

BUILT FORM

BLOCK 1

Block 1 is located in the study area between 19th Street and 20th Street on the west side of Avenue A and is generally characterized as mixed-use block, with commercial and retail uses as well as residential.

Setbacks

Setbacks are pedestrian friendly at the northeast and south east corners and generally creates strong urban edges on its east and north sides.

Massing

Massing of the block is fairly consistent between 1-2 storeys. A 6 storey residential apartment building is located in the southwest corner lot.

Frontage and Access

The block has significant frontage that is attractive and lively, with good levels of pedestrian access from the street. Frontages have a multitude and variety of uses. Vehicular access to the mid-block laneway system can be found just south of Idylwyld on Avenue A, and on 20th Street (pictured). The block provides some private surface parking between The Banks and Garden Architecture & Design.

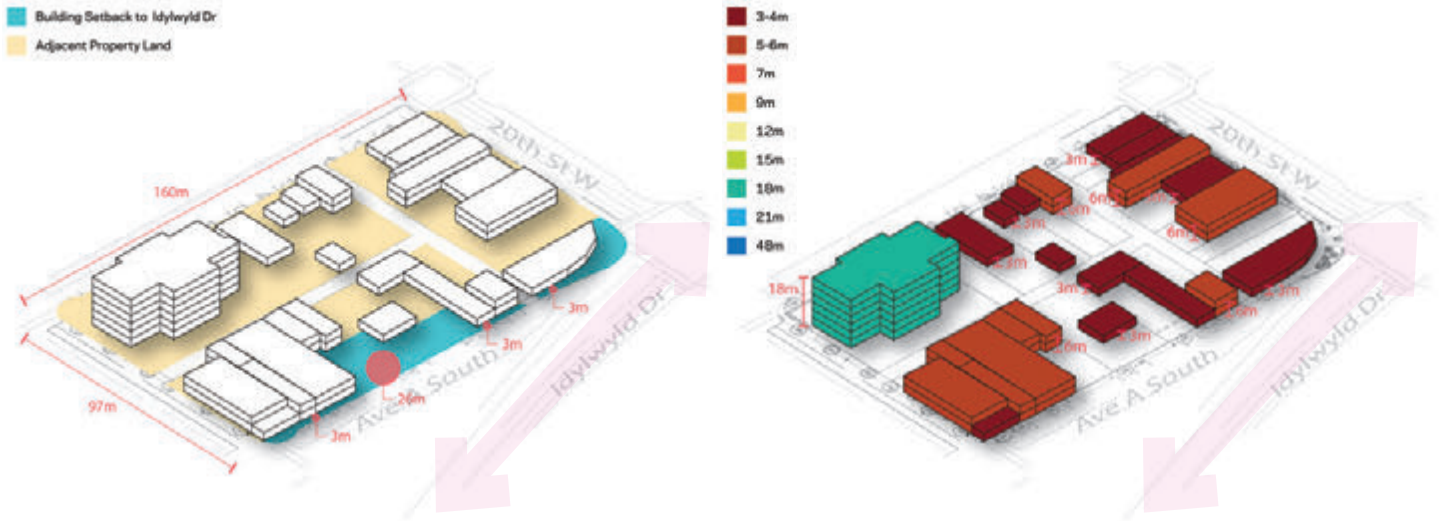


Figure 5.21: Block 1 Building Heights and Massing



Figure 5.23: Block 1 Frontage and Access Types

OPPORTUNITIES

Identify location along 20th Street for a gateway landmark with a feature installation

Establish a gateway condition at 20th Street through streetscape design or potential intensification on the north-east corner lot

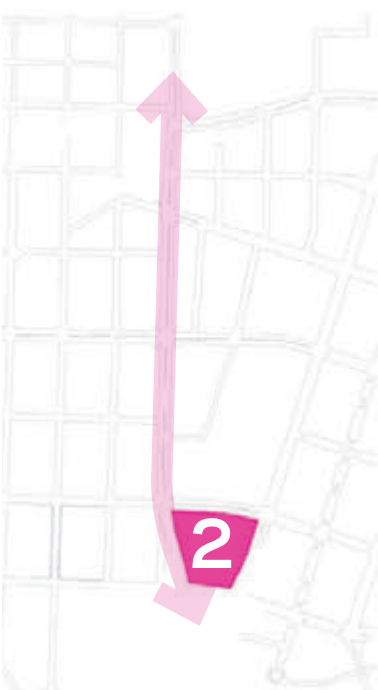
Review access to Avenue A. Explore creating a greenway condition that extends the character and connects the River and River Landing to the City Centre



Figure 5.24: Block 2 Conditions Along Idylwyld Drive



Figure 5.25: Block 2 Conditions Along 20th Street East



BUILT FORM

BLOCK 2

Block 2 is located in the study area between 19th Street East and 20th Street East on the east side of Idylwyld Drive, abutting the landing of Sid Buckwold Bridge. The block is characterized as an auto-oriented big box retail development, with a Toys "R" Us on top of an underground parking garage that is connected to Midtown Plaza.

Setbacks

The building is well setback from 20th Street, which it fronts, and is positioned to have high visibility from Idylwyld Drive.

Massing

Massing on the block is low density with a single storey big-box building on a large lot which is mostly dedicated to parking.

Frontage and Access

There is currently limited pedestrian access to the block. Vehicles access is from 20th Street and parking is available on the surface or underground. Frontage of the building is a single unattractive edge along Idylwyld Drive. With its size and location at the gateway to the study area, Downtown and Riversdale, the block is an ideal site for future redevelopment.

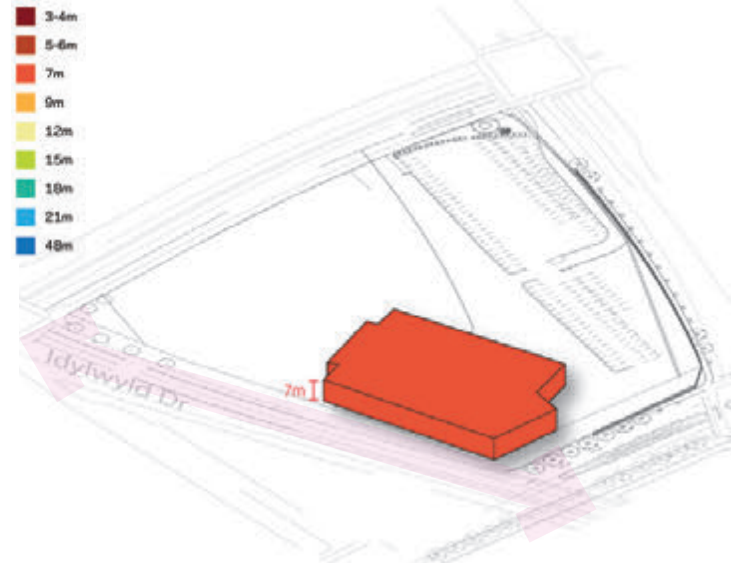
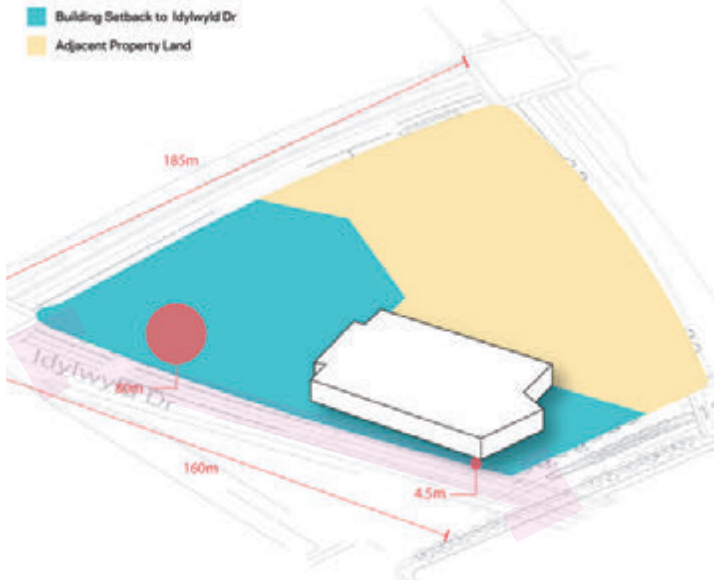


Figure 5.27: Block 2 Building Heights and Massing

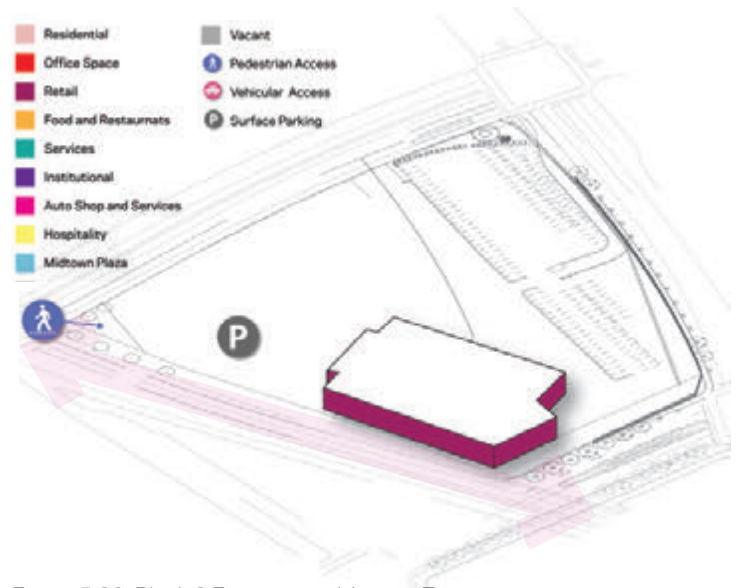
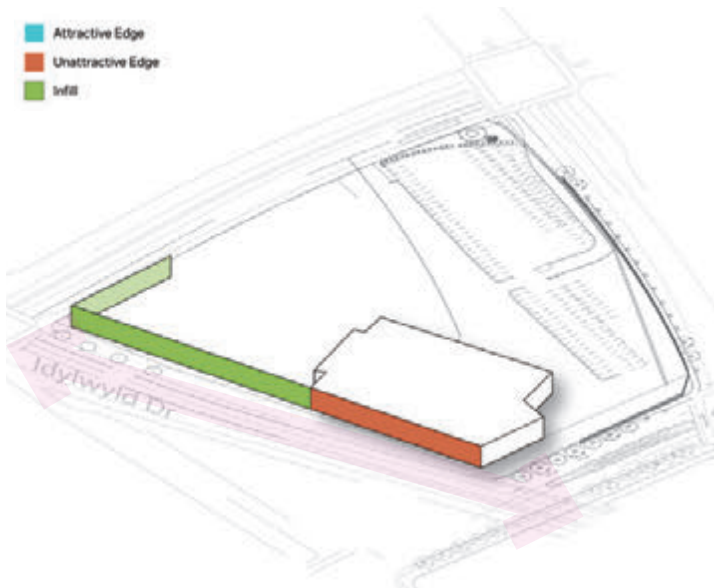


