

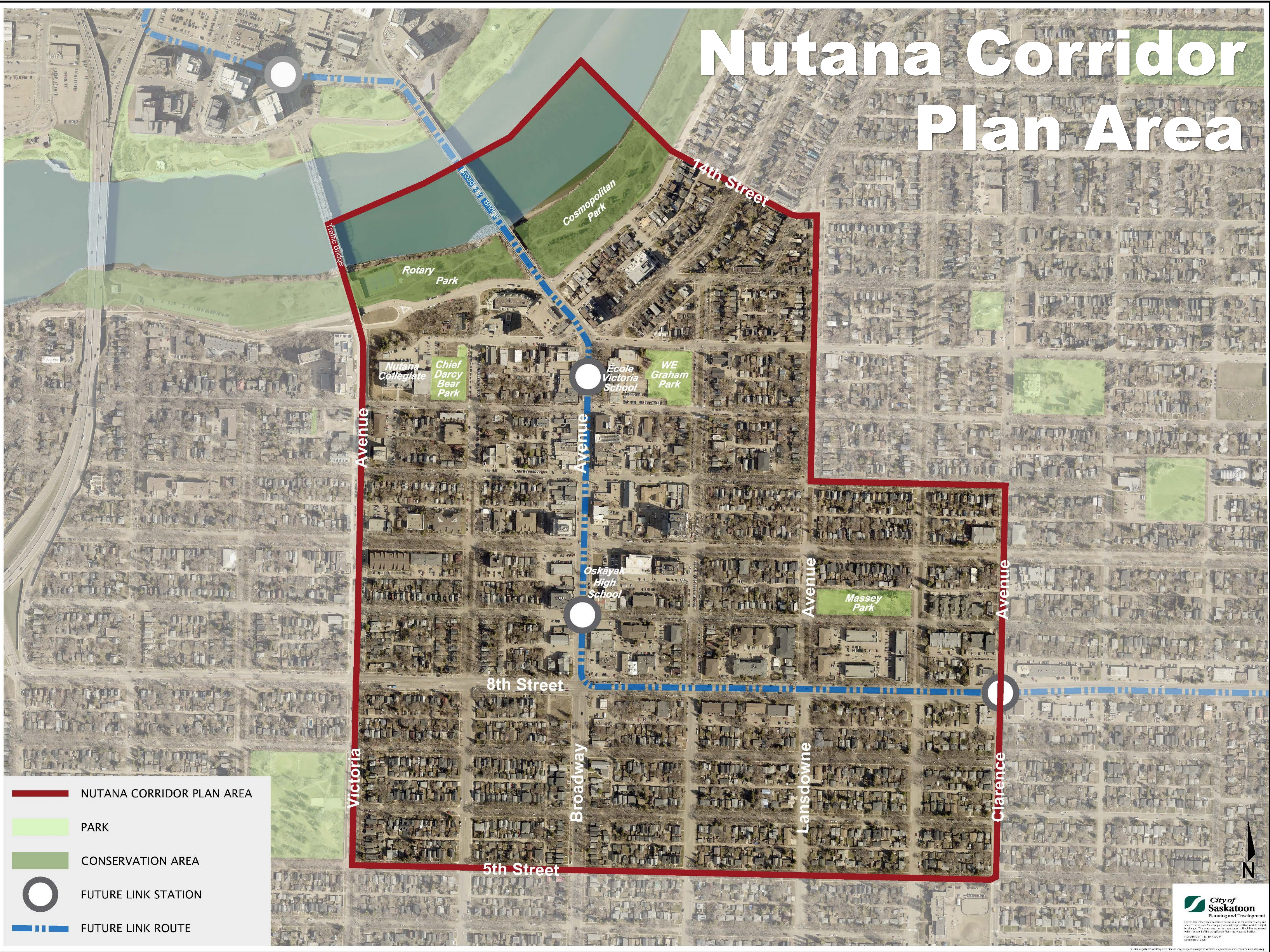
CORRIDOR Planning



Nutana Corridor Plan

Engagement Session

Nutana Corridor Plan Area



-  NUTANA CORRIDOR PLAN AREA
-  PARK
-  CONSERVATION AREA
-  FUTURE LINK STATION
-  FUTURE LINK ROUTE

CORRIDOR PLANNING PROGRAM

CORRIDOR PLANNING BACKGROUND

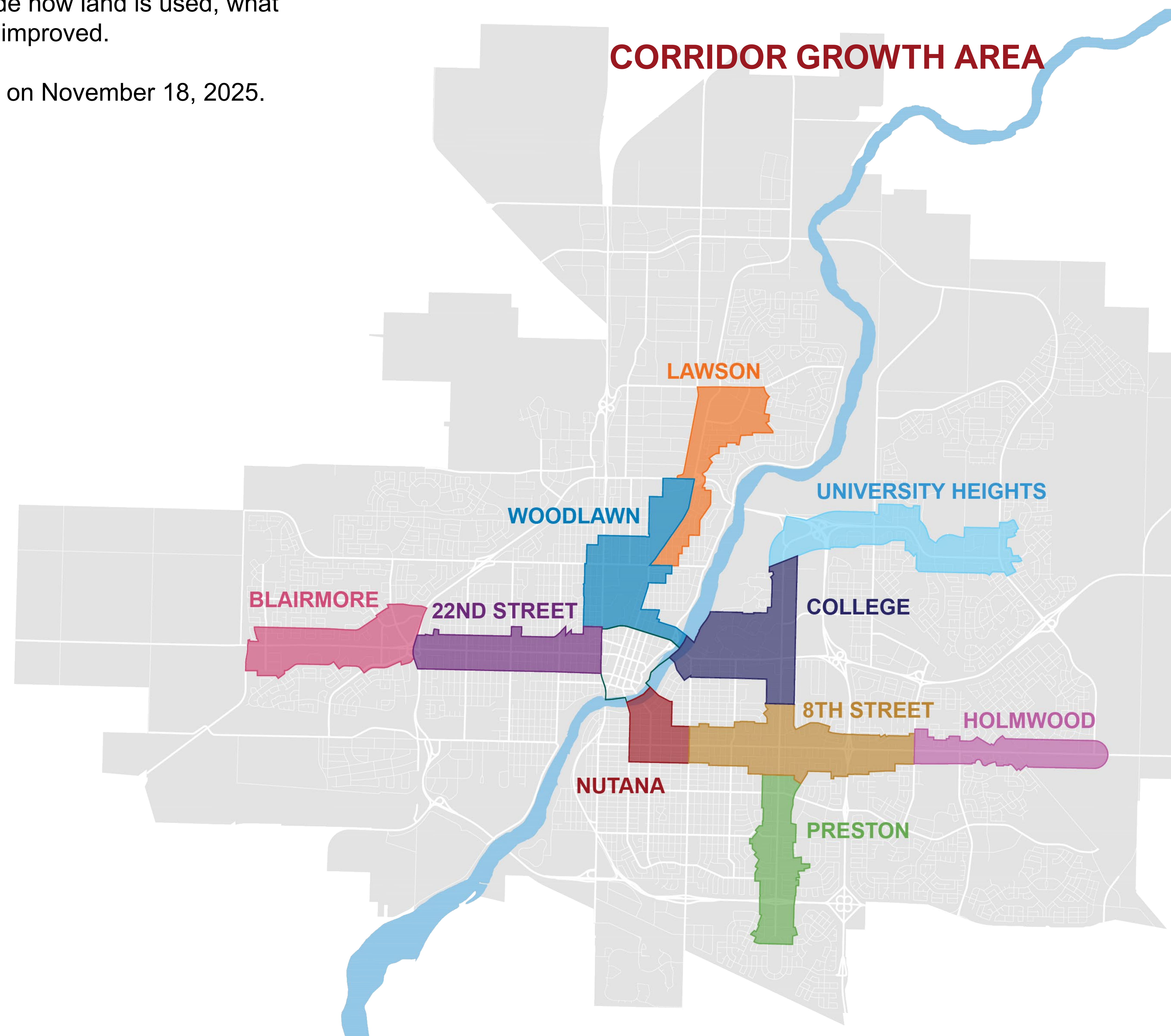
The Corridor Planning Program helps guide how Saskatoon grows along Link (rapid transit) routes. The goal is for 15% of the city's new residential development to happen in these areas, using detailed plans called Corridor Plans. These plans are based on long-term city policies and help decide how land is used, what types of buildings are allowed and how public spaces and infrastructure will be improved.

The College Corridor Plan, the first of ten plan areas, was approved by Council on November 18, 2025. We are now undertaking the same process for the Nutana Plan Area.

PREVIOUS STUDIES AND PLANS

The City of Saskatoon has completed various studies and plans over the years to support this area's development as a vibrant and safe place to live and work.

- 2001 Nutana Local Area Plan
- 2009 Nutana Neighbourhood Safety Audit
Broadway 360 Plan
- 2013 City Centre Plan *(replaced in 2024)*
- 2015 Nutana Neighbourhood Traffic Review
- 2024 Nutana Land Use Plan Approved
City Centre and District Plan



PROJECT TIMELINE

WHAT TO EXPECT OVER THE NEXT YEAR



STREETSCAPING – DESIGN IDEAS

Focusing on streetscape and placemaking improvements:

People shared many ideas and concerns during the December 2025 engagement. This board shows the **locations that came up most often or were identified as the highest priority**, although it does not show every concern raised.

Do these **areas reflect what matters most to you**, or is there something else that should be included? *Share your feedback on a sticky note below.*



DESIGN CONSIDERATIONS

Designing streets for slower vehicle speeds is an effective way to improve pedestrian safety. **Design that slows drivers** include street features that naturally slow drivers and make crossings safer.

Signals: signals can be timed to manage vehicle speeds or to prioritize other user groups like cyclists or transit.

On-street parking and bike lanes: make drivers aware of the presence of cyclists and entering / exiting vehicles.

