Shape the Sault.ca

Sault Ste. Marie Official Plan Review

Background Report

City of Sault Ste. Marie — Planning Division

September 27th, 2021

SAULT STE. MARIE

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1. Overarching Themes for the New Official Plan

The following overarching themes are proposed to guide policies throughout the new Official Plan.

 **Healthy Community**	Supports healthy living, active transportation, access to passive and active recreation, social interaction and the creation of spaces that are comfortable, safe and accessible for all ages and abilities (the “8 to 80 Cities” concept).
 **Environmental Sustainability**	Supports energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation.
 **Integrated Mobility**	Supports accessibility and choice of a diversity of transportation modes.
 **Sense of Place**	Fosters a welcoming place for all that establishes connection and provides a memorable experience to visitors.
 **Sustainable Growth (Growth From Within)**	Stimulates reinvigoration of neighbourhoods to provide a complete range of housing, services, employment and recreation.
 **Economic Resiliency**	Supports the growth and diversification of the city’s economy.
 **Social Equity**	Contributes to creating a welcoming and inclusive community, focusing on the removal of systemic barriers so that everyone has access to an acceptable standard of living and can fully participate in all aspects of community life.
 **Cultural Vitality**	Celebrates the Sault's history, diverse communities and natural and cultural heritage, with the Downtown as the Sault's core destination for arts and culture.

2. Executive Summary

The Official Plan (OP) is the blueprint for the physical development of Sault Ste. Marie. It is a statutory municipal policy document that guides short- and long-term decisions on land use, development and infrastructure in the community, reflecting the Sault's development vision and goals for the next 20 years. This OP Background Report is a compilation of data and information gathered and includes policies proposed for the City's new Official Plan.

Growth and Settlement

Key Points:

- It is anticipated that the Sault will grow by almost 10,000 people over the next 20 years, from approximately 73,400 in 2016 to 83,300 in 2036. The overwhelming majority of this growth will result from newcomers moving here to fill job vacancies.
- Employment is projected to grow by about 6,000 jobs, from approximately 31,000 jobs in 2016 to 36,900 jobs in 2036. Health and social services, and business services sectors will see the largest gains, accounting for over 1/3 of all job growth. It is anticipated that manufacturing jobs will see a slight decline.
- Attracting and retaining newcomers will be critical to supporting growth. An increasingly mobile and remotely located workforce suggests that developing and marketing significant quality of life attributes will be required in order to compete for the skilled workforce in the projected growth sectors.
- Based upon projected land demand and current vacant land supply, there is generally enough residential, commercial and industrial designated lands to accommodate projected growth over the next 20 years.

Key Policy Directions

- Six amendments are proposed to the Urban Settlement Area (USA), which will increase its size by approximately 124 hectares. In some cases, the proposed alterations will round out the current USA boundary. In other cases, minor alterations are aimed at securing a healthier surplus of residential lands to help ensure ongoing affordability and choice in Sault Ste. Marie's housing market.
- Residential intensification and mixed-use residential development will be encouraged, which will also help to reduce land requirements to accommodate projected residential development.
- The slight deficit of institutional designated lands will be addressed by permitting a variety of institutional uses across numerous land use designations.
- A surplus of industrial lands can be utilized to make up for the projected commercial land deficit by permitting a range of commercial uses in select industrial areas.
- An emphasis will be placed upon encouraging a wide variety of compatible and complementary uses and developments in close proximity to major nodes, corridors and activity hubs.
- The adaptive reuse of existing vacant buildings will be encouraged by permitting a wider variety of uses and reduced development standards that recognize existing site layout.
- Policies will continue to encourage large office uses to locate in the downtown, utilizing existing incentives such as lower development standards (ie. reduced setbacks and parking), however the maximum size will be increased from 300m^2 to 700m^2 for office space proposed to be

located outside of the Downtown. Furthermore, there will be no size limit for existing vacant buildings proposed to be occupied by office space. The zoning by-law should be amended to further differentiate and define office uses so that non-profit, medical and service oriented offices can locate throughout the community with no size limit.

- Applications to re-designate lands for new commercial development in excess of 5,000m^2 gross floor area, must be accompanied by a market impact study that assesses the impact on existing commercial areas. This is consistent with existing policies, however the gross floor area is proposed to be increased from 4,000m^2 to 5,000m^2.

Land Use and Compatibility

Key Points

- About 75% of land in Sault Ste. Marie is designated as Rural Area, including the Precambrian Shield. Within the Urban Settlement Area (USA), Residential and Industrial are the dominant land use categories.
- The Province has regulations requiring minimum separation distances between potentially noxious land uses and sensitive land uses, such as residential, which may be negatively impacted if located too close to each other.

Key Policy Directions

- 7 new land use categories are proposed. In some cases, these new designations are intended to further define and provide greater clarity on the mix of land uses that exist in the rural area. Examples include:
    - Precambrian Uplands - Applied to all lands north of the 'shield line'.
    - Aggregate Extraction – Applied to sand and gravel deposits just south of the 'shield line'.
    - Airport Employment Lands – Applied to the airport area.
    - Waste Management – Applied to landfill.
- Other new land use categories include:
    - Downtown – Applied to the defined downtown area.
    - Mixed Employment – Applied to smaller industrial properties along major arterial corridors.
    - Open Space - Applied to undeveloped lands that are not necessarily public parkspace, such as golf courses and environmentally sensitive lands such as ravines.
- Specific policies will be included referencing the Ontario Ministry of the Environment, Conservation and Parks' (MECP) Land Use Compatibility Guidelines[1], which aim to ensure minimum separation between various defined classes of industrial/noxious uses and sensitive uses such as residential. More specifically:
    - Class 1 industrial uses – Minimum of 20m separation from a sensitive use or vice versa.
    - Class 2 industrial uses - Minimum of 70m separation from a sensitive use or vice versa.
    - Class 3 industrial uses - Minimum of 300m separation from a sensitive use or vice versa.
- Policies will also be put in place requiring additional studies where Planning Act approvals are required to permit development of the following noxious uses in proximity to an existing sensitive use or vice versa:
    - Rail Yards: 300m.

[1] MECP is in the process of amending the existing Land Use Compatibility Guidelines. It is anticipated that these new guidelines may be in effect in early 2022, at which point alterations will be required.

  - Rail Lines: 70m.
  - Landfill: 500m from the landfill footprint.
  - Wastewater Treatment Plants: 150 metres from the periphery of the noise/odour source.
  - Airport Runway Approaches: Noise Exposure Forecast 30 (NEF 30).
- Further policy direction and zoning by-law amendments will aim to recognize and differentiate the size and scope of certain land uses, such as contractor's yards and maker spaces, in an effort to grant greater flexibility to locate small-scale businesses in a wider variety of land use designations and zones, including as home based businesses where appropriate.
- Additional policies will encourage the grouping of a wide variety of public services to co-locate in 'community hubs' throughout the community.

Housing

Key Points

- In terms of adequacy, suitability and affordability, the housing situation in Sault Ste. Marie is better than that of Ontario as a whole.
  - 11% of households locally are considered to be in "core housing need" (a measure of affordability, adequacy and suitability), compared to 15% Ontario-wide.
  - Housing costs in Sault Ste. Marie are much less than the average costs in Ontario, especially for homeownership which is relatively affordable here. Rental affordability in the Sault is on par with the rest of Ontario.
  - The rental housing vacancy rate has fluctuated based on the amount of rental housing being built. It has increased from around 1% ten years ago to a healthier 5% now.
- The vast majority of homes in the Sault are single detached dwellings, but there is a growing trend towards denser types of housing (apartments and townhouses) being constructed.
- Provincial policies require municipalities in Ontario to support the development of mixed residential neighbourhoods with diverse forms of housing that can meet the needs of different demographics, including affordably priced dwelling units.

Key Policy Directions

- Policies will continue to encourage and support residential intensification and mixed residential neighbourhoods, including continued support for 'secondary units'.
- Additional incentives, which may be in the form of a Community Improvement Plan, will be developed to:
  - Encourage the creation of new rental units and affordable units.
  - Encourage redevelopment of older residential areas where housing stock has not been significantly improved or upgraded and may be beyond its useful life.
- Mixed-use residential development will be encouraged, especially along major corridors, nodes and activity hubs. Mixed-use residential development may take the form of ground floor commercial/institutional with dwellings above or the development of residential dwellings within existing commercial areas, where residents have easy access to a wide variety of commercial, social and recreational amenities.

- The City aims to ensure that a minimum of 30% of all dwelling units throughout the community are affordable through the following[2]:
    - Supporting a mixture of housing types, including infill development and residential intensification.
    - Continued support for the creation of accessory dwelling units.
    - Supporting innovative housing design, such as smaller units and alternative development standards such as reduced parking requirements.
    - Conducting ongoing monitoring on affordability levels and producing an annual update.
    - Maintaining a current, comprehensive understanding of funding opportunities for the creation of affordable housing and assisting applicants in accessing such funding.
    - Maintaining a formal relationship with non-profit stakeholders that provide affordable and supportive housing units.
    - Providing additional incentives for the provision of affordable housing, through a Community Improvement Plan, which may include the waiving of planning application (rezoning, site plan control) fees.

Urban Design and Mobility

Key Points

- There is room for improvement in Sault Ste. Marie and Algoma residents' physical health. Designing a built environment that enables and promotes healthy living and mental wellness is important, especially as the City increasingly needs to accommodate an aging population.
- Sault Ste. Marie must prepare for and adapt to projected impacts of climate change, including hotter and rainier seasons and more frequent, severe storms.
    - The Sault's transportation system and sustainable site design for urban developments are two key areas in which the City can have a direct impact in reducing our community's greenhouse gas emissions.
- The Transportation Master Plan identifies transportation needs of the community and highlights approaches to facilitate alternative modes of transportation. The Transportation Master Plan shall be updated at regular intervals.
- In recent years, the City has actively developed it's cycling infrastructure, with an emphasis on Active Transportation as a meaningful part of the City's overall transportation system.
- As a result of strategic policy approaches and targeted capital construction, Downtown Sault Ste. Marie has experienced a significant amount of private sector investment over the past 10 years (2010-2020).

Key Policy Directions

- The City will develop and maintain a series of guiding documents that will help to inform high-quality, sustainable and safe urban development.
- The concept of Complete Neighbourhoods will be promoted, encouraging mix-use neighbourhoods where residents can easily access a diversity of amenities, services and housing options.

[2] The affordable housing policies are under review as part of a separate process that will be completed prior to the completion of a new Official Plan.

- Promoting the development of complete neighbourhoods where residents can easily access a diversity of amenities, services and housing options, as well as complete streets which comfortably accommodate multiple modes of transportation, will go a long way towards creating a healthy, sustainable and attractive city.
- The Sault's transportation system and sustainable site design for urban developments are two key areas in which the City can have a direct impact in reducing our community's greenhouse gas emissions.
- The Downtown will continue to be a strong focus area. Policies and incentives will be used to continue the area's transformation into a vibrant neighbourhood.
- Landmarks and public vistas will be emphasized, supporting public access and enjoyment of these areas.
- High quality design and connectivity will be encouraged in areas identified as Nodes, Corridors, and Gateways.
- The City will continue to promote a transportation system that is integrated, provides mobility choices, and is grounded on the concept of Complete Streets.

