

# CORRIDOR Planning



## Direct Control District 2

Engagement Meeting for Owners & Residents  
November 21, 2024 – St. Michael School

# Tentative Timeline

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**Thu. November 21, 2024**

Engagement meeting with area owners & residents

**Fri. December 6, 2024 (in two weeks)**

Please submit feedback by this date

Online Survey at: [saskatoon.ca/engage/dcd2](https://saskatoon.ca/engage/dcd2)

Email: [corridorplans@saskatoon.ca](mailto:corridorplans@saskatoon.ca)



**January 2025 TBD**

Information meeting - share recommended proposal

Notification will be sent via email

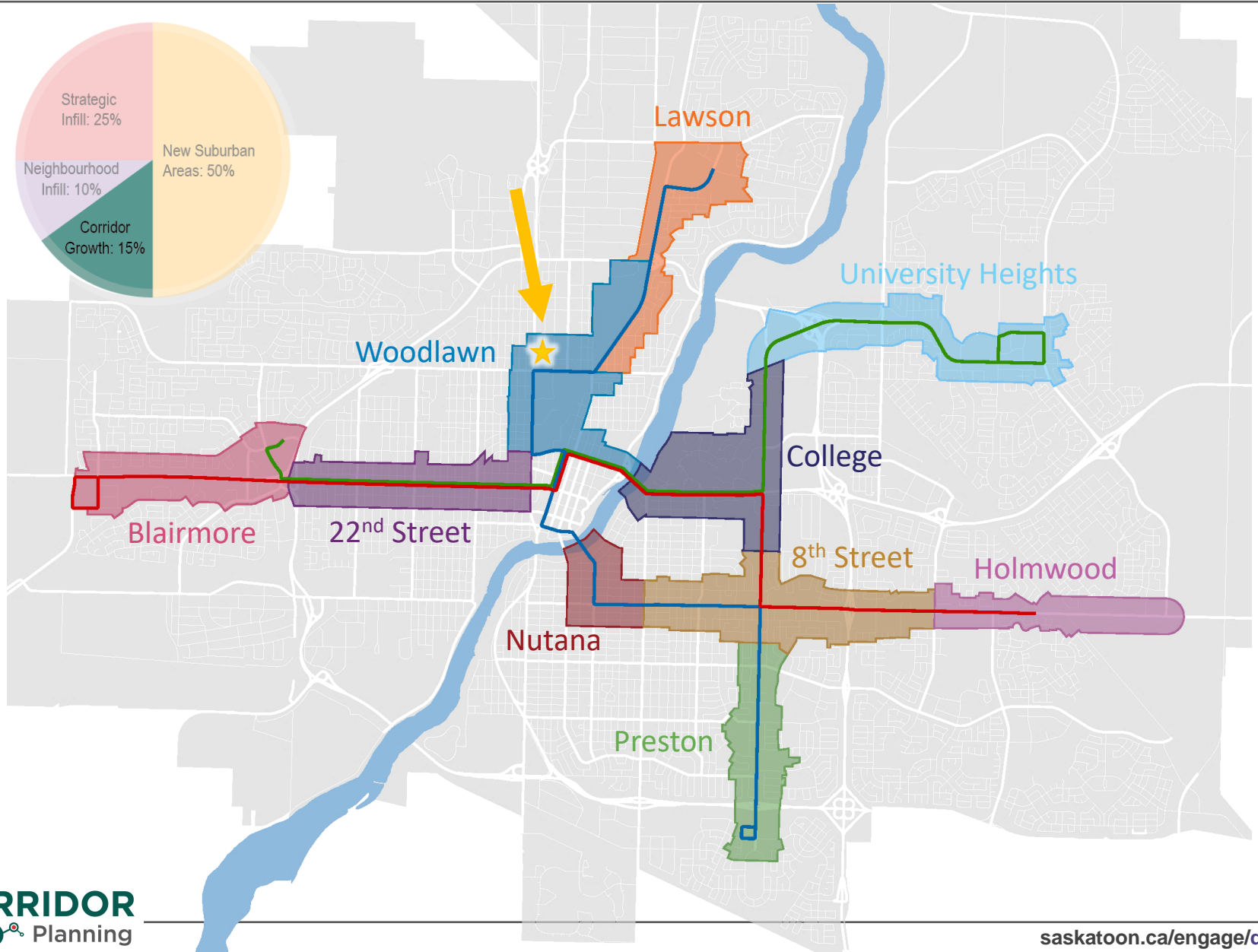
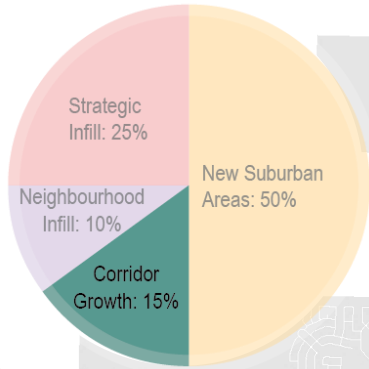
**Tue. February 25, 2025**

Municipal Planning Commission meeting

**Wed. March 26, 2025**

City Council Public Hearing

# Corridor Planning



# Direct Control District 2 (DCD2): ~75 years ago

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Wartime Housing on unnamed cul-de-sac off Avenue A / Idylwyld Drive

City of Saskatoon Archives - Star Phoenix Collection, S-SP-B-930-001 (1951)

# Direct Control District 2 (DCD2): ~40 years ago

Factors leading to creation of DCD2 zoning in 1988:

- Growing industrial areas
- Idylwyld traffic & widening
- Kelsey / SIAST / Saskatchewan Polytechnic
- Demand and pressure for commercial land
- Desire to sell by owners on Stanley, Minto, Aberdeen
- “Block breaking” concerns - properties being bought up but left to deteriorate

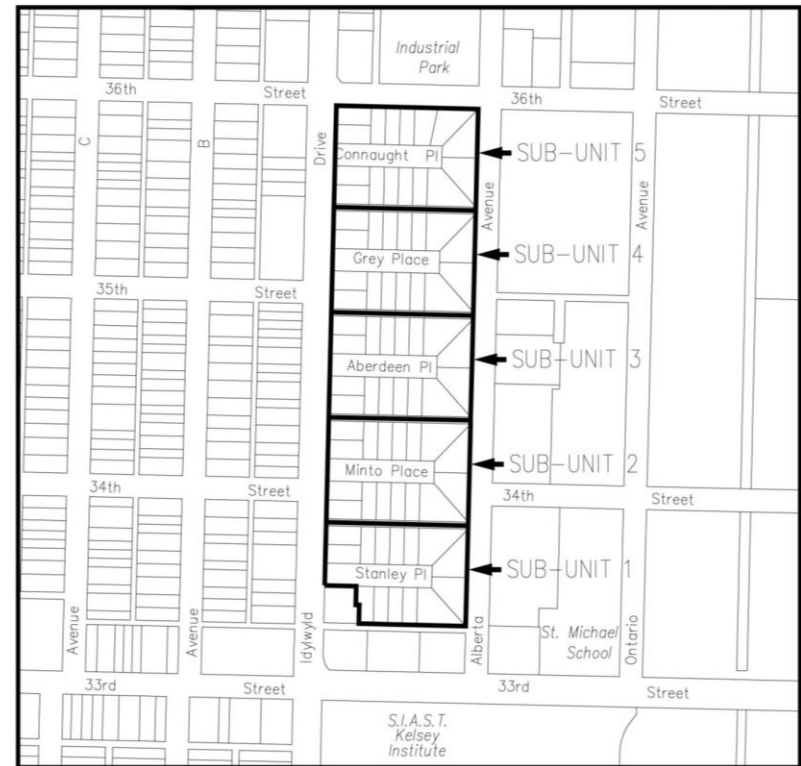


Aerial of 33<sup>rd</sup> & Idylwyld area with DCD2 outlined  
Saskatoon Public Library Local History Room, CP-73-4 (1973)

