

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.

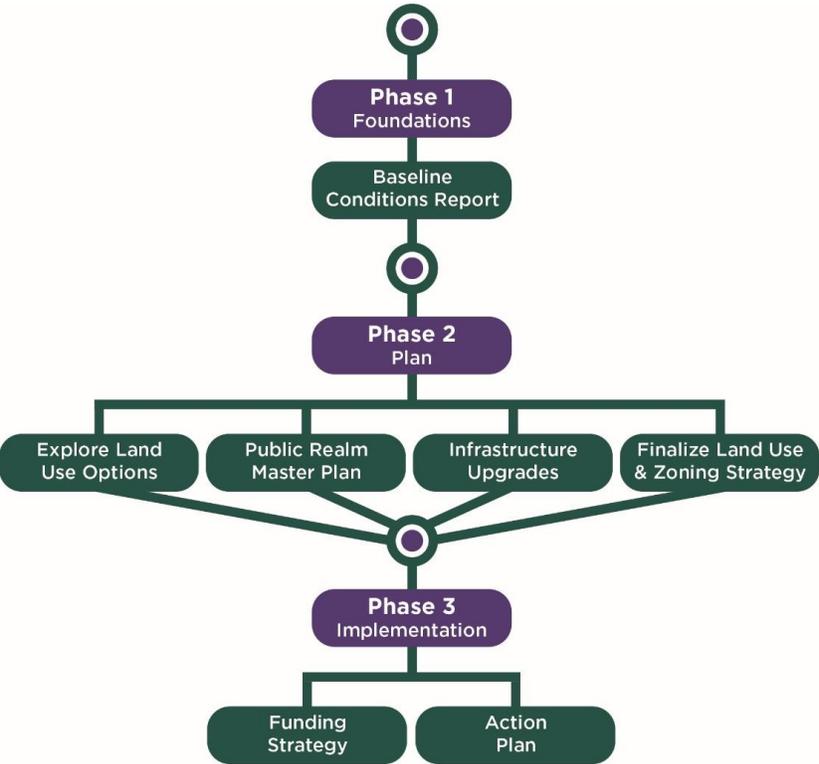
The diagram below shows how the corridor plan is developed. Phase 1, *Foundations*, includes creating a report on the study area’s existing or baseline conditions. Phase 2, *Plan*, includes multiple stages to explore land use options, public realm designs and infrastructure upgrades, and then to finalize 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>	<i>52</i>	<i>35%</i>
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

