

05

LAND USE + BUILT FORM

IMAGINE
IDYLWYLD



OPPORTUNITIES

Regularize block geometry for improved development efficiency on blocks north of 22nd Street

Improve street network efficiency for walkability and development opportunities north of 23rd Street W

Create consistent building frontage and street access along Idylwyld Drive for a vibrant street wall and walkable built form

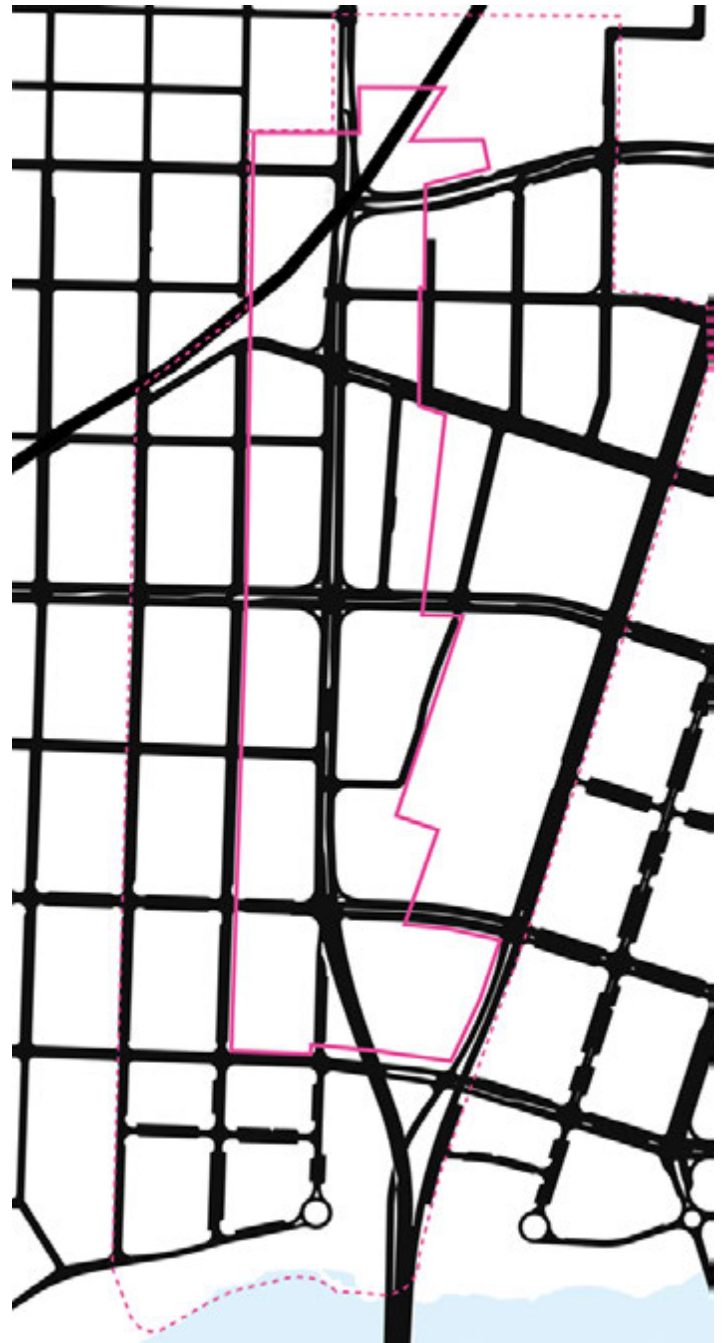


Figure 5.2: Urban Morphology: Streets

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URBAN MORPHOLOGY

Idylwyld Drive is generally defined by irregular blocks and lots as a result of the legacy of the CN Railyard redevelopment and a change in angular degree of the street grid between Downtown and Riversdale and Caswell Hill. This transition creates two distinct block patterns and conditions on either side of the corridor.

West Side of Idylwyld Drive Streets and Blocks

Blocks on the west side of Idylwyld Drive between 19th Street and 23rd Street offer a relative consistency, with dimensions of approximately 85 x 155 metres with 6 m mid-block service lanes. North of 23rd Street West, blocks are impacted by the CN Rail Corridor and Jamieson Street, resulting in shorter, diagonally bisected blocks that are less efficient for development.

Buildings

Building footprints are generally inconsistent in size, setback, orientation and coverage, providing no defined street wall or urban edge - with the exception of the first block of 20th Street.

East Side of Idylwyld Drive Streets and Blocks

Blocks on the east side of Idylwyld Drive vary widely in size and geometry. Lots south of 22nd Street are large and ideal for infill or redevelopment.





Buildings

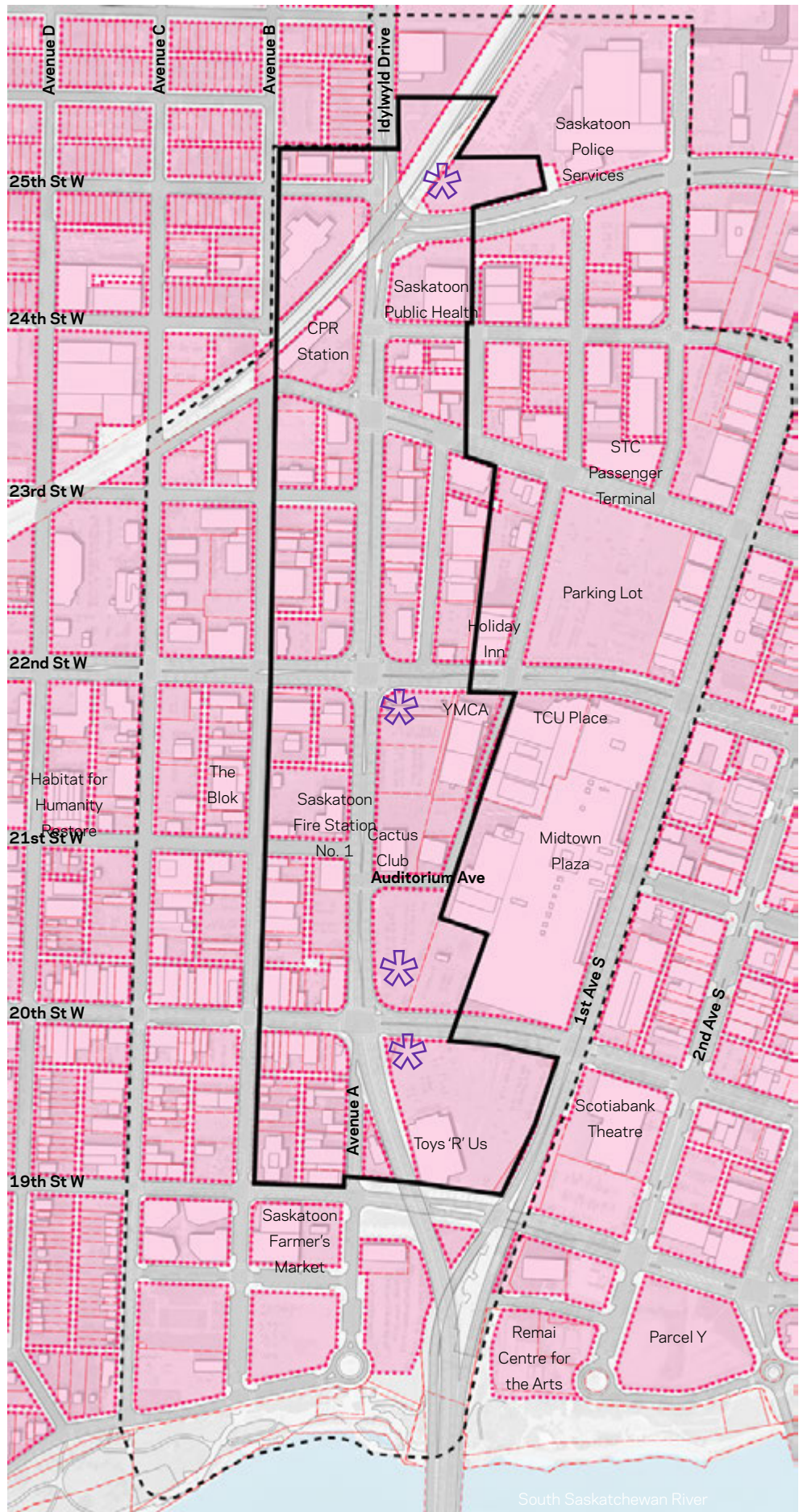
Buildings have larger footprints on the west side of the corridor, with minimal building coverage south of 22nd Street. The number of buildings increases north of 22nd Street, though still with larger footprints. This is due, in large part, to the historical legacy of the Warehouse District, though much of this built form fails to create consistent street wall or frontage condition along Idylwyld Drive.