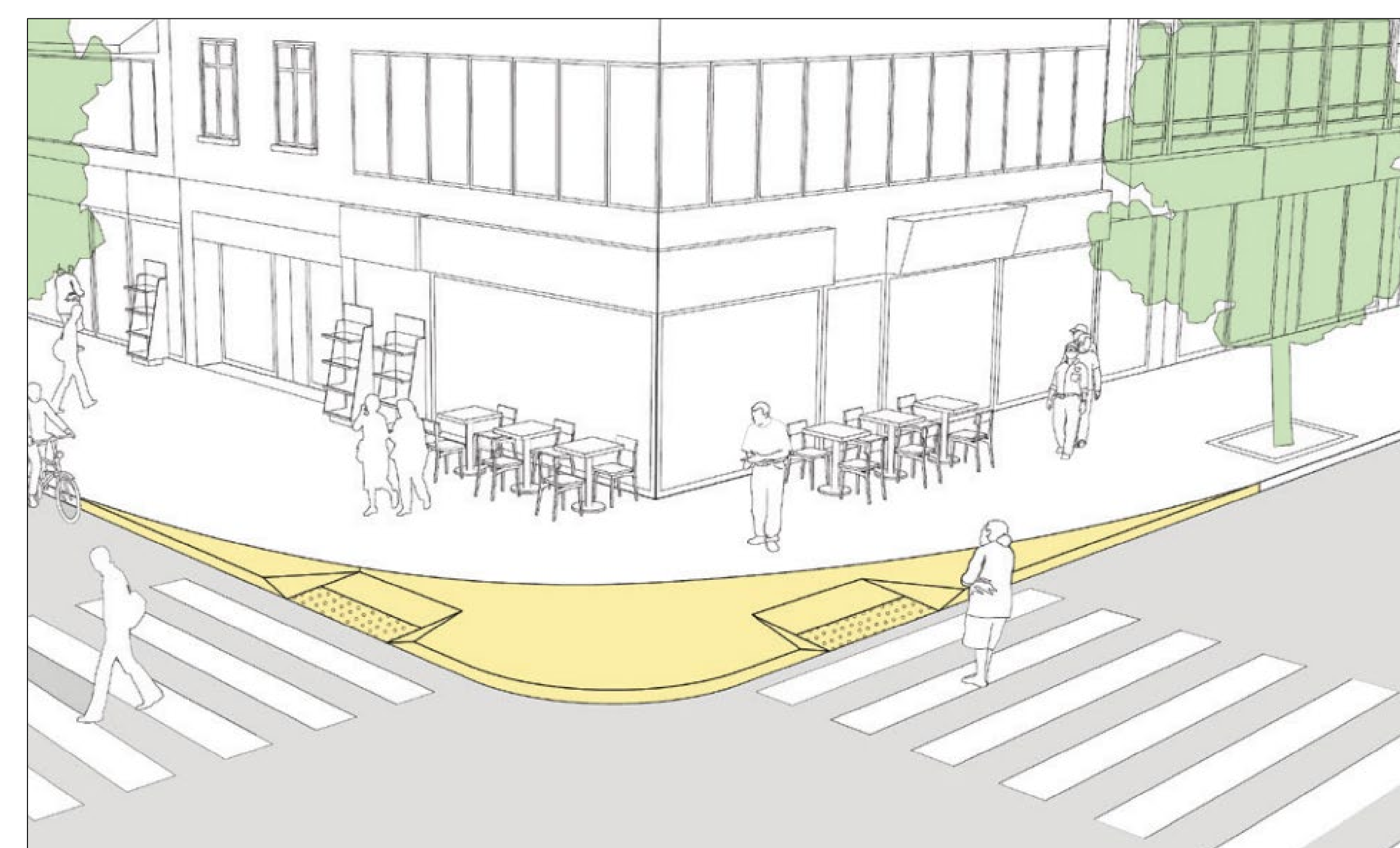
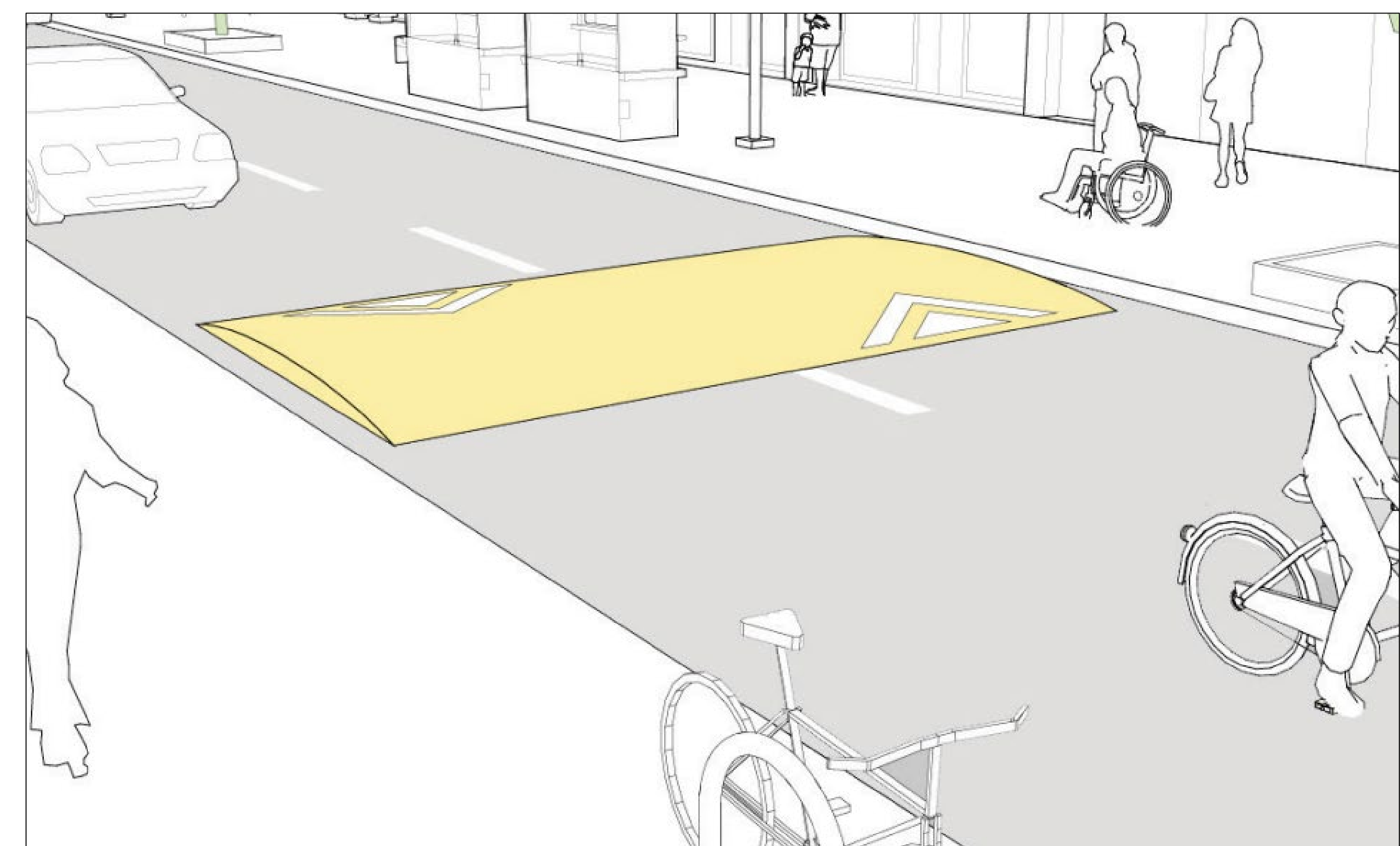
Lane width: research shows that reducing lane widths does not increase the frequency of crashes, even on suburban arterials. On urban streets, the impact of driver error is greater, creating even more of an imperative to manage speed. 3.0m lanes are of sufficient width for target speeds of 65 km/h or less. On bus and truck routes, one lane may be 3.3m.

Trees and landscaping: trees narrow a driver's field of vision and encourage slower driving.

Medians and curb/corner extensions: narrow pedestrian crossing distances help to manage driver behaviour and mutually improve drivers' and pedestrians' visibility of one another.

Traffic calming devices: raised intersections (speed tables), speed humps and other tools that physically control speeds make it difficult to drive above the recommended speed

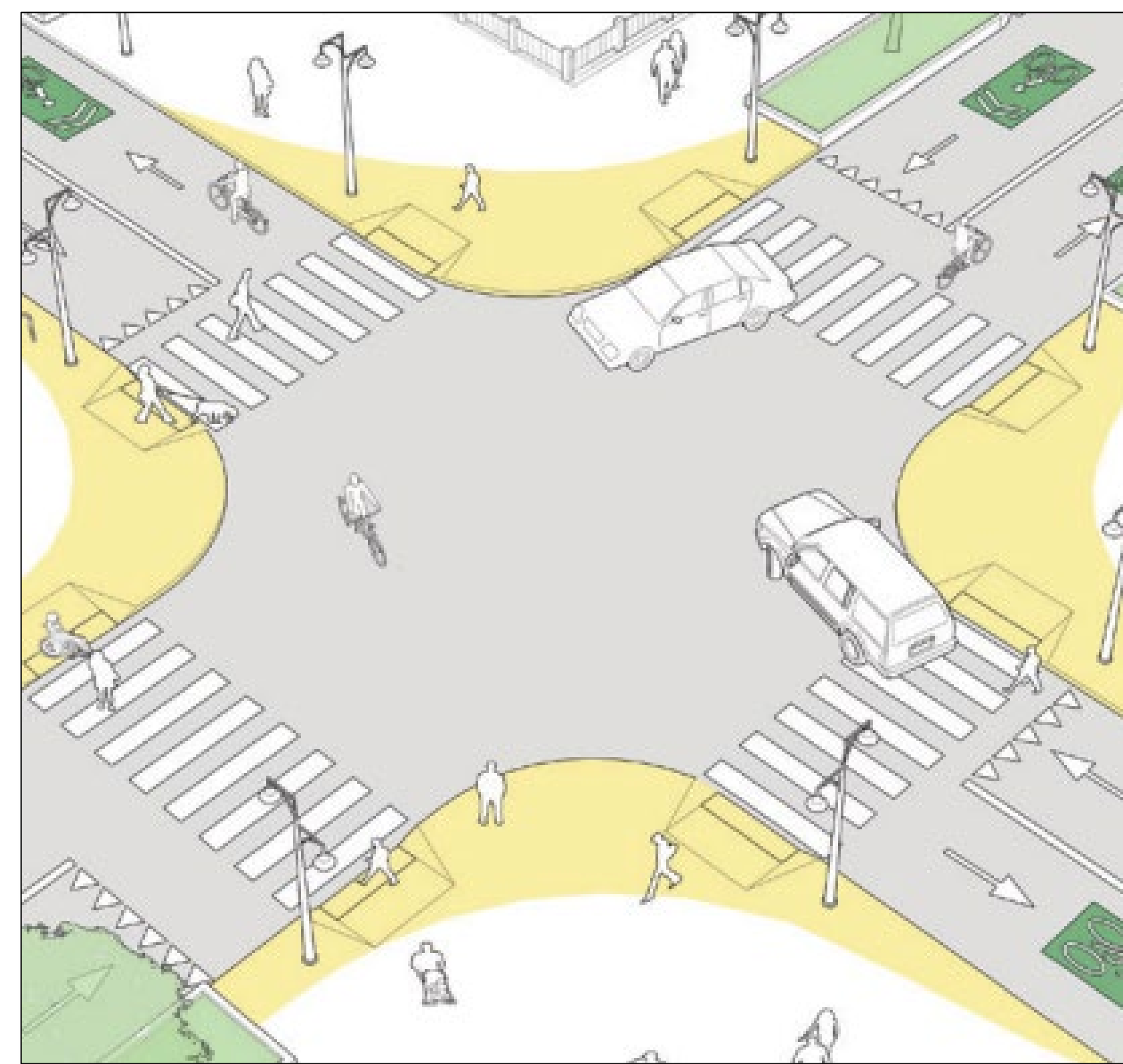
Painted crosswalks: Crosswalks should be applied where pedestrian traffic is anticipated and encouraged. While application of crosswalk markings alone is not a viable safety measure in all situations, crosswalks benefit and guide pedestrians, while reinforcing their right-of-way at intersections.