# Direct Control District 2 (DCD2): Objectives

## Original (1988)

- a) to provide for a change of use from one and two-unit dwellings to those uses permitted in an I.D.2 Zoning District (light industrial) in a controlled and phased manner, cul-de-sac by cul-de-sac from south to north (by “sub-units”);
- b) to minimize land use conflicts during the period in which the change in use is being phased in;
- c) to eliminate access to Idylwyld Drive and substitute access from Alberta Avenue;
- d) to provide for the amenity of the area.



# Direct Control District 2 (DCD2): Objectives

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## Original (1988)

- a) to provide for a change of use from one and two-unit dwellings to those uses permitted in an **I.D.2 Zoning District (light industrial)** in a controlled and phased manner, cul-de-sac by cul-de-sac from south to north;
- b) to minimize land use conflicts during the period in which the change in use is being phased in;
- c) ~~to eliminate access to Idylwyld Drive and substitute access from Alberta Avenue;~~
- d) to provide for the amenity of the area.

## Current (unchanged since 2000)

- i. to provide for a change of use from one- and two-unit dwellings to those uses permitted in an **B3 District (medium density arterial commercial)** or an **RM3 District (medium density multiple-unit dwelling)** in a controlled and phased manner, cul-de-sac by cul-de-sac from south to north;
- ii. to minimize the land use conflicts during the period in which the change in use is being phased in;
- iii. to provide for the amenity of the area.

