



## COMMUNITY ENGAGEMENT SUMMARY South Caswell Redevelopment Project

Proposed Official Community Land Use Plan Map Amendment, Zoning Bylaw Map Amendment, and Zoning by Agreement Amendment

Caswell Hill Neighbourhood

**Applicant:** Saskatoon Land

**File:** PL 4350 – Z15/22 – Rezoning 321 Ave C N from IL1 – General Light Industrial District to Zoning by Agreement based on MX1 – Mixed Use District 1  
PL 4350 – OCP 04/22 – Official Community Plan Land Use Map from Utility Area Land Use to Corridor Mixed-Use Land Use

### Proposal:

#### 321 Ave C N

Saskatoon Land on behalf of CBB Group has applied for an OCP amendment and rezoning at 321 Ave C N, subject to a zoning by agreement, to facilitate a medium-density mixed-use development.

The proposal would enable the reuse of the former Saskatoon Transit bus maintenance building and storage site and create a mixed-use development.

#### Proposed Development

- A 3-storey residential building fronting Avenue D North containing 30 dwelling units with a mix of studio (4), 1-bedroom (14), and 2-bedroom (12) units. At-grade residential units have direct access from the street and internal walkway.
- There are 11 commercial spaces proposed, including a restaurant and community centre, ranging in size from 87.76 m<sup>2</sup> (999 ft<sup>2</sup>) to 1,517.18 m<sup>2</sup> (16,330 ft<sup>2</sup>). The total commercial floor area is proposed to be 3,507.79 m<sup>2</sup> (37,757.5 ft<sup>2</sup>).
- Commercial building fronting Avenue C North, containing five 3-storey units, each with a floor area of 209.22 m<sup>2</sup> (2,252 ft<sup>2</sup>).

- A total of 38 on-site surface parking stalls have been proposed.

#### Proposed Amendments

- OCP Map amendment to change the land use from Utility Area to Corridor Mixed Use.
- Rezoning from IL1 – General Light Industrial District to MX1 – Mixed Use District 1 by zoning agreement.

The subject property is currently zoned IL1 – General Light Industrial District. The existing 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.

A Zoning Agreement is proposed based on the MX1 – Mixed Use District. A Zoning Agreement ensures only the specific development proposal put forward by the applicant, as outlined above, can be constructed.

#### **Engagement Activities:**

##### Public Notification & Comment Period

- Public notification sent out – October 18, 2023;
  - Mailed to 660 property owners within a radius of 500 metres;
  - Emailed to the Ward Councillor and Community Development Section; and
  - Notice also shared with Caswell Hill Community Association.
- Application Engage Page launched February 13, 2023; and
- Public comment period open from October 18 – December 11, 2023.
  - Written correspondence received from one individual by email requesting to be kept informed of the Public Hearing date.

##### Public Information Meeting – November 9, 2023

Planning and Development, Saskatoon Land and CBB Group Ltd. hosted a come-and-go Public Information Meeting from 4:00 pm – 7:00 pm at the Saskatchewan Polytechnic Cafeteria, 1130 Idylwyld Dr N adjacent to the Caswell Hill Neighbourhood.

A total of 53 people attended. Written responses provided by attendees and have been transcribed below.

#### **What We Heard:**

Ten written comments were received during the Public Information Meeting. The comments have been transcribed below.

One email communication was submitted before the Public Information Meeting requesting to be informed of any upcoming Public Hearing dates.

## What We Heard

This kind of mixed-use adaptive reuse project is exactly what Saskatoon needs and has been missing. My office is in the area, and I have no concerns about increased traffic, reduced parking availability or noise. Cities should be busy places!

I'm happy to hear about the four new zoning types for BRT corridors. I would like to see a wholesale rezoning happen to ensure development opportunities can move forward with confidence. I support CM1 for the remainder of the Bus Barns properties. We need more residential and commercial opportunities in Caswell and the inner core. In general, I support the removal of housing unit minimums and parking requirements on residential properties. We need to see more density across the city.

Love this development. Please do more like it with cultural designations that link to the entertainment district.

I've been waiting a long time to see a development like this in the downtown area; using the bus barns is a great idea. The information that I've been given tonight sounds like this is going to be an exciting project!

Our office is kitty-corner (SW) of property, being proposed for redevelopment. Has there been a TIA conducted? What parking requirements are being attached to the redevelopment for an onsite as well as city/street parking? Any consideration for the south property to accommodate visitor parking, assuming those buildings are coming down at some point?

Nice Proposal for the Caswell Bus Barns. Large trucks from nearby business are often parked on the neighbouring streets. There may be a shortage of parking. I strongly suggest expanding the residential parking permit program around the development.

Very pleased with how engaged this meeting was! All the planners did a great job explaining all the steps this project has gone through. Amazing to see how in depth the environmental assessment of the site went. Happy to see that remediation was taken seriously by the City.

Density is being encouraged on this site now. The Land Use Concept Plan from 2010 indicated significant park space. The CM1 zoning district does not address greenspace. Some of the recommended uses at the time were: community garden, plaza for activities, children's play area, off-leash dog park and passive green space.

We would love to see the South Caswell development look much like what is planned for the North Caswell parcel. We are interested to see the truck repair company relocated so we can see more of the same type of planning as north/south Caswell. Love the Corridor Planning and BRT.