

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

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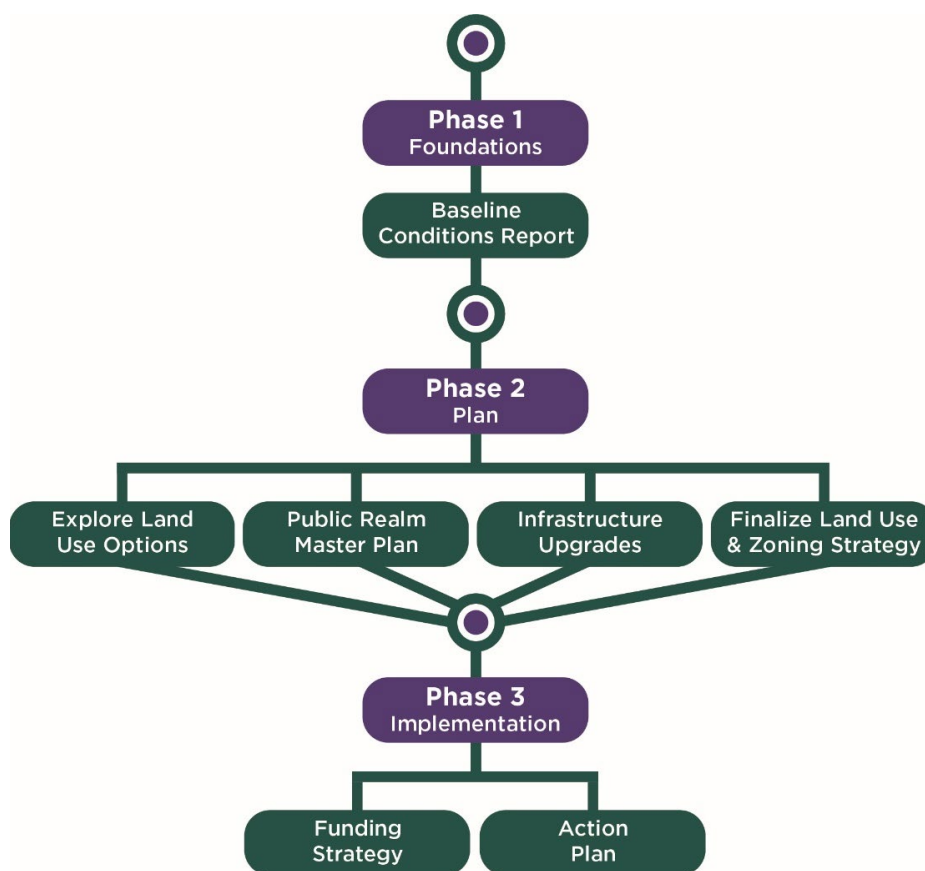
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Introduction

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

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

Figure 1: Corridor plan process.



Explore Land Use Options – the first portion of Phase 2

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

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

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

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

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

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

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

What We Did

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regarding land use designation, density and development

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

- Consideration for school access and capacity as density increases.