Figure 5.3: Urban Morphology: Buildings

LEGEND

-  Lots
-  Potential Catalyst Development Site
-  Study Area
-  Area of Impact



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PLAN OF SUBDIVISION

Similar to block conditions, Idylwyld Drive is generally defined by irregularly sized lots with depths and widths varying widely across the corridor. Again, conditions are split on either side of the corridor:

West Side of Idylwyld Drive

Lots tend to be similar in scale, approximately 30-40 metre deep with varied widths. Lots are oriented around blocks to create frontage along 2-3 sides of the block, generally prioritizing frontage on to the highest order of road class. Lots are serviced through 6 m mid-block laneways.

Atypical lots occur adjacent to the rail corridor, creating inefficient development lots. The Saskatoon Fire Station No. 1 also has a larger parcel, occupying approximately half of a block.

East Side of Idylwyld Drive

The largest lots along Idylwyld Drive are found within the larger blocks south of 22nd Street East and north of 19th Street East, such as the Toys "R" Us lot which is approximately 140 x 150 metres at its widest points.

Lots are largely serviced through small streets (Wall Street / Auditorium Ave) and parking lots instead of laneways and in some cases create blocks requiring double-frontage, such as between Idylwyld Drive and Wall Street.

The rail corridor also impacts lots on the east side of Idylwyld Drive as well, creating highly inefficient triangulated lots on the north-east corner of the Idylwyld Drive and 25th Street intersection.

OPPORTUNITIES

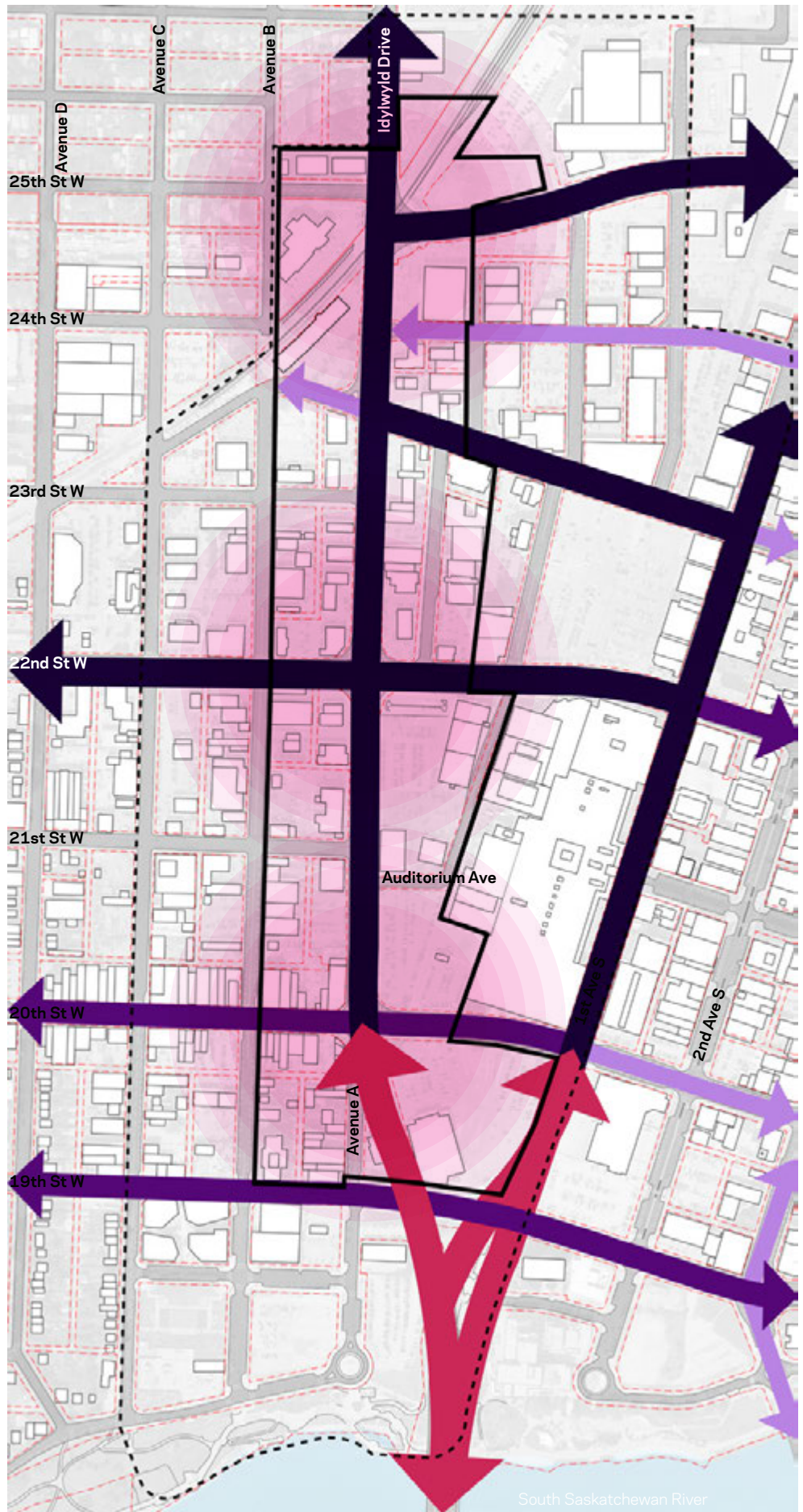
Regularize blocks and lots along the east side of Idylwyld Drive, and on both sides of the corridor north of 22nd Street

Create incentives for infill and/or land assembly for the redevelopment of smaller lots

Use larger, empty lots for catalyst developments at gateway and transit node locations

LEGEND

- Freeway (Controlled Access)
- Major Arterial Road
- Minor Arterial Road
- Collector Road
- Local Road
- Gateway Condition
- Study Area
- Area of Impact



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STREET HIERARCHY

Idylwyld Drive is a connection point for several different road classes in the city's circulation system.

Major Arterial Roads

Idylwyld Drive has 3 major nodes: 25th Street East is an established gateway into the Warehouse District and City Centre and has undergone recent streetscape improvements to create a safer crossing across the rail corridor and asymmetrical intersection; 22nd Street is a central entryway into the City Centre that is not currently celebrated or designed as an arrival point; Sid Buckwold Bridge at 20th Street provides entry into Riversdale and Downtown.

Minor Arterial Roads

The split between Idylwyld Drive and First Avenue emphasizes the significance of the Toys "R" Us block as a potential site for a signature gateway development with high visibility.

20th Street provides a key connection between Riversdale and the Downtown. Idylwyld Drive divides the user experience between pedestrian-oriented main street to the west, and an auto-oriented road to the east. This intersection experiences high levels of traffic from all modes traveling between these neighbourhoods.