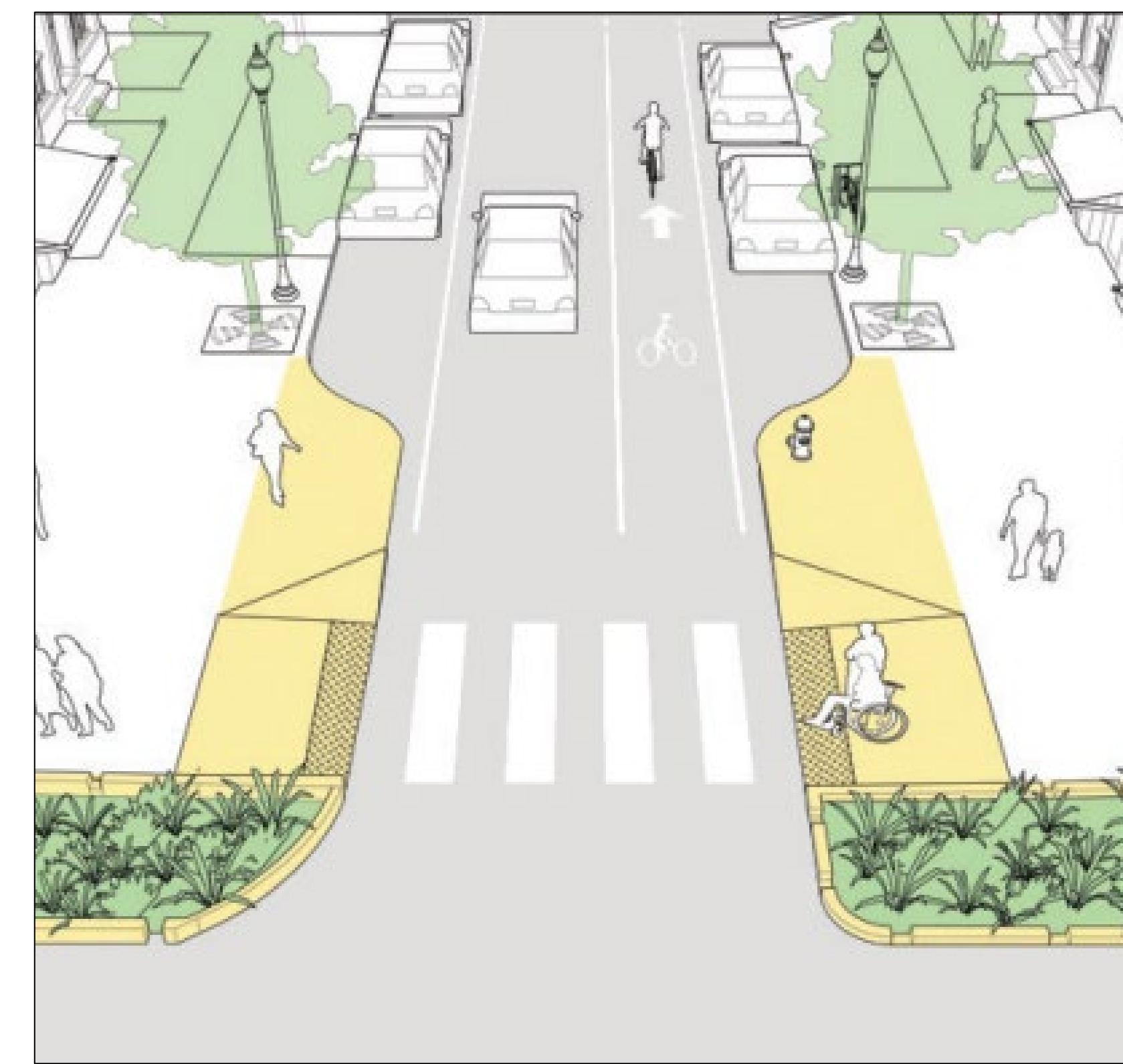
NACTO [nactourbanstreetdesignguide.pdf](#)

Source: NACTO, Global Street Design Guide

INTERSECTION – DESIGN POTENTIAL



Example corner extension images from NACTO.



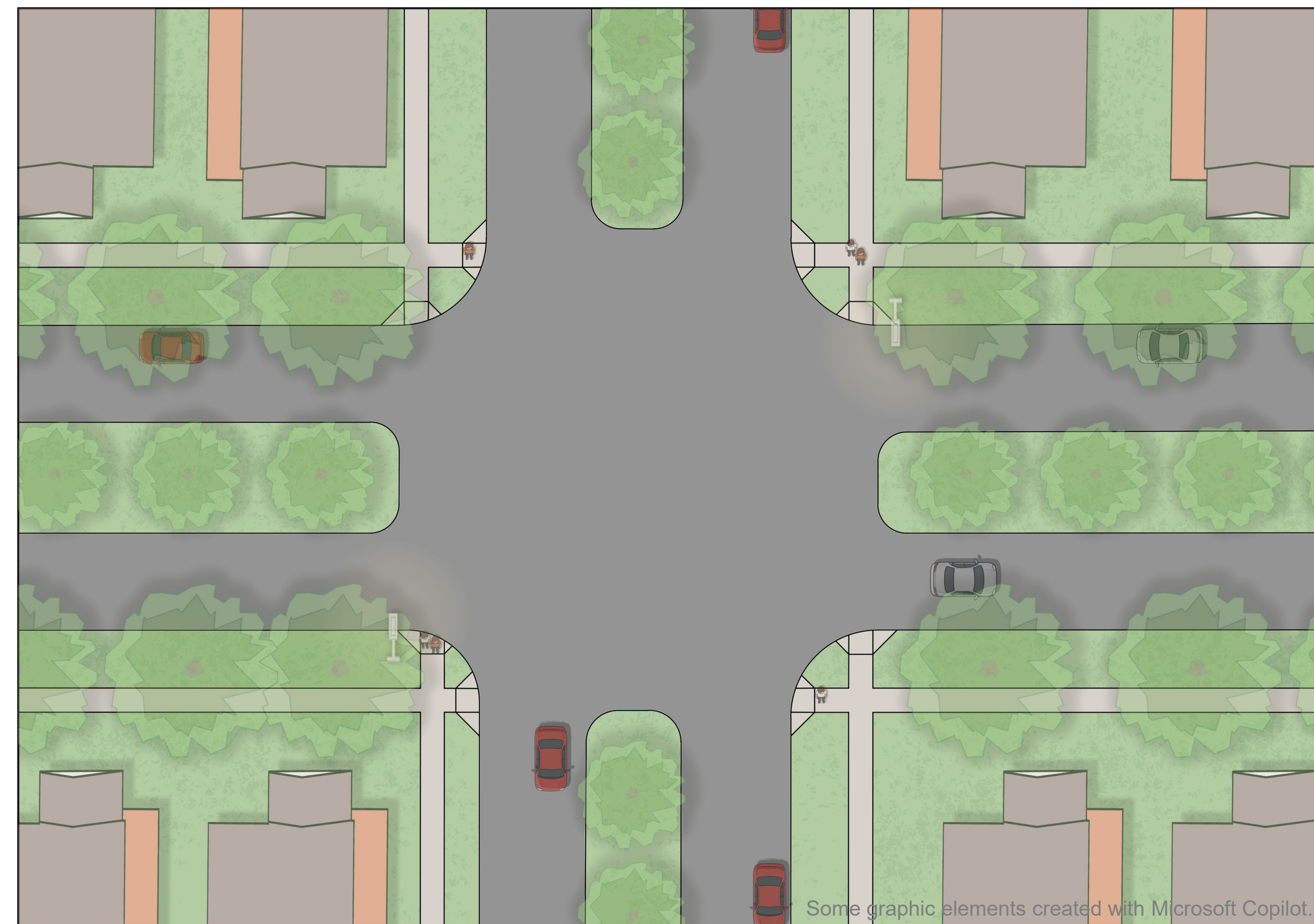
Corner extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings and street trees. They may be implemented on downtown, neighborhood and residential streets, large and small..