# Corridor Land Use Designations

Station Mixed Use



Corridor Main Street



Corridor Mixed Use



Corridor Residential

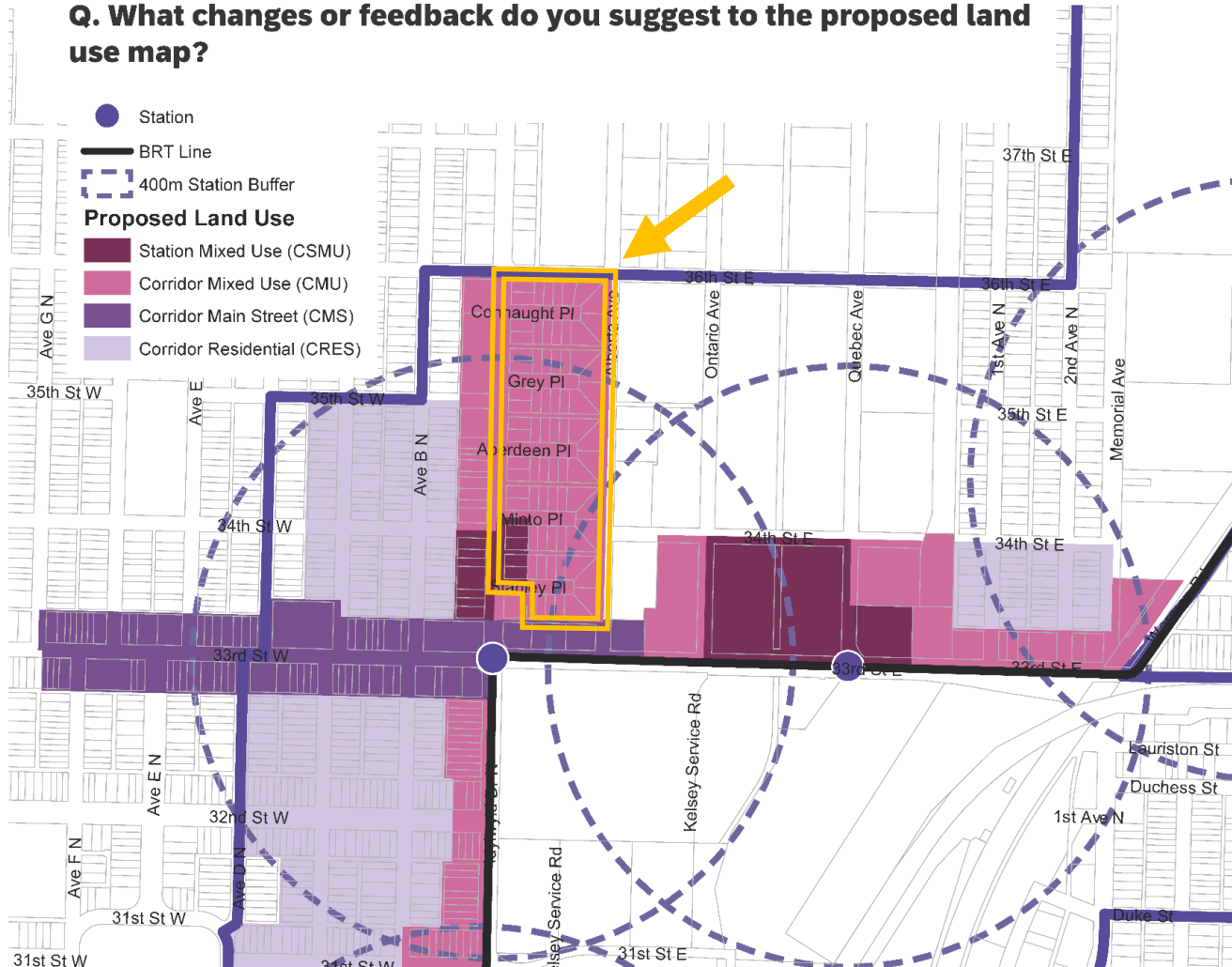




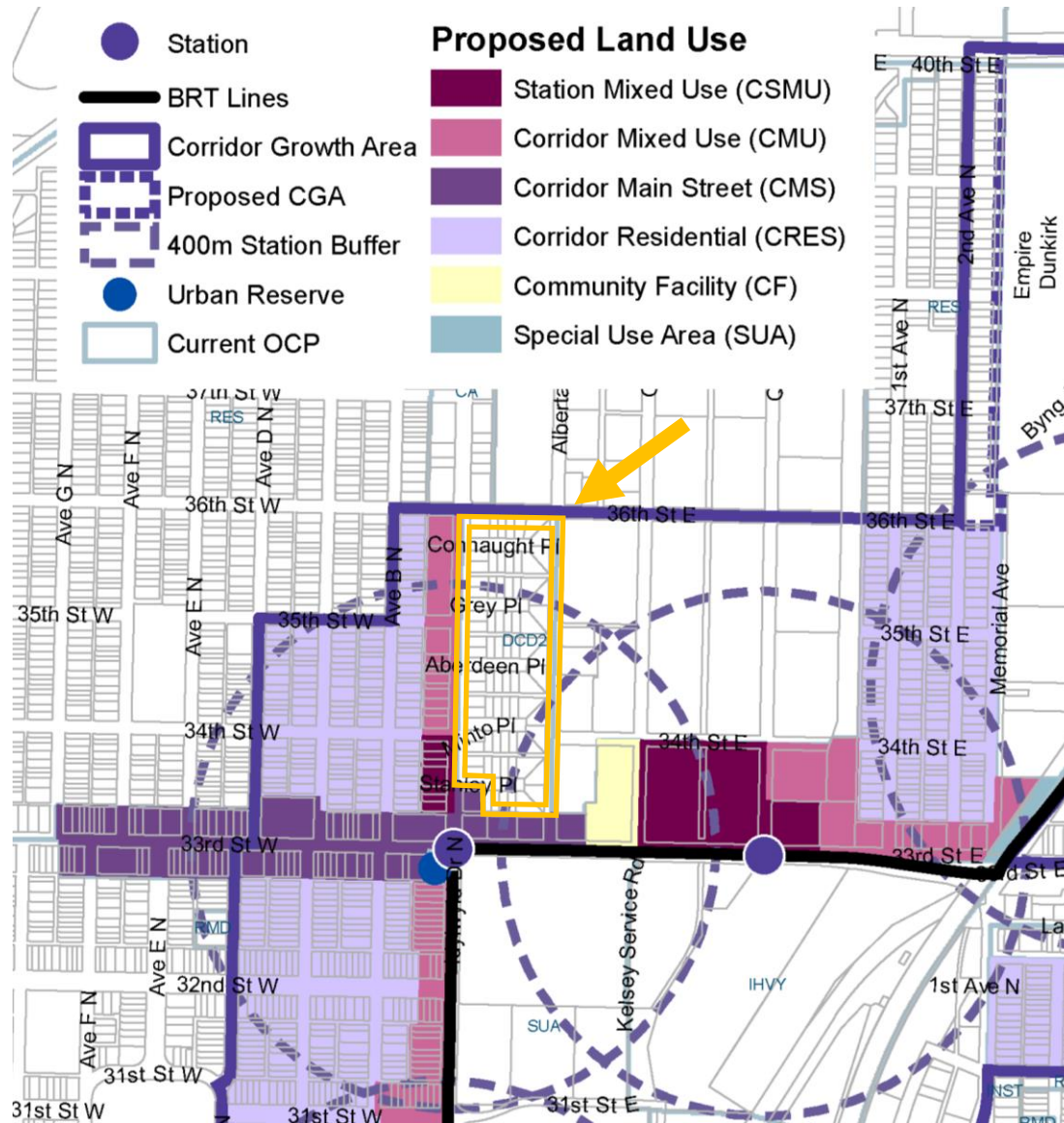
# Woodlawn Corridor Map - Presented Nov 2023

## WOODLAWN CORRIDOR AREA

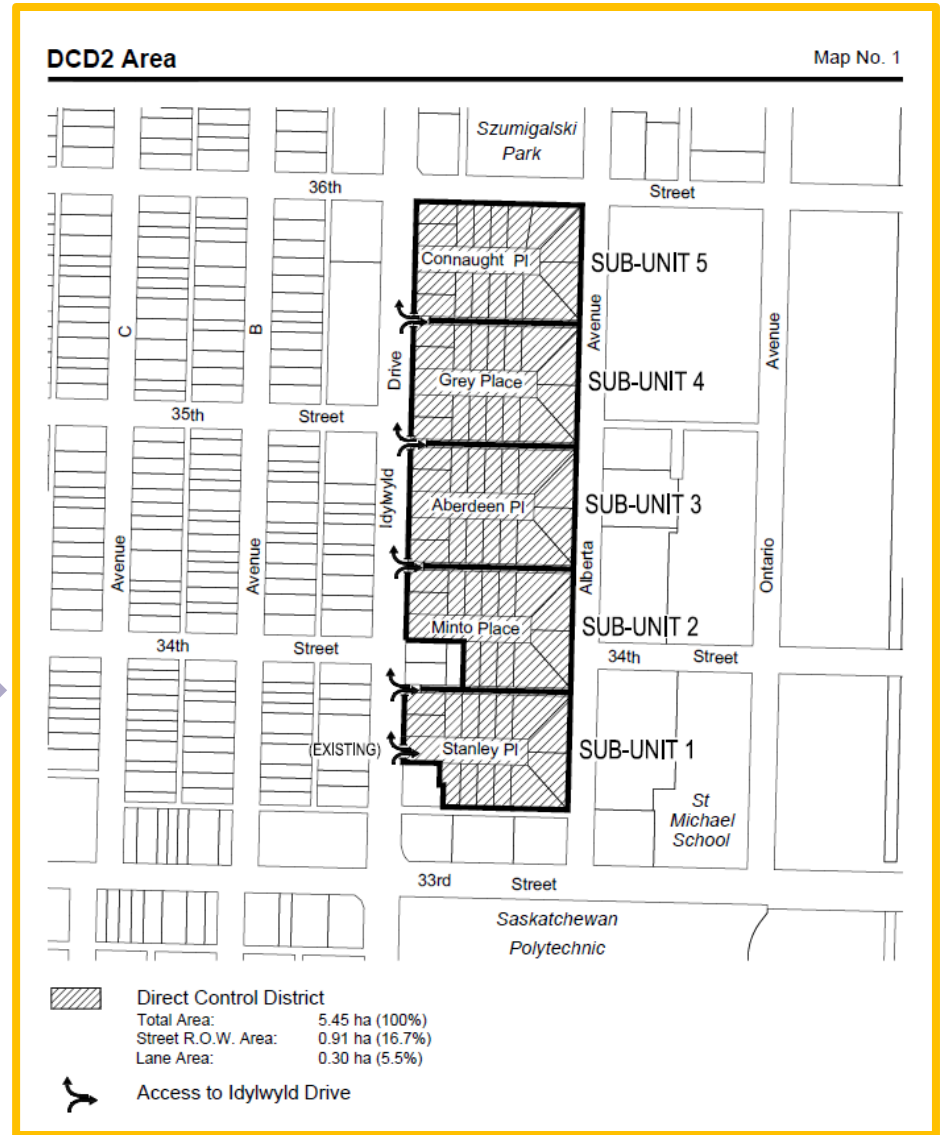
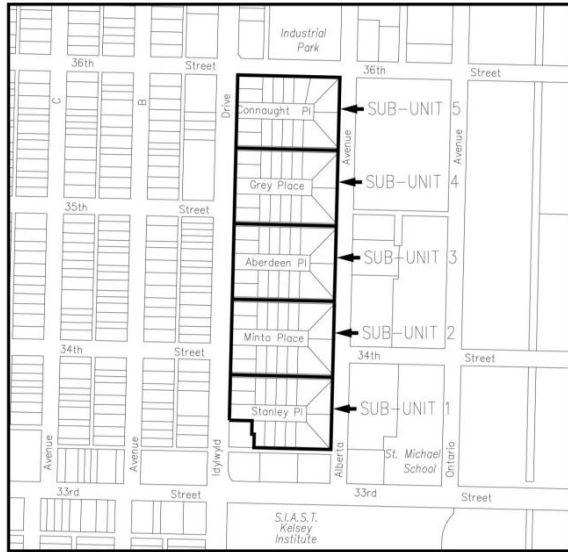
**Q. What changes or feedback do you suggest to the proposed land use map?**



