

South Caswell Redevelopment Project



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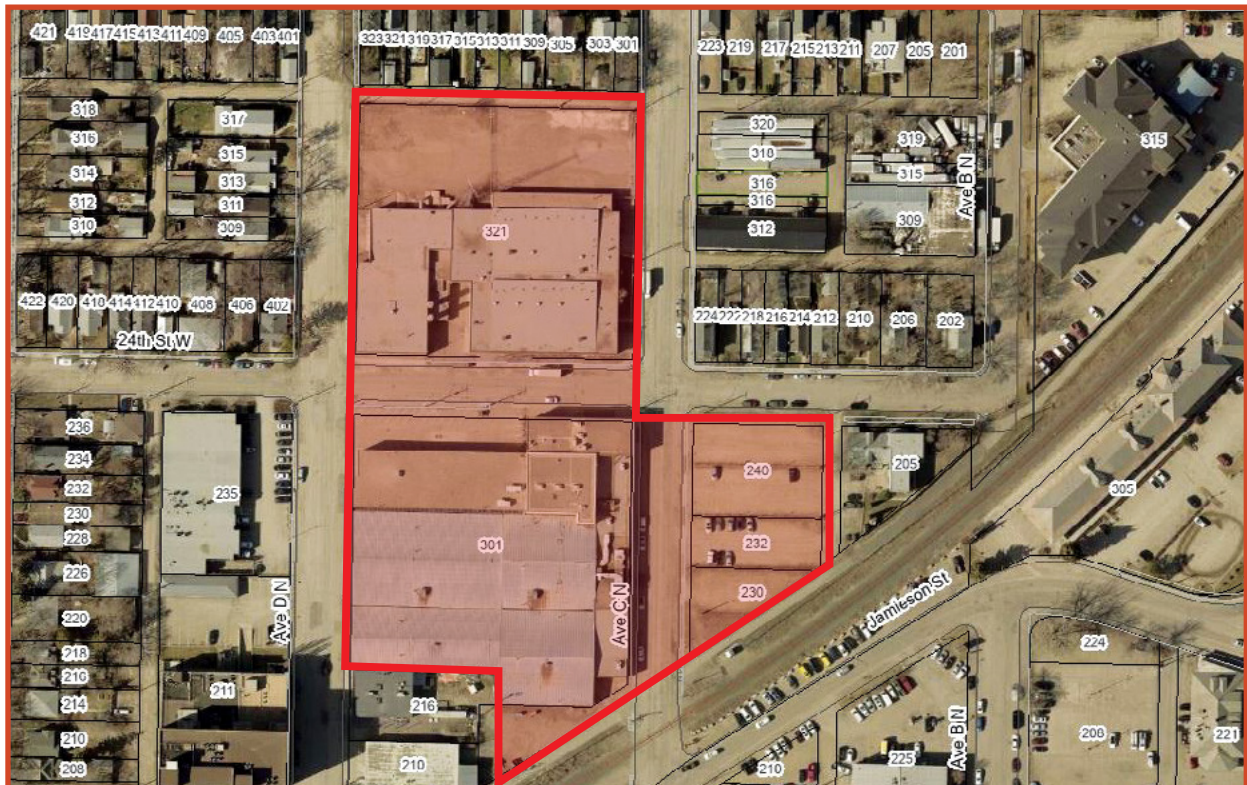
“In partnership, Saskatoon Land and the Planning and Development Department are jointly leading and administering the Project.”

1.0 Introduction

The South Caswell Redevelopment Project (Project) involves the sale and redevelopment of the former Saskatoon Transit (Transit) facility as guided by the community vision, goals and objectives outlined in the [Caswell Hill Local Area Plan](#) (LAP) and [South Caswell Concept Plan](#) (Concept Plan). The redevelopment area includes the former Transit maintenance building and storage site, bus barns, administration building and former staff parking lot. In partnership, Saskatoon Land and the Planning and Development Department are jointly leading and administering the Project.

This background report shares information on the history and process of the Project, and the work the City of Saskatoon (City) has undertaken and completed since 2001, which supports new investment in the Caswell Hill neighbourhood and redevelopment in South Caswell.

Figure: South Caswell Redevelopment Area



2.0 Neighbourhood Information

Caswell Hill is a vital, diverse residential community located northwest of Downtown Saskatoon. It is bordered on the west by Avenue H North, on the east by Idylwyld Drive North, to the north by 33rd Street West and on the south by 22nd Street West. Respected for its heritage, Caswell Hill was established in 1905 and is one of Saskatoon's oldest residential neighbourhoods with a majority of the housing stock constructed prior to 1946.

This community has strong historical connection to the City's public transit system and has served as a major transportation centre since the early twentieth century. Now a national historic site, the Canadian Pacific Railway Station was built in Caswell Hill in 1907. Several years later, the City's transit headquarters was established only a few blocks away. Saskatoon Municipal Railway began operating with a fleet of streetcars on January 1, 1913, which was 23 years after the first rail line was built through Saskatoon. The servicing garage was located on the north side of 24th Street West between Avenues C and D North. The streetcars were gradually replaced by diesel and trolley buses between 1938 and 1951. Although trolley buses were phased out by 1974, the fleet of diesel buses continued to grow.

Transit's facility adapted as public transportation evolved in Saskatoon. The existing Transit buildings in South Caswell range in age from 75 to 33 years old. The maintenance building was originally developed in 1948 and additions were completed in the 1940s, 1970s and 1980s. The bus barns were constructed in the 1960s to service and store buses, and throughout the 1970s to 1990s a series of structures were added on in seven different building stages. Over the years the community observed many upgrades and expansions to the operations up until Transit relocated to the Civic Operations Centre in 2017.