Figure 5.29: Block 2 Frontage and Access Types

OPPORTUNITIES

Establish a gateway condition into the study area at 20th Street which facilitates connection between Downtown and Riversdale

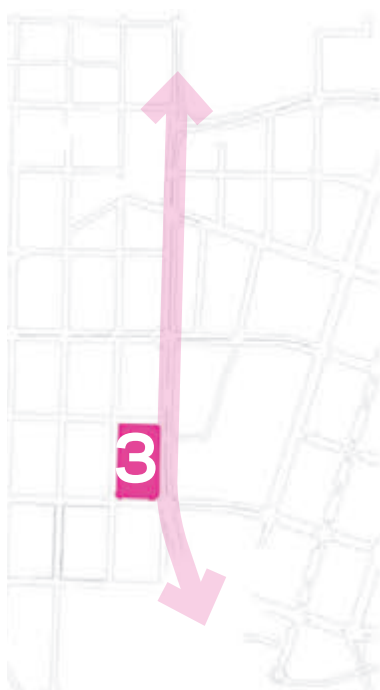
Create a landmark development on this block that creates frontage at the intersection of Idylwyld Drive and 20th Street



Figure 5.30: Block 3 Conditions Along Idylwyld Drive



Figure 5.31: Block 3 Conditions Along Idylwyld Drive



BUILT FORM

BLOCK 3

Block 3 is characterized as a commercial block with a large centrally located surface parking lot. Retail uses front 20th Street, and buildings addressed to Avenue B have oriented their main access to 'front' the rear lane.

Setbacks

Setbacks change drastically along Idylwyld Drive. A 0m setback at the corner of Idylwyld Drive and 20th Street creates confined walkway conditions which then suddenly open to the large setback condition of the parking lot.

Massing

Massing on the block is generally low-scale, between 1-3 storeys.

Frontage and Access

Frontage along Idylwyld Drive is mostly unattractive with blank walls and some infill opportunity at the parking lot. Buildings on the southeast and northeast corners provide some pedestrian street access but have limited windows and openings.

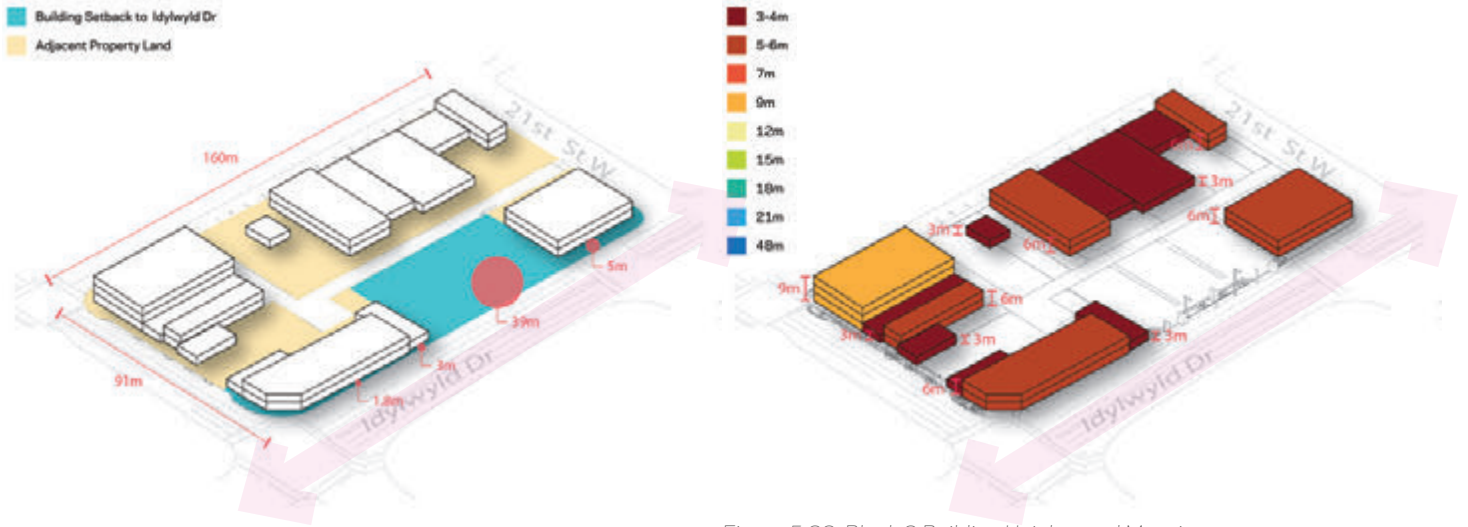


Figure 5.33: Block 3 Building Heights and Massing

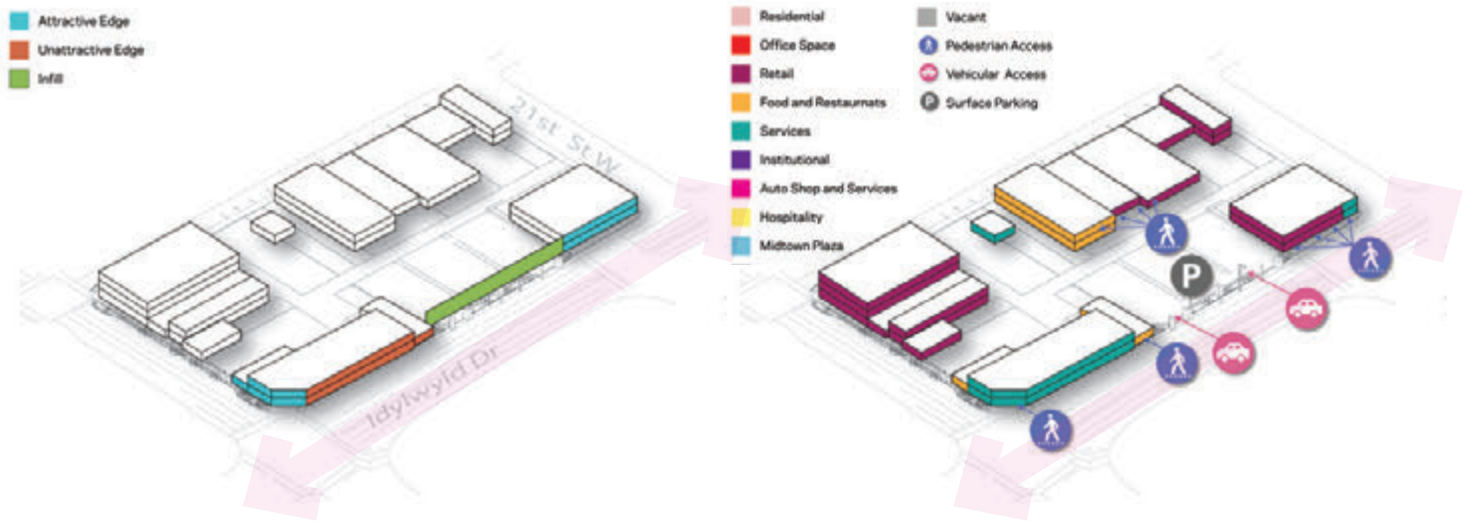


Figure 5.35: Block 3 Frontage and Access Types

OPPORTUNITIES

Improve intersection frontages and conditions

Replace the parking with a pocket park or square fronted by retail, or new infill development

Create consistent setback conditions along Idylwyld Drive



Figure 5.36: Block 4 Conditions Along Idylwyld Drive



Figure 5.37: Block 3 Conditions Along Idylwyld Drive



BUILT FORM

Block 4

Block 4 is characterized by Midtown Plaza. This block is home to a range of uses and services including Midtown Plaza shopping and offices, TCU Place, a municipal parking lot, and the YMCA. Larger big box stores and restaurants are beginning to front directly on to Idylwyld Drive, such as the Cactus Club Cafe.

Setbacks

Midtown Plaza's back of house and surface parking lot front on to Idylwyld Drive. The Cactus Club Cafe creates a comfortable and well landscaped setback condition that could set precedent for the remainder of the block.

Massing

Massing on the block is built on top of an underground parking garage. Building heights vary considerably from the Tower at Midtown, to single storey retail buildings along Idylwyld Drive and Auditorium Avenue.

Frontage and Access

Limited pedestrian access from Idylwyld Drive exists as Auditorium Avenue is primarily oriented towards automobiles. Service vehicles and loading for Midtown Plaza are located off of Auditorium Avenue. Except Cactus, existing frontage is unattractive or infill opportunity.