# Woodlawn Corridor Map - Approved June 2024



# Rezoning of Three Sites - Approved July 2024



Sites were removed from DCD2 area, redesignated as **Station Mixed Use**, and rezoned to **CS1 zoning district**:

- 1232 Idylwyld Drive
- 1236 Idylwyld Drive
- 1 Minto Place

# Zoning Regulations

|  | <b>Corridor Residential (CRES) (Zoning: CR2)</b>                 | <b>Corridor Mixed Use (CMU) (Zoning: CM1)</b>    | <b>Station Mixed Use (CSMU) (Zoning: CS1)</b>    |
|--|--|--|--|
| Development Types  | Range of residential uses, limited commercial                    | Multi-unit residential or mixed-use developments | Mixed-use developments only                      |
| Max. Building Height   | 15 m (~4 storeys)  | 22 m (~6 storeys for fully residential building) | 27 m (~6-7 storeys for mixed-use building)       |
| Min. Building Height   | None   | 8 m (~2 storeys)                                 | 11 m (~3 storeys)                                |
| Minimum Site Width for a Multi-Unit or Mixed-Use Building      | 15 m (50 ft)   | 15 m (50 ft)                                     | 15 m (50 ft)                                     |
| One-Unit, Two-unit, and Semi-Detached                          | Permitted use  | Not permitted for new dwellings                  | Not permitted for new dwellings                  |
| Commercial Uses e.g. retail, restaurant, office (in CM1 & CS1) | Limited small-scale uses on corner sites at Council's discretion | Permitted as part of a mixed-use building        | Required on ground floor of a mixed-use building |
| Active Frontage e.g. entrances, seating, plazas, landscaping   | No requirement   | Required in all street-facing yards              | Required in all street-facing yards              |

# Zoning Regulations - Main Differences from DCD2

|                            | <b>Corridor Residential (CRES) (Zoning: CR2)</b>  | <b>Corridor Mixed Use (CMU) (Zoning: CM1)</b>     | <b>Station Mixed Use (CSMU) (Zoning: CS1)</b>                     |
|----------------------------|---|---|---|
| With new land use & zoning | Up to ~4 storeys (15 metres)  | Between ~2 to 6 storeys (22 metres)               | Between ~3 to 6-7 storeys (27 metres)                             |
|                            | Small shops & restaurants on corner sites only  | Optional commercial uses as part of mixed-use     | Requires commercial uses on ground floor (i.e. must be mixed-use) |
|                            | New one-unit / single family dwellings permitted  | New one-unit / single-family dwellings prohibited | New one-unit / single-family dwellings prohibited                 |
| With repeal of DCD2        | More options for lot configuration and access onto Idylwyld Drive.  |   |   |
|                            | Redevelopment can start on any street.  |   |   |
|                            | No need to wait for all lots on a cul-de-sac “sub-unit” to be consolidated.<br><i>(*Can redevelop if a site has the minimum required site width – 15m or 50ft.)</i> |   |   |