22nd Street's transition from Major to Minor Arterial is not addressed by a change in use or built form, leaving road users with no sense of arrival to the Downtown.

Collector Roads

Jamieson Street, 24th Street East and the local roads create a frequent series of staggered intersections which impacts urban block size and circulation flow.

Local Roads

The transition from busy Idylwyld Drive to quiet Avenue A is jarring and sudden; creating a confusing experience for drivers and a dangerous environment for pedestrians.

OPPORTUNITIES

Create a gateway condition at Idylwyld Drive and 25th Street with buildings addressing and framing the intersection

Create a gateway condition at Idylwyld Drive and 22nd Street with buildings addressing and framing the intersection

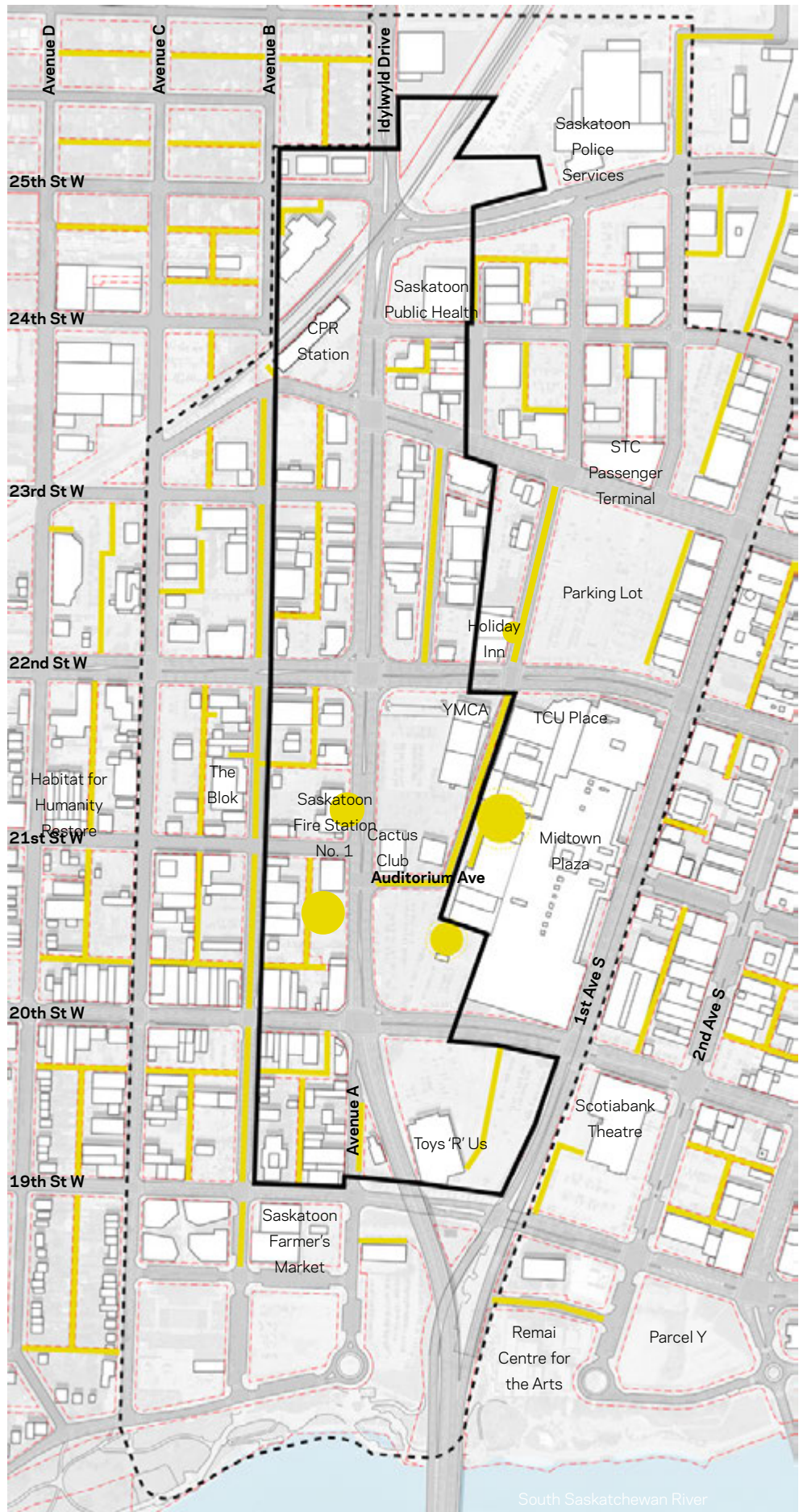
Create a gateway condition at Idylwyld Drive and 20th Street with buildings addressing and framing the intersection, and including a feature installation that clearly denotes the gateway experience

Create appropriate land use and built form transitions where road classes change, such as 23rd Street East and Jamieson Street, and Idylwyld Drive and Avenue A and 1st Avenue

Address intersection frequency north of 22nd Street.

LEGEND

- Service Route
- Loading Area
- Study Area
- Area of Impact



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SERVICE CIRCULATION

Service routes on the west side of the corridor are generally provided through 6m laneways and mid-block connections behind buildings. These areas are typically accessed from smaller collector and local roads rather than Idylwyld Drive.

Service routes on the east side of the corridor utilize smaller local roads such as Auditorium Avenue and Wall Street, surface parking lots, and one block with a 6m mid-block laneway in the Warehouse District.

This network of laneways and mid-block connections will be a key opportunity in the redevelopment of Idylwyld Drive into a walkable corridor, allowing the team to minimize the number of vehicular access points and driveways along Idylwyld Drive.

Potential areas of concern or conflict are the Fire Station, and maintaining access to the loading and servicing areas for Midtown Plaza and TCU Place.

Saskatoon Fire Department has indicated that the Fire Station #1 is due for redevelopment and/or potential relocation.

OPPORTUNITIES

As redevelopment occurs, look to reduce the number of driveways and other vehicular access points along Idylwyld Drive to create a more walkable streetscape environment that buffers pedestrians from vehicles

Improve connectivity and walkability between neighbourhoods by utilizing mid-block connections and laneways

Design new mid-block connections and laneways in the redevelopment of larger blocks on the east side of Idylwyld Drive to build on the existing service route network

Reduce interruptions to pedestrian and vehicular movement by improving, redeveloping, or relocating Fire Station #1

Create a servicing and emergency access plan that utilizes mid-block connections.

LEGEND

- Local Transit
- Bus Stop
- Future BRT Line
- Potential Future BRT Stop
- Transit-Supportive Design, and Transit-Oriented Development Opportunities
- Study Area
- Area of Impact