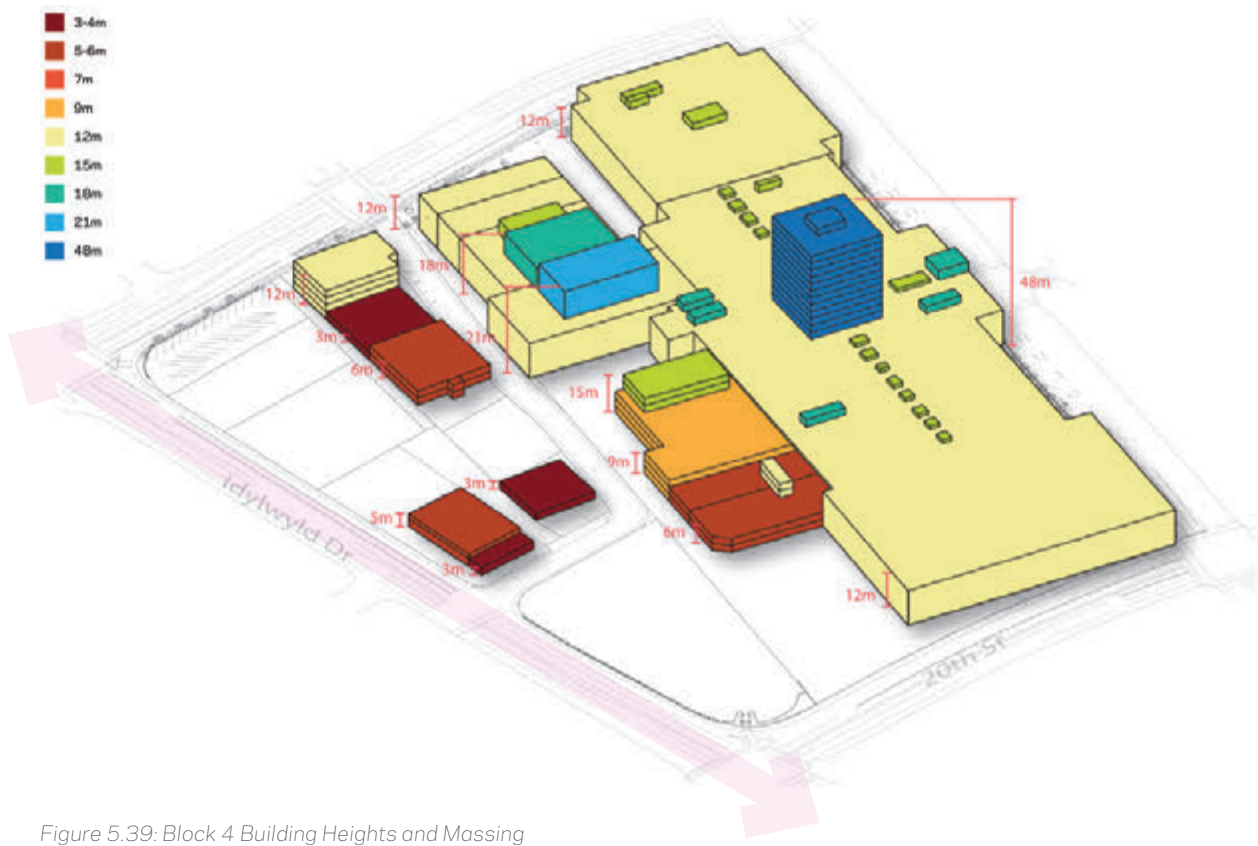
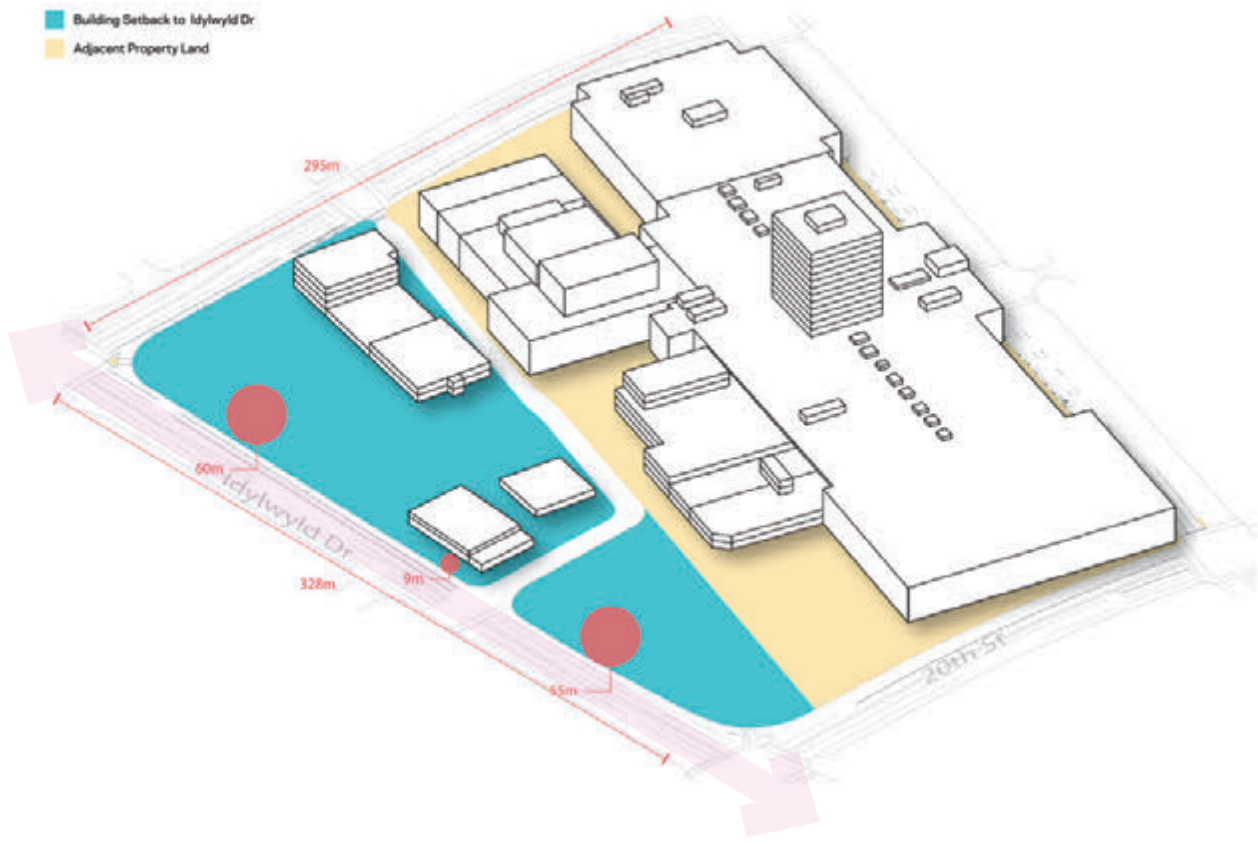


Figure 5.39: Block 4 Building Heights and Massing
 Imagine Idylwyld: Issues and Opportunities Report

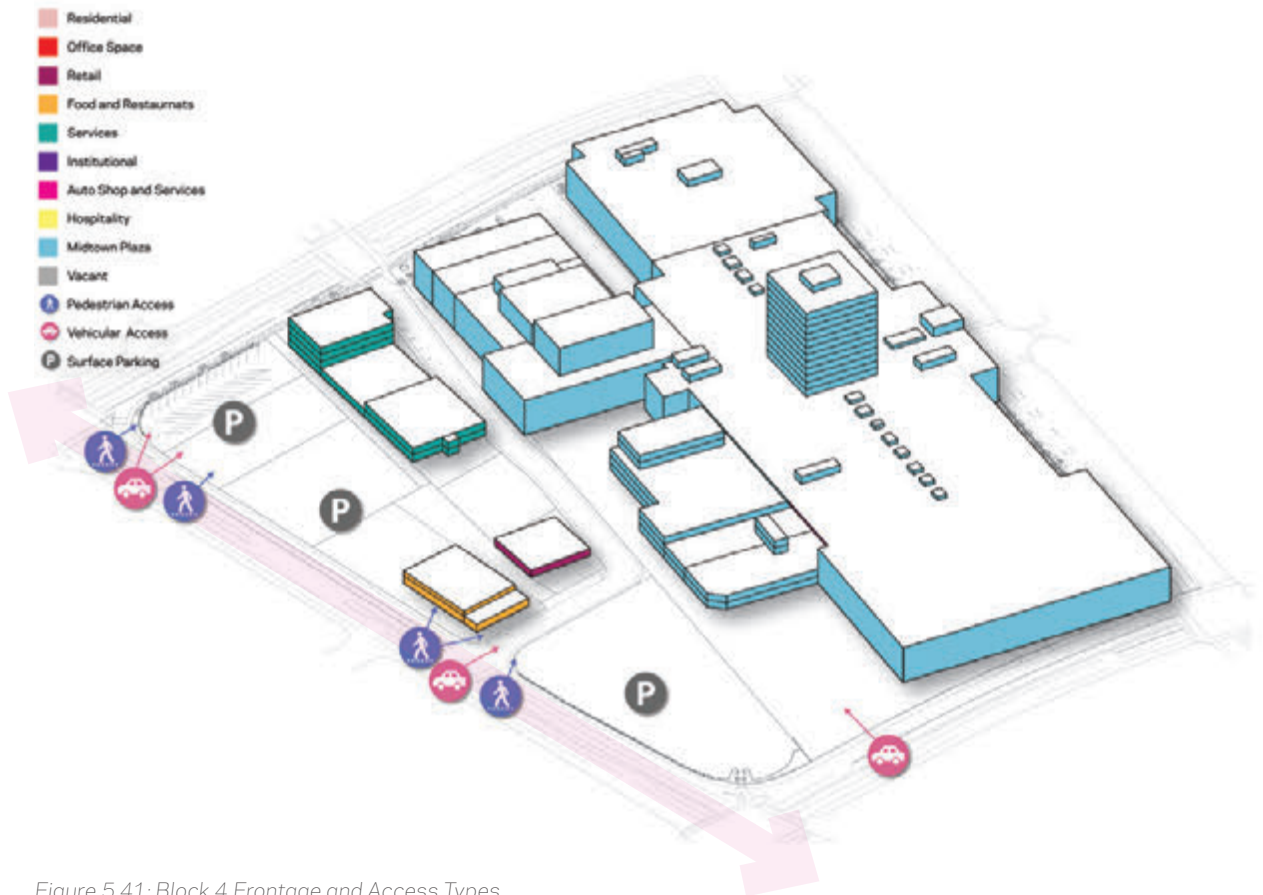
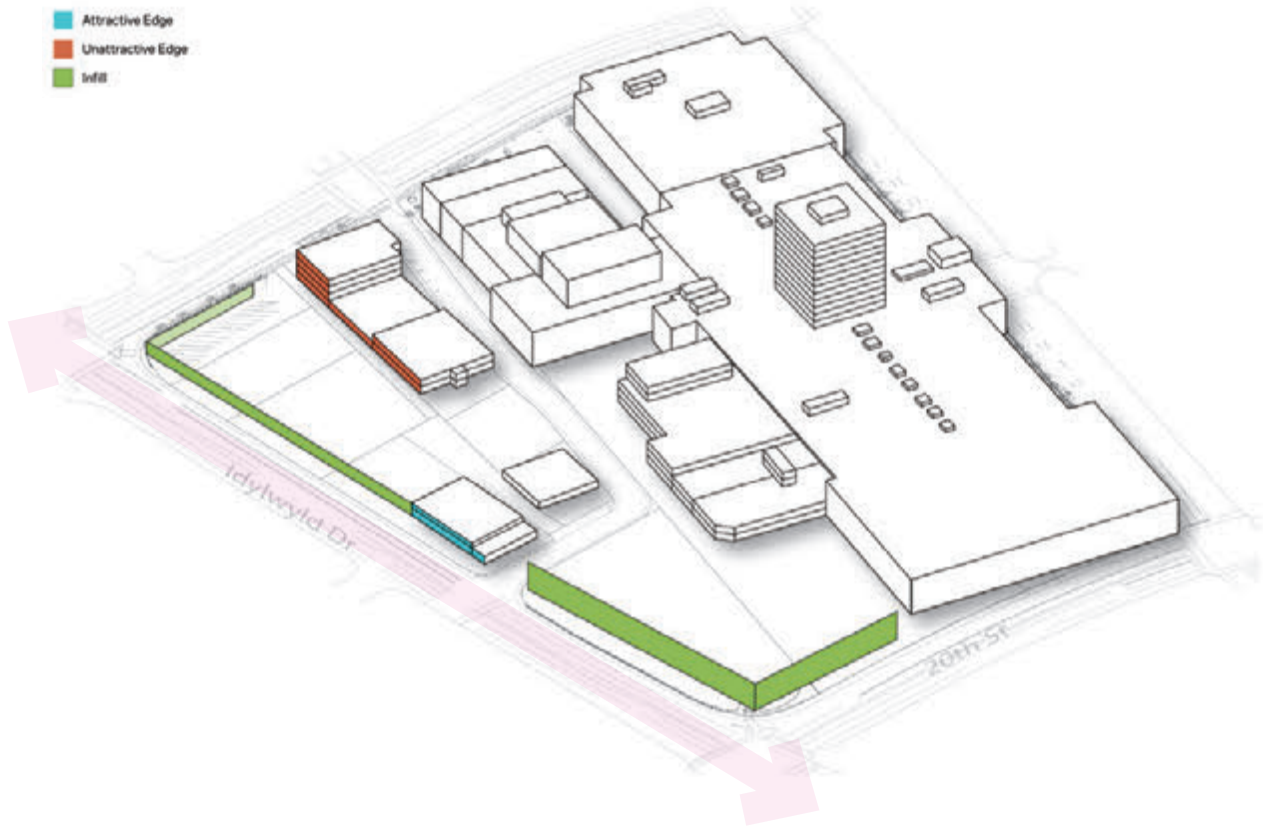