Suggestions on changes to the corridor and infrastructure improvements

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

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

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

College Drive Corridor Land Uses

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

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

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

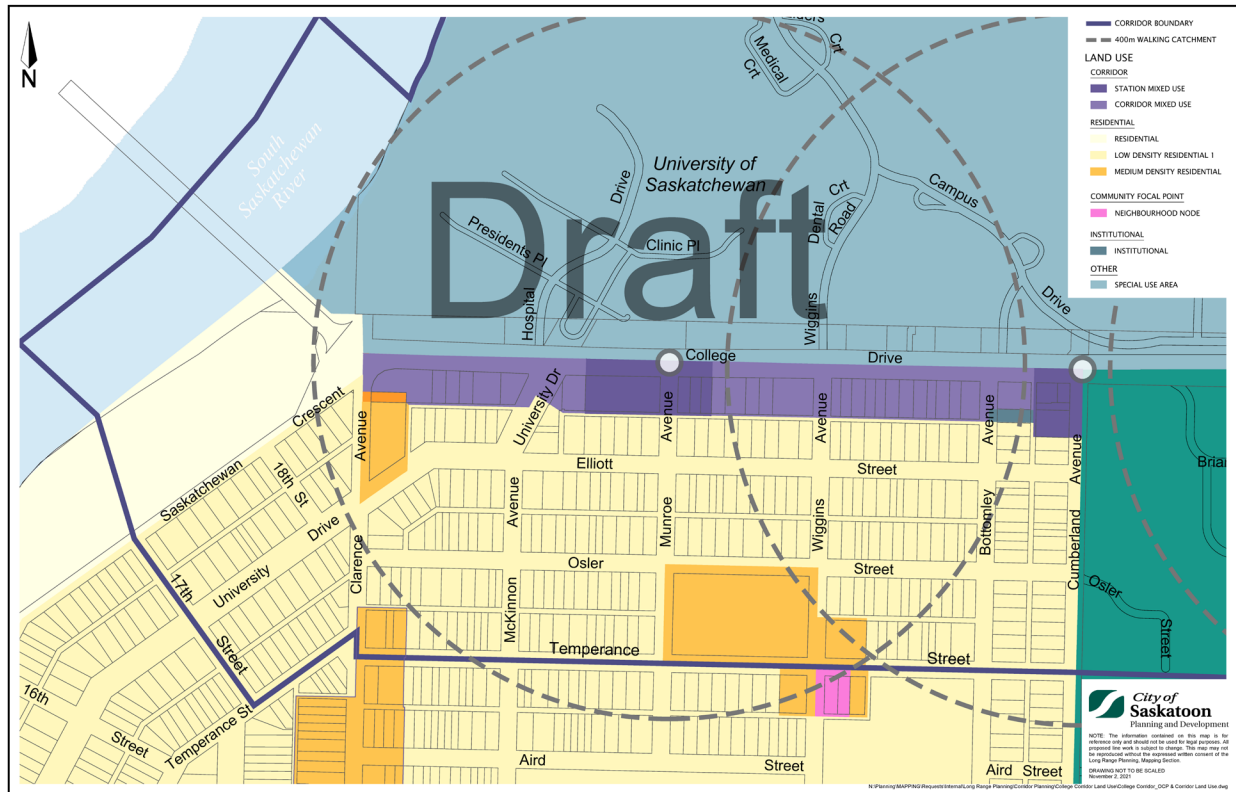


Table 1: Common themes regarding land uses on College Drive.

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

Other responses include:

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

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

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

College Drive Strategic Sites

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

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

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

Other responses include:

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

College Drive Conditions and Improvements

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

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

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

Other responses include:

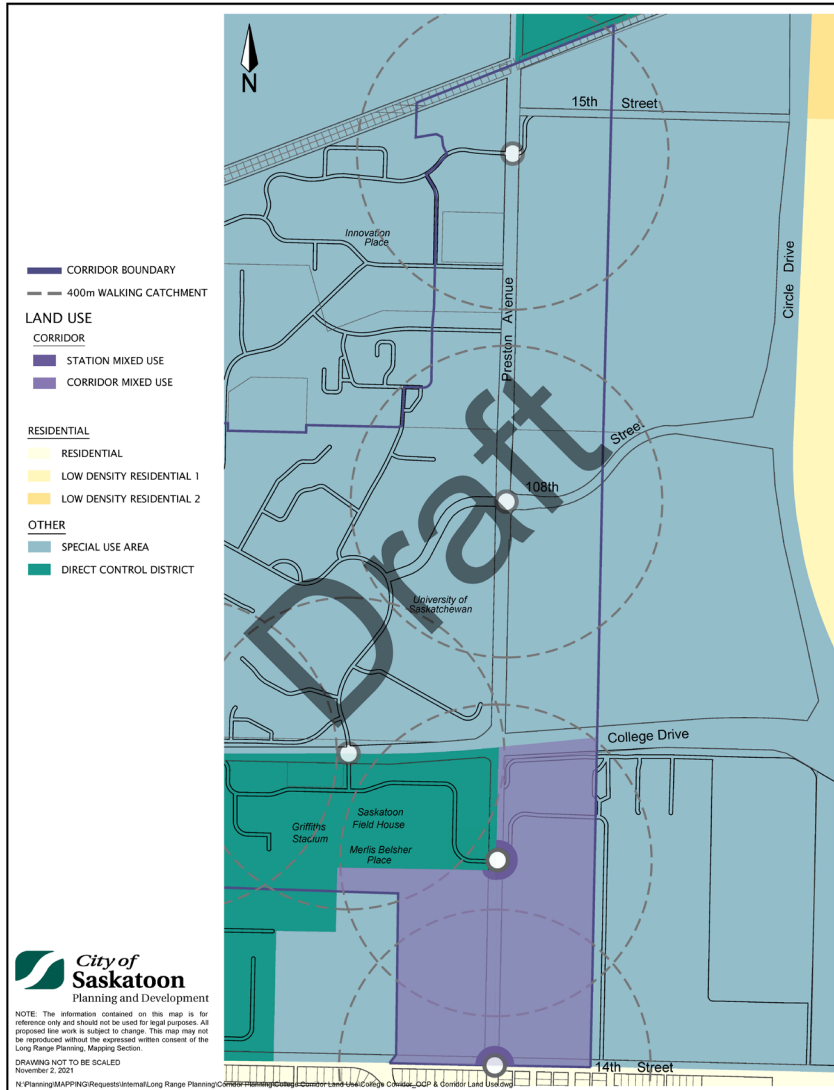
- Ensure that pedestrian crossings are equipped with traffic lights that stop traffic for a long enough time to allow seniors and other people with mobility limitations to safely cross College Drive; because of proximity to hospital, and also Luther Tower.
- Ensure transit is readily accessible for blind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

