



South Caswell Redevelopment Public Information Meeting

Welcome!

Join us to learn more about the South Caswell Redevelopment Project.

The City of Saskatoon is pleased to welcome you to the Public Information Meeting for the South Caswell Redevelopment Project.

As we gather here today, we acknowledge we are on Treaty 6 Territory and the Homeland of the Métis. We pay our respect to the First Nations and Métis ancestors of this place and reaffirm our relationship with one another



South Caswell Redevelopment Public Information Meeting

Please sign-in and take a comment sheet.

We encourage you to share your feedback, concerns and ideas.

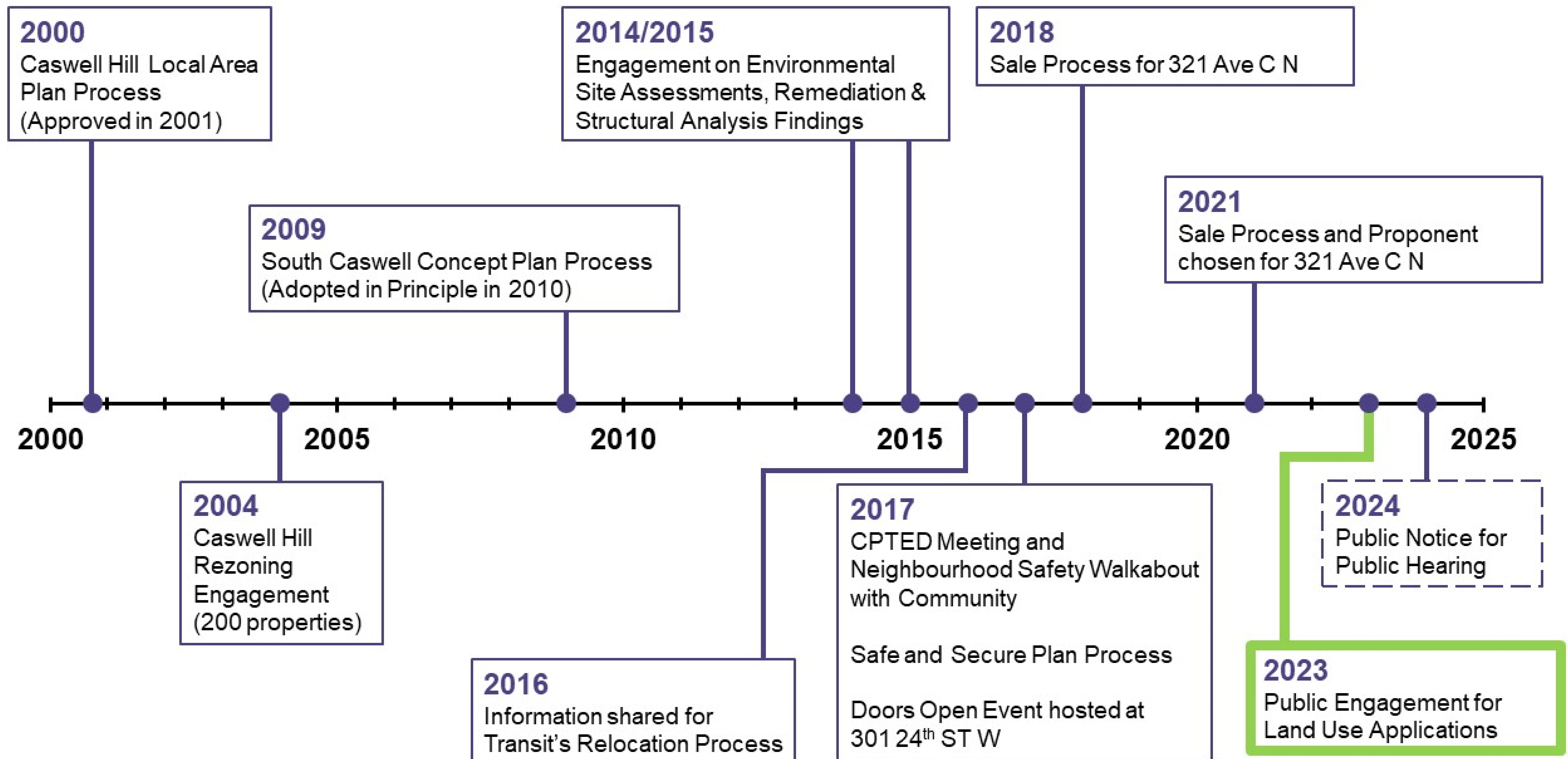
Comments may also be submitted via email to City.Planning@Saskatoon.ca or
call 306-975-2645 until December 11, 2023.

City of Saskatoon is committed to hosting engagement events where everyone can participate in an inclusive, respectful, healthy and safe environment and be treated with fairness and dignity.

Comments that are disrespectful or harmful to staff, the applicants,
or other community members will not be tolerated.

South Caswell Engagement Timeline

The community has been involved in several engagement and plan processes over the years.



Environmental Assessment Results



AREA 1

Former Bus Refueling Area

The presence of former underground fuel tanks and years of bus refueling have caused petroleum hydrocarbon (diesel) impacts within the subsurface soil.

AREA 2

Bus Maintenance

Years of bus maintenance, oil changes, waste oil and lubricant handling, spills and the presence of in-ground hoists within the area have caused petroleum hydrocarbon impacts to seep into the surficial soils.

AREA 3

Former Mechanical Pits

The former mechanical pits were historically used as a dumping area for garbage and old bus parts. Testing of the area has identified a small pocket of lead impacted soil within the subsurface. The nature of the exceedance was isolated and likely resulting from old battery or metal debris. A Limited Remedial Excavation was performed on a portion of the former Transit storage area in response to impacted surficial soils.

AREA 4

Parking Lot

Soil sampling within the parking lot identified one small area with above background level of lead. This minor and low risk impact is likely resulting from either metal debris, an old spill, or a piece of garbage that ended up in the soil sample.