NACTO <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>

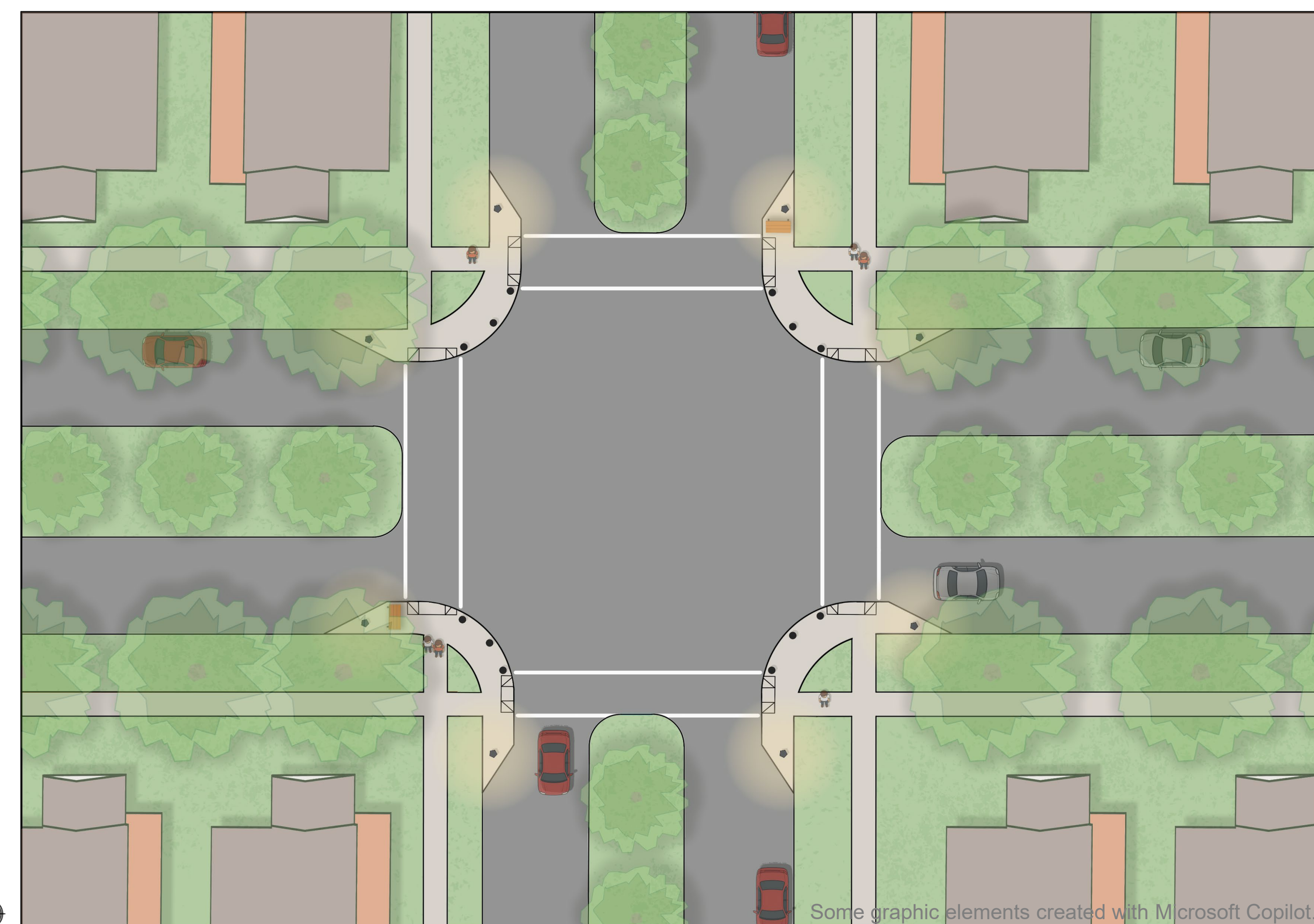
The trade-off with corner extensions and pedestrian safety can result in some loss of parking spaces. **Are corner extensions a worthwhile trade-off at intersections?** Share your feedback on a sticky note below.

Example of potential corner extension treatments to improve safety at intersections in the corridor area. The graphics depict local and arterial roadways (like 8th Street) where the corner extension extends into the roadway /parking lane.

Local Intersection

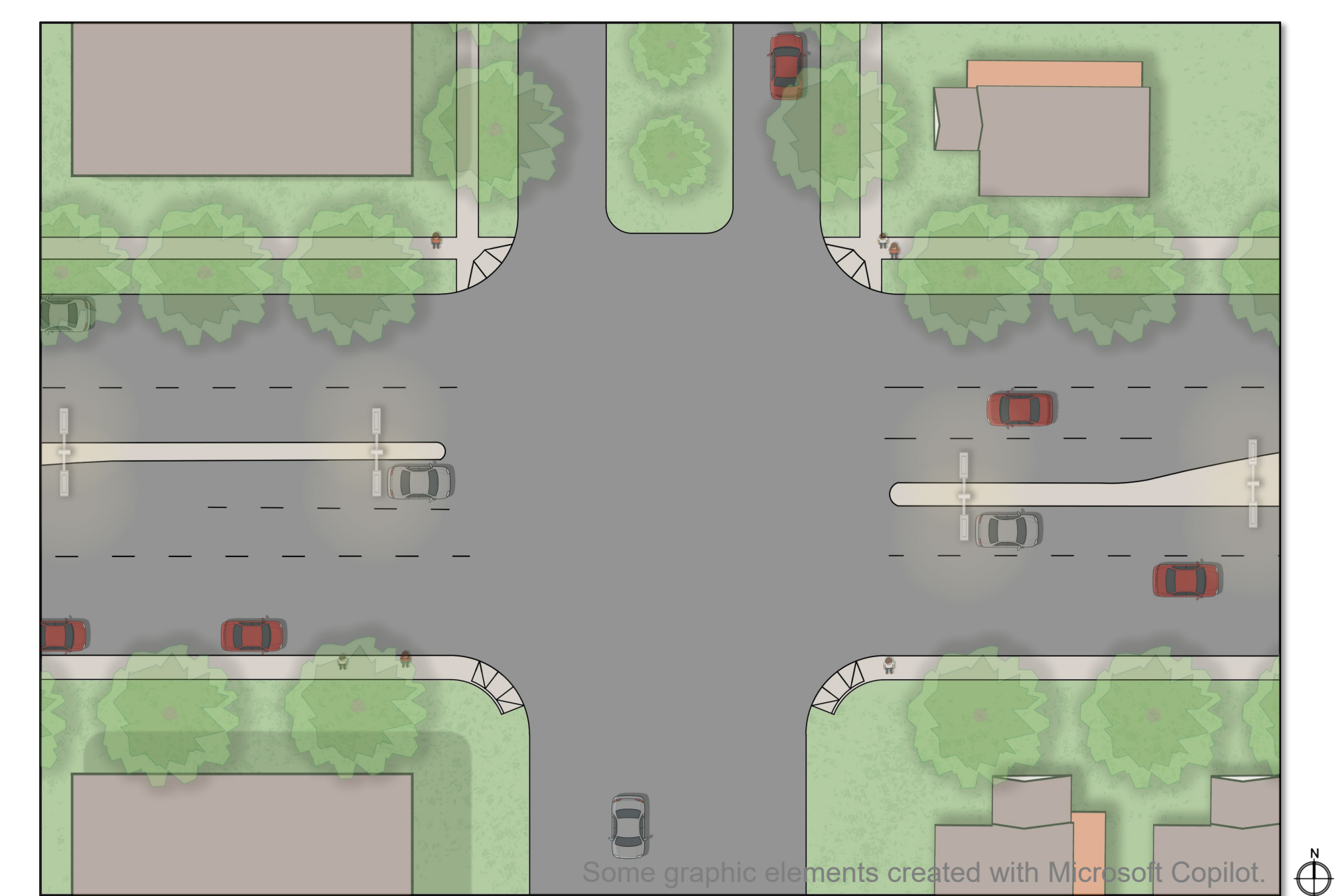


Existing (no corner extensions)

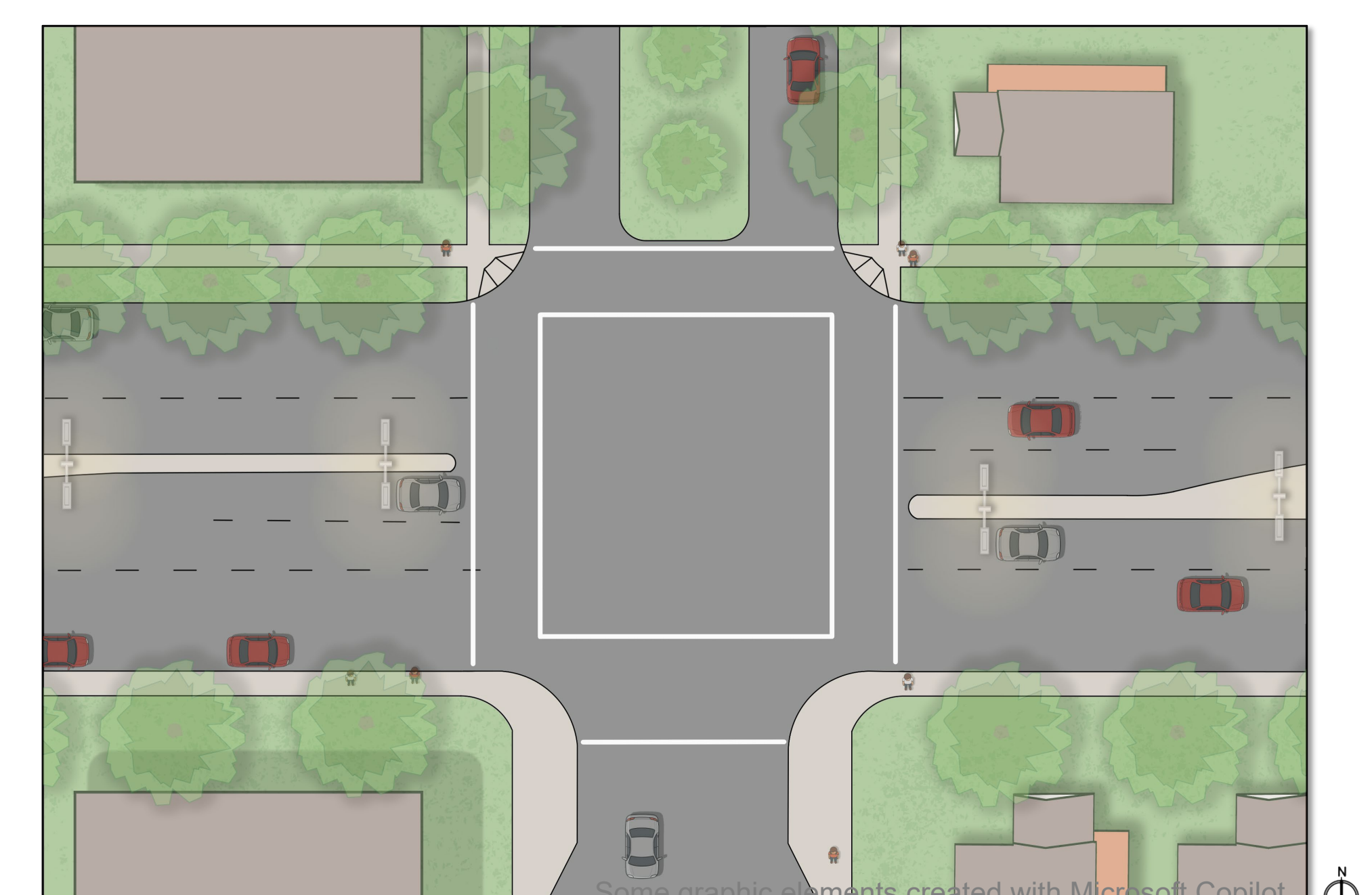


Potential (corner extensions)