Preston Avenue Corridor Land Uses

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

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

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



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

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

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

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

Other responses include:

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

Preston Avenue Strategic Sites

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

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

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

Other responses include:

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

Preston Avenue conditions and improvements

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

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

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

Other responses include:

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

Transitional Corridor Residential Uses

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

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

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

Table 7: Common themes regarding transitional land uses.

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

Other responses include:

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

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

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

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

Other responses include:

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

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

What We Heard, Round 2 – Land Use Scenarios

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

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

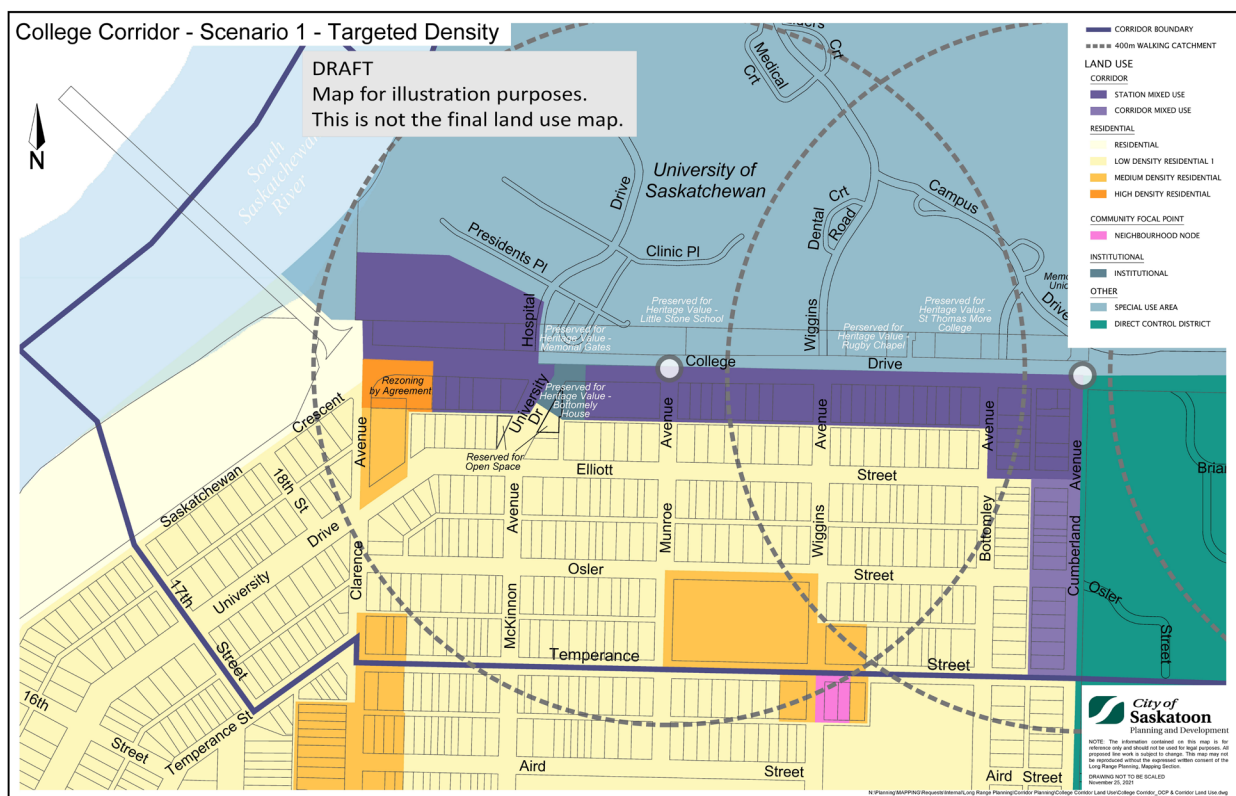
Descriptions of the College Drive Scenarios