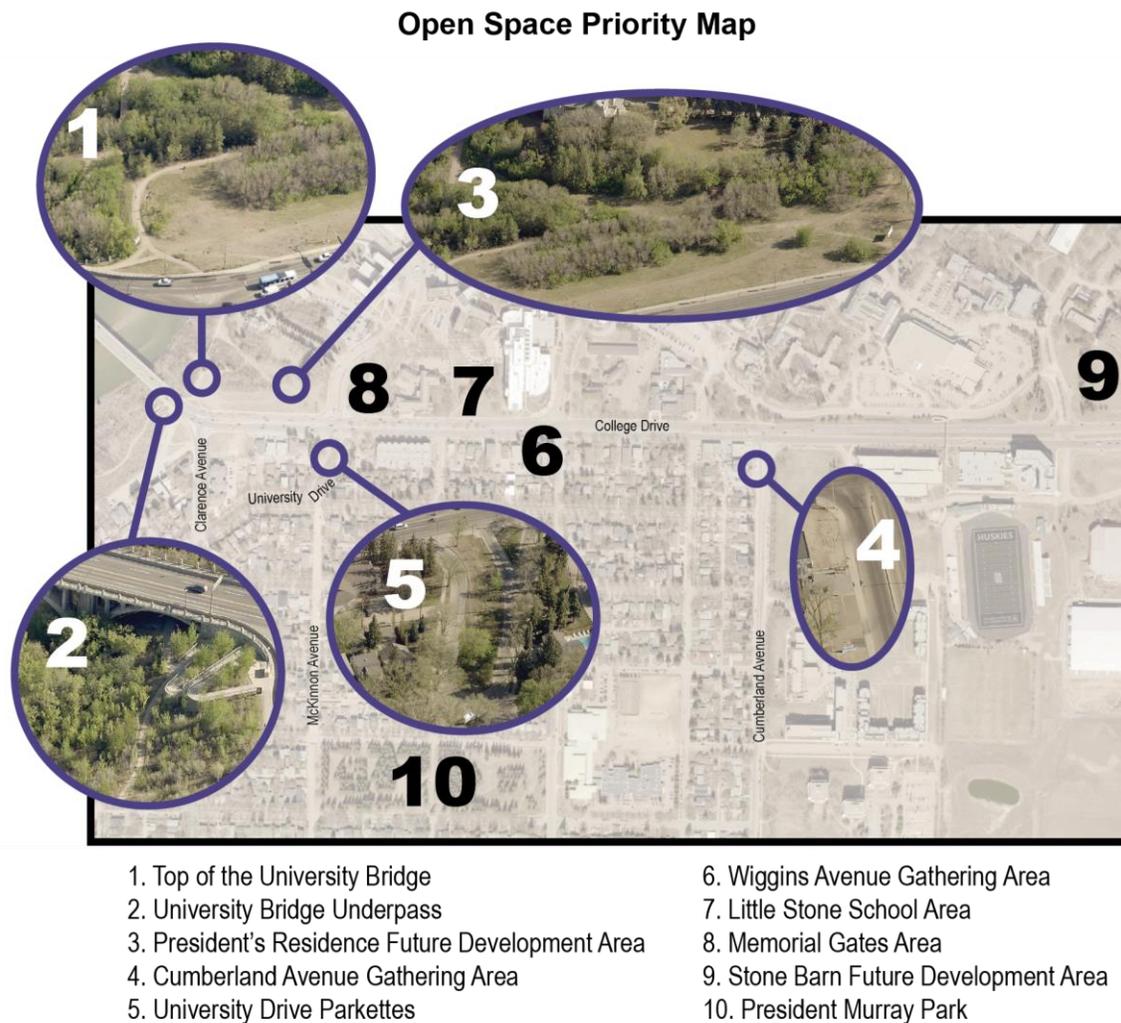
The locations that received above average priority ranking or interest across all participants were, listed in order of their average rank:

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.

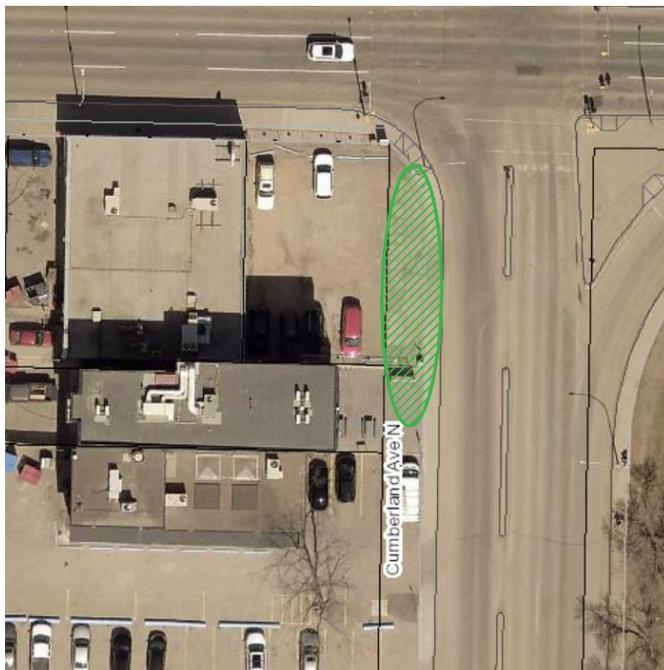


Table 30: Priority ranking of potential features or improvements at Location H, Cumberland Avenue Gathering Area. Above average rank scores highlighted. (Number of respondents = 62)

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.