AREA 5

Oil Change Area

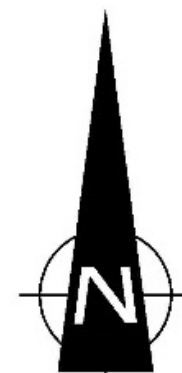
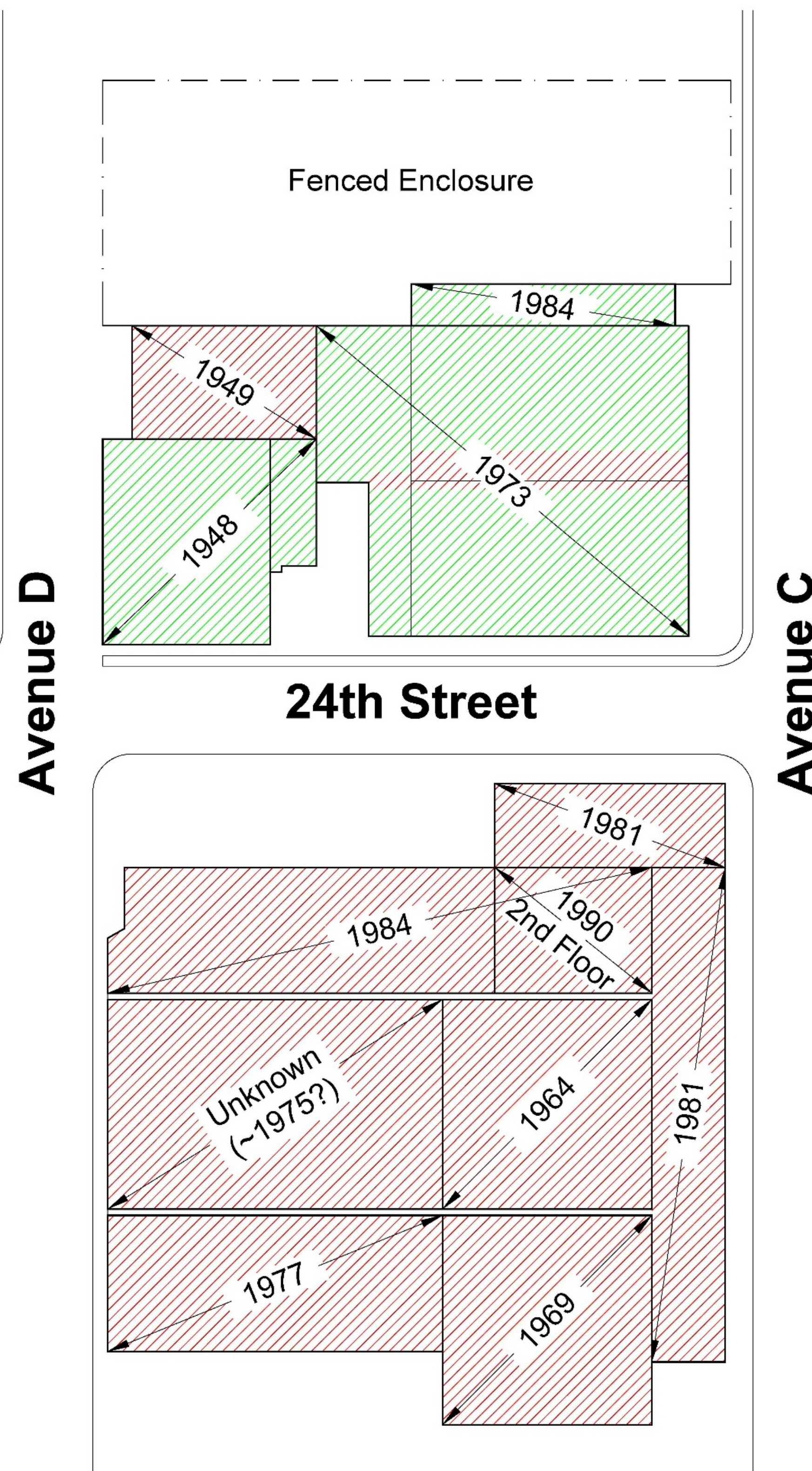
February 2020, existing hydraulic lifts and hoists were removed, and contaminated soils related to the lifts were remediated. Remediation of other impacted areas will take place as redevelopment of 321 Ave C N proceeds, as required to meet environmental standards for future land uses.

A Risk Assessment and Corrective Action Plan (CAP) was prepared for the identified redevelopment sites. The CAP was updated in 2023 and has been submitted to the Ministry of Environment.

--- SOUTH CASWELL STUDY AREA

— CITY-OWNED PROPERTY

Structural Analysis Results



321 Ave C N

- Comprised of the original 1948 structure and subsequent additions in 1949, 1973 and 1984.
- Formerly included a structure north of the existing structures, which was removed to accommodate outdoor transit parking and storage.
- Structural components from 1948 and 1973 deemed suitable for adaptive reuse.

301 24th St W

- Comprised of four pre-engineered structures constructed in 1964, 1969, mid-late 1970's, and 1977 which acted as the 'bus barn' Transit storage facility.
- Addition of two-storey office structures and common vehicular access entrance in 1981, 1984 and 1990.
- Structural Engineer advised adaptive reuse to be nonviable due to the requirement of extensive and cost prohibitive alterations and reconstruction.