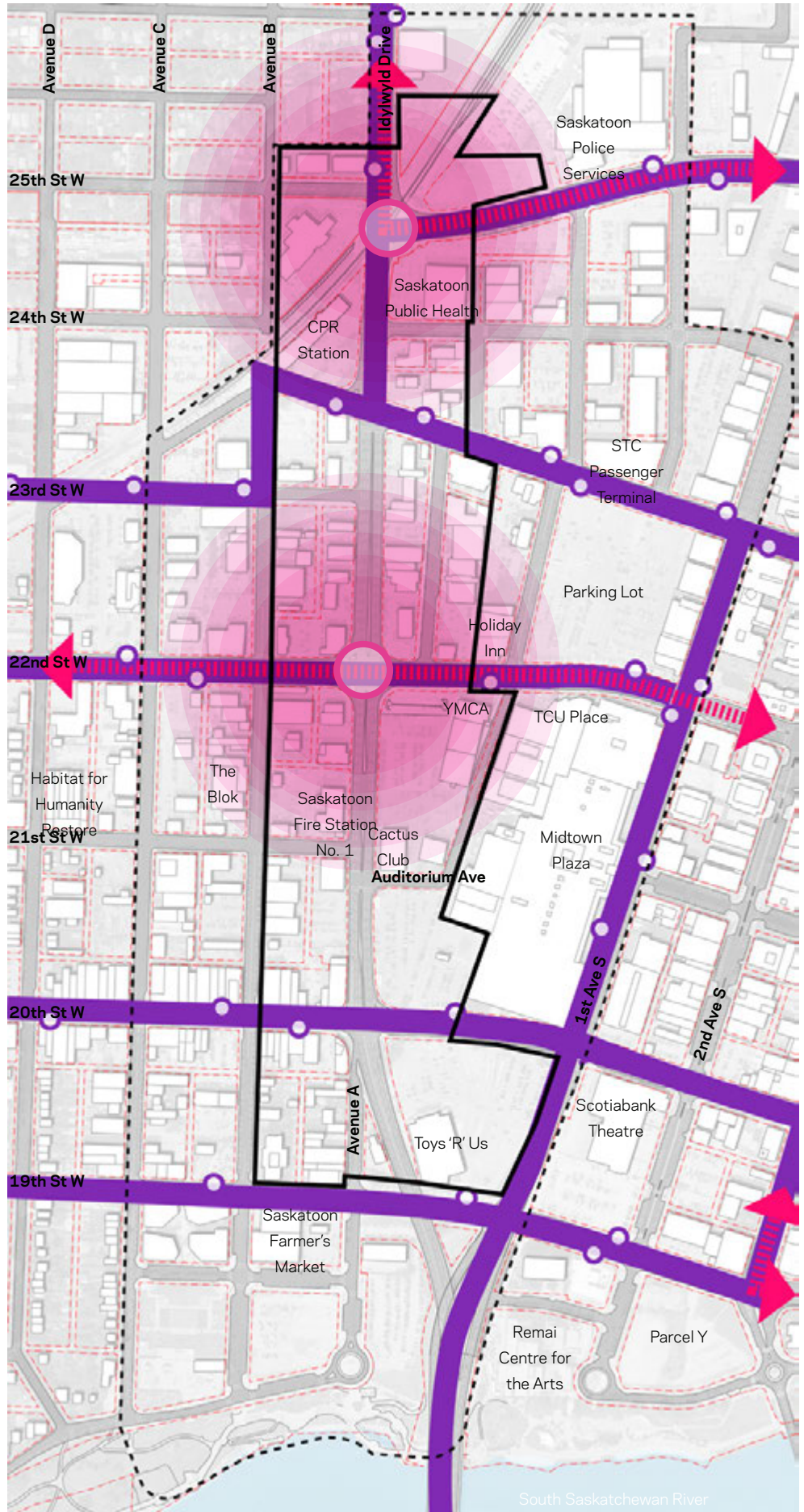




Figure 5.8: Existing Idylwyld Bus Stop at Jamieson Street

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PUBLIC TRANSIT

Existing System and Planned Transit Improvements

Streets and Avenues within the study area are predominantly auto-oriented, creating a challenging environment for public transit services and transit users.

Planned Red Line and Blue Line Bus Rapid Transit (BRT) stops within the *Imagine Idylwyld* study area will require new land use and zoning strategies surrounding existing stops at 20th Street and 23rd Street intersections and proposed stops at 22nd Street and 25th Street intersections, as well as improved design standards for streetscapes and transit infrastructure.

Land Use + Built Form

With low-density single-use land uses and buildings that are setback behind large surface parking lots, the existing land use framework and built form will not adequately support higher order public transit.

Proposed BRT stop locations should be supported by urban built form and mixed-use gateway conditions at 25th Street and 22nd Street. Creating transit-supportive land uses and built form at these intersections will emphasize them as vibrant and attractive arrival points into Saskatoon's City Centre. Opportunities on vacant adjacent lots to begin framing these intersections with transit supportive uses and buildings will be explored.

Public Realm + Urban Design

Design of existing transit stops within the study area currently only provide a small sign to indicate their location along a narrow sidewalk and offers no buffer between the roadway. There are no furnishings, seating or shelters and inadequate signage and wayfinding.

Street and intersection designs at possible 'transit gateways' should create improved access to transit facilities such as shelters and furnishings, clear signage and wayfinding, and cycling infrastructure.

OPPORTUNITIES

Create transit-supportive land use and urban design strategies at Idylwyld Drive and 25th Street

Create transit-supportive land use and urban design strategies at Idylwyld Drive and 22nd Street

Intensify the corridor with mixed-use buildings, targeting higher densities at transit stops

Create new open spaces in close proximity to transit facilities

Optimize building layout and orientation for transit access

Consider parking design and management strategies that support the transit network

Enhance access to transit through best practice planning and design of transit facilities and infrastructure in streetscapes and intersections

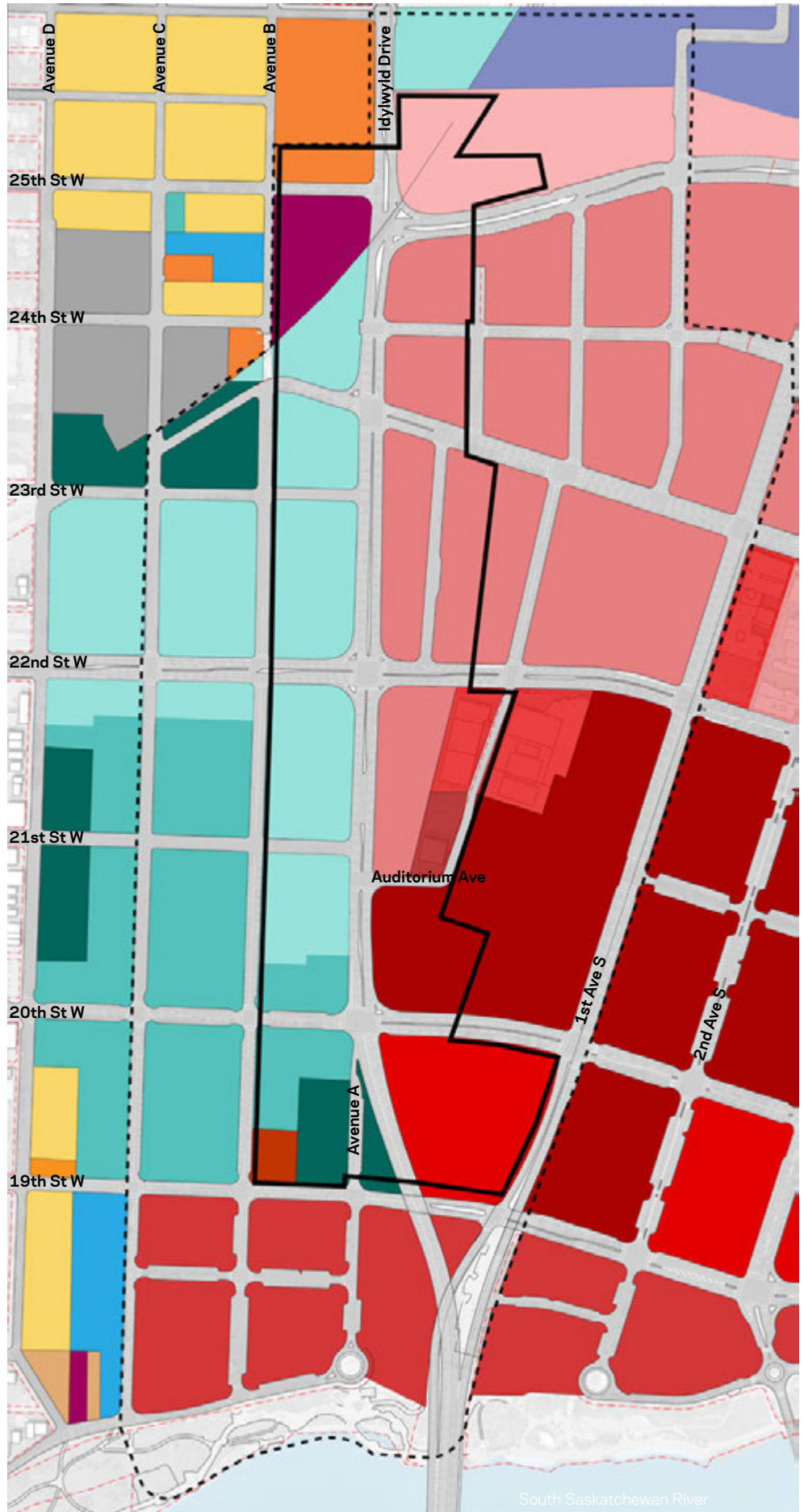
Create signage and wayfinding guidelines