# What could Corridor Residential look like?



# What could Corridor/Station Mixed Use look like?



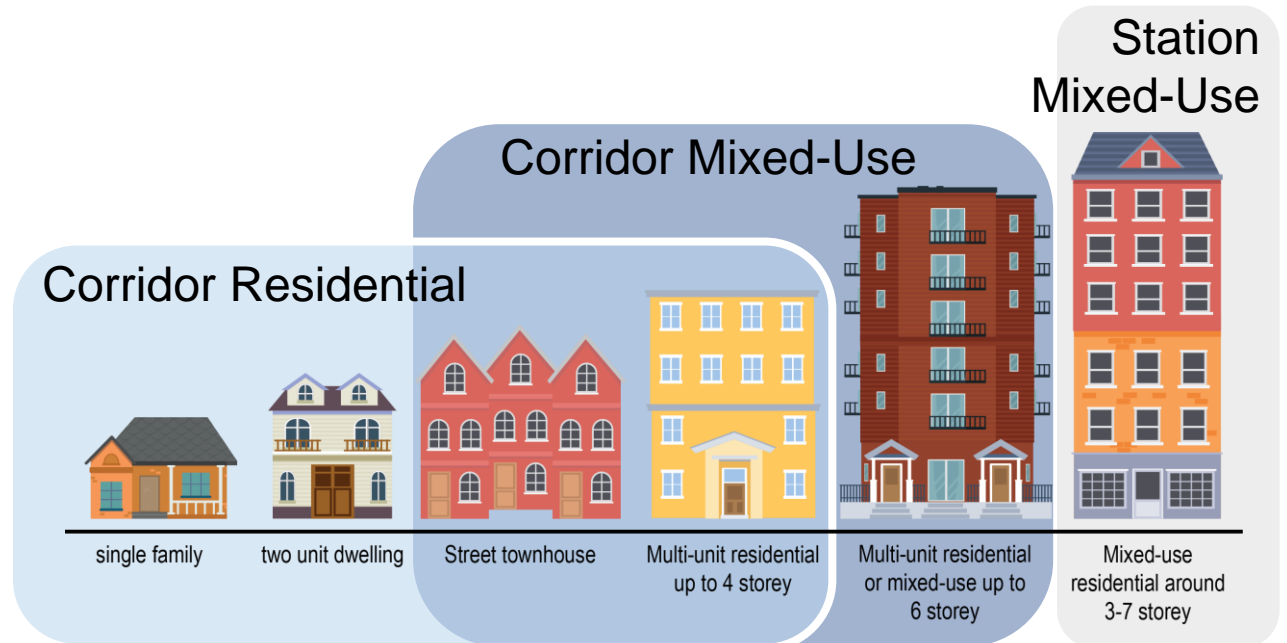


**What forms of future development would be best suited for these sites?**

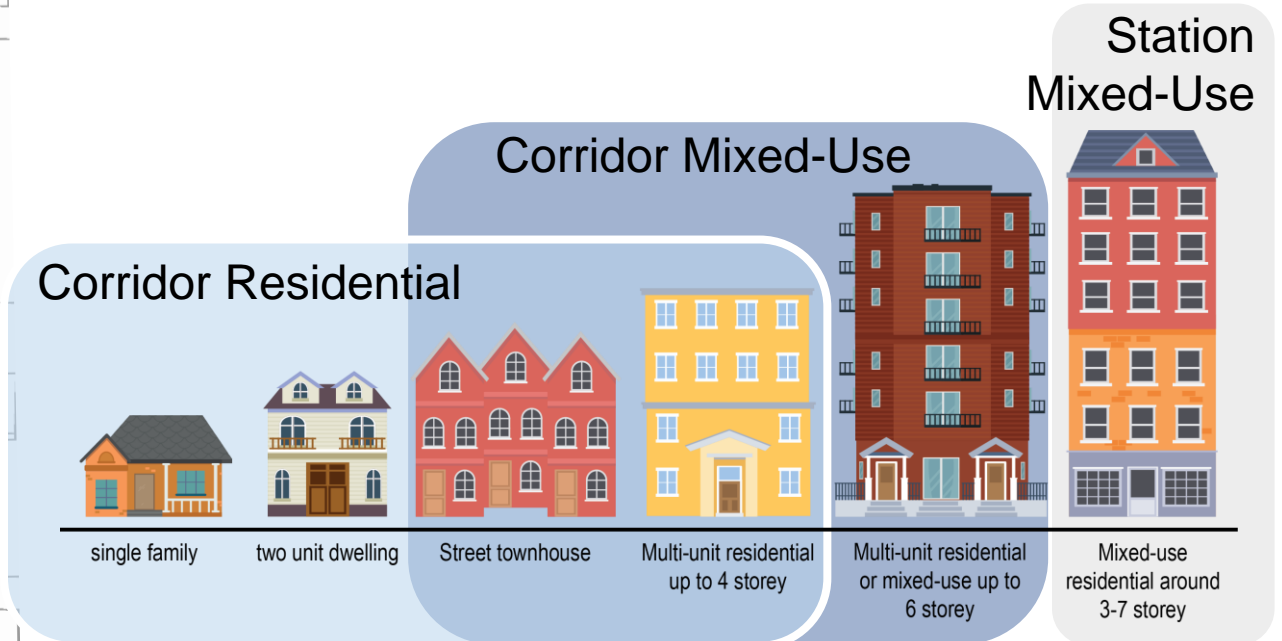
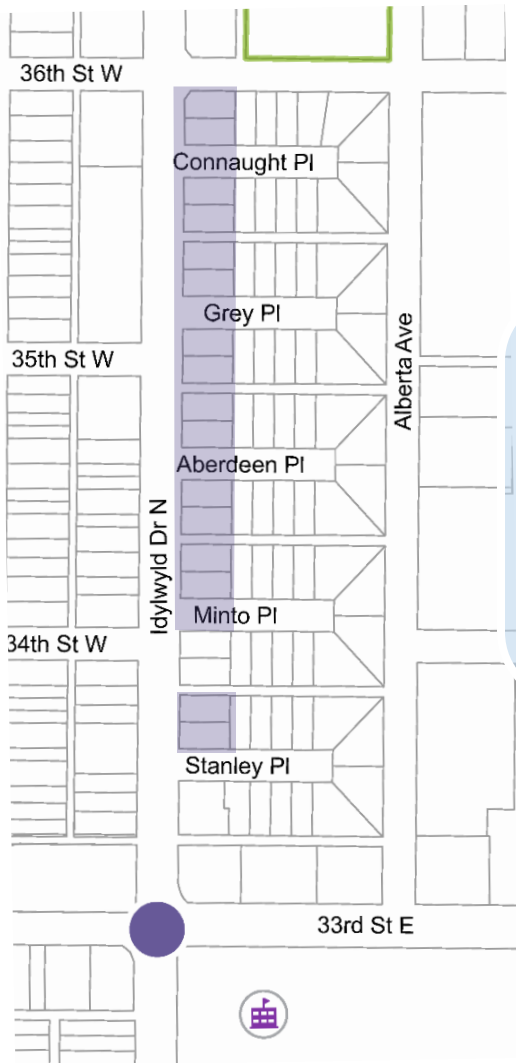




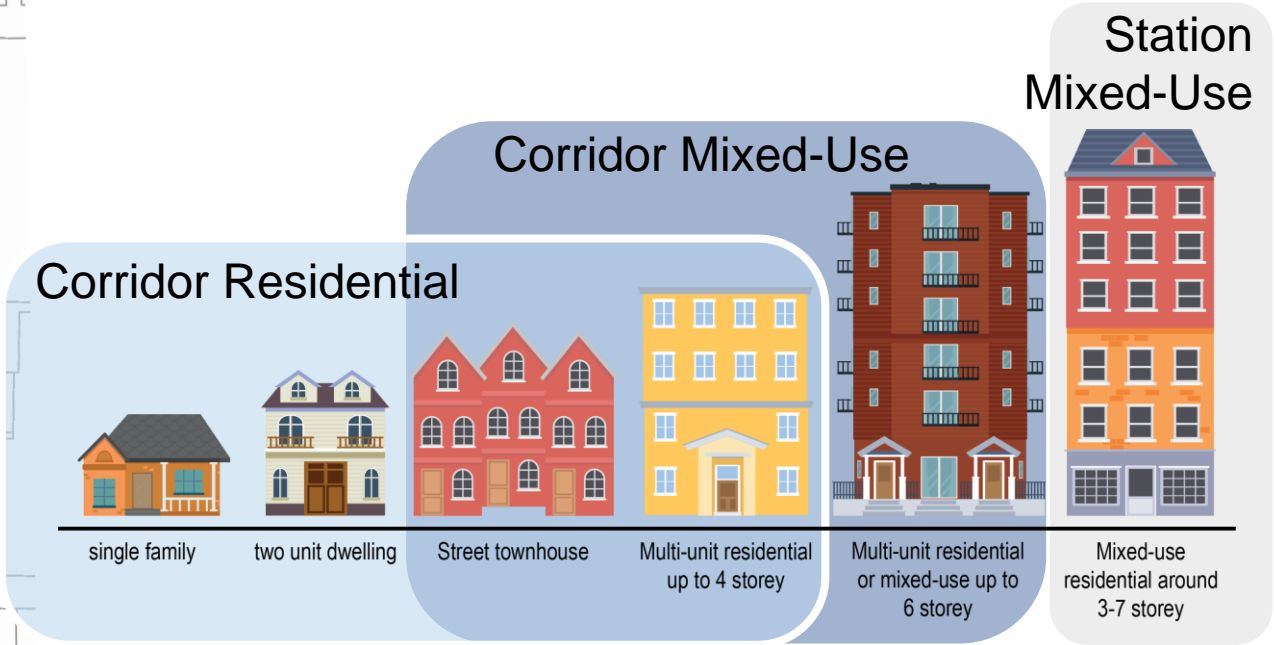
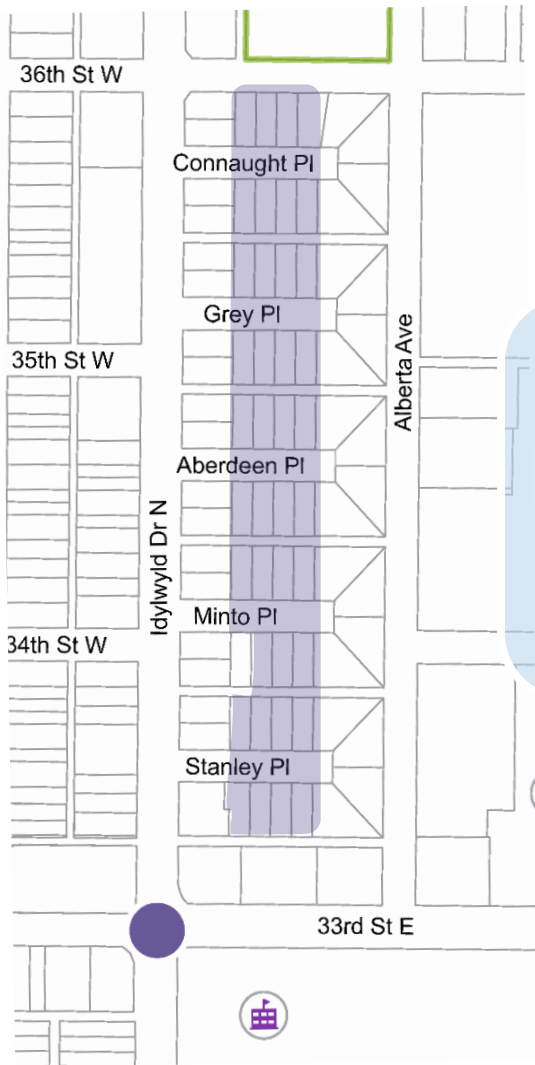
# Housing Types



