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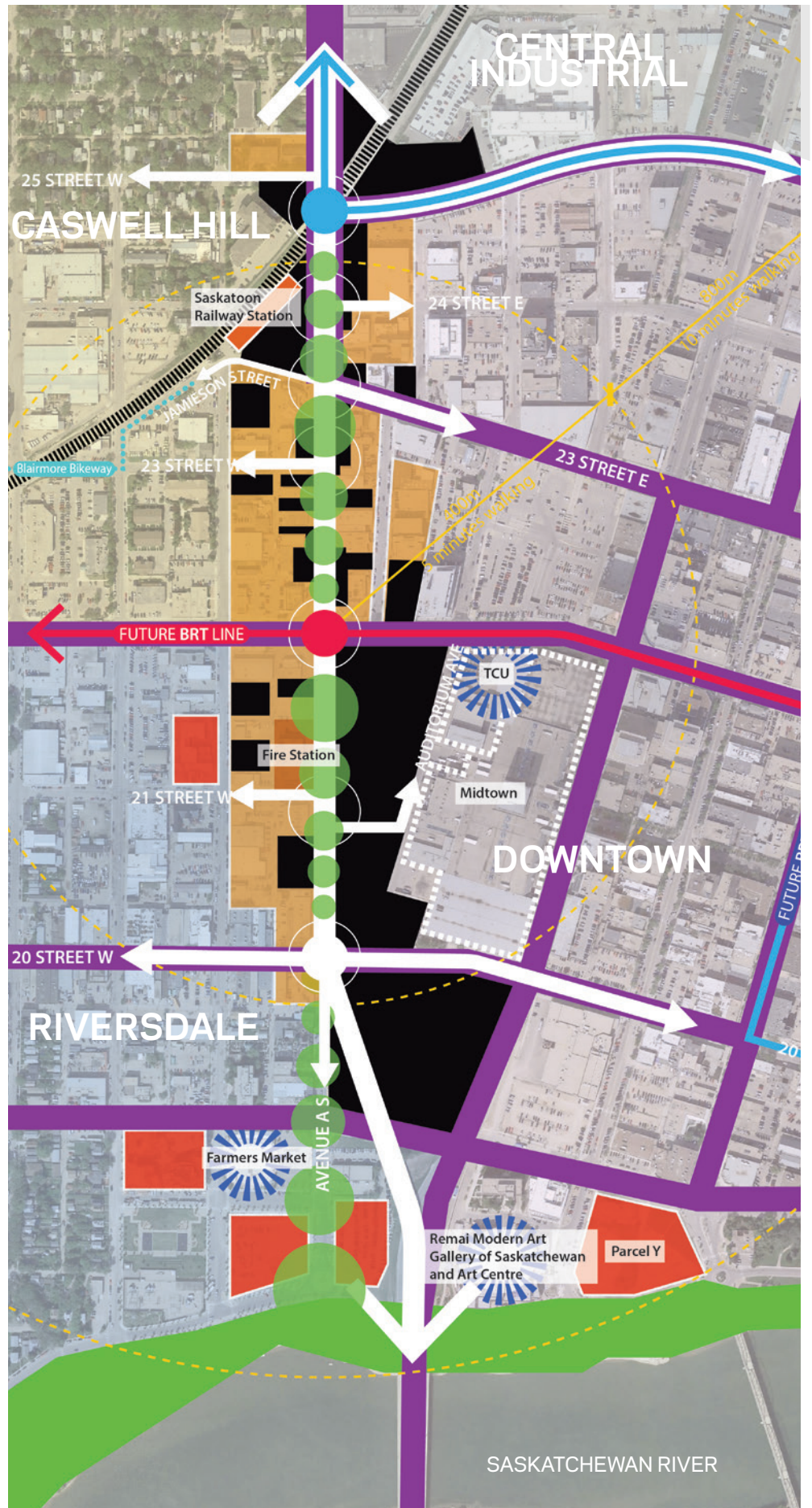
EXECUTIVE SUMMARY

IMAGINE
IDYLWYLD



LEGEND

-  Mid- to Long- Term Redevelopment Opportunities
-  Fire Hall Redevelopment
-  Infill Opportunities
-  New Developments
-  River Landing
-  Transit Route
-  Future Blue Line BRT
-  Future Red Line BRT
-  Gateway / TOD Node Opportunity
-  Green Space and Character Opportunity
-  Intersection Improvements
-  Neighbourhood Connection Improvements
-  Community Node