Design for universal access with appropriate street furnishings and wayfinding near transit stops

Integrate appropriate cycling infrastructure

LEGEND

- Retail Core Area
- Mixed Use Commercial
- South Downtown Direct Control Area
- Warehouse/Service Area
- Downtown (As per City-Wide Land Use Map)
- Arterial Commercial
- Special Area Commercial
- Mixed Use
- High Density Residential
- Medium Density Residential
- Low/Medium Density Residential
- Low Density Residential
- Office Institutional
- Public Utility
- Transitional Use
- Light Industrial
- Study Area
- Area of Impact



LAND USE + BUILT FORM

OFFICE COMMUNITY PLAN LAND USES

The *Imagine Idylwyld* study area is predominantly commercial in use and character. Existing land use policies in the OCP appear to reinforce the perception of Idylwyld Drive as a dividing line between east and west; presenting clear distinction between uses on either side. The Downtown land use has 5 different sub-categories edging along the east side of Idylwyld Drive, while the west side is defined by commercial uses for arterial roads and special commercial areas.

Land use recommendations from Local Area Plans for surrounding neighbourhoods and districts have been adopted by council and incorporated into the OCP over time. LAP solutions are naturally inwardly-focused, and have therefore not addressed Idylwyld Drive comprehensively. This appears to have resulted in some fragmentation of Downtown and Commercial land uses along the corridor. The Warehouse District LAP and 25th Street extension redefined much of the Downtown Land Use district. This has resulted in an unclear land use policy area boundary for the lands north of 25th Street East, designated "Downtown" in Figure 5.9. The lands are defined as Downtown in the OCP City-Wide Land Use Plan, but are not considered in the more detailed Downtown Land Use Map. Riversdale implemented a wide-ranging Special Area Commercial designation that buffers the neighbourhood from 22nd Street and Idylwyld Drive. This land use framework creates a development vacuum along much of the Idylwyld Drive corridor by pushing the newer, more vibrant and pedestrian-oriented developments deeper into the surrounding neighbourhoods and away from Idylwyld Drive.

Two successful land use areas may provide an example for *Imagine Idylwyld* to build upon. Although small and isolated, the mixed use block along Avenue A has created a vibrant urban environment. The City's recent implementation of Direct Control Districts also provides an example of how to bridge across Idylwyld Drive with a more contiguous land use strategy.

Detailed definitions and requirements may be found in the OCP.

OPPORTUNITIES

Create a comprehensive and unified land use strategy that ensures a consistent character and identity for the corridor

Create higher levels of density and activity at nodes and gateways

Ensure that the land use strategy addresses affordability and accessibility for commercial and residential areas

Create an interesting and walkable pedestrian environment with active uses at grade

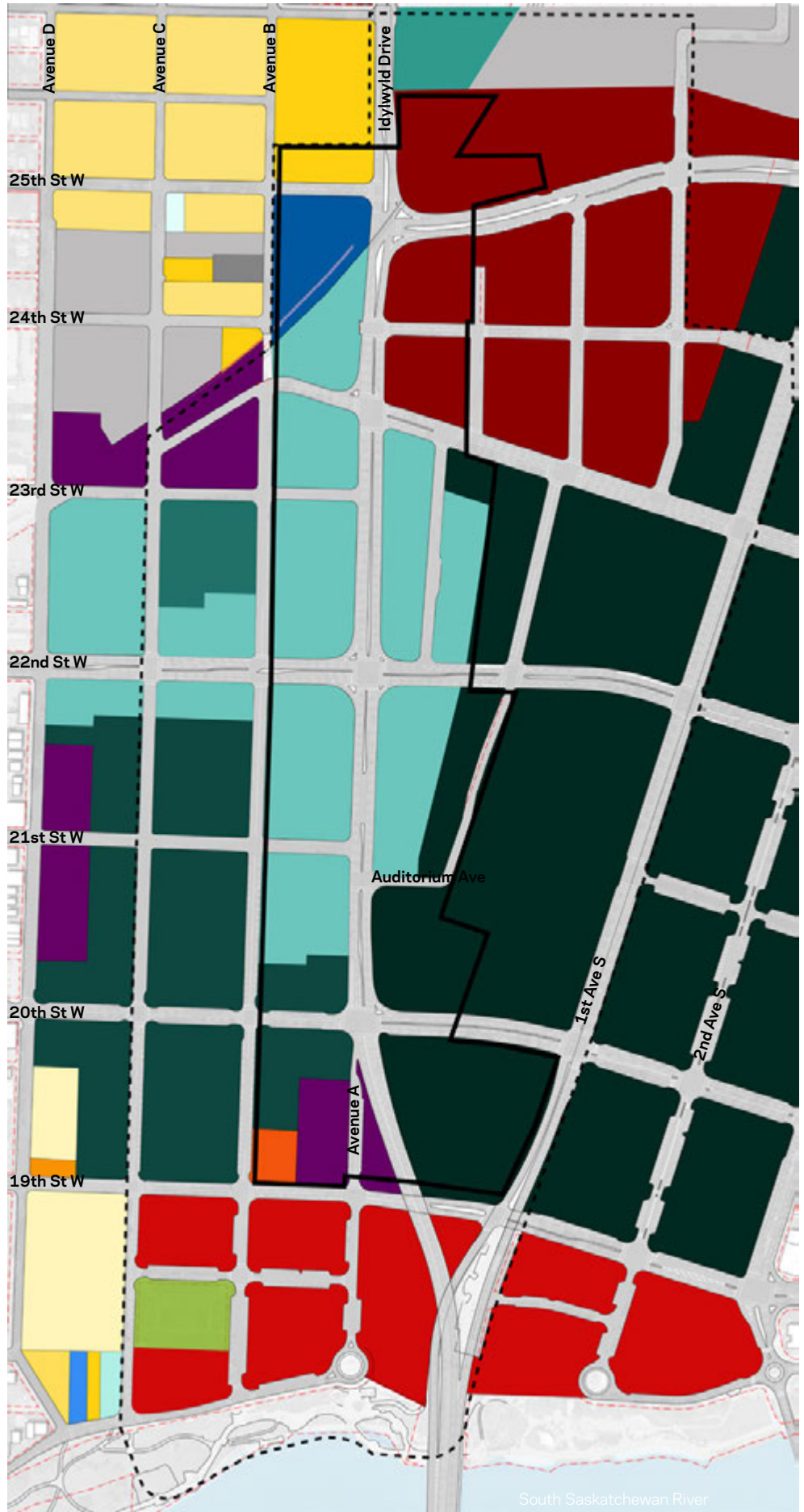
Transition land uses between contextual commercial and residential uses in Riversdale, Caswell Hill, Downtown and Central Industrial

Integrate with City efforts to update the OCP to address the inconsistent land use policy area north of 25th Street East

Address potential changes to each of these land use designations through an Official Community Plan Amendment

LEGEND

- B1 - Neighbourhood Commercial District
- B2 - District Commercial District
- B3 - Medium Density Arterial Commercial District
- B4 - Arterial and Suburban Commercial District
- B5 - Inner-City Commercial Corridor District
- B5C - Riversdale Commercial District
- B6 - Downtown Commercial District
- IL1 - General Light Industrial District
- IH - Heavy Industrial District
- M1 - Local Institutional Service District
- M4 - Core Area Institutional Service District
- MX1 - Mixed Use District 1
- R2 - One and Two Unit Residential District
- R2A - Low Density Residential Infill District
- RM3 - Medium Density Multiple Unit Dwelling District
- RM4 - Medium/High Density Multiple Unit Dwelling District
- RM5 - High Density Multiple Unit Dwelling District
- DCD1 (AC) - Direct Control District 1 (Architectural Control)
- RA1 - Reinvestment District



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ZONING

Zoning along Idylwyld Drive closely follows the land use patterns described in the previous section. There are 7 zoning categories within the study area, with 19 zoning categories found in the area of impact and surrounding area.

