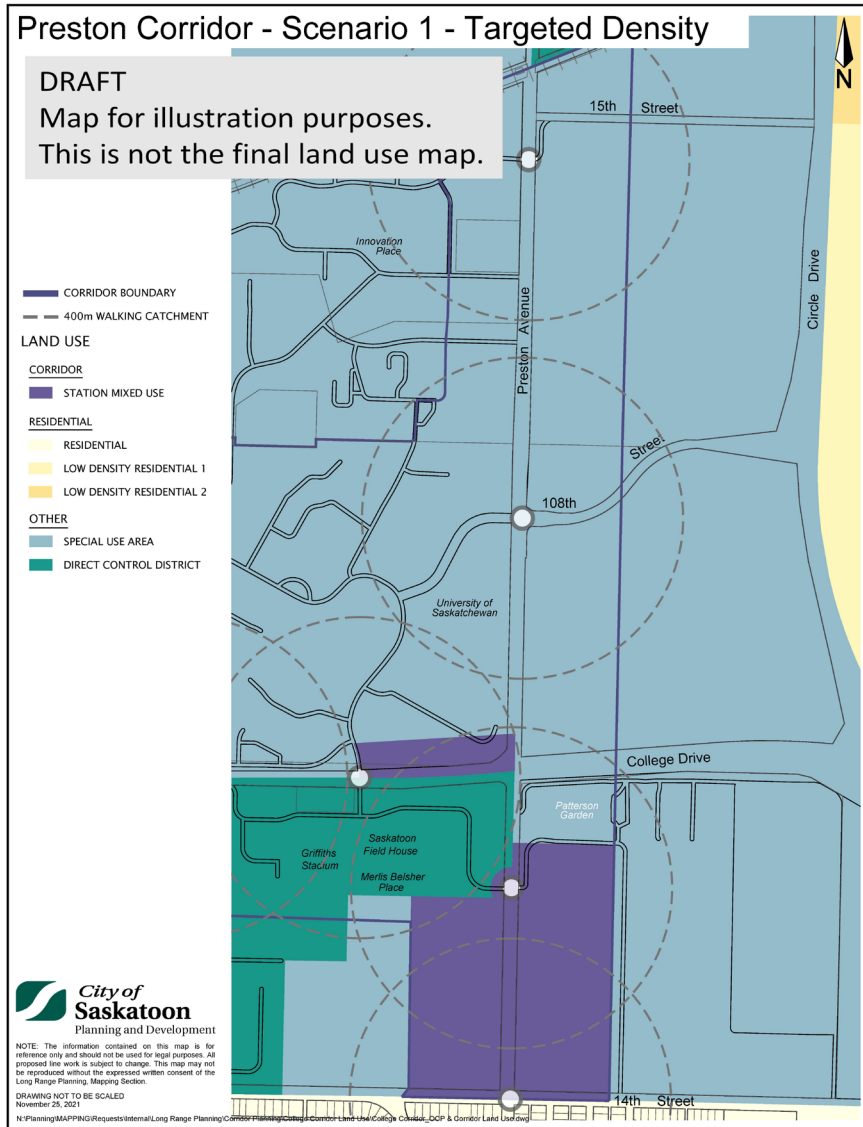
Preston Avenue Corridor – Scenario 1: Targeted Density

In the “Targeted Density” scenario, the land use designation of *Station Mixed Use* (dark purple) is strategically located along the entire length of Preston Avenue from 14th Street East to College Drive, to indicate possibility for high density in that entire area. Potential heritage properties have been noted without new land uses, such as the Patterson Garden. Corridor land use designations have not been applied north of College Drive to note the agricultural research lands that the University of Saskatchewan wishes to maintain. A strategic site on the north side of College Drive in between Preston Avenue and Campus Drive, in front of the Stone Barn, has been noted as potential *Station Mixed Use* land use designation. There is no *Corridor Mixed Use* or *Corridor Residential* proposed in this scenario. Figure 7 shows this scenario’s map.

Preston Avenue Corridor – Scenario 2: Gradual Density

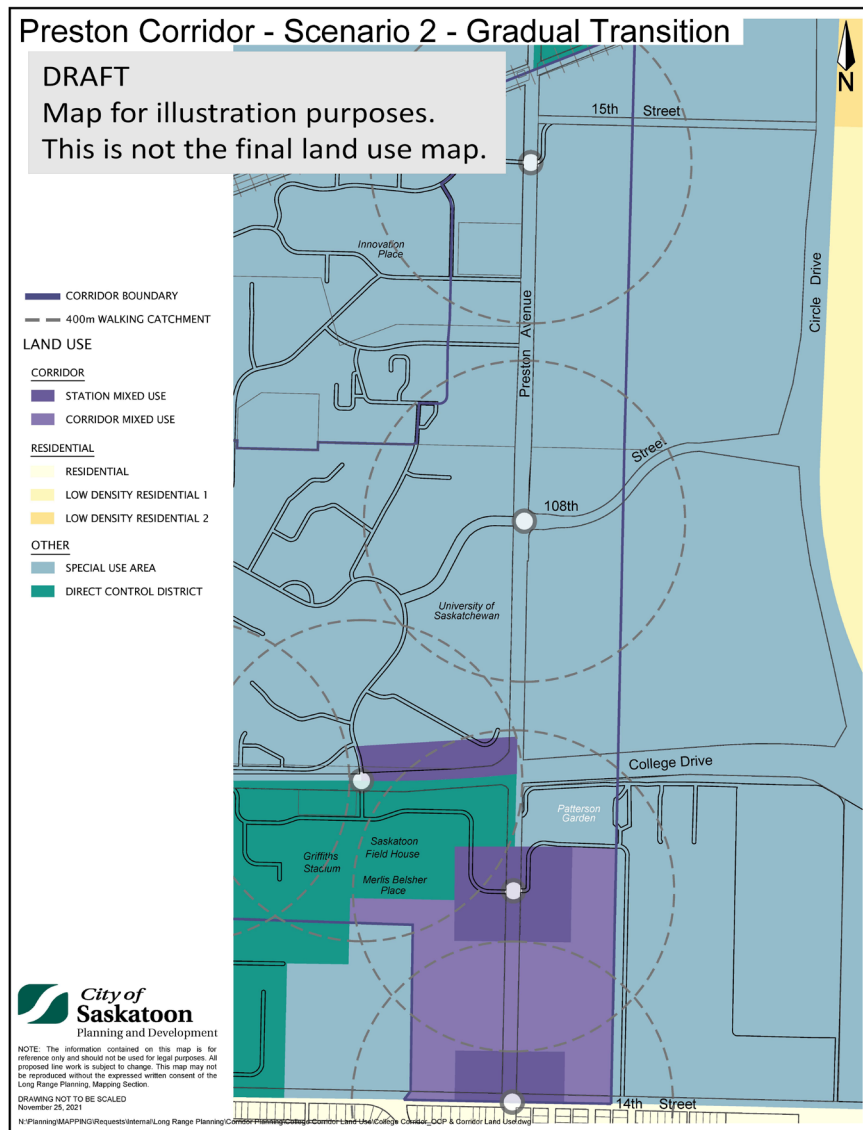
The “Gradual Density” scenario represents focusing new density along the Preston Avenue corridor near the proposed Bus Rapid Transit (BRT) stations. In this scenario, the land use designation of *Station Mixed Use* (dark purple) is strategically located around the BRT station locations of Preston Avenue/Field House Road and Preston Avenue/14th Street East. The *Corridor Mixed Use* (medium purple) land use designation has been applied to all of the other lands in between the BRT station areas along Preston Avenue. Potential heritage properties have been noted without land use, such as the Patterson Garden. Corridor land use designations have not been applied north of College Drive to note the agricultural research land that the University of Saskatchewan wishes to maintain. A strategic site on the north side of College Drive in between Preston Avenue and Campus Drive, in front of the Stone Barn, has been noted as potential *Station Mixed Use* land use designation. There is no *Corridor Residential* proposed in this scenario. Figure 8 shows this scenario’s map.

Figure 7: Map showing the first scenario, Targeted Density, for the Preston Avenue portion of the study area.⁷



⁷ The Preston Avenue Targeted Density map is available in a larger, zoomable PDF format at this link.

Figure 8: Map showing the second scenario, Gradual Density, for the Preston Avenue portion of the study area.⁸



Virtual Follow-up Land Use Meeting – November 24th, 2021

A follow-up virtual land use meeting was held on November 24th, 2021. This meeting was a large group discussion with attendees taking part in a facilitated question and answer period. During the meeting the project team:

- Presented a summary of the preliminary land use engagement results;
- Presented three different land use scenarios that were developed through the land use sessions and land use survey; and
- Facilitated a large group discussion about the land use scenarios.

⁸ [The Preston Avenue Gradual Density map is available in a larger, zoomable PDF format at this link.](#)

The follow-up land use meeting had six individuals attend. Based on the interests of the attendees, discussion during this meeting only explored the three scenarios for the College Drive portion of the study area.

Video recordings of the meeting's presentation portions were added to the College Corridor Plan website and the City of Saskatoon's [YouTube channel](#).

Questions and comments from participants during the follow-up land use session included:

- Concern about high density around Munroe Avenue – consideration should be given to historical sites;
- Scenario 1 (Targeted Density) achieved the most support;
- Cumberland Avenue and Wiggins Avenue are important intersections and could be appropriate for more density;
- Park and/or green space should be designated, so that the City does not sell any additional land in the area;
- Elliott Street should be preserved as a historical street;
- Limited changes should be made to Elliott Street;
- Land use facing Elliott Street could be encouraged to use collegiate style aesthetic;
- Concern about current residents on Elliott Street sharing a back lane with higher density developments along College Drive;
- Preserving heritage assets and views are very important;
- Preston Avenue corridor is an opportunity to create a unique new community;
- University of Saskatchewan lands on the north side of College Drive should be designated for Corridor land uses;
- Scenario 3 (Modified Density) should be modelled in consideration with the amount of infrastructure upgrades that are needed;
- Scenario 3 (Modified Density) is too encompassing – Wiggins and Bottomley Avenues may be more appropriate for density based on their configuration;
- The Stone Barn site should be considered historically;
- Development at the Stone Barn site could enhance that area and make it more publicly accessible;
- The view of the South Saskatchewan River from College Drive should be preserved.

Land Use Survey #2: Land Use Scenarios – Nov. 29th to Dec. 10th, 2021

The second land use survey presented and asked for feedback on the different scenarios created by the project team for changes to land use and density along College Drive and Preston Avenue. The same two questions were asked for each scenario:

- An open-ended question with multiple prompts: **“Is there any way you think this scenario could be improved? What would you change about the purple colours on the map? For example, are there any opportunities that might have been overlooked?”**
- A question asking respondents to give a rating out of five stars: **“How would you rate this scenario? 1 (worst) to 5 (best).”**

After each set of scenarios was presented, survey respondents were also given an opportunity to pick one of the scenarios from that set as their preferred choice.

85 responses were received in total for the second survey. Please refer to the section on [survey respondent demographics](#) for more detail.

College Drive Corridor –Scenario 1: Targeted Density

Table 9 summarizes suggestions from survey respondents about how the Targeted Density scenario for College Drive could be improved, while Table 10 summarizes concerns or questions from survey respondents. (See Figure 4 for map of this scenario.)

Table 9: Suggestions for improvement about the College Drive Targeted Density scenario.

Is there any way you think this scenario could be improved?
Need to address the large number of students and faculty who will be using the BRT stations (in place of the former Place Riel).
More density and height needed.
Needs more pedestrian friendly spaces, safe bike paths and trees.
Needs more dedicated alternative transportation infrastructure (i.e., separated bike lanes).
Needs more community gathering spaces.
Need to increase density on the north side of College Drive to match the south side (both from an aesthetic perspective, and in order to generate more ridership for the BRT).
Density needs to incorporate on-site public open/green space or other amenities.
Density should be focused on the corridors rather than creeping into adjacent neighbourhoods.
Density should extend further into the neighbourhood to the south (Varsity View).
Preserve the green space on the north side of College Drive (between Hospital Drive and Clarence Avenue) for the benefit of existing and future neighbourhood residents.
Development along Cumberland Avenue should account for solar access (provide “sunlight gaps”).

Table 10: Concerns or questions about the College Drive Targeted Density scenario.

Things to clarify or concerns
Traffic congestion in/out of Royal University Hospital (and streets in general) is a concern today.
4 to 6 storey buildings adjacent to single family homes might be abrupt.
Density at the corner of College Drive and Clarence Avenue will affect views (specifically, nothing should be developed south of the President’s Residence to preserve the view of the river valley).
Density on south side of College Drive will create shadow wall on the north side (solar access) and increase wind at the pedestrian level.
Danger of slope failure for development close to the river.
Underground parking will be essential to accommodate the increased density (parking is an ongoing issue in the area).
Suggestion to add Station Mixed Use to the west side of Cumberland Avenue.
Densification will have a negative impact on property values of existing homes.
Concern over removal of historic properties along Elliott Street.

The Targeted Density scenario for College Drive received an average rating of **3.09 out of 5** and was chosen as the best overall scenario for College Drive by **48 per cent of survey respondents**.

College Drive Corridor –Scenario 2: Gradual Density

Table 11 summarizes suggestions from survey respondents about how the Gradual Density scenario for College Drive could be improved, while Table 12 summarizes concerns or questions from survey respondents. (See Figure 5 for map of this scenario.)

Table 11: Suggestions for improvement about the College Drive Gradual Density scenario.

Is there any way you think this scenario could be improved?
Elliott Street should be preserved for low density.
Elliott Street should be used for higher density due to its proximity to future BRT stops.
Would be nice to have more green space incorporated.
Encourage the University of Saskatchewan to mirror the same type of development on the north side of College Drive.
The entrance to Royal University Hospital (intersection of College Drive and University Drive) could be planned better to improve traffic flow and pedestrian safety.
More mixed use needed in the area to accommodate emerging needs in the area (groceries, walk-in clinic, community supports).
Remove any purple from Elliott Street and focus growth on the corridor, delay densification of Elliott and surrounding streets until next growth phase (after College Drive has fully been densified).
Transitions should be gradually descending rather than abrupt from high to low.
The University President's Residence should remain low density to preserve the views.
It will be important to step-down the height of taller buildings adjacent to low-density areas.
The highest possible density should be along both sides of the corridor (College Drive) in order to generate ridership for the BRT, and also to provide services for those who use the BRT.
Adjacent neighbourhoods (off the corridors) should be left to the residents of these areas to re-imagine.

Table 12: Concerns or questions about the College Drive Gradual Density scenario.

Things to clarify or concerns
Concern over increasing density along Elliott Street, loss of historic properties.
Gradual transition could have a negative impact on the quieter streets.
Concern that density could block views of the river/river valley.
Density on south side of College Drive will create shadow wall on the north side (solar access) and increase wind at the pedestrian level.
Increased density will reduce property values of existing homes.
Underground parking will be essential to accommodate the increased density (parking is an ongoing issue in the area).
Increased density would end up squeezing out the single and two-family dwellings which define the character of the neighbourhood.
There is not enough green space, play structures and schools to accommodate the additional population.
Where will the City get the money to purchase all these homes?
If this scenario is gradual, then the buildings on College Drive should not be as high as the previous (Targeted) scenario.

The Gradual Density scenario for College Drive received an average rating of **2.78 out of 5** and was chosen as the best overall scenario for College Drive by **27 per cent of survey respondents**.

College Drive Corridor – Scenario 3: Modified Density

Table 13 summarizes suggestions from survey respondents about how the Modified Density scenario for College Drive could be improved, while Table 14 summarizes concerns or questions from survey respondents. (See Figure 6 for map of this scenario.)

Table 13: Suggestions for improvement about the College Drive Modified Density scenario.

Is there any way you think this scenario could be improved?
Anything off College Drive and Cumberland Avenue should be low density.
The side streets do not need densification.
This is a better compromise, preserves historic aspects.
Impose strict architectural controls on Corridor Residential areas south of College Drive.
Preserving open spaces is important, but this plan will need to expand them and create new ones too.
Need to incorporate trees and shade as much as possible.
This is the least bad option: neighbourhoods need to be easier to get around on foot and bike, with more stores and parks, so people can get their daily needs within walking distance and enjoy their surroundings.
Wiggins Avenue could be Corridor Residential because it is a main thoroughfare, but the other avenues should remain unchanged.
Increased density along Elliott Street should be added.
Station Mixed Use should work towards commercial development of underground parking and amenities.
A small amount of mixed use could be added between Clarence and McKinnon Avenues.
This scenario appears to be the least intrusive.
Low density should be maintained at the President's Residence to preserve views of nature.
Focus on College Drive first to fully realize the potential of the BRT system.
Larger buildings with smaller footprints are ideal to provide more sunlight and community spaces at grade.
If density is the goal, then most of it should be located on the corridors, and along Bottomley Avenue as it displays less character than the other streets and also interfaces with a park closer to Aird Street.
Do not like how this puts intensified land uses further from the BRT.
This scenario is looking very far into the future – decades, in fact – when current buildings need to be replaced or substantially repaired. Owners at that time might actually find the need to re-think their properties an excellent opportunity to reshape the neighbourhood and this land use plan facilitates the natural evolution of an aging neighbourhood to something meaningful. If particular buildings, streets or sections of streets need to be deliberately preserved in some way, they could easily be identified and excluded from redevelopment in this scenario.
This scenario best meets the needs of current residents who want enhanced services within their neighbourhood. Example: a day care or a small corner store that is located right in the middle of Varsity View and easily accessible on foot might be desirable.
Emphasis on preserving the current status quo is unlikely to be the best long-term solution for any neighbourhood. Cities do change and want to evolve. The better course of action is to imagine and facilitate how we might collectively want that change to happen.