SWOT Analysis

“IDYLWYLD DRIVE IS A SIGNATURE GATEWAY INTO THE CITY CENTRE; A MODERN GRAND AVENUE THAT CONNECTS PEOPLE AND PLACES IN A COMPACT, MIXED USE URBAN ENVIRONMENT THAT SUPPORTS DAILY LIFE IN SASKATOON.” - IMAGINE IDYLWYLD VISION STATEMENT

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PROJECT PURPOSE

Imagine Idylwyld is a twelve month City of Saskatoon planning and design initiative for Idylwyld Drive. The purpose of the project is to develop a new vision and conceptual plan to improve the function, safety, connectivity and quality of the roadway and public realm along Idylwyld Drive, between 20th Street and 25th Street East.

The *Imagine Idylwyld* project will examine existing and future transportation patterns, current and future zoning and land uses, and existing and proposed built forms to gain an understanding of Idylwyld Drive's role as a major urban arterial roadway - now and in the future.

PURPOSE OF THIS REPORT

This report will inform and build the foundation of the design process in the stage to follow by documenting existing conditions along Idylwyld Drive corridor, identifying key issues and opportunities observed in the technical analysis as well as establishing a guiding and evaluative framework out of the Public and Stakeholder participation and feedback.

Forming the qualitative background, the engagement feedback is presented in the form of a series of “What We Heard” statements. These statements are to be considered and tested during the design of concept alternatives for the corridor and used as an evaluative tool to measure the success of alternatives in future phases of work.

PROJECT TIMELINE

This report marks the completion of Phase 02 of *Imagine Idylwyld*.



CONTENTS AND RESULTS

Introduction

Idylwyld Drive serves as a key north-south travel corridor through Saskatoon and connection to the City Centre. The study area was established based on site analysis and by mapping the extent of feedback and comments received during engagement events to encompass “Areas of Impact”.

Idylwyld Drive has been recently affected by the opening of Circle Drive South and the extension of 25th Street East. Changed traffic conditions along with the City's new policies to guide the growth and development of the city to 500,000 people, are driving the need to revisit the vision and character of the corridor.

Project Framework

Standards of Care have been established as a framework to guide and inform engagement throughout the project:

1. Idylwyld will be designed as an urban street.
2. Idylwyld will remain an arterial street.
3. All modes of travel will be considered and accommodated.
4. All types of people will be considered and accommodated.
5. Land use and transportation planning are integrated.
6. Existing businesses and driveways will be accommodated.
7. Saskatoon is a winter city.
8. The most up-to-date engineering design standards, guidelines, and best practices will be used.

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GUIDING THE DESIGN

Imagine Idylwyld is composed of several integrated parts and processes that will guide the design and inform the outcome for the *Imagine Idylwyld* study area.

Vision

Leading the design is the project vision, (see page 7) which was established through extensive community input. The draft vision was formed with a steering committee visioning session, and refined to the final vision through feedback obtained through a stakeholder workshop and an online community survey. The vision takes into account the three major scope areas of *Imagine Idylwyld*:

- **TRANSPORTATION + CONNECTIVITY:** the movement of users through the study area, connecting people with their destinations using their mode of choice.
- **LAND USE + BUILT FORM:** the types of destinations and locations of buildings within the study area and how they integrate with and are supported by the transportation network.
- **PUBLIC REALM + URBAN DESIGN:** the application of a design that creates a gateway condition and unifies the corridor, enhancing the quality of the street and nearby open spaces.

Corridor Priorities

The vision is supported by five corridor priorities that will guide the specific outcomes of *Imagine Idylwyld*. These priorities were created with the community and reflect the desired outcomes for the project.

Efficient + Predictable

Idylwyld Drive will be a street that provides the most efficient and predictable means of travel for all users.

Safe + Accessible

Idylwyld Drive will be a street that is safe and comfortable for users of all abilities 24 hours a day, 365 days a year.

Walkable + Human Scale

Idylwyld Drive will be a street that is comfortable to walk along and across in an interesting and engaging urban environment.

Connected + Cultural

Idylwyld Drive will be a street that not only connects people with their destinations but with our cultural, built and natural heritage.