# Fronting onto Idylwyld Drive

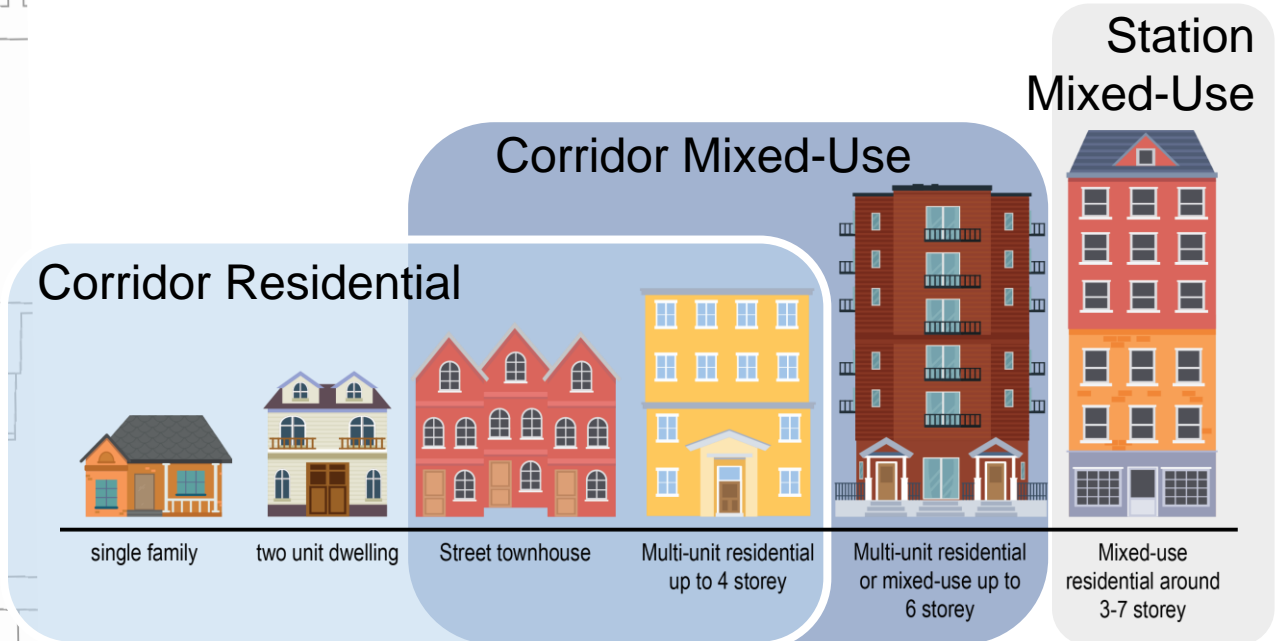
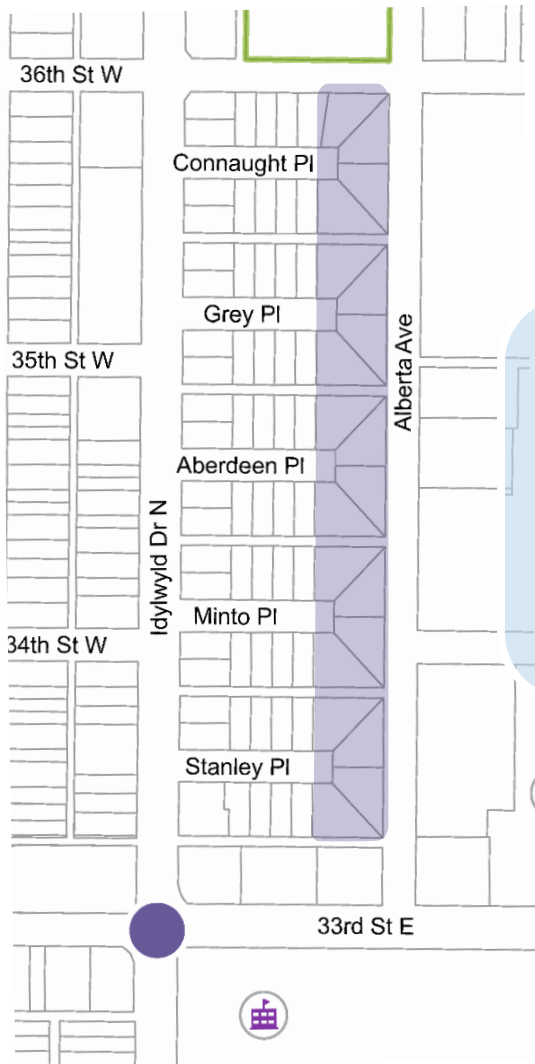