Table 14: Concerns or questions about the College Drive Modified Density scenario.

Things to clarify or concerns
There must be a review and approval process that preserves as much of the character of the neighbourhood as possible – careful review of new proposals for medium density development has the potential to improve the district.
Why do you need that many high-rises and businesses in an area that will now be accessible by BRT?
Public schools cannot take on that many elementary students.
It is a crime to cut down the beautiful elm trees.
There is not enough parking to accommodate this much density.
How does the community benefit from these changes? The plan should include parks, trees, etc.
How will backyard privacy be maintained? (Concern about tall buildings backing on to single family homes.)

The Modified Density scenario for College Drive received an average rating of **2.49 out of 5** and was chosen as the best overall scenario for College Drive by **25 per cent of survey respondents**.

Preston Avenue Corridor – Scenario 1: Targeted Density

Table 15 summarizes suggestions from survey respondents about how the Targeted Density scenario for Preston Avenue could be improved, while Table 16 summarizes concerns or questions from survey respondents. (See Figure 7 for map of this scenario.)

Table 15: Suggestions for improvement about the Preston Avenue Targeted Density scenario.

Is there any way you think this scenario could be improved?
More trees along Preston Avenue are needed.
Move some of the density from the College Drive scenarios and place it here (instead of disturbing a well-established neighbourhood).
Looks ok except that space should be left south of the Patterson Garden for possible future expansion of the Garden or use by Meewasin.
There needs to be more room south of Patterson Garden to ensure there is enough sunlight for the trees to thrive. This is another treasure of Saskatoon that must not be sacrificed.
This is a far better option if Preston could be widened to accommodate double lane traffic.
Having various housing types along Preston would be preferred.
Add dark purple to the northwest parcel from the station.
Increasing density along the primary corridor is the best way to realize potential of BRT system.
Station Mixed Use on the east side of Preston immediately adjacent to Patterson Garden is too dense for that location. It would overwhelm the garden and negatively affect its sense of place and its ambience.
We very much support the preservation of the Patterson Garden and would again emphasize the need in the next phase of engagement to look at its accessibility and visibility along the College and Preston corridors.

Table 16: Concerns or questions about the Preston Avenue Targeted Density scenario.

Things to clarify or concerns
The map is hard to read but it looks like a plan to develop what is now open space?
Development should not be done on the University campus. This appears to impinge on the area currently used for cattle and sheep, and I wonder if this indicated plans to demolish the historic dairy barn?
This is a major traffic route. How will you handle conflict between traffic flow and need for additional pedestrian/traffic crossing?
In this scenario and the next one, we lament that the south side of College has been excluded (by remaining green – Direct Control District for College Quarter) as has both sides of Preston north of College to the Canadian Pacific Railway tracks (by remaining grey – Special Use Area for the University’s campus lands and agricultural research lands).

The Targeted Density scenario for Preston Avenue received an average rating of **3.23 out of 5** and was chosen as the best overall scenario for Preston Avenue by **55 per cent of survey respondents**.

Preston Avenue Corridor – Scenario 2: Gradual Density

Table 17 summarizes suggestions from survey respondents about how the Gradual Density scenario for Preston Avenue could be improved, while Table 18 summarizes concerns or clarification questions from survey respondents about this scenario. (See Figure 8 for map of this scenario.)

Table 17: Suggestions for improvement about the Preston Avenue Gradual Density scenario.

Is there any way you think this scenario could be improved?
Leave the density at its highest – especially since the area will be new; the best opportunity for density is along Preston.
Adding pedestrian-friendly spaces (wide sidewalks) and bike paths (safe ones), plus trees would alleviate any new development in some ways.
Space should be left south of the Patterson Garden for its possible expansion or use by Meewasin.
Remove the dark purple from north of College – this land should be kept as campus land so that there is a clear boundary between campus and residential.
Mixed density is great for this area.
It would be nice to see some walkways or green space incorporated.
Need complete streets and development in consultation with University of Saskatchewan north of College.
There is no reason to limit density in this area, as it's entirely greenfield – keep it all Station Mixed Use.
I would like to see the stone barn featured as a heritage building, with nothing directly in front of it.
Increase the density (more Station Mixed Use) and reduce Corridor Mixed Use – not the best place for dwellings next to stadium parking lots, unless student residences. Also concerned about isolation from neighbourhood amenities and pedestrian safety.
Strongly encourage urban agriculture to be incorporated into this area.
With the density that is being envisioned here, there must be some requirements for developers to include creative green space in the projects that are proposed.

Is there any way you think this scenario could be improved?
Station Mixed Use would be more appropriate on Cumberland because of its proximity to the University.
Need larger buildings with smaller footprints.
The affected land is under-utilized at present, so the proposed gradual density is a good idea.
Gradual transition to high density should begin at 14 th Street East, not be stuffed into the middle of two high-density blocks. Building density from 14 th Street northward would be more attractive and less of an abrupt transition from single family homes on 14 th Street.

Table 18: Concerns or questions about the Preston Avenue Gradual Density scenario.

Things to clarify or concerns
I would be conscious of the wind and would suggest trees and sheltered walkways.
Concern over higher density increasing traffic congestion and requiring more crosswalks and traffic lights.
Concern over density replacing the historic dairy barn.

The Gradual Density scenario for Preston Avenue received an average rating of **3.00 out of 5** and was chosen as the best overall scenario for Preston Avenue by **45 per cent of survey respondents**.

Overall comparison of land use scenarios

Table 19 and Table 20 give a summary comparison of survey respondents' opinions toward the presented land use scenarios for the College Drive portion and Preston Avenue portion of the study area, respectively.

Table 19: Average rating and popularity as best overall scenario as chosen by survey respondents for each of the three land use scenarios presented for the College Drive portion of the study area.

College Drive Corridor Scenario	Average rating (out of 5)	Respondents who chose this as the best scenario
Scenario 1: Targeted Density	3.09	48% (34)
Scenario 2: Gradual Density	2.78	27% (19)
Scenario 3: Modified Density	2.49	25% (18)

Table 20: Average rating and popularity as best overall scenario as chosen by survey respondents for each of the two land use scenarios presented for the Preston Avenue portion of the study area.

Preston Drive Corridor Scenario	Average rating (out of 5)	Respondents who chose this as the best scenario
Scenario 1: Targeted Density	3.23	55% (39)
Scenario 2: Gradual Density	3.00	45% (32)

For the College Drive portion, the first scenario of Targeted Density received the highest average rating and had the largest proportion of survey respondents choosing it as the best overall

scenario. For the Preston Avenue portion, Targeted Density received the highest average rating and had the largest proportion of survey respondents choosing it as the best overall scenario.

It is, however, important to note that none of the scenarios received a particularly high rating given that the maximum possible rating is 5 out of 5. When forced to pick one amongst the scenarios presented, the overall community preference leaned toward the Targeted Density scenario for both the College Drive and Preston Avenue corridors; however, there was still a significant proportion of survey respondents who picked one of the other scenarios as the best overall.

Preliminary Land Use Map

The outcome for this *Explore Land Use Options* stage of the College Corridor Plan is the **preliminary land use map**. This map produced by the project team is shown in Figure 9 and Figure 10 for the College Drive and Preston Avenue portions of the study area respectively. Larger versions of the maps are on the [College Corridor Plan website](#).

The Targeted Density scenarios presented earlier for corridor land uses along both College Drive and Preston Avenue were used as a base, since Targeted Density received the most support out of the scenarios presented. Additionally, the project team incorporated some land use features from the other scenarios that reflect feedback from community members and technical analysis.

Table 21 shows how community input influenced the preliminary land use map.

Table 21: Community input themes and the Land Use Map.

Community Input Theme	How Input Influenced Map
General support for focusing new density directly on College Drive.	Station Mixed Use along most of the south side of College Drive between Clarence and Cumberland Avenues.
Protect specific sites with heritage and community value, such as the Bottomley House and Patterson Garden.	No land use change proposed for Bottomley House and Patterson Garden.
Cumberland Avenue can have more density, considering future plans for the adjacent College Quarter.	Corridor Mixed Use on west side of Cumberland Avenue.
Clarence Avenue can have more density, considering existing medium density uses along Clarence.	Medium Density Residential on east side of Clarence Avenue.
Opinions are polarized about increased density on adjacent residential streets such as Elliott Street. Some suggested corner sites along the north-south avenues could be potentially considered for density instead. Wiggins Avenue, being an important connection to and from the University campus, and Bottomley Avenue were suggested as being more appropriate than the other avenues.	Corridor Residential on both sides of Wiggins Avenue and on east side of Bottomley Avenue.
Take advantage of the undeveloped lands along Preston Avenue for high density.	Station Mixed Use along most of Preston Avenue between College Drive and 14 th Street.
Transition density down toward the existing residential neighbourhood south of 14 th Street along Preston Avenue.	Corridor Mixed Use and Corridor Residential along the north side of 14 th Street.
The plan should not just look at the south side of College Drive but also consider potential changes on the north side on University of Saskatchewan lands.	Station Mixed Use on north side of College Drive at specific sites – at the top of the University Bridge and in front of the Stone Barn.
Feedback from the University of Saskatchewan indicated the areas at the top of the University Bridge and in front of the Stone Barn as having infill development potential. Other lands north of College Drive are intended to remain dedicated to the University’s core academic and research purposes, including agricultural research.	No land use change proposed for most of the University of Saskatchewan lands north of College Drive, other than the sites indicated above.

Figure 9: Preliminary land use map for the College Drive portion of the study area.

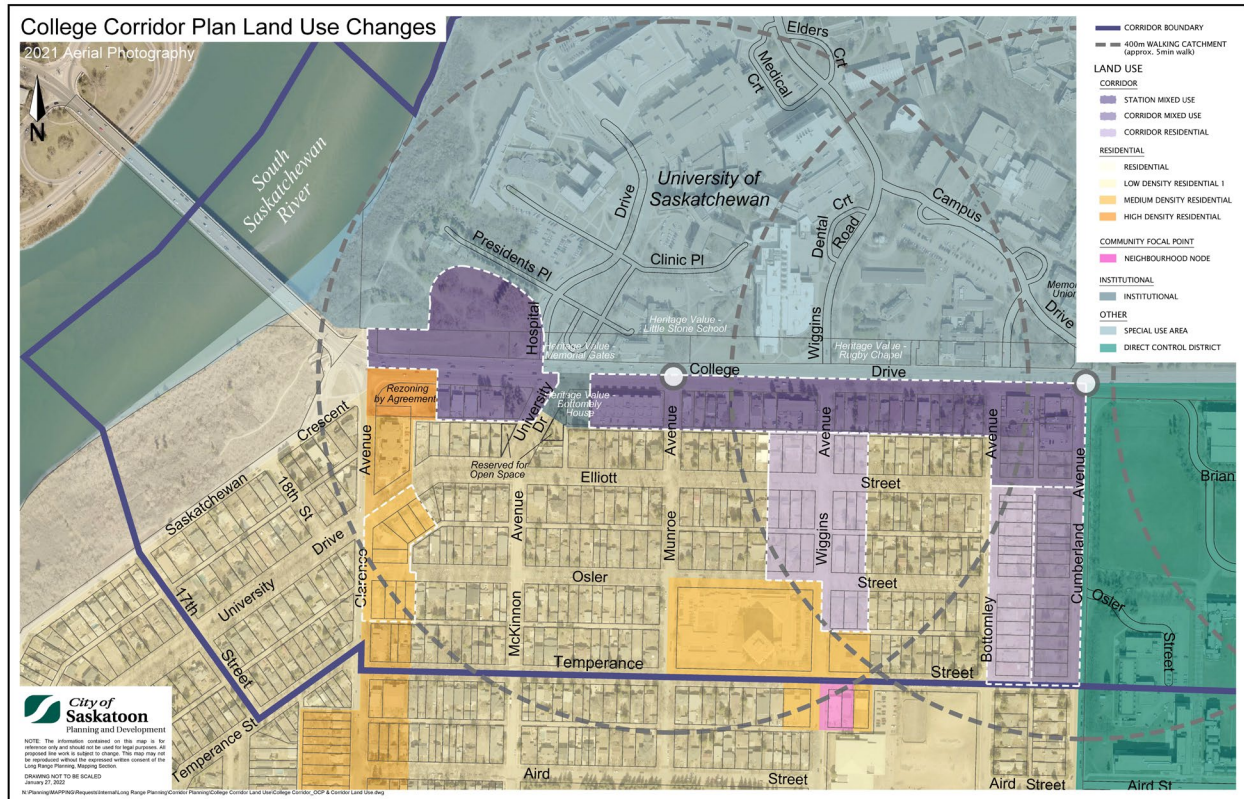
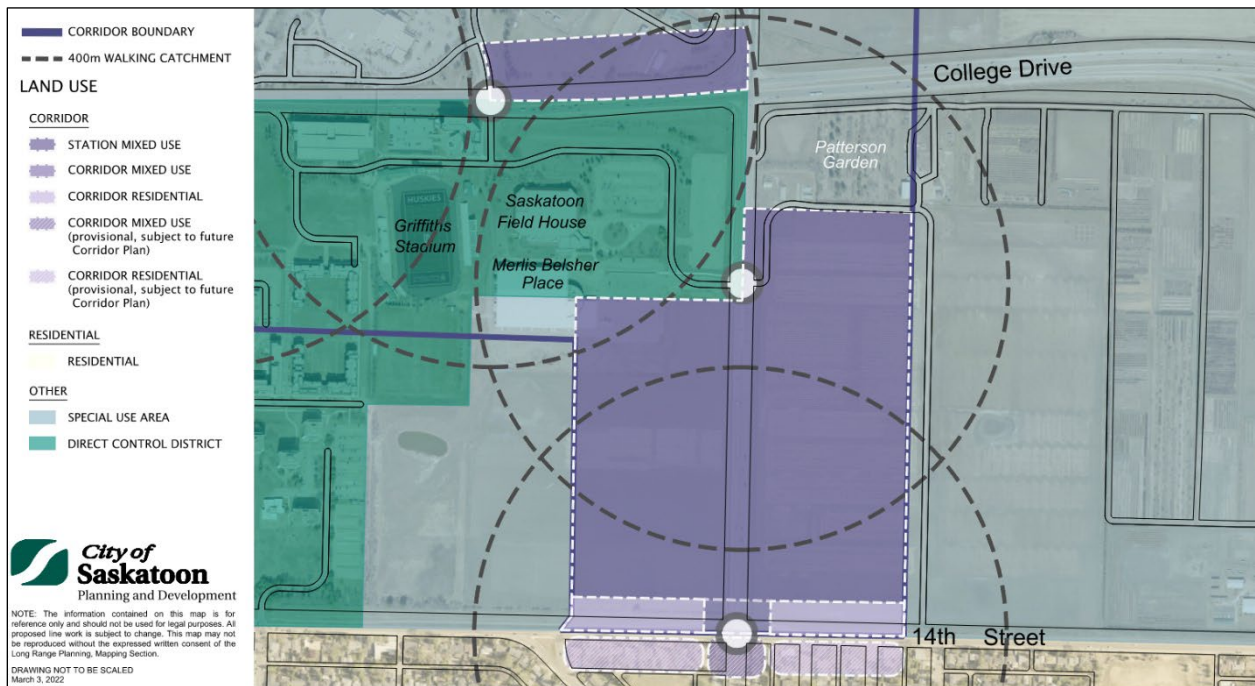


Figure 10: Preliminary land use map for the Preston Avenue portion of the study area.



Survey Respondent Demographics

Optional demographic questions were asked in each survey to assess how accurately the respondents reflected the make-up of Saskatoon residents. This is a best practice for all City of Saskatoon community engagement.

In the tables below, the first survey released November 8th is referred to as **Land Use Survey #1: Land Use and Density** and the second survey released on November 29th is referred to as **Land Use Survey #2: Land Use Scenarios**.

Table 22: Number of responses for each land use survey.

Land Use Survey #1: Land Use and Density	Land Use Survey #2: Land Use Scenarios
38 responses	85 responses

Survey respondents self-identified demographic details as shown in the following three tables.

Table 23: Age of survey respondents.

Age	Land Use Survey #1	Land Use Survey #2
Under 18	0% (0)	0% (0)
18 to 34	13% (5)	14% (11)
35 to 49	34% (13)	31% (25)
50 to 64	18% (7)	28% (23)
65 to 80	26% (10)	26% (21)
Over 80	8% (3)	1% (1)

Table 24: Gender identity of survey respondents.

Gender Identity	Land Use Survey #1	Land Use Survey #2
Female	49% (17)	38% (25)
Male	51% (18)	62% (40)
Non-binary or gender fluid	0% (0)	0% (0)

Table 25: Other equity-related demographics of survey respondents.

	Land Use Survey #1	Land Use Survey #2
Person with a disability	15% (6)	13% (9)
Member of a visible minority group	7% (3)	13% (9)
Indigenous person	0% (0)	0% (0)

Additionally, to understand what perspectives people were coming from, respondents were asked to indicate what connection they have with the College Corridor. Respondents could choose multiple options.