Arterial Intersection



Existing (no corner extensions)



Potential (corner extensions)

Potential features include:

Curb realignment - Pedestrian lighting - Site furnishings

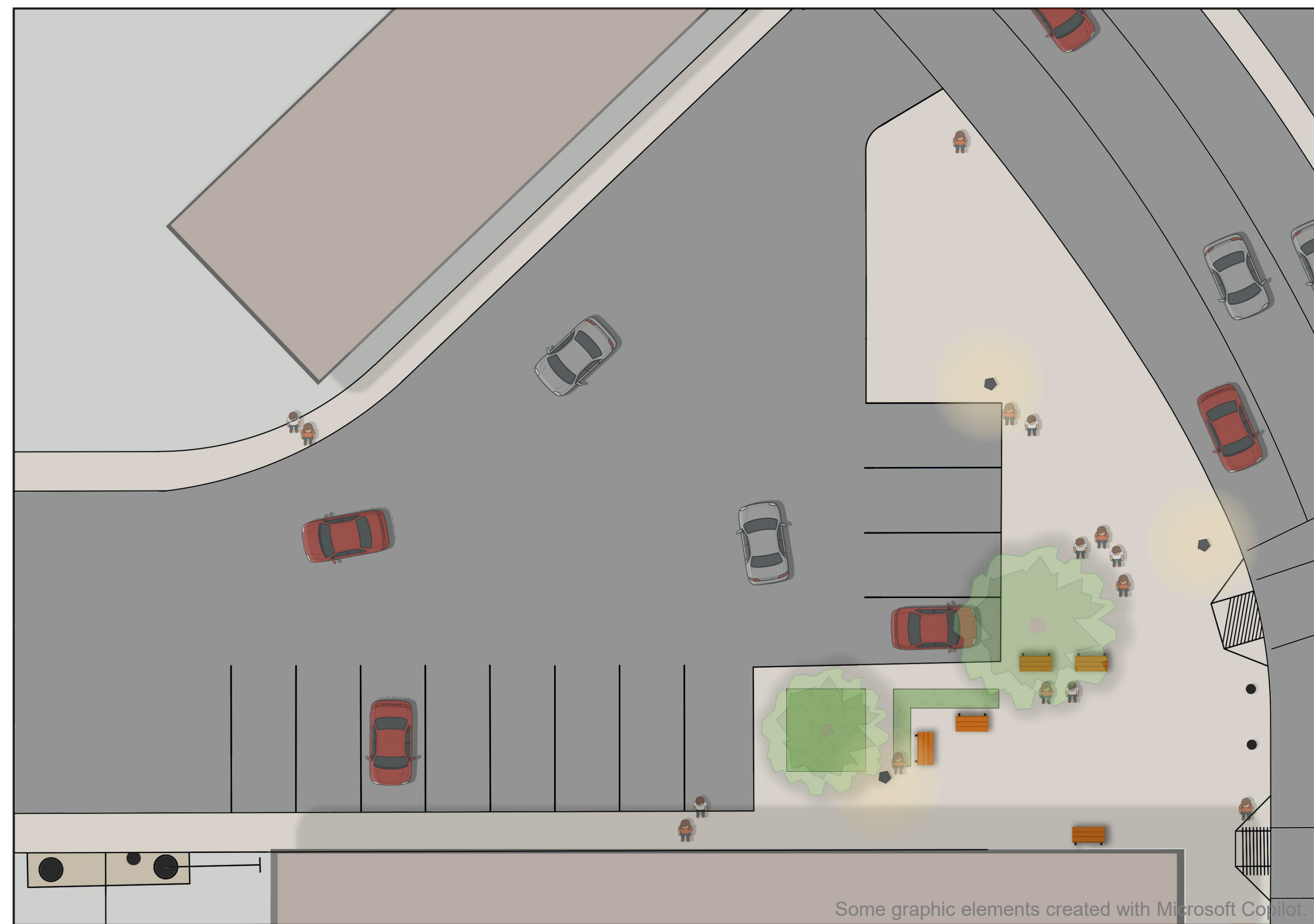
PLACEMAKING – FIVE CORNERS

Drawing from the Broadway 360 Development Plan, Five Corners has been identified as a potential shared street plaza.

Shared streets maintain access for vehicles operating at low speeds and are designed to permit easy loading and unloading for trucks at designated hours. They are designed to implicitly slow traffic speeds using pedestrian volumes, design and other cues to slow or divert traffic.

NACTO <https://nacto.org/publication/urban-street-design-guide/streets/commercial-shared-street/>

What are your thoughts about this potential design? Share your feedback on a sticky note below.



Existing



Potential

Potential features include:

- Curb realignment
- Pedestrian lighting
- Site furnishings
- Surface treatments
- Tree planting