Livable + Sustainable

Idylwyld Drive will be a street that enhances daily life by balancing environmental, social, cultural, and economic considerations.

Public and Stakeholder Engagement

Meaningful Public and Stakeholder engagement is an integral component of *Imagine Idylwyld*. The Engagement Strategy for the project built on the extensive efforts of the background documentation compiled over recent years that established clear stakeholders, issues and the challenges facing the study area. The engagement process for *Imagine Idylwyld* is purposefully designed to ensure the outcomes for the project are informed by the community. To date, public input has been received through a Stakeholder Workshop and a city-wide online interactive survey. The results of these engagement events have not only been used to formulate the vision and the corridor priorities for *Imagine Idylwyld*, but have also been used to establish the extents of the study area and identify the community's understanding of the challenges and opportunities facing Idylwyld Drive.

In this report, Public and Stakeholder responses have been consolidated into "What We Heard" statements. They have been categorized into the three major scope areas of *Imagine Idylwyld*:

- Transportation + Connectivity
- Land Use + Built Form
- Public Realm + Urban Design

Statements are then further itemized by corridor priorities to ensure that the work being done for each scope area is still driven by the priorities and vision of the corridor. These statements will also become an evaluative tool which future design work can be measured against.

Opportunities

This report also identifies a series of preliminary opportunities to be explored to address the community's "What we Heard" Statements throughout the corridor. These opportunities address a wide range of transportation, land use, and public realm issues and will help to guide the Project Team in creating concept alternatives for site-specific issues in the next phase of the project.

The following paragraphs summarize the issues and opportunities for each of the three major scope areas for *Imagine Idylwyld*. Additional details on the issues and corresponding opportunities can be found in Sections 4, 5 and 6 of this document.

Transportation + Connectivity

Idylwyld Drive is, and will continue to be an urban arterial street. The intent of *Imagine Idylwyld* is to realize improvements in function, safety, connectivity and quality of the corridor. Issues and opportunities identified include:

Traffic Flow, Lane Alignment and Continuity

Traffic efficiency is tied to traffic signal timing, lane usage imbalance and driver behaviour. Lane constraints at the

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22nd Street intersection result in longer wait times than recommended (130 second cycle vs. 60-90 seconds recommended). The lack of lane continuity and presence of shared left turns also encourages frequent lane changes, resulting in lane use imbalance reducing capacity. Lane continuity, improved turning and consistent lane width will be design criteria.

Intersections and Access Points

Idylwyld Drive has a high density of intersections, with two instances where signalized intersections are less than half the Transportation Association of Canada recommended spacing of 200 m. There is particular opportunity for traffic flow improvement to 24th Street to remove the traffic signal or restrict movements. Driveways create an additional source of safety risk and delay. Current driveway configuration involves sloping the sidewalks which can make walking difficult in icy conditions. Long term access opportunities may include other means, such as rear-lane access.

Connections among Neighbourhoods, Walking and Cycling

Although Idylwyld Drive is currently perceived as a barrier, it has the potential to connect neighbourhoods. There are significant opportunities to improve pedestrian conditions including rationalizing accessible routes, providing a buffer between driving lanes and sidewalk, providing a consistent sidewalk width and clear travel path appropriate for a major urban street, removal of sidewalk interruptions, reconfiguring intersections to improve pedestrian safety and reducing crossing distances.

Idylwyld Drive currently does not have dedicated infrastructure for cyclists and alternative routes are located conveniently nearby. Provision of designated bike crossings and ensuring that traffic signals can be actuated by cyclists are opportunities to improve connections among neighbouring communities.

Use of Space

Most of the space on Idylwyld Drive is used for driving. Three factors affect how much space is used for cars: number of lanes, lane width, and lane placement. The current arrangement is inefficient and does not follow modern best practice for urban streets. There is opportunity through reduced lane widths and reconfigured turning lanes to improve traffic flow while re-purposing space for pedestrian and non-motor vehicle traffic.

Snow and Winter

The wide street can become covered in snow or slush, obscuring lane markings and exacerbating lane alignment issues. For pedestrians, an icy driveway becomes a slippery slope toward traffic. The waits for walk lights become uncomfortable, or in the most extreme days, unbearable and intolerable. When it's windy, the open spaces and lack of trees provide little shelter for anyone waiting. On milder days, snow becomes a messy brown slush that splashes passers-

by, most notably inescapable at the pinch points where the narrow sidewalk just fits between a driving lane and a building, entirely within the splash zone. There are no boulevards or other areas for on site snow storage, so snow must be trucked away. What does remain, melts and drains unfiltered into the river, adding salt, oil, and other pollutants to the water.