The former Transit facility included the following sites:

- **321 Avenue C North:** bus maintenance building, parking lot and bus storage area;
- **301 24th Street West:** bus barns and administration building;
- **230, 232, and 240 Avenue C North:** parking lots for Transit employees; and,
- **316 Avenue C North:** parking lot.



Figure: Former Transit Facility in Caswell Hill

2.1 Zoning and Forms of Development

The majority of Caswell Hill is zoned One and Two-Unit Residential District (R2) and Low Density Residential Infill District (R2A). However, South Caswell and properties located south of Walmer Road and 25th Street West contain other zoning districts: Neighbourhood Commercial District (B1), Medium Density Multiple-Unit Dwelling District (RM3), Mixed-Use District 1 (MX1), Low Density Residential Infill District (R2A), Heavy Industrial District (IH) and General Light Industrial District (IL1).

In addition to the former Transit facility, existing development within South Caswell consists of:

- Commercial along Jamieson Street;
- Mixed-use, commercial, and residential along 23rd Street West and 24th Street West;
- Single-family dwellings throughout the redevelopment area and adjacent to the former Transit sites;
- A multi-storey condominium conversion and a bakery on Avenue D North;
- A warehouse to office conversion on the corner of Avenue D North and 24th Street West;
- Rail lines which diagonally bisect the area from the corner of Avenue D North and 23rd Street West to Avenue B North and 24th Street West;
- Auto repair shop and gas station on 23rd Street West,
- Industrial semi-trailer repair and storage; and,
- Medium density residential dwellings on Avenue C North and 24th Street West.

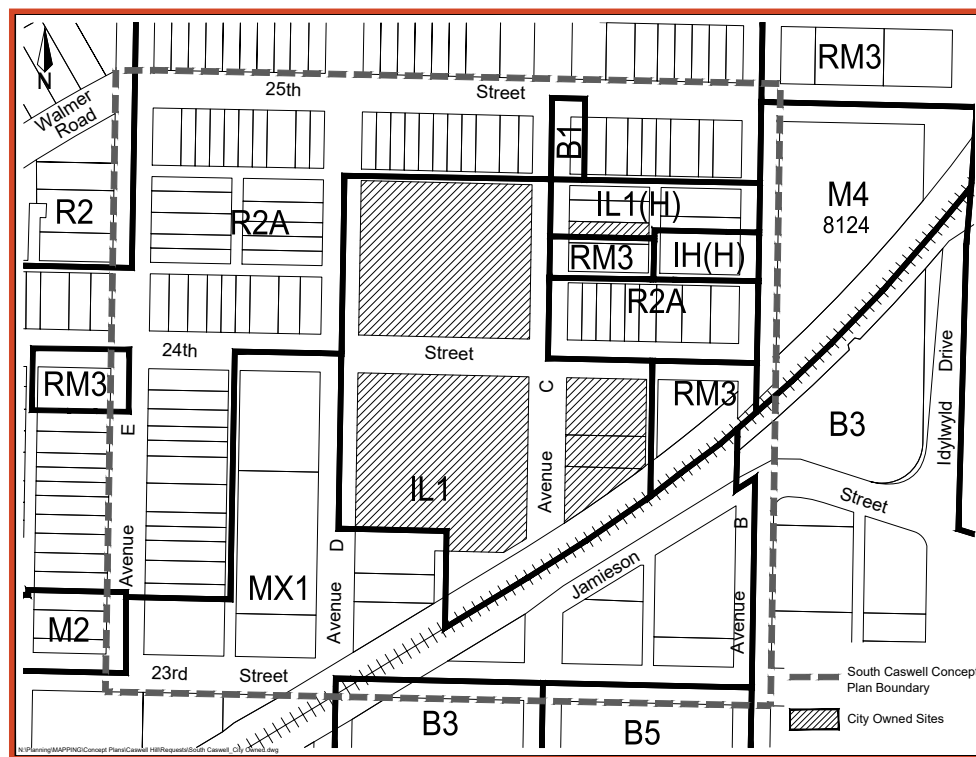


Figure: Existing (2024) Zoning in South Caswell

“Caswell Hill is respected for its diversity, heritage and community commitment; the vision for South Caswell redevelopment is to build upon these strengths and enhance the neighbourhood further by establishing a unique place within the heart of Saskatoon.”

2.2 Local Area Plan and Concept Plan

Over the past two decades, the community has been involved in a number of engagement and planning processes for the enhancement of Caswell Hill. In 2001, the residents, property owners and business owners worked together to create the LAP. Through this process a number of future goals and recommendations were established to better the neighbourhood, one being redevelopment of the Transit facility if operations were to relocate. A few years after the LAP was adopted, the City developed a plan for a Civic Operations Centre and to relocate Transit out of the neighbourhood.

To prepare for this transition, engagement and design work began for a redevelopment Concept Plan to guide future re-use of the City-owned land and general area in South Caswell. The plan built upon the community values identified in the LAP and was developed in partnership with community members and the City to establish a vision, goals, objectives and priorities for redevelopment. Common planning principles imbedded into the Concept Plan include green design opportunities, improvements for pedestrians, a reduction in vehicular traffic volumes and speeds, providing a compatible

mix of land uses, affordable housing and preserving historical aspects. In 2010, the Concept Plan was adopted in principle by City Council, meaning City Council was supportive of the general vision, goals and recommendations of the plan and that further information would be required to determine the feasibility of exact orientation and distribution of land uses through detailed environmental, structural and servicing studies.