South Caswell Redevelopment Project Status for 321 Ave C N



CORRIDOR PLANNING PROGRAM

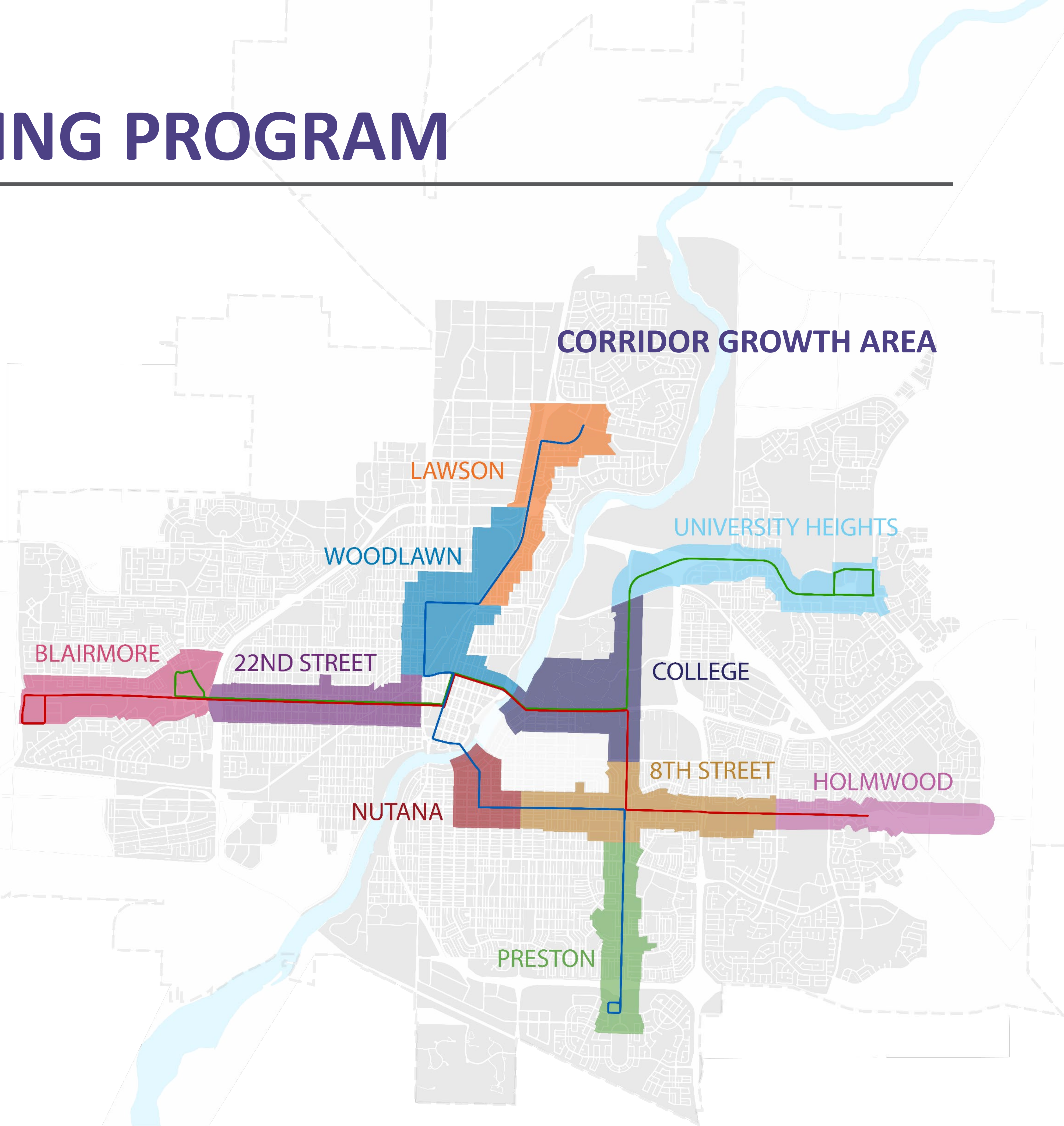
BACKGROUND

The goal of the Corridor Planning program is to transform major streets (corridors) across Saskatoon into places for people, by creating a framework for future development near these corridors, in the “**Corridor Growth Area.**”

This includes re-thinking how corridors are planned for the long term, like how the land is used, how public space is created and how buildings are designed.

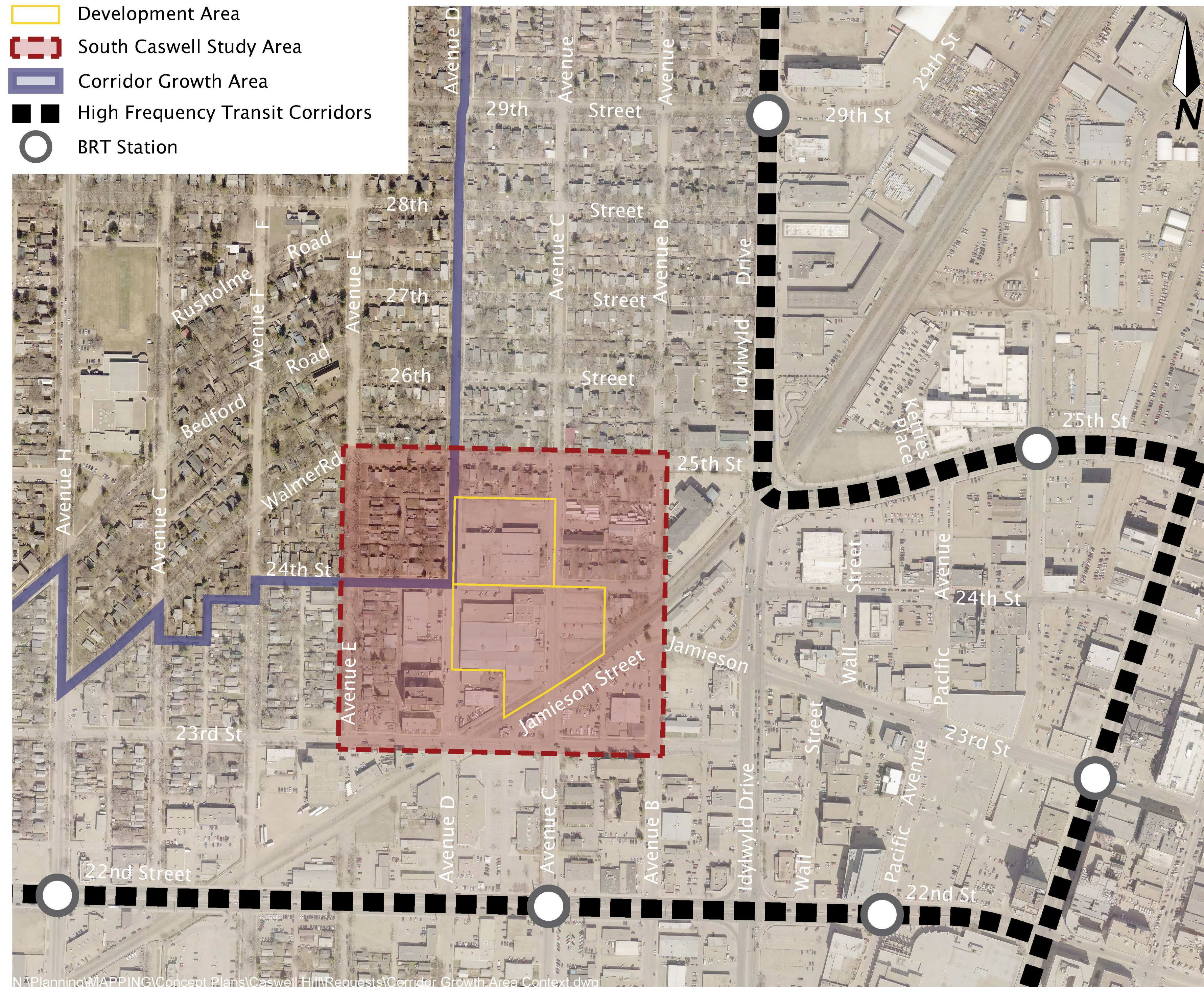
Guided by various long-term plans including the Official Community Plan (2020), Corridor Transformation Plan (2020), and the Growth Plan to Half a Million (2016), City Council has directed that these Corridor Plan Areas need to be places where people can live, work and play, not just drive through.