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

College Drive Corridor – Scenario 1: Targeted Density

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

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

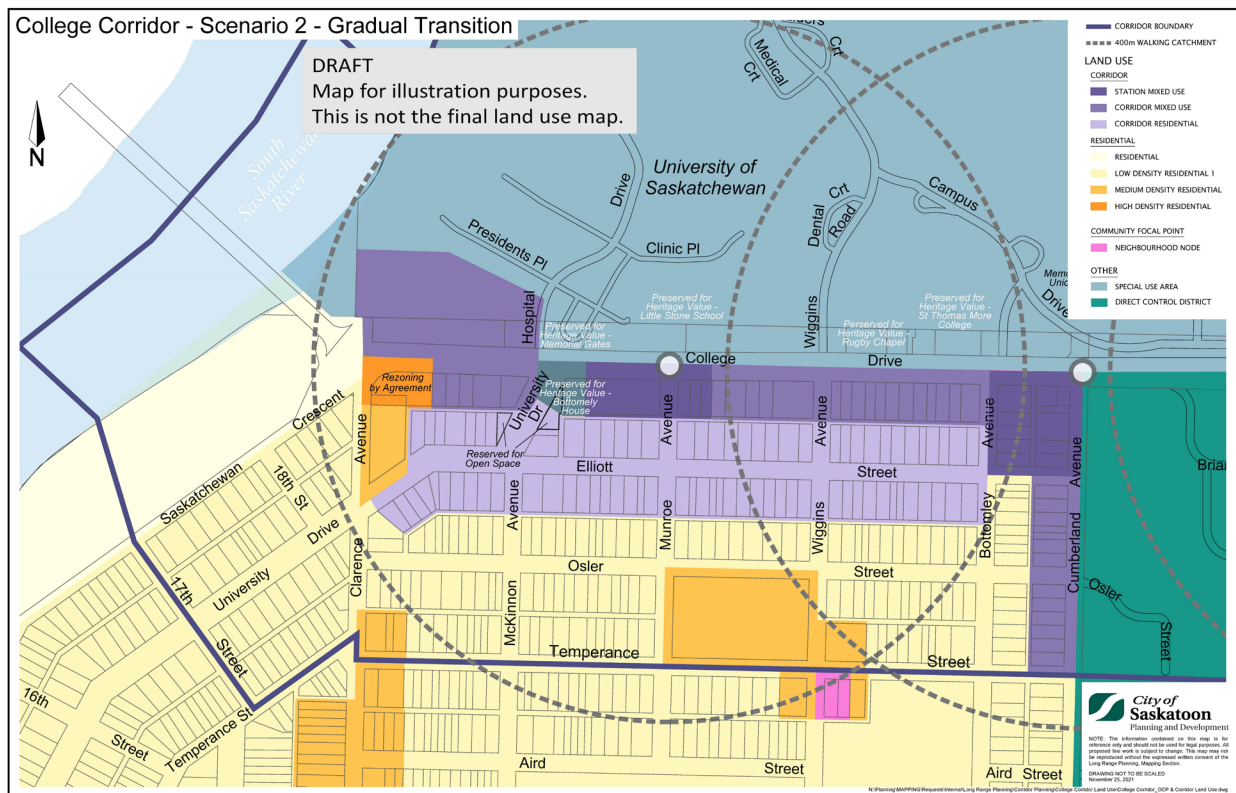


⁴ Please see this PDF for a larger College Drive Targeted Density map and 3D model images of it.