Figure 5.41: Block 4 Frontage and Access Types
 Imagine Idylwyld: Issues and Opportunities Report

OPPORTUNITIES

Create a significant mixed use infill development with structured parking on existing surface parking lots to create and frame a strong gateway condition at Idylwyld Drive and 20th Street

Create consistent and pedestrian oriented street wall and frontage along Idylwyld Drive and 20th Street East

Improve pedestrian facilities and infrastructure along Auditorium Avenue to create a stronger connection between Midtown Plaza and Idylwyld Drive

Integrate transit access/amenities on the Northwest corner of Block 4





Figure 5.42: Block 5 Conditions Along Idylwyld Drive



Figure 5.43: Block 5 Conditions Along Idylwyld Drive



BUILT FORM

BLOCK 5

Block 5 is characterized as a commercial block mostly made up of auto body, leisure shops and Fire Station No. 1. The Fire Station creates many conflicts with pedestrians and vehicles on Idylwyld Drive as fire vehicles respond to emergencies or carry out training exercises.

Setbacks

Setback conditions are inconsistent, though do not create any pinch points along the walkway.

Massing

Massing on the block is made up of 1-2 storey buildings with varying footprint sizes.

Frontage and Access

Frontage is considered unattractive from a pedestrian perspective, with Fire access, a number of vehicle access points and access to parking along the block.

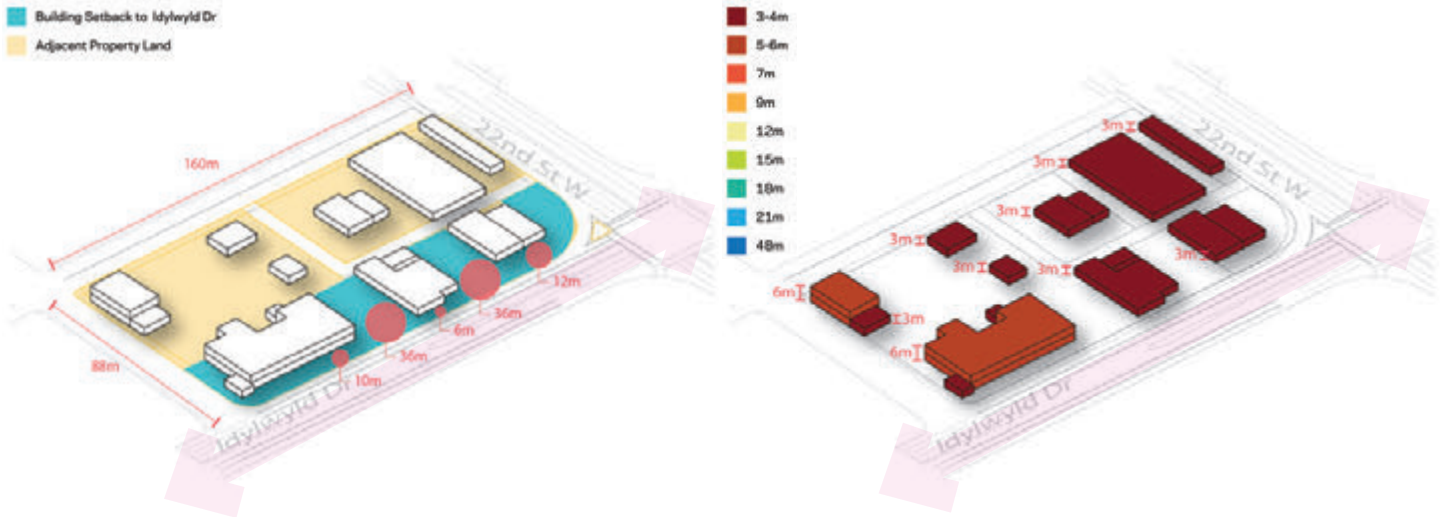


Figure 5.45: Block 5 Building Heights and Massing

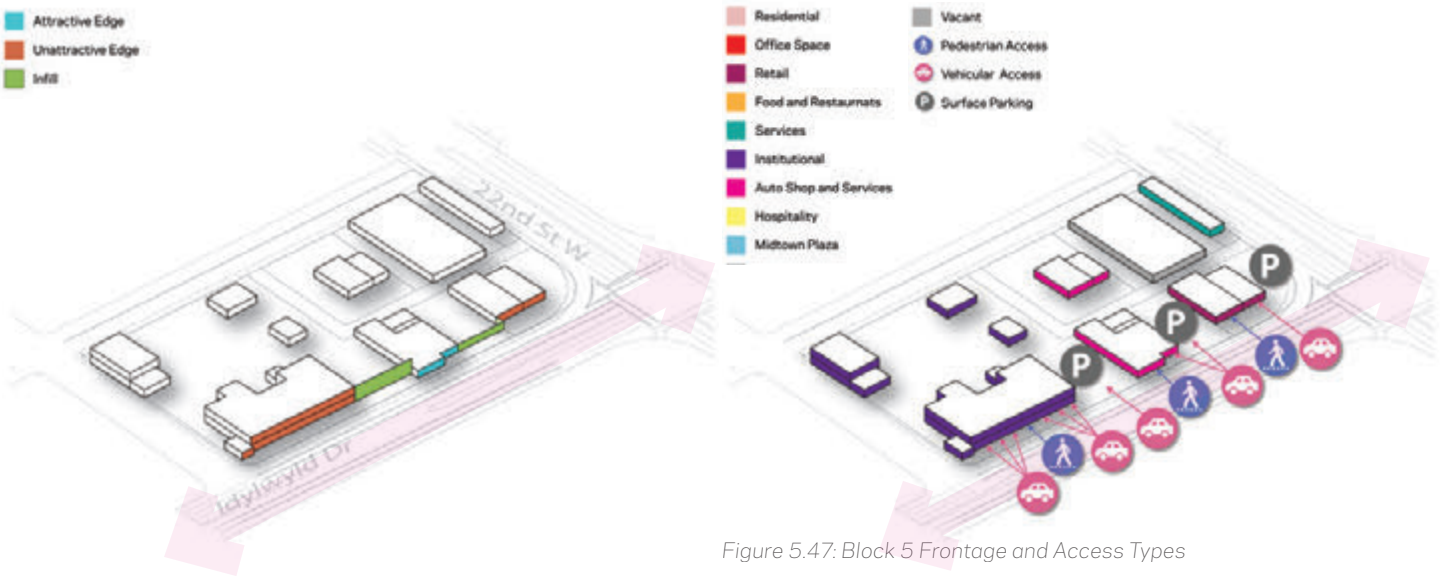


Figure 5.47: Block 5 Frontage and Access Types

OPPORTUNITIES

Improve, redevelop, or relocate Fire Station No. 1

Create a consistent and pedestrian-oriented street wall with an active urban edge at grade

Reduce number of vehicular access points from Idylwyld Drive

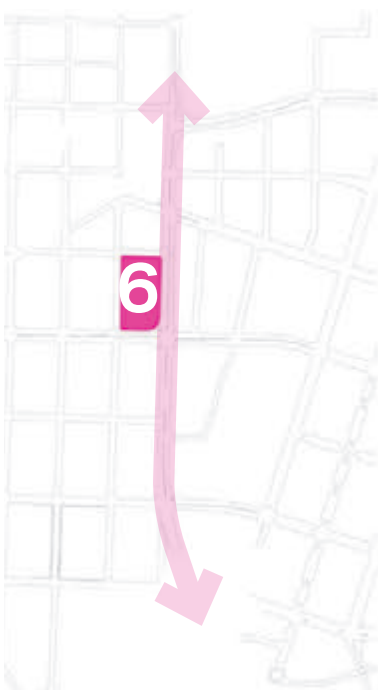
Create a pedestrian-oriented, mixed-use and transit-supportive gateway condition at the intersection of Idylwyld Drive and 22nd Street



Figure 5.48: Block 6 Conditions Along Idylwyld Drive



Figure 5.49: Block 6 Conditions Along Idylwyld Drive



BUILT FORM

BLOCK 6

Block 6 is characterized as a commercial block comprised of auto body and tire shops, and some retail uses.

Setbacks

Setbacks again vary widely along the block creating a more pinched walkway towards the north of the block.

Massing

Massing on the block is made up of 1-2 storey buildings of various orientations and footprint sizes.

Frontage and Access

Frontage is considered unattractive from a pedestrian perspective, with fairly significant opportunities for infill or redevelopment along the block.