Parks, Recreation, Arts, Culture and Heritage

Key Points

- Only about 16% of total parkspace in Sault Ste. Marie is owned and operated by the City. Other public organizations, such as the Conservation Authority, provide significant amounts of recreational space. Numerous local organizations and user groups play an important role in programming public space.
- The parkspace system in Sault Ste. Marie includes community parks, neighbourhood parks, parkettes and linear parks (trails). Many include equipment for active play or sports, but some simply function as green spaces to enjoy passively.
- Total amount, equitable distribution and suitable programming are critical components in determining appropriate parkspace service levels. Generally, residential neighbourhoods in the Sault have walkable access to enough parkspace with suitable programming.
- While school yards are technically not parks, they often function as public recreational or green spaces. As local school boards continue to close underutilized schools, we risk losing the recreational spaces offered as part of school properties.
- The powers under Section 42 of the Planning Act, which allow municipalities to collect parkland or cash in lieu of parkland in relation to development and redevelopment proposals, are underutilized.
- Sault Ste. Marie has a vibrant arts and culture community that could benefit from stronger collaboration and support from both public and private sectors.
- There are currently 38 designated heritage sites in Sault Ste. Marie, of which over two-thirds are located in the Downtown.

Key Policy Directions

- Policies related to parkland will provide the following direction:
    - Ensuring that the majority of urban residential dwellings are within an 800m safe walking distance of a park.

  - Providing guidelines for permitting new uses in existing parks.
  - Generally discouraging the sale of city owned parks and including a process to follow when selling a city owned park.
  - Ensuring that city owned parks and properties that provide waterfront access are not sold or otherwise developed in a manner that would impact public access to the waterfront.
  - Recognizing the informal parkland function of school sites.
  - Expanding the scope of developments where parkland or cash in lieu of parkland will be required, including residential intensification projects.
  - Outlining when it is appropriate to consider parkland dedication versus cash in lieu of parkland dedication.
- The City will continue to ensure that existing archaeological resources are protected and areas of archaeological potential are assessed prior to development.
- Where development is proposed within or adjacent to one of the 38 Designated heritage sites, in Sault Ste. Marie, the Heritage Committee will be consulted to ensure there are no negative impacts to the designated site.
- Five neighbourhoods have been designated as “Locally Significant Heritage Areas” to help preserve their character, uniqueness and appeal.
- The Downtown will continue to be Sault Ste. Marie's centre for culture and entertainment, with special regard for supporting public art and art installations within underutilized spaces.

Natural Environment, Resources and Constraints

Key Points

- The requirement to protect natural heritage resources and ensure that development is directed away from any natural hazards is largely dictated by Provincial Policies.
- Natural heritage features in Sault Ste. Marie include 273km of creeks and streams identified as fish habitat, 1,700 hectares of wetlands, 47 species at risk and significant wildlife habitat.
- Natural hazards include flood prone areas along the St. Marys River, Lake Superior and other watercourses, wildfires in forested areas and erosion of significant slopes. All of these hazards are expected to become increasingly prominent in the coming decades due to climate change.
- The Precambrian Uplands, extending from the Precambrian Shield Line to the north City limits, is an environmentally sensitive area due to its many water features, rugged topography, little topsoil and its role in recharging the aquifer that provides much of our drinking water.
- Aggregates (sand and gravel) are a Provincially Significant Resource that the City is required to protect for long-term use. All of the Sault’s aggregate pits and quarries are located in the rural northern portion of the City, within the ‘Significant Groundwater Recharge Area’.
- Sault Ste. Marie has adopted a *Sault Ste. Marie Region Source Protection Plan* aimed at ensuring activities that could pose a risk to the local drinking water supply are monitored and managed.

Key Policy Directions

- Prior to development occurring within or adjacent to natural heritage resources (fish habitat, wetlands, habitat of endangered species and significant wildlife habitat), studies may be required to ensure that such development does not negatively impact the natural heritage resource.
- Support for a scoped tree-preservation by-law, that will regulate vegetation removal within or adjacent to known natural heritage features such as along shorelines and within wetlands.
- The Precambrian Uplands Area will continue to be subject to strict development regulations aimed at maintaining the area in its current natural state.
- Within the aggregate extraction area, residential development will continue to be limited to existing lots of record, to limit the encroachment of sensitive residential uses which may impact the overall aggregate extraction potential.
- Expanding pits and quarries will generally be supported adjacent to existing aggregate operations, with special regard for mitigating off-site impacts to sensitive uses, the groundwater aquifer, and the natural environment, including requirements for appropriate rehabilitation of the site back to its natural state once the resource has been exhausted.
- Non-residential land uses within the protection areas established around each of the city's four groundwater well sites and the Significant Groundwater Recharge Area will continue to be subject to regulations aimed at mitigating the threat of contamination.
- Development will generally be directed away from any natural hazards, such as flood prone areas and significant slopes. Where development is permitted, mitigation measures will be required to reduce the threat of the hazard.

Rural Area and Agriculture

Key Points

- Sault Ste. Marie's Rural Area comprises approximately 16,000 hectares (40,000 acres) and around 75% of the Sault's total land mass.
- There is increasing recognition and desire to support local agriculture and local food, including the production, processing and distribution of food.
- The number of active farms in Sault Ste. Marie has varied between approximately 25 and 35 farms since 2006. Based on Statistics Canada data, agriculture activity in Sault Ste. Marie accounts for 7% to 10% of the agriculture activity in the entire Algoma District.
- The Province and many municipalities permit a variety of 'on-farm diversified uses' to support farm operators.
- Maple syrup production is a growing sector and there is interest and potential for maple syrup harvesting in the Sault's Precambrian Uplands.
- Rural living is an attractive option for many residents. Approximately 10% of Sault Ste. Marie's population lives outside of the city's urban area. Over the past two decades, about one quarter of all new dwellings were constructed in the Sault's Rural Area. This proportion has decreased in the past few years in favour of the urban area.
- The Sault Ste. Marie Airport is a significant land use and activity hub in the city's Rural Area, encompassing 735 hectares of land and supporting approximately 300 jobs.

Key Policy Directions

- Support for both urban and rural agriculture:

  - Permit a variety of agricultural related and non-related uses that are appropriately located on an agricultural property without impacting the agricultural function, including a wider scope of permitted home based businesses, all aimed at providing additional revenue opportunities for farmers.
  - Permit small scale urban agriculture in the form of gardens and the keeping of 3 hens.
  - Permit community gardens in all land use designations excluding Industrial.
- Continue to permit limited rural residential lot creation, restricted to the creation of 2 new lots, plus the remnant or remaining parcel, applied from July 2014.
  - New rural residential development must adhere to minimum distance separation requirements from nearby livestock operations and other uses that might create negative off-site impacts, such as the airport or aggregate operations.
- Continue to discourage rural estate subdivisions, with the exception of subdivisions that have frontage upon or direct access to the upper or lower St. Marys River.

Infrastructure and Servicing

Key Points

- The design and provision of most civic infrastructure and core services are guided by Provincial policies, regulations and guidelines.
- The City has existing plans and policy documents regarding stormwater management, solid waste management, and the review of telecommunications infrastructure.
- The City works with the PUC as well as other agencies and community stakeholders to appropriately plan for and support water and energy infrastructure, as well as various transportation infrastructure such as marine, rail and airport facilities located in the Sault.
- The Planning Division will continue to work with Fire Services to ensure that all development and redevelopment meets Building Code and Fire Code requirements, including adequate water pressure for fire fighting purposes.
- The Planning division will work with Police Services and other partners to ensure that new developments are designed in a manner that is safe and welcoming, utilizing the concept of Crime Prevention Through Environmental Design (CPTED).

Key Policy Directions

- All development within the Urban Settlement Area shall be serviced with municipal water and sewers where such services are accessible. All rural development shall be serviced with private on-site well and septic systems. Extension of services to development outside the Urban Settlement Area is generally discouraged, unless required to address specific issues on a case-by-case basis.
- All new development, particularly in the urban area, shall provide for stormwater management, especially where there is an increase in impervious surfaces. Wherever possible, low impact design (LID) and green infrastructure will be encouraged as a means to managing stormwater.
- New development shall ensure that appropriate servicing (water, sewer, electrical) can be achieved, to the satisfaction of those who oversee this infrastructure, with special regard for infrastructure capacity to accommodate new development.
- The City will proactively work with outside agencies and companies to ensure the safe, adequate and efficient provision of a variety of public infrastructure, such as telecommunications and energy infrastructure.

Implementation and Monitoring

Key Points

- The Province provides municipalities with various planning tools that can be used to implement policies contained in an Official Plan with Zoning being the most prominent. The 'planning toolbox' contains tools to control, discourage, incentivize and obtain benefits from certain types of development. The City has not taken advantage of all of the tools aimed at obtaining benefits from certain developments.
- Public participation is an integral part of the planning process. The City's Planning Division primarily uses the procedures established in Ontario's Planning Act; however, the City can go above and beyond these minimums.
- The nature of public participation and civic engagement has extensively evolved over the past two decades.
- To maintain conformity with Provincial policies and plans, as well as relevance to local conditions, at a minimum, the City must complete a comprehensive review of the Official Plan ten years after the adoption of the new Official Plan, and every five years thereafter.

Key Policy Directions

- A variety of policies are aimed at enabling the use of the full suite of tools available under the Planning Act to control the use of land, incentivize certain types of development and obtain benefits from new development.
- Revised public notice procedures for all Planning Act applications going before Council, including posting of signage on the subject property.
- The City should explore dedicating resources towards implementing a coordinated, ongoing civic engagement program.

3. Introduction

Planning in Ontario

Figure 3.1: The Planning Hierarchy in Ontario and Sault Ste. Marie.

In Ontario, planning and decision making on land use and development is conducted under what is termed a "policy-led planning system". As illustrated in Figure 3.1, the authoritative planning document in Ontario is the **Planning Act**, which is the enabling legislation that gives municipalities the power to make decisions on land use and development. Ontario also has numerous other Provincial legislation and regulations that are relevant and must be considered.

In addition, the Province regularly issues Province-level policy documents that express the Government of Ontario's goals for development. The most important of these documents is the ***Provincial Policy Statement***[3], most recently updated in 2020, which is an expression of "matters of Provincial interest" related to planning. It covers policies about managing growth, using and managing natural resources, protecting the environment, public health and safety. The ***Growth Plan for Northern Ontario (2011)***[4] is another Provincial policy document — it provides guidance to align decision making and investment for economic and population growth in Northern Ontario.

All decisions on planning matters made by municipalities must be consistent with the Province's legislation and policy documents. This includes the adoption of any planning documents such as an Official Plan, Zoning By-law and the approval of site specific 'current planning' applications such as rezonings and plans of subdivision.

[3] Available at: https://www.ontario.ca/page/provincial-policy-statement-2020
[4] Available at: https://www.ontario.ca/document/growth-plan-northern-ontario

Every municipality in Ontario has an **Official Plan** that acts as the top planning document for the municipality. The Official Plan is based upon the vision and projected growth for the municipality on a time horizon of at least 20 years. Upon adoption of the Official Plan, the municipality will utilize various planning tools provided through the Planning Act to realize the vision and implement the policies in the Official Plan. More details on this can be found in the Implementation and Monitoring Chapter.

Shape the Sault: The New Official Plan Project

In 2018, the City of Sault Ste. Marie's Planning Division launched "Shape the Sault" — an initiative to create a new Official Plan for the City of Sault Ste. Marie. The Official Plan is the statutory municipal policy document that guides short- and long-term decisions on land use, development and infrastructure in our community, and it should reflect Sault Ste. Marie's vision and goals for the next 20 years.

The existing Official Plan was written in 1996, more than 20 years ago. Sault Ste. Marie is ready for a new Official Plan that considers and addresses our community's trends, realities, challenges and opportunities. The intent of the Shape the Sault Project is to engage, inform and inspire residents and stakeholder groups in Sault Ste. Marie, and to give our active and diverse community a voice as we design a new blueprint for our city.

Table 3.1: Snapshot of Shape the Sault's Community Engagement to Date.

Public open houses and information sessions: **15**	Stakeholder groups and organizations that have provided feedback: **Over 35**	Community events attended to share information and hear ideas and comments: **Over 40**
Shape the Sault email distribution list: **Approx. 400**	Social media followers **Over 1,500**	In-person discussions with individual Saultites: **Over 2,600**

Table 3.2: Timeline of Shape the Sault Including Anticipated Next Steps.

Event	Timeframe
Launch at City Council	February 2018
Pop-up engagement at community events	February 2018 – November 2019
Meetings and presentations with stakeholder groups	February 2018 – Ongoing
Public open house on Rural Area and Agriculture	March 2018
Public open house on Natural Environment	June 2018
Public open house on Housing	September 2018
Public open houses on Heritage Areas	November 2018 – January 2019, and June 2019
Public open house on Recreation and Culture	January 2019
Release of 20-Year Population and Employment Projections at City Council	January 2019
Public open house on Second Units	February 2019

Event	Timeframe
Neighbourhood meetings on James Street / Jamestown	October 2019
Information session on Land Use	March 2020
Release of the OP Background Report (we are here!)	**September 2021**
Community engagement on Key Policy Directions	October – December 2021
Release of the first full draft of the new Official Plan at City Council	January 2022
Submission of draft Official Plan to the Province (Ministry of Municipal Affairs and Housing) for comment	January 2022
Community engagement on the draft Official Plan	January – April 2022
Approval of the new Official Plan by City Council	May 2022
Final Provincial Approval	TBD

The purpose of this document is three-fold:

1. **What we Know** - Present in one document a wide range of relevant data and information that will inform the policies in the new Official Plan.
2. **What we Heard** - Share input, feedback and key themes heard from residents and organizations in Sault Ste. Marie.
3. **What we Propose** – Communicate key policy directions for the new Official Plan.

4. Growth and Settlement: 20-Year Population Projections and Land Needs Analysis

It is critical to understand the future development needs of the community. From a land use and development perspective, projected population growth represents demand and helps determine how much development is anticipated to occur in the future. Demographic trends further refine what types of development may be required going forward. This information is then utilized to determine the land and subsequent services needed to accommodate future growth. The majority of growth should be accommodated within the Urban Settlement Area (USA), which is the designated area of the community where development occurs at higher densities utilizing municipal water and sewer services.

What We Know

Key Points

- It is anticipated that the Sault will grow by almost 10,000 people over the next 20 years, from approximately 73,400 in 2016 to 83,300 in 2036. The overwhelming majority of this growth will result from newcomers moving here to fill job vacancies.
- Employment is projected to grow by about 6,000 jobs, from approximately 31,000 jobs in 2016 to 36,900 jobs in 2036. The health and social services, and business services sectors will see the largest gains, accounting for over 1/3 of all job growth. It is anticipated that manufacturing jobs will see a slight decline.
- Attracting and retaining newcomers will be critical to supporting growth. An increasingly mobile and remotely located workforce suggests that developing and marketing significant quality of life attributes will be required in order to compete for the skilled workforce in the projected growth sectors.
- Based upon projected land demand and current vacant land supply, there is generally enough residential, commercial and industrial designated lands to accommodate projected growth over the next 20 years.
    - Six amendments are proposed to the Urban Settlement Area (USA), which will increase its size by approximately 124 hectares.
    - A number of the proposed minor alterations to the Urban Settlement Area are aimed at securing a healthier surplus of residential lands to help ensure ongoing affordability and choice in Sault Ste. Marie's housing market.
    - An emphasis on residential intensification and mixed-use residential development will also help to minimize the land required for residential uses.
    - The slight deficit of institutional designated lands can be addressed by permitting a variety of institutional uses across numerous land use designations.
    - A surplus of industrial lands can be utilized to make up for the projected commercial land deficit by permitting a range of commercial uses in select industrial areas.
- An emphasis will be placed upon encouraging a wide variety of compatible and complementary development in close proximity to major nodes, corridors and activity hubs.
- Existing policies restricting the location of large office uses outside of the Downtown are worth reconsidering due to current and emerging trends.

Population, Housing and Employment Projections

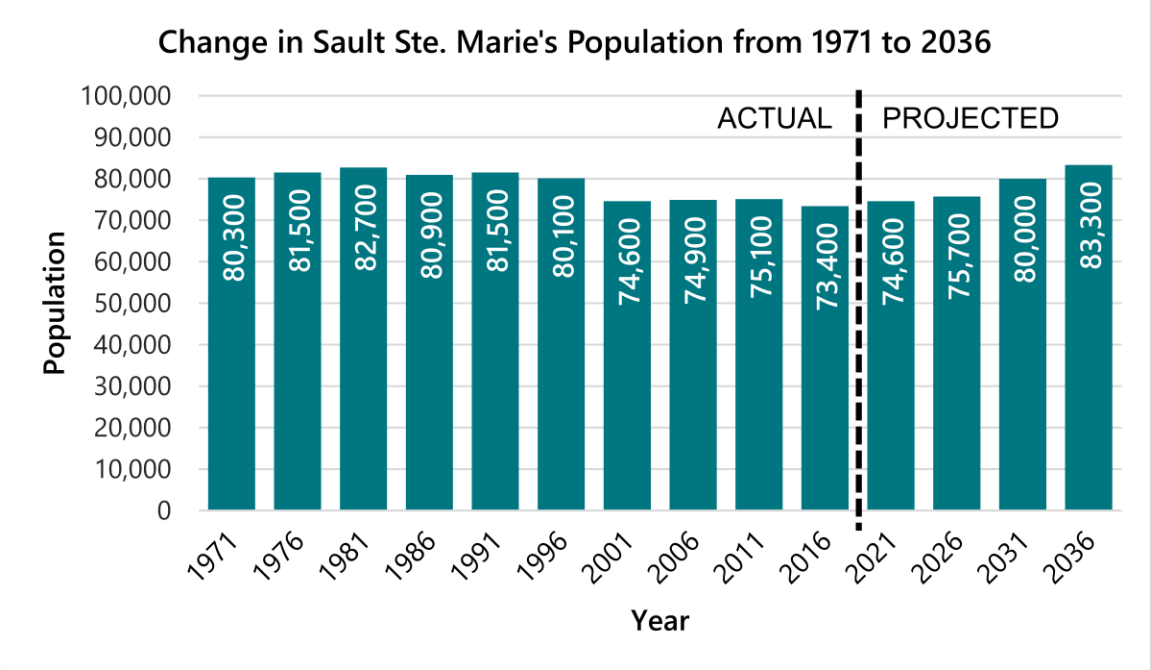
Much of the information in this section is from Dillon Consulting and MetroEconomics' *Sault Ste. Marie Population, Housing and Employment Projections — Commercial and Industrial Land Needs Analysis* report[5], completed in September 2018, which utilized the most recent Statistics Canada census data from 2016.

The Provincial Policy Statement (2020) requires municipalities to ensure that sufficient land is available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years. In particular, housing projections shall be for no less than 15 years. The data presented below is over a 20-year timeframe between 2016–2036. The nature of projections is such that the level of error and uncertainty increases further into the future. For these reasons, a 15-year projection timeframe is appropriate. Going forward, these projections should be revisited and reviewed, in accordance with the monitoring policies discussed in the Implementation and Monitoring Chapter.

Projected Changes in Population

The Sault will **grow by almost 10,000 people over the next 20 years**, primarily from people coming to fill new jobs and replace retiring Baby Boomers. Our city's population is expected to rise from approximately 73,400 in 2016 to 83,300 in 2036, bringing population levels back to those in the early 1980s.

Figure 4.1: Actual and Projected Population of Sault Ste. Marie from 1971 to 2036.
Source: Statistics Canada and MetroEconomics.



[5] Available at: https://shapethesault.ca/land-use

Population growth is anticipated to be predominantly through people moving to the Sault rather than through births (i.e. natural growth).

Table 4.1: Projected Change in Population Over 20 Years Due to Migration and Births/Deaths.
Source: MetroEconomics, Sault Ste. Marie Land Needs Analysis Report.

	Projected 20-year net change in population
Migration	+ 18,000 people
Births/Deaths	– 8,100 people
Total change in population	***+ 9,900 people***

Table 4.2: Projected 20-Year Change in Population Across Age Groups.
Source: MetroEconomics, Sault Ste. Marie Land Needs Analysis Report.

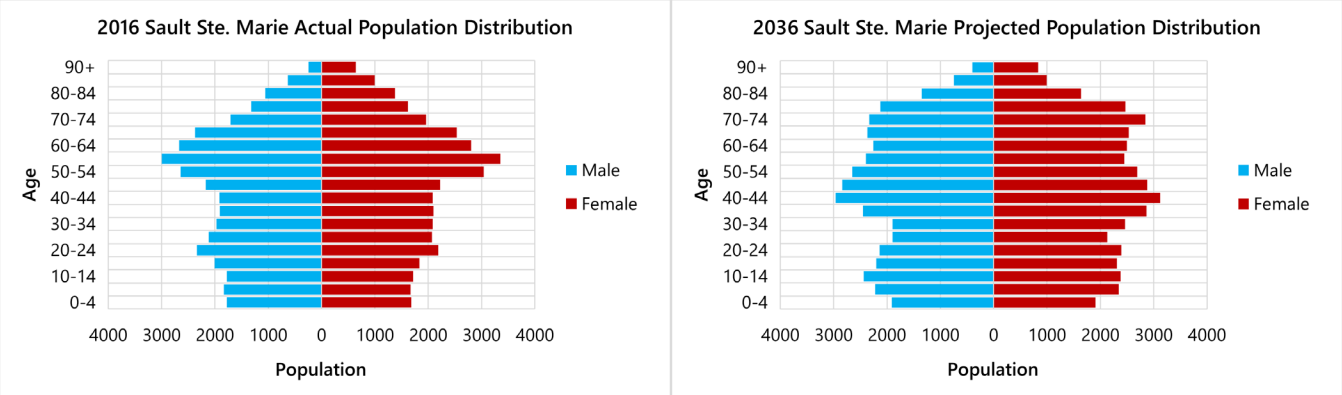
Age group	**Change in population**
0 to 14	+ 2,750
15 to 19	+ 675
20 to 24	Essentially no change
25 to 34	+ 150
35 to 44	+ 3,400
45 to 54	+ 975
55 to 64	– 2,225 (decrease)
65 to 74	+ 1,500
75 & over	+ 2,675
Total	***+ 9,900 approx.***

Projected population change will vary across age groups, with children, middle-aged and seniors showing the largest increase over the next 20 years. Currently the Sault's population has a substantially higher proportion of seniors than the province. However, it is anticipated that in 20 years our city's demographics will be similar to that of the province. The projected 20-year decrease in people aged 55 to 64 is due to the low numbers of people currently living in Sault Ste. Marie who are between 35 to 44 years old.

Table 4.3: Comparison of Proportion of Broad Age Groups in Sault Ste. Marie's and Ontario's Population.
Source: a) Statistics Canada; b) MetroEconomics; c) Ontario Ministry of Finance.

	Sault Ste. Marie		**Ontario**	
Age group	**2016, actual [a]**	**2036, projected [b]**	**2016, actual [a]**	**2036, projected [c]**
0 to 14 years	14.3%	15.9%	16.4%	15.1%
15 to 64 years	63.4%	59.4%	66.8%	60.7%
65 years & over	22.4%	24.8%	16.7%	24.3%

Figure 4.2: Population Pyramid for Sault Ste. Marie in 2016 and 2036.
Source: Statistics Canada, 2016 Census of Population and MetroEconomics, SSM Land Needs Analysis Report.



Projected Changes in Employment

The key to the Sault's growth is attraction and retention of people, primarily through job availability. It is estimated that employment will **grow by approximately 6,000 jobs**, from approximately 31,000 jobs in 2016 to 36,900 jobs in 2036. Different industries will experience different changes over the next two decades. Health and social services will continue to be the top employer. Manufacturing jobs will drop slightly but will still be one of the city's top sectors.

Table 4.4: Projected 20-Year Change in Jobs Available in Sault Ste. Marie by Industry.
Source: MetroEconomics, Sault Ste. Marie Land Needs Analysis Report.

Industry	Change in job numbers
Health and social services	+ 1,250
Business services	+ 1,100
Construction	+ 650
Accommodation and food	+ 650
Professional, scientific and technical services	+ 625
Arts, entertainment and recreation	+ 600
Education	+ 575
Wholesale trade	+ 225
Retail trade	+ 175
Finance, insurance and real estate	+ 175
Transportation, warehousing	+ 150
Manufacturing	– 275 (decrease)
Other industries	Change by less than 100 each
Total	***+ 5,900 approx.***

Table 4.5: Top Ten Industries Providing the Most Jobs in Sault Ste. Marie in 2016 and 2036.
Source: MetroEconomics, Sault Ste. Marie Land Needs Analysis Report.

	2016, actual		2036, projected	
Rank	**Job sector**	**Job numbers**	**Job sector**	**Job numbers**
1	Health and social services	5,410	Health and social services	6,660
2	Retail trade	4,450	Retail trade	4,625
3	Manufacturing	3,605	Manufacturing	3,320
4	Accommodation and food	2,630	Accommodation and food	3,270
5	Government	2,550	Education	3,040
6	Education	2,460	Business services	2,845
7	Business services	1,745	Government	2,630
8	Finance, insurance, real estate	1,355	Professional, scientific, technical services	1,740
9	Other services	1,215	Arts, entertainment, recreation	1,720
10	Arts, entertainment, recreation	1,125	Construction	1,675

The City's Approach to Population and Economic Growth

The City of Sault Ste. Marie, like all other Northern Ontario communities aims to attract and achieve population and economic growth. While this may be a given to most residents, many large high growth communities in Southern Ontario are more focused on managing and accommodating projected growth. In other cases, there are municipalities with a focus on maintaining the existing character of their community where growth is less welcome. **To embrace growth is to embrace change.**

The City's current approach, as outlined by FutureSSM, to growing Sault Ste. Marie can be described using three R's:

Recruit — attract people here.
Retain — keep people here.
Repatriate — bring people back here who have previously moved away.

The main focus of this approach is to attract people to replace retiring baby-boomers and take new jobs created by changes in demographics, such as health and social services. In order to attract an increasingly mobile and remotely located workforce the City needs to build a high quality of life that will entice young adults to settle down and raise a family here.

Vacant Land Supply in Sault Ste. Marie

As of 2019, there are **922 hectares (2,279 acres) of vacant urban land** available to be developed.

Table 4.6: Vacant Urban Land in Sault Ste. Marie by Land Use Designation, as of 2019.
Source: City of Sault Ste. Marie.

Land use designation	Vacant land area
Residential	321 ha (793 ac)
Commercial	46 ha (114 ac)
Industrial ➢ "Investment Ready" Industrial land	543 ha (1,342 ac) ➢ 315 ha (778 ac)
Institutional	12 ha (30 ac)
Total	***922 ha (2,279 ac)***

Most of the Sault's vacant residential land is located near the edge of the Urban Settlement Area in the west, north and east ends of the City. However, there are also numerous residential properties that represent infill development opportunities, especially in the west end, and there are various vacant properties across the City that are the result of the closure of former neighbourhood schools.

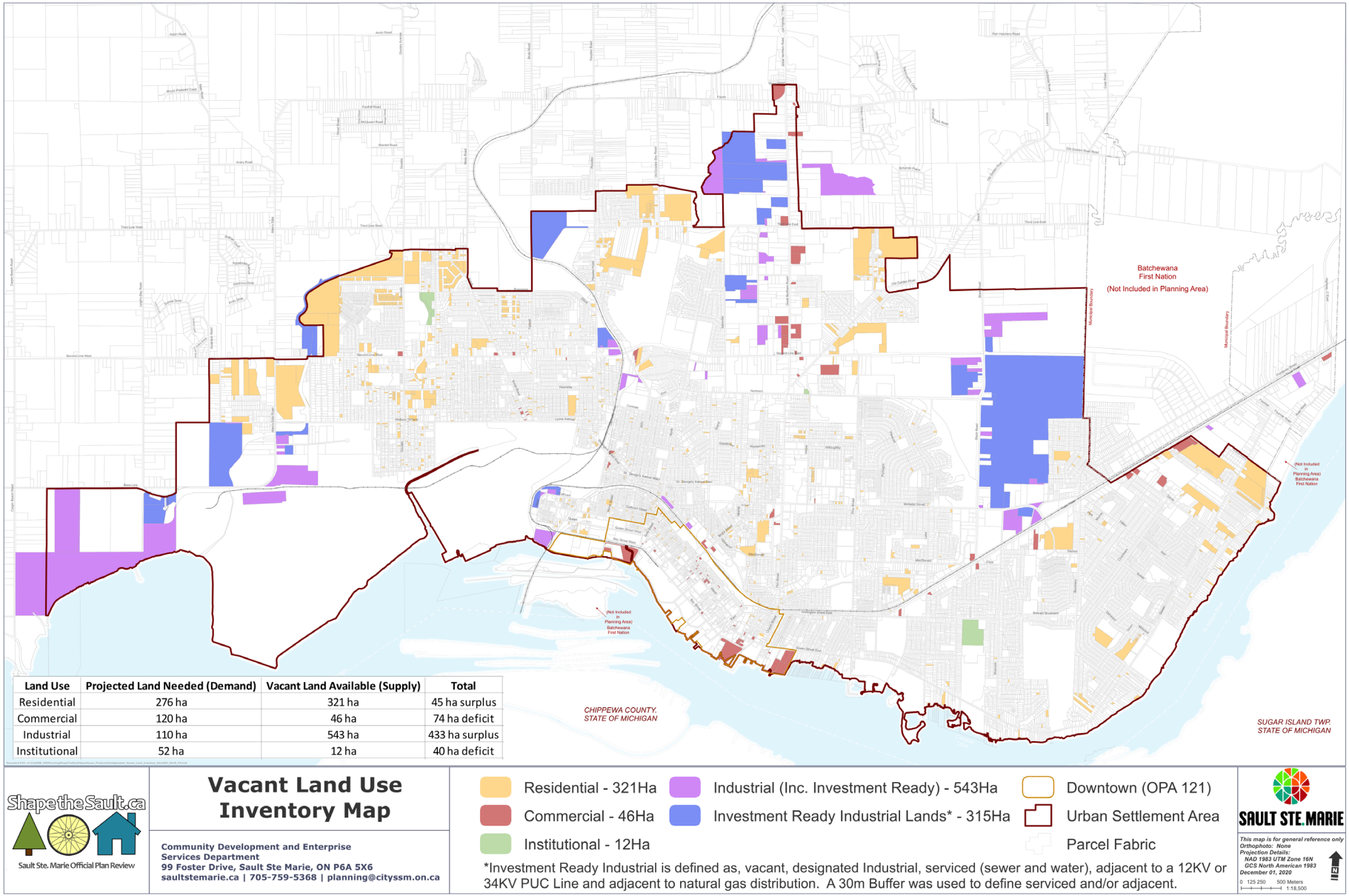
Vacant commercial land is mainly found in the Downtown and along the Great Northern Road corridor and include a number of significant waterfront properties, such as the 'Gateway Site' by the Casino, the 'Suncor Property' by the Bushplane Centre and part of the former hospital property.

Vacant industrial land is available in all of Sault Ste. Marie's existing industrial areas. The largest contiguous vacant industrial property is located on Black Road between McNabb and Second Line East — this property is currently owned by the Province of Ontario. Planning staff have also identified 315 hectares (or 58%) of vacant industrial land that can be considered "Investment Ready", which refers to land that is vacant, designated for industrial uses, serviced (or easily serviced) by municipal sewer and water systems, adjacent to 12KV or 34KV electrical lines and natural gas distribution.

There is limited vacant institutional land, with the majority being located adjacent to existing institutional uses: the former Sir James Dunn site next to Algoma University, a vacant lot on Northern Avenue by Sault College and a property located behind Korah Collegiate and Vocational School.

Figure 4.3: Inventory Map of Vacant Lands in Sault Ste. Marie.

Source: City of Sault Ste. Marie.



Land Needs for Residential Uses

To accommodate the City's projected growth of approximately 10,000 new residents, it is estimated that **approximately 4,000 new homes will need to be constructed over the next 20 years**. This is based on an average household size that is projected to fluctuate between 2.23 and 2.28 persons per household over the next 20 years.

Table 4.7: Projected Mix of the 4,000 New Homes Needed Over 20 Years.
Source: Dillon Consulting and City of Sault Ste. Marie, Sault Ste. Marie Land Needs Analysis Report.

Housing type	Single Detached	Semi-detached & Duplex	Townhouse	Apartment	*Total*
Projected new housing mix by percentage — based on current housing mix in SSM	65%	10%	3%	22%	*100%*
Projected housing mix by units	2,600	400	120	880	***4,000***
Typical gross density in SSM — units per gross hectare; includes roads	12/ha (5/ac)	16/ha (6.5/ac)	19/ha (8/ac)	32/ha (13/ac)	
Gross land demand	217 ha	25 ha	6 ha	28 ha	***276 ha***
Proportion of gross land demand	79%	9%	2%	10%	*100%*

Although market demands will likely fluctuate over the next 20 years, it is still anticipated that more than half of new dwelling units constructed will be single detached houses, and thus the vast majority of residential land needed will be used for constructing single detached dwellings.

Figure 4.4: Projected New Dwelling Units Over 20 Years.
Source: Dillon Consulting and City of Sault Ste. Marie, Sault Ste. Marie Land Needs Analysis Report.

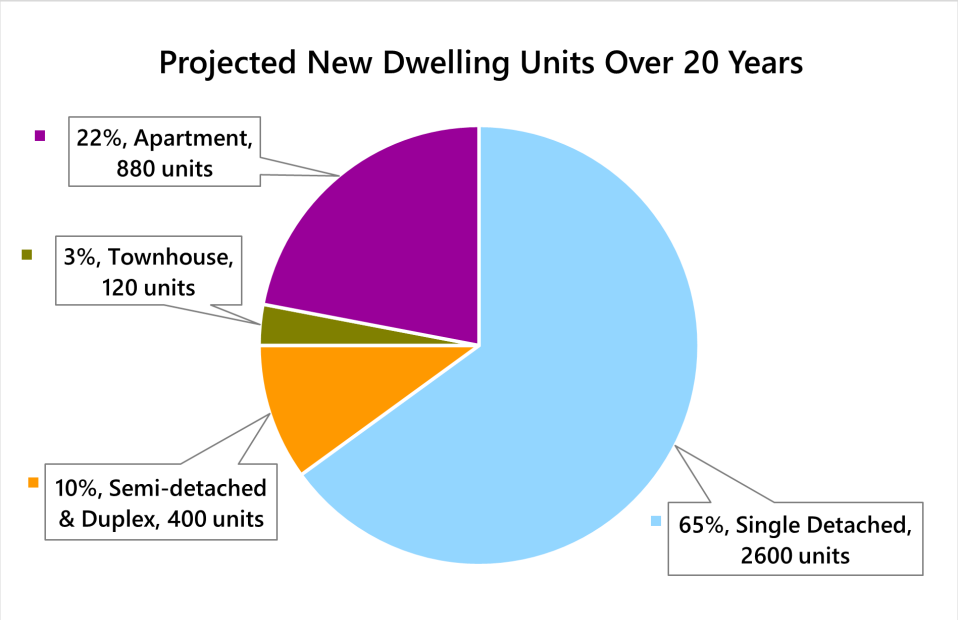
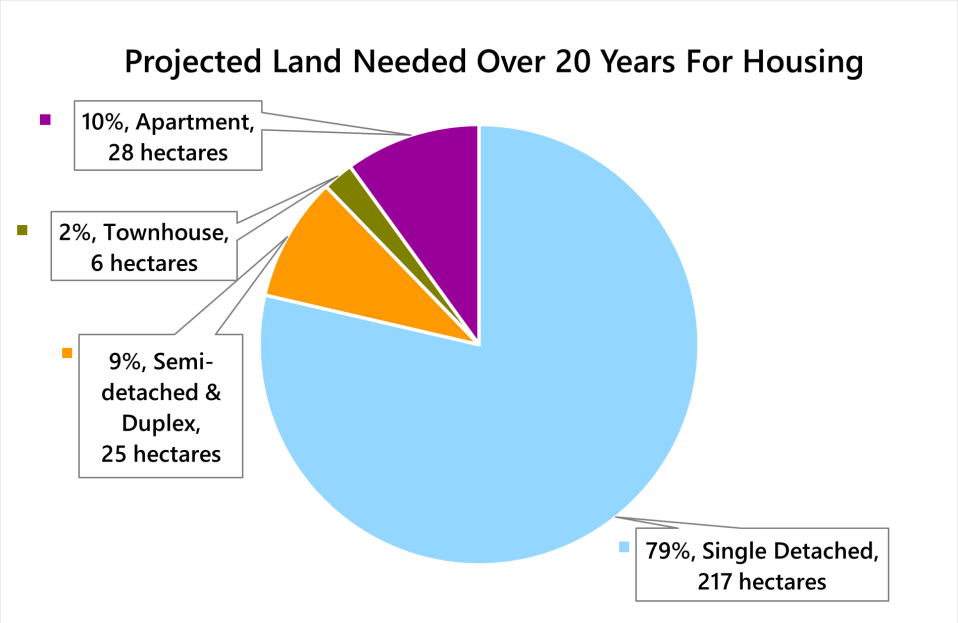


Figure 4.5: Projected Land Needed Over 20 Years for Housing, by Type of Dwelling.
Source: Dillon Consulting and City of Sault Ste. Marie, Sault Ste. Marie Land Needs Analysis Report.



Between 2019 and 2026, the rate of housing construction is projected to stay at similar levels to the housing construction rate over the past two decades. After 2026, it is projected that housing construction will increase back to 1980s levels, as families move here and our population expands.

Figure 4.6: Change in New Housing Units Constructed Per Year from 1986 to 2036.
Source: City of Sault Ste. Marie, building permit data (1986-2016); MetroEconomics, Sault Ste. Marie Land Needs Analysis Report (2016-2036).

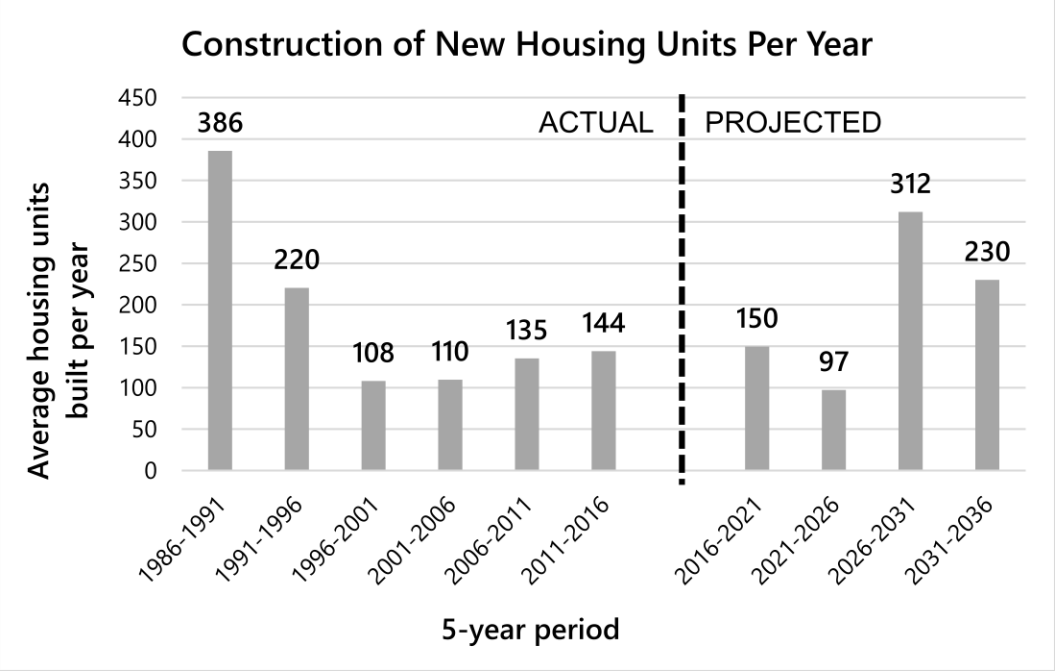
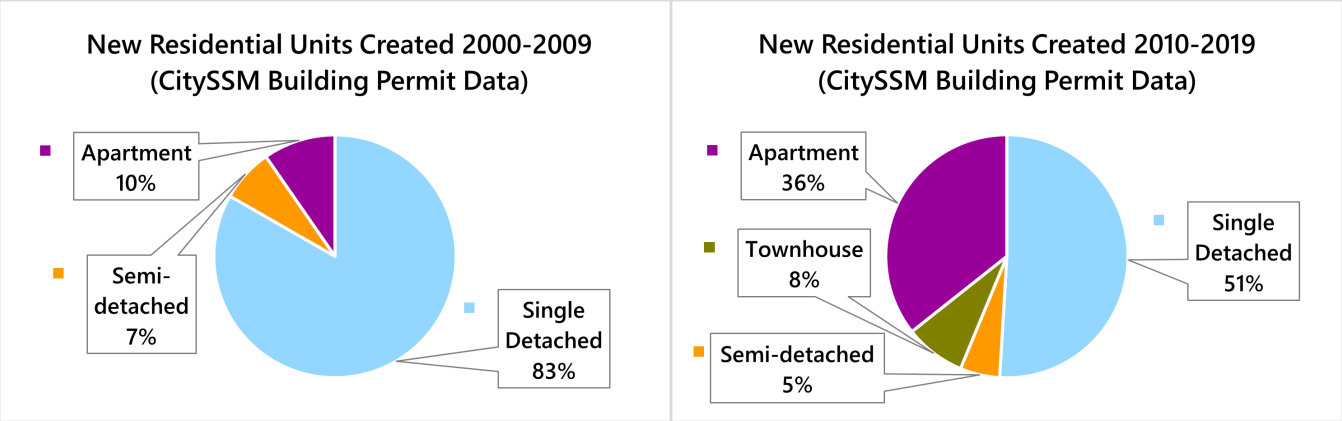


Table 4.8: Land Demand, Supply and Net Need for Residential Uses.
Source: Dillon Consulting and City of Sault Ste. Marie.

	Projected land demand	Vacant land supply	Residual land need
Residential land use	276 ha	321 ha	**45 ha — Surplus (111 acres)**

In recent years, the City has seen a trend towards greater demand for denser types of housing (apartments and townhouses) and less demand for single detached dwellings. Building permit data show that single detached dwelling construction has decreased from 83% in the 2000s to 51% in the 2010s. In addition, Provincial Policy and best practises in urban planning encourage greater infill development and residential intensification, as opposed to sprawl or greenfield development.

Figure 4.7: Comparison of New Residential Units Created Over the Past Two Decades.
Source: City of Sault Ste. Marie building permit data.



Land Needs for Employment Uses

The Province requires municipalities to plan for up to a 25-year supply of lands identified as "**employment areas**". These are areas designated commercial, industrial and institutional which can accommodate clusters of business and economic activities to support much of Sault Ste. Marie's job growth.

Based on the 20-year projections presented above and City staff's analysis of vacant land currently available, in general, there is enough land to accommodate new industrial development over the next two decades. There is a deficit of land specifically designated for commercial and institutional uses, but those uses can often be accommodated on other lands. For example, certain larger scale commercial uses can locate in select industrial areas and smaller scale neighbourhood commercial uses can locate in residential areas. Institutional uses can also be accommodated in commercial and residential areas.

Table 4.9: Summary of 20-Year Land Needs for Employment Uses in Sault Ste. Marie.
Source: City of Sault Ste. Marie; Dillon Consulting; MetroEconomics.

Employment land use	Projected growth	Projected land demand	Vacant land supply	Residual land need
Commercial	Retail — 599,000 sq. ft. of floor space Non-retail — 3,000 jobs	Retail — 15 ha (see details below) Non-Retail — 105 ha (includes allowance for 10% vacancy rate) Total Commercial demand — 120 ha	46 ha	**74 ha — Deficit (183 acres)**
Industrial	800 jobs	110 ha (includes allowance for 10% vacancy rate)	543 ha	**433 ha — Surplus (1,070 acres)**
Institutional	1,800 jobs	52 ha (includes allowance for 5% vacancy rate)	12 ha	**40 ha — Deficit (99 acres)**

Commercial Land Needs

Existing Vacant Commercial Floor Space in Sault Ste. Marie

To obtain a better understanding of commercial needs, Planning staff conducted a commercial floor space analysis. Records of vacancy rebate applications from 2011 to 2017 were used to calculate a yearly average amount of vacant commercial space. Since the vacancies fluctuated from year to year, commercial vacancies are communicated as an average between 2011 and 2017.

Table 4.10: Average Vacant Commercial Floor Space in Sault Ste. Marie between 2011 to 2017.
Source: City of Sault Ste. Marie vacancy rebate data; Municipal Property Assessment Corporation (MPAC).

	TOTAL	Downtown	Great Northern Road	Second Line West	Trunk Road	Other areas
All Commercial Space						
Total space (s.f.)	6,807,000	2,888,000	2,301,000	376,000	599,000	643,000
Average vacant space (s.f.)	473,000	216,000	113,000	50,000	74,000	19,000
Average vacancy rate (%)	6.9	7.5	4.9	13.3	12.4	2.9
Large Office / Large Medical Space						
Total space (s.f.)	902,000	706,000	168,000	8,000	0	20,000
Average vacant space (s.f.)	96,000	82,000	12,000	0	0	2,000
Average vacancy rate (%)	10.6	11.6	6.8	0	n/a	10.6
Retail Space — Including Shopping Centres						
Total space (s.f.)	4,356,000	1,586,000	1,499,000	323,000	513,000	436,000
Average vacant space (s.f.)	332,000	115,000	82,000	48,000	73,000	13,000
Average vacancy rate (%)	7.6	7.3	5.5	14.9	14.3	3.1
Shopping Centre Space						
Total space (s.f.)	1,234,000	493,000	314,000	128,000	256,000	42,000
Average vacant space (s.f.)	176,000	48,000	50,000	34,000	44,000	300
Average vacancy rate (%)	14.3	9.7	16.1	26.7	17.0	0.7

*Note: "Average" refers to the average (mean) amount/percentage of space per year over the 2011 to 2017 period that was vacant for at least 180 days in each of the seven years analysed. “Total space” for each category is based on 2019 property assessment data. The umbrella category of “All commercial space” includes a number of other small commercial properties.

Figure 4.8: Inventory Map of Sault Ste. Marie Properties with Vacant Commercial Floor Space in 2017.
Source: City of Sault Ste. Marie.

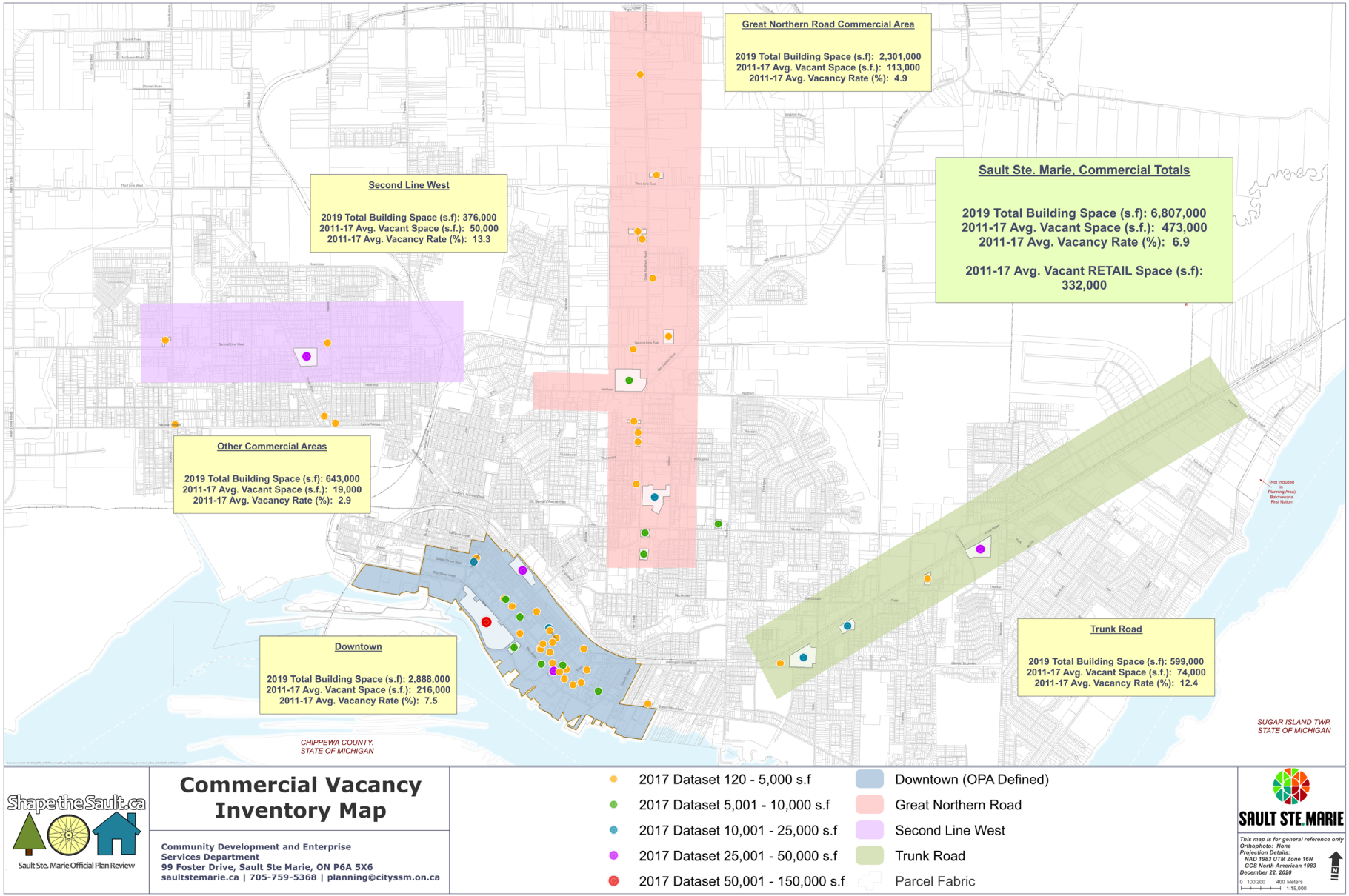
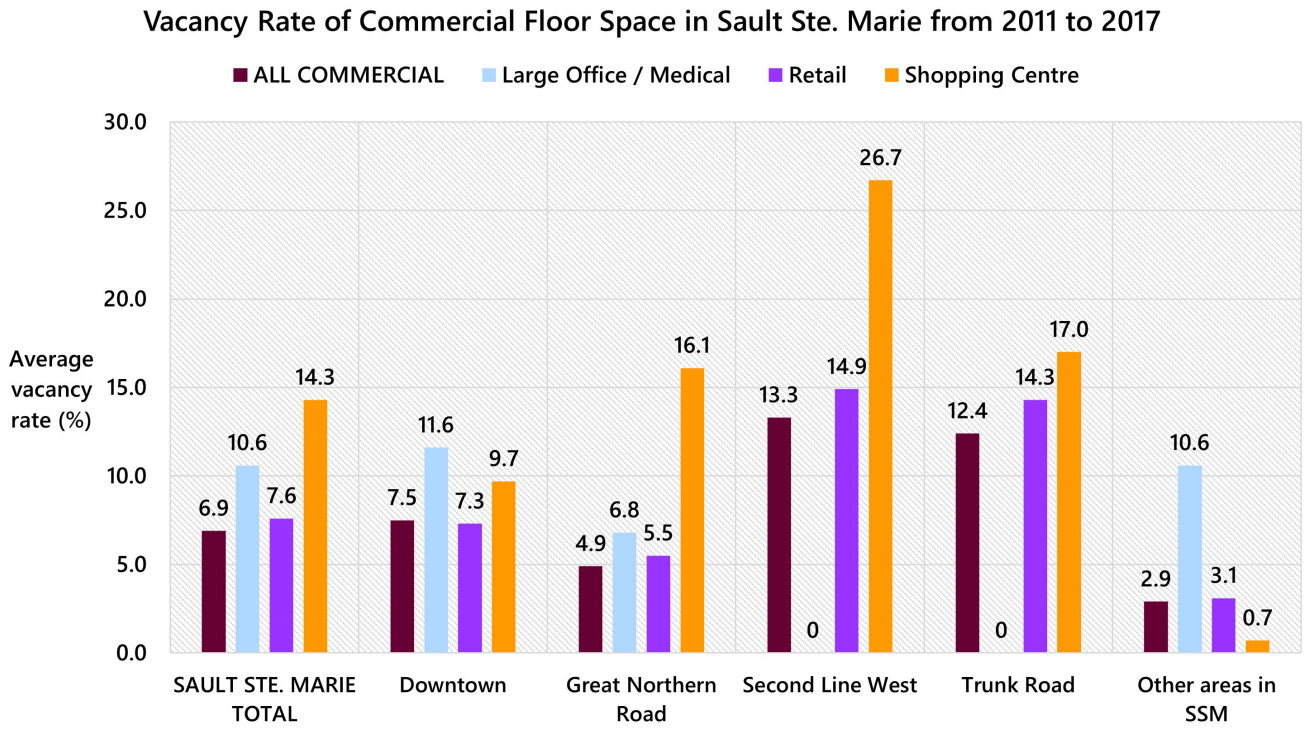


Figure 4.9: Vacancy Rate of Commercial Floor Space in Sault Ste. Marie from 2011 to 2017.
Source: City of Sault Ste. Marie, vacancy rebate data; Municipal Property Assessment Corporation (MPAC).



Some types of buildings were excluded from this analysis:

- Government-owned properties, e.g. Roberta Bondar Place, Civic Centre, Courthouse.
- Commercial use buildings on Industrial-zoned land, e.g. Rona on Black Road, White Oak Drive.
- Hotels and motels.

Special notes regarding a few specific buildings:

- Lowe's (92,000 s.f., closed January 2019): Included in 2013 and 2014 numbers before Lowe's moved in.
- Sears (124,000 s.f., closed October 2017): Specifically included in 2017 numbers despite being vacant for less than half the year.
- Station Mall Walmart (67,000 s.f., closed July 2019): Not included because outside 2011 to 2017 period.
- Rona (27,000 s.f., closed in 2018): Not included because zoned Industrial. Reoccupied by an industrial/wholesale use in 2021.
- Wellington Square Mall: Renovations in 2020 resulted in a loss of approximately 30,000 s.f. of floor space.

In comparison to Canada's major cities, Sault Ste. Marie's vacancy rate for retail properties is relatively higher. On the other hand, Sault Ste. Marie's vacancy rate for office properties is not considerably different from that of Canada's major cities.

Table 4.11: Commercial Vacancy Rates in Other Canadian Cities.
Source: CBRE, Canada Retail Marketview and Canada Office Quarterly Statistics

City	Population (2016 Census, metro not city)	Retail all types (H2 2018)	Regional shopping centre (H2 2018)	Office city-wide (Q2 2019)	Office downtown (Q2 2019)
Sault Ste. Marie	**78,000**	**7.6%**	**14.3% ***	**10.6%**	**11.6%**
Halifax	403,000	8.2%	12.3%	15.9%	18.8%
London, ON	494,000	n/a	n/a	18.3%	19.2%
Waterloo	535,000	n/a	n/a	8.8%	9.8%
Winnipeg	778,000	8.4%	15.0%	11.0%	11.9%
Edmonton	1,321,000	2.3%	3.3%	19.3%	19.1%
Ottawa	1,324,000	5.3%	6.3%	7.0%	7.4%
Calgary	1,393,000	3.7%	14.7%	24.4%	26.1%
Vancouver	2,463,000	1.8%	n/a	4.3%	2.6%
Montreal	4,099,000	4.1%	5.1%	11.2%	7.5%
Toronto	5,928,000	2.3%	4.4%	7.4%	2.6%
Total vacancy in compared cities		***3.6%***	***6.5%***	***11.3%***	***9.8%***

*Note: For this analysis, local shopping centres include 7 properties: Station Mall, Cambrian Mall, Market Mall, Wellington Square, Churchill Plaza, 248 Northern Avenue ('K-mart Plaza') and Pine Plaza. CBRE does not calculate vacancy rate data for smaller cities that are similarly sized to Sault Ste. Marie.

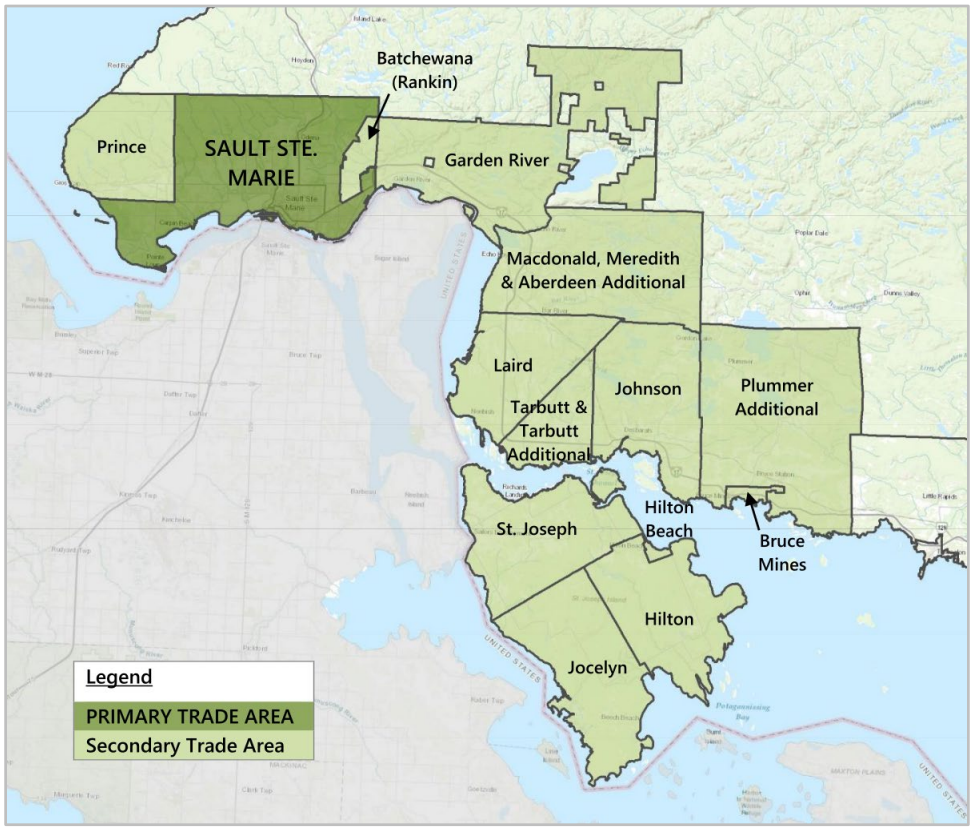
Projected Retail Commercial Land Demand

It is projected that over the next 20 years, just under **600,000 square feet of retail floor space** will be needed to accommodate demand. The anticipated retail floor space requirements account for local capture rates, leakage rates, expenditure in-flow and e-commerce impacts.

Capture rates are the estimated proportion of total retail expenditures made by people living in Sault Ste. Marie's primary and secondary trade areas (as shown in Figure 4.10) that is spent at or captured by retail businesses located in Sault Ste. Marie.

- Primary Trade Area capture rates:
  - 95% of the spending on food store retail.
  - 75% of the spending on general and specialty retail.
  - 75% of the spending on home improvement retail.
  - 70% of the spending on alcohol retail.
  - 85% of the spending on restaurants.
- Secondary Trade Area capture rates:
  - On average, 50% of total expenditures for all retail categories is spent in Sault Ste. Marie.

Figure 4.10: Sault Ste. Marie's Primary and Secondary Trade Areas.
Source: Dillon Consulting, Sault Ste. Marie Land Needs Analysis Report.



Leakage rates refer to consumer spending that takes place outside of the trade area consumers live in. A prime example is cross-border shopping. The amount of leakage is what remains from the capture rates outlined above. For example, the leakage rate for Saultites' spending on grocery retail is 5%.

Projected retail demand also accounts for expenditures within Sault Ste. Marie made by consumers living outside of the Sault Ste. Marie trade areas, including those living east of Plummer Additional Township and in the Sault North area. It is estimated that this "**expenditure in-flow**" accounts for 15% to 20% (depending upon retail category) of the total amounts of money spent at local businesses.

The increasing impact of **e-commerce** (online shopping) was accounted for through reductions in the total floor space demand for each retail category. It is estimated that by 2038, the amount of floor space for each retail category that could be reduced because of e-commerce is:

- 5.25% for food store retail.
- 10.5% for general and specialty retail.
- 5.25% for home improvement retail.
- 4.5% for alcohol retail.
- 0% (no reduction) for restaurants

Table 4.12: Projected 20-Year Floor Space Demand for Different Categories of Retail.
Source: Dillon Consulting, Sault Ste. Marie Land Needs Analysis Report.

Retail category	**Projected 20-year demand in floor space** (Using 'medium' sales efficiency scenario)
Food store retail	76,000 s.f.
General and specialty retail	419,000 s.f.
Home improvement retail	40,000 s.f.
Alcohol Retail	8,000 s.f.
Restaurant	56,000 s.f.
Total for all retail	***599,000 s.f.***

Dillon Consulting also projected that **approximately 59%** of vacant retail floor space will be reused by 2038 — known as a "**vacancy reuptake rate**". Based on 2011–2017 yearly averages calculated from vacancy rebate data (see Table 4.10), there is approximately 332,000 square feet of vacant retail commercial floor space in any given year. Therefore, around 195,000 square feet of floor space demand can be satisfied through reuse of vacant retail space, leaving roughly 404,000 square feet yet to be fulfilled. Utilizing a typical 25% land coverage rate, 404,000 square feet of retail space will require **approximately 15 hectares of land.**

Table 4.13: Floor Space Demand, Supply and Net Need for Retail Commercial Uses.
Source: Dillon Consulting and City of Sault Ste. Marie.

	Projected floor space demand *Dillon Consulting*	**Vacant floor space supply** *City of Sault Ste. Marie*	**Residual floor space need and equivalent land need**
Retail commercial	599,000 s.f.	332,000 s.f. Estimated 58.8% of this vacant supply, that is, 195,000 s.f., will be re-utilized by 2038.*	**404,000 s.f. space — Deficit** equivalent to **15 ha land — Deficit**

*Note: This assumes a 3% vacancy rate (137,000 s.f. out of the total 4,356,000 s.f.) will remain for commercial retail space.

Projected Non-Retail Commercial Land Demand

Based on Sault Ste. Marie's projected changes in employment, the number of employees working in **non-retail commercial-type jobs is expected to grow by around 3,000** over the next 20 years. Commercial jobs outside of retail include office jobs such as professional services, finance, insurance, real estate and other business services. These non-retail jobs also include hospitality and tourism-related jobs in sectors like accommodation, food, arts, entertainment and recreation.

The projected job growth translates to a **land demand of approximately 105 hectares for non-retail commercial uses**, which includes allowance for a 10% vacancy rate based on best practices.

Summary of Commercial Land Demand

Table 4.14: Land Demand, Supply and Net Need for All Commercial Uses.

Source: Dillon Consulting and City of Sault Ste. Marie.

	Projected land demand *Dillon Consulting and City of Sault Ste. Marie*	**Vacant land supply** *City of Sault Ste. Marie*	**Residual land need**
Commercial land use	120 ha (105 non-retail + 15 retail)	46 ha	**74 ha — Deficit (183 acres)**

According to City records, there is a total of **46 hectares of vacant land** available that is designated for commercial uses — both retail and non-retail uses. Comparing projected demand with available supply, there is a commercial land **deficit of 74 hectares (183 acres)** over the next 20 years. That said, commercial uses can often be accommodated on other lands not specifically designated commercial. For example, small scale neighbourhood commercial uses may be permitted on residentially designated lands and some larger scale commercial uses are appropriately located on industrially designated lands.

Industrial Land Needs

Based on projected changes in employment, the number of employees working in **industrial-type jobs is expected to grow by around 800** over the next 20 years. Industrial job sectors include manufacturing, construction, wholesale trade, transportation and warehousing.

Table 4.15: Land Demand, Supply and Net Need for Industrial Uses.
Source: Dillon Consulting and City of Sault Ste. Marie.

	Projected land demand *Dillon Consulting and City of Sault Ste. Marie*	**Vacant land supply** *City of Sault Ste. Marie*	**Residual land need**
Industrial land use	110 ha	543 ha, including 315 ha of 'investment ready' lands	**433 ha — Surplus (1,070 acres)**

The projected job growth translates to a **land demand of approximately 110 hectares**, including an allowance for a 10% vacancy rate based on best practices. According to the City's records, there is a total of **543 hectares of vacant land** designated for industrial uses available in the city. Comparing projected for industrial land demand to vacant supply, Sault Ste. Marie has an industrial land **surplus of 433 hectares (1,070 acres)**.

Institutional Land Needs

Based upon projected changes in employment, the number of employees working in **institutional-type jobs is expected to grow by around 1,800** over the next 20 years. Institutional job sectors include education, health and social services.

Table 4.16: Land Demand, Supply and Net Need for Institutional Uses.
Source: Dillon Consulting and City of Sault Ste. Marie.

	Projected land demand *Dillon Consulting and City of Sault Ste. Marie*	**Vacant land supply** *City of Sault Ste. Marie*	**Residual land need**
Institutional land use	52 ha	12 ha	**40 ha — Deficit (99 acres)**

The projected job growth translates to a **land demand of approximately 52 hectares**, including an allowance for a 5% vacancy rate based on best practices. According to City records, there is a total of **12 hectares of vacant land** designated for institutional uses available in the city. Comparing projected demand with available supply, Sault Ste. Marie has an institutional land **deficit of 40 hectares (99 acres)**. However, institutional uses can often be accommodated on other lands not specifically designated institutional. For example, schools are often in residential areas and medical offices are often located in commercial areas.

Summary of Projected Growth, Land Demand, Supply and Residual Land Needs to 2038

Provincial policy requires municipalities to ensure that sufficient land is available to accommodate an appropriate range and mix of land uses to meet projected needs. The majority of all growth should be accommodated within the Urban Settlement Area (USA) at urban densities utilizing municipal services such as water and sewer.

Table 4.17: Summary of Projected Growth, Land Demand, Supply and Residual Land Needs to 2038.
Source: City of Sault Ste. Marie and Dillon Consulting.

Urban Land Use	Projected growth	Projected land demand (including allowances for vacancy rates)	Vacant land supply	Residual land need
Residential	4,000 dwelling units	276 ha	321 ha	**45 ha — Surplus (111 acres)**
Commercial	Retail — 599,000 sq. ft. of floor space Non-retail — 3,000 jobs	Retail — 15 ha Non-Retail — 105 ha Total — 120 ha	46 ha	**74 ha — Deficit (183 acres)**
Industrial	800 jobs	110 ha	543 ha	**433 ha — Surplus (1,070 acres)**
Institutional	1,800 jobs	52 ha	12 ha	**40 ha — Deficit (99 acres)**

As indicated in Table 4.17, there is a modest surplus of residential land; however, it should be recognized that not all vacant, serviced residential lands within the Urban Settlement Area (USA) are on the market or otherwise available for residential development. In terms of housing, a larger land surplus is the 'fail safe' option, enabling more choice and affordability, which supports a key Provincial interest on affordable housing. For the new Official Plan, a number of minor USA alterations are proposed with the intent of increasing the overall residential land surplus, in a manner that builds upon existing nodes, corridors and activity hubs. Residential intensification and infill development efforts will also reduce land demands.

Small deficits in institutional and commercial land are anticipated, but they can be addressed by permitting those types of uses in a wider variety of areas.

Locally Important Growth and Settlement Matters

The Downtown

The Downtown is a major node that functions as a significant activity hub. An emphasis shall be placed upon encouraging a wide range of development in the Downtown, in support of the 2016 ***Downtown Strategy***[6]***,*** which aims to transform the Downtown into a vibrant and mixed-use neighbourhood that serves as the Sault's centre for entertainment, culture and retail activity.

Infill Development and the Adaptive Reuse of Existing Buildings

Encouraging infill development and the adaptive reuse of existing buildings is an overarching goal of this plan and should be encouraged across all land use categories. Infill development and the reuse of existing buildings is a method of 'growing from within' by taking advantage of existing infrastructure and facilitating the ongoing health and viability of existing areas and buildings.

Commercial Market Impact Study Requirements

Under current Official Plan policies, for applications to redesignate lands to Commercial or to facilitate commercial development in excess of 4,000m^2 (43,000s.f.), a market impact study is required to be submitted with the application. This requirement is not intended to evaluate competition among commercial sectors or individual establishments; rather, it is intended to evaluate impacts to existing commercial areas and ensure the viability of these areas.

Office Space Outside the Downtown

Existing Official Plan policies prohibit the development of major office space outside of the Downtown. Major office space is currently defined through the Zoning By-law as greater than 300m^2 (3,229s.f.). This has been in place to support the policy that the Downtown be maintained as the primary administrative centre of the community. This approach is consistent with the Growth Plan for Northern Ontario, which identifies Sault Ste. Marie's Downtown as a **Strategic Core Area** and encourages its use for a mix of "*employment uses and clusters, including office and retail*".

A significant amount of major office space remains in the Downtown. According to data from the Municipal Property Assessment Corporation (MPAC), about 78% (706,000s.f.) of Sault Ste. Marie's total major office space (902,000s.f.) is located in the Downtown.[7] In recent years, a number of existing buildings outside of the Downtown have been converted to permit office space. There have also been recent investments to update a number of existing office buildings in the Downtown, including the Queenscentre, Station Tower and the Bailey Hoogovens building.

The current Zoning By-law definition of office space is extremely broad and includes a variety of office types that are not administrative in nature, such as medical offices and other service-oriented offices, which are appropriately spread throughout the community to facilitate easy access for those they are intended to serve. The relocation of the Sault Area Hospital also resulted in the relocation of medical services to be situated closer to the hospital.

[6] Available at: https://shapethesault.ca/downtown

[7] Refer to Table 4.10. MPAC defines large / major office buildings as those over 7,500s.f. (700m^2).

The Downtown remains the primary administrative centre of the community. However, as outlined in the Downtown Strategy, the Downtown area should be viewed as a 'complete neighbourhood' and policies should encourage a mix of uses that facilitate this 'completeness' — emphasizing mixed-use development, a broader range of housing options and supporting neighbourhood institutional uses as well as retail and entertainment uses. The provision of office space is an important component of a healthy Downtown, yet office space alone will not create the sense of vibrancy envisioned — activating the neighbourhood on evenings and weekends, beyond '9 to 5'.

The current approach to maintaining the Downtown as the primary administrative centre of the community has been restrictive in nature. Going forward, a revised approach will propose additional flexibility aimed at further defining different types of office uses, permitting some larger office spaces to locate outside the Downtown and removing any floor space restrictions for existing buildings outside of the Downtown. Grants and Community Improvement Plans have also been successful in promoting investment in the Downtown. It is recommended that these incentives continue to be utilized.

What We Heard

Key Themes Heard on: Growth and Settlement

- Many Saultites have concerns about increasing urban sprawl, especially with respect to commercial development (such as on Great Northern Road / Highway 17 North) and the associated impact on the Downtown.
    - However, some Saultites did suggest that the Urban Settlement Area boundary should be expanded for residential purposes, specifically in some areas that are almost surrounded by urban development and where municipal services can be easily added.

- Need more public-serving buildings and amenities in the east end. This area of the city has lost multiple amenities over the past decade, such as Sir James Dunn high school, Churchill Library and the former hospital.

- Develop more industrial land.
    - One stakeholder indicated that the lands which Planning staff identified as “Investment Ready” might not actually be easy or cost-effective to develop, due to factors such as geotechnical conditions and serviceability.

- Have plans for the extensive steel plant lands. For example: plans to promote use of vacant lands at the steel plant for industries that may benefit from proximity to the steel plant, or a backup plan for a scenario in which Sault Ste. Marie loses the steel plant.

- Protect stub ends of road rights-of-way for future extensions rather then developing that land.

- Some suggestions specific to development of the Downtown:
    - Repurpose vacant building space and land at Station Mall, for example, for housing and mixed-use development.
    - More little shops Downtown, including corner stores.
    - Too many social services and government-type offices, not enough entertainment and leisure-type uses.
    - Make residential the focus for Downtown instead, and let businesses locate anywhere in the city.

What We Propose

Proposed Official Plan Policies on: Growth and Settlement

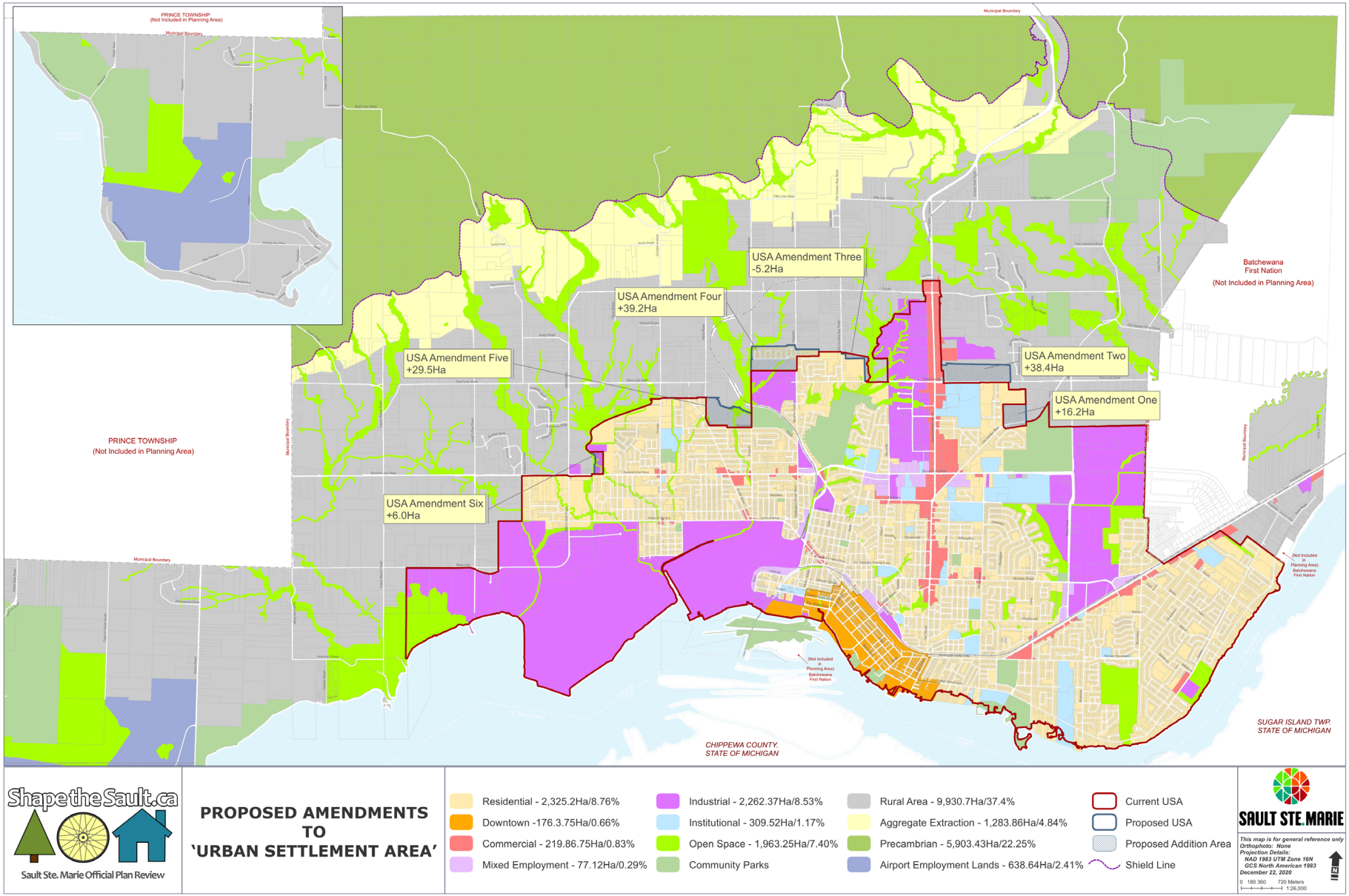
The anticipated growth of the community forms the basis of numerous policies that will be found in the Official Plan. The proposed policies below set the framework for the overall settlement pattern of the community, for which certain aspects are further communicated in subsequent chapters throughout this document.

Proposed Urban Settlement Area (USA) Alterations

Six Urban Settlement Area amendments are proposed, as shown in Figure 4.11. Five amendments propose to make small additions to the USA and one a small reduction. In total, the proposed changes will add 124.1 hectares (306.66 acres) of land to the Urban Settlement Area. In all cases the amendments 'square off' the existing USA boundary to better reflect existing and future development potential within these areas. Where vacant lands are proposed to be added to the USA, existing Rural land use designations and Zoning will remain in place. This will require the need for Planning Act applications with a detailed review and public consultation process before these vacant lands can be developed. In cases where occupied lands are being added, current land use designations will remain in place to allow existing development to continue.

Figure 4.11: Map of Proposed Amendments to Sault Ste. Marie's Urban Settlement Area.

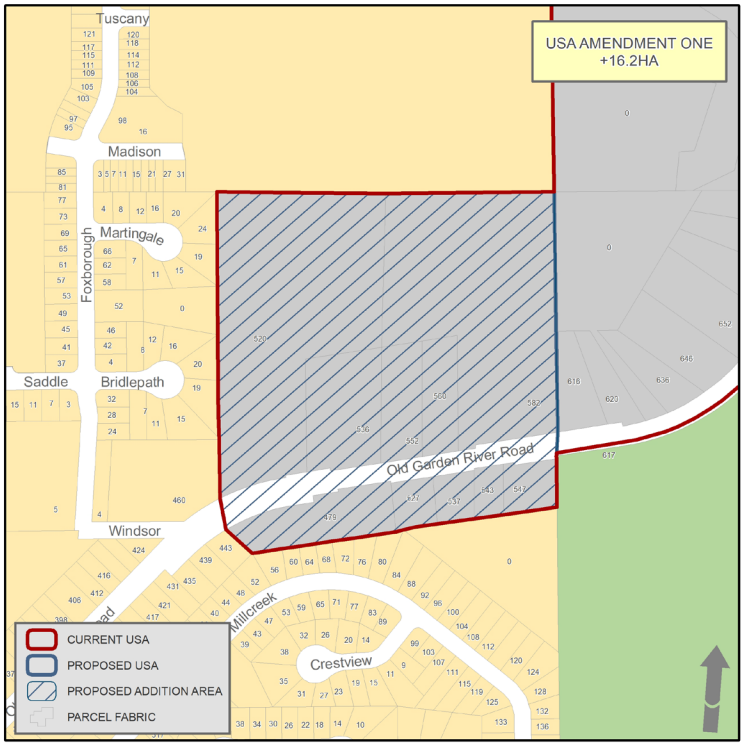
Source: City of Sault Ste. Marie.



USA Amendment 1 — Old Garden River Road Area: Add 16.2 hectares.

This addition would 'square off' the current USA and bring in Rural designated lands that are currently surrounded on 3 sides by the Urban Settlement Area boundary. The anticipated future development potential in this area is urban residential. The area is in close proximity to major employment and activity hubs (Sault Area Hospital) and the Great Northern Road commercial corridor. Minimum distance separation issues between urban residential development and the Strathclair Horse Farm have been reviewed and are not anticipated.