The majority of the corridor is zoned as B3 - Medium Density Arterial Commercial District. However, rather than creating a consistent corridor character and identity, this zoning's wide range of allowable uses, healthy parking provisions, and a lack of stringent design guidelines or development controls has created a built condition with widely varied setbacks, inconsistent building materials and styles, and varying building orientations, frontages, and accesses.

A number of flexible zoning categories are also found in the study area which have limited development controls in an effort to stimulate reinvestment in each of these districts.

These include:

- RA1 - Reinvestment District 1, in the Warehouse District
- MX1 - Mixed Use District 1, along Avenue A; and
- B5C - Riversdale Commercial District, covering the majority of the Riversdale neighbourhood.

Within the area of influence, Direct Control Districts provide a potential model for zoning language throughout the *Imagine Idylwyld* corridor, or potentially for larger or landmark development parcels. These designations provide a much more rigorous set of development controls and standards for built form and massing, landscaping, parking and approvals which clearly communicate the vision of the lands and the expectations of developers.

OPPORTUNITIES

Create a comprehensive and unified zoning strategy that ensures a consistent built form character and identity for the corridor

Create development controls or design guidelines for the corridor to ensure consistent building design standards

Create higher levels of density and activity at nodes and gateways

Ensure that the land use strategy addresses affordability and accessibility for commercial and residential areas

Create an interesting and walkable pedestrian environment with active uses at grade

Transition zoning between commercial and residential uses in Riversdale, Caswell Hill, Downtown and Central Industrial

Address potential changes to each of these zoning designations either through zoning overlays, or re-zoning through a Zoning Bylaw Amendment.

LEGEND

- 3-4m
- 5-6m
- 7m
- 9m
- 12m
- 15m
- 18m
- 21m
- 48m
- Study Area
- Area of Impact

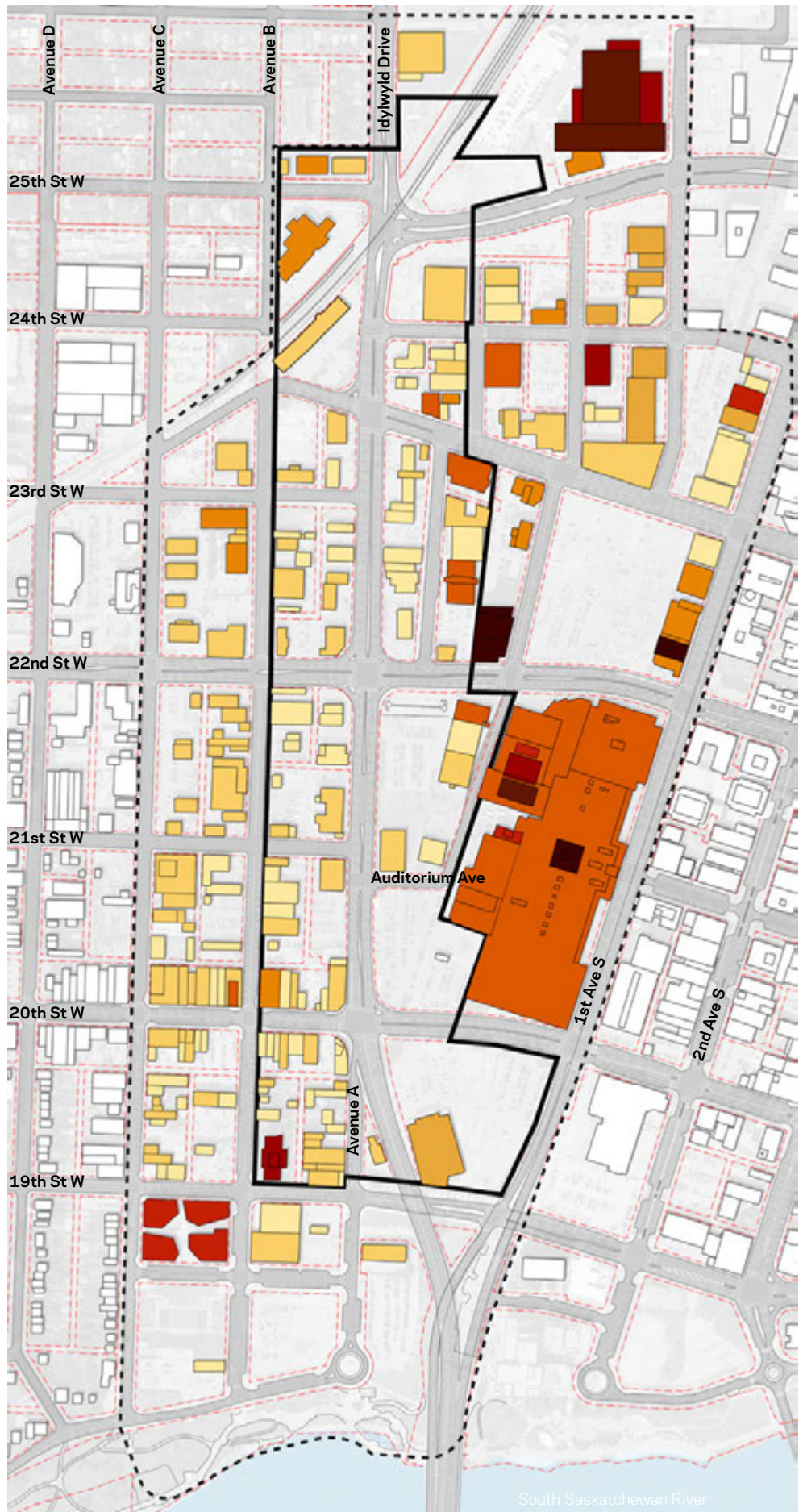




Figure 5.12: Existing Transition of Building Heights

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BUILDING HEIGHTS

The Idylwyld Drive corridor is defined by its auto-oriented site design which includes low-rise, modestly scaled buildings. The adjacent diagram illustrates that the corridor is largely made up of 1-2 storey buildings with no building higher than 7 m directly along the corridor.

Taller buildings in the eastern half of the area of influence include the Tower at Midtown (11 storeys) the Holiday Inn Downtown Saskatoon (10 storeys) the Rumley Building (6 storeys) and the Police Service Building (4 storeys).

Building heights in the western side of the area of influence are generally low-rise residential or commercial buildings of 1-2 storeys. Old and new mid-rise apartment buildings of 4-6 storeys are located just north of River Landing.

It is suggested that buildings along Idylwyld Drive corridor be designed to not exceed 8 storeys at transit nodes and gateways and 4 storeys through the remainder of the corridor to balance development opportunities and maintain steady demand for development.