# Middle of Cul-de-sac Streets

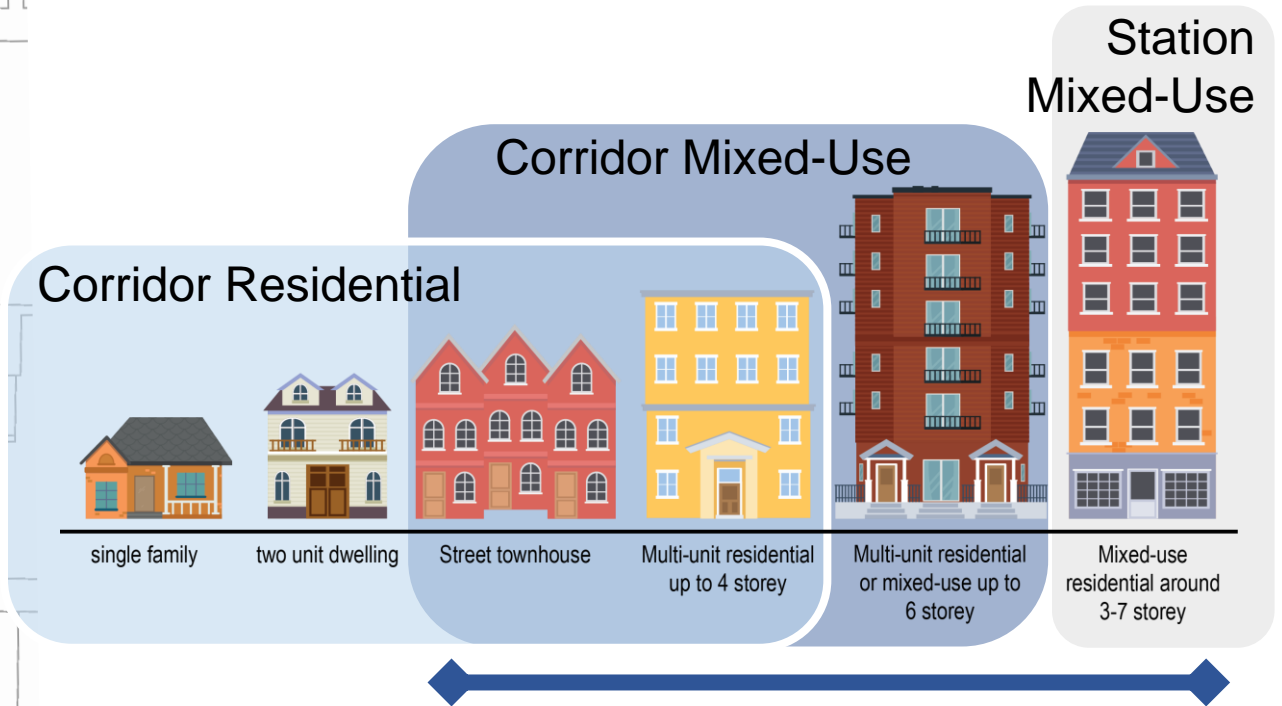
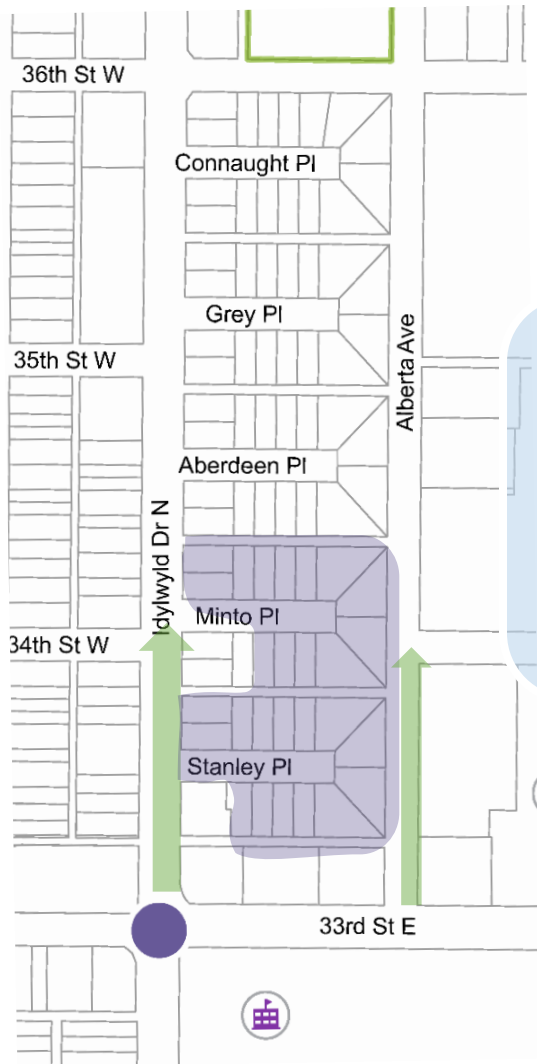