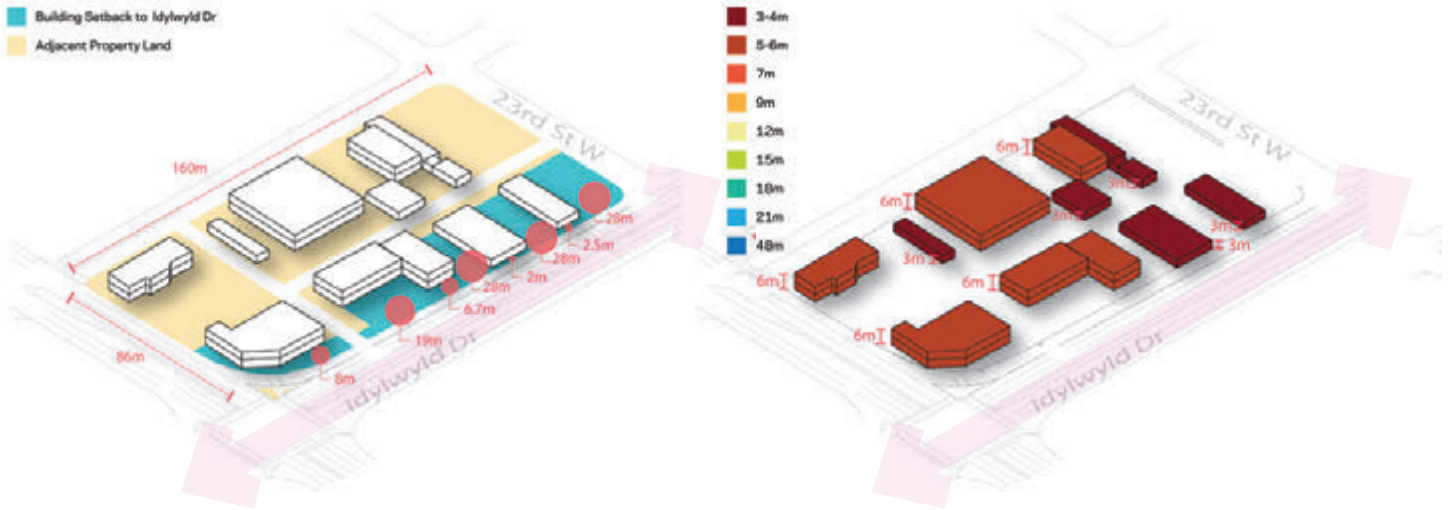


Figure 5.50: Block 6 Building Heights and Massing

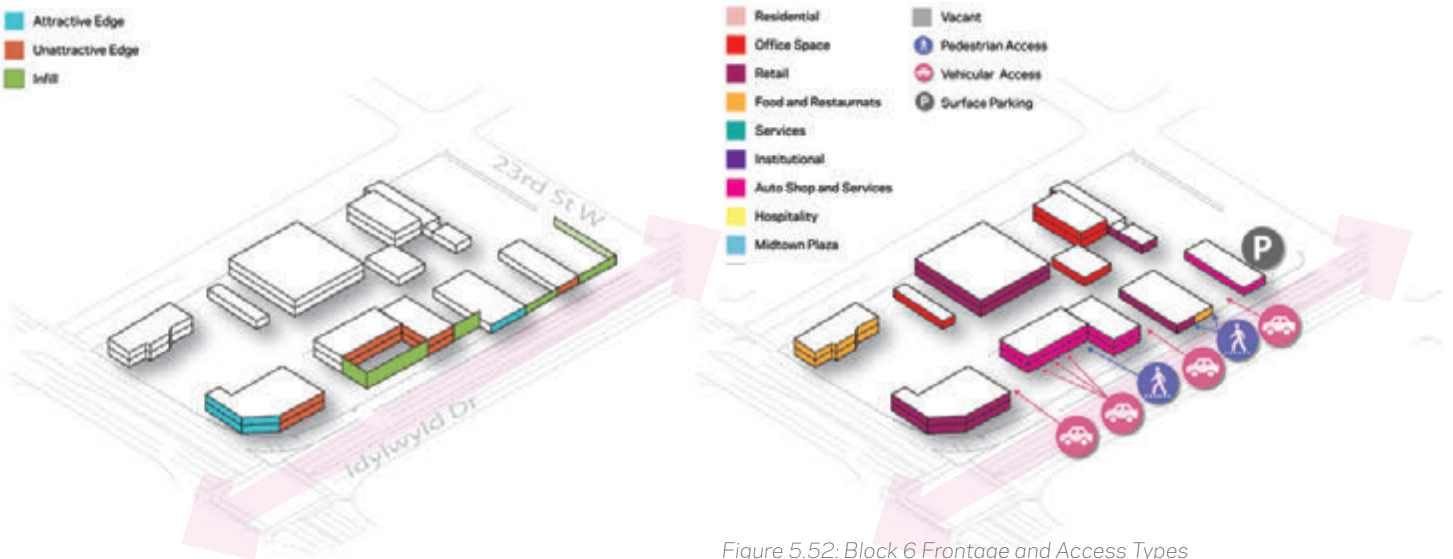


Figure 5.52: Block 6 Frontage and Access Types

OPPORTUNITIES

Create a pedestrian-oriented, mixed-use and transit-supportive gateway condition at the intersection of Idylwyld Drive and 22nd Street

Create a consistent and pedestrian-oriented street wall with an active urban edge at grade

Over time with redevelopment reduce number of vehicular access points from Idylwyld Drive

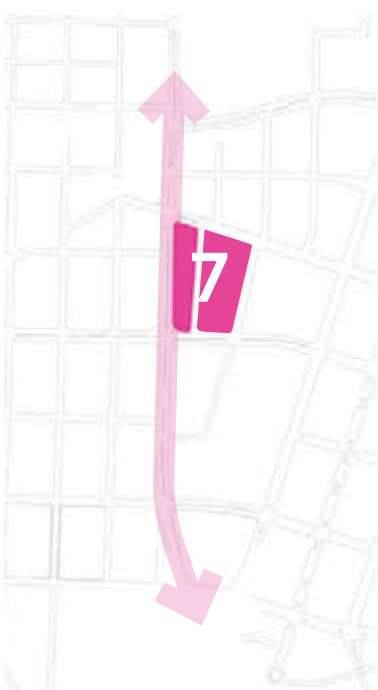
Create an open space in close proximity to planned transit facilities



Figure 5.53: Block 7 Conditions Along Idylwyld Drive



Figure 5.54: Block 7 Conditions Along Idylwyld Drive



BUILT FORM

BLOCK 7

Block 7 is characterized by two blocks; a single-loaded block fronting Idylwyld Drive, and double-loaded block to the east with frontage on Wall Street. The block is commercial in nature and mostly made up of commercial medical services and offices.

Setbacks

Buildings are generally set well back from Idylwyld Drive and Wall Street on the eastern block.

Massing

Massing on the single-loaded block is made up of 1-2 storey buildings, with the double-loaded block hosting buildings up to 4 storeys. The 10 storey Holiday Inn is also located on this block outside of the study area.

Frontage and Access

Access is provided on both Idylwyld Drive and Wall Street.

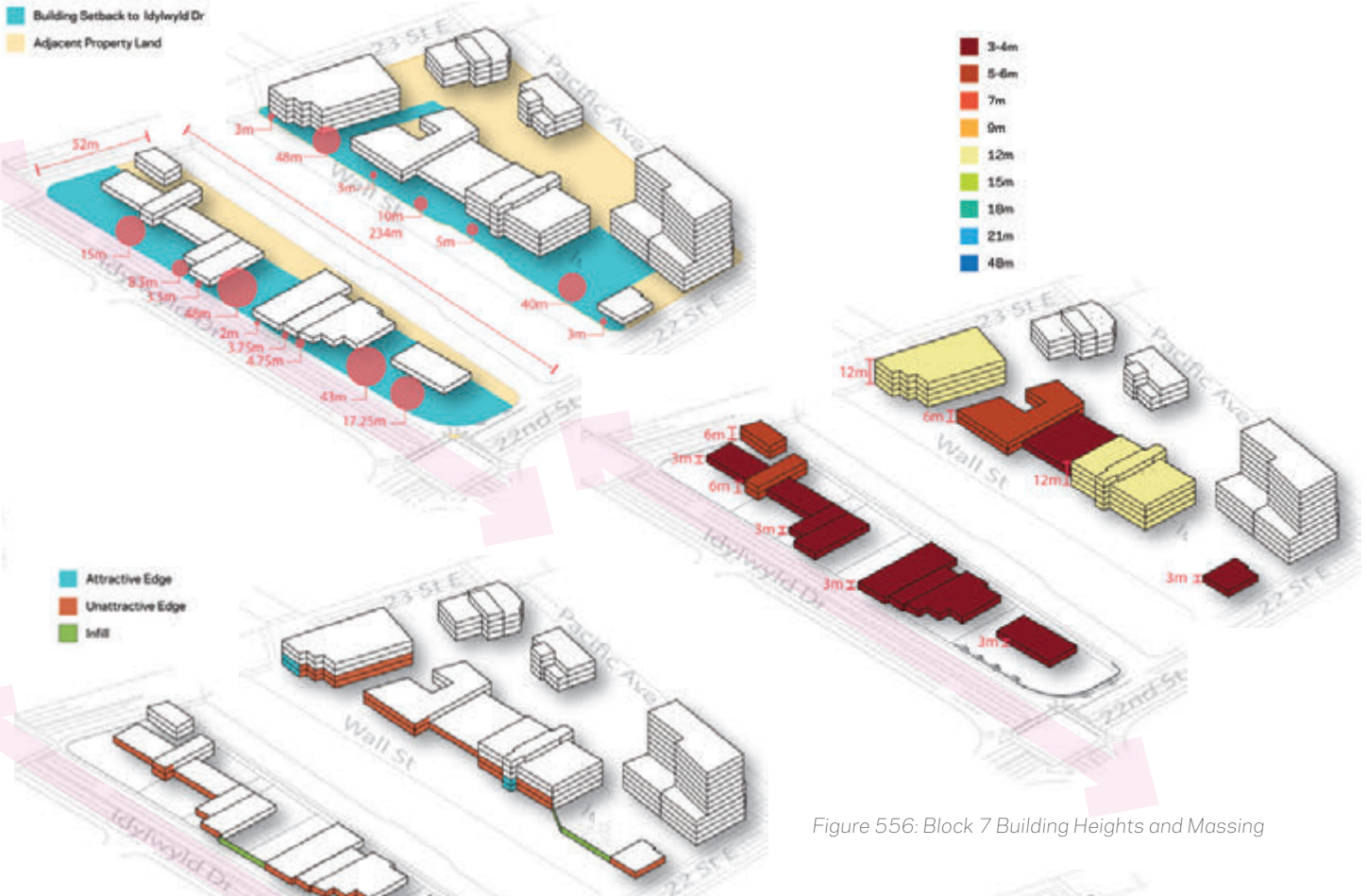


Figure 556: Block 7 Building Heights and Massing

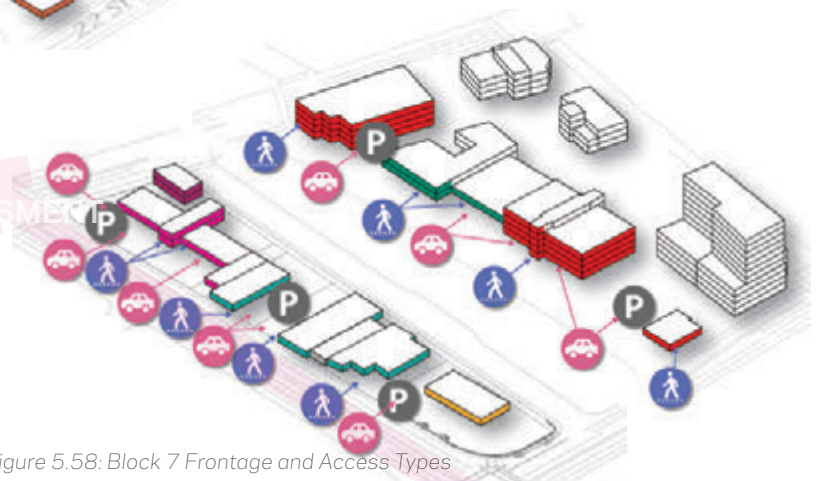


Figure 5.58: Block 7 Frontage and Access Types

OPPORTUNITIES

Create a pedestrian-oriented, mixed-use and transit-supportive gateway condition at the intersection of Idylwyld Drive and 22nd Street