OPPORTUNITIES

Create a gradual transition between taller buildings in the City Centre and lower-rise neighbourhood development to the west

Create a transit-supportive density and massing strategy targeting greater densities around rapid transit facilities

Design massing to be human scale, with taller elements incorporating best practices to minimize shadow impacts and wind tunnels in the public realm

Use building massing and design to create a consistent street wall along Idylwyld Drive

Use building massing and design - heights, setbacks, and forms - to frame intersections and create a sense of arrival at gateways and nodes

LEGEND

- ① Designated Heritage Property
- ① Holding Bylaw Property
- Study Area
- - - Area of Impact

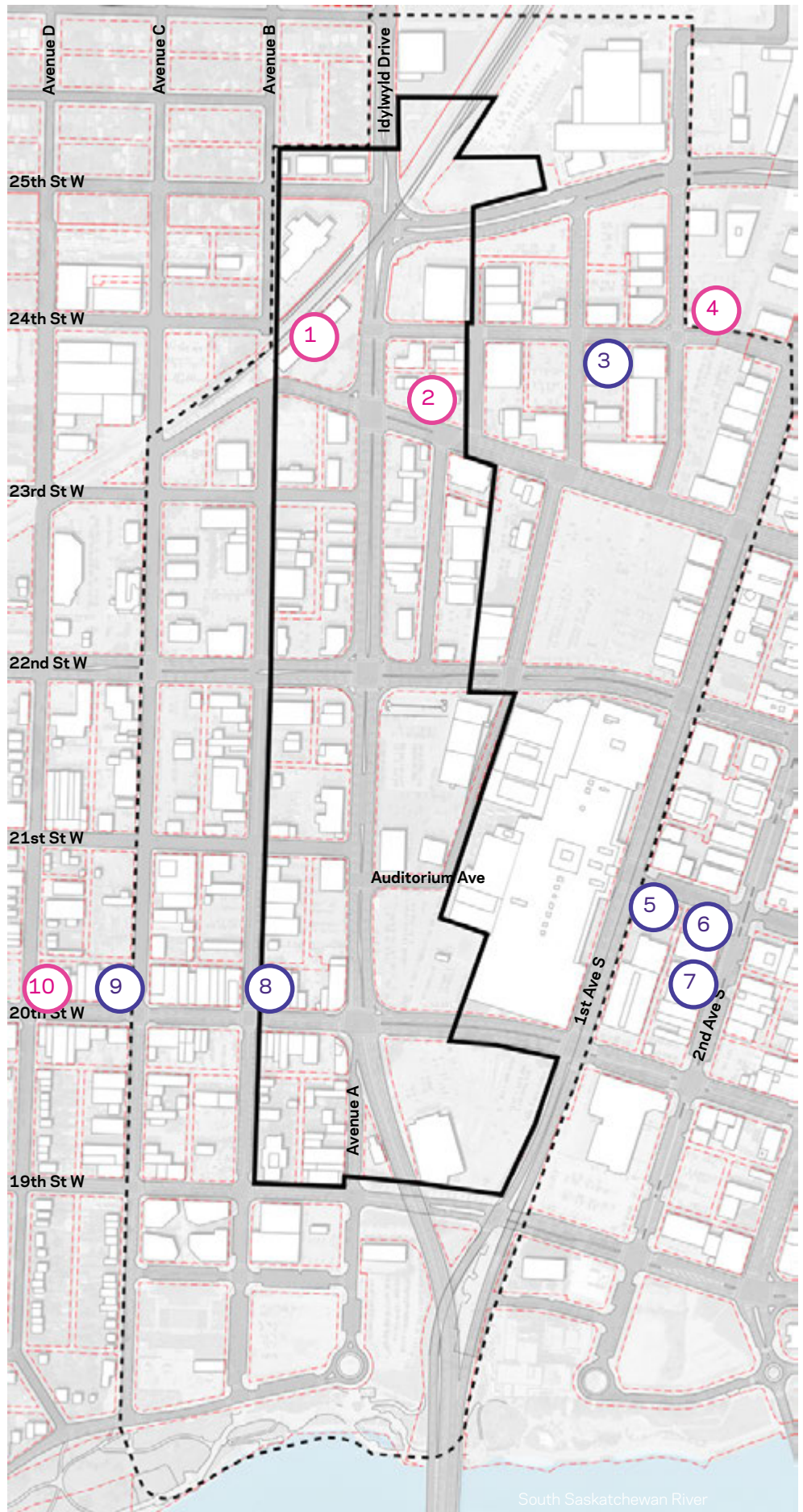




Figure 5.14: Fairbanks-Morse Warehouse and CPR Station

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HERITAGE ELEMENTS

There are two heritage buildings within the study area, and one holding bylaw property. An additional 2 heritage properties and 4 holding bylaw properties are located in the surrounding area that require consideration through *Imagine Idylwyld*.

No.	Building Name
1	CPR Station
2	Fairbanks Morse Warehouse
3	Rumely Warehouse
4	Arthur Cook Building
5	Canada Building
6	MacMillan Building
7	Royal Bank
8	Adilman's Department Store
9	Roxy Theatre
10	Little Chief Service Station

OPPORTUNITIES

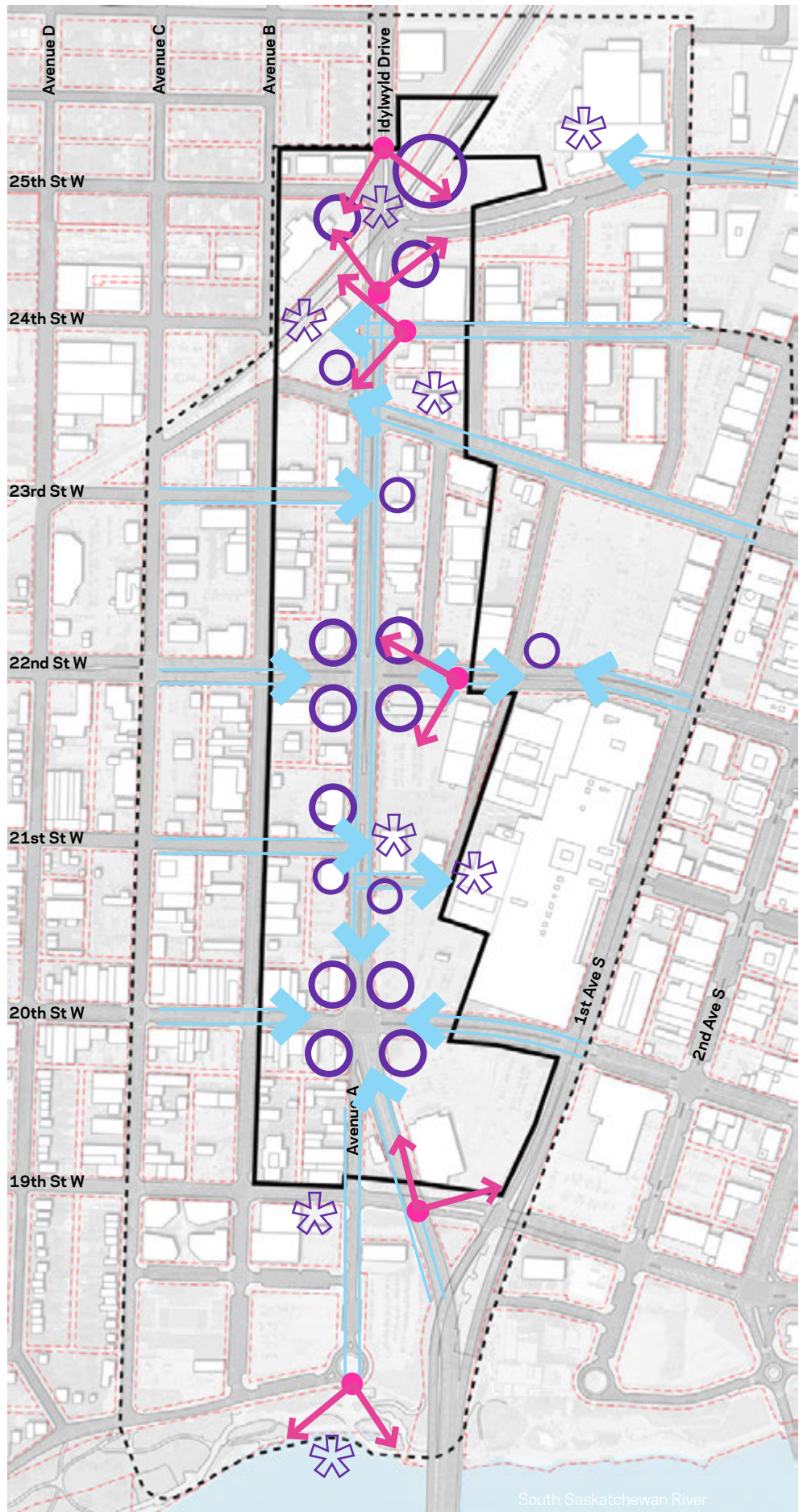
Improve signage and wayfinding to heritage buildings