Existing seasonal community patio at Five Corners



Shared street in Banff

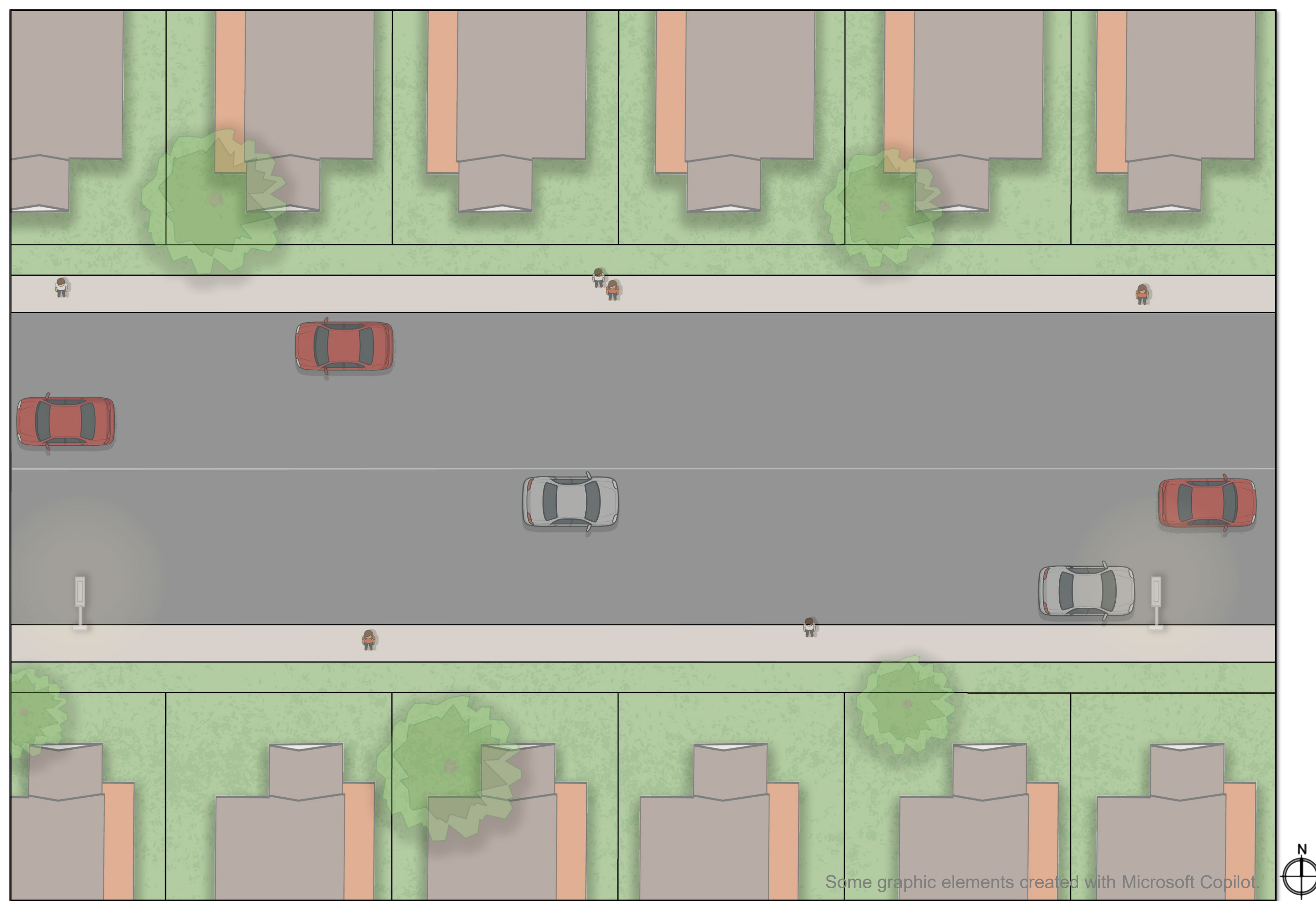
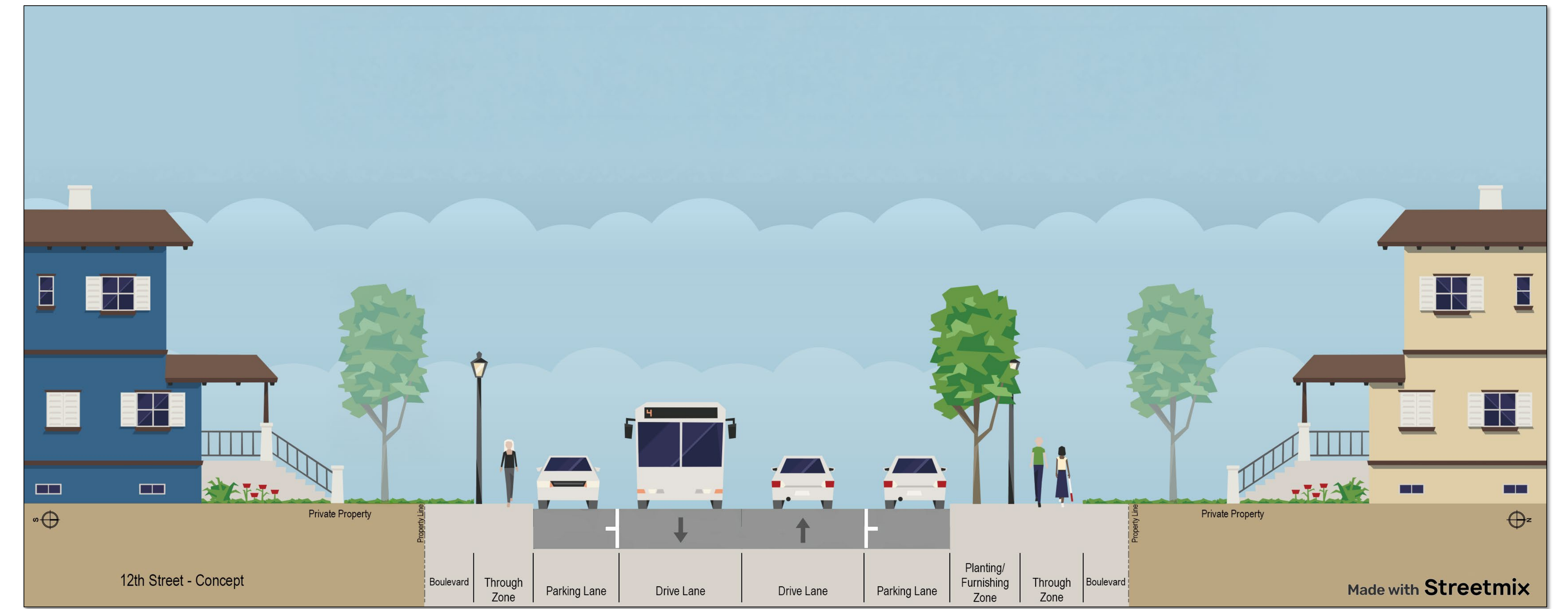
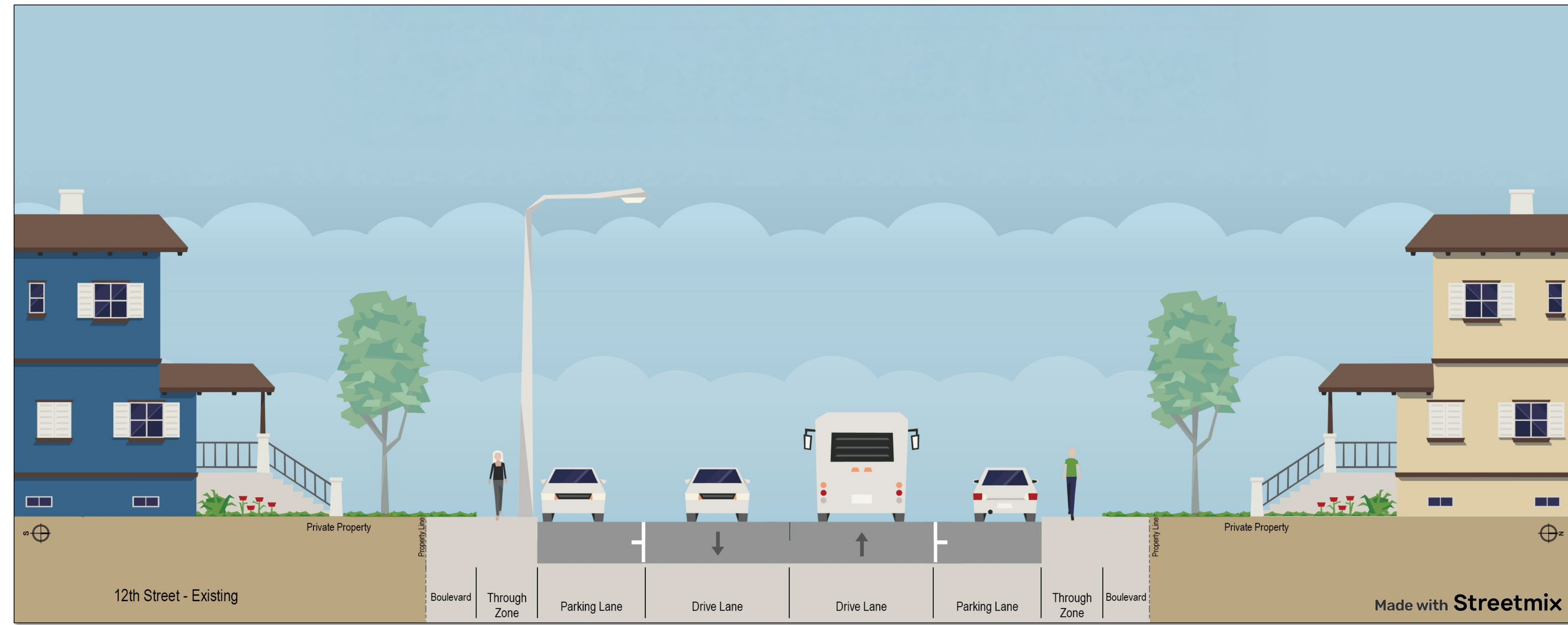


Source: <https://banff.ca/969/Bear-Street-Shared-Street>

MOVING AROUND – 12th STREET

Reducing traffic lane widths has the potential to lower operating speeds and free up roadway space. This additional space provides opportunities to implement safety and pedestrian-focused enhancements, such as wider sidewalks, tree-lined streets, site furnishings, pedestrian lighting and corner extensions.

What are your thoughts about this potential design? Does it address concerns? *Share your feedback on a sticky note below.*



PLACEMAKING – ALLEY ANIMATION



Example image of pedestrian alley from NACTO.

Commercial alleys, though often thought of as dirty or unsafe, can be designed to play an integral role in a downtown street network and improve the pedestrian realm in and around commercial areas. The design of commercial alleys should strive to balance their necessary utilitarian features with their place making potential.

NACTO <https://nacto.org/publication/urban-street-design-guide/streets/commercial-alley/>

Would you like to see Broadway's alleys look like these examples? Which examples do you like?
Share your feedback on a sticky note below.