Table 26: Connections to the College Corridor.

Connection	Land Use Survey #1: Land Use and Density	Land Use Survey #2: Land Use Scenarios
I live here.	42% (16)	41% (35)
I study here.	8% (3)	4% (3)
I work here.	34% (13)	32% (27)
I own property here.	34% (13)	26% (22)
I own a business here.	3% (1)	1% (1)
I am interested in developing or building here	0% (0)	9% (8)
I visit the area for services and amenities (for example: health services or recreation)	45% (17)	39% (33)
No physical connection but I have a personal, emotional, historical or other connection	32% (12)	22% (19)
No connection or specific interest	0% (0)	5% (4)
I am representing an organization or association	5% (2)	4% (3)
Other	29% (11)	15% (13)

Many survey respondents indicated they visit the College Corridor for services and amenities, or that they live, work or own property within the College Corridor study area. In addition, the surveys received responses from representatives of the following organizations:

- Bus Riders of Saskatoon
- North Prairie Developments
- Saskatoon Food Council
- Saskatoon Heritage Society
- Walking Saskatoon (via email)

Data Limitations

One significant limitation of the community engagement in this land use phase and the previous introductory phase is that the project lacked participation from students at the University of Saskatchewan as well as from Indigenous community members. The project team plans to address these two gaps as we move into the next phases of the project dealing with public realm improvements:

- University of Saskatchewan students: The project team has connected with a Regional and Urban Planning studio class at the University of Saskatchewan and gave a presentation to the class about Corridor Planning and the College Corridor Plan, as well as invited the class to participate in our engagement activities.
- First Nations and Métis perspectives: The project team is working to make sure that Indigenous voices are incorporated into the project and recognizes the importance of including Indigenous perspectives in all components of the plan. We have had preliminary meetings with some Elders and will continue to update the plans as we continue to work with them.

Additionally, the project team has increased efforts to connect or reconnect with certain organizations or community groups that we have not been actively hearing from since the initial stages of this project.

Engagement Evaluation

Both of the online land use surveys asked respondents for feedback about the survey and the materials presented by the project team. The next two tables show a summary of this feedback from the first and second land use surveys, respectively.

Table 27: Evaluation by respondents on Land Use Survey #1: Land Use and Density.

Statement	Agree	Neutral	Disagree
The information was presented clearly.	49%	35%	16%
I understand how my feedback will be used.	31%	49%	20%
I was able to provide my feedback fully.	63%	29%	9%
This survey was a good use of my time.	69%	29%	3%

Table 28: Evaluation by respondents on Land Use Survey #2: Land Use Scenarios.

Statement	Agree	Neutral	Disagree
The information was presented clearly.	62%	30%	9%
I understand how my feedback will be used.	41%	37%	21%
I was able to provide my feedback fully.	58%	27%	15%
This survey was a good use of my time.	60%	31%	9%

A significant majority of respondents in both surveys did not agree that they understood how their input will be used. This is a continued response in this project and the project team will strive to improve this by communicating what input has been incorporated into the deliverables of the College Corridor Plan. As an immediate example, in presenting the preliminary land use map earlier in this report, the project team has presented where community input was incorporated into specific decisions about land use changes shown on the map.

The first land use survey saw just half of respondents agreeing that the information was presented clearly. This percentage was more favourable in the second, follow-up land use survey. This may be because land use is a technically challenging topic with a substantial amount of legal language and policy jargon.

The increase in response for “the information was presented clearly” in the follow-up survey suggests that it is easier for community members to understand and respond to distinct scenarios or options rather than to answer completely open-ended questions about what might be an endless number of possible outcomes. The 3D model images provided with the second survey might also have helped. However, showing the 3D model also generated many pieces of feedback specific to the model, such as about colour choice and architectural features of modelled buildings and lack of street trees, that were not useful feedback for this project. The 3D model is not intended to represent a final buildout of the corridor but rather strictly to display potential heights and relative size of future buildings based on the land use designations.

Other participant feedback received during this land use component of the project is listed below.

Feedback about the content of this phase:

- Prefer that the planning process start by looking at where public use lands, special use lands and preserved lands go in plans before adding private use lands. The concern as Corridor Planning moves to other areas of Saskatoon is that there will be a lack of space

for folks who need a safe space to be, folks who need to access services and folks experiencing homelessness.

- City of Saskatoon needs to present more on why this project is required to create a more sustainable and livable city, and to change expectations of what it means to live in a city.
- Wonder if this planning is still relevant or correct with the environmental, social and economic changes currently occurring during the pandemic.
- Would like more communication on how communities can benefit in land use planning, so that when developments happen, there is a process or some way to require developers to leave something behind for the community.
- I have attended meetings for the Varsity View Local Area Plan and the College Corridor for years, but do not understand where these scenarios came from as only the first one bears any semblance to what was previously discussed.

Feedback on methods, materials and processes:

- Maps were not large enough to see details.
- Questions are too wordy, complex, not very clear.
- Would like to see more visuals for Preston Avenue as well as visuals showing how the scenarios would look like in Saskatoon's different seasons.
- Appreciated the visualizations of the various scenarios.
- Not clear on the difference between the purple colours (the three corridor land use designations).
- Should ask what is wrong with each scenario or be able to give a negative score. Do not just ask how each scenario could be improved.
- Most of the information is presented in very broad and general terms, which can be difficult to connect to for individual homeowners.
- Simple rankings of the presented scenarios is not a very useful approach. Looking forward to further discussions and iterations to have the many finer points understood by all stakeholders and ironed out to find the best overall solution.

Next Steps

Most of the subsequent components of this project exploring public realm and infrastructure improvements require the preliminary land use map, which allows the project team to better determine what types of public improvements are appropriate and feasible based on the proposed future land use of the area. With the preliminary land use map complete, the project team is now better able to conduct analysis and engagement work on these subsequent phases of the College Corridor Plan. The land use map will not be considered final until these phases are complete, when it is time to bring all components of the plan together.

In response to some of the feedback about our engagement activities and materials, the project team will strive to make upcoming topics like open space and recreation, walking and cycling, and streetscaping – which are generally less technically challenging – more approachable to a wider audience. The team continues to incorporate plainer language in communications and offer opportunities to individually guide participants in answering the project's online surveys. Additionally, the team will clearly describe to participants what the next step after each round of community engagement is, to help participants understand how their input will be used.

College Corridor Plan: Public Realm Engagement Report February to December 2022

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Information on the College Corridor Plan background and community input received in earlier stages of the project is available at the project website:
saskatoon.ca/engage/college-corridor-plan

Introduction

The City of Saskatoon (City) is creating the **College Corridor Plan** to guide the transformation of lands along College Drive from the South Saskatchewan River to Preston Avenue, bordering the University of Saskatchewan (USask), into a friendlier place for people and to achieve the City’s goal of increased growth along major corridors with planned Bus Rapid Transit (BRT) routes.

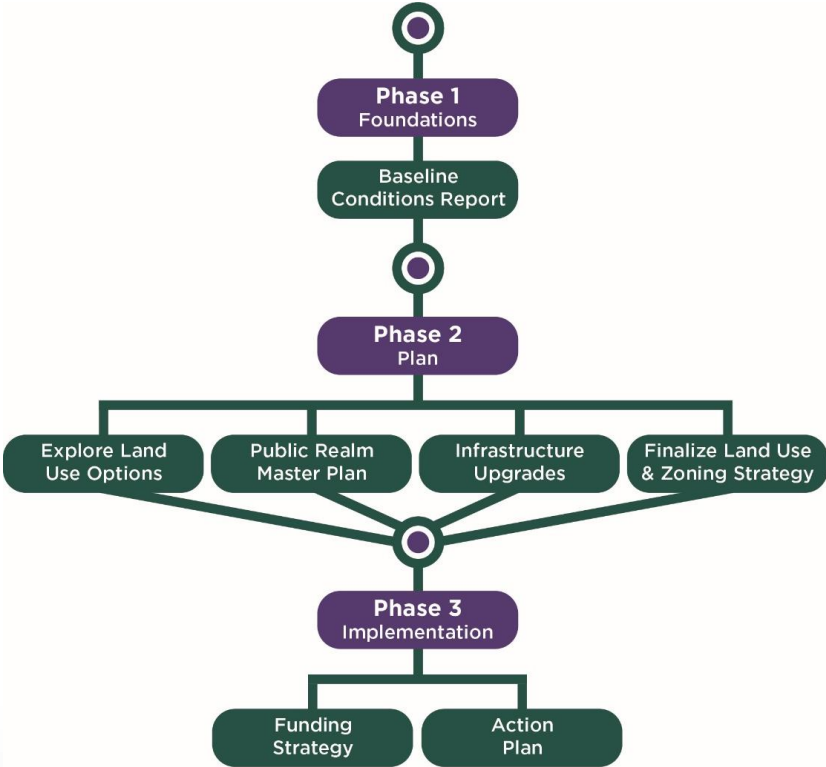
The diagram below shows how the corridor plan is developed. Phase 1, *Foundations*, includes creating a report on the study area’s existing or baseline conditions. Phase 2, *Plan*, includes multiple stages to explore land use options, public realm designs and infrastructure upgrades, and then to finalize the land use plan and zoning strategy. Phase 3, *Implementation*, involves creating a funding strategy and action plan for implementing the corridor plan.

This **Public Realm Engagement Report** provides information about the community engagement activities held and input received regarding the public realm in the College Corridor Plan area. *Public realm* refers to the publicly accessible places and spaces that are intended to be accessed by everyone, and generally consists of two components:

- *Streetscape* – the sidewalks, pathways and boulevards that people use as connections to move through an area, as well as the look and feel of the streets in the area; and
- *Open space* – the green spaces, parks and recreation uses in an area.

From February to December 2022, the Corridor Planning team conducted community engagement and technical analysis on the public realm. This built upon the preliminary decisions made in earlier stages regarding land use and density of future development to determine potential public realm improvements that are desirable and feasible.

Figure 1: College Corridor Plan process.



Public Realm First Round (Feb. to Jun. 2022): Exploring Ideas

The first round of engagement on public realm involved a series of discussions for educating the community on public realm concepts and facilitating informed input on preliminary ideas for public realm improvements. As per the [Corridor Planning Engagement Strategy](#), these thematic workshop-style discussions were designed at the 'Involve' and 'Work Together' levels of engagement, with the objective of developing ideas to address public realm opportunities and challenges identified by the project team and the community in earlier stages of this project.

Because of the large amount of information, this series was broken into three topics.

1. **Open Space and Recreation**: This topic focused on places like parks, outdoor plazas, sports fields and other open spaces where people can relax and gather.¹

The following questions were posed for discussion on *Open Space and Recreation*:

- What is working now? What spaces do you use and enjoy in and near the College Corridor Area?
- What could be better or improved? Are there improvements that you would like to see in these locations?
- What are the opportunities? Are there new spaces that present an opportunity?

2. **Walking and Rolling Connections**: This topic focused on the connections to, and along, the College Drive and Preston Avenue corridors for people walking and rolling (e.g., cycling, wheeling, mobility aids, etc.) and the infrastructure that may be needed to support this.²

The following questions were posed for discussion on *Walking and Rolling Connections*:

- What would make you more comfortable walking, cycling and rolling in the College Corridor Area?
- Are there some examples of streetscapes that you think we should emulate where possible? What do you like about them?
- Are there any key connections for walking, rolling and cycling that you would like to see improved or added?
- Do you have any other thoughts about the existing and proposed walking and cycling routes in the Corridor Area?

3. **Comfort and Character**: This topic focused on things that affect how College Drive and Preston Avenue look and feel, such as the design of the front of buildings, street furniture and amenities like benches, and themes, symbols or motifs that could be incorporated into the design of the streetscape.³

The following questions were posed for discussion on *Comfort and Character*:

- Building Forms – Are there any examples of major streets that you particularly like spending time on? What are the most important things about the buildings that help make those streets a good place to be?

¹ Links to Open Space & Recreation presentations: [Concepts and existing conditions](#); [Initial ideas](#).

² Links to Walking & Rolling Connections presentations: [Concepts and existing conditions](#); [Initial ideas](#).

³ Links to Comfort & Character presentations: [Concepts and existing conditions](#); [Initial ideas](#).

- Design – Where on the corridors do you most want to see design improvements? What design improvements do you think are most important?
- Gathering Areas – What locations should be a priority for seating or small gathering areas? What features do you think are most important to include in these areas?
- Themes and Symbols – Are there any symbols, materials, or features that could represent or enhance the identity of the College Corridor Area? Is there anything that stands out as a possible symbol for the area?

Each topic included a workshop-style virtual meeting that included presentations from the project team and opportunities for participants to discuss ideas and ask questions. An online public survey accompanied each virtual meeting to provide an opportunity for additional feedback and to accommodate community members who could not attend the meeting. The questions posed in the surveys were similar to the discussion questions posed during the meetings. Pre-recorded presentations on each topic were made available on the [College Corridor Plan website](#) and the City of Saskatoon’s [YouTube channel](#). Information about the virtual meetings and survey opportunities was communicated through targeted emails to key stakeholder groups and partners, the City of Saskatoon Corridor Planning public email newsletter, posts on social media channels and updates on the project website.

Additionally, throughout this project the team has offered to host and attend individual meetings with interested groups, and the team also communicated with interested community members via email and phone. Between February and June 2022, the team attended multiple meetings on public realm topics with:

- Royal University Hospital (RUH) and Jim Pattison Children’s Hospital (JPCH)
- Saskatoon Council on Aging (SCOA)
- St. Thomas More College (STM)
- Meewasin
- Two Indigenous Elders
- Bus Riders of Saskatoon

Targeted surveys for specific groups were conducted for staff at the Royal University Hospital and Jim Pattison Children’s Hospital, the Saskatoon Council on Aging membership and the St. Thomas More College community. These targeted surveys condensed all three public realm topics into one survey using questions that asked for suggestions on each topic generally. Thank you to community partners who assisted with distributing these surveys.

The various College Corridor Plan engagement activities conducted during the first round of public realm discussions are summarized below. The team estimates approximately 200 individuals participated and provided over 1,400 comments and ideas.

Table 1: Engagement activities during the first round of public realm discussions.

Engagement Activity	Dates	Participants (not exclusive)
Open Space and Recreation: Virtual meeting	February 9	22
Open Space and Recreation: Public survey	Feb. 9 - Feb. 23	54
Walking and Rolling Connections: Virtual meeting	March 24	21
Walking and Rolling Connections: Public survey	Mar. 24 - Apr. 8	68
Comfort and Character: Virtual meeting	March 31	15
Comfort and Character: Public survey	Mar. 31 - Apr. 15	27
Targeted survey: Saskatoon Council on Aging	Apr. 29 - May 15	6

Engagement Activity	Dates	Participants (not exclusive)
Targeted survey: Royal University Hospital and Jim Pattison Children's Hospital	May 4 - May 30	78
Targeted survey: St. Thomas More College	May 19 - June 9	9
Total unique participants (estimated)		200 approx.

Who We Heard From, Public Realm First Round

Virtual Public Meetings

A total of 44 community members attended one or more virtual meetings between February and June 2022 (excluding City of Saskatoon Councillors and staff). Many attendees were representatives of city-wide or area organizations, people who work in the area and people or groups who own property or businesses in the area.

Table 2: Attendees at the series of three virtual meetings on public realm.

Attendee Category (not exclusive)	Number of Attendees	Percentage of Total
Area property owner or business owner	16	36%
City-wide organization	15	34%
Works in the area	12	27%
Organization within the College Corridor Plan area	10	23%
Lives in the area	8	18%
University of Saskatchewan student	8	18%
Only visits area or generally interested	4	9%
Total (unique count)	44	

Attendees at the series of virtual meetings included representatives from:

- Bus Riders of Saskatoon
- Dream Development
- Holiday Inn Express & Suites Saskatoon East - University
- Innovation Place
- North Prairie Developments
- P.R. Hotels Group of Companies
- Ronald McDonald House Charities Saskatchewan
- Saskatchewan Health Authority – Population Health
- Saskatoon Affordable Senior's Housing Cooperative
- Saskatoon Cycles
- Saskatoon Food Council
- Saskatoon Heritage Society
- Saskatoon Housing Initiatives Partnership
- Saskatoon Poverty Reduction Partnership – Food Security Action Team
- Staybridge Suites Saskatoon - University
- University of Saskatchewan
- Varsity View Community Association
- Vision Loss Rehabilitation Saskatchewan
- Walking Saskatoon

Online Surveys

Respondents of the public surveys were asked what connection or interest they have with the College Corridor Plan study area. Any person could have completed multiple surveys, so the counts in the table below do not indicate the number of unique participants.

Table 3: Survey respondents’ self-identified connection with the College Corridor Plan study area across the three public surveys in spring 2022.