Site consolidation would be required for future development

# Ends of Cul-de-sac Streets Near Alberta Ave



# Closer to 33<sup>rd</sup> Street and Link - Bus Rapid Transit





# Land Use & Zoning Example Scenarios



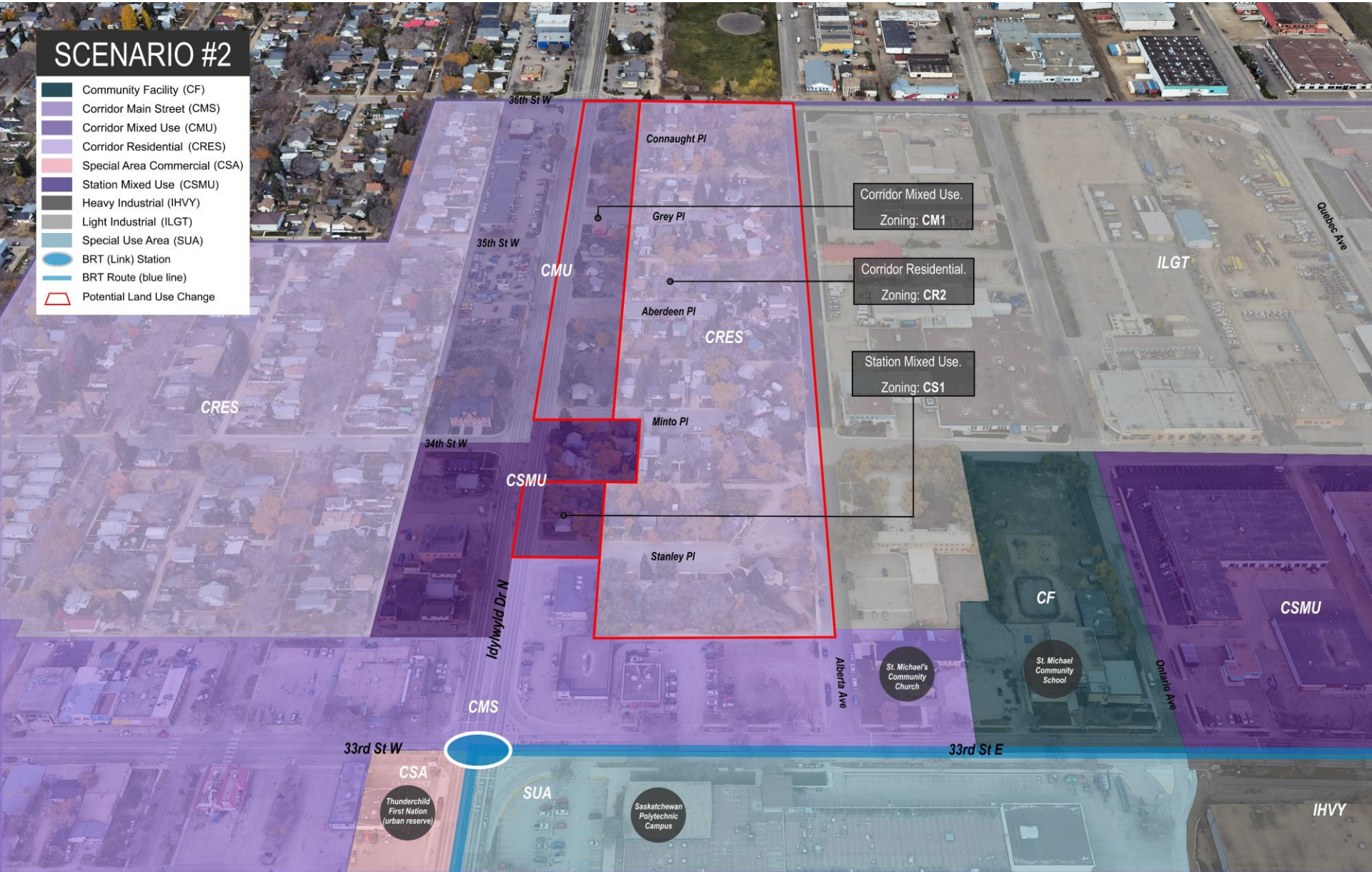
# SCENARIO #1

- Community Facility (CF)
- Corridor Main Street (CMS)
- Corridor Mixed Use (CMU)
- Corridor Residential (CRES)
- Special Area Commercial (CSA)
- Station Mixed Use (CSMU)
- Heavy Industrial (IHVY)
- Light Industrial (ILGT)
- Special Use Area (SUA)
- BRT (Link) Station
- BRT Route (blue line)
- Potential Land Use Change



# SCENARIO #2

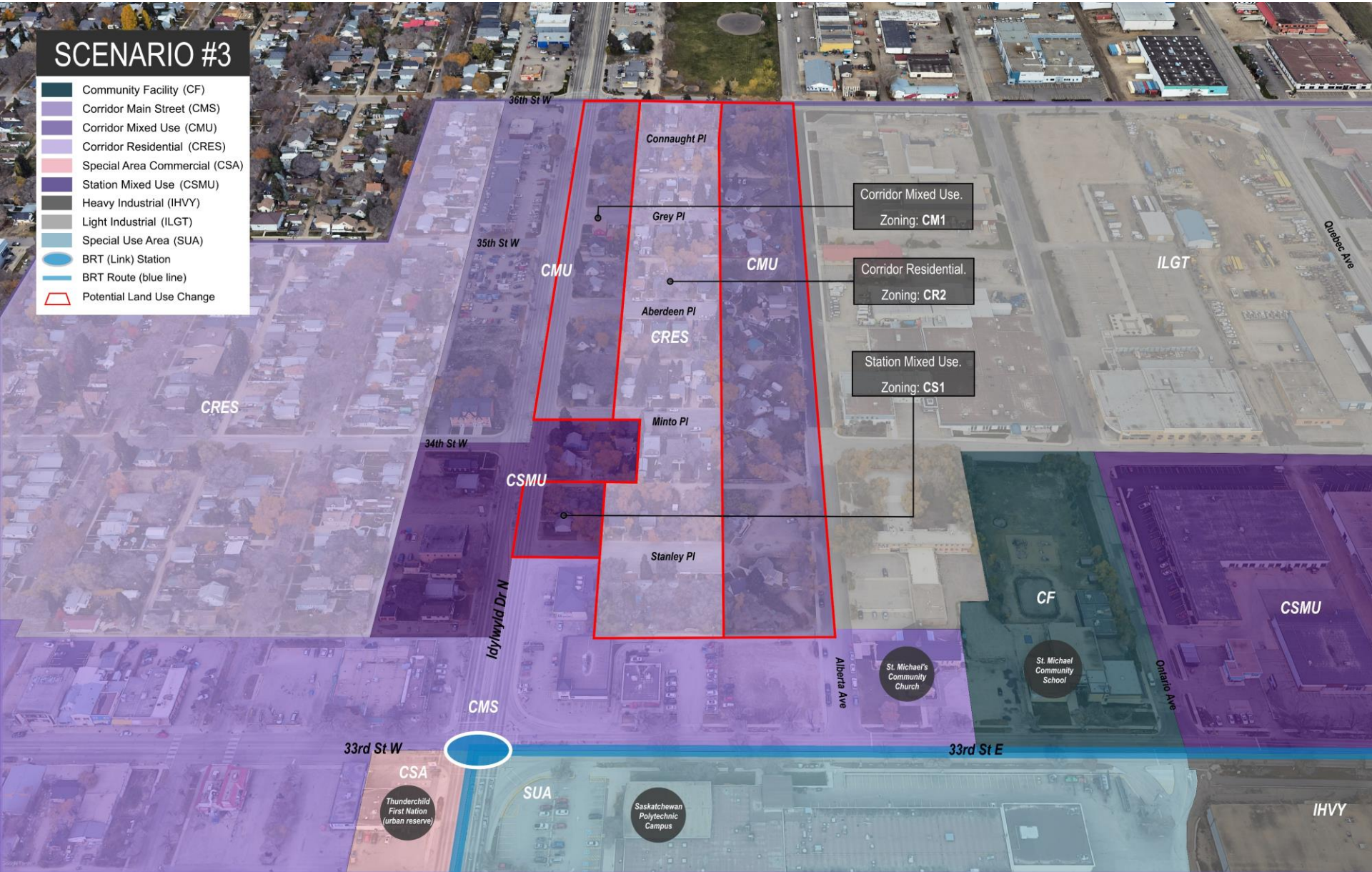
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# SCENARIO #3

- Community Facility (CF)
- Corridor Main Street (CMS)
- Corridor Mixed Use (CMU)
- Corridor Residential (CRES)
- Special Area Commercial (CSA)
- Station Mixed Use (CSMU)
- Heavy Industrial (IHVY)
- Light Industrial (ILGT)
- Special Use Area (SUA)
- BRT (Link) Station
- BRT Route (blue line)
- Potential Land Use Change



# SCENARIO #4

- Community Facility (CF)
- Corridor Main Street (CMS)
- Corridor Mixed Use (CMU)
- Corridor Residential (CRES)
- Special Area Commercial (CSA)
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- Heavy Industrial (IHVY)
- Light Industrial (ILGT)
- Special Use Area (SUA)
- BRT (Link) Station
- BRT Route (blue line)
- Potential Land Use Change