Currently South Caswell is in transition as efforts continue by the City to meet the intent of the LAP and Concept Plan, and to ensure the area shifts from historically industrial to a vibrant, attractive and safe community focal point with a compatible mix of land uses that can accommodate living, shopping and working. This mixed-use approach has the potential to both promote revitalization and bring community members together. Caswell Hill is respected for its diversity, heritage and community commitment; the vision for South Caswell redevelopment is to build upon these strengths and enhance the neighbourhood further by establishing a unique place within the heart of Saskatoon.

3.0 Redevelopment Process

Transit moved out of Caswell Hill in January 2017. Roughly two years before Transit’s relocation, the City wanted to determine the development community’s level of interest in the South Caswell City-owned land. An Expression of Interest was released, however no potential purchaser was identified through this process, due in part to the uncertainty of the extent of environmental impacts given the history of industrial use at the sites.

Once the sites were vacated, site remediation efforts began to fully understand the site conditions and environmental impacts. Between 2018 and 2021, a series of reports were presented to Committee outlining steps taken for the public sale and adaptive re-use of 321 Avenue C North, as well as other information pertaining to the Project, including carrying costs of the vacant buildings, infrastructure upgrades and future zoning amendments.

In summer 2021, through Saskatoon Land, developers began expressing interest in 321 Avenue C North. Following the recommended approach for public sale of the site, Saskatoon Land prepared a sales proposal submission package outlining how proposals would be evaluated based on criteria that aligned with the goals and objectives of the Concept Plan, as well as the City’s infill and corridor growth policies. By the closing date of December 31, 2021, two proposals were received. Evaluation of the proposals took place in early 2022 with the highest-scoring proponent selected through the evaluation process. In 2023, Saskatoon Land worked with the proponent to finalize a Letter of Intent outlining the general terms and conditions that will form the basis for a final Sale Agreement. These terms were presented to Committee in 2023.

Redevelopment of the former Transit facility is an ongoing phased process. Once 321 Avenue C North has been developed, other redevelopment opportunities may be explored as they arise. Future public sale of the remaining City-owned property will follow Saskatoon Land’s recommended open market (with criteria) sales approach, while keeping the community informed as the Project continues.

Redevelopment Process Timeline



“Before redevelopment could take place, environmental studies needed to be done to understand if any environmental impacts existed.”

4.0 Environmental Overview

Prior to proceeding with any redevelopment of these sites, environmental investigations and studies were necessary to determine the extent of any potential environmental impacts resulting from their former use as Transit operations. As a result, a number of environmental assessments and remedial work has been undertaken since 2014.

A **Phase I** Environmental Site Assessment (ESA) and **Limited Phase II** ESA were conducted in 2014, which prompted a **limited remedial excavation** on the vacant portion of 321 Avenue C North. These ESAs were followed by a supplemental **Phase II ESA** and Corrective Action Plan (CAP) in 2017 which recommended requirements to manage existing impacts and recommended further assessment work. An updated CAP was completed in 2019 which outlined management areas within the building where impacts remained in place (below physical concrete barriers), and a Health and Safety Plan and Ground Disturbance Policy for any work to take place on-site.

In 2020, in order to better facilitate the redevelopment of 321 Avenue C North, the City proceeded with the removal of a number of in-ground hoists and related infrastructure within the maintenance building. As part of the hoist removal project, further remedial excavation work and testing was conducted. Following completion of this work, an updated CAP was again completed to account for the additional remediation work.

In 2023, with a purchaser selected for 321 Avenue C North, the CAP was further updated to reflect the proposed redevelopment and to support an application for Notice of Site Condition (NSC) with the Government of Saskatchewan Ministry of Environment. The application for NSC remains in process. Further testing, reporting and remediation may be required as construction and excavation within the site takes place as part of redevelopment. Refer to **Appendix A** for an overview of the environmental assessment results and completed site remediation.

5.0 Structural Analysis of Transit Buildings

An assessment of the structural conditions of the existing Transit buildings was undertaken in 2014 to determine the potential for adaptive re-use of the buildings, or portions thereof. The assessment outlined the building history timeline and structural components for 321 Avenue C North and 301 24th Street West, and where re-use was deemed viable or not recommended.

At 321 Avenue C North, the evaluating engineer determined the original 1948 structure and the 1973 and 1984 additions were in good condition, however the structural addition of 1949 was not recommended for adaptive re-use due to existing conditions. The building at 301 24th Street West was built in seven different stages between 1960s and 1990s, mostly built of pre-engineered structures. Due to the interconnectedness of the structures, the engineer's calculations revealed re-use was not advised because extensive and cost prohibitive reconstruction and alterations would be required to retain the buildings. Due to snow load requirements, the different building types and years, and how the buildings are connected, the engineer recommended demolition to be the most economic redevelopment option. [Appendix B](#) provides a summary of the building construction history and structural analysis.

6.0 Infrastructure and Servicing Capacity

The Caswell Hill neighbourhood primarily consists of a grid network of local roads with water, sanitary and stormwater infrastructure within the right-of-way. The watermains are located in each of the road sections throughout the neighbourhood with adequate fire hydrant spacing. Both sanitary and stormwater systems are located appropriately to service existing sites.

In keeping with the City's established development review process, the former transit sites were circulated to internal civic departments to evaluate infrastructure and servicing capacity, identify any required upgrades and to ensure compliance with City standards. The following requirements were noted for the development proposal at 321 Avenue C North:

- Power: Upgraded services may be required depending on power demands.
- Water: Requirements included on-site stormwater management and a fire flow sufficiency report, no sanitary capacity concerns were identified.
- Transportation: A Traffic Impact Assessment (TIA) and parking study were required.

Full technical reviews will be required for any future development proposals, following the same process as 321 Avenue C North to ensure infrastructure and servicing capacity, and compliance with City standards.