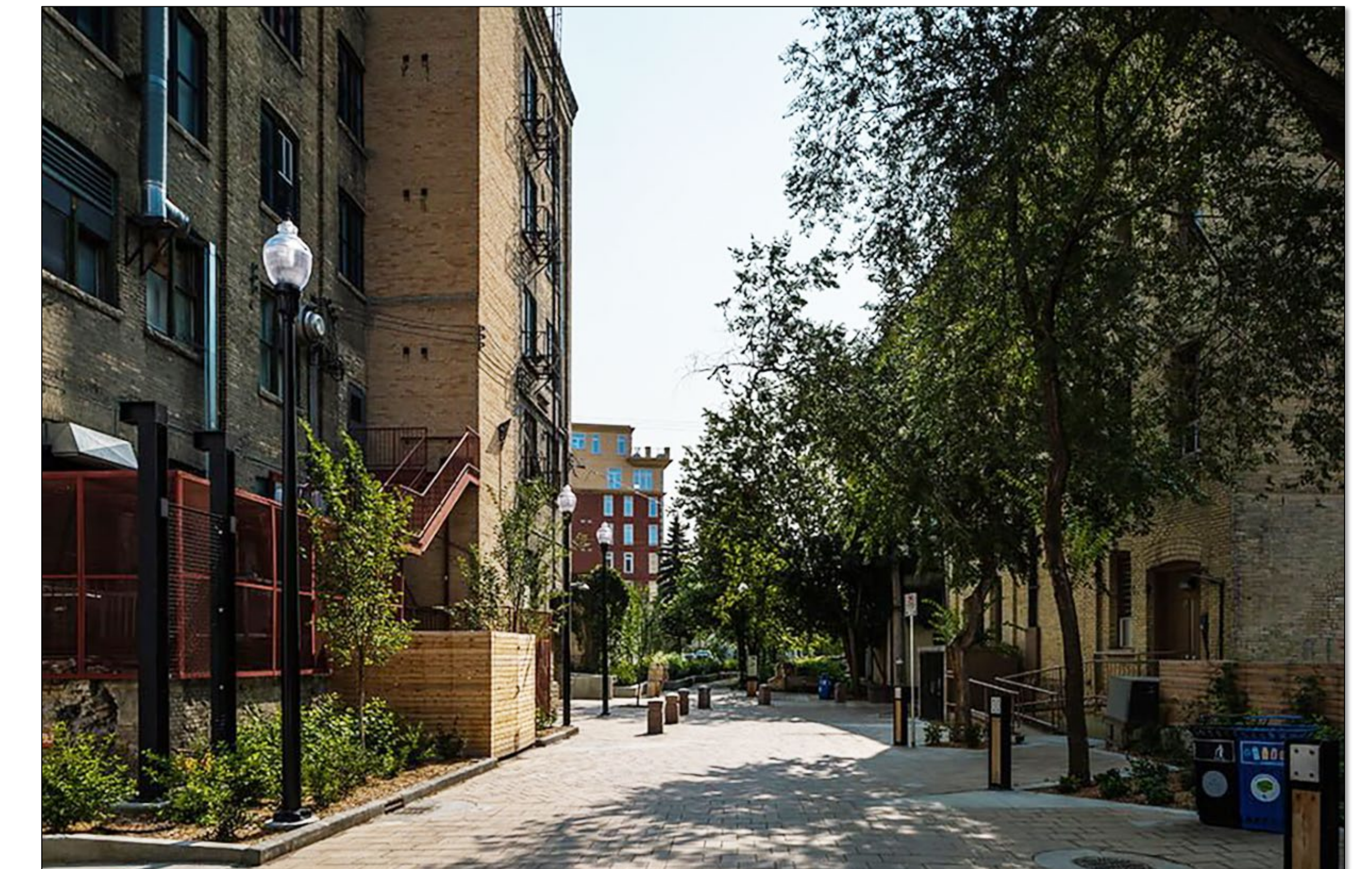
Bloordale Alley in Toronto



Source: <https://www.thelanewayproject.ca/light-up-the>

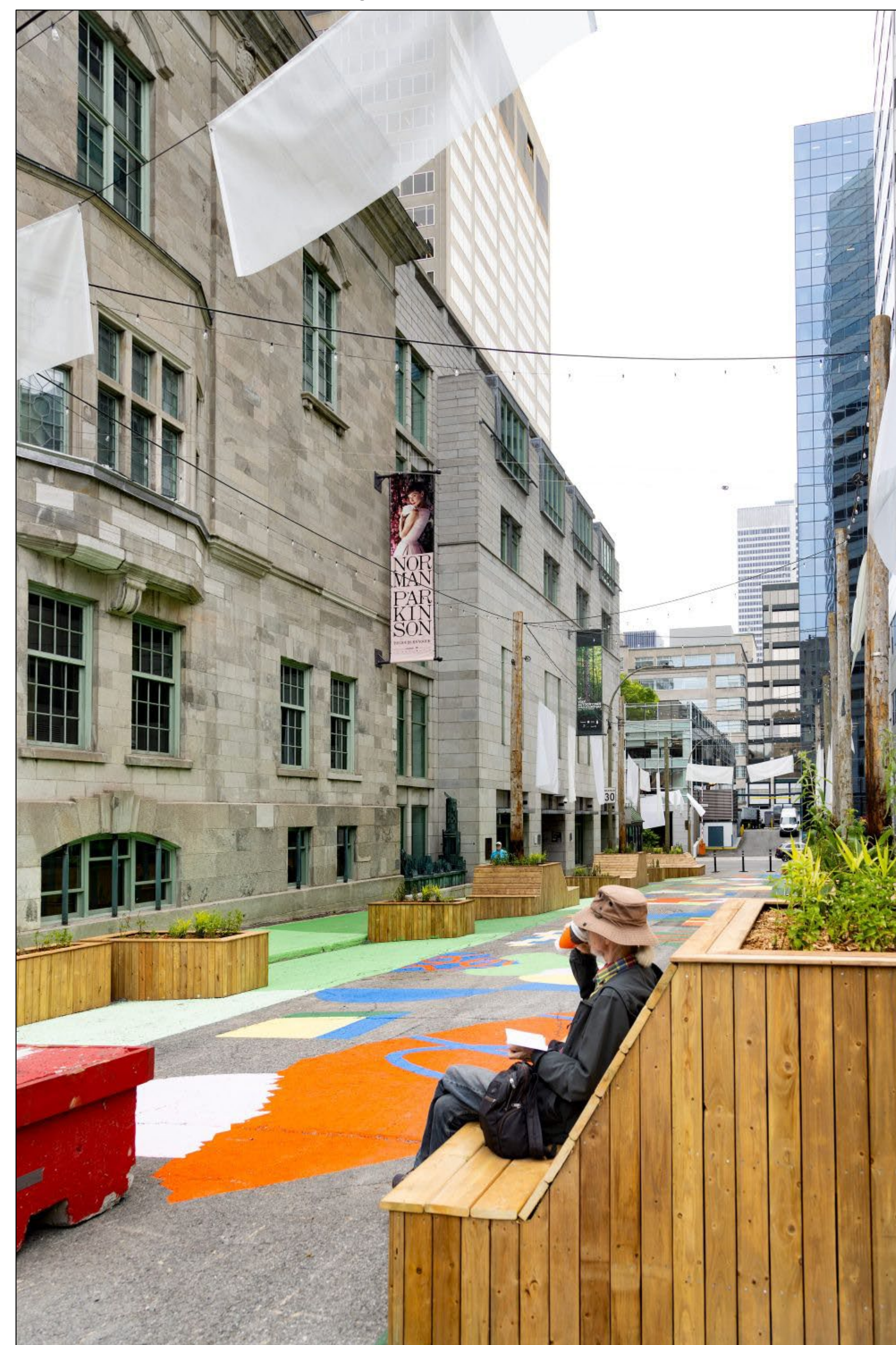


John Hirsch Place in Winnipeg



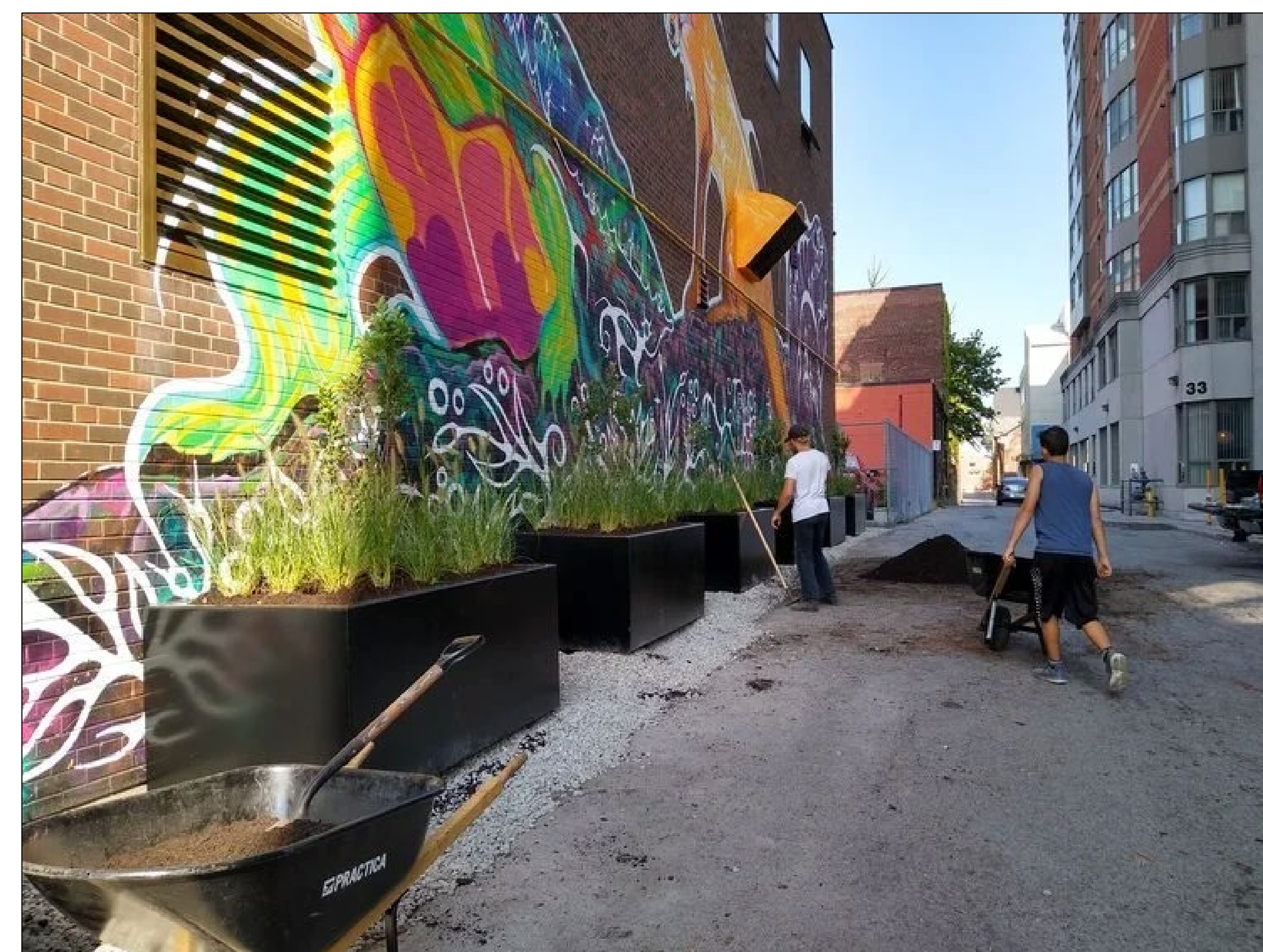
Source: <https://citygreen.com/case-studies/john-hirsch-place-winnipegs-first-woonerf/>

Museum Alley in Montreal



Source: <https://www.themain.com/articles/ruelles-vertes-on-montreals-green-alleyway-labyrinth-of-culture-nature-and-history>

Nicholson Lane in Toronto



Source: <https://www.thelanewayproject.ca/nicholson-lane>

Dairy Block in Denver



Source: <https://americas.uli.org/dairy-block-2021-uli-americas-awards-for-excellence-finalist/>

MASSEY PARK IMPROVEMENTS

Massey Park is a park and play area located at 9th Street East between Lansdowne Avenue and Albert Avenue. It includes playground equipment and open space with a backstop for baseball. The perimeter includes mature trees and shrubs.

Are there other amenities or improvements you would like to see at Massey Park? *Share your feedback on a sticky note below.*



LINK

SASKATOON'S BUS RAPID TRANSIT

The Corridor Planning Program is centred around Link rapid transit.