Create a consistent and pedestrian-oriented street wall with an active urban edge at grade

Create an open space in close proximity to planned transit facilities



Figure 5.59: Block 8 Conditions Along Idylwyld Drive



BUILT FORM

BLOCK 8

Block 8 is characterized as a small commercial block with a themed restaurant and auto body shop. The block is truncated by Jamieson Street and has a large vacant lot behind the restaurant.

Setbacks

Buildings on the block create inconsistent setbacks.

Massing

Massing on the block includes 1 and 2 storey buildings.

Frontage and Access

Access is provided on both Idylwyld Drive, Jamieson and Avenue B.

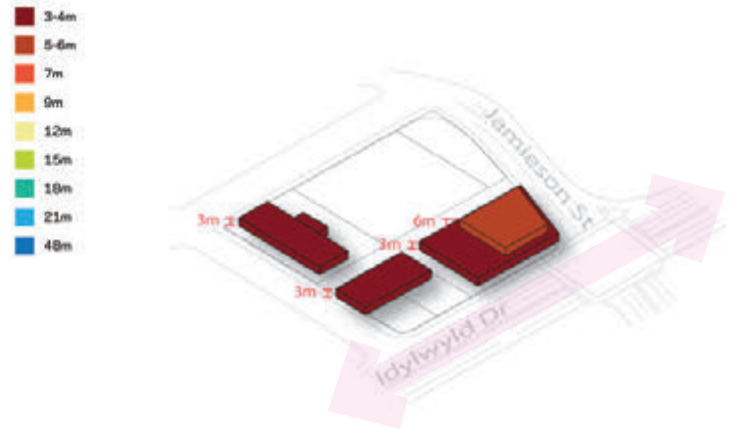
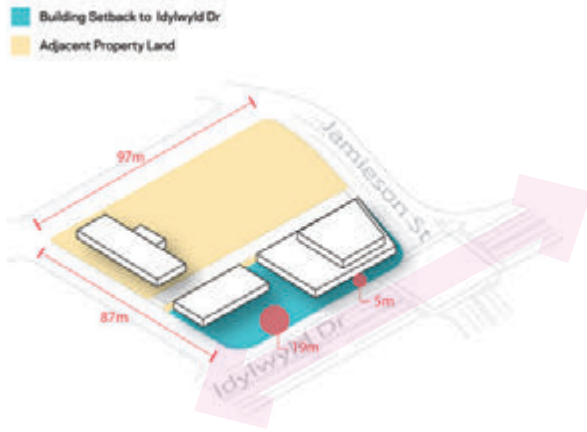


Figure 5.61: Block 8 Building Heights and Massing

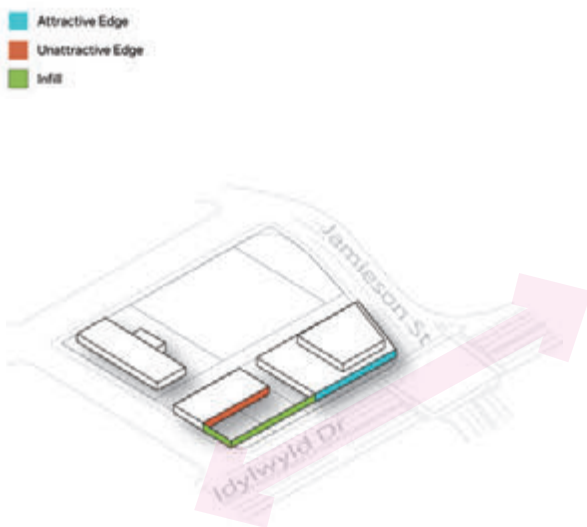


Figure 5.63: Block 8 Frontage and Access Types

OPPORTUNITIES

Explore unifying blocks 8 and 9 for more regular development parcels

Create a consistent and pedestrian-oriented street wall with an active urban edge at grade

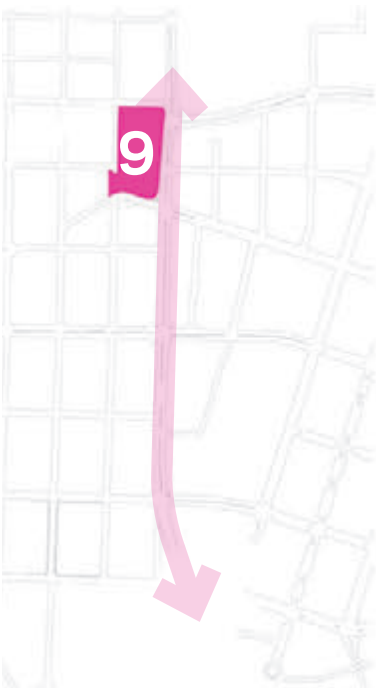
Create an open space in close proximity to planned transit facilities



Figure 5.64: Block 9 Conditions Along Idylwyld Drive



Figure 5.65: Block 9 Conditions Along Idylwyld Drive



BUILT FORM

BLOCK 9

Block 9 is characterized by two blocks bisected by the CP rail corridor. The block is characterized by the CPR Station and Holiday Inn Express Hotel.

Setbacks

Buildings are generally set well back from Idylwyld Drive.

Massing

The building masses are 2-4 storeys and oriented to align with the rail corridor.

Frontage and Access

Building orientation creates setback access conditions from Idylwyld Drive to the CPR Station. Holiday Inn is accessed from Avenue B and 25th Street West.

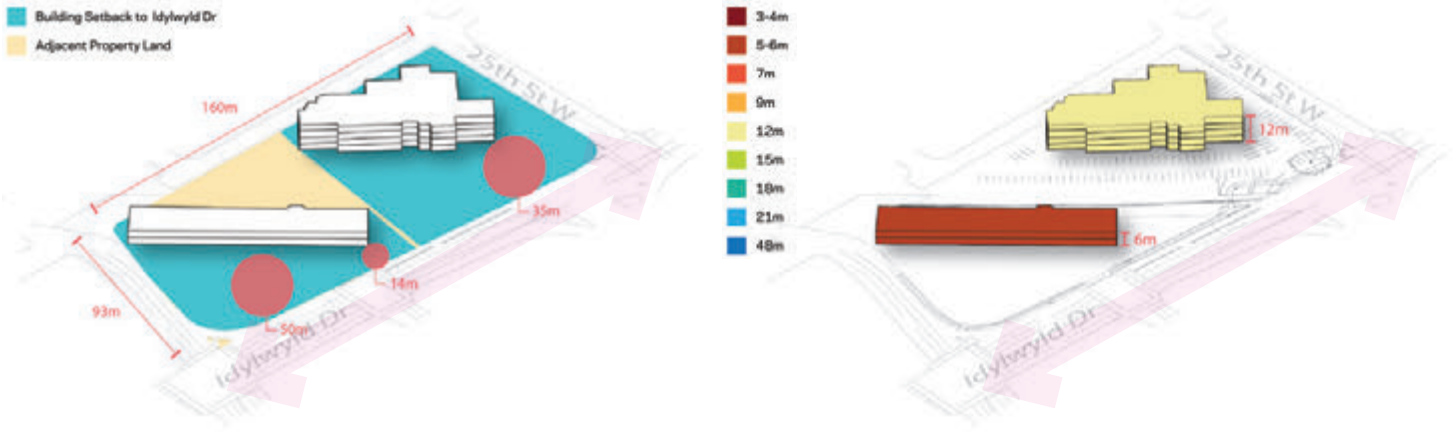


Figure 5.67: Block 9 Building Heights and Massing



Figure 5.69: Block 9 Frontage and Access Types

OPPORTUNITIES

Create a pedestrian-oriented, mixed-use and transit-supportive gateway condition at the intersection of Idylwyld Drive and 25th Street

Explore unifying blocks 8 and 9 for more regular development parcels

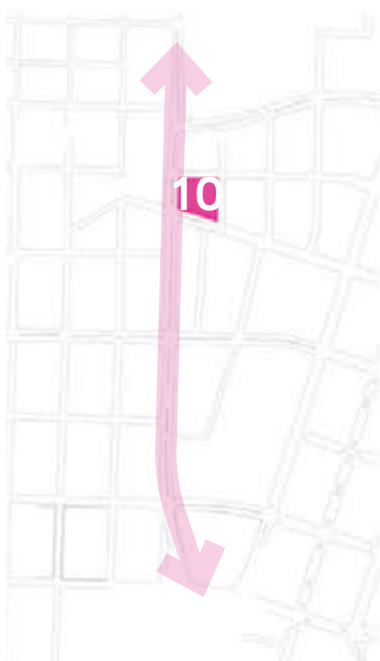
Create a consistent and pedestrian-oriented street wall with an active urban edge at grade

Create an open space in close proximity to planned transit facilities

Frame views of heritage buildings and elements



Figure 5.70: Block 10 Conditions Along 23rd Street East



BUILT FORM

BLOCK 10

Block 10 is characterized by the Fairbanks-Morse Warehouse and Warehouse District. Buildings along Idylwyld Drive include a tattoo shop and auto body shop.

Setbacks

Buildings are generally set well back from Idylwyld Drive.

Massing

Massing on the block is defined by single storey buildings along Idylwyld Drive and 3-4 storey buildings behind in the Warehouse District.