College Drive Corridor – Scenario 2: Gradual Density

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

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

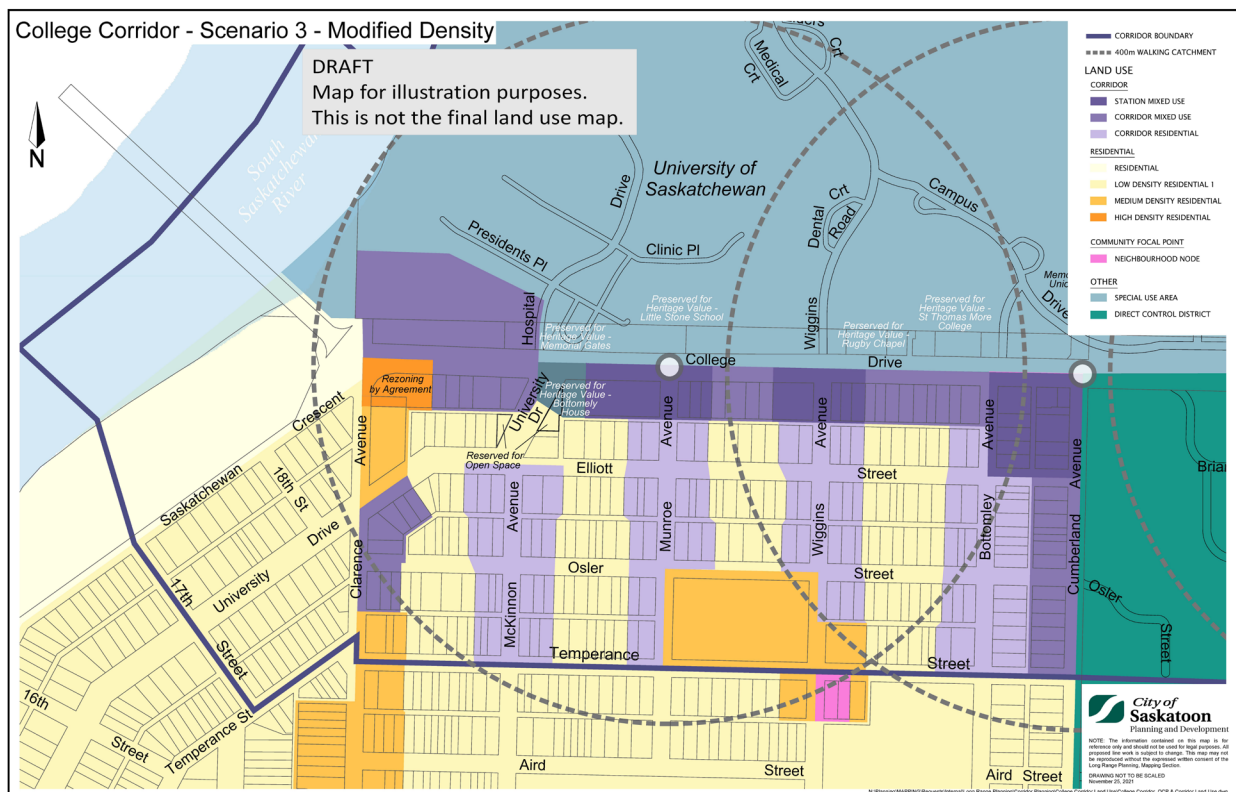


⁵ Please see this PDF for a larger College Drive Gradual Density map and 3D model images of it.