To address this, there is opportunity to align the lanes to work intuitively even when covered by snow, remove or reconstruct and level abandoned driveways, provide a buffer between the driving lanes and sidewalks to minimize splash exposure and provide boulevards for on-site snow storage. Vegetation and other shelter opportunities, especially where pedestrians wait for red lights.

Land Use and Built Form

The urban morphology of Idylwyld Drive is generally defined by the legacy of the CN Railyard, with conditions differing between the east and west neighbourhoods. Generally, the study area is defined by low density single-use developments, and large expanses of surface parking lots. The corridor's current configuration conflicts with the emergence of urban renewal trends of adjacent neighbourhoods and districts.

The following opportunities are to be further explored as ways to address these land use and built form issues:

- Establish a gateway condition with a feature installation at the 20th Street intersection, including streetscape design and potential intensification on the north-west corner lot
- Explore mixed use infill development with structured parking on existing surface parking lots at 20th Street
- Review access to Avenue A from Idylwyld Drive
- Consider a greenway condition connection to the character of the River and River Landing
- Replace excess parking with pocket parks or squares, fronted by retail or new infill development
- Improve, redevelop, or relocate Fire Station No. 1
- Integrate transit access/amenities near future Bus Rapid Transit stations
- Create open spaces in close proximity to planned transit facilities
- Create pedestrian-oriented, mixed-use and transit-supportive gateways at 22nd and 25th Street
- Create consistent setback conditions
- Create consistent, pedestrian-oriented street frontage with an active urban edge that allows for small and random punctuations along the street edge at grade

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- Provide safe and shorter travel distances at crossings that are barrier free and meet accessibility standards
- Explore unifying blocks 8 and 9 for more regular development parcels
- Frame views of heritage buildings and landmarks

Public Realm and Urban Design

There is a notable lack of public spaces along the Idylwyld Drive corridor and the general condition of pedestrian routes is best summed up as hostile and of poor physical condition.

To realize the vision of a vibrant urban environment there are numerous opportunities for improvement; these include:

- Introduce a consistent urban edge
- Encourage walking by increasing sidewalk widths
- Add streetscape elements such as trees, plantings, and where appropriate, seating adjacent to intersections to enhance the character and quality and improve separation of vehicles and pedestrians
- Establish design guidelines for interim and future conditions.
- Design for four seasons by considering integrated storm water solutions within the streetscape and winter and snow operability
- Create a planted corridor that frames the right of way with a general planting consistency while providing shade and reducing wind velocity within the public realm.
- Create a planting scheme defined by hardy, city-tolerant species suited to the four seasons:
 - Street Trees (high canopy, provides shade)
 - Low shrubs (typically less than 1 metre which do not inhibit views and visual access)
 - Indigenous Prairie plant stock for the creation of smaller nodes of open space, or parkette conditions, that act as differentiating elements and that help to reinforce the quality of spaces
- Create open spaces near planned transit facilities
- Create staging areas for public art and civic elements
- Incorporate land art, topographical features or low walls to develop character and help buffer the public realm from traffic noise, pollution, and water and salt spray from passing vehicles

Climate Considerations

The Site Analysis of the study area also encompassed the environment effects of the region. These influences will also be considered in the development of the physical design evolution that is a fundamental design criteria HOK considers a baseline. As energy consumption effects operational costs over the life of a building and the surrounding context, passive design measures and sustainable design guidelines that maximize the positive design strategies while reducing the negative effects will help in the affordability of housing and long term impact on resources.

Summary

As the Site Analysis portion of the Corridor study concludes, many clear objectives have emerged that point to a very encouraging development of the options for the corridor and the public realm. The feedback from the Stakeholder and Public Engagement sessions demonstrates the willingness of Saskatoon to claim their downtown core as a place of growth and celebration of their unique identity. The ideas and strategies that were proposed can effectively be integrated with the traffic analysis that indicates a streamlining of lanes to make way for a more robust public realm that looks for solutions that create a safer interface with pedestrian flow while framing and connecting districts and communities that have been separated by rail and highway since the inception of the City.