Connection with the College Corridor (not exclusive)	Responses	Percentage
Live in the area	48	32%
Work in the area	43	29%
University of Saskatchewan student	11	7%
Own property in the area	33	22%
Own a business in the area	5	3%
Interested in developing or building in the area	6	4%
Part of the Brunskill School community	4	3%
Visit or use recreational amenities in the area	68	46%
Visit or use health services in the area	65	44%
Visit USask or the area for other things offered here	73	49%
No physical connection but some personal, emotional, historical or other connection	15	10%
No connection but generally interested	5	3%
Responses on behalf of a city-wide organization	10	7%
Responses on behalf of an organization within the area	3	2%
<i>Total of responses from people who only visit the area or have a general interest (see note)⁴</i>	52	35%
All responses (public surveys only)	149	

Survey responses were received from the following city-wide and area organizations:

- Bus Riders of Saskatoon
- Innovation Place
- Ronald McDonald House Charities Saskatchewan
- Saskatchewan Health Authority – Population Health
- Saskatoon Cycles
- Saskatoon Food Council
- Saskatoon Heritage Society
- Saskatoon Housing Initiatives Partnership
- Varsity View Community Association

The table below shows self-identified information about age, gender and equity group membership of the survey respondents across all of the surveys done during the first round of public realm discussions, including the three public surveys and three targeted surveys. Any person could have completed multiple surveys, so the counts in the table do not indicate the number of unique participants.

⁴ Sum of responses from people who indicated they visit or use some amenity, service or facility in the area, or that they have some connection or general interest in the project, but who do not currently live, work, study or own a property or business in the area.

Table 4: Demographics of survey respondents across the first round of public realm surveys.

Category	Responses	Percentage
Age under 18	0	0%
18 to 34	47	19%
35 to 49	68	28%
50 to 64	66	27%
65 to 80	51	21%
Age over 80	4	2%
No response (for age)	6	2%
Female	128	53%
Male	87	36%
Non-binary or other gender	4	2%
No response (for gender)	23	10%
Indigenous person	5	2%
Person of visible minority	10	4%
Person with disability	23	10%
All responses (public and targeted surveys)	242	

What We Heard, Public Realm First Round

All of the ideas and suggestions received from the various public realm meetings and surveys, including feedback from specific partners, Indigenous elders and city-wide and area organizations, were compiled together and analysed holistically to determine patterns and common themes.

Note: For a high-level summary of the community feedback from the first round of public realm discussions, please see the video presentation: [Summary of Public Realm Discussions on College Drive - September 6, 2022](#)

Community Input Themes by Topic

The following were the main themes expressed by the community in relation to the public realm topics discussed.

Walking and Rolling Connections

In terms of improvements related to getting around the College Corridor Plan area on foot, by bike and by wheelchair:

- The community strongly supported **improved, continuous and accessible connections** through the area, **especially for cycling**.
 - Particularly, there was a strong desire for a **traffic-separated east-west cycling connection along College Drive**.
- Because College Drive is busy, people felt it is critical to **provide sufficient space between cyclists and people using the sidewalk**.

- People also supported **enhancing and maintaining north-south connections** in the area – particularly **Wiggins Avenue** and pathways through the **University’s College Quarter lands**.

Note: The City is not responsible for pathways through the College Quarter lands, but the City can provide the feedback gathered via this project to make recommendations to the University for their future plans.

- Improving walking and rolling **connections across College Drive and Preston Avenue** was a big concern for the community.
 - People felt that all of College Drive needs crossing improvements, and the locations with the most concerns were:
 - The **top of the University Bridge**,
 - The intersection at **University Drive and Hospital Drive**, and
 - The intersections **at Munroe Avenue** and **at Wiggins Avenue**.
 - Things like adding new crosswalks, widening crossings to accommodate more pedestrians and cyclists, and changing the signal timing to make crossings easier were all things that people say would help.

Streetscape – Sidewalks and Boulevards

In terms of improvements to the streetscape, sidewalks and boulevards:

- The community strongly supported having **wide enough space on pathways and sidewalks for cyclists and pedestrians**.
- There was also strong support for adding more **seating, resting and gathering** areas.
- Top requests from the community also included:
 - More street **trees and plantings**,
 - **Changing the roadway traffic** to improve walking and rolling comfort (i.e., reducing speed, lanes and/or volume),
 - Providing **buffer space between sidewalks and the road**, and
 - Enhanced **snow clearing** from sidewalks and pathways.
- Other improvements that the community would like to see included:
 - Improved lighting for safety on all streets and pathways,
 - Repair and maintenance of existing pathways and sidewalks,
 - Cover or shelter from sun and wind for pedestrians and transit riders,
 - More bicycle parking, and
 - Public washrooms.

Open Space – Parks and Plazas

In terms of improvements for open space like parks and plazas:

- The strongest support was for adding **places to sit, gather, relax and take a break**.
 - The most popular suggestions for locations to add sitting and gathering amenities were the **Little Stone School** area and spaces **around the Hospitals**.
- The community also expressed a desire for **existing green spaces, pathways and trees to be retained**, especially in **President Murray Park** and the **Meewasin riverbank** areas.

- Many people wanted to see **more trees and plantings** for various beautification, functional and ecological reasons.
- As well, many community members supported **new or enhanced pathways and trails**, especially **around the University Bridge**.
- Other common requests for open space considerations included:
 - Community gardens,
 - Recreation and sports amenities for adults and kids,
 - Space for public art and performances, and
 - Play structures.

Note: There was also interest in ceremonial or spiritual spaces, but the team felt a separate process is needed to properly plan for such spaces. Facilities for winter sports like skating and cross-country skiing were also suggested, but there are already winter facilities around President Murray Park and potential facilities planned for the College Quarter.⁵

- As a point of interest, survey respondents were asked which open spaces and recreation spaces in the area they regularly use or visit. The most common responses were:
 - Meewasin Trail (also known as Cosmopolitan Park within this area),
 - President Murray Park,
 - Green spaces on USask campus such as the Bowl,
 - The Saskatoon Field House, and
 - USask recreation buildings such as the Physical Activity Centre (PAC) and Merlis Belsher Place.

Comfort and Character – Themes, Symbols and Motifs

Community members were most interested in seeing the following themes, symbols and motifs incorporated into the public realm:

- **Academia and innovation** – in a way that ties into the current USask themes.
- The **collegiate gothic** style of architecture in the area.
- The **mature tree canopy** found throughout the area.
- Recognition and celebration of **Indigenous history and culture and Reconciliation**.

Comfort and Character – Design of New Buildings and Development

In terms of the design of new buildings and future development in the area:

- Many community members wished to see **varied and visually interesting buildings**, possibly with **architectural requirements** to ensure high quality design.
- People also liked to see **many entrances, windows and street level activity** like patios at the front of buildings.

⁵ Refer to the [College Quarter plan](#) available on the University of Saskatchewan's website.

- **Some setback from the street** was preferred to provide sidewalk and buffer space from the road, but not excessive and not to be used for parking lots or driveways.
- People also appreciated buildings that are **human scaled – meaning buildings that do not feel overwhelming** for people walking and rolling along the sidewalk beside those buildings.
- Other suggestions from some participants about the design of new buildings and developments, though not everyone agreed on these, included:
 - Having a mix of shops and restaurants,
 - Putting more density in the area,
 - Reducing parking requirements and the number of front driveways,
 - Orienting buildings toward back alleys and using alleys for public gathering and activity space;
 - Providing public amenities such as bicycle parking and publicly accessible washrooms, and
 - Incorporating features for the benefit of future residents and users of these buildings such as rooftop gardens, pedestrian connections between buildings, sustainability features and noise mitigation.

*Note: Ideas about the design of buildings and developments can be considered further in the next stage of this project discussing **zoning**.*

Community Input by Participants' Connections with the Area

Listed below are the most commonly requested public realm elements by different groups of survey respondents based on their self-identified connection with the College Corridor area.⁶ The themes are largely similar across the different groups of survey participants. In particular, wider space on pathways and sidewalks including greater separation between pedestrians and cyclists, as well as improved street crossings, are highly desired by participants in all groupings. Seating and gathering areas, more trees and plantings and changing the roadway traffic are also popular across the different groups. On the other hand, more parking options stands out as a theme requested almost exclusively by people who work in the area.

Note: Generally speaking, it is neither within the scope of this project nor in alignment with the City's long-term vision to add City-owned public parking within the College Corridor Plan area. Corridor Planning's approach for addressing parking demand is to support a range of alternate transportation options such as transit, cycling and walking, and also to enable more people to live closer to employment destinations such as USask and the Hospitals.

⁶ This analysis was only done for the surveys and was not done for the feedback from the virtual public meetings due to the group discussion format of the meetings.

Table 5: Most common generalized suggestions by different categories of survey respondents. Numbers are combined totals from the public and targeted surveys of responses that submitted at least one suggestion.

Category of Participants	Most Common Suggestions by This Group
People who live in the area (n=48)	<ul style="list-style-type: none"> • More trees and plantings. • Wider space and separation between pedestrians and cyclists on pathways and sidewalks. • Improved street crossings. • Seating and gathering areas. • Keep existing open spaces. • Changes to roadways and traffic for walking and rolling comfort.
People who work in the area – including the Hospitals and St. Thomas More College (n=124)	<ul style="list-style-type: none"> ○ Improved street crossings. ○ Seating and gathering areas, especially on open spaces. ○ East-west walking and rolling connections. ○ <i>More parking options.</i> ○ Wider space and separation between pedestrians and cyclists on pathways and sidewalks. ○ More trees and plantings. ○ New pathways on open spaces. ○ More street lighting for safety.
Current USask students (n=11)	<ul style="list-style-type: none"> • Wider space and separation between pedestrians and cyclists on pathways and sidewalks. • Improved street crossings. • Changes to roadways and traffic for walking and rolling comfort.
People who only visit the area or are generally interested (n=55)	<ul style="list-style-type: none"> ○ Wider space and separation between pedestrians and cyclists on pathways and sidewalks. ○ East-west walking and rolling connections. ○ Seating and gathering areas. ○ Buffer sidewalks and pathways from road traffic. ○ More trees and plantings. ○ Improved street crossings. ○ Changes to roadways and traffic for walking and rolling comfort.

Note: Due to limited participation from USask students relative to the size of USask's student population, these results may not reflect the USask student body as a whole. See Data Limitations for more information.

Community Input by Location

Finally, the following series of tables list common themes from the community input regarding specific locations within the College Corridor Plan area.

Note: [A summary map of location-specific feedback themes](#) is available on the project website.

Along College Drive

Table 6: Common feedback for locations directly along College Drive.

Location	Feedback Themes
College Drive in general	<ul style="list-style-type: none"> • Provide a separated and widened east-west active transportation connection for cyclists and for pedestrians. • Improve and add crossings for safety, comfort and accessibility. • Add seating to provide rest stops along or just off College. • Add trees and keep existing trees. • Keep existing open spaces but make them more pleasant to use. • Repair sidewalks and clear snow, especially on south side of College. • Buffer pathways from traffic. • Reduce traffic in the area (lanes, speed, etc.). • Provide bicycle parking at destinations.
College Drive at top of the University Bridge (at Clarence Avenue)	<ul style="list-style-type: none"> • Add crossing at Clarence Avenue intersection. • Enhance space south of the President's Residence – create formal pathways, beautify the space and keep public access to the space. • Improve connection to Meewasin Trail. • Add seating and gathering area at space south of President's Residence. • Repair and maintain sidewalks and pathways including stairs to Meewasin Trail.
College Drive at Hospital Drive / University Drive	<ul style="list-style-type: none"> • Improve this crossing for safety. • Opportunity for seating and gathering area with commemoration of Indigenous history.
College Drive at Munroe Avenue	<ul style="list-style-type: none"> • Keep the open space by the Little Stone School House, including the pond, and enhance with seating and gathering areas and landscaping. • Improve and repair this crossing for safety and accessibility.
College Drive at Wiggins Avenue	<ul style="list-style-type: none"> • Improve this crossing for safety and to accommodate high volumes of people. • Opportunity for smaller seating and gathering area around existing buildings or beside the Rugby Chapel.
College Drive at Bottomley Avenue	<ul style="list-style-type: none"> • Improve this crossing for safety. • Opportunity for seating and gathering area along the street or using the existing green space.
College Drive at Cumberland Avenue	<ul style="list-style-type: none"> • Improve this crossing to accommodate high volumes of people. • There were differing views about using the open space on the east side of Cumberland that is part of the College Quarter; some suggested a seating and gathering area, but the space would need to be made more comfortable.
College Drive between Cumberland and Preston Avenues	<ul style="list-style-type: none"> • Improve crossings or add easier crossings. • Add new pathways or sidewalks, especially on south side of College. • Add and maintain trees for shelter from elements.

South of College Drive

Table 7: Common feedback for locations south of College Drive within Varsity View.

Location	Feedback Themes
Side streets in the neighbourhood generally	<ul style="list-style-type: none"> • Provide safe active transportation connections. • Create an east-west active transportation route through side streets or back alleys behind College Drive. • Increase access to public street parking (in relation to the Varsity View Residential Parking Permit program). • Keep existing tree canopy. • Improve lighting on side streets. • Improve snow clearing of sidewalks. • Provide small green spaces.
Back alleys behind College Drive	<ul style="list-style-type: none"> • Use alleys as cycling and walking connections. • Use alleys as new public open space.
Clarence Avenue south of College	<ul style="list-style-type: none"> • Improved crossings and sidewalks on Clarence (especially at University Drive).
University Drive south of College	<ul style="list-style-type: none"> • Keep existing small green spaces. • There were differing views regarding open space – creating active park space vs. just maintaining green space and trees. • There were differing views regarding the street – do not remove vehicle access because it's an alternate route to the Hospitals vs. designate it as a bike route to reduce traffic.
Munroe Avenue south of College	<ul style="list-style-type: none"> • Fill in missing sidewalks.
Wiggins Avenue south of College	<ul style="list-style-type: none"> • Create safe cycling and walking connection on Wiggins to serve the many people already using Wiggins.
Cumberland Avenue south of College	<ul style="list-style-type: none"> • Some support for a cycling pathway or bike lane.
President Murray Park	<ul style="list-style-type: none"> • Keep park as is, including existing trees and amenities. • Help out existing trees; check trees' health. • Fill in missing sidewalks.
Brunskill School area	<ul style="list-style-type: none"> • <i>No common themes</i>

Note: The team examined the idea of increasing public use of the back alleys but found that there would be too many technical challenges and that it would distract from the project's primary objective of making College Drive friendlier. Therefore, this was not considered further.

North of College Drive

Table 8: Common feedback for locations north of College Drive on or near the USask campus.

Location	Feedback Themes
USask campus and Innovation Place	<ul style="list-style-type: none"> • Create an east-west active transportation route through campus rather than right on College Drive. • Add or enhance seating and gathering areas with more activity. • Keep existing open spaces.
Meewasin Trail and Cosmopolitan Park	<ul style="list-style-type: none"> • Maintain this area's natural state; keep area as is. • Repair trail surface and widen to provide more space. • Improve safety and lighting, especially around the University Bridge.
Area near the Hospitals	<ul style="list-style-type: none"> • Add open spaces and gathering areas for staff, patients and visitors to relax and de-stress. • Improve pedestrian and cyclist access with crosswalks and pathways leading to main entrances. • Improve lighting and wayfinding.
Sculpture Garden and riverbank area by campus	<ul style="list-style-type: none"> • Opportunity for more activity and art. • Keep area as is.
Stone Barn area	<ul style="list-style-type: none"> • Opportunity for public open space around the Stone Barn. • Reuse or adapt the Stone Barn.

Along Preston Avenue and on University of Saskatchewan endowment lands

Table 9: Common feedback for locations on USask endowment lands and along Preston Avenue.

Location	Feedback Themes
College Quarter	<ul style="list-style-type: none"> • Keep existing pathways and add new pathways through College Quarter. • Add recreation and sports spaces for the wider community. • Add seating and gathering areas.
Field House area	<ul style="list-style-type: none"> • Add seating and shelter from elements along pathways leading to Field House entrance. • Add parking or replace surface lot with parkade. • Direct bus service to the Field House. • Improve active transportation connections to the Field House. • Create friendlier public space between College and Preston intersection and the Field House.
Patterson Garden area	<ul style="list-style-type: none"> • Improve pedestrian access to Patterson Garden. • Keep Patterson Garden as a public amenity. • Add seating and gathering area near Patterson Garden.
Preston and College intersection	<ul style="list-style-type: none"> • Add or improve crossings on all sides of this intersection. • Beautification to make this intersection more pleasant.
Preston Avenue in general	<ul style="list-style-type: none"> • Add trees for shade, shelter from elements and beautification. • Add public green spaces or recreation spaces as this area develops. • Enhance existing pathway on west side of Preston. • Add pathway on east side of Preston. • Add seating areas and rest stops along Preston.
Preston Avenue toward 14 th Street	<ul style="list-style-type: none"> • Add seating and gathering area near BRT stop at Preston & 14th Street. • Separate space for cycling and walking on the 14th Street multi-use pathway. • Increase safety along 14th Street pathway – it feels isolated.
Preston Avenue toward rail tracks	<ul style="list-style-type: none"> • Add safer crossings and routes across the north portion of Preston, especially for cyclists.

University of Saskatchewan Stakeholder Workshop (Sep. 2022)

At the beginning of September, representatives from the City of Saskatoon and the University of Saskatchewan participated in a stakeholder workshop on the future design of College Drive. Attendees from the City included Corridor Planning team members representing the Planning & Development department, as well as representatives from the Bus Rapid Transit (BRT) team, Saskatoon Transit, Transportation and Communications & Public Engagement departments. Attendees from USask were from the Office of the Provost, Access & Equity Services, Communications and the University of Saskatchewan Students' Union. This workshop included presentations from the City and from USask, a large-group roundtable discussion, a site visit along College Drive and smaller-group breakout discussions.