College Drive Corridor – Scenario 3: Modified Density

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

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



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

Descriptions of the Preston Avenue Scenarios

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

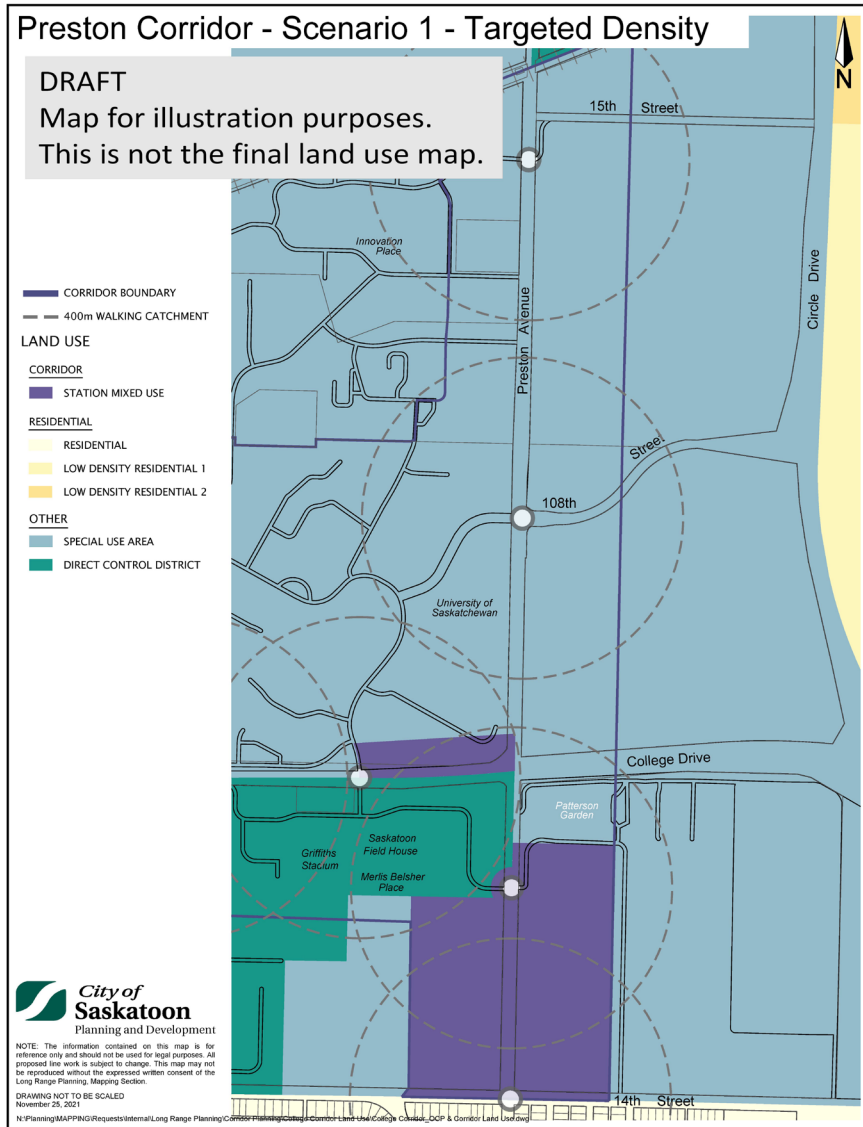
Preston Avenue Corridor – Scenario 1: Targeted Density

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

Preston Avenue Corridor – Scenario 2: Gradual Density

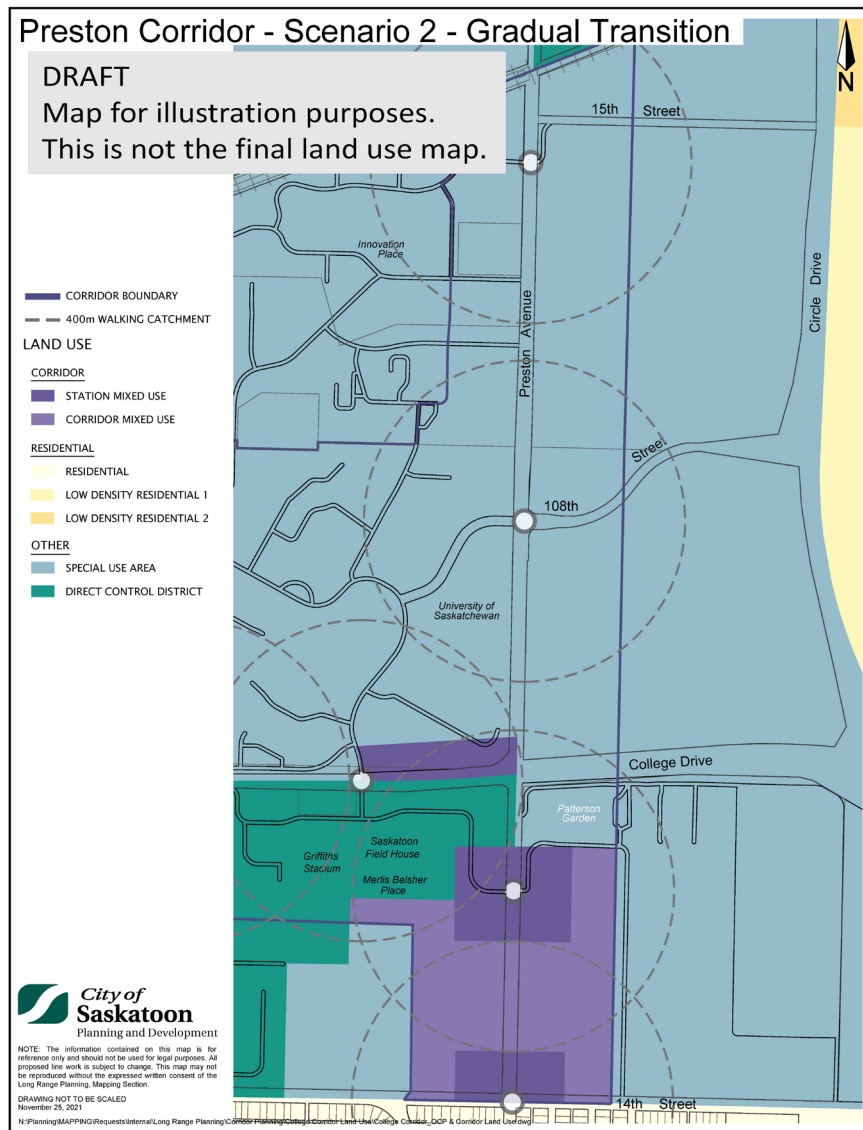
The “Gradual Density” scenario represents focusing new density along the Preston Avenue corridor near the proposed Bus Rapid Transit (BRT) stations. In this scenario, the land use designation of *Station Mixed Use* (dark purple) is strategically located around the BRT station locations of Preston Avenue/Field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