Frontage and Access

Access is provided on both Idylwyld Drive, 23rd Street East and 24th Street East. Pedestrian access from Idylwyld Drive is poor. Frontages are generally unattractive with significant infill and redevelopment opportunity.

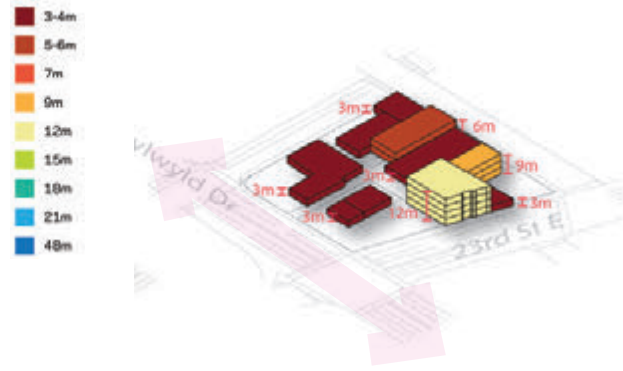
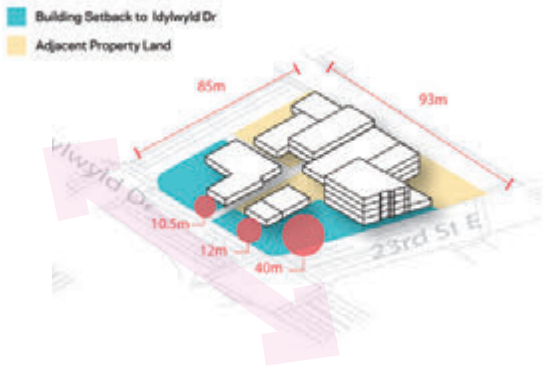


Figure 5.72: Block 10 Building Heights and Massing

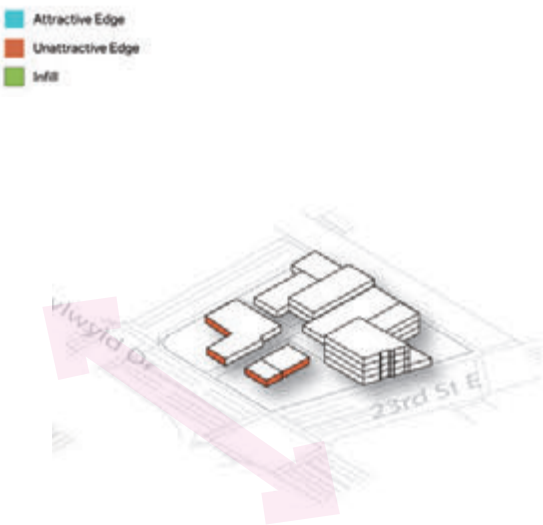


Figure 5.74: Block 10 Frontage and Access Types

OPPORTUNITIES

Improve access for pedestrians and cyclists

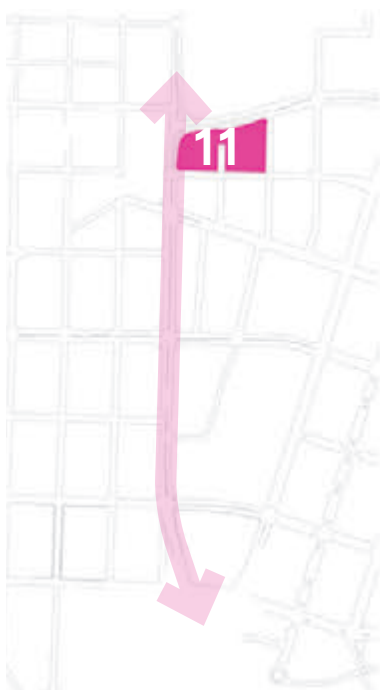
Create a consistent and pedestrian-oriented street wall with an active urban edge at grade

Create an open space in close proximity to planned transit facilities

Frame views of heritage buildings and elements



Figure 5.75: Block 11 Conditions Along Idylwyld Drive



BUILT FORM

BLOCK 11

Block 11 is a U shaped block. Idylwyld Drive is fronted by a large commercial office block and parking lot, while the rear of the block is part of the Warehouse District building stock.

Setbacks

Buildings are generally set well back from Idylwyld Drive with closer setbacks to the street within the Warehouse District on Wall Street.

Massing

The building masses are 2-4 storeys and with the exception of the commercial office block, oriented towards Wall Street.

Frontage and Access

Pedestrian access from Idylwyld Drive is largely non-existent, with vehicular access and a parking lot defining the frontage along Idylwyld Drive.

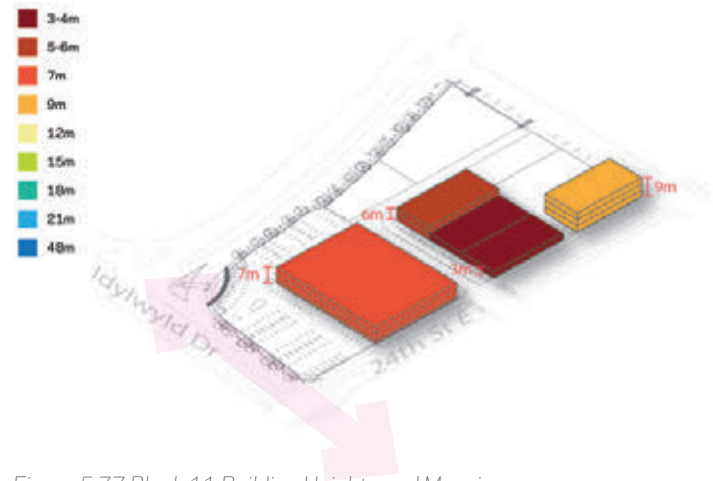
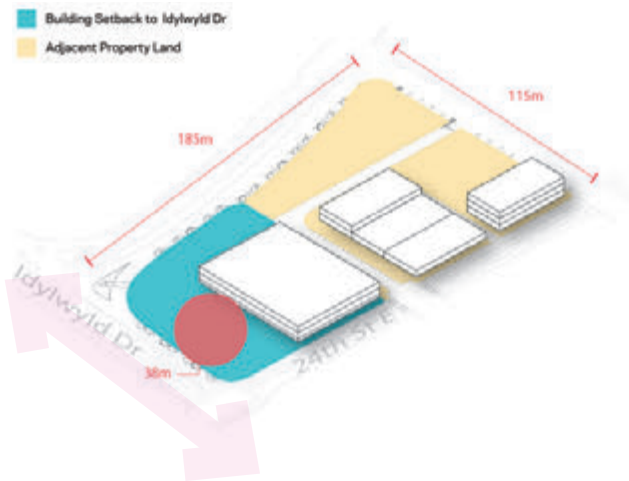


Figure 5.77 Block 11 Building Heights and Massing



Figure 5.79 Block 11 Frontage and Access Types

OPPORTUNITIES

Create a pedestrian-oriented, mixed-use and transit-supportive gateway condition at the intersection of Idylwyld Drive and 25th Street

Improve access to the Warehouse District for pedestrians, cyclists and transit users

Create a consistent and pedestrian-oriented street wall with an active urban edge at grade

Create an open space in close proximity to planned transit facilities

Frame views of heritage buildings and elements



Figure 5.80: Block 12 Conditions Along Idylwyld Drive



BUILT FORM

BLOCK 12

Block 12 is characterized a residential and community block made up of single family detached dwellings, a church and 3 storey apartment building.

Setbacks

Buildings generally have a consistent setback along Idylwyld Drive and 25th Street West.

Massing

Building masses are between 2-3 storeys.

Frontage and Access

The church currently fronts on to Idylwyld Drive.

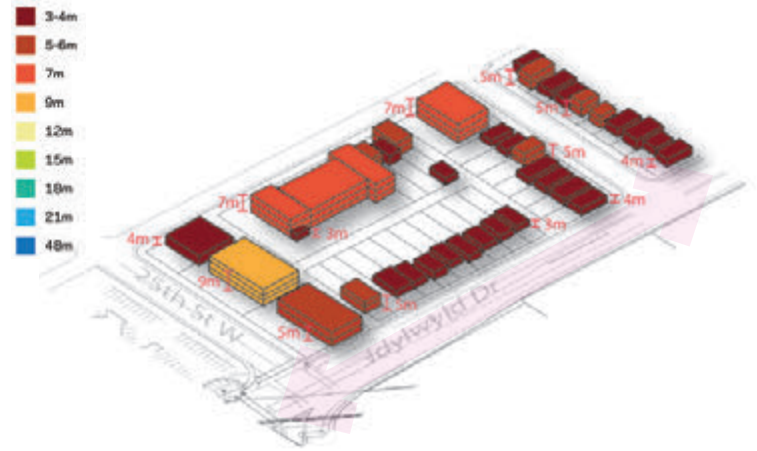
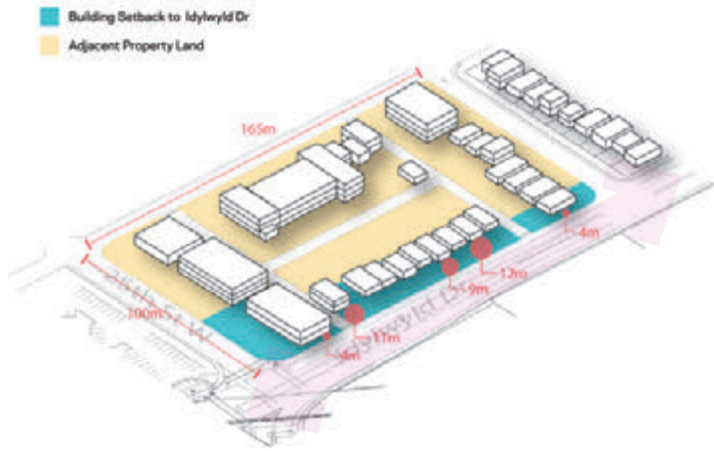