Twelve themes were identified on what is important to the participants of this workshop for the future of College Drive:

- A. The street will be a success if it is accessible for pedestrians of all ages from children to the elderly, wheelchair users, parents with strollers, walkers, other mobility aids and for anyone with mobility challenges.
- B. Pedestrians will be safer and have a more comfortable experience with the reduction of the speed of traffic.
- C. It is important for the street to be safe to walk along and across College Drive.
- D. It is important for the street to accommodate cyclists off-street along College Drive.
- E. Connect new and existing cycling infrastructure to the streets and properties adjacent to College Drive.
- F. Integrate other ride share or mode share options with BRT.
- G. It is important for the street to become a destination. It needs to be attractive and provide a comfortable pedestrian experience to support increased density.
- H. It is important that USask be a pedestrian campus by design.
- I. It is important for the street to be safe for drivers.
- J. Transit shelters need to be right sized and comfortable.
- K. It is important for there to be safe places to wait for the bus other than the BRT stations.
- L. Take advantage of opportunities for communications and engagement.

Further discussions between the City and USask are expected to take place in early 2023 as work continues toward a street design for College Drive. The Corridor Planning team will continue to participate in these discussions and bring forward the College Corridor Plan public realm engagement results for consideration.

Public Realm Second Round (Nov. to Dec. 2022): Prioritizing Ideas

The second round of engagement about public realm for the College Corridor Plan was conducted in fall 2022. This round of engagement was designed at the ‘Involve’ and ‘Consult’ levels of community engagement, with the goal of starting to build a public realm plan by having the community identify their priorities and preferences for public realm improvements.

Approximately 100 people participated in two concurrent surveys to provide their feedback on priorities for streetscaping and open space improvements. The team also hosted a hybrid in-person and virtual public event at the Saskatoon Field House to assist participants with a guided walkthrough of the surveys.⁷

Table 10: Engagement activities during the second round of public realm discussions.

Engagement Activity	Dates	Participants (not exclusive)
Fall 2022 Survey: Streetscape	Nov. 14 - Dec. 5	89 completed surveys
Fall 2022 Survey: Open Space	Nov. 14 - Dec. 5	98 completed surveys
Surveys Walkthrough Event	November 21	6 (3 online & 3 in-person)
Total unique participants (estimated)		100 approx.

The fall 2022 surveys were built upon the open-ended input received in the first round of public realm engagement. Most of the common feedback themes from the first round were kept for consideration in this round, except some that have already been noted in this report – for example, using back alleys as public space, adding public parking and creating ceremonial spaces.

In addition, the team decided to focus the prioritization process on improvements for spaces closer to College Drive and Preston Avenue, in line with the key goal of Corridor Planning to transform the main corridor streets. This meant previous suggestions that were more specific to off-corridor locations such as the interior of the USask campus, Innovation Place and 14th Street are unlikely to be pursued further as part of this project.

Note: For this engagement, the team presumed that the College Drive roadway will not be substantially narrowed. The roadway design has not been finalized by the City, but the Corridor Planning team is mindful that College Drive will remain a key arterial street and that between Clarence and Preston it will need space to accommodate dedicated lanes (runningways) for BRT buses, as [decided by City Council in 2019](#).

Who We Heard From, Public Realm Second Round

The following two tables show demographic information about participants in the second round of public realm discussions.⁸ The counts in the tables do not indicate the number of unique participants as most participants likely responded to both surveys. People who completed the

⁷ Video recording of the walkthrough event is available on the [Corridor Planning YouTube playlist](#).

⁸ All numbers only include respondents who completed the entire survey (i.e., clicked ‘done’ at the end).

fall 2022 surveys included people who live in the area, current University of Saskatchewan students, people who work in the area, people who visit the area for amenities and services and people who are just generally interested. There was balanced coverage of demographics in terms of age and gender, as well as participation from people with disabilities.

Table 11: Survey respondents' self-identified connection with the College Corridor Plan study area across the two surveys in fall 2022.

Connection with the College Corridor (not exclusive)	Responses	Percentage
Live in the area	60	32%
University of Saskatchewan student	20	11%
Work in the area (any)	75	40%
Work at the hospitals: RUH, JPCH, Cancer Centre, etc.	20	11%
Work on campus: USask, St. Andrew's, St. Thomas More, etc.	31	17%
Work at Innovation Place	9	5%
Work in the area – somewhere else not listed	21	11%
Own property in the area	53	28%
Own a business in the area	2	1%
Interested in developing or building in the area	17	9%
Part of the Brunskill School community	5	3%
Visit or use recreational amenities in the area	91	49%
Visit or use health services in the area	82	44%
Visit USask or the area for other things offered here	96	51%
No physical connection but generally interested	26	14%
Responses on behalf of an organization	20	11%
Total of responses from people who only visit the area or have a general interest (see note) ⁹	47	25%
All completed responses on the two surveys	187	

Table 12: Demographics of survey respondents across the two surveys in fall 2022.

Category	Responses	Percentage
Age under 18	0	0%
18 to 34	34	18%
35 to 49	63	34%
50 to 64	63	34%
65 to 80	24	13%
Age over 80	1	1%
No response (for age)	2	1%
Female	78	42%
Male	82	44%
Non-binary or other gender	4	2%
No response (for gender)	23	12%

⁹ Sum of responses from people who indicated they visit or use some amenity, service or facility in the area, or that they are just generally interested in the project, but who do not currently live, work, study at USask or own a property or business in the area.

Category	Responses	Percentage
Indigenous person	2	1%
Person of visible minority	11	6%
Person with disability	29	16%
All completed responses on the two surveys	187	

Survey responses were received from the following organizations:

- LutherCare Communities
- North Prairie Developments
- Ronald McDonald House Charities Saskatchewan
- Saskatoon Heritage Society
- Bus Riders of Saskatoon
- University of Saskatchewan Students' Union (USSU)

Several other organizations that responded chose to remain anonymous for this round.

What We Heard, Public Realm Second Round

The fall 2022 prioritization surveys used a series of ranking questions to get participants to indicate their opinion on ideas and options for improving the public realm in the College Corridor Plan area. For all ranking questions, participants could select "N/A" or leave blank for any items or questions on which they have no opinion.¹⁰

In the survey on streetscape, the project team presented various ideas for improving sidewalks, street crossings, cycling facilities and public realm design elements along College Drive and Preston Avenue. Feedback on the options and opportunities presented is intended to inform the long-term streetscape designs for the College Corridor Plan. However, not all options may be possible once technical designs have been further evaluated and coordinated with City departments and area landowners. Furthermore, many of the presented ideas are dependent on the redevelopment of adjacent private land and therefore would be realized and implemented gradually over time.

Streetscape Priorities – Sidewalks

Survey participants were first asked to rank ideas for improving sidewalks in the order which they felt these ideas were important to their **comfort when moving around** the College Corridor area by foot or wheelchair.

Table 13: Priority ranking of potential sidewalk improvements. Above average rank scores are highlighted. (Number of respondents = 89)

Potential Feature or Improvement	Average Rank (1 to 7, 1 = highest)
Extra space and street trees separating the sidewalk from traffic	2.5
Wide sidewalks	3.1
Well-lit sidewalks	3.8
Trees and plants near sidewalks	3.8

¹⁰ Ranking results in this section exclude "N/A" and blank responses.

Potential Feature or Improvement	Average Rank (1 to 7, 1 = highest)
A direct route along Preston Avenue and College Drive	4.1
Benches, garbage bins and other amenities spaced along your route	4.3
Pedestrian-only sidewalks (not shared with bicycles)	4.7

Participants were then asked to indicate their preference between different options for configuring the sidewalk and boulevard space on the side of streets. The team presented one set of options for locations where there is limited public space between the roadway and buildings, such as along the south side of College Drive between Clarence and Cumberland Avenues.

Table 14: Participants’ preference for sidewalk options where there is limited public space between the roadway and buildings. Top choice is highlighted. (Number of respondents = 89)

Option	Average Rank (1 to 3, 1 = highest)
Trees and a second sidewalk further away from traffic. (Option C)	1.6
Trees between the sidewalks and the buildings, plus a wider sidewalk. (Option B)	1.8
Buildings right up to a wider sidewalk. (Option A)	2.6

Figure 2: The preferred sidewalk option where there is limited public space, such as along the south side of College Drive, was having trees and a second sidewalk further away from traffic.



Another set of options was presented for locations with more room for enhanced public space, such as along Preston Avenue.

Table 15: Participants' preference for sidewalk options where there is more space for public realm. Top choice is highlighted. (Number of respondents = 89)

Option	Average Rank (1 to 3, 1 = highest)
Trees on both sides of the sidewalk – between sidewalk and building, and between sidewalks and traffic. (Option C)	1.5
Trees and a wide boulevard between the sidewalk and traffic. (Option B)	2.0
Trees between the buildings and the sidewalks, plus a narrow boulevard between the sidewalk and traffic. (Option A)	2.5

Figure 3: The preferred sidewalk option where there is more space for public realm, such as along Preston Avenue, was having trees on both sides of the sidewalk – between sidewalk and buildings, and between sidewalk and traffic.



Written suggestions from participants about sidewalks included:

- “From a transit rider’s perspective, all ‘amenities’ listed above are extremely important for mobility, safety, comfort and enjoyment. Thus, they should not really be ranked and instead all of them should be implemented.”
- “This corridor is a missed opportunity. [...] While the sidewalk here is reasonably wide, it is easily congested given the volume of pedestrian traffic.”
- “Tempe [in Arizona] did a similar street improvement project [...] They did a nice job on traffic light design, street signage and use of materials and colours to break up roadways and pedestrian areas.”
- “Keep the sidewalk areas safe and even/unbroken.”

- “Better winter maintenance to encourage walking.”
- “Traffic on College is so fast, and the lights take so long, I generally avoid it as much as possible. I do cross it twice a day to get to and from my job at the university. It’s really unpleasant having so much fast traffic right here. None of these suggested measures would do much to convince me to walk along College instead of avoiding it as much as possible.”

Overall, the community’s top priority for sidewalk improvements was having **extra space and street trees to separate the sidewalk from traffic**, followed by **wide sidewalks**. When asked to choose between the options for sidewalk configurations, participants similarly supported maximizing sidewalk space and space for street trees as much as possible. Many participants also supported ensuring sidewalks and pathways are well-lit, particularly females, people living with disabilities and people who visit or are generally interested in the area. Some participants suggested enhanced signage and sidewalk maintenance would be beneficial.

Streetscape Priorities – Cycling Facilities

Survey participants were asked to rank ideas for improving cycling facilities in the order that they felt these ideas were **most important for cycling** around the College Corridor area.

Table 16: Priority ranking of potential cycling improvements. Above average rank scores are highlighted. (Number of respondents = 89)

Potential Feature or Improvement	Average Rank (1 to 7, 1 = highest)
Extra space separating cyclists from traffic	2.6
Separate lanes for cycling and walking	2.7
Well-lit pathways	4.1
The most direct route along College Drive and Preston Avenue	4.2
A wide, shared pathway for walking and cycling	4.2
Trees and plants nearby	4.3
A quiet route away from College Drive or Preston Avenue (even if a one block detour)	5.0

Written suggestions from participants about cycling facilities included:

- “College Drive desperately needs protected bike lanes and could be one of the most important cycling corridors in the city.”
- “Physical separation of cycling paths from the road is absolutely essential. I choose to bike to work on campus and navigating the roads with aggressive drivers is dangerous. I also believe that providing facilities separated from pedestrians would be beneficial – allowing bikes to move faster will make this mode of transit more efficient and encourage others to bike. I would also like to see the City put additional resources to maintaining cycling infrastructure (ensuring that paths are cleared of snow as soon as possible) to make this a truly viable transportation alternative.”
- “From a transit rider’s perspective – Bicycles do not mix well with pedestrians, so in places where cyclists are allowed along these corridors the cyclists must always be separated onto their own dedicated space.”

- “I’ve never been threatened as a pedestrian by a cyclist. Provide lanes for cyclists separated from traffic, both by street design and by providing alternate routes off the highest traffic streets. Long term separating from pedestrians would be nice, but only if it is also separated from traffic.”
- “Cars should have detours, not pedestrians or cyclists! All pathways should be protected by native trees and other native vegetation.”
- “Cycling should be safe for the cyclist, pedestrians and motorists. This is best accomplished by having separate lanes for each activity. A good example is the new Central Avenue separated cycling and pedestrian lanes. The cycling lanes along Preston Avenue at USask are terrible and unusable much of the year.”
- “Cycling and motorized scooters, or vision impaired with guide dog or guest, are not compatible on shared pathway.”
- “Do not put a bike lane next to the car traffic lane along College Corridor area.”
- “It is IMPORTANT that the bike lanes are flat all the way along College and Preston. The new bike lanes south of Victoria Bridge [...] if they could be level the entire route this makes getting around much quicker and less rattling of the bike.”

Participants were then asked to indicate their preference between different options for cycling facilities. The team first presented one pair of options to get community feedback on which type of facility is better:

- **Multi-Use Pathway** – A single pathway that is used by pedestrians and cyclists moving in both directions. These may be wider to accommodate more people. Existing installations can be found on Preston Avenue, 14th Street and the USask campus.
- **Separated Cycling Facility** – A pathway where cyclists are directed to stay on only one portion of the lane. These bicycle lanes can be for either one-way or two-way bicycle traffic. Existing installations can be found on Victoria Avenue in Nutana.

The Separated Cycling Facility was strongly preferred over the Multi-Use Pathway.

Table 17: Participants’ general preference for cycling facility options that can accommodate both pedestrians and cyclists. Top choice is highlighted.

Option	Number of respondents	Percentage
Multi-Use Pathway (Option A)	11	12.5%
Separated Cycling Facility (Option B)	77	87.5%

Figure 4: A separated cycling facility, such as on Victoria Avenue in the Nutana neighbourhood.



A subsequent pair of options was presented to get feedback on what people would prefer in a trade-off between space for cyclists and pedestrians and space for street trees – pertinent for locations with limited space along the street. Opinions were evenly split on this question.

Table 18: Participants’ preference in a trade-off between space for cyclists and pedestrians and space for street trees.

Option	Number of Respondents	Percentage
Having a separate path for cyclists and pedestrians, but a narrow boulevard and no street trees. (Option A)	45	51%
Having street trees and a wider separation from traffic, but a narrower shared pathway for cyclists and pedestrians. (Option B)	43	49%

Figure 5: Trade-off option A: Separate path for cyclists and pedestrians, but a narrow boulevard and no street trees. Shown is Victoria Avenue 800 block.



Figure 6: Trade-off option B: Having street trees and a wider separation from traffic, but a narrower shared pathway for cyclists and pedestrians. Shown is outside USask Agriculture Building.



Overall, the top-ranked priorities for cycling facilities were **extra space separating cyclists from road traffic** and **separate lanes for cycling and walking**. Extra space for separation from traffic was seen as important particularly for safety and comfort, although some participants also noted advantages for snow clearing and storage. Separate lanes for cycling and walking was especially important for participants living with disabilities.

Community preferences were more mixed when asked to consider situations with limited space where a trade-off between space for cyclists and pedestrians and space for street trees could be necessary. Some participants commented about this trade-off at the end of the survey, suggesting that flexibility and creative thinking is needed:

- “The trade-off on trees vs. wider/separated paths for cyclists and pedestrians/wheelchair users is tough. I sympathize with the City making these decisions, and encourage planners to approach each stretch of path with flexibility and common sense (i.e., a piece of sidewalk/path need not be 100% uniform if it means including a 120 year old tree for a while longer.)”
- “Instead of choosing between trees or space for cyclists/pedestrians, a lane of traffic should be removed to make space for both trees and space for active transportation. This is a heavily used cycling/pedestrian corridor even though it is horrendous to be on because they are essentially highways cutting off campus and the Preston shopping area from the rest of the city. Removing traffic lanes would allow the city to create a street that will function better into the future.”
- “I think the choice between 1) bike and walking lane with no trees and small boulevard vs. 2) shared use path and trees and boulevard is a bit of a false choice. Get creative to design a solution and don’t force people to choose between best practices for cycling/pedestrian infrastructure and whether we want trees in our community.”
- “With respect to ‘when the space is limited’ (or something similar), it wasn’t the option of reducing car lanes. Pedestrians, cyclists and trees should NOT suffer. Cars can reduce speed, de route or wait.”

Previously, community feedback indicated some interest in using side streets for a cycling route in the area, as an alternative to a cycling facility on College Drive itself. This idea was included in the ranking question in this section, asking participants to indicate their priority for “the most direct route along College Drive and Preston Avenue” and “a quiet route away from College Drive or Preston Avenue (even if a one block detour)”. Results showed that USask students and people who work in the area clearly prioritized the direct route, as did younger participants (aged 18 to 49) and people living with disabilities. Whereas the quieter parallel route was preferred by people who visit or are generally interested in the area. Older participants were ambivalent about this. The community’s preference overall leaned toward a direct route.

Streetscape Priorities – Street Crossings

Survey participants were asked to rank ideas for improving street crossings in the order that they felt these ideas were important to their **convenience for moving around** the College Corridor area.