7.0 Neighbourhood Safety

Within the Planning and Development Department, the Neighbourhood Safety team works with identified neighbourhoods to mitigate present and perceived safety issues. This is achieved through the use of different tools such as risk assessments, safety audits and Crime Prevention Through Environmental Design (CPTED) reviews. The intent is to reduce the opportunity for crime to occur and increase perceptions of safety in an area through the modification of the built environment and the management of space.

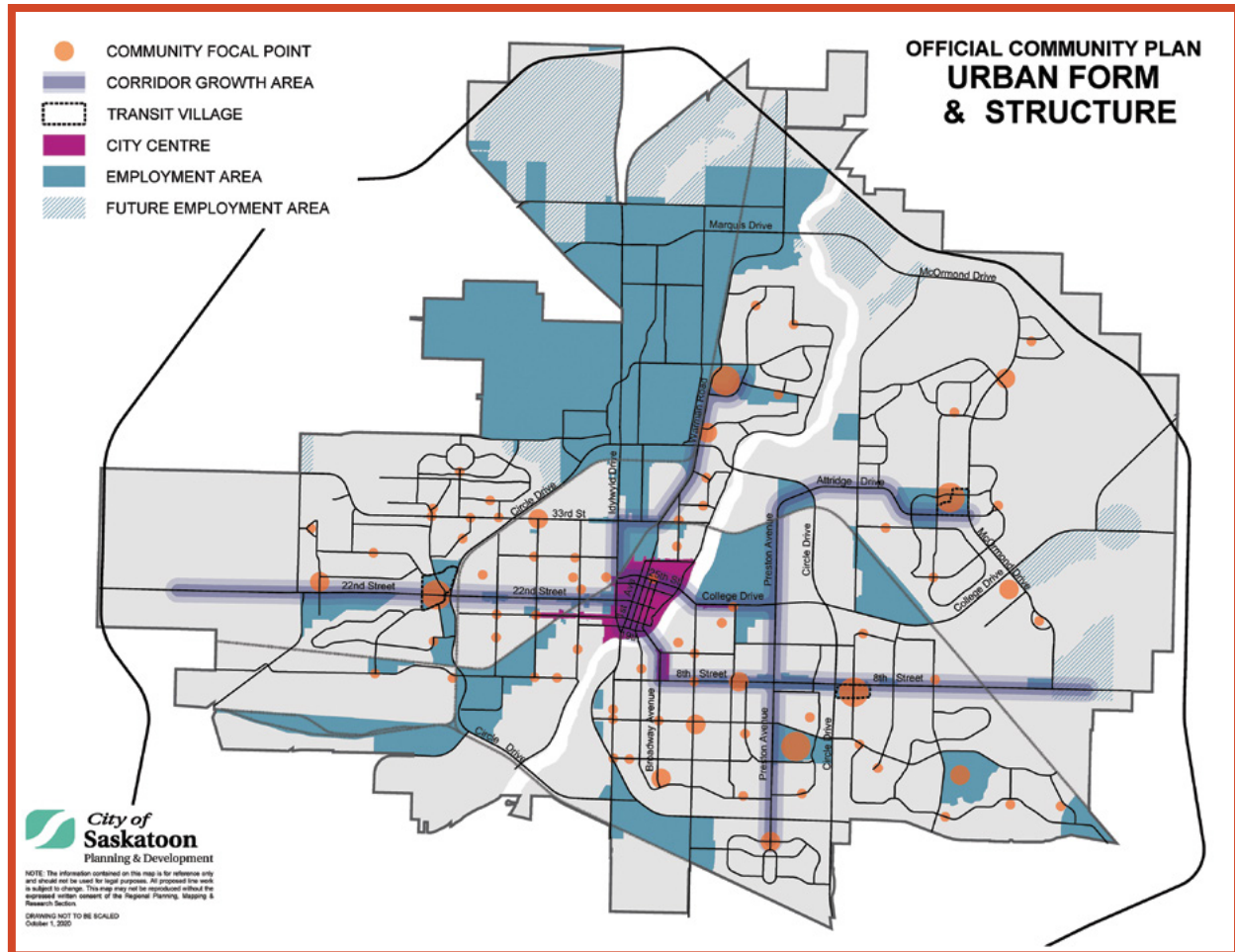
Following Transit's relocation, the City hosted a neighbourhood safety meeting and walkabout with the Caswell Hill Community Association and residents. Community feedback helped determine what steps needed to be taken to reduce the opportunity for crime and improve the perception of safety at the sites. Through this process a Safe and Secure Plan was developed and implemented to ensure proper measures were taken for interior and exterior security of the buildings. Maintenance improvements were also completed, including replacement of exterior lighting and removal of slats from chain link fence for visibility. Additionally, the City has kept the buildings occupied with civic administration to have eyes on the street. Through security, site visits and general property maintenance, the City has remained dedicated to continuously working to protect against damage of the sites and help promote overall safety in the area.

8.0 Corridor Planning and Proposed Land Use Policy

Corridors are destinations, not simply roads moving residents from point A to B. They connect neighbourhoods and neighbours, and are places for people whether walking, riding, driving or spending time with family and friends. To create this shift, the City is rethinking how corridors are planned for the long term, including how the land is used, how public space is designed and how buildings are constructed.

Corridor Growth is a key policy tool the City is using to help balance future outward growth of Saskatoon with infill development opportunities. On **January 27, 2020**, City Council endorsed the **Corridor Transformation Plan**, a transformative long term vision for Saskatoon's major corridors and high level direction for future deliverables of the Corridor Planning Program. Policy objectives for corridor land use designations are outlined in the **Official Community Plan** (OCP), as well as direction for the land use mix within the **Corridor Growth Area** (CGA). This supports a range of residential and mixed-use developments containing residential, commercial and institutional uses. Saskatoon has long term targets of balancing 50% infill and 50% new area development, with 15% of planned infill targeted along busy corridors. Over time this is estimated to result in approximately 22,000 new residential units along these targeted areas. To align the **Zoning Bylaw** with corridor land use designations and the goals of the Corridor Transformation Plan, City Council approved new corridor zoning districts on **July 26, 2023**.