To help create plans that work for everyone, we are engaging with landowners, residents, businesses, and other stakeholder and rightsholder groups.



South Caswell Redevelopment

Corridor Growth Area & Bus Rapid Transit Context



- Located within the 22nd St Corridor Growth Area
- Adjacent to the Woodland Corridor Growth Area
- Within 400 – 700 metres of future Bus Rapid Transit Stations and routes

Corridor Mixed Use Land Use Designation & CM1 – Corridor Mixed-Use 1 Zoning District

Corridor Mixed Use Land Use Designation

- Accommodates a mix of uses intended for mid-rise development along corridors
- Fully residential buildings permitted
- Non-residential uses permitted only as part of mixed-use developments containing residential
- Includes both a minimum and maximum for the building height and the front yard setback – allowing for a range in building massing but discouraging low-density development
- Reduced minimum parking requirements

Building Height

A	Height (max)	16m	
	Height (min)	8m	

Site

B	Width (min)	15m	
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Yard

C	Front yard (max)	6m	
	Front yard (min)	4m	
D	Side Yard (min)	0.75m	For the side facing the street on corner sites.
		2m	
E	Rear Yard (min)	6m	

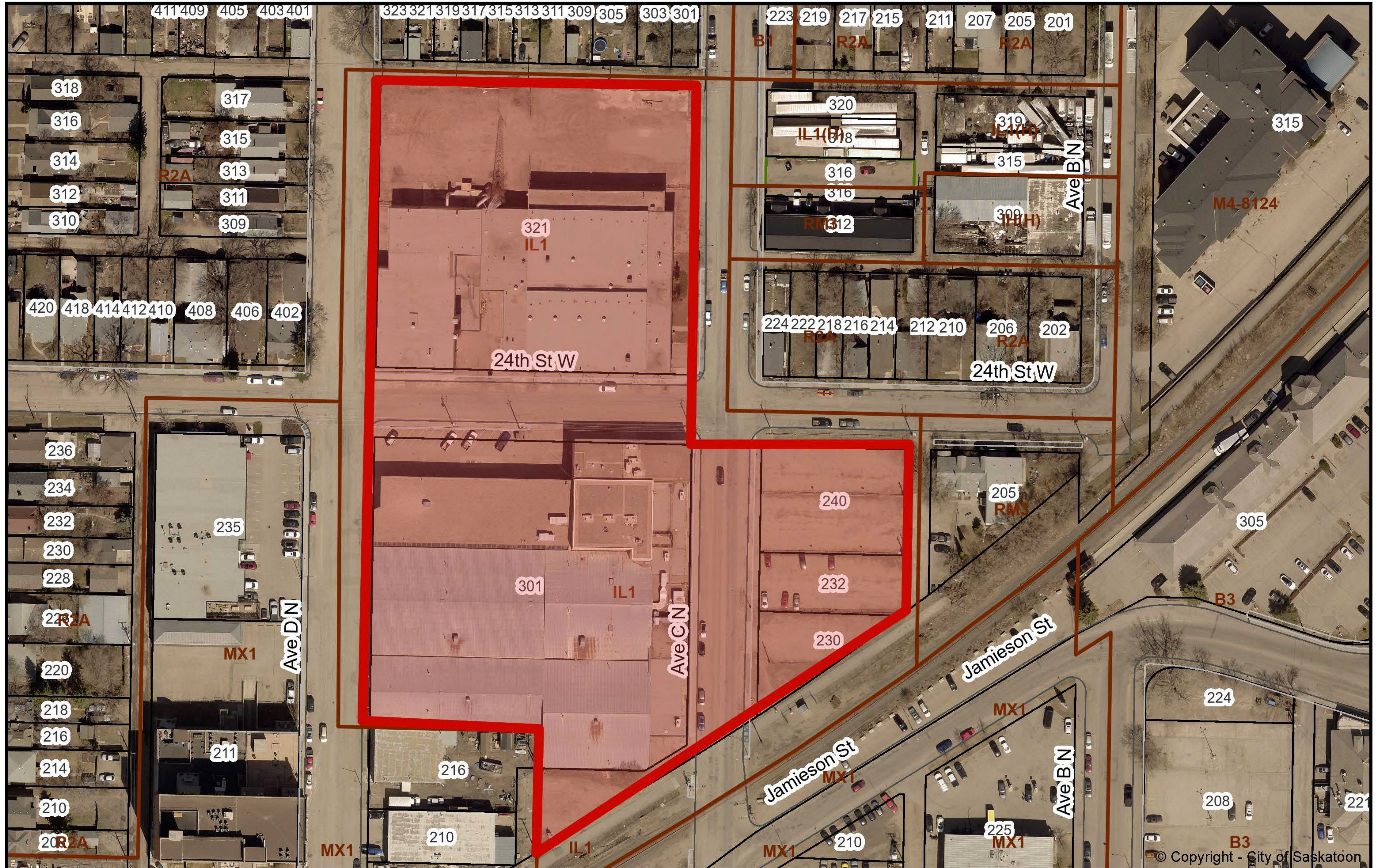
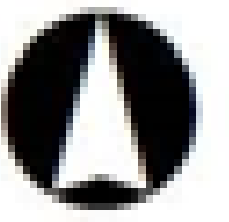
Uses

Residential	Multiple-unit dwellings and similar uses. Also permitted on ground floor.
Commercial and institutional	Retail, dining, personal services, community services, financial services, educational, small offices, and similar uses. Also permitted on higher floors.

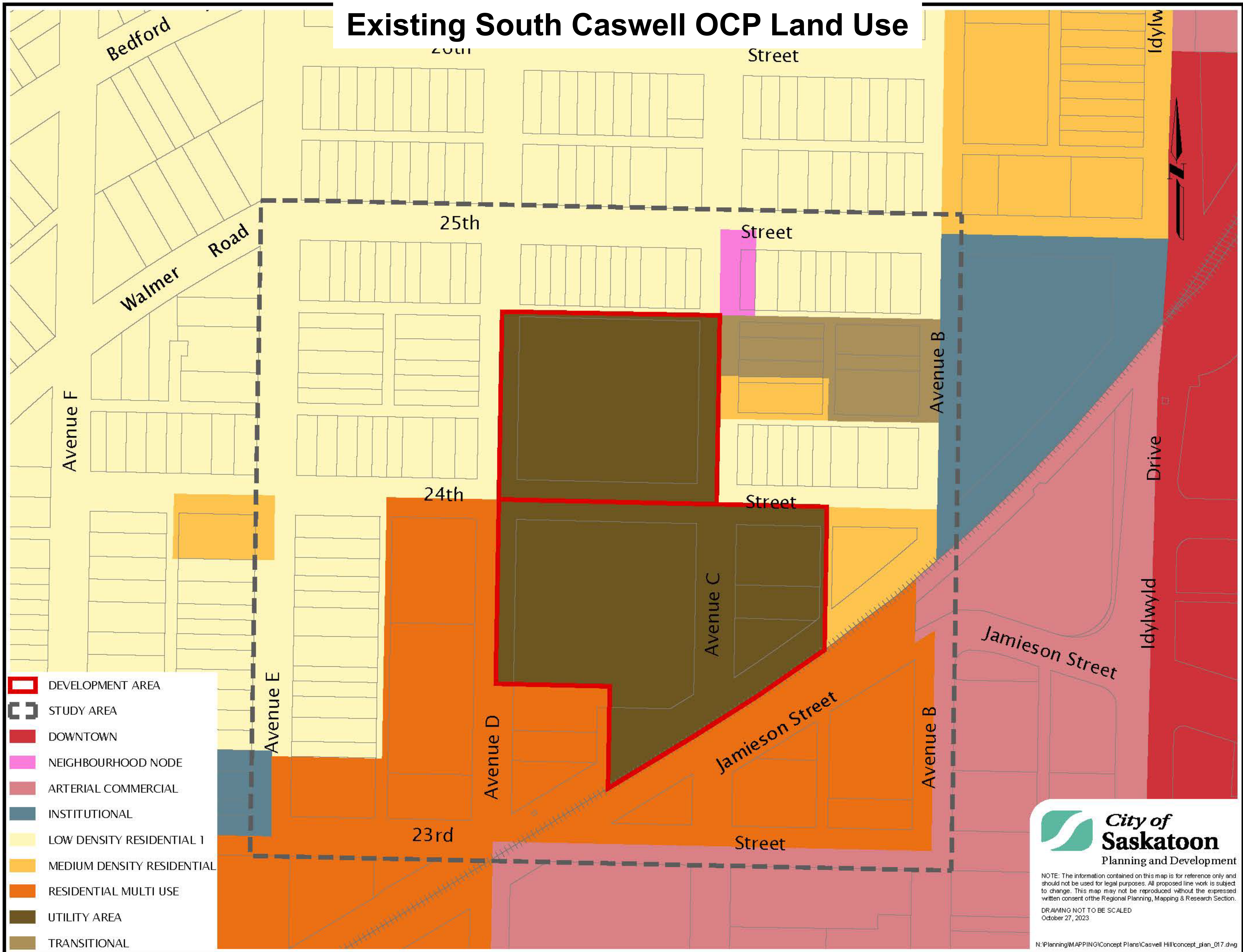


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Existing South Caswell OCP Land Use

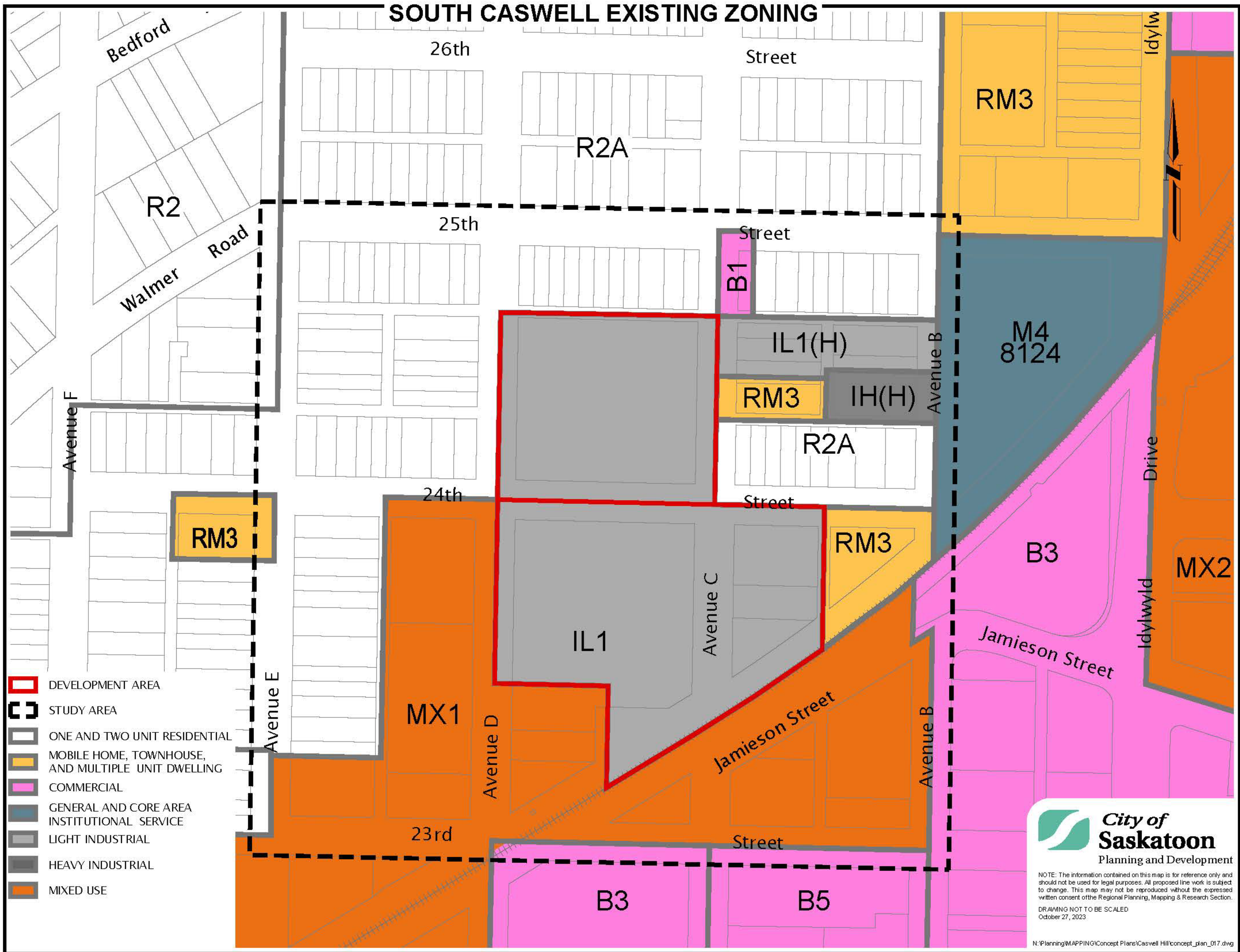
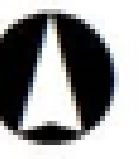


- DEVELOPMENT AREA
- STUDY AREA
- DOWNTOWN
- NEIGHBOURHOOD NODE
- ARTERIAL COMMERCIAL
- INSTITUTIONAL
- LOW DENSITY RESIDENTIAL 1
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL MULTI USE
- UTILITY AREA
- TRANSITIONAL

City of Saskatoon
 Planning and Development

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 October 27, 2023
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SOUTH CASWELL EXISTING ZONING



-  DEVELOPMENT AREA
-  STUDY AREA
-  ONE AND TWO UNIT RESIDENTIAL
-  MOBILE HOME, TOWNHOUSE, AND MULTIPLE UNIT DWELLING
-  COMMERCIAL
-  GENERAL AND CORE AREA INSTITUTIONAL SERVICE
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  MIXED USE

 **City of Saskatoon**
Planning and Development

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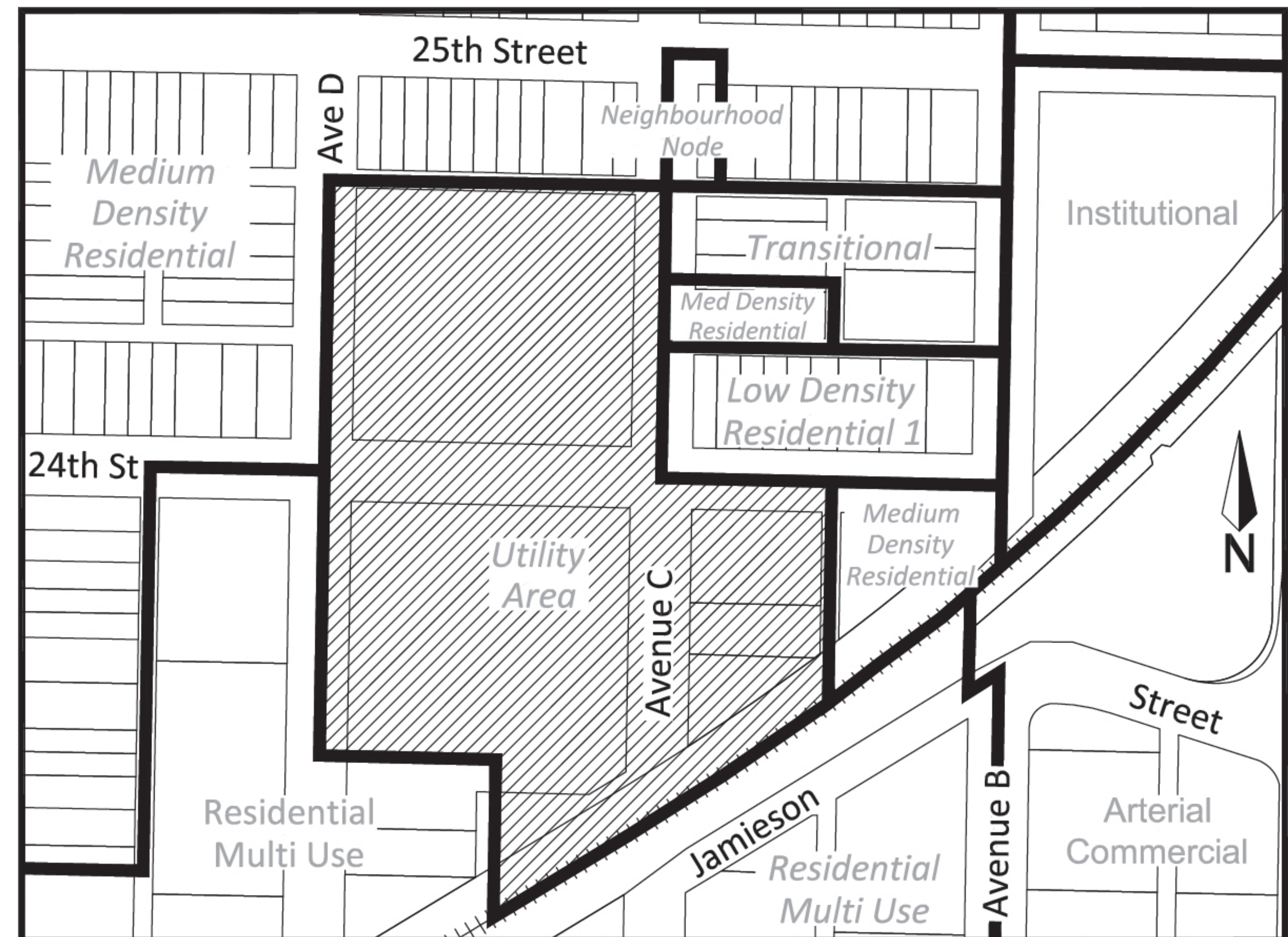
Official Community Plan Land Use Amendment

Current OCP Land Use Designation:

Utility Area: Land designated as “Utility Area” has the potential for parcels or corridors of land to be reserved for above or below-ground utility installation and infrastructure and may form part of the green network.

Proposed OCP Land Use Designation:

Corridor Mixed Use: Land designated as “Corridor Mixed Use” has the 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 routes or as determined through the Corridor Area Plan process.



PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT

 From Utility Area to Corridor Mixed Use

Zoning Bylaw Amendment

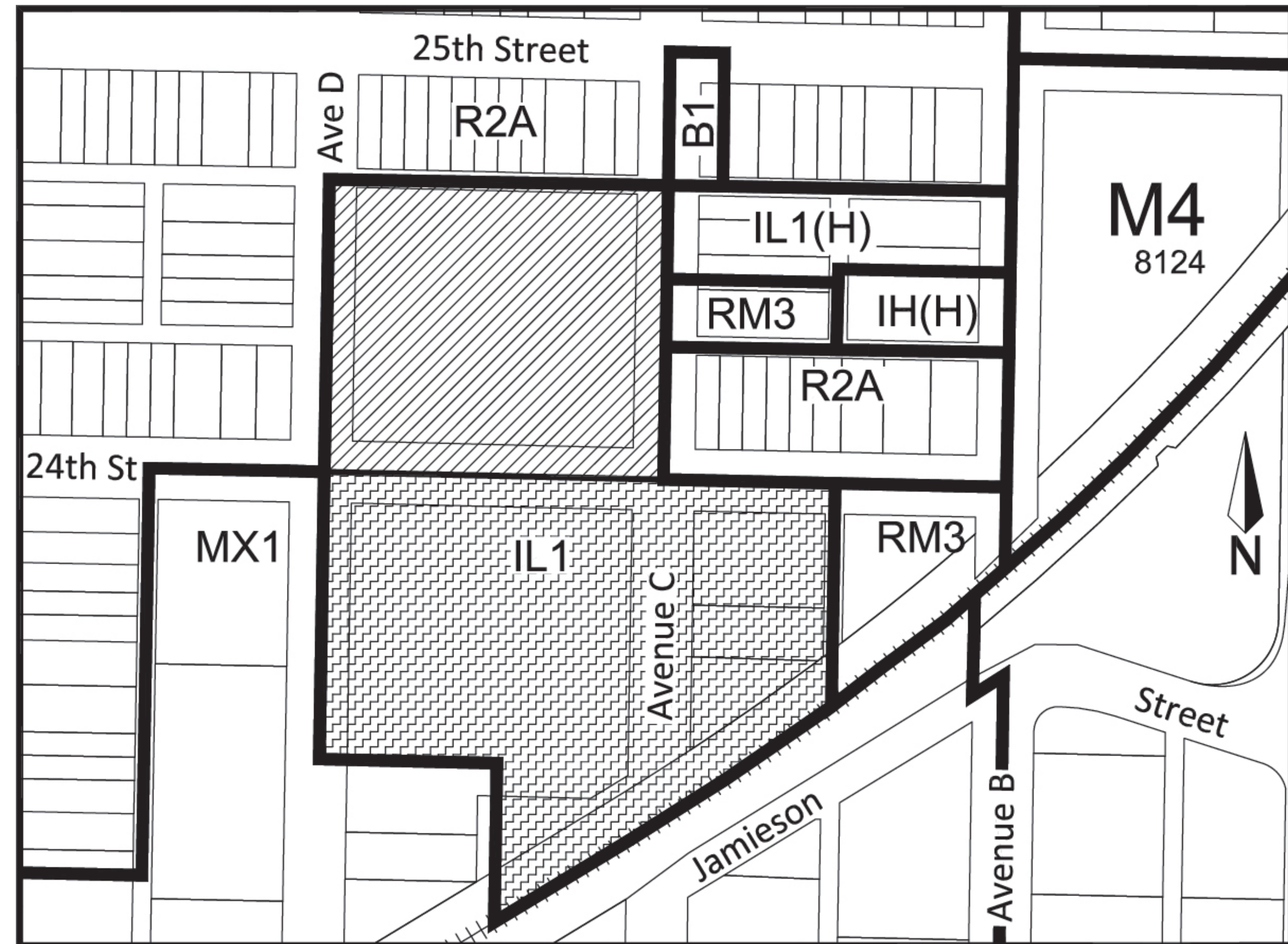
Current Zoning:

IL1 – General Light Industrial District: the IL1 Zoning District is intended to facilitate economic development through a wide variety of light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations.



Proposed Zoning:

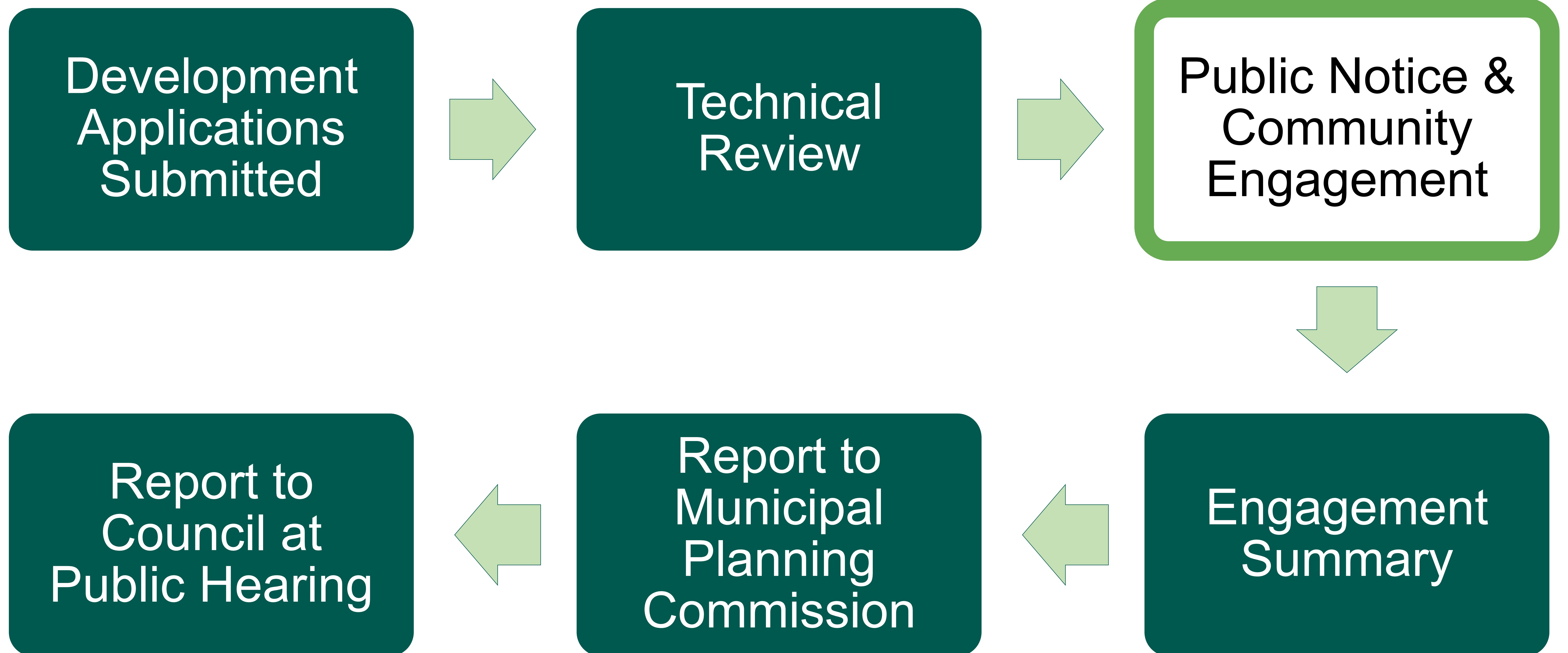
MX1 – Mixed Use Zoning District by Agreement: the MX1 District is intended to facilitate a broad range of compatible commercial, light industrial, institutional, cultural, and residential uses. A Zoning Agreement is a tool to ensure that only the specific development proposal put forward by the applicant could be constructed if approved.

CM1 – Corridor Mixed Use: The CM1 District provides for a range of residential and mixed-use developments containing residential, commercial and institutional uses in mid-rise buildings that promote a compact, pedestrian-oriented form. The CM1 District encourages a variety of transportation options and buildings incorporating Transit-Oriented Development principles, including street-facing buildings with active frontages and ground-oriented uses.



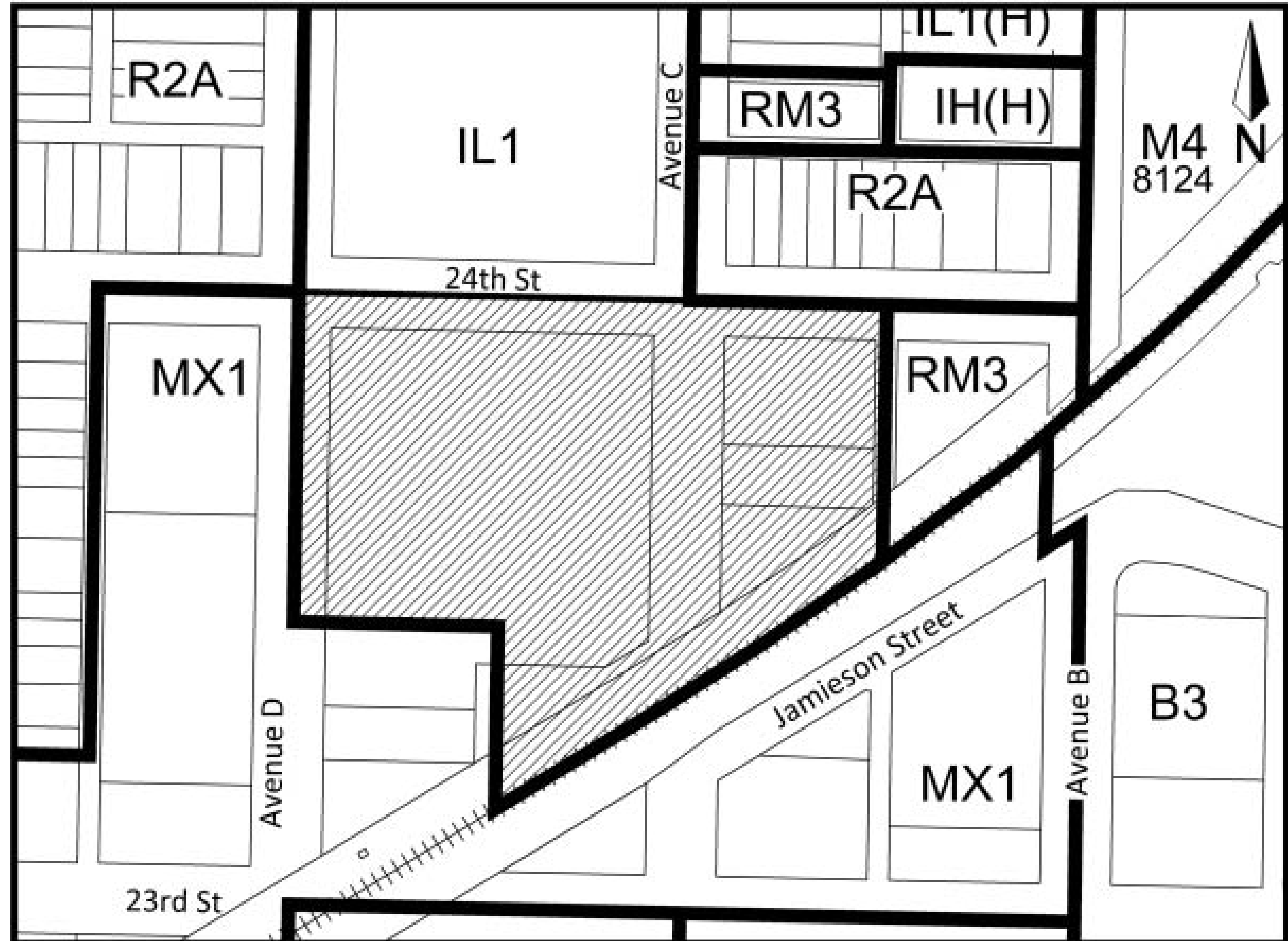
PROPOSED ZONING AMENDMENT

-  From IL1 to MX1 by Agreement
-  From IL1 to CM1 (Corridor Mixed Use)



Next Steps for Redevelopment of Remaining Sites

- Initiate sale and redevelopment process for 301 24th St W, 230/232/240 Ave C N and the existing right-of-way south of 24th St W
- 321 Ave C N will be redeveloped before development proceeds on remaining sites



Next Steps for Development Review Applications

- Comments are requested by 5:00 pm on December 11, 2023. Please submit any comments or questions to City.Planning@Saskatoon.ca or call 306-975-2645.
- Following the public engagement, Development Review will prepare an Engagement Summary that will be uploaded to the South Caswell Redevelopment Engage Page.
- Information on future meeting dates for the Municipal Planning Commission, Public Hearing and Council will be shared once confirmed in early 2024.