Improve connectivity between heritage elements

Create or preserve view corridors and viewsheds to heritage buildings

LEGEND

- ✱ Landmark Element
- Potential Future Landmark Location
- ➡ Vista
- ↗ Panoramic View
- ▬ Study Area
- - - Area of Impact



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VIEWS AND VISTAS

There are limited panoramic views or vistas within the study area to incorporate into design solutions. Vistas are long, linear views through an opening or between buildings. Panoramic views are unbroken views of a wider area.

Generally, vistas are framed by the streets, following Saskatoon's urban grid. Vistas from Idylwyld Drive into Downtown Saskatoon are impeded by the change in the angle of the street grid at 1st Avenue. The only exception to this is along 23rd Street East.

There are opportunities to use the vistas along streets to create a sense of arrival at designated gateways by terminating views with either existing or future landmark developments and/or open spaces.

The CPR station is an ideal existing landmark for view termini. The streetscape and urban design of the corridor should maintain or improve on views to these elements to help establish a sense of place and arrival.

To the south, newer developments with signature massing and design may be needed to begin establishing well-framed gateways.

Prior to the construction of the Idylwyld Bridge, Avenue A would have created a strong view corridor to the Saskatchewan River and River Landing. While this view is now partially obstructed by the landing of Sid Buckwold Bridge, it will be important to create connections to the River through the design of the corridor.

OPPORTUNITIES

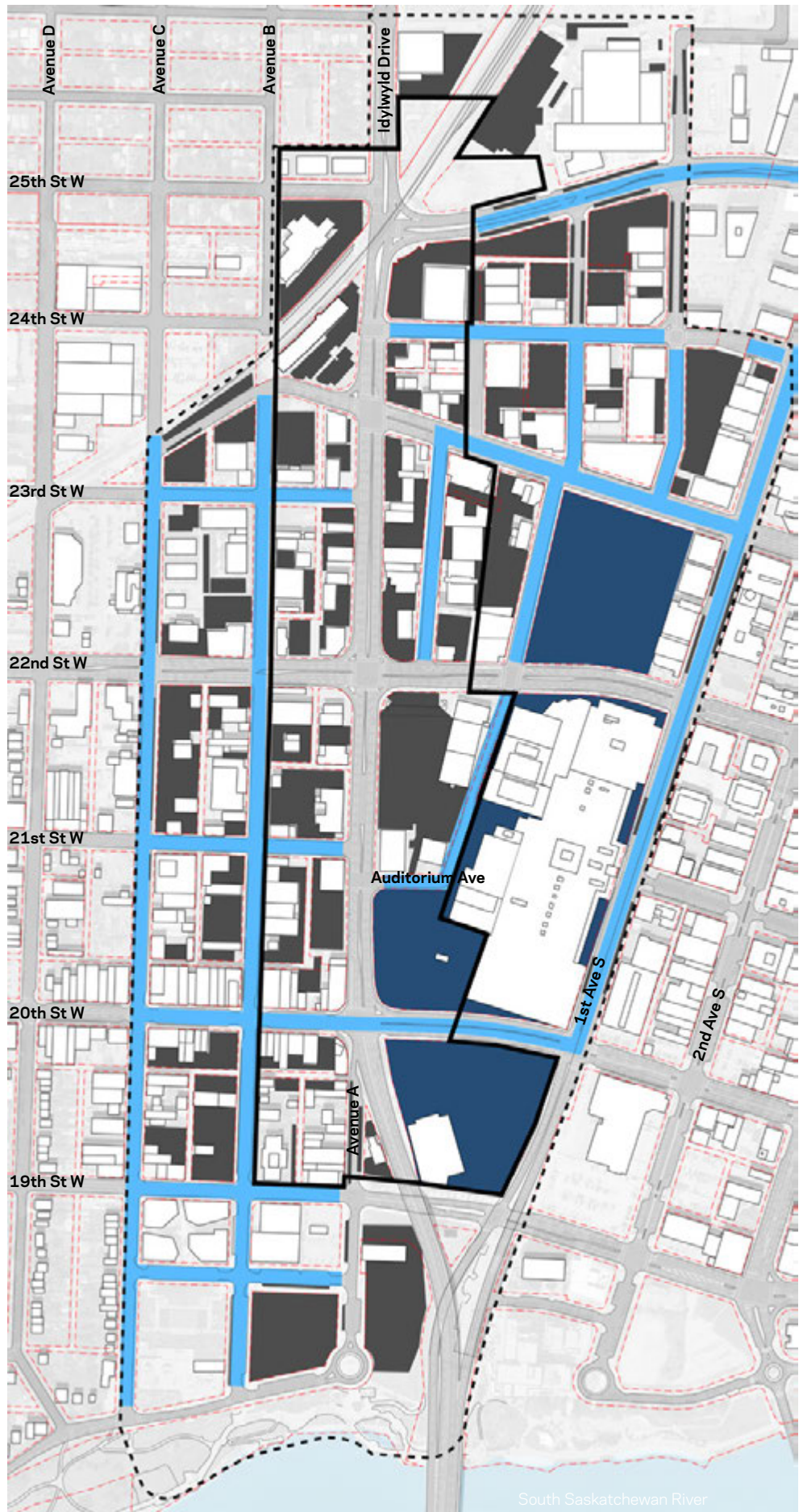
Create or enhance views and vistas to heritage buildings and landmarks

Create a strong visual connection to South Saskatchewan River and River Landing

Capitalize on street corridors and use landmark developments and/or open spaces to terminate views and enhance gateway conditions

LEGEND

- On-Street Parking
- Publicly Accessible Garage
- Surface Parking
- Study Area
- Area of Impact



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PARKING

Throughout the study area and the broader area of influence, there is an abundant supply of parking for the short term with approximately 6,247 parking spaces. This supply comes in 3 forms: on-street parking, surface parking lots, and structured or underground parking garages which are indicated in Figure 5.16.

Over the long-term, the City's recent Parking Strategy for City Centre outlines that the expected development opportunities in Midtown, the Warehouse District, and Riversdale, will require between 835 - 874 new parking spaces in the area. The report recommends that these parking spaces be incorporated into the design of new developments in the form of structured or underground parking garages, allowing infill development and intensification to occur on existing surface parking lots.

OPPORTUNITIES

Provide no on-street parking along Idylwyld Drive to maintain good traffic flow

Utilize off-street parking lots and adjacent streets with on-street parking

Develop on existing surface parking lots, and if able, on top of underground or structured lots

Meet parking demand through structured or underground parking facilities which are integrated with new development