Table 19: Priority ranking of potential street crossing improvements. Above average rank scores are highlighted. (Number of respondents = 89)

Potential Feature or Improvement	Average Rank (1 to 5, 1 = highest)
Improved accessibility for people with disabilities at existing crossings	2.3
A surface-level crossing of College Drive at Clarence Avenue	2.4
Additional crossings of College Drive between Cumberland Avenue and Preston Avenue (locations to be determined)	2.6
More time to cross the street	3.2
Additional crossings of Preston Avenue between 14 th Street and College Drive (locations to be determined)	4.0

Written suggestions from participants about street crossings included:

- “Make the intersections more inviting for pedestrians to cross. Perhaps colour coding painting to help remind drivers of crossing. Maybe some landings and trees by crossings.”
- “At all intersections: scramble corners, z-crossings, pedestrian-leading lights, raised sidewalks and more crossing points.”
- “Crossing on a bike needs to be legalized and normalized through proper infrastructure.”
- “All points in the above list are important, and they cannot really be ranked. Each one applies to the needs of a set of people with different abilities and priorities.”
- “Walking/cycling westbound on the north side of College [...] you have NO IDEA what you are supposed to do in order to be able to move south down Clarence. It’s such a unique intersection... I struggle with the idea of a surface-level crossing there, but know a lot of people run across because it takes too long to go under the bridge (and that underpass is sketchy/frightening when it’s dark) or you just don’t know what you are supposed to do. Cycling that intersection with the intention of turning from westbound College onto

southbound Clarence is like taking your life into your own hands – straddling three lanes of traffic to get into the left turn lane is daunting.”

- “I disagree with all of these options. None are required. A crossing at College and Clarence is absolutely not required.”
- “There are plenty of crossings already on College Drive and Preston Avenue. No new crossing should be added as this street is a traffic nightmare at the best of times.”
- “Ensure that crossings between Cumberland and Preston line up with access to sports facilities. There needs to be a crossing near Preston and College to access Patterson Garden.”

Overall, the top priorities for the community for street crossing improvements were **improved accessibility for people with disabilities at existing crossings** and a **surface-level crossing of College at Clarence Avenue**. This was closely followed by **additional crossings of College between Cumberland and Preston Avenues**. Many participants added comments with specifics of how and why to provide better crossings for pedestrians and cyclists, although some other participants felt existing crossings are already sufficient or were concerned about impacts on traffic and transit speed.

Providing more accessible crossings was ranked high by survey participants across all major categories, especially females and people living with disabilities. In addition, for participants living with disabilities, improvements that give people more time to cross the street were generally more important than adding new crossings.

Participants who live and/or work in the area put more priority on a surface-level crossing of College Drive at Clarence Avenue, versus new crossings between Cumberland and Preston Avenue. Conversely, USask students and people who visit the area or are just generally interested prioritized new crossings of College Drive between Cumberland and Preston Avenues, versus a surface-level crossing at Clarence Avenue.

Design Themes for Look & Feel of Public Spaces

In terms of design themes that can be used on signage, pavement markings and items like bike racks or waste bins to reflect the unique characteristics of the College Corridor area, no single theme was ranked highly by all categories of participants. Trees and Horticulture, Indigenous Culture, Tyndall Stone, Collegiate Gothic Architecture, University & Academics and Science & Innovation were all preferred by different groups of participants – this is in line with community feedback from the first round. Overall, Trees and Horticulture was the most preferred theme, while Agriculture was not preferred by any group of participants.

Table 20: Preferences for design themes for College Corridor public spaces. Above average rank scores are highlighted. (Number of respondents = 89)

Potential Design Theme	Average Rank (1 to 7, 1 = highest)
Trees and Horticulture (elms, fruits, etc.)	3.2
Indigenous Culture & the Moose Woods Batoche Trail	3.4
Tyndall Stone	3.4
Collegiate Gothic Architecture	3.7
University and Academics	3.8
Science and Innovation	4.3
Agriculture	5.0

Open Space Opportunities – Overall Priorities

Opportunities for open space improvements in the College Corridor Plan area rely on partnerships with external organizations, specifically the University of Saskatchewan and Meewasin, as well as the City’s Parks, Transportation and Recreation and Community Development departments. Feedback on the options and opportunities presented in the fall 2022 open space priorities survey is intended to inform the long-term open space strategy for the College Corridor Plan, and implementation will be a collaborative approach with those groups and their goals and priorities.

Through internal analysis and conversations with those groups, the project team identified ten locations for public open space opportunities as listed and shown on the map below.

- | | |
|--|---------------------------------------|
| A. University Bridge Underpass | F. Little Stone School Area |
| B. Top of the University Bridge | G. Wiggins Avenue Gathering Area |
| C. President’s Residence Future Development Area | H. Cumberland Avenue Gathering Area |
| D. Memorial Gates Area | I. Stone Barn Future Development Area |
| E. University Drive Parkettes | J. President Murray Park |

Note: Other spaces also exist, such as in the College Quarter and on the north side of the College and Wiggins intersection; however, improvements for those spaces are not envisioned to be part of the College Corridor Plan.

Figure 7: Public open space partnership opportunities in the College Corridor area.



Survey participants were asked at the outset to select the locations they felt should be a priority for open space improvements, and later in the survey after having a chance to think about each location in detail, to rank all ten locations in order of importance.

Table 21: Survey respondents' prioritization of the locations for public open space opportunities. These numbers show results from completed surveys only (n=98). Above average numbers for each column are highlighted.

Open Space Location	Respondents that selected this as a Priority	Average Rank (1 to 10, 1 = highest)
A. University Bridge Underpass	42	3.4
B. Top of the University Bridge	80	2.2
C. President's Residence Future Development Area	38	4.7
D. Memorial Gates Area	11	6.0
E. University Drive Parkettes	38	5.4
F. Little Stone School Area	22	5.8
G. Wiggins Avenue Gathering Area	26	5.4
H. Cumberland Avenue Gathering Area	62	4.9
I. Stone Barn Future Development Area	31	6.9
J. President Murray Park	18	7.3
Average number or rank score	37	5.2

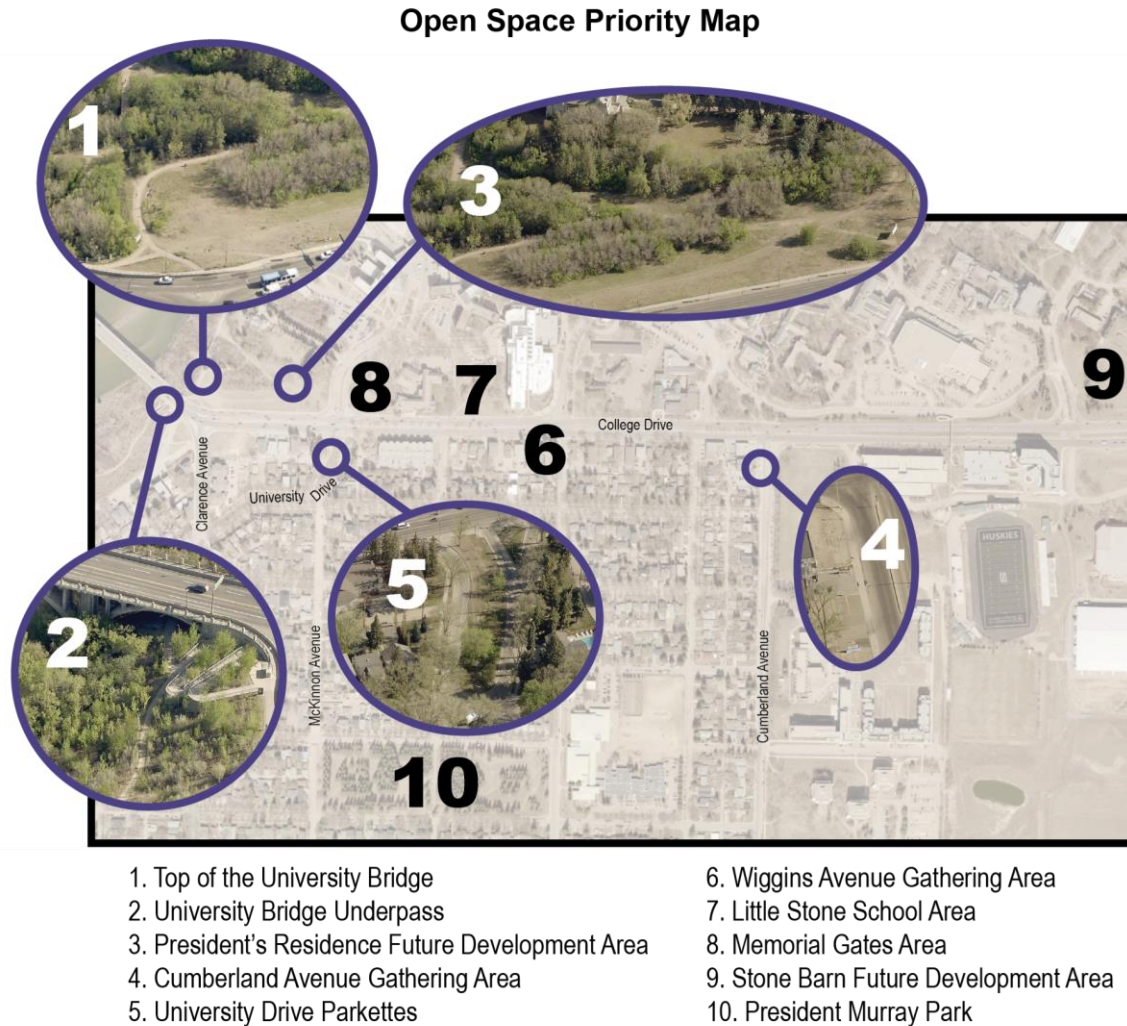
The locations that received above average priority ranking or interest across all participants were, listed in order of their average rank:

1. Top of the University Bridge (B),
2. University Bridge Underpass (A),
3. President's Residence Future Development Area (C),
4. Cumberland Avenue Gathering Area (H), and
5. University Drive Parkettes (E).

The locations that received below average priority ranking or interest across all participants were, listed in order of their average rank:

6. Wiggins Avenue Gathering Area (G),
7. Little Stone School Area (F),
8. Memorial Gates Area (D),
9. Stone Barn Future Development Area (I), and
10. President Murray Park (J).

Figure 8. Map of open space priority locations as ranked by participants.



Overall, the community's top priority locations for open space improvements are the areas near **the east end of the University Bridge on the north side of College Drive** – both at surface level and underneath the bridge. This was followed by the **potential gathering area at Cumberland Avenue on the south side of College Drive**, which like the University Bridge locations was suggested by many participants as having potential to become a great public space. In contrast, President Murray Park and the Memorial Gates area were generally lower priority for improvements beyond maintaining existing spaces and features.

The table below shows the locations that were prioritized by participants with different connections to the College Corridor area, based on the latter question that asked participants to rank all ten locations. Locations around the University Bridge were prioritized by all major groups of survey participants. The potential gathering area at Cumberland Avenue was prioritized by USask students and people who visit the area. Additionally, USask students also prioritized the potential Wiggins Avenue gathering area and the space around the Memorial Gates, while people who live in the area also prioritized the parkettes along University Drive.

Table 22: Open space opportunity locations prioritized by different groups of survey participants.

Category of Participants	Locations Prioritized – Received an above average rank score amongst these participants’ responses
People who live in the area (n=33)	<ul style="list-style-type: none"> • University Bridge Underpass (A) • Top of the University Bridge (B) • President’s Residence Future Development Area (C) • University Drive Parkettes (E)
People who work in the area (n=39)	<ul style="list-style-type: none"> ○ University Bridge Underpass (A) ○ Top of the University Bridge (B) ○ President’s Residence Future Development Area (C)
Current USask students (n=9)	<ul style="list-style-type: none"> • University Bridge Underpass (A) • Top of the University Bridge (B) • President’s Residence Future Development Area (C) • Memorial Gates Area (D) • Wiggins Avenue Gathering Area (G) • Cumberland Avenue Gathering Area (H)
People who only visit the area or are generally interested (n=24)	<ul style="list-style-type: none"> ○ University Bridge Underpass (A) ○ Top of the University Bridge (B) ○ Cumberland Avenue Gathering Area (H)

Note: Due to limited participation from USask students relative to the size of USask’s student population, these results may not reflect the USask student body as a whole. See Data Limitations for more information.

Open Space Priorities for Specific Locations

The team drew upon earlier community input and applied technical urban design analysis to propose a number of potential features or improvements that could work for each location. Participants ranked the features in order of priority for each location they were interested in.

Location A: University Bridge Underpass

This is the space underneath the east end of the University Bridge where the Meewasin Trail passes through, crossing underneath College Drive.

Figure 9: Meewasin Trail under the east end of the University Bridge.



Table 23: Priority ranking of potential features or improvements at Location A, University Bridge Underpass. Above average rank scores are highlighted; though note that these scores did not differ greatly. (Number of respondents = 42)

Potential Feature or Improvement	Average Rank (1 to 6, 1 = highest)
Additional lighting	3.0
Improved sightlines	3.2
Wheelchair accessibility	3.3
Stairs adjacent to the bridge (on north side)	3.4
Wider pathways	3.4
Maintain existing trees	3.7

Written suggestions from participants for the University Bridge underpass included:

- “My biggest suggestion for this area is to improve its overall esthetic. I ride my bike through here regularly, and while this path is entirely functional, it is quite dingy under the bridge. The gravel between the path and the bridge has an unfinished, unloved feel which does not make the space inviting. I would love to see the City commission some local artists to paint the underside of the bridge – add some colour and discourage graffiti.”
- “The path beside the concrete area has a huge gap, this causes issues for cyclists. Fix the space where the concrete meets the gravel area so there is not a huge drop.”
- “Erosion mediation. The erosion in the area makes the pathway feel unsafe and unstable.”
- “Character: art, urban furniture; something that makes this underpass unique.”

Overall, for the University Bridge underpass, participants did not strongly prefer one potential feature or improvement over another, since the rankings did not differ greatly. Additionally, people were interested in ensuring the Meewasin pathways are smooth and safe for users and making this space visually inviting.

Location B: Top of the University Bridge

This is the vacant surface-level open space at the east end of the University Bridge by the intersection of College Drive and Clarence Avenue, as shown in the aerial image below.

Figure 10: Aerial image of the top of the University Bridge where there is open space opportunity.



Table 24: Priority ranking of potential features or improvements at Location B, Top of the University Bridge. Above average rank scores are highlighted. (Number of respondents = 80)

Potential Feature or Improvement	Average Rank (1 to 10, 1 = highest)
Maintain views to river & Downtown	3.1
Native plantings	3.1
More trees	3.9
Benches	3.9
Additional lighting	4.7
Public art	5.2
Tables	5.3
Open play space	7.2
Outdoor fitness equipment	7.8
Play equipment	7.9

Written suggestions from participants for the top of the University Bridge included:

- “This is an area that is nice at night as it sits at a higher elevation and overlooks downtown. Great views of river and downtown during day and night. Would be a nice place to take that in. If you are jogging or cycling by, a great place to rest. I don't think play areas next to College Drive are a great idea, that would be better suited for the internal [areas] with less traffic like [President] Murray Park. More students, active residents and tourists would use this area.”
- “It is a real gateway to the university area coming from Downtown and so could use some planning to create an 'entranceway' to the university area.”

- “I would love to see this be a trail-users' meeting place, potable water, water feature, dog-friendly, Sask-beautiful plantings, view of the west side.”
- “Better pedestrian and cycling infrastructure. Currently informal paths are cut into the grass that get muddy and rough.”
- “Walkways and paths with tactile marking for blind people to follow them. Braille and tactile signage.”
- “Without improvements to the traffic situation, I'm not sure why I would want to go to a park, play space or fitness equipment on College when it's hard to cross and there are tons of cars. It's loud and there is lots of vehicle pollution. [...] If they get built without other changes to how College works they will be under-utilized.”
- “Who wants to sit, work out or play next to a highway that is impossible to get to from any residential areas? It's a wasteland because the traffic makes this a horrible place to be. You can't just plunk amenities in; you have to change the traffic flow through this area.”
- “I would not put any open play space here. This is a high traffic area. Encouraging open play could be a hazard. Perhaps some tables for people visiting at the hospital to take a walk and relax. If more trees go in, more lighting will be necessary.”
- “Leave it as natural as possible. No fitness equipment, no play area, no art.”

Overall, participants were more supportive of improvements allowing passive enjoyment of this space, such as native plantings, trees and seating to enjoy the view of the river and Downtown. Participants were more hesitant about adding active uses to this space, such as children's play space and fitness equipment for adults. While some participants prefer a more naturalized space, many participants suggested this space has great potential to become a unique space enjoyed by many Saskatoon residents and visitors – with the caveat that changes to College Drive are needed to enable easier pedestrian and cyclist access to and from this space, as well as making this space comfortable to stay in.

Location C: President's Residence Future Development Area

This vacant land south of the President's Residence – on the north side of College Drive, west of Hospital Drive – is owned by the University of Saskatchewan and has been identified as a potential building site. This area is roughly indicated in the aerial image below. No plans have been made yet.

Figure 11: Aerial image of the vacant future development area south of the President's Residence.