Figure 5.82: Block 12 Building Heights and Massing

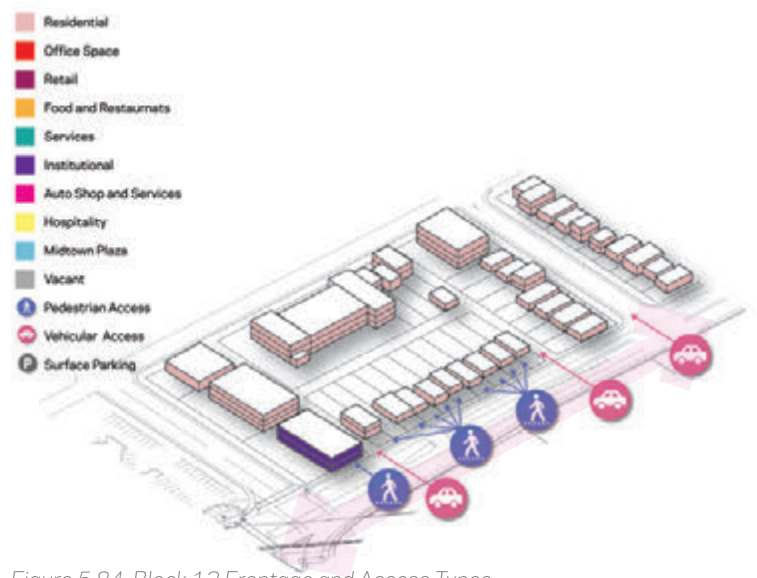
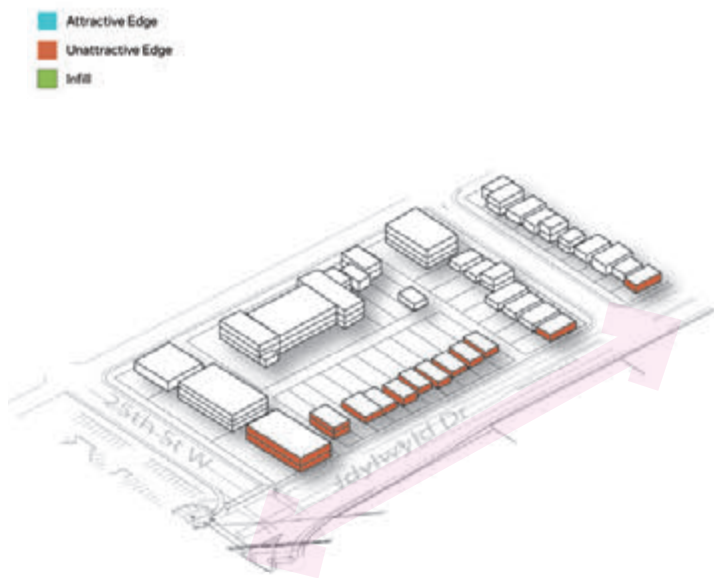


Figure 5.84: Block 12 Frontage and Access Types

OPPORTUNITIES

Create a pedestrian-oriented, mixed-use and transit-supportive gateway condition at the intersection of Idylwyld Drive and 25th Street

Create a consistent and pedestrian-oriented street wall with an active urban edge at grade

Frame views of heritage buildings and elements



Figure 5.85: Block 13 Conditions Along Idylwyld Drive



BUILT FORM

BLOCK 13

Block 13 is characterized by vacant lot and a go kart racing track bisected diagonally by a rail corridor.

Setbacks

Buildings are generally set well back from Idylwyld Drive with closer setbacks to the street within the Warehouse District on Wall Street.

Massing

The building masses are 2-4 storeys and with the exception of the commercial office block, oriented towards Wall Street.

Frontage and Access

Pedestrian access from Idylwyld is largely non-existent, with vehicular access and parking lot defining the frontage along Idylwyld Drive.

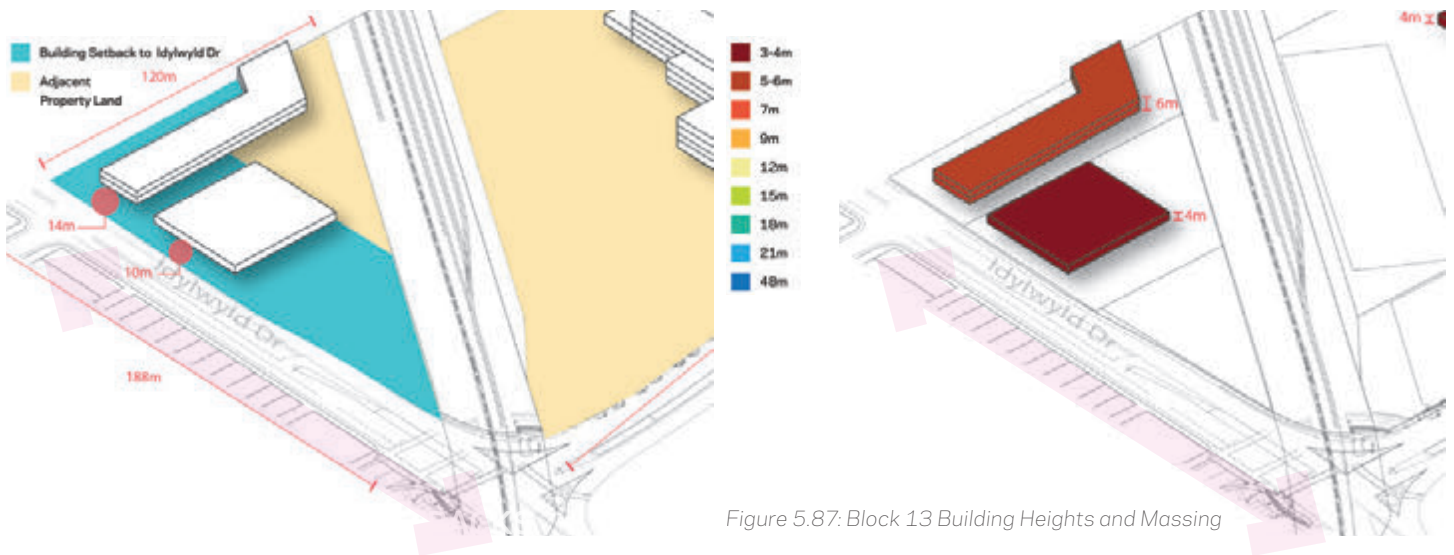


Figure 5.87: Block 13 Building Heights and Massing

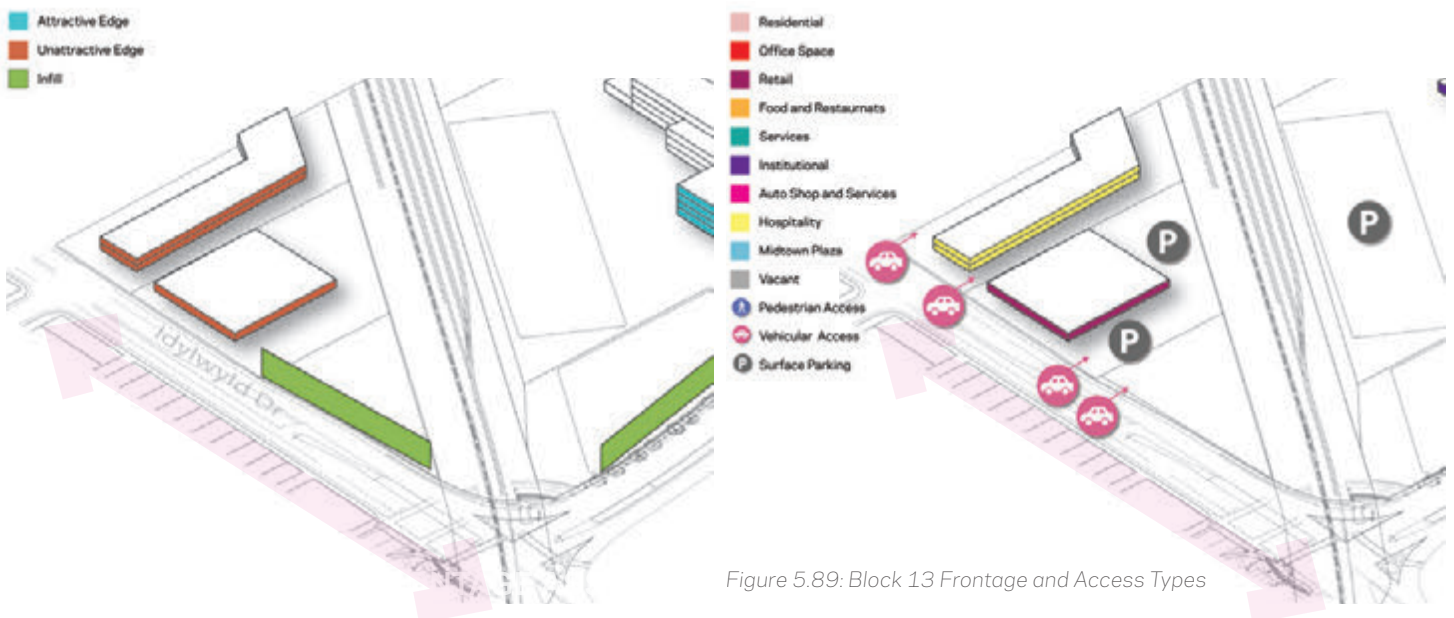


Figure 5.89: Block 13 Frontage and Access Types

OPPORTUNITIES

Create a pedestrian-oriented, mixed-use and transit-supportive gateway condition at the intersection of Idylwyld Drive and 25th Street

Improve access to the Warehouse District for Pedestrians, cyclists and transit users

Create a consistent and pedestrian-oriented street wall with an active urban edge at grade

Create an open space in close proximity to planned transit facilities

Frame views of heritage buildings and elements

SUMMARIZED OPPORTUNITIES

Establish a gateway condition with a feature installation into the study area at 20th Street which facilitates connection between City Centre and Riversdale

Create a landmark development that creates frontage at the intersection of Idylwyld Drive and 20th Street

Establish a gateway condition at 20th Street through streetscape design or potential intensification on the north-west corner lot

Review access to Avenue A. Explore creating a greenway condition that extends the character and connects the River and River Landing to the City Centre.

Replace excess parking with pocket parks or squares, fronted by retail or new infill development

Create a significant mixed use infill development with structured parking on existing surface parking lots to create and frame a strong gateway condition at Idylwyld Drive and 20th Street

Improve, redevelop, or relocate Fire Station No. 1

Integrate transit access/amenities on the Northwest corner of Block 4

Over time with redevelopment reduce number of vehicular access points from Idylwyld Drive

Improve pedestrian facilities and infrastructure along Auditorium Avenue to create a stronger connection between Midtown Plaza and Idylwyld Drive

Create open spaces in close proximity to planned transit facilities

Create a pedestrian-oriented, mixed-use and transit-supportive gateway condition at the intersections of Idylwyld Drive and 22nd Street and Idylwyld Drive and 25th Street

Create consistent setback conditions along Idylwyld Drive

Improve intersection frontages and conditions

Create consistent and pedestrian-oriented street wall and frontage with an active urban edge at grade along Idylwyld Drive

Explore unifying blocks 8 and 9 for more regular development parcels

Frame views of heritage buildings and elements

Improve access for pedestrians and cyclists

Improve access to the Warehouse District for pedestrians, cyclists and transit users