

City PAGE

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ZONING NOTICE

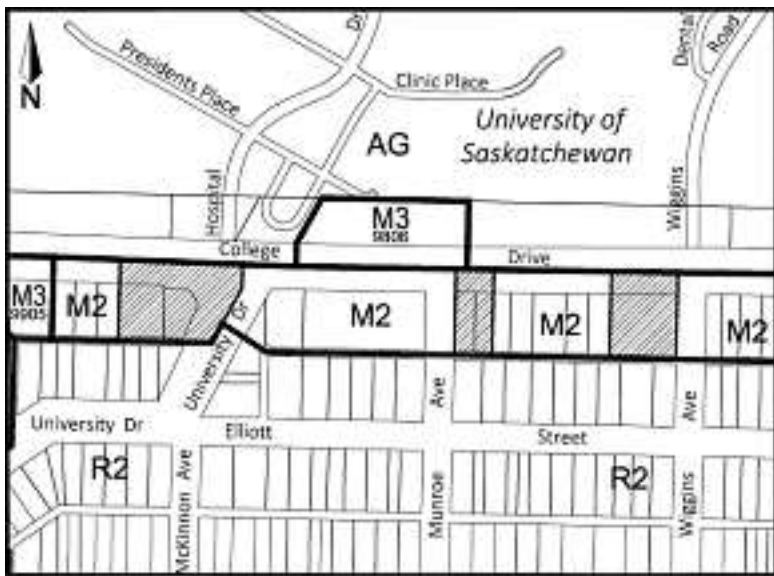
VARSITY VIEW, HAULTAIN, AND KELSEY-WOODLAWN NEIGHBOURHOODS
PROPOSED ZONING BYLAW AMENDMENT – BYLAW NO. 10024, THE ZONING AMENDMENT BYLAW, 2024 (NO. 20)

Saskatoon City Council will consider an amendment to Bylaw No. 8770, Zoning Bylaw, 2009 proposed by City of Saskatoon - Planning and Development Department to rezone nine sites across three neighbourhoods by way of Bylaw No. 10024, The Zoning Amendment Bylaw, 2024 (No. 20).

1036 College Drive, ISC Surface Parcel 203980125, 1202 College Drive, 1204 College Drive, and 1236 College Drive in the Varsity View neighbourhood are proposed to be rezoned from M2 - Community Institutional Service District to CS1 - Corridor Station Mixed-Use 1 District.

LEGAL DESCRIPTION

- Lots 37 through 40, Block 14, Plan F5527
- Lot A, Block 14, Plan CM2265
- Blocks M & N, Plan 101399193
- Block P, Plan 102392513
- Lots 21 through 23, Block 35, Plan F5527
- Lots 43 & 44, Block 35, Plan 101356253
- Lots 35 through 40, Block 35, Plan F5527



PROPOSED ZONING AMENDMENT

From M2 to CS1 (Corridor Station Mixed-Use District 1)

File No. RZ11-2024

928 8th Street East in the Haultain neighbourhood is proposed to be rezoned from B4 - Arterial and Suburban Commercial District to CS1 - Corridor Station Mixed-Use 1 District.

LEGAL DESCRIPTION

- Lots 12, 13 & 14, Block 24, Plan G103



PROPOSED ZONING AMENDMENT

From B4 to CS1 (Corridor Station Mixed-Use District 1)

File No. RZ11-2024

1232 Idylwyld Drive North, 1236 Idylwyld Drive North, and 1 Minto Place in the Kelsey-Woodlawn neighbourhood are proposed to be rezoned from DCD2 - Direct Control District 2 to CS1 - Corridor Station Mixed-Use 1 District. This also includes text amendments for the DCD2 zoning district removing location reference to the sites listed and consolidating separate maps addressing location, phasing of sub-units and access into a combined map.

LEGAL DESCRIPTION

- Lots 14, 15 & 16, Block 4, Plan G679



PROPOSED ZONING AMENDMENT

From DCD2 to CS1 (Corridor Station Mixed-Use 1 District)

File No. RZ12-2024

REASON FOR THE AMENDMENT – The proposed rezonings to CS1 - Corridor Station Mixed-Use 1 District would facilitate redevelopment for approximately three-to-six storey mixed-use development along major transportation corridors near key transit station locations in the Corridor Growth Area. These rezonings support the City of Saskatoon’s goal to accelerate an increase in housing supply close to the planned Bus Rapid Transit (BRT) in established neighbourhoods. Additional information may be viewed on the City of Saskatoon website at saskatoon.ca/engage/station-mixed-use-rezoning.

INFORMATION – Questions regarding the proposed amendment, arrangements to review the proposed amending Bylaw, or requests to view the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge during regular business hours: Community Services Division, Planning and Development Department Phone: 306-986-1663 (Pamela Brotzel)

PUBLIC HEARING – City Council will consider all submissions and those that wish to speak on the proposed amendment at the City Council meeting on **Wednesday, July 31, 2024 at 6:00 p.m., City Council Chamber, City Hall, Saskatoon, Saskatchewan.** Should you wish to provide comments to City Council, please visit saskatoon.ca/writetocouncil. If you are requesting to speak in person or remotely, please indicate this in your submission and you will be contacted by a representative of the City Clerk’s Office with further information.