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



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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

College Drive Corridor –Scenario 1: Targeted Density

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

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

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

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

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

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

College Drive Corridor –Scenario 2: Gradual Density

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

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

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

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

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

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

College Drive Corridor – Scenario 3: Modified Density

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

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

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

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

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

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

Preston Avenue Corridor – Scenario 1: Targeted Density

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

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

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

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

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

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

Preston Avenue Corridor – Scenario 2: Gradual Density

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

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

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

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

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

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

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

Overall comparison of land use scenarios

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

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

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

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

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

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

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

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

Preliminary Land Use Map

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

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

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

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

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

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

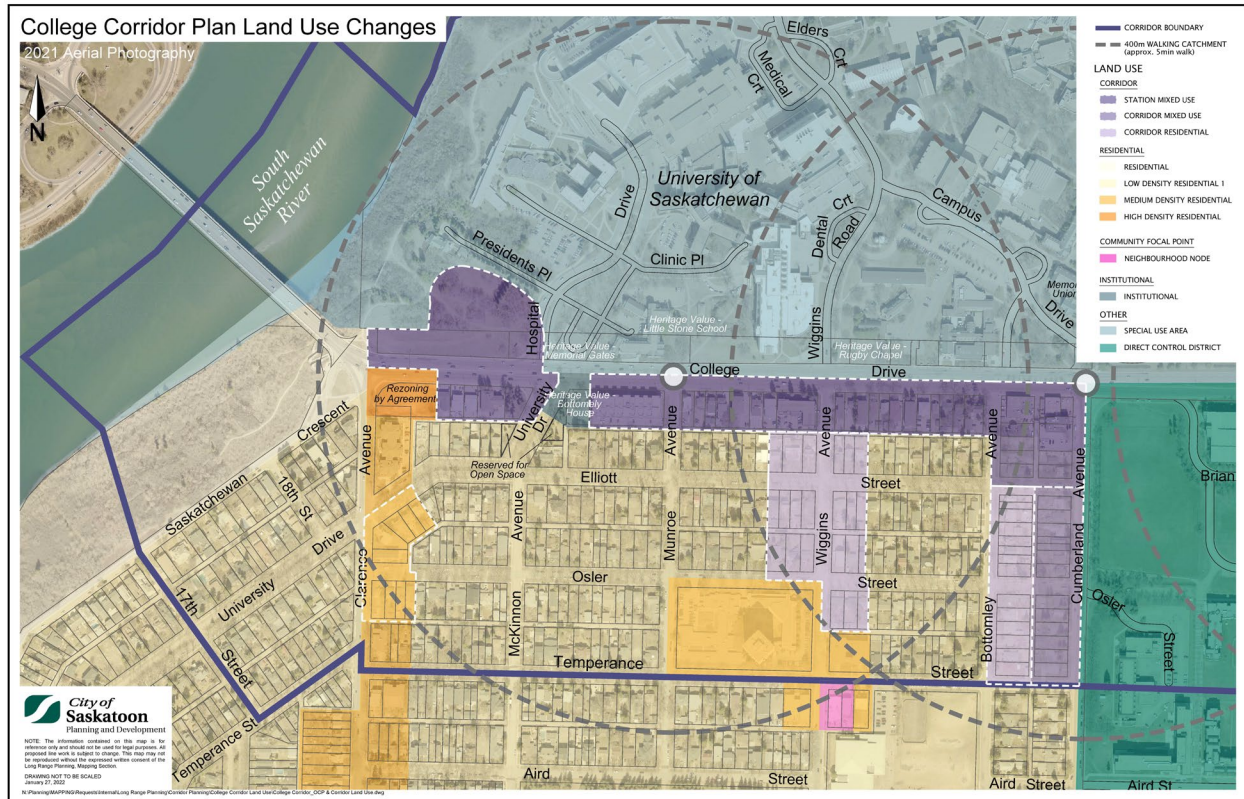
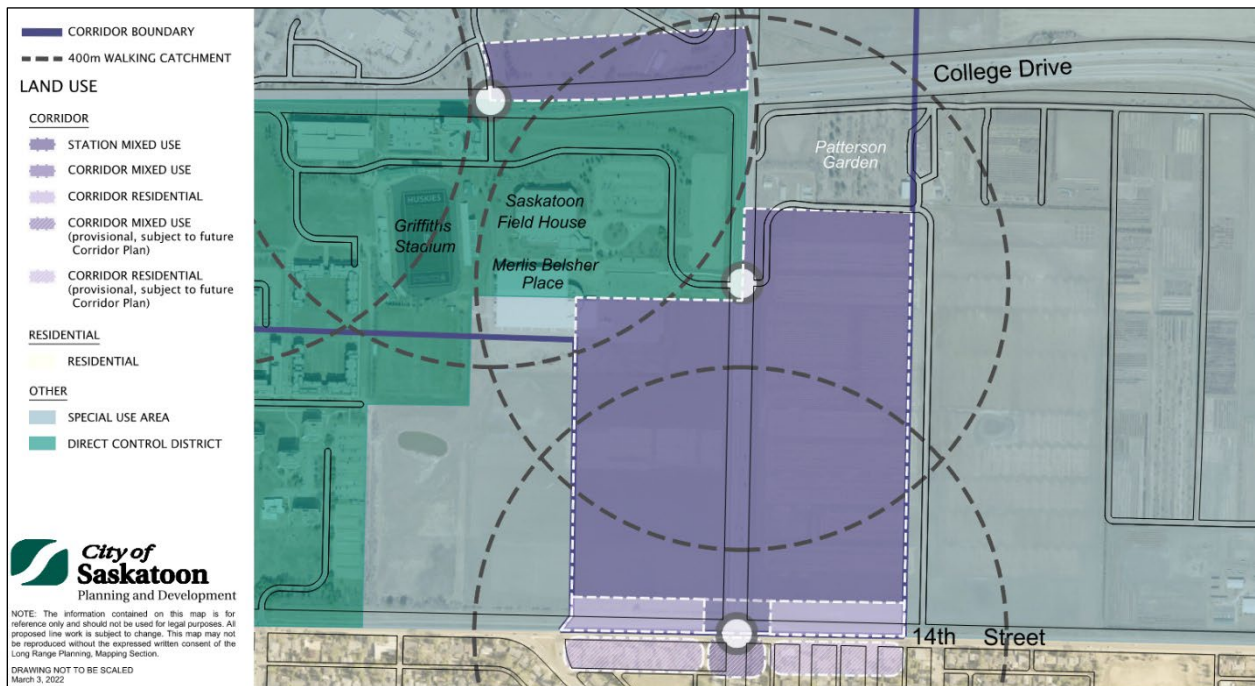


Figure 10: Preliminary land use map for the Preston Avenue portion of the study area.



Survey Respondent Demographics

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

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

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

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

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

Table 23: Age of survey respondents.

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

Table 24: Gender identity of survey respondents.

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

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

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

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

Table 26: Connections to the College Corridor.

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

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

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

Data Limitations

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

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

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

Engagement Evaluation

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

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

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

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

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

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

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

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

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

Feedback about the content of this phase:

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

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

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

Feedback on methods, materials and processes:

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

Next Steps

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

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