Figure: OCP Urban Form & Structure and Corridor Growth Area



This city-wide policy direction is relevant to Caswell Hill because 22nd Street West and Idylwyld Drive North are both identified as high priority corridors for growth in Saskatoon. The 22nd Street Corridor that runs from Idylwyld Drive North to Circle Drive is of particular importance to this Project as it contains the entire South Caswell redevelopment area. To achieve the Concept Plan's vision for a mixed-use area and to align redevelopment with the City's corridor planning and infill policies, corridor land use designations are proposed for the former Transit sites.

“In 2015, City Council approved the Caswell Hill Neighbourhood Traffic Review. The process involved reviewing concerns on a neighbourhood-wide basis with the community and stakeholders to identify specific traffic issues and recommendations.”

9.0 Transportation and Circulation

The roadways in Caswell Hill are generally local two-way streets with on-street parking available. Traffic in the area is composed of local, through and bus traffic. The neighbourhood is designed in a grid road layout and has a number of entry and exit points, which can result in traffic cutting to avoid congestion on Idylwyld Drive North, 33rd Street West and 22nd Street West.

9.1 Neighbourhood Traffic Review

In 2013, the City launched the [Neighbourhood Traffic Review Program](#) to consider neighbourhood traffic patterns holistically and to address traffic concerns, such as speeding, short cutting and pedestrian safety. In 2015, City Council approved the [Caswell Hill Neighbourhood Traffic Review](#). The

process involved reviewing concerns on a neighbourhood-wide basis with the community and stakeholders to identify specific traffic issues and recommendations. The table below outlines the recommended improvements around the former Transit facility.

Location	Proposed Measure	Status
Jamieson Street & Avenue C North	Change yield sign to stop sign.	Implemented in 2015.
Avenue D North & 23rd Street West	Directional closure, signage and pavement markings to restrict northbound through movement (subject to CP approval).	Revised to median island and curb extension in 2017. Permanent in 2028 or later.
Avenue D North - portions on east side, north & south of 23rd Street	Connect to existing sidewalk.	To be determined. On sidewalk retrofit list.

Source: [Neighbourhood Traffic Reviews Implementation 2022/2023 Budget Update](#)

9.2 West-Central Multi-Use Corridor

The purpose of the **West-Central Multi-Use Corridor** is to address safety and provide active transportation connections through Caswell Hill, Riversdale, Pleasant Hill and West Industrial neighbourhoods to the Downtown. In 2013, City Council approved the concept for a 3 kilometre multi-use pathway adjacent to the Canadian Pacific rail line from Idylwyld Drive North to Avenue W South. This corridor is relevant to South Caswell as it runs south of the redevelopment area, provides connectivity to nearby neighbourhoods and offers options for active transportation. The first phase

was constructed between Idylwyld Drive North and Avenue D North as part of the 25th Street Extension Project, with the exception of a 55-metre segment near Avenue B North. From 2017 through to 2020 additional design work was completed, and in 2020 pathways were constructed between Avenue D North, Avenue F North and 22nd Street West. Construction of new pathways between 20th Street West and Grace Adam Metawewinihk Park, and between Avenue P South and Avenue Q South were completed in 2023.

9.3 Active Transportation Corridor

The Active Transportation Corridor, also known as Connecting Avenue C, is another transportation route relevant to Caswell Hill. The City has expressed commitment to improving active transportation options for both residents and visitors. In support of the City's active transportation goals, **Avenue C from Spadina Crescent to 45th Street** has been identified as an **All Ages and Abilities (AAA)** cycling route. This corridor, which runs along Avenue C North past the former Transit facility, will be designed as a safe and inclusive space for all modes of transportation that connects people of

Saskatoon to each other and to many destinations in the city. Additionally, walking facility improvements will be identified to enhance connectivity, safety and accessibility. Possible walking facility improvements may include adding sidewalks where there currently are none, enhancing pedestrian crossings, installing pedestrian safety measures like curb extensions, and adding accessible pedestrian ramps with texturing for people with low vision. Walking and cycling improvements such as these will be mutually beneficial to Caswell Hill and the redevelopment area.

10.0 Development in Proximity to Railway Operations

Saskatoon's OCP and Zoning Bylaw contain provisions regulating development near existing or proposed railway operations. The provisions state development within proximity to rail lines should be consistent with the [Guidelines for New Development in Proximity to Railway Operations](#), prepared for the Federation of Canadian Municipalities and the Railway Association of Canada. These guidelines are intended to prevent and/or resolve issues arising from new development near rail lines by taking a proactive approach with setback requirements, and requirements for noise and vibration studies. The Canadian Pacific rail line runs through the southeast corner of Caswell Hill; any redevelopment of the former Transit facility will be reviewed in accordance with the regulations for the purposes of noise impacts, vibration and setbacks to ensure compliance and public safety.

11.0 Planned City Projects

The City has several planned projects anticipated to promote revitalization in Caswell Hill and surrounding area, and create an optimal environment for the redevelopment of South Caswell through the support of services and amenities, culture, transportation and local economy.