Written submissions for City Council’s consideration may also be forwarded to: His Worship the Mayor and Members of City Council c/o City Clerk’s Office, City Hall 222 Third Avenue North, Saskatoon, SK S7K 0J5.

All submissions received by the City Clerk by **5:00 p.m. on Monday, July 29, 2024** will be forwarded to City Council.

The Public Hearing is broadcast live on Shaw TV - Channel 10, Shaw BlueSky - Channel 105 and video-streamed on the City’s website at saskatoon.ca/meetings starting at 6:00 p.m. on the scheduled day.

REPLACE SMOKE ALARMS EVERY 10 YEARS

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To keep your smoke alarms in good working order, they need to:

- Be tested at least every three months
- Have the batteries replaced yearly or when the detector is chirping
- Be replaced every 10 years, even if they are hard-wired



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Two men with SpaceX retrieve space junk that fell earlier this year from one of its spacecraft onto a farm field near Ituna. The company reportedly paid the field owner for the debris. JEREMY SIMES/THE CANADIAN PRESS

THE CONVERSATION

FALLING SPACE JUNK IS GOING TO HURT SOMEONE SOMEDAY

Discovery of cosmic debris on Ituna farm this spring highlights potential for disaster

AARON BOLEY AND SAMANTHA LAWLER

In late April, farmers in Saskatchewan stumbled upon spacecraft fragments while preparing their fields for seeding. It sounds like the beginning of a science fiction movie, but this really happened, sending a powerful warning: it is only a matter of time before someone is seriously hurt or killed by falling space junk.

The Axiom Space private astronaut mission (Ax-3) concluded safely on Feb. 9 when its SpaceX Crew Dragon capsule splashed down off the coast of Florida. Several weeks later, the Crew Dragon's cargo trunk re-entered the atmosphere over Canada after being abandoned in orbit before the capsule's return.

SEVERAL INCIDENTS

The Federal Aviation Administration, charged with approving commercial space flight launches in the United States, has claimed that such trunks typically "burn up" during their re-entry.

This is clearly incorrect. Similar fragments, likely from the trunk of a different Crew Dragon mission, were found in North Carolina in May, including a smaller piece that landed on the roof of a house.

Trunk fragments were even found from the first operational crewed Dragon mission (Crew-1), with those pieces strewn over fields in New South Wales, Australia. It is becoming evident that deadly debris falls to the ground every time a Crew Dragon trunk re-enters, with pieces being found whenever this occurs over an accessible area.

These are not small pieces, with some approaching the size of Ping-Pong tables and weighing 100 pounds. They could easily cause a fatality or substantial damage.

Crew Dragon trunks are only one part of a much larger problem.

A MATTER OF LUCK

Private or governmental, American or Chinese, organizations involved with space launches regularly allow objects like rocket bodies and satellites to re-enter uncontrollably, under the false premise that they will either burn up or fall into the ocean.

Indeed, NASA allowed an old battery pallet to be released from the International Space Station, knowing it would re-enter uncontrollably. NASA said it should burn up completely, which was proved wrong in March when a potentially lethal fragment crashed through the roof, then ceiling, and then floor of a house in Florida.

So far, no one is known to have been hurt by falling space junk, but that's just a matter of luck; people are finding more and more pieces in or near inhabited areas worldwide.

WHOSE RESPONSIBILITY?

The 1972 Liability Convention makes countries absolutely liable for damage, including loss of life,

caused by its space objects falling onto the surface of the Earth or striking airplanes in flight. And the 1967 Outer Space Treaty makes countries responsible for all their space actors, including private companies.

Yet the Liability Convention is an agreement between countries, which makes the interactions between private citizens — like Saskatchewan farmers — and powerful space companies — like SpaceX — less straightforward. In the absence of governmental action, individuals may need to resort to lawsuits.

As for the Crew Dragon trunk scattered across Saskatchewan, in June, SpaceX sent two employees in a rented U-Haul truck to pick up the pieces, reportedly paying farmers for the fragments. Had there been a death, or damage to million-dollar farm equipment, the outcome would have been much more complicated.

WHAT GOES UP MUST COME DOWN

Uncontrolled re-entries are relics of early space flight. But with rocket launches occurring almost daily — fuelled in part by space tourism, megaconstellations and large low Earth orbit satellites — these uncontrolled re-entries cannot continue. Estimates already place the yearly chance of a casualty at a few per cent, and it will get worse.

A clear alternative is to use controlled re-entries through a combination of mission planning, restrictions on the number of re-entries and reignitable engines; these technologies and practices already exist, albeit at extra costs.

For objects that cannot be controlled, they will need to be designed to burn up in the atmosphere entirely. But this practice is already affecting upper atmosphere chemistry, with potential implications for climate and ozone depletion.

IMMEDIATE ACTION NEEDED

There is no doubt that satellites and space technologies bring tremendous benefits to society. But the promise of prosperity is not an excuse for reckless behaviour.

Regulating agencies need to stop ignoring close calls — like the SpaceX debris that fell on Saskatchewan — and take action, before disaster strikes.

Aaron Boley is associate professor, physics and astronomy, at the University of British Columbia and is co-director of the Outer Space Institute.

Samantha Lawler is associate professor of astronomy at the University of Regina and receives funding from the Natural Sciences and Engineering Research Council of Canada. She is a fellow of the Outer Space Institute.

This article was originally published on The Conversation, an independent and non-profit source of news, analysis and commentary from academic experts. Disclosure information is available on the original site.



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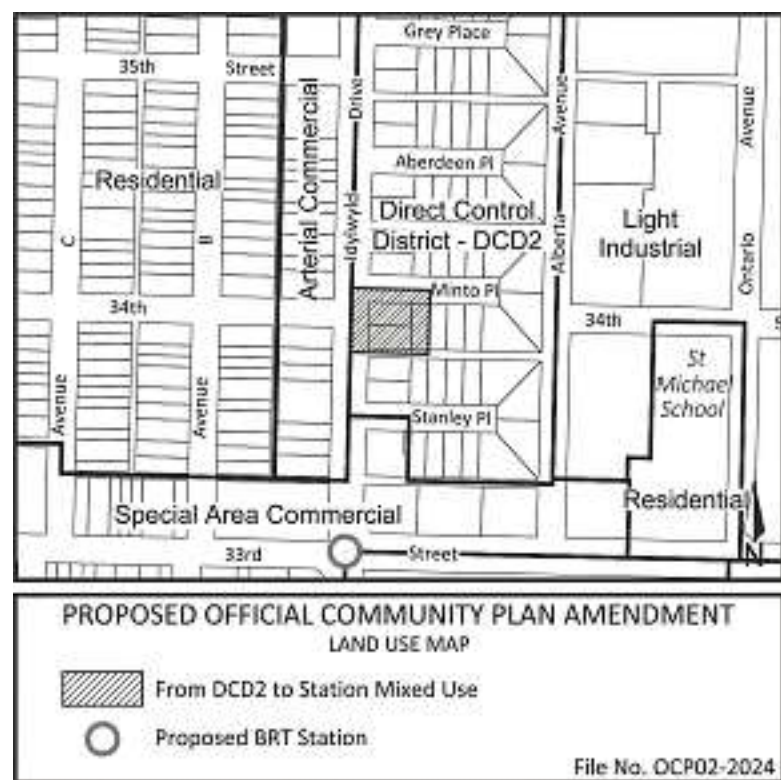
OFFICIAL COMMUNITY PLAN NOTICE

KELSEY-WOODLAWN NEIGHBOURHOOD
PROPOSED OFFICIAL COMMUNITY PLAN MAP AMENDMENT – BYLAW NO. 10023, THE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2024 (NO. 12)

Saskatoon City Council will consider an amendment to Bylaw No. 9700, the Official Community Plan, proposed by City of Saskatoon - Planning and Development Department to redesignate 1232 Idylwyld Drive North, 1236 Idylwyld Drive North, and 1 Minto Place in the Kelsey-Woodlawn neighbourhood from 'Direct Control District 2' to 'Station Mixed Use' by way of Bylaw No. 10023, The Official Community Plan Amendment Bylaw, 2024 (No. 12).

LEGAL DESCRIPTION

- Lots 14, 15 & 16, Block 4, Plan G679



REASON FOR THE AMENDMENT – The proposed redesignation to 'Station Mixed Use' provides the potential for medium density, generally three to six storey mixed use development that incorporates transit-oriented development principles and a broad range of residential, commercial, institutional, cultural, and community uses, on lands that are located on the planned Bus Rapid Transit (BRT) routes near to a BRT station. The BRT station nearest to the subject sites is at Idylwyld Drive North and 33rd Street. Additional information may be viewed on the City of Saskatoon website at saskatoon.ca/engage/station-mixed-use-rezoning.

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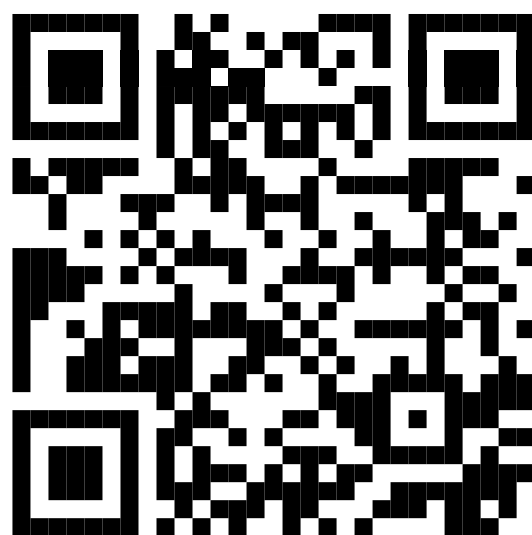
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