Since this location has been identified as a potential building site, survey participants were asked to indicate their agreement for some open space ideas that they felt should be incorporated into future development here and that the City should share with USask for their consideration.

Table 25: Survey participants' agreement with ideas about open space at Location C, President's Residence Future Development Area. (Number of respondents = 38)

Idea	Respondents that Agreed
A direct, accessible and public connection to the Meewasin Trail should be maintained.	37 (97%)
Public benches should be included in this area.	33 (87%)
Trees and native plantings should be incorporated into any development in this area.	28 (74%)

Written suggestions from participants about the President's Residence area include:

- "So much potential in this development! It should be developed with the same focus on a beautiful, public space for trail users along with the space immediately adjacent to the west. Native plantings, well lit, potable water, water features, dog and kid friendly."
- "Regardless of the connection to the Meewasin trail, there needs to be surfacing on the paths which are obviously preferred by cyclists and walkers between College and the shrubs. This is likely a safety concern – I for one do not go near the bushes after dark."
- "Housing-mixed use special pilot place – imagine having a container that sometimes is a restaurant and other times temporal housing or gathering area. Something unique and creative and bold!"

Overall, participants supported the ideas presented by the team, and emphasized improvements to pathways and sidewalks as well as lighting, safety and visual appeal.

Location D: Memorial Gates Area

The space on the USask campus where the Memorial Gates sit is part of the traditional pathway used by Métis to travel from Moose Woods to Batoche and has been identified as a place to honour that heritage. It is also an opportunity to provide open space improvements near two of Saskatoon’s major hospitals.

Figure 12: View of the open space at the rear (north side) of the Memorial Gates.



Table 26: Priority ranking of potential features or improvements at Location D, Memorial Gates Area. Above average rank scores are highlighted. (Number of respondents = 11)

Potential Feature or Improvement	Average Rank (1 to 9, 1 = highest)
Maintain the Memorial Gates	1.6
Moose Woods - Batoche Trail heritage interpretation	2.6
Native plantings	4.4
Benches	4.4
Tables	4.8
Additional lighting	5.0
Play equipment	6.6
Open play space	6.7
Outdoor fitness equipment	7.5

Written suggestions from participants for the Memorial Gates area included:

- “A gentle restoration for a peaceful site.”
- “No tables – encourages pollution and waste build up by a heritage site. Native plantings would have to be wisely chosen – perhaps low growing pollinator species instead of lawn. Don't want to hide the amazing brick work with tall shrubbery and trees.”
- “No real opinion on all the open play space/fitness/play equipment aspect. Would have to be tastefully done, or it detracts from the solemnity of the heritage gates, and the memorial sign. [...] Why just the heritage trail interpretation, more about the memorial gates would be amazing as well.”

Overall, participants clearly prioritized maintaining the Memorial Gates and highlighting the space's history. Participants generally did not support features that would detract from the space's current 'peaceful' feel.

Location E: University Drive Parkettes

University Drive is part of the traditional pathway used by Métis to travel from Moose Woods to Batoche and has been identified as a place to honour that heritage. It is also an opportunity to add additional open space to the College Corridor area if University Drive between Elliott Street and College Drive is realigned. There is currently some informal City-owned green space and an informal trail in the median.

Figure 13: The University Drive median with an informal trail on green space.

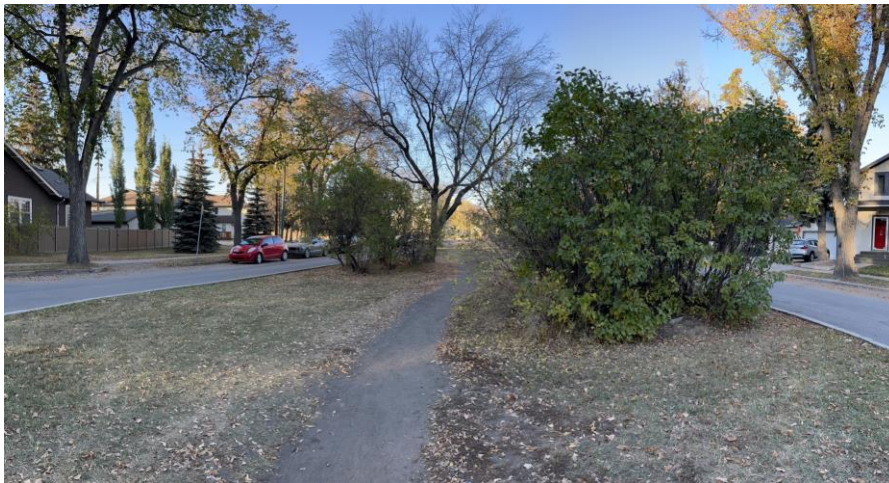


Table 27: Priority ranking of potential features or improvements at Location E, University Drive Parkettes. Above average rank scores are highlighted. (Number of respondents = 38)

Potential Feature or Improvement	Average Rank (1 to 8, 1 = highest)
Moose Woods - Batoche Trail heritage interpretation	2.2
Native plantings	2.7
Benches	3.5
Additional lighting	3.9
Tables	5.0
Open play space	5.5
Play equipment	5.8
Outdoor fitness equipment	6.3

Written suggestions from participants for University Drive parkettes included:

- “Access to central median. This would be the focus for heritage interpretation.”
- “Native plants, urban furniture, all of it should have the information of what it means for Métis. So everyone using these trails will be transported to a different but unique heritage space.”

- “This neighbourhood has so very, very much heritage; why repeat the same story over and over again [...] find out more about the rich heritage of this area.”
- “These parkettes are a missed opportunity – they are some really lovely little patches of green space but they feel a bit unloved and neglected. I would love to see some beautification of these spaces.”
- “As a cyclist, this roadway design and meridian can be treacherous. To avoid the sidewalk, and pedestrians using the informal trail, cyclists frequently bike against the traffic to get to the crosswalk at College Drive [...] During the winter, snow is often piled at the end of the meridian where the informal trail begins, making cycling on the informal trail impossible and a challenge for pedestrians [...] Can the roadway in this area be removed and the space be repurposed as only a green space?”

Overall, participants agreed the University Drive spaces present opportunity for heritage interpretation of the historic Moose Woods to Batoche Trail, and some also want to see recognition of other heritage features of the Varsity View neighbourhood. Participants also supported adding benches, native plantings and landscaping for beautification, as well as additional lighting. Some participants connected opportunities for changes to open space along University Drive with opportunities to address safety concerns related to conflicts between different transportation modes where College Drive intersects University Drive/Hospital Drive.

Location F: Little Stone School Area

This area of open space on the USask campus near the Little Stone School, between St. Andrew's College and the Health Sciences E-Wing building, will face the future BRT station at College and Munroe Avenue.

Figure 14: Green space by the historic Little Stone School House (original Victoria School).



Table 28: Priority ranking of potential features or improvements at Location F, Little Stone School Area. Above average rank scores are highlighted. (Number of respondents = 22)

Potential Feature or Improvement	Average Rank (1 to 9, 1 = highest)
More trees	3.7
Native plantings	3.7
Benches	3.8
Public art	4.0
Tables	4.8
Additional lighting	5.1
Open play space	5.6
Play equipment	6.1
Outdoor fitness equipment	6.6

Written suggestions from participants for the Little Stone School area included:

- “This space is frequently used during the summer by hospital staff. Would be great if there was a way to increase use during the winter.”
- “Community gardens for RUH and USask faculty and staff.”
- “Recreation/fitness fits the history of education at schoolhouses, could be a great way to enhance the heritage tours of the One Room Schoolhouse. Benches and tables could also help to tell the story of the old schoolhouses if their implementation embraced early education heritage – large version of old desks/benches etc. Public art would be great to show one room schoolhouse heritage and wouldn't have to be art of people nor cultures, could be the one room schoolhouse horse for example.”

Overall, participants prioritized improvements that would beautify this space and complement the Little Stone School. Participants that were interested in this location emphasized its usefulness for staff at the Hospitals and University, similar to community feedback in the first round.

Location G: Wiggins Avenue Gathering Area

On the south side of College along both sides of Wiggins Avenue there is enough public space between the road and private property for a small gathering and amenity area, adjacent to the Lutheran Campus Centre and former Sheptytsky Institute.

Figure 15: Aerial image of potential space for a small public gathering area at Wiggins Avenue.



Table 29: Priority ranking of potential features or improvements at Location G, Wiggins Avenue Gathering Area. Above average rank scores are highlighted. (Number of respondents = 26)

Potential Feature or Improvement	Average Rank (1 to 8, 1 = highest)
Bicycle parking	3.5
Trees	3.9
Benches	3.9
Native plantings	4.0
Garbage receptacle	4.2
Additional lighting	4.3
Public art	5.0
Tables	5.3

Written suggestions from participants for the Wiggins Avenue gathering area included:

- “Wiggins Avenue needs to be widened to accommodate bike lanes. This is essential for bike commuters to enter campus efficiently and should be prioritized above any other improvements.”
- “Make the intersection more inviting!!! Less intimidating to cross as pedestrian or biker.”
- “Broader sidewalks! Bench and heritage plaque or other feature recognizing Sheptytsky at corner outside former Sheptytsky Institute.”
- “Very disappointed that the University side of College and Wiggins is not mentioned. There is a lot of opportunity outside Chapel of Emmanuel St. Chad and Rugby Chapel to enhance that space and encourage appreciation of this interesting collection of buildings telling the story of the Anglican College.”

Overall, there was general support for small public space improvements at this location such as trees, bicycle parking and benches, although some participants emphasized that improvements at Wiggins Avenue to support cyclist and pedestrian movements would be even more beneficial.

Note: The existing open space on the northeast corner of the College and Wiggins intersection was not included in this engagement based on USask feedback and that substantial open space improvement is not envisioned there.

Location H: Cumberland Avenue Gathering Area

On the south side of College along the west side of Cumberland Avenue there is enough public space between the road and private property for a small gathering and amenity area, adjacent to where a privately-owned parking lot currently sits. This location faces the future BRT station at College and Cumberland.

Figure 16: Aerial image of potential space for a small gathering area at Cumberland Avenue.

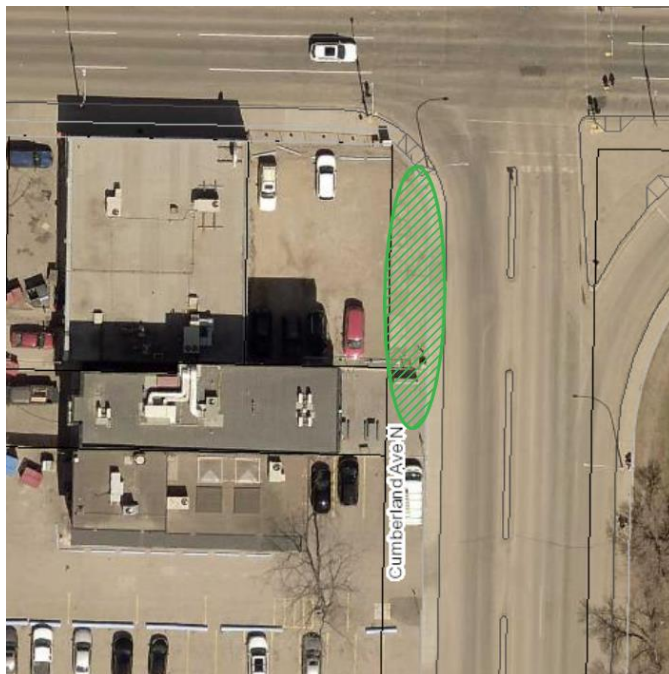


Table 30: Priority ranking of potential features or improvements at Location H, Cumberland Avenue Gathering Area. Above average rank scores highlighted. (Number of respondents = 62)

Potential Feature or Improvement	Average Rank (1 to 8, 1 = highest)
Bicycle parking	3.4
Benches	3.7
Trees	3.8
Native plantings	4.1
Garbage receptacle	4.6
Additional lighting	4.8
Public art	4.9
Tables	5.0

Written suggestions from participants for the Cumberland Avenue gathering area included:

- “This intersection has so much potential - it is a very important pedestrian area but is really uninviting. There is so much concrete, and the surface parking is uninviting and dingy looking. I would LOVE to see the City develop this (perhaps in collaboration with the U of S?) as a public plaza. A well designed gathering space would be a great addition to this area.”
- “It could become a hub for students/citizens to relax and take a break on their bikes or by foot and grab a coffee or a snack etc. Maybe even a small place for live music to be performed or have some music playing. Again making sure that the biking and walking lanes to this spot are clearly labeled and efficient. I believe this intersection could also be made less intimidating to cross. Perhaps painting crosswalks etc. with colour to remind traffic to slow and encourage this as a major crossing.”
- “Parking lots should NOT be the first thing to see here. Gardens, patios and beautiful commercial spaces should be. All trees should be native. All garbage receptacles should have for recycling, composting and garbage.”
- “College Drive is very dusty. Having more trees and native plants would definitely help. If the street was quieter, this would be a really nice spot for gathering.”
- “Bike lanes on Cumberland will hugely benefit bike riders and providing a critical choice for north-south bound bike traffic. Cumberland Avenue has plenty of space to be slimmed down and make way for fully protected bike lanes.”
- “Better sidewalks and cycling infrastructure and clear safe pedestrian crossing. Also would need traffic calming.”

Overall, many participants saw this location as having potential to become a public space enjoyed by many – it is already heavily visited by people in the area. However, participants suggested the existing privately-owned parking lot would first need to be modified or redeveloped, and that there should be changes to the streets here to make walking and cycling to and from this location easier and more comfortable.

Location I: Stone Barn Future Development Area

The land around the Stone Barn between Campus Drive and Preston Avenue is owned by the University of Saskatchewan and has been identified as a potential building site. No plans have been made yet.

This area also faces a future BRT station at College Drive and Campus Drive. There is some existing green space along Campus Drive, just west of the Stone Barn, as shown in the aerial image below.

Figure 17: Aerial image of the Stone Barn area, with existing green space along Campus Drive highlighted.



Since this location has been identified as a potential building site, survey participants were asked to indicate their agreement for some open space ideas that they felt should be incorporated into future development here and that the City should share with USask for their consideration.

Table 31: Survey participants' agreement with ideas about open space at Location 1, Stone Barn Future Development Area. (Number of respondents = 31)

Idea	Respondents that Agreed
Public views and access to the Stone Barn should be maintained.	25 (81%)
Trees and native plantings should be incorporated into any development in this area.	24 (77%)
Public benches should be included in this area.	23 (74%)
This area should include space for a public community garden.	17 (55%)

Written suggestions from participants about the Stone Barn area include:

- “The barn is an iconic structure and embodies much of the history of the University. It is the only original agricultural building left from the establishment of the U of S in 1910 - 1912. It is in a highly visible location, greeting visitors to the U of S when driving into town from the east. [...] The University has established a Working Group to discuss stewardship of heritage buildings, especially the Stone Barn. Surely designation of areas for future building development should wait until the Working Group has done its work.”
- “The area around this should be a public space that highlights the farm in Saskatchewan: community gardens would be a great idea as well as a fruit orchard. The proximity of this location to Patterson Garden Arboretum bodes well to expand the conservation, sustainability and education theme of Patterson Garden Arboretum [...]”

- “While the public community garden is a nice gesture, community gardens should be placed closer to where people live, such as near the Residences to the south. And please maintain the views and access to the Stone Barn.”

Overall, participants agreed with the importance of incorporating the Stone Barn, trees, native plantings and public benches in future development of this area. There was some support and some disagreement about community gardens in this location.

Location J: President Murray Park

President Murray Park is an existing public park located four blocks south of College Drive, within the Varsity View neighbourhood. President Murray Park is technically outside of the College Corridor Plan area but was included as many community members previously had comments or suggestions about the park, and it is one of the few large City-owned open spaces in the area.

Figure 18: Playground and trees at President Murray Park.



Table 32: Priority ranking of potential features or improvements at Location J, President Murray Park. Above average rank scores are highlighted. (Number of respondents = 18)

Potential Feature or Improvement	Average Rank (1 to 5, 1 = highest)
Additional lighting	2.5
Benches	2.6
Tables	2.7
Wheelchair accessible pathways	2.9
Expanded play facilities	3.3

Written suggestions from participants for President Murray Park included:

- “The trees are old so we need to replace them to keep the park beautiful. This is #1 priority over the above. The trees are what makes that park everyone’s favorite.”
- “Walkways and paths with tactile marking for blind people to follow them. Braille and tactile signage.”

- “This is an amazing birding area. [...] How would extra lighting affect the bird watching? How could the bird watching be enhanced?”
- “Don't think the neighbourhood has a high influx of children, so is there a desire for more play facilities? Are the current play facilities used to the max, and children are lining up?”
- “President Murray Park should be considered for extra features like those you see in new suburban areas as the area grows.”

Overall, participants generally prioritized smaller improvements such as lighting, benches and tables, as well as maintenance of the natural environment of President Murray Park enjoyed by many in the community. Some participants did comment that more substantial improvements could perhaps be considered in the future when the area's population grows.

Engagement Evaluation

As per the City of Saskatoon's Public Engagement Policy, the City conducts evaluation on public engagement activities to ensure continuous improvement of the engagement process. At the end of each College Corridor Plan survey, participants were asked to indicate their thoughts on the survey and the accompanying informational materials presented. The following series of tables show the level of agreement expressed by survey participants toward a set of evaluation statements. Italicized numbers in the tables indicate where agreement was only around 50% or less.