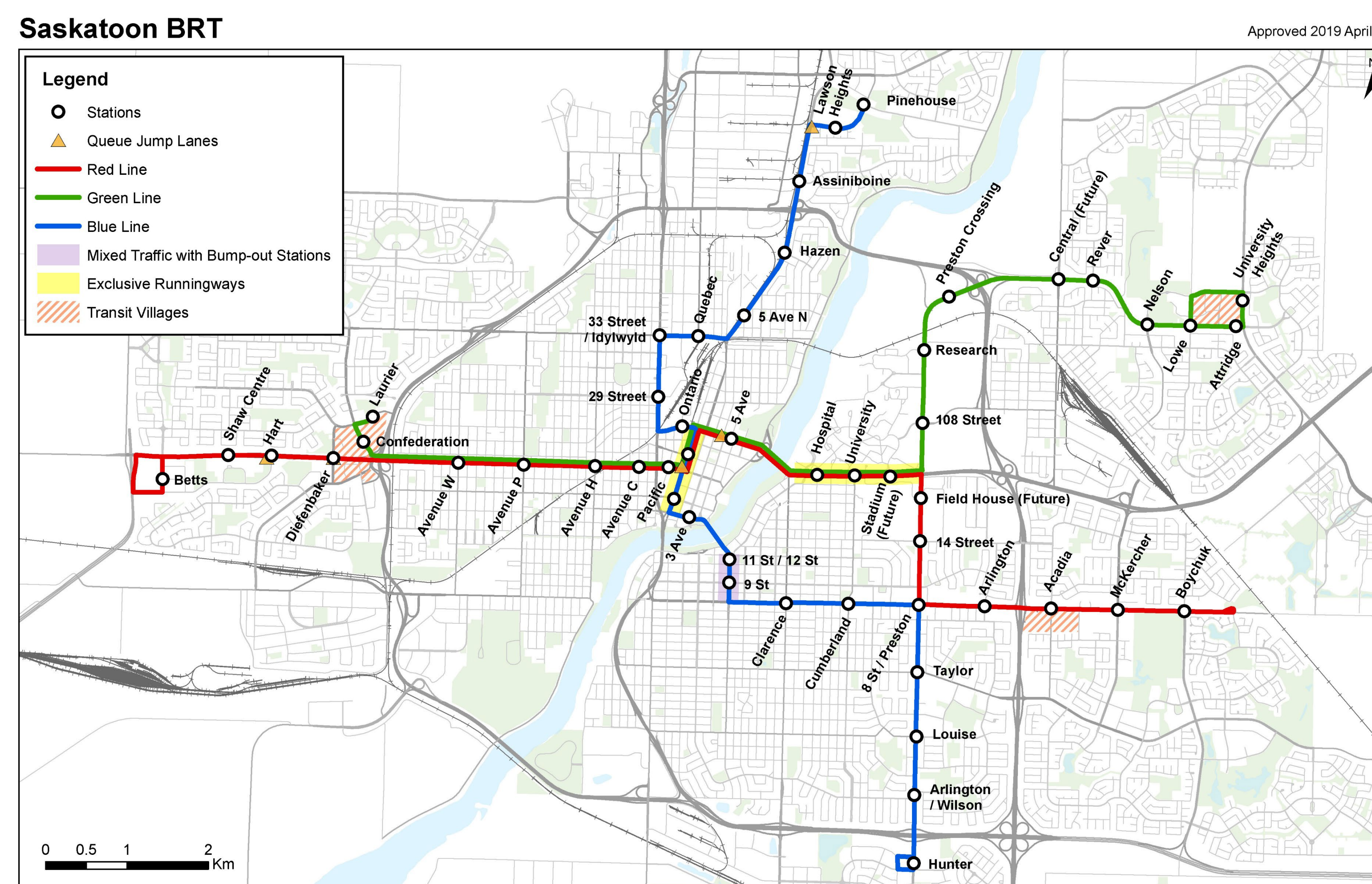
Link rapid transit will get you across the city in a more efficient and reliable way.

The Link system will launch in 2028 and will have a higher level of reliability and increased frequency, along with on-demand heat in shelters, real-time updates and more.



Rendering of a Link Station on Broadway Avenue

Visit saskatoon.ca/link for more information, or use the QR code below:



Citywide Link Route and Stations



Link Station at Five Corners facing south



THANK YOU

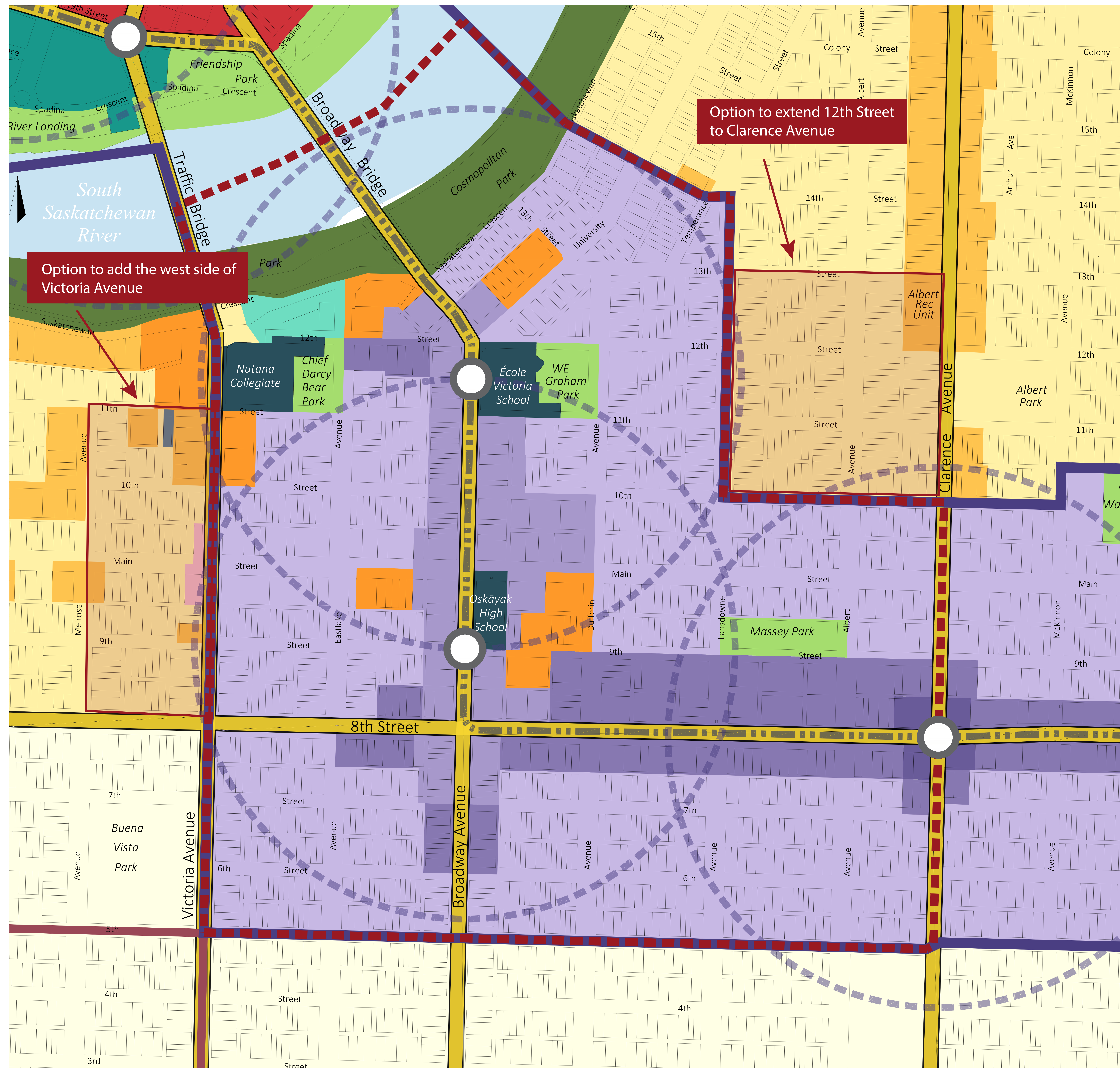
FOR JOINING US AND SHARING YOUR FEEDBACK

We want your feedback!
Please use this QR code to
go to a short survey.



Project information and details about future
events can be found on the
project engage page





PLAN AREA BOUNDARY

SHOULD THE BOUNDARY CHANGE?

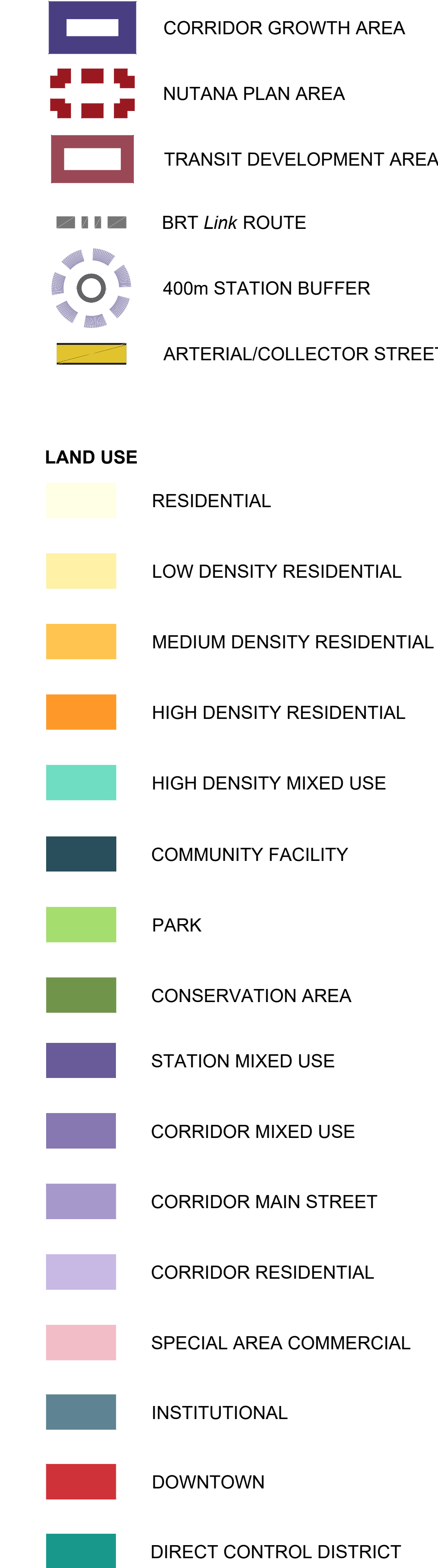
What to consider when changing the boundary?

Distance to a Link Station: The boundary is usually set within about a 400-metre walking distance of a Link Station.

Keeping blocks together: Rather than including just a few properties at the end of a block, it's typical to include the whole block.

Following clear edges: Boundaries can follow streets or back lanes, but they shouldn't cut through individual properties.

Opportunities for improvement: Think about whether there are areas that could benefit from future incentives, upgrades to public spaces, or more housing options.



We are considering the following boundary changes, please share your thoughts:

1. Extending the plan area to include 12th Street:

- Any corridor incentives would apply
- May support improvement to public spaces and amenities.
- Expands the eligibility of up to 4-storeys on local streets in the area, though no change in eligible building height on 12th Street and Clarence Avenue

2. Extend the plan area one block west so that both sides of Victoria Avenue are included:

- Any corridor incentives would apply
- May support improvement to public spaces and amenities.
- Expand the eligibility of up to 4-storeys on local streets in the area, though no change in building height on Victoria Avenue.

3. Any other areas that we should consider?