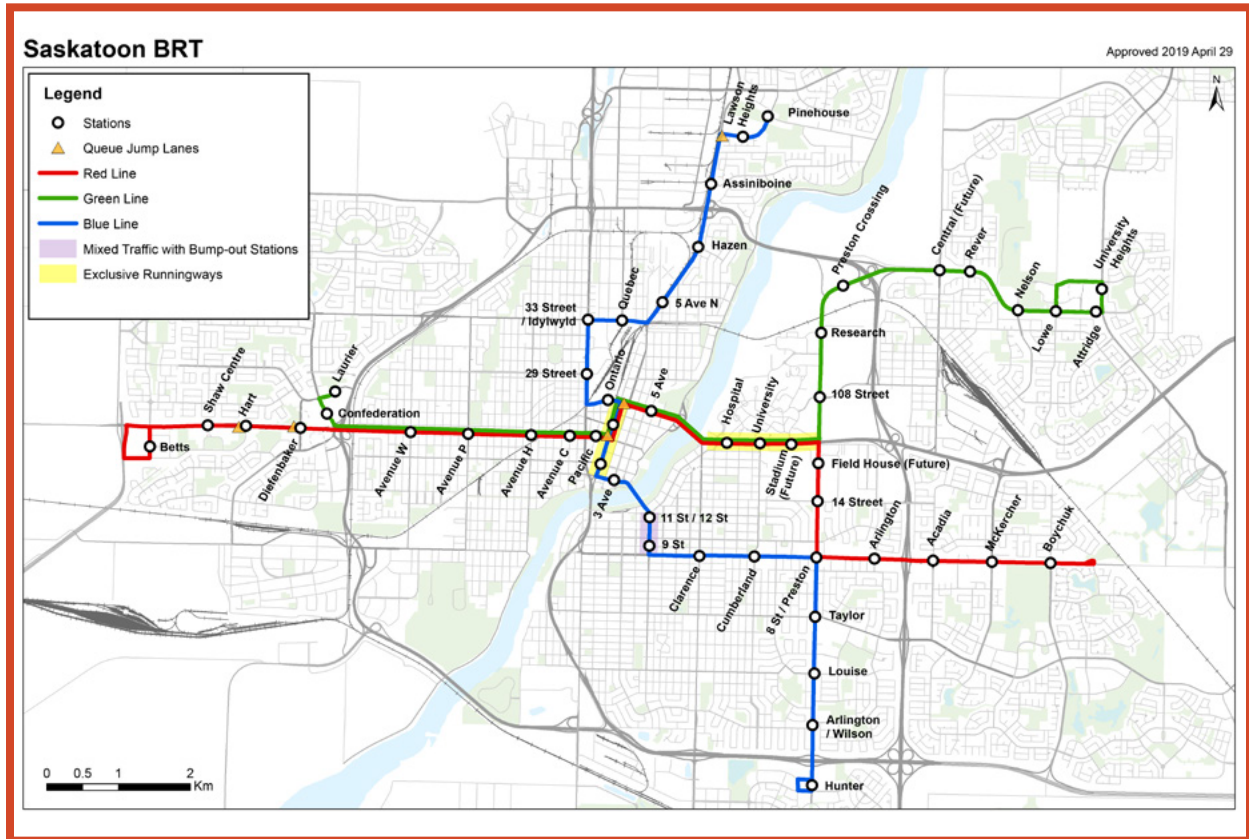
“On April 29, 2019, City Council approved the final routing for the BRT system that is comprised of three lines and surround Caswell Hill.”

11.1 Bus Rapid Transit

Saskatoon's transportation system is in the process of changing and adapting as the city grows. The cornerstone of the [Plan for Growth](#) is a [Bus Rapid Transit \(BRT\)](#) system to help accommodate the City's expected growth while making transit a more attractive option for all. BRT is a premium transportation system designed to improve capacity and reliability compared to conventional bus systems. It allows for more people to move more efficiently through optimized routes and dedicated travel lanes, while retaining the low-cost and flexibility of buses. BRT will

benefit everyone in Saskatoon through improvements such as larger heated shelters, real time information display and transit signal priority to help first responders move around quickly. On [April 29, 2019](#), City Council approved the final routing for the system that is comprised of three lines and surround Caswell Hill. The blue line will run along Idylwyld Drive North, and the red and green lines move along 22nd Street West. South Caswell is anticipated to benefit from the close proximity to the BRT routes by facilitating a connection for residents and visitors to the redevelopment area.

Figure: Bus Rapid Transit Routes



11.2 Saskatoon Central Library

Caswell Hill is located northwest of Downtown Saskatoon, which will soon be the home of the **new central library** at 321 2nd Avenue North. The site extends the length of 2nd Avenue North between 24th and 25th Street East, and was chosen for its size and configuration, access, and potential for community impact, including contextual suitability, social benefit and economic impact. This new development will be adjacent to the approved BRT lines on both 1st Avenue North and 25th Street East, and within walking distance of a station which will service all three lines.

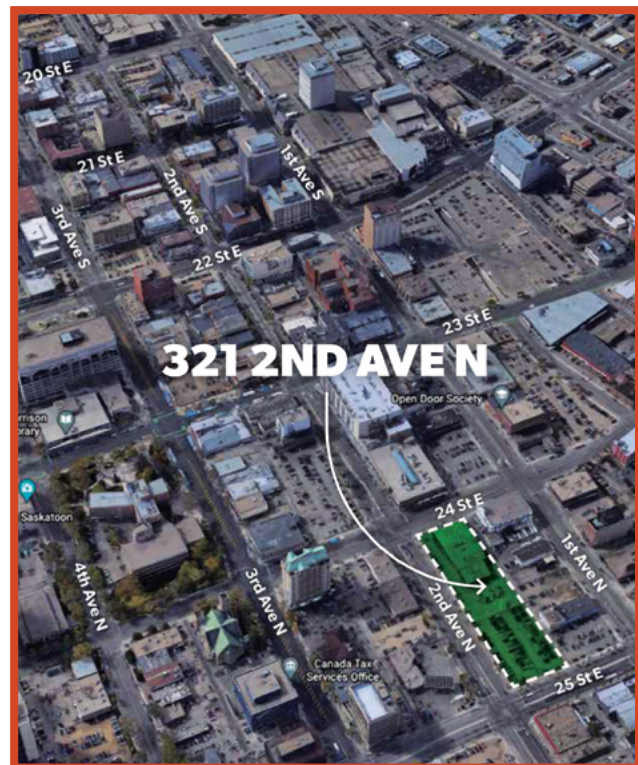


Figure: New Central Library Location

11.3 Downtown Event & Entertainment District

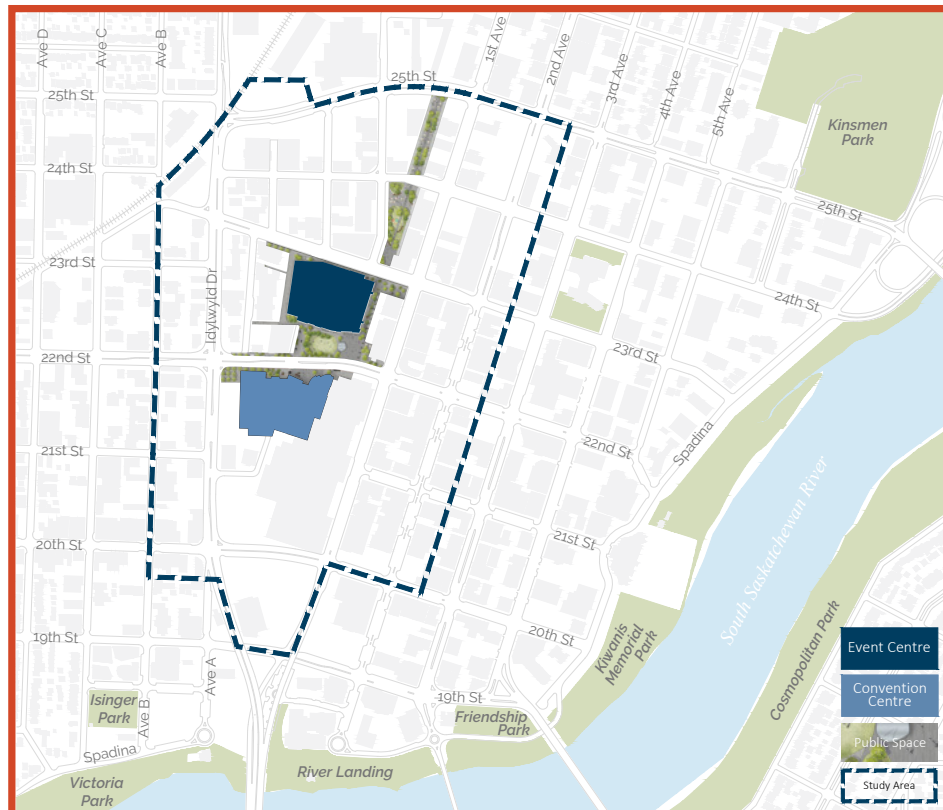
Developing and re-envisioning Downtown Saskatoon is a priority area identified in the City's 2022-2025 Strategic Plan. A potential Downtown Event & Entertainment District will create a place for people and businesses to come together for the economic, cultural and social success of the city and surrounding area. The vision for the Downtown Event & Entertainment District is anchored around a new event centre/arena and expanded convention centre with active outdoor gathering spaces, and made accessible to the rest of the city by the future BRT.

The City is currently updating its City Centre Plan with the context of a potential Downtown Event & Entertainment District to guide public realm design for streets, parks, plazas and other public spaces. It will develop a complementary land use plan for surrounding properties, a plan for transportation network components and strategies on preserving heritage and activating Downtown.

The Downtown Event & Entertainment District is subject to City Council approval. City Council has directed City administration to seek funding sources that minimize the reliance on property taxes to pay for the event centre/arena. A budget estimate and preliminary funding strategy for the project are anticipated to be brought forward in summer 2024.

More information regarding the Downtown Event & Entertainment District can be found at saskatoon.ca/eventdistrict.

Figure: Proposed Downtown Event & Entertainment District Conceptual Design



Appendix A: Environmental Assessment Results



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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.

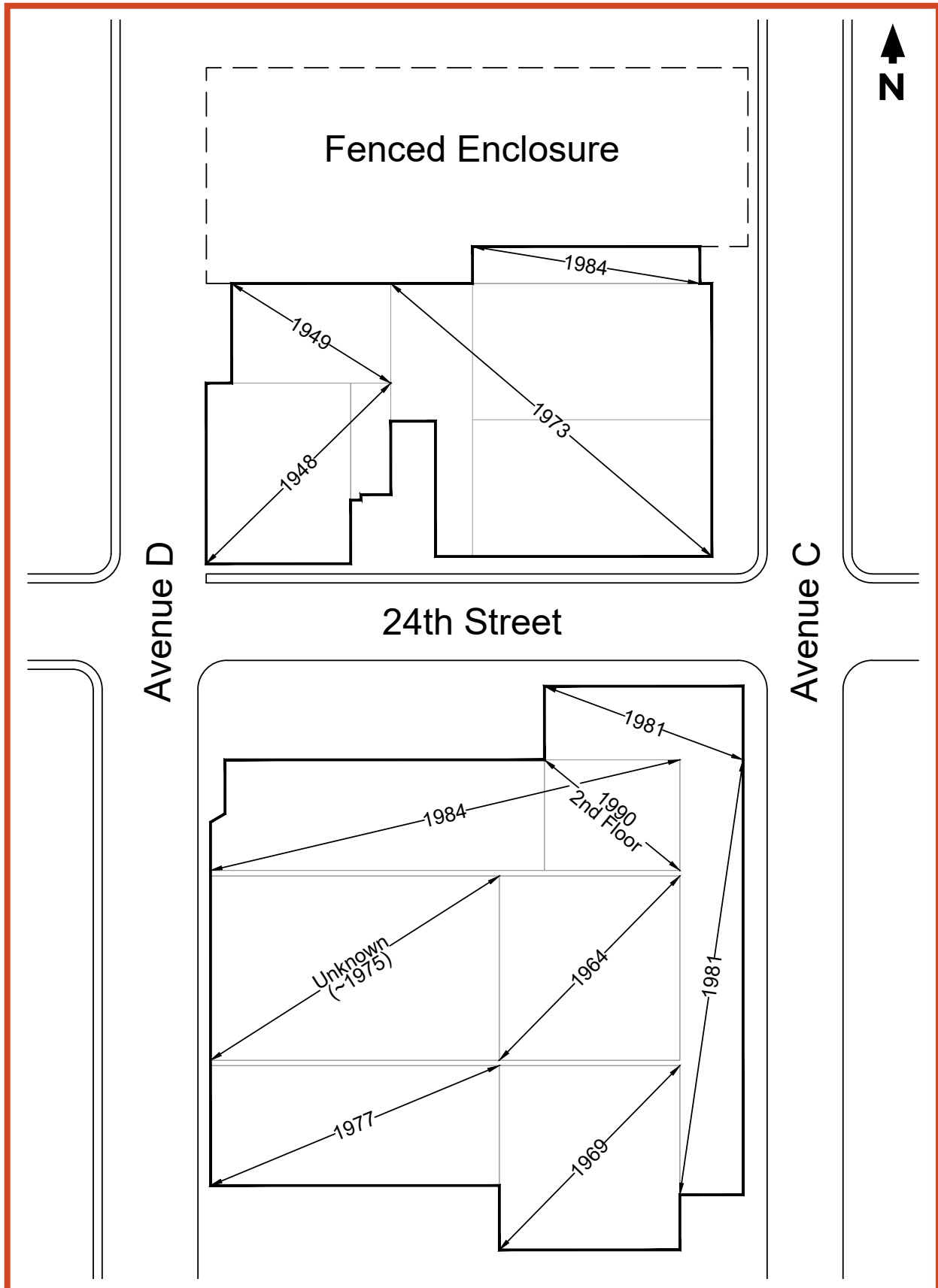
AREA 4 Parking Lot

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

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.

Appendix B: Building Construction History



321 Avenue C North (Buildings North of 24th Street)

1948 - This area is the oldest building on the site; earlier buildings have since been removed. The structural system of the 1948 building consists of a cast-in-place concrete roof having one-way slabs spanning in the N-S direction, and E-W oriented beams cast monolithically with the slab. These building components are specified on drawings prepared by Frank J Martin Architect dated March 1948.

1949 - This addition had been designed to accommodate a budget having a significantly lesser unit cost (\$/ft²) than that of the original 1948 building. This is most obvious by the existence of a wood-frame roof rather than the concrete roof of the 1948 area.

1973 - This area was framed with structural steel columns, beams, pen-web steel joists and steel roof deck above grade, and is founded on concrete grade beams supported by bored, cast-in-place concrete piles. The roof over the service bays incorporates two north-facing clerestory windows with N-S oriented pen-web steel joists forming two roof areas having a north-to-south drainage slope.

1984 - The area is a simple ~38.5m long by ~5.9m wide expansion to the north side of the 1973 addition, having a flat, level roof framed with N-S oriented channel joists and steel deck. The substructure is similar to that on the 1973 addition, with bored, cast-in-place concrete piles along the north side of the 1984 addition. These piles were battered to allow installation next to existing footings of the now-removed car barn to the north.

301 24th Street West (Buildings South of 24th Street)

1964 - Pre-Engineered steel building, with six steel frames generally spaced at 20'-0" on center and oriented in the N-S direction. The east and west ends of this area are open, the east end communicating with the 1981 addition, and the west end with the mid-1970s addition.

1969 - Pre-Engineered steel building similar to that of the 1964 area. The spacing of rigid frames is 20'-0", the roof pitch is 2:12, and the size and arrangement of the various elements which make up each rigid frame are similar.

Mid-1970s - Pre-Engineered steel building, having a width of 100'-0", intended as an extension to the west end of the 1964 area. The E-W length of the mid-1970s addition is about 163'-0". The roof pitch is significantly less than that of the 1964 area; this difference required the incorporation of an infill 'wall' between the two roofs.

1977 - This area is the last of four Pre-Engineered steel building areas on the south parcel. The width (N-S dimension) of this building was chosen to fit the available space between the 1975(?) area and a neighbouring building to the south, rather than to match the width of the 1969 area.

1981 - This area is comprised of two distinct parts: a two-storey office building parallel to 24th Street and a single-storey area parallel to Avenue C which serves as an entrance to the bus barns.

1984 - This area was a custom designed extension to the Pre-Engineered bus barns, the roof of which consists of a series of N-S oriented open-web steel joists. The E-W length of the 1984 addition is equal to the sum of the lengths of the 1964 and 1975(?) areas. The roof of the 1984 addition includes a significant drainage slope to the south, but also includes a level area at the east end, to accommodate the 'future' addition of a second-storey addition to the office area.

1990 - This area represents a second-storey addition to the easternmost portion of the 1984 addition, and is immediately south of the 1981 office area. This area is framed with structural steel columns and beams, and open-web steel joists and metal deck at the roof level.

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