

College Corridor Plan

Official Community Plan
Corridor Planning



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1 INTRODUCTION



The Plan looks to transform the College Corridor into a thriving, people-friendly space with a safe and inviting streetscape that encourages walking, cycling and use of Link rapid transit. It will become a place for people to work, play and stay.

1.1 Purpose

The Corridor Planning Program is the City of Saskatoon's approach to guiding growth and development along the planned Link (rapid transit) routes, within the Corridor Growth Area (Map Appendix 1). This work is grounded in long-term City policy, including the Official Community Plan (2020), Corridor Transformation Plan (2020) and the Growth Plan to Half a Million (2016), which aim for 15 per cent growth to occur in this area. To help achieve this goal, the Corridor Growth Area has been divided into ten plan areas, with a Corridor Plan being developed for each. These plans provide a framework for land use, zoning, infrastructure and public realm improvements, and are supported by specialized corridor zoning districts to guide redevelopment near rapid transit. Rooted in community engagement, research and policy alignment, the Corridor Planning Program aims to meet the needs of both current and future residents while supporting a more compact, connected and sustainable city.

Where previous plans exist within the Plan Area, efforts have been made to align with their direction. However, this Plan reflects updated land use, zoning and improvement strategies based on current policy and community input. It is intended as an update rather than a replacement, but where conflicts arise, this Plan supersedes.

1.2 College Corridor Plan Vision

The vision aims to transform the College Corridor into a thriving, people-friendly space with a safe and inviting streetscape that encourages walking, cycling and high-frequency transit use. The Plan emphasizes mixed-use development that integrates residential, commercial, institutional and community amenities, while supporting the City's goal of promoting growth along major corridors.

1.3 Plan Area

The Plan area encompasses the region along College Drive from the South Saskatchewan River to Preston Avenue, and along Preston Avenue from 14th Street East to the Canadian Pacific Rail line. The southern boundary of the study area is Temperance Street, covering parts of the Varsity View and Nutana neighbourhoods. The focus of the Plan is primarily on the corridors along College Drive and Preston Avenue.

1.4 Supporting Background Information

A [background report](#) was compiled to provide key baseline data and a summary of the area's demographics, history, plans, transportation, housing, parks, open spaces and community facilities. Other relevant documents and policies were used to outline the policy context for the Plan and how it will guide future planning.

Plan Area Boundary



2 COMMUNITY ENGAGEMENT

The Plan was developed through intensive public engagement where the community was engaged on topics like land use, the public realm and zoning.



2.1 Summary

As part of the Corridor Planning Program, a pre-engagement process was carried out to identify interested parties and preferred methods of engagement. Public engagement for this Plan took place between September 2021 and September 2023, covering topics such as land use, public realm and zoning. A variety of engagement methods, including online surveys, interviews, workshops, pop-up events and interactive mapping, were used to gather broad and inclusive input. Feedback was documented in detailed [engagement reports](#) and incorporated into the final plan to reflect public priorities.

2.2 How the Plan was Influenced

Introduction

Engagement on The Plan began with an online public meeting and open-ended survey that sought to understand the community's interests, perceptions and ideas for change.

Land Use

The land use engagement process involved two rounds of online meetings and surveys to gather community feedback on land use and density changes. Input from these sessions, as well as technical analysis, shaped a preliminary land use map in 2021 that supported higher density along College and Cumberland Avenue. In November 2023, the land use map was revised to align with the City's Housing Accelerator Fund (HAF) commitments, departmental feedback and engagement insights. The updated land use map was presented in an online session in February 2024.

Public Realm

Input was gathered on walking and rolling connections, streetscape elements, open spaces and design themes that reflect the area's character. Feedback helped identify opportunities and challenges, leading to a list of potential improvements. In Fall 2022, participants prioritized locations and shared preferences for streetscape features, heritage elements and open space enhancements. These insights, along with technical consideration and space constraints, guided the Plan.

Zoning

Engagement focused on potential area-specific amendments to the corridor zoning districts to accommodate the unique contexts of the Plan area. Feedback supported amending the Corridor Station Mixed-Use 1 (CS1) zoning to remove commercial requirements for the ground floor and to permit development on smaller sites with a reduced height.



3 TRANSFORMATION STRATEGY

The College Corridor Plan balances the needs of current and future residents with those traveling through the area, ensuring the corridor serves as both a destination and a connector to the rest of the city.



This section describes the projects driving the transformation of the Plan area into a lively corridor focused on people and placemaking and that supports various transportation modes. By integrating future land uses with the area's evolving role as a rapid transit hub, College Drive and Preston Avenue will become dynamic corridors that encourage walking, cycling and transit use, while still accommodating vehicles. This Plan supports new residential and mixed-use developments that offer diverse housing options and accessible public spaces, creating a welcoming community for everyone. It balances the needs of current and future residents with those traveling through the area, ensuring the corridor serves as both a destination and a connector to the rest of the city.

E.1 Create a Gathering Space and Enhance Access



B.1 Rezone Properties to Support Corridor Land Uses



C.1 Enhance the Public Realm through Streetscape Improvements



E.3 Create a Play Area and Plaza along University Drive



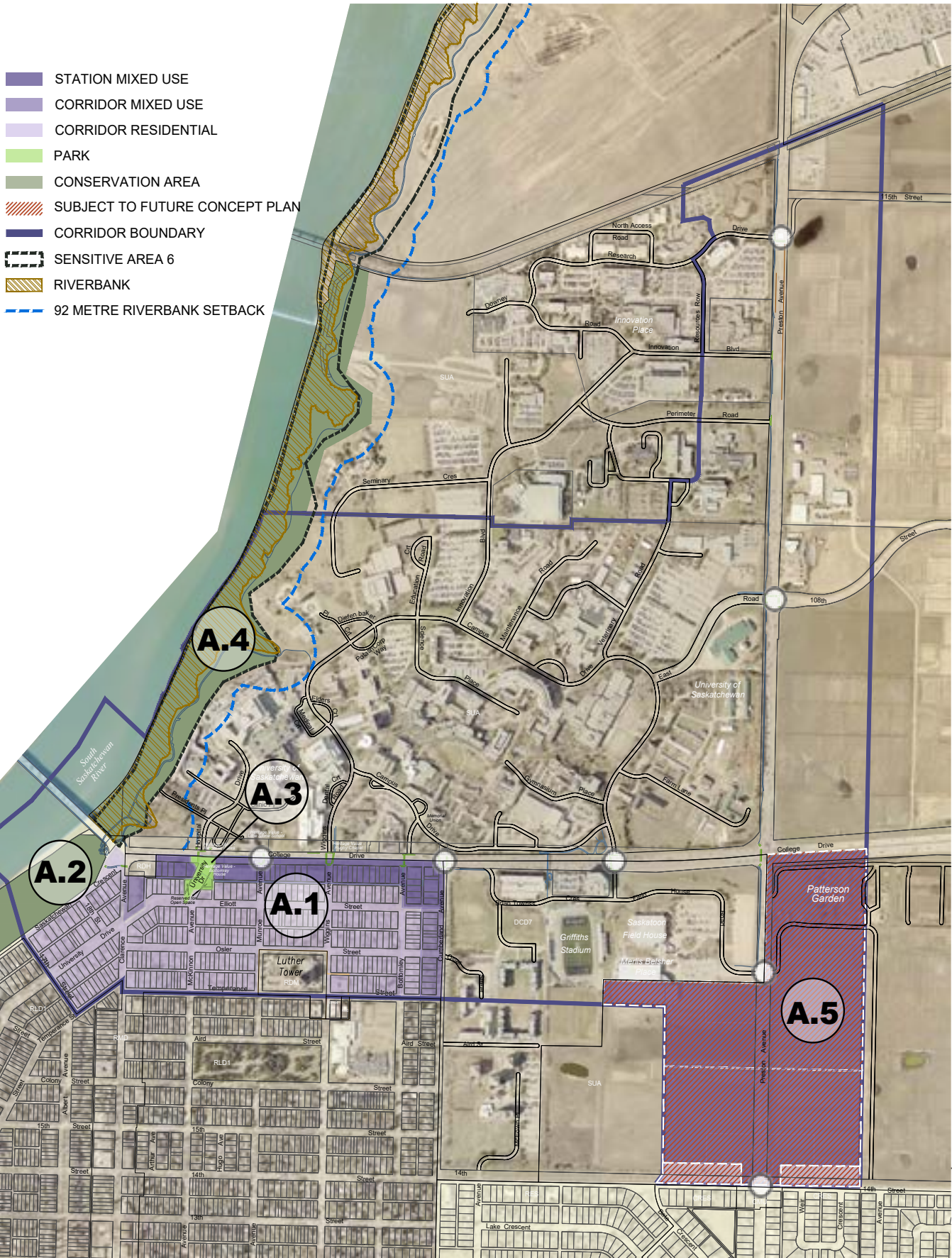
E.4 Create Sidewalk Plazas near Link Stations

Preston Avenue

A. Land Use

Proposed Land Use Map

Sections A.1 to A.5 describe the proposed Official Community Plan land use amendments shown in the map below:



A.1 Designate Sites as Corridor Land Uses

Station Mixed Use is proposed along College Drive and the first block of Cumberland and Bottomley Avenues North. This will encourage investment and development directly on College Drive where Link is located and where the highest pedestrian and cyclist activity is expected. The 400 block of Cumberland Avenue North presents strong redevelopment potential, given its location at a prominent Link station, the intersection of two arterial roads, a major access point to the University of Saskatchewan, and the presence of existing commercial and mixed-use buildings.

Intent: Land designated as “Station Mixed Use” has the potential for medium density, generally 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.

OCP Land Use Amendment: Institutional, Low Density Residential 1 and Neighbourhood Node to **Station Mixed Use**.



Corridor Mixed Use is proposed for the 200 and 300 blocks of Cumberland Avenue North and 1011 University Drive which flanks onto Clarence Avenue. Cumberland and Clarence Avenues are arterial streets that lead to the College Drive Link route. Additionally, redevelopment on Cumberland Avenue could complement the University of Saskatchewan (USask)-led development in the College Quarter.

Intent: Land designated as “Corridor Mixed Use” has the potential for medium density, two-to-six storey mixed use developments that are pedestrian oriented and incorporate transit-oriented development principles.

OCP Land Use Amendment: Low Density Residential 1 and Medium Density Residential to **Corridor Mixed Use**.



Corridor Residential is proposed for most of the Plan area south of College Drive and west of Cumberland Avenue. This provides a transition from higher density along College Drive into the surrounding low-density residential streets.

Intent: Land designated as “Corridor Residential” has the potential for low-to-medium density residential development with the opportunity for limited commercial on corner sites.

OCP Land Use Amendment: Low Density Residential 1 and Medium Density Residential to **Corridor Residential**.



A.2 Designate Cosmopolitan Park as Conservation Area

Cosmopolitan Park is proposed to be designated **Conservation Area**. It is located on the riverbank between University Bridge and Broadway Bridge and is part of Meewasin's network.

Intent: Land designated as “**Conservation Area**” has the potential for the conservation or development of natural areas, naturalized areas, wetlands and constructed wetlands in accordance with the Park Development Guidelines.

OCP Land Use Amendment:
Residential to **Conservation Area**.

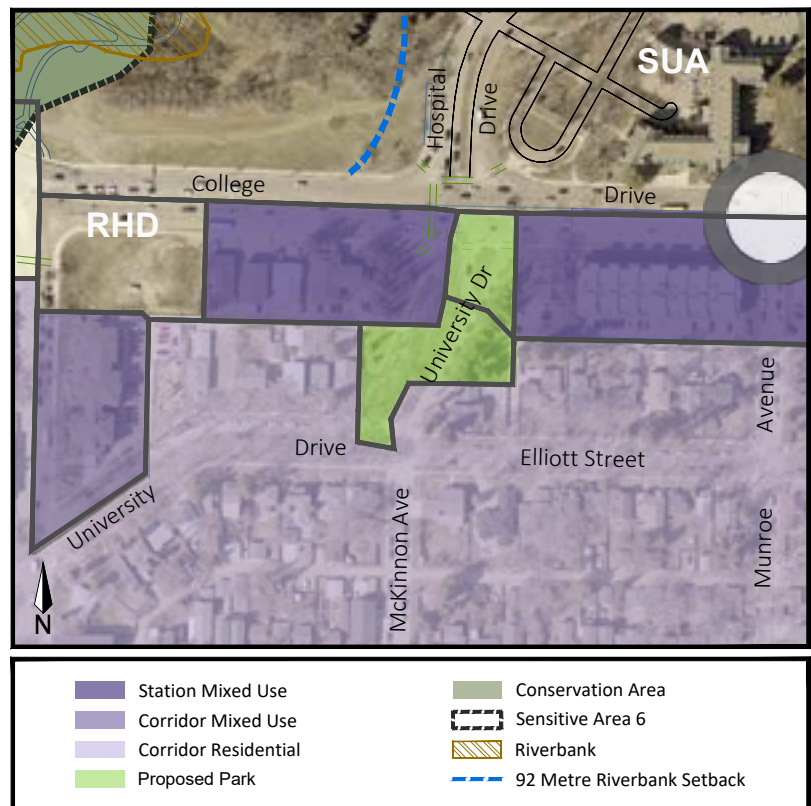


A.3 Designate City Owned Land as Park

The City-owned parcels on the 1100 block of University Drive are proposed to be designated **Park**. These have the potential to be redeveloped into public spaces, such as a plaza or park with a small play structure as described in Action E.3. To accommodate these improvements, a redesign of the 1100 block of University Drive is required to reduce the right-of-way and allocate additional space to the City parcels as described in Action D.1.

Intent: Land designated as “Park” has the potential for greenspace that includes active and/or passive recreation.

OCP Land Use Amendment: Institutional and Low-Density Residential to **Park**.



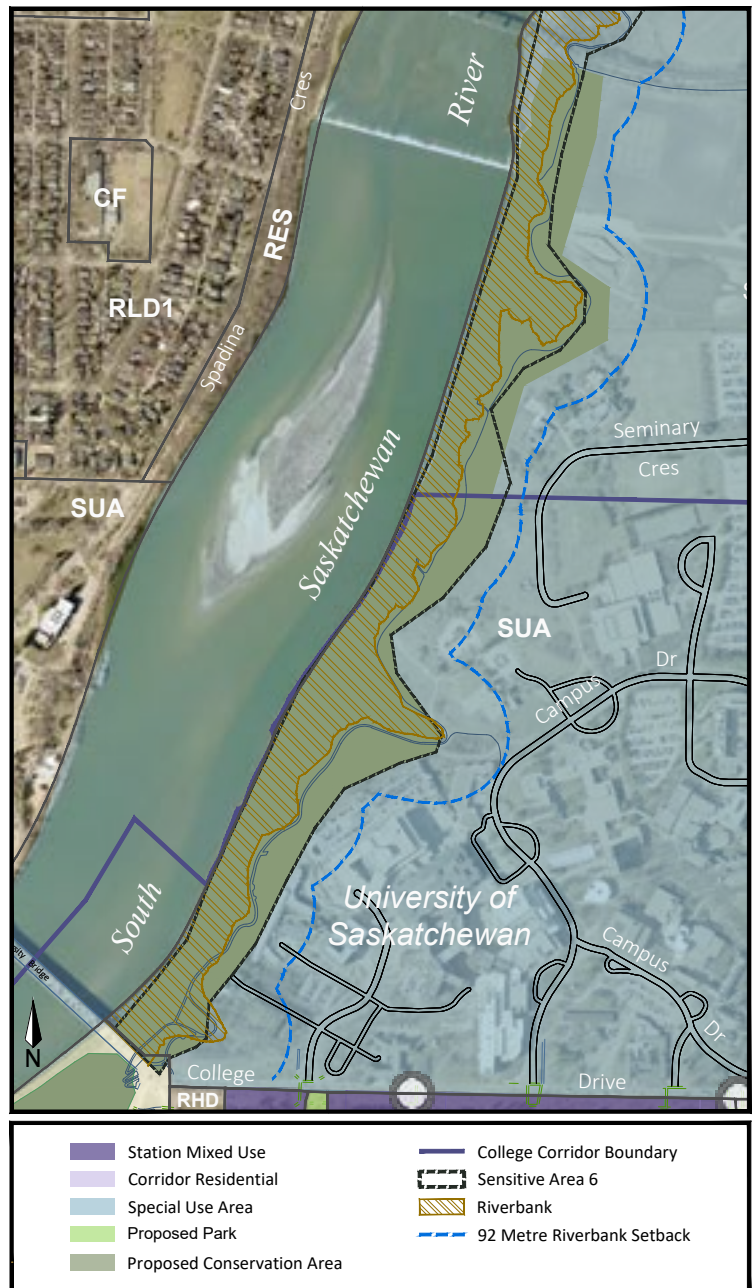
A.4 Designate Riverbank Land as Conservation Area

Lands identified as Sensitive Area 6 in the University Sector Plan are proposed to be designated as **Conservation Area**. This area includes Municipal Reserve (MR) land and part of the core campus, encompassing the riverbank and portions of the Meewasin Trail system. An alternative boundary, such as the National Urban Park boundary, will also be considered and confirmed in collaboration with the University of Saskatchewan.

The University Sector Plan, in line with the OCP, indicates that Naturalized Parks along the South Saskatchewan should be considered as dedicated lands for Municipal Reserve or Environmental Reserve, preserving it as public open space for the benefit of all residents. In addition to the land use amendments, if approved by the University of Saskatchewan, the area could be subdivided and dedicated as Municipal Reserve or Environmental Reserve.

Intent: Land designated as “Conservation Area” has the potential for the conservation or development of natural areas, naturalized areas, wetlands, and constructed wetlands in accordance with the Park Development Guidelines.

Land Use Amendment: Special Use Area to **Conservation Area**.



A.5 Implement University Sector Plan Land Uses

The lands along Preston Avenue south of College Drive within the College Corridor Plan area are part of the **University Sector Plan** and are currently undeveloped, used primarily for University purposes like agricultural research. Policies within the University Sector Plan specify that development within the Corridor Growth Area will follow principles identified in the Corridor Transformation Plan. Specific land uses for individual development areas will be determined at the concept plan stage, with designations applied after subdivision occurs. Development is intended to use primarily Corridor Land Uses, or higher density land uses if determined appropriate through a concept plan.

Land use identified in the University Sector Plan Future Land Use map (appendix 2) will be implemented through the development and approval of a concept plan. After the concept plan is approved, formal land use designations and zoning will be applied during the subdivision and rezoning process.

Following the approval of the University Sector Plan, the location criteria for Station Mixed Use were amended. As a result, Station Mixed Use may now be applied along Preston Avenue in place of Corridor Mixed Use.



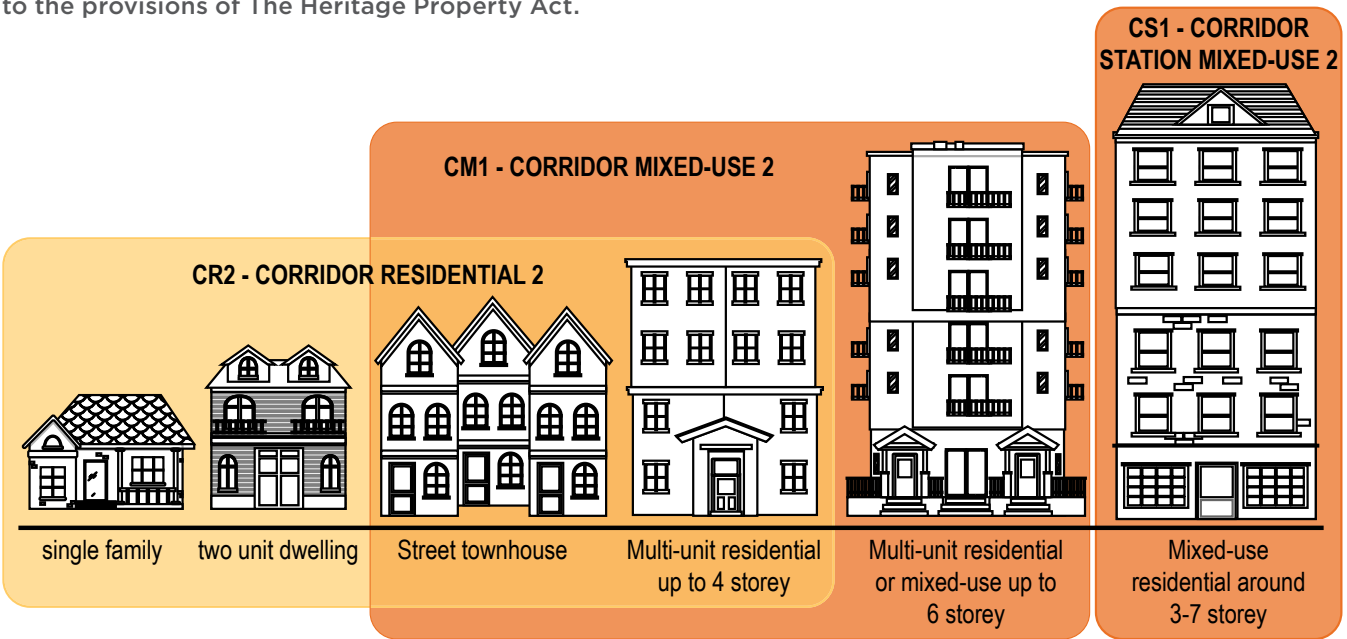
B. ZONING STRATEGY

The purpose of rezoning to a corridor zoning district is to promote multi-unit housing near transit and key amenities, either in residential-only buildings or mixed-use developments. The intent is to not only increase residential units but also enhance the public realm through landscaping, site plan control and active frontage requirements as defined in the zoning bylaw. Additionally, the corridor zoning districts allow for a greater variety of shops, restaurants and services along College Drive and Cumberland Avenue, creating a more vibrant and dynamic environment.

Proposed Zoning Map



Properties identified with a star symbol (★) are afforded protection and are subject to the provisions of The Heritage Property Act.



B.1 Rezone Properties to Support Corridor Land Use

The Proposed *Land Use Map*, shown in Section A, signals the intended transformation of the area, which relies on redevelopment. To support this redevelopment, the City has established a process to offer property owners the option to opt-in for City-led rezoning at no cost on a recurring basis (intended on an annual basis). This opt-in approach has started with “Station Mixed Use” and “Corridor Mixed Use” properties and will expand to “Corridor Residential” properties in later years.

Refer to Bylaw No. 9990 - Zoning Bylaw, 2024 for complete regulations.

Permitting Mixed-Use Residential up to 27 metres

The CS1 - Corridor Station Mixed-Use 1 District aligns with the Station Mixed Use land use designation.

CS1 permits approximately three-to-six storey mixed-use development along major transportation corridors near key transit station locations in the Corridor Growth Area. CS1 facilitates a range of residential, commercial and institutional uses in mid-rise mixed-use developments that promote a compact, transit and pedestrian oriented urban form. Buildings are required to have commercial uses on the ground floor and provide active frontages on all street-facing facades.



Source: KTG

Permitting Residential or Mixed-Use Residential up to 22 metres

The CM1 - Corridor Mixed-Use 1 District aligns with the Corridor Mixed Use land-use designation.

CM1 permits approximately two-to-six storey residential or mixed-use development along major transportation corridors in the Corridor Growth Area. CM1 facilitates a range of residential, commercial and institutional uses in mid-rise developments that promote a compact, transit and pedestrian oriented urban form. Buildings are required to provide active frontages on all street-facing facades.



Permitting Multiple Unit Dwellings up to 15 metres

Four-storey or 15-metre-tall residential buildings are permitted throughout the Corridor Growth Area on residential sites, as outlined in Zoning Bylaw No. 9990 under Section 5.3.19, Multiple-Unit Dwellings with five or more units. In addition, the CR2 - Corridor Residential 2 District provides greater flexibility by allowing limited neighborhood commercial uses. CR2 zoning is intended for corner sites and properties flanking arterial or collector streets, or sites adjacent to existing commercial, institutional or mixed-use developments, supporting a gradual transition from higher-density areas along the Link BRT routes into the surrounding neighborhoods.



B.2 Amend Zoning Bylaw to Support Consistent Corridor Frontages

The Corridor Station Mixed-Use 1 (CS1) and Corridor Mixed-Use 1 (CM1) zoning districts have incorporated regulations that consider Transit Oriented Development Principles and the Corridor Growth Design Guidelines set out in the [Corridor Transformation Plan](#). The intent is to promote a pedestrian oriented form along the Link corridors through the rezoning and redevelopment of properties over time.

However, with the introduction of Section 5.3.19 Multiple-Unit Dwellings with five or more Units in Zoning Bylaw No. 9990, development of a six-storey multi-unit dwelling is permitted on most sites with the land use designation of Corridor Mixed Use or Station Mixed Use, but without the same pedestrian oriented regulations.

To ensure that development under this provision aligns with the landscaping requirements in Section 7.7.11 (Landscape Standards for Corridor Districts) and the development standards included in Sections 10.3.9 and 10.4.9 (Active Frontages) and 10.3.10 and 10.4.10 (Site Plan Control), it is recommended that a zoning bylaw amendment be made to apply pedestrian oriented regulations to the Plan area, as well as the entire Corridor Growth Area.



B.3 Amend Landscape Requirements to Support Public Realm Improvements

The landscaping of new developments will be key to transforming College Drive and enhancing the pedestrian experience. Within the CS1 zoning districts, the Zoning Bylaw requires a front yard setback of four-to-six metres, which includes a three-metre landscaped strip. This area may be used for pedestrian oriented features such as plazas, seating areas, tree plantings and other landscaping elements that create an inviting space and a visual buffer. While hardscaping is preferred to encourage street activity, the current regulations still permit a lower-intensity treatment, such as sod with pathways to building entrances. However, this level of landscaping does not align with the urban streetscape envisioned for College Drive.

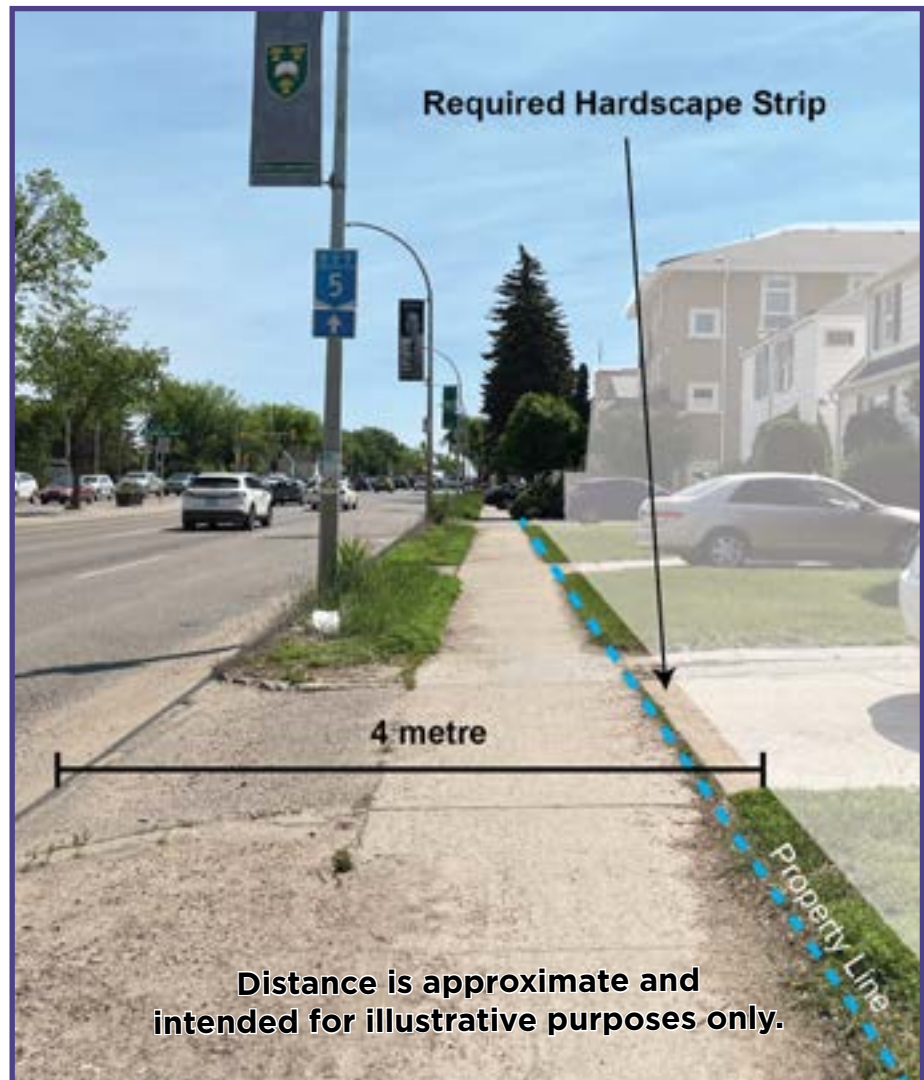
The following Zoning Bylaw amendments are proposed to better support the goal of a more vibrant and pedestrian-friendly environment:

Proposed Amendments

Sidewalk Widening

Future mixed-use development along College Drive, within the CS1 – Corridor Station Mixed-Use 1 District, is expected to increase pedestrian activity in an already busy area. To support this growth and improve the pedestrian environment, it is recommended that the Zoning Bylaw be amended to require a **hardscape strip** to facilitate sidewalk widening.

- The **hardscape strip** must be a concrete surface, level with the sidewalk, built to City standards and free of tripping hazards.
- The width of the **hardscape strip** will vary depending on the distance between the property line and the curb.
- In alignment with the timing of Action C.1, the City will explore options to acquire, construct and maintain the required **hardscape strip** without affecting the minimum building setback.



To find the width of the hardscape strip, measure 4 metres from the back of the curb toward the property. The part of the 4 metres that crosses onto private property is the width of the hardscape strip.

Landscape Requirements

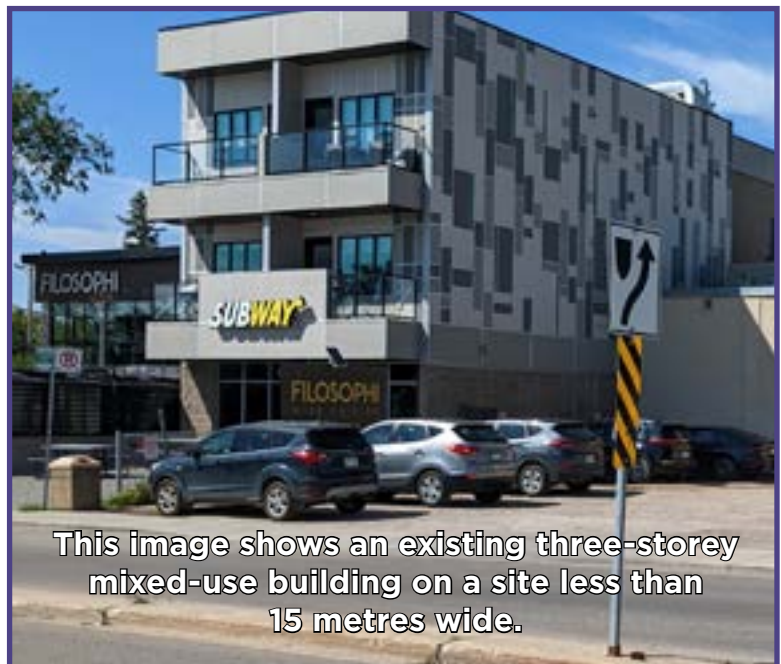
Under the current Landscape requirements for CS1, the front yard landscape strip must be at least 75% soft landscaping, excluding the area necessary for driveway, pedestrian access, patios, or public seating. Hardscaping in the front yard plays an important role in creating an urban environment that supports commercial activity and encourages space for people to gather.

- The landscape regulations for the CS1 District will be amended to clarify that up to 100 per cent hardscaping is permitted within the front yard setback, excluding the portion required to meet the minimum planting standards in Section 7.3 of the Zoning Bylaw. This change is intended to support a more pedestrian oriented streetscape along College Drive.
- To create a visual separation of the front yard, the hardscape area shall utilize materials that differentiate from the sidewalk area and the hardscape strip. Consideration should be given to colour, texture and/or size of the hardscape material.



B.4 Amend Corridor Zoning Districts to Enable Mixed-Use Development on Smaller Lots

Several lots along College Drive and Cumberland Avenue are less than 15 metres wide. Under the current CS1 and CM1 zoning regulations require a minimum of 15 metres for many forms of development. As a result, redevelopment requires site consolidation, which is not always feasible. To address this, an area specific text amendment is proposed to the CM1 and CS1 zoning districts to allow multiple-unit dwellings on lots with a minimum site width of 7.5 metres, with a maximum building height of 15 metres (four storeys). It should be noted that this is consistent with the maximum building height in CR2 – Corridor Residential zoning district.

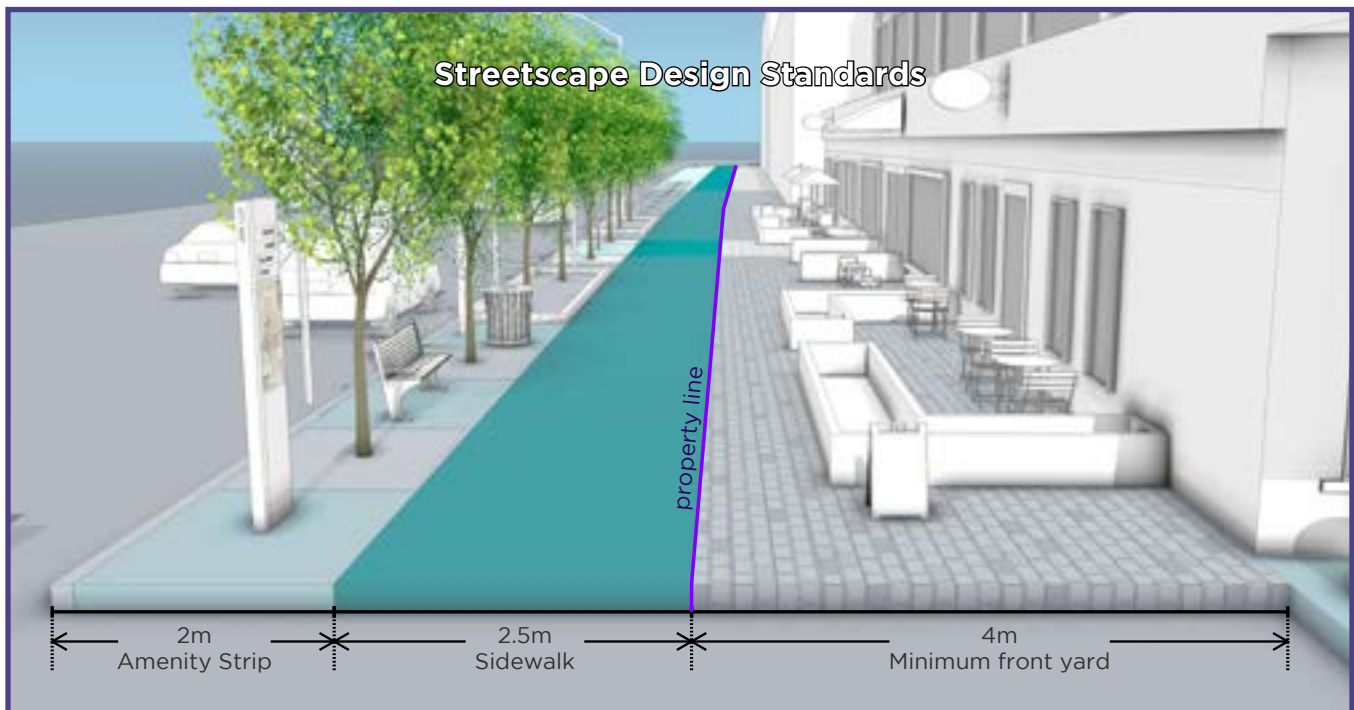


C. STREETSCAPE CONCEPTUAL DESIGN

The vision for the College Corridor Plan area is to create a vibrant, safe and welcoming streetscape that promotes walking, cycling and gathering. Streetscape improvements are recommended for College Drive, Preston Avenue and the connecting side streets along Cumberland, Bottomley, Wiggins and Munroe Avenues, excluding portions included in the [Link design](#). Although these areas are outside the scope of this Plan, public feedback during engagement helped shape the design.

C.1 Enhance the Public Realm through Streetscape Improvements

For arterial streets, the City's Design and Development Standards Manual, Section 8 – Transportation System, recommends a minimum 2.5 metres for the sidewalk to ensure sufficient space for pedestrian movement and 2 metres for the amenity strip to support trees. This is shown below, including the minimum front yard setback in the CS1 and CM1 zoning districts:



The amenity strip and sidewalk create a protective buffer between pedestrians and the roadway, allow sufficient space for tree growth to enhance the streetscape and can serve as a snow storage area in winter. Given the limited space between the curb and property line along College Drive, the 4.5 metre design standard is not feasible. The objective of the Plan is to optimize the available space to enhance the pedestrian experience and create a buffer to ensure pedestrian comfort in the sidewalk area. The following sections describe the design elements that should be incorporated into the redesign of the streetscape on College Drive, Cumberland Avenue and Preston Avenue.

a) College Drive from Clarence Avenue to Cumberland Avenue (south only)

Conditions and Constraints

College Drive is a wide arterial with significant traffic volumes, no sense of enclosure and no on-street parking to buffer pedestrians from traffic.

The sidewalk along College Drive (south side) between Clarence and Cumberland is typically 1.5 metres wide and the amenity strip ranges between 1.5 and 2.2 metres wide. There are no street trees except for the 1300 block. The 1400 block has a wide sidewalk from curb to property line with no amenity strip.

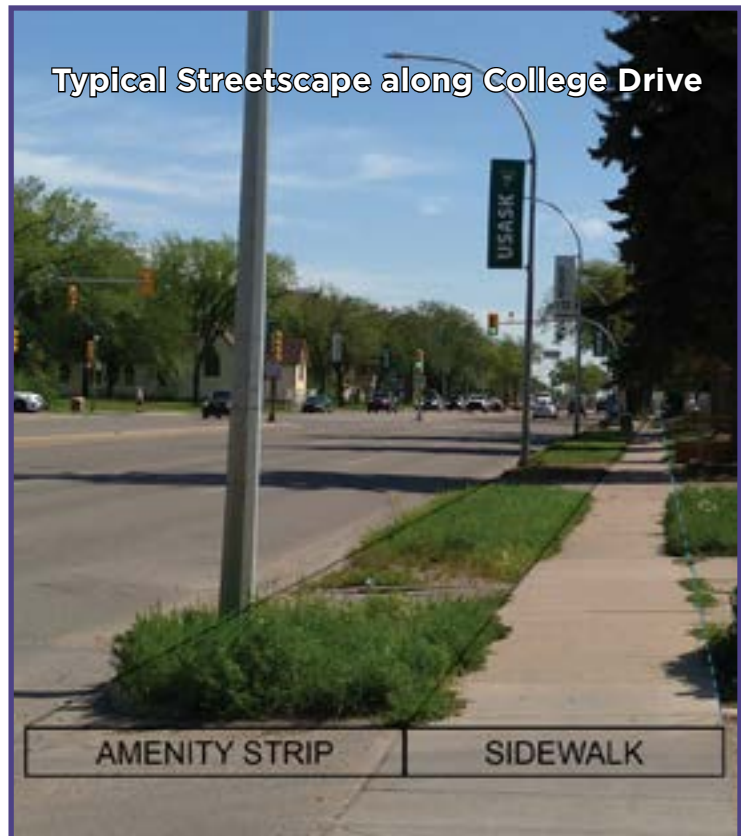
Design Elements

Additional trees and robust plantings, as well as separating amenities from traffic as much as possible, is recommended for safety and to create the feeling of separation. To achieve this vision the design for the south side of College Drive from 1000-1400 blocks must consider the following design elements:

Sidewalk Design

- To ensure the amenity strip is 2 metres, the sidewalk shall be reconstructed 2 metres from the back of curb to the property line of the adjacent parcel, incorporating any available boulevard space.
- The landscaping requirement outlined in Action B.3 includes a hardscape strip along the front of the site. With redevelopment, the sidewalk and hardscape strip will create up to 2 metres of sidewalk space.

If the hardscape strip has not yet been installed at the time of sidewalk replacement, the option to incorporate it as part of the project will be explored. This may include the purchase of additional property, which will not impact the required front yard setback.



Amenity Strip Design

- The amenity strip will include a raised planter bed that will contain regularly spaced street trees and tall, resilient, low-maintenance plants suitable for urban environments which will be used to enhance visual appeal and create a barrier from the street. Plant selection should align with those (proposed) in the Link raised median planting beds to ensure a cohesive streetscape design.
- The sidewalk replacement on the 1400 block of College Drive included in the Link design should consider adding an amenity strip and reducing the sidewalk to 2 metres wide. The amenity strip should include the same design features included in this section.
- Due to narrow planting areas, structural soil cells and an irrigation system should be included to support the health and growth of trees and vegetation. If irrigation is deemed unnecessary or unfeasible, an alternative watering strategy will be required.
- Street furniture will be strategically located in the streetscape to enhance both pedestrian comfort and aesthetics.
- Pedestrian lighting shall be considered in the design to enhance both safety and aesthetics.
- During the design phase, property owners will be consulted on the potential closure of existing driveway access to align with the Plan's long-term goals as mentioned in D.3.



These images are conceptual visuals to show potential improvements to the streetscape.

Back lane

- The back lane adjacent to College Drive was evaluated as a potential pedestrian corridor; however, due to the absence of on-street parking and the need to maintain vehicular access to adjacent properties, it will continue to function in its current role. As such, pedestrian amenities are not proposed. Instead, the Plan prioritizes enhancements along College Drive to create a safe, comfortable and visually appealing public realm.

b) Cumberland Avenue from College Drive to Elliott Street (west side only)

Conditions and Constraints

Cumberland Avenue is an arterial road with heavy pedestrian and vehicle traffic. On-street parking acts as a buffer for pedestrians, which is especially important as there is no designated amenity strip. However, the boulevard space between the sidewalk and the property line is approximately 4 metres wide, while the sidewalk is about 1.5 metres wide.

Design Elements

Sidewalk Design

- Replace the sidewalk to a width of 2.5 metres. This will require integrating the boulevard space (the area between the property line and the back of the sidewalk). This design will create more space for people walking.
- This design utilizes City right-of-way only. However, during the design phase, communication with adjacent property owners is essential, as this space has been integrated into the front yard landscaping of several properties.

Boulevard Design

- The wide boulevard along Cumberland Avenue has the potential for a Sidewalk Plaza as described in Action E.4. In general, the boulevard will feature street trees, pedestrian amenities such as seating, waste receptacles, and bicycle parking.

Typical Streetscape along Cumberland Avenue



Visual references guiding the look and feel of future boulevard improvements, emphasizing greenery, accessibility and urban character.

c) Preston Avenue from College Drive to 14th Street

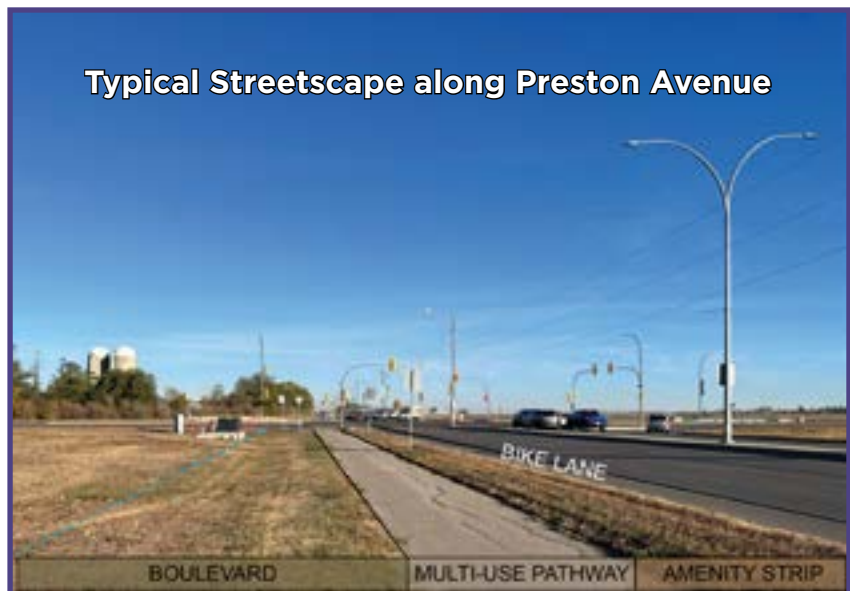
Conditions and Constraints

Preston Avenue is an arterial roadway, currently characterized by open fields, minimal tree coverage and a wide street. These factors contribute to an uninviting pedestrian experience, as the lack of shade, visual interest and buffer from traffic can make walking along the corridor feel exposed, uncomfortable and unappealing.

However, on the west side there is 8 metres between the curb and the property line that includes an amenity strip, multi-use pathway and a wide boulevard. Additionally, a 2 metre on-street bike lane acts as a spatial buffer for pedestrians, improving safety and comfort, and provides a non-AAA (“All-Ages and Abilities”) facility for cyclists.

The east side of Preston Avenue currently lacks active transportation infrastructure, including no dedicated pedestrian or cycling facilities. A 138 kilovolt (kV) overhead transmission line runs parallel to the roadway. These high-voltage lines are critical infrastructure and should not be relocated unless necessary due to the high cost and potential disruption. As such, the location of the transmission line and the utility easement must be incorporated into the planning and design of adjacent development areas.

Typical Streetscape along Preston Avenue

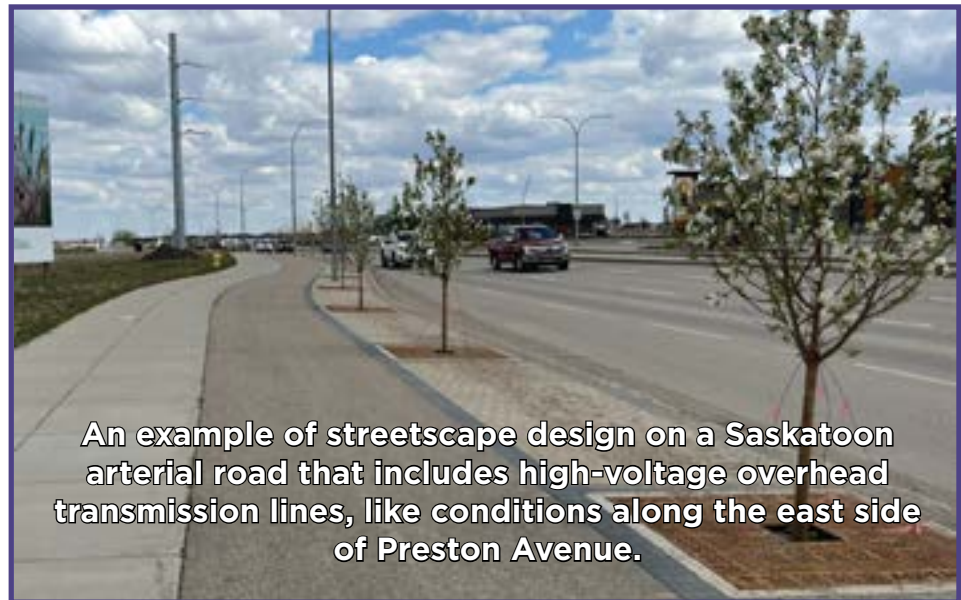
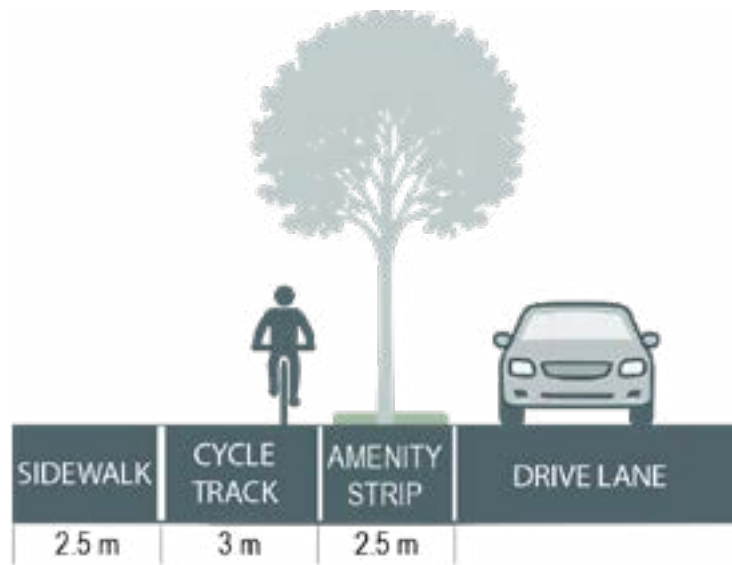


Future Design Considerations

As the University of Saskatchewan develops its land, specific streetscape approaches tailored to the future Corridor land uses along Preston Avenue will be required.

The streetscape design for Preston Avenue will adhere to the principles and guidelines outlined in the Corridor Transformation Plan and will ensure there is necessary space required to properly buffer the roadway from the sidewalk area.

To support multi-modal transportation and future street-oriented development, it is recommended that the Preston Avenue streetscape include a minimum 2.5 metre sidewalk and a minimum 3.0 metre AAA cycling facility, along with street trees planted within a minimum 2.5-metre-wide amenity strip.



C.2 Develop a Streetscape Maintenance Plan

A comprehensive, long-term streetscape maintenance and renewal plan should be established to ensure the ongoing functionality, safety and aesthetic quality of streetscape elements. This plan should include provisions for routine maintenance activities such as litter removal, surface repairs, plant care, and the inspection and upkeep of street furniture and lighting.

In addition, the plan should outline sustainable strategies for the periodic renewal of aging infrastructure, ensuring that materials and design elements remain consistent with the overall streetscape vision and contribute to long-term urban resilience.

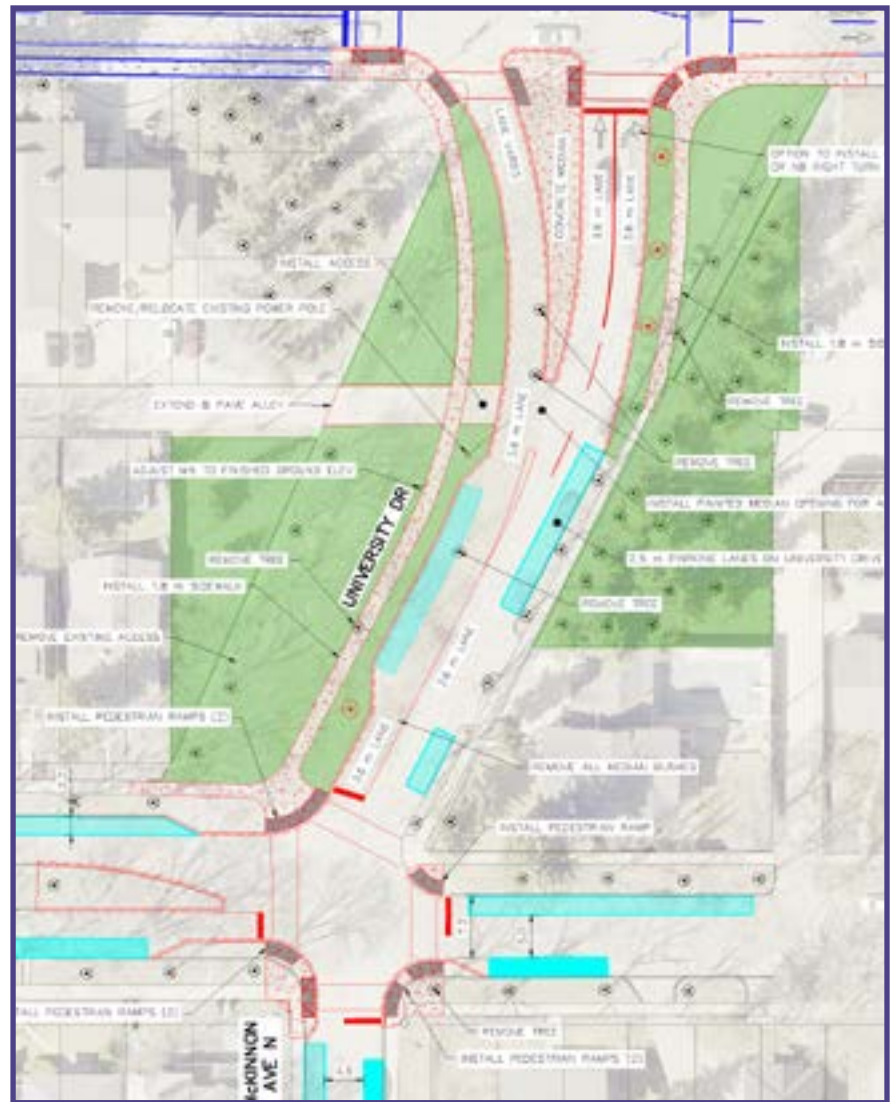
Specific attention should be given to winter maintenance practices. Areas appropriate for temporary snow storage must be clearly identified to avoid damage to vegetation and landscaping features, preserving their long-term health and viability. Furthermore, the plan may recommend enhanced service levels for snow removal along sidewalks and multi-use pathways, recognizing their critical role in supporting Link users as well as year-round active transportation.

D. ACCESS AND CONNECTIVITY

Enhancing access and connectivity is essential to creating a safe, inclusive and well-integrated corridor that supports walking, cycling and public-transit use. This section outlines key actions to improve how people move through and experience the area, with a strong focus on pedestrian safety, accessibility and the efficient use of public space. Enhancing access and connectivity will support transit use, reduce conflicts between modes of transportation and strengthen the public realm.

D.1 Realign University Drive for Safer Crossings and Public Amenity Space

University Drive between College Drive and McKinnon Avenue/Elliott Street should be realigned to improve pedestrian safety, enhance street geometry and consolidate public realm spaces. This realignment will create safer pedestrian connections, maintain existing vehicle access and maximize space for future public spaces by integrating the right-of-way with adjacent City-owned properties (as described in E.3 and A.3).



Potential option
for future right-
of-way

Existing
street
layout



D.2 Add a Sidewalk Along Munroe Avenue for Improved Link Access

A Link station will be located at Munroe Avenue and College Drive, and pedestrian traffic is expected to increase. However, a gap in infrastructure remains as there is currently no sidewalk on the west side of Munroe Avenue North. To improve pedestrian connectivity to the station, a sidewalk should be constructed on the west side of Munroe Avenue for at least the 400 block (closest to College Drive) and ideally extend to President Murray Park. This will provide a safer and more accessible route for people traveling to and from the station, enhancing both safety and the overall pedestrian experience. Implementation may face challenges due to existing mature trees and utility infrastructure in the area.

If project E.4 (Munroe Avenue) has not been completed by the start of this initiative, consideration should be given to implementing both projects concurrently.

D.3 Close Private Driveway Accesses Along College Drive

Along the south side of College Drive between Clarence and Cumberland Avenues, there are several private driveways. Under CS1 zoning, new developments will not be permitted to have direct access from College Drive. While the Link design may temporarily accommodate existing private crossings by building up existing curbs, property owners will be responsible for restoring the curb and sidewalk during redevelopment, as required by The Private Crossing Bylaw, 1968. Reducing the number of private crossings supports a safer, more walkable environment, improves traffic safety and flow, and allows for a wider planting strip to enhance the public realm.



D.4 Add a Pedestrian Crossing on College Drive at Clarence Avenue

Adding a north-south pedestrian crossing at College Drive and Clarence Avenue would provide a direct and safe route for users traveling on the north side of College Drive or accessing the north side of University Bridge. While an alternative route exists under the bridge, it can be challenging to navigate and may feel unsafe to some users. The City has incorporated provisions for a future at-grade crossing in the Link design and will consider its implementation as development progresses along College Drive.



D.5 Close Back Lane Access between Bottomley and Cumberland

The back lane between Bottomley Avenue and Cumberland Avenue has access onto College Drive. The closure of a section of this back lane would support pedestrian safety and reduce vehicular conflicts, but alternative access or a turnabout would need to be provided. Due to site access and underground utilities, it is unlikely that this lane can close at this time. As the sites adjacent to the lane redevelop, the City, along with adjacent property owners, should explore the opportunity to close the lane. The closed lane could be incorporated into an adjacent parcel for future development or used to create a public space like a plaza.

The bottom right image shows a potential option for how the lane could be reconfigured while preserving bi-directional lane access. This would require land acquisition (or a swap with the adjacent property owner(s)).



E. PLACES TO GATHER AND PLAY

Open spaces such as parks, playgrounds, trails and plazas are essential public amenities that support individual and community wellbeing. The Plan Area already includes and is close to great passive recreation spaces, like Cosmopolitan Park and the Meewasin Trail, and active recreation opportunities including President Murray Park, the Brunskill School yard and the University of Saskatchewan sports fields. As housing density increases in the area, there will be more demand on this infrastructure. This Plan has explored opportunities to add or enhance places to gather and play.

E.1 Create a Gathering Space and Enhance Access

The north-south pedestrian underpass beneath the University Bridge currently feels isolated, appears neglected and may be perceived as unsafe. In addition to functioning as part of the Meewasin Trail system, this area also serves as a key street crossing.

To address the concerns, a comprehensive master plan should be developed in collaboration with the University of Saskatchewan and Meewasin. This plan should focus on enhancing the area's safety, usability, and overall appeal.

Key components of the plan could include:

- Creating a gathering space north of the bridge. Based on feedback received during consultation, consideration should be given to creating a peaceful area that could be used by hospital patients and visitors for quiet reflection.
- Improving connections to the Meewasin Trail system.
- Incorporating landscaping and beautification efforts beneath the bridge to create an inviting space, but also to protect critical infrastructure from being vandalized.
- Identifying roles and responsibilities for future maintenance.



E.2 Name and Designate as a Park to Enhance Wayfinding and Placemaking

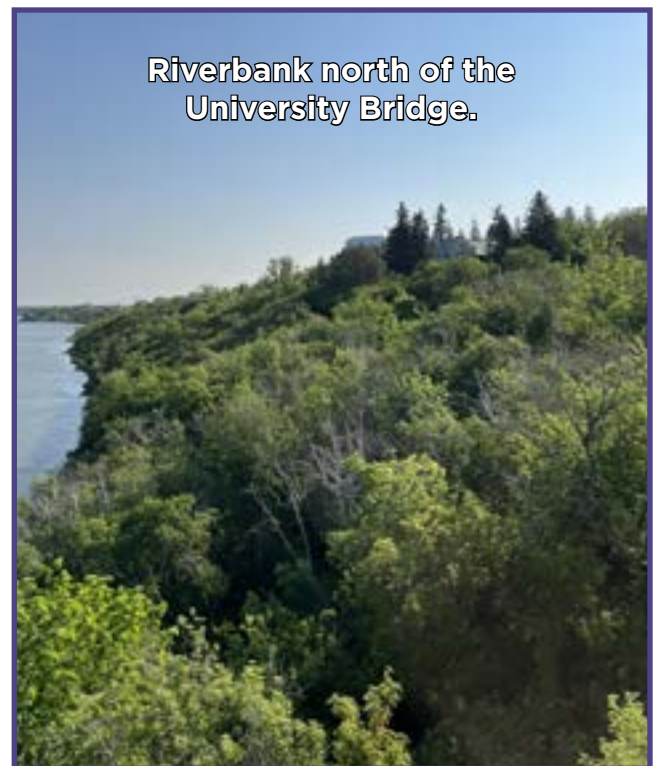
The section of the Meewasin Trail system north of Cosmopolitan Park functions much like a City park, as it includes the trail and is actively used for recreation. However, it is not formally designated as a park and does not have a name, which creates challenges for wayfinding and emergency response. As part of the work proposed in Action A.4, it is recommended that the identified Conservation Area be formally designated as a City Park and assigned an official name. Doing so will improve navigation and emergency services, while also strengthening placemaking by giving the area a clear identity. The naming process will be undertaken in collaboration with the University of Saskatchewan and Meewasin.

E.3 Create a Play Area and Gather Space along University Drive

As outlined in Action D.1, realigning University Drive is recommended to better meet the community's changing needs. This would create surplus right-of-way that could be consolidated with adjacent City-owned land to develop two small Special Use Park spaces, featuring a seating area and a small playground. Upon completion, the parks will be named in alignment with the City's Place Identity Framework.

Park Design Considerations

- The design should reflect and honour the historical significance of the Moose Woods-Batoche Trail, incorporating cultural and educational elements.
- Seating areas should be designed to support gathering and social interaction while preserving the existing mature trees.
- Playground elements should use naturalized materials to blend with the surrounding environment.
- If the space does not accommodate a traditional play structure, consider alternative placemaking features to activate the area.
- Plantings should be consistent with the College Drive streetscape, incorporating features such as tall grasses and boulders.



Riverbank north of the University Bridge.



An example of a small, naturalized play structure by Park N Play Design.



An example of a picnic area to invite informal gathering and community interaction.

E.4 Create Sidewalk Plazas near Link Stations

The boulevard space between the property line and the sidewalk along the connecting streets to College Drive - Cumberland, Bottomley, Wiggins and Munroe avenues - are wide enough to accommodate sidewalk plazas. These plazas may incorporate space from the back of the sidewalk on College Drive to the rear lane. Repurposing these areas for seating and gathering would enhance the public realm, support transit use and contribute to a more vibrant, community-focused space.

Sidewalk plaza design considerations:

- Plazas should be delineated from the sidewalk to emphasize the space as unique through hardscape and landscape materials, pedestrian amenities and pedestrian lighting.
- Existing trees should be retained where possible and additional plantings added for shade and weather protection.
- Material palettes should be developed that achieve uniqueness and enhance local character through use of products, materials, colours and design.
- Plazas should accommodate accessible micromobility zones for bicycles, e-bikes, e-scooters, and similar modes, to encourage their use as part of a connected and efficient urban environment.

Prioritization

Priority will be given to sidewalk plazas located near Link stations and in areas where adjacent properties have undergone redevelopment.

Area-Specific Considerations

Future sidewalk plaza implementation will need to align with the timing of adjacent site redevelopment and account for the following location-specific constraints:

Cumberland Avenue: Requires closure of existing property access to Cumberland Avenue.

Bottomley Avenue: Requires closure of driveway access for 1342 and 1402 College Drive along Bottomley Avenue.

Wiggins Avenue: Requires removal of the existing retaining wall at 1302 College Drive.

Munroe Avenue: A plaza on the west side should be coordinated with Action D.2 and designed in alignment with the planned active transportation infrastructure outlined in Section 4.2.



Wide boulevards offer excellent potential for introducing inviting public seating areas.



4 CORRIDOR GROWTH COLLABORATION PROJECTS



To realize the long-term vision for the College Corridor Plan Area there are a number of City teams and initiatives working with Corridor Planning.

The projects outlined below are ongoing City initiatives collaborating with the Corridor Planning program to help realize the long-term vision for the College Corridor Plan Area.

4.1 College Drive Link Conceptual Design

The City plans to launch Link, a rapid transit system, in 2028. College Drive will have a dedicated median running-way between Clarence and Preston Avenue and will transform College Drive into a transit-friendly street. In the limited space available, **the design** carefully considers all the ways people get around, by bus, walking, biking or driving, and supports the needs of those who live nearby, go to the University, work in the area, or travel through it. Two notable changes that support pedestrian movement include a 3-metre multi-use pathway between Clarence and Preston Avenue, and an additional crossing at University Drive. The design also includes new features like dedicated bus lanes for faster transit service, better bus stops, and improved pathways and connections for walking and biking. New trees and landscaping will add greenery, creating a more vibrant and welcoming street for all.



Images are artist conceptual renderings only and are subject to change.

4.2 Active Transportation Infrastructure Improvements

The Munroe Avenue bikeway is intended to connect key destinations, including the University of Saskatchewan and the Royal University Hospital, to the existing 14th Street Neighbourhood Bikeway. This connection aims to improve safety and accessibility for cyclists by providing a continuous, dedicated route. The City is employing a rapid deployment approach for this project, utilizing semi-permanent materials and existing street space to expedite the installation process. This method allows for quicker implementation compared to traditional construction approaches, addressing immediate safety concerns and enhancing the active transportation network in a timely manner.



An example of a neighbourhood bikeway in Saskatoon.

4.3 Water & Sewer Planned Upgrades

In 2020, Saskatoon Water's Engineering & Planning section assessed the capacity of the existing water distribution and sanitary systems. With future mixed-use, medium-density development along the corridors in mind, a required fire flow of 220 l/s was assumed. The assessment aimed to identify locations needing capacity upgrades to support proposed densification and meet standards for commercial and residential uses. Through further analysis it was determined that the sanitary pipe capacity will be sufficient and will continue to be monitored by Saskatoon Water as the Plan area develops. It was determined that the fire flow did not meet the current standards. However, this was rectified through the College Drive Water Main relining project completed in 2024.



2024 Water Main Relining Project.

4.4 Onsite Storm Water

As per the Storm Water Utility Bylaw No.9545, The Storm Water Management Credit Program offers reduced storm water charges for multi-residential property owners who adopt best management practices (BMPs) to improve water quality and reduce runoff. Implementing these measures in new multi-unit or mixed-use buildings lowers costs for property owners and benefits the community by reducing flooding, preventing sedimentation and improving runoff quality to the South Saskatchewan River. For more information, visit the City's website and search for the Storm Water Management Credit Program.

5 IMPLEMENTATION



5.1 Action Items

Project		Time Frame	Potential Funding Sources
LAND USE			
A1	Designate Sites as Corridor Land Uses The following Land Use amendments were approved through the adoption of Bylaw No. 10001 to amend the Official Community Plan Land Use Map by Saskatoon City Council on June 28, 2024: • Low Density Residential 1 and Medium Density Residential to Corridor Mixed-Use • Institutional, Neighbourhood Node and Low Density Residential 1 to Station Mixed-Use • Low Density Residential 1 and Medium Density Residential to Corridor Residential	Completed	Corridor Planning Program*
A2	Designate Cosmopolitan Park as Conservation Area Cosmopolitan Park's land use designation was changed from Residential to Conservation Area through the adoption of Bylaw No. 10001 to amend the Official Community Plan Land Use Map by Saskatoon City Council on June 28, 2024.	Completed	Corridor Planning Program*
A3	Designate City Owned Land as Park Amend the land use designation from Institutional and Low Density Residential to Park following the implementation of E3.	5-10 years Dependent on D1 and E3	Corridor Planning Program*
A4	Designate Riverbank Land as Conservation Area Coordinate with the University to confirm the appropriate land use amendment boundary and determine if the site will be dedicated as Municipal Reserve or Environmental Reserve. Once confirmed, amend the area from Special Use Area to Conservation Area.	1-5 years	Corridor Planning Program*
A5	Implement University Sector Plan Land Uses As the University of Saskatchewan or any corporation on their behalf develops a concept plan for the endowment lands south of College Drive, the City will support the application of Station Mixed-Use instead of Corridor Mixed-Used as identified in the University Sector Plan Future Land Use map.	Timing will coincide with the concept plan process	Corridor Planning Program*
ZONING STRATEGY			
B1	Rezone Properties to Support Corridor Land Uses Develop and implement a City-led rezoning program that provides property owners with the option to voluntarily participate in rezoning their property to align with the Corridor Land Use Plan. This opt-in approach will remain the primary method for rezoning, not only within this Plan Area but across the entire Corridor Growth Area.	On-going	Corridor Planning Program*
B2	Amend Zoning Bylaw to Support Consistent Corridor Frontages Amend Section 5.3.19 of Zoning Bylaw No. 9990 to incorporate the Landscaping, Site Plan Control, and Active Frontage requirements applicable in the CM1 and CS1 zoning districts. These requirements would apply only to sites designated as Station Mixed-Use or Corridor Mixed-Use.	1-2 years	Corridor Planning Program*
B3	Amend Landscape Requirements to Support Public Realm Improvements Amend Section 7.7.11 of Zoning Bylaw No. 9990, "Landscaping Standards for Corridor Districts," to improve the pedestrian experience between Clarence and Cumberland Avenues by requiring a hardscaped strip and allowing up to 100% hardscaping in the front yard setback, excluding areas required for minimum plantings.	1-2 years	Corridor Planning Program*
B4	Enable Mixed-Use Development on Smaller Lots Amend Sections 10.3.2 and 10.4.2 of Zoning Bylaw No. 9990 to permit 4 Storey MUDs on lots with a minimum site width of 7.5 metres, for sites within the Plan area.	1-2 years	Corridor Planning Program*

*Existing operating budget

Project		Time Frame	Potential Funding Sources
STREETSCAPE CONCEPTUAL DESIGN			
C1	Enhance the Public Realm through Streetscape Improvements A prioritization plan and funding strategy will be developed to guide the implementation of streetscape improvements. Ideally, these enhancements will align with the construction of Link. If that is not possible, implementation will be based on available funding and the growing demand associated with Link users and nearby redevelopments along College Drive and Cumberland Avenue.	1-15 years	Capital Project Grant Funding
C2	Develop a Streetscape Maintenance Plan Determine a maintenance plan at the same time as implementation of the Streetscape Improvements (C1).	In conjunction with C1	Corridor Planning Program*
ACCESS & CONNECTIVITY			
D1	Realign University Drive for Safer Crossings and Public Amenity Space With the functional design complete, the next step is to secure funding for the University Drive realignment between College Drive and McKinnon Avenue/Elliott Street. Upon funding approval, the project will advance to detailed design and construction to improve pedestrian safety, enhance the streetscape, and expand public space using adjacent City-owned land.	1-5 years	Corridor Planning Program* Capital Project
D2	Add a Sidewalk Along Munroe Avenue for Improved Link Access A feasibility analysis and funding strategy will be prepared to support the construction of a sidewalk on the west side of Munroe Avenue between College Drive and Elliott Street (or potentially extend to Temperance Street). This will include exploring opportunities through the Sidewalk Infill Program. Once funding is secured a functional design will be developed, followed by construction of the sidewalk.	1-10 years	Capital Project Sidewalk Infill Program
D3	Close Private Driveway Accesses Along College Drive Private driveway access along College Drive will be phased out over time to support safety, walkability, and streetscape improvements. New private crossings will not be permitted as redevelopment occurs, and existing crossings must be removed at the property owner's expense at the time of redevelopment. As part of future streetscape improvements, landowners will be consulted to explore opportunities to close existing driveways.	Ongoing	Corridor Planning Program*
D4	Add a Pedestrian Crossing on College Drive at Clarence Avenue As redevelopment occurs along the corridor, particularly on vacant sites, a north-south pedestrian crossing at College Drive and Clarence Avenue will be implemented to provide a safe and convenient connection. This crossing will support increased pedestrian activity and improve access to surrounding destinations.	5-10 years contingent on redevelopment	Capital Project Grant Funding
D5	Close Back Lane Access between Bottomley and Cumberland If adjacent land is redeveloped in a way that provides an alternative back lane access other than College Drive, the City will explore the potential closure of a small segment of the north-south back lane between Bottomley Avenue and Cumberland Avenue. Adjacent property owners will be notified of this opportunity following the approval of this Plan and during the development process. If there is no interest from property owners at that time or it is not feasible, the closure will not proceed.	1-20 years Subject to private redevelopment and interest from adjacent property owners	Corridor Planning Program* Capital Project

*Existing operating budget

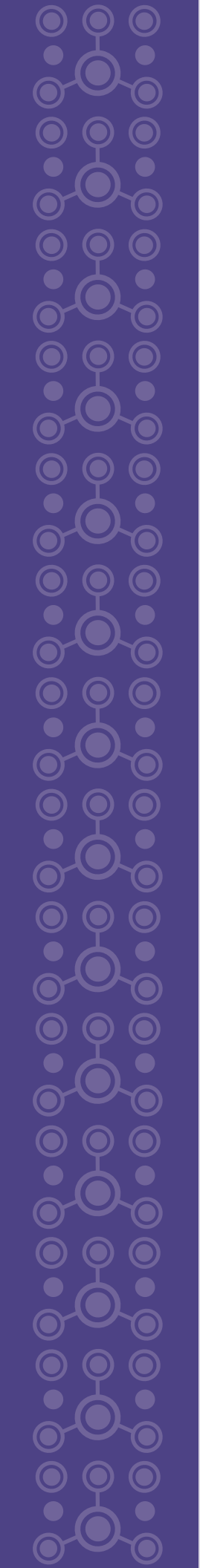
Project		Time Frame	Potential Funding Sources
PLACES TO GATHER AND PLAY			
E1	Create a Gathering Space and Enhance Access This multi-phase project, developed in collaboration with the University of Saskatchewan and Meewasin, will begin with a master plan focused on safety, accessibility, infrastructure protection, and aesthetics. The plan will guide improvements to pedestrian access and Meewasin Trail connections, the development of a public gathering space, and landscaping beneath the bridge and clarify partner roles and responsibilities in maintaining and operating the space. Construction will begin once the plan is finalized, and funding is in place.	Phase 1 1-5 years Phase 2 5-10 years	Corridor Planning Program* Capital Project
E2	Name and Designate as a Park to Enhance Wayfinding and Placemaking As part of the work under A4, the Conservation Area will be designated as a City Park and formally named in alignment with the City's Place Identity Framework and in collaboration with the University of Saskatchewan, Meewasin, and the City's Naming Advisory Committee. Once a name is established, park signage and wayfinding consistent with other riverfront parks will be developed and installed.	1-5 years In conjunction with A4	Corridor Planning Program* Capital Project
E3	Create a Play Area and Gathering Space along University Drive This project will begin upon completion of Project D1 and involve two phases: first, consolidating remaining right-of-way portions with adjacent City parcels created by the University Drive realignment; second, designing and constructing small parks featuring a playground and seating area with a design theme commemorating the historical Moose Woods-Batoche Trail. The project is contingent on securing funding and the availability of additional space resulting from road realignment.	5-10 years Dependent on D1	Corridor Planning Program* Capital Project
E4	Create Sidewalk Plazas near Link Stations This project entails designing and installing multiple sidewalk plazas in the wide boulevards of side streets linking College Drive between Munroe and Cumberland Avenues. Implementation will be phased and funding-dependent, prioritizing locations nearest Link Stations and recent redevelopment. Plazas may proceed as standalone initiatives, with the Munroe Avenue seating area potentially aligned with Action D.2.	1-15 years	Corridor Planning Program* Capital Project

*Existing operating budget

5.2 Monitoring and Evaluation

Regular updates on key performance indicators, including progress toward achieving 15 per cent of city-wide growth within the Corridor Growth Area, will be provided through the Annual Growth Monitoring Report.

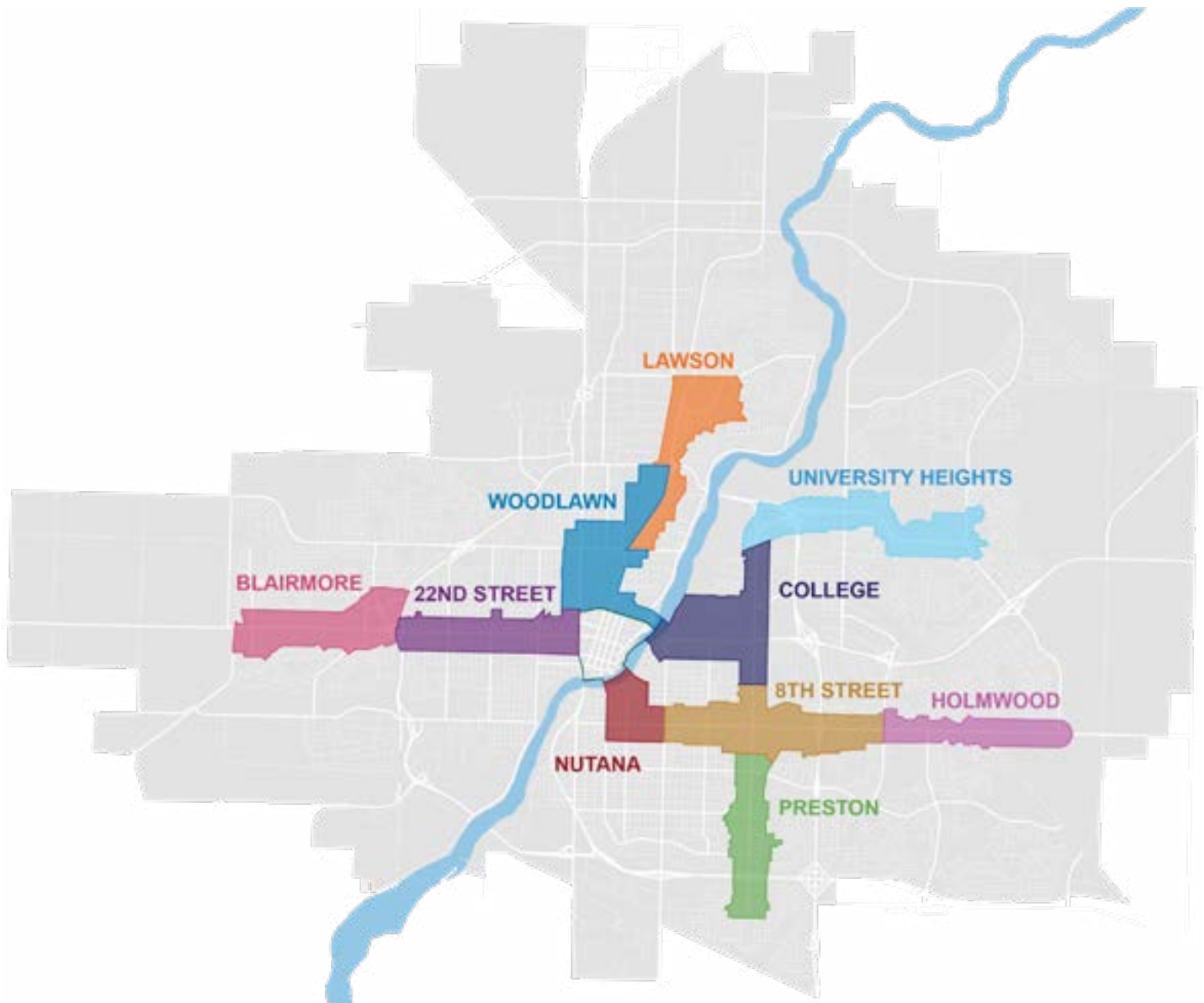
Progress on the action items outlined in this section will be tracked and communicated through the Corridor Planning Program, highlighting annual accomplishments, challenges and emerging opportunities. A comprehensive evaluation of the plan will be conducted after ten years to assess implementation progress and determine whether further actions or updates are needed to continue advancing the plan's objectives.



6 APPENDICES

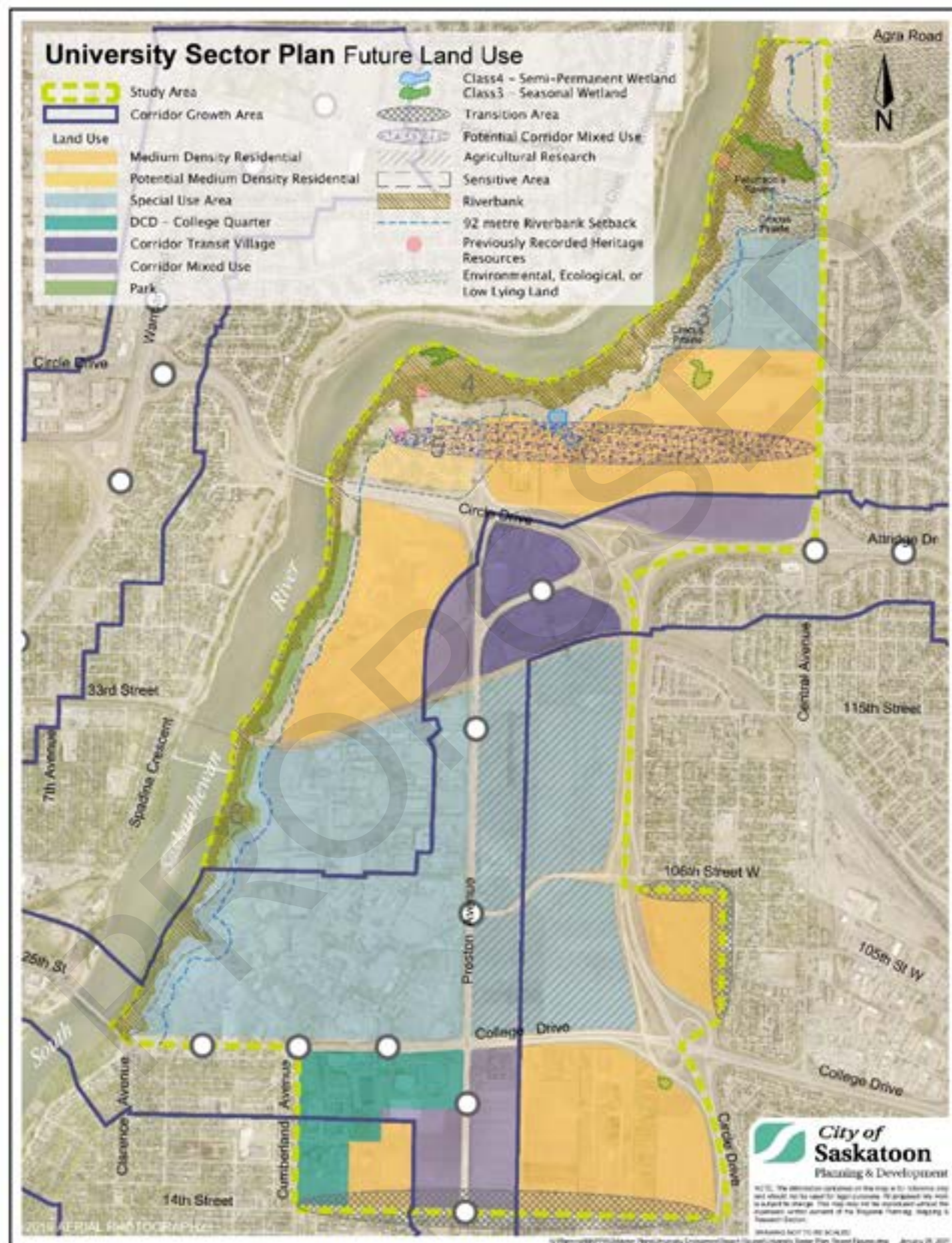
Appendix 1

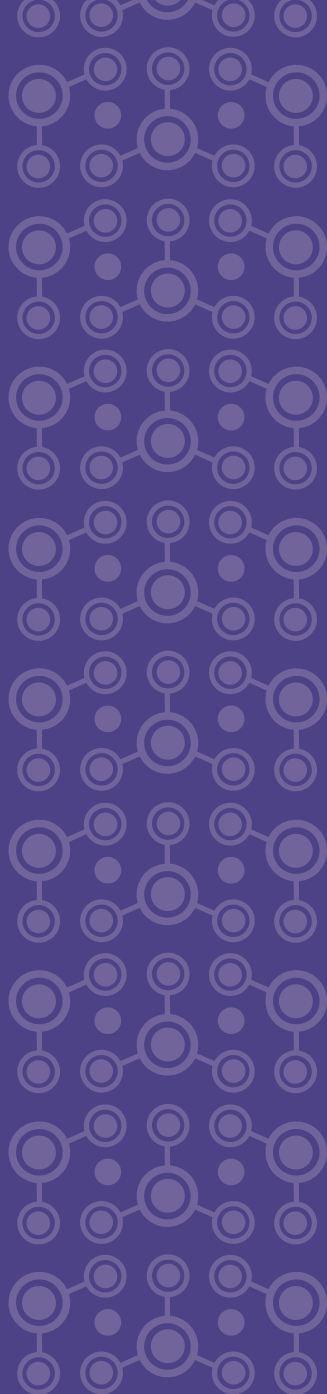
Corridor Growth Area Map



Appendix 2

University Sector Plan Future Land Use Map





saskatoon.ca/corridor

October 2025