Table 33: Level of agreement with **"The information was presented clearly."**

Survey	Agree	Neutral	Disagree	Responses
Spring 2022: Open Space and Recreation	72%	24%	4%	54
Spring 2022: Walking Rolling Connections	65%	27%	8%	68
Spring 2022: Comfort and Character	62%	35%	4%	27
Saskatoon Council on Aging	<i>50%</i>	50%	0%	6
Royal University Hospital and Jim Pattison Children's Hospital	72%	28%	0%	78
St. Thomas More College	89%	11%	0%	9
Fall 2022: Streetscape	83%	17%	0%	89
Fall 2022: Open Space	74%	22%	4%	98

Table 34: Level of agreement with **"I understand how my feedback will be used."**

Survey	Agree	Neutral	Disagree	Responses
Spring 2022: Open Space and Recreation	<i>46%</i>	40%	15%	54
Spring 2022: Walking Rolling Connections	<i>47%</i>	40%	13%	68
Spring 2022: Comfort and Character	<i>38%</i>	50%	13%	27
Saskatoon Council on Aging	<i>50%</i>	50%	0%	6
Royal University Hospital and Jim Pattison Children's Hospital	59%	33%	8%	78
St. Thomas More College	88%	13%	0%	9
Fall 2022: Streetscape	<i>54%</i>	31%	14%	89
Fall 2022: Open Space	<i>51%</i>	31%	18%	98

Table 35: Level of agreement with **"I was able to provide my feedback fully."**

Survey	Agree	Neutral	Disagree	Responses
Spring 2022: Open Space and Recreation	77%	21%	2%	54
Spring 2022: Walking Rolling Connections	63%	34%	3%	68
Spring 2022: Comfort and Character	65%	30%	4%	27
Saskatoon Council on Aging	83%	17%	0%	6
Royal University Hospital and Jim Pattison Children's Hospital	66%	33%	1%	78
St. Thomas More College	75%	0%	25%	9
Fall 2022: Streetscape	72%	23%	5%	89
Fall 2022: Open Space	72%	23%	5%	98

Table 36: Level of agreement with “This survey was a good use of my time.”

Survey	Agree	Neutral	Disagree	Responses
Spring 2022: Open Space and Recreation	71%	25%	4%	54
Spring 2022: Walking Rolling Connections	63%	31%	7%	68
Spring 2022: Comfort and Character	48%	52%	0%	27
Saskatoon Council on Aging	33%	67%	0%	6
Royal University Hospital and Jim Pattison Children’s Hospital	56%	37%	7%	78
St. Thomas More College	75%	25%	0%	9
Fall 2022: Streetscape	79%	17%	4%	89
Fall 2022: Open Space	75%	23%	2%	98

Based on feedback by survey participants over the course of 2022, the project team has generally been performing well at presenting information clearly, providing opportunities for people to provide feedback fully, and making community members feel that it is worth their time and energy to participate.

Some of the participant feedback received to the contrary included:

- “We found the ranking of 'features' unhelpful, especially where features for 'fully fit' individuals were pitted against 'people with disabilities' and where pedestrians/transit-riders were pitted against cyclists. Holistic design always requires multiple outcomes. The stated argument about 'limited space' does not hold water; instead create additional public space where required.”
- “Some of the question selections were very similar and hard to tell apart.”
- “Should have had clarity – further elaboration on play stuff, play equipment, play spaces.”

Regarding the use of ranking questions like those in the latter surveys, the team does believe it is useful, in a secondary round of engagement after a first round that is more open-ended, to ask community members to consider trade-offs and to weigh what is more and what is less important to them. Regarding some ranking choices being similar or unclear, the team acknowledges this and therefore we will typically present survey results in a qualitative, aggregate way to communicate overall patterns rather than specific numbers, and draw generalized conclusions from the results.

On letting participants feel that they understand how their feedback will be used, the team has generally struggled with this – at least at the time of completing the surveys. Notable exceptions were the targeted survey for Royal University Hospital and Jim Pattison Children’s Hospital staff and the targeted survey for the St. Thomas More College community, which perhaps because of their condensed format were easier for participants to share their ideas and at the same time to feel that their input could be more easily used by the project team. However, the team’s “What We Heard” presentations and reports, in which we report back on how the key feedback heard will be used in next steps of the project, seem to have been well-received by the community.

Much, though not all, of the feedback by participants to date has been positive, neutral or hopeful. Some of these general comments included:

- “Please think ahead 50 to 100 years to properly transform this area into something that is more human centered.”
- “Please!!! The most important is making biking and pedestrian lanes along College Drive to connect these areas. [...] If this is not done, it will not feel inviting for people to come to these areas. Also making them cozy with planting and trees is also important. I look forward to seeing any progress.”
- “Hope to see these places developed with innovation, creativity and sustainability in mind.”
- “For themes – university student art, providing young artists with a chance to get involved with a City project which might help them get jobs later on.”
- “It looks like a good project and will improve the area. I do think some of the specific areas would benefit from a less is more approach. Something so beautiful about Saskatoon, its river valley and its university is the way it blends into the natural environment. Wider and/or decorative paths, new lighting, benches and art will never go unappreciated.”
- “College Drive is a major roadway with high traffic volumes. It is ridiculous to think that you can make it a quiet, friendly place. It would be a colossal waste of money to put in things like playgrounds and fitness equipment.”

Data Limitations

During earlier stages of this project in 2021, one limitation was that the project lacked participation from students at the University of Saskatchewan. The total number of USask student participants still remains low considering USask enrollment. However, over 2022, the team has been better able to connect with students, including being able to maintain participation from some highly-engaged USask student groups – mainly, students in Regional and Urban Planning and representatives of the University of Saskatchewan Students’ Union (USSU).

Participation from Indigenous community members continues to be a gap in this project. The team will continue to reach out and meet with the Elders that the team has established connections with, as well as continue to share information on future engagement opportunities to Indigenous partners and organizations.

The first round of public realm engagement took place in spring 2022. During this time, the City of Saskatoon and the province of Saskatchewan had recently lifted COVID-19 public health restrictions, and the community was in a time of transition in regard to public gatherings and public health precautions. The project team provided a number of online ways to give feedback; however, online engagement can limit participation from people with limited or no access to internet and technology. In November 2022 for the second round of engagement, the team tried for the first time in this project a hybrid in-person and virtual event at the Saskatoon Field House. Future engagements will continue to consider opportunities to use a mix of in-person and online engagement tools.

Next Steps

Discussions continue to take place in early 2023 in working toward a street design for College Drive. This includes internal City of Saskatoon discussions between Transportation, Bus Rapid Transit and Corridor Planning team members, as well as external discussions between the City, the University of Saskatchewan and other major landholders in the area. The Corridor Planning team will continue to participate in these internal and external discussions and bring forward the College Corridor Plan public realm engagement results for consideration, specifically the community's priorities for sidewalks, cycling facilities and street crossings.

Also in early 2023, the Corridor Planning team will continue conversations with USask and Meewasin on partnerships for open space improvements on spaces owned or maintained by those organizations. This will be key to achieve the open space priorities expressed by the community, especially in relation to the open spaces near the University Bridge.

Regarding open space improvements along University Drive, the Corridor Planning team will look at conducting in-depth analysis and engagement work specifically on potential reconfiguration of University Drive between College Drive and Elliott Street, once the team has endorsement by the Transportation department.

Based on engagement results to date, it is unlikely that substantial public realm improvements will be prioritized for President Murray Park.

The next major round of engagement for this project will be on finalizing land use and zoning. This refers to re-evaluating the preliminary land use map developed at the end of 2021 to work in public realm priorities and infrastructure requirements, and then consider how zoning could be applied to the College Corridor Plan area – that is, detailed regulations for the form of new buildings and development. The zoning discussions have relevance for many ideas that were supported by the community during the public realm discussions, for example:

- Potentially extending public sidewalk and boulevard space onto private land, through specific landscaping requirements, in locations where public land is restricted.
- Development requirements for important signature sites like the President's Residence area, the Stone Barn area and the College and Cumberland intersection.
- Enhancing and/or creating public space at Cumberland Avenue and at Wiggins Avenue and making those intersections more attractive.
- Other popular themes from the discussions on "comfort and character" in relation to new buildings, such as: varied and visually interesting buildings; many entrances, windows and street level activity; amenities like bicycle parking and publicly accessible washrooms; and human scaled buildings that feel comfortable for people walking or rolling beside them.

This next major round of engagement is anticipated to occur in summer of 2023. In the meantime, the project team will be drafting the comprehensive public realm plan, which will be shared for community feedback at the same time as the full draft of the College Corridor Plan.

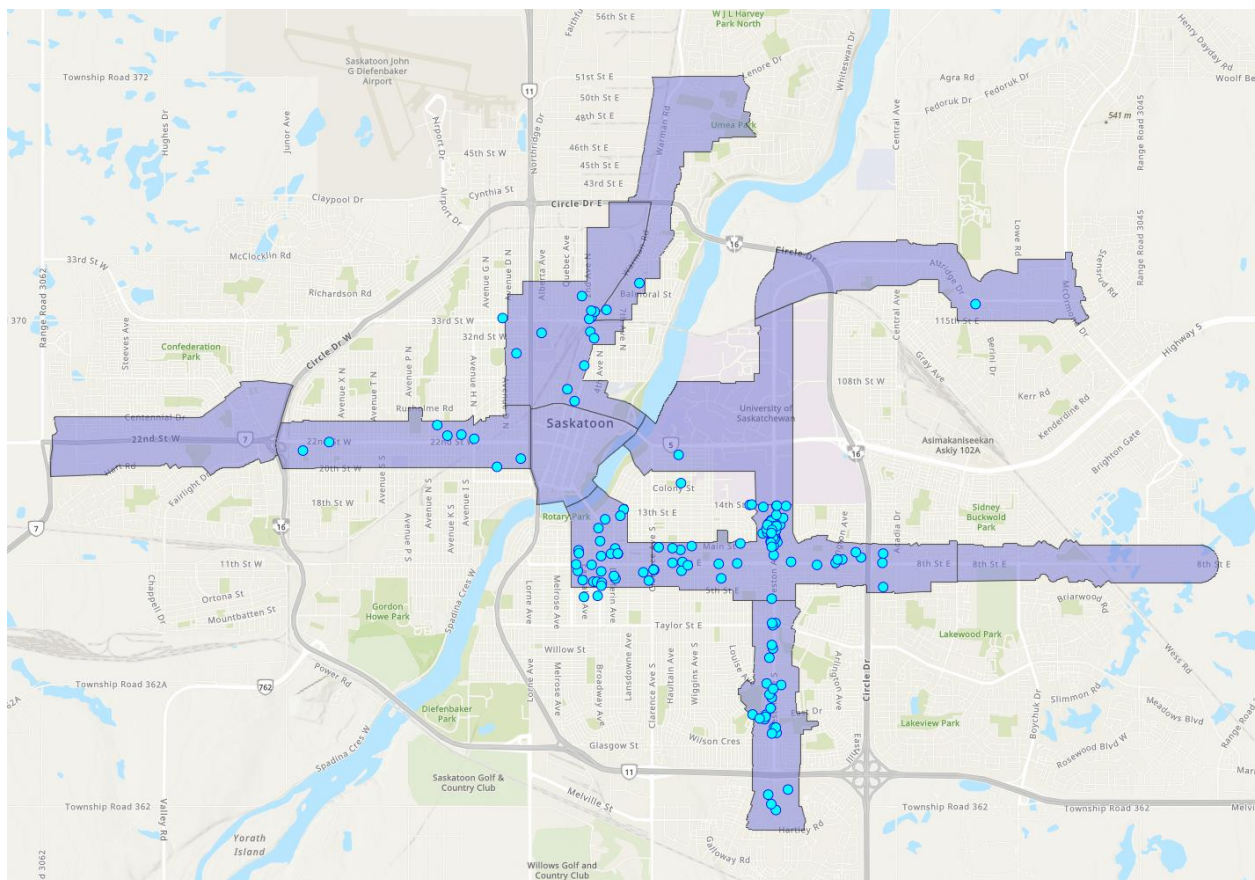
Corridor Land Use & Rezoning: Fall 2023 Engagement Summary

Engagement Activities

The City of Saskatoon Corridor Planning team hosted a series of come-and-go public engagement sessions in Fall 2023 on proposed land use plans for various corridor plan areas across Saskatoon.

Corridor Plan Area	Date	Venue	Attendees (approx.)
College	September 20	Saskatoon Field House	60
22 nd Street	October 11	Station 20 West	50
Nutana	October 18	Cosmopolitan Seniors Centre	100
Preston	October 26	Round Prairie Library	70
Woodlawn	November 1	St. Michael School	35
8 th Street	November 9	The Centre Mall	80

On the project's engagement webpage, interested members of the public could view a presentation on the proposed land use plans and submit feedback through an interactive survey. Approximately 140 submissions were received from October 4th until November 30th, with the Nutana, 8th Street, and Preston corridor plan areas seeing more interest than the 22nd Street and Woodlawn areas. The below map shows the locations where participants commented on using the online map-based survey.



22nd Street feedback

- Comments about underused vacant lots and their potential for redevelopment, including environmental reclamation of contaminated sites.
- Support for increased density contingent on providing a mix of commercial and retail development nearby.
- Support for improving the overall aesthetic of the public realm along the corridor, including adding trees, landscaping, improved lighting, and shorter crossing intervals.
- Comments suggesting expanding the Corridor Residential boundaries (specifically west of Witney Ave), under the rationale that pedestrian pathways/linkages would accommodate shorter trips to reach station locations.
- Opt-in rezoning interest was received from landowners on streets such as 23rd St, Ave D, Ave I, Ave M, Ave V, and Ottawa Ave.

Woodlawn feedback

- Suggestion to expand the boundaries of Corridor Residential into the Woodlawn residential area, specifically there are some areas within the 400m station area buffer that should be Corridor Residential.
- Concern for the protection of Next of Kin Memorial Avenue within Woodlawn Cemetery, including suggestions for successional planting.
- Comments in support of more density in residential areas, specific comments about maintaining the existing character of the neighbourhood in and around Caswell Hill (architecture, mature tree canopy, park-like feel).
- Concern over the impact of the loss of SIAST campus at the corner of Idylwyld and 33rd Street; Suggestion that opportunity and great potential exists at this location to increase density, improve walkability, and provide more housing and services.
- Opt-in rezoning interest was received from landowners on streets such as Idylwyld Dr, Ave B, 2nd Ave, 27th St, and Alberta Ave.

Nutana feedback

- Support for higher density in locations just off BRT route but very close to BRT stations, specifically around Broadway & 12th Street and Clarence & 8th Street.
- Support for adding Corridor Residential on residential blocks south of 8th Street where no change was proposed.
- Comments that 8th & Broadway will become one of the busiest locations for transit and plans should support that; but also opposition to permitting commercial uses and prohibiting one-unit dwellings further south on Broadway.
- Comments about the inconsistent land use proposed on north side of 8th Street.
- Suggestions to promote development by blanket rezoning, removing parking requirements, selecting pre-approved building designs, and City-led land banking.
- Concerns about parking, height and overshadowing, loss of trees and green space, property values, and change to residential streets' vibe or heritage feel.

- Opt-in rezoning interest was received from landowners on streets such as 6th St, 8th St, 9th St, Main St, and Victoria Ave.

8th Street feedback

- Support for adding Corridor Residential on many of the local streets in the area.
- Opposition to Corridor Mixed Use along residential sections of Preston Avenue; support for change to Corridor Residential.
- Concerns about increased traffic, loss of parking, pedestrian safety, increase in crime, loss of green space, negative effects on property values, and the impacts of greater infill development.
- Support for increased residential density and housing availability in general.
- Support for investment into existing assets such as park spaces (notably Cumberland Park) in light of increased population and development.
- Concerns surrounding the surveillance implications of “smart” public transit infrastructure and other semi-related issues.
- Opt-in rezoning interest was received from landowners on streets such as Main St, Preston Ave, 7th St, 9th St, Fraser Cres, and Ramsay Court.

Preston feedback

- Support for adding Corridor Residential on many of the crescents behind Preston Avenue where no change was proposed.
- Support for denser, mixed-use development in Stonebridge on existing low-density commercial sites.
- Opposition to densification for much of Preston Avenue until closer to Circle Drive, especially around Woodward Avenue (Nutana Park area).
- Concerns about height and overshadowing, traffic and parking, whether people will take transit, and adding commercial to residential areas.
- Opt-in rezoning interest was received from landowners on streets such as Preston Ave, Argyle Ave, East Dr, Murphy Cres, and Grosvenor Cres.

College feedback

As land use discussions for College were previously completed in 2021, the recent event was primarily an information session to provide an update and propose amendments to the zoning district, Corridor Station Mixed Use 1, that were specific to an area along College Drive. Also, this event shared the development standards for the newly approved Corridor Zoning Districts. Specific questions were asked about particular changes to Station Mixed Use zoning requirements along College Drive:

- Accommodating existing narrow/small sites along College but with a lowered maximum building height (14m vs. 27m) – Feedback was mixed on this.
- Waiving the requirement for commercial uses on the ground floor of new developments – Feedback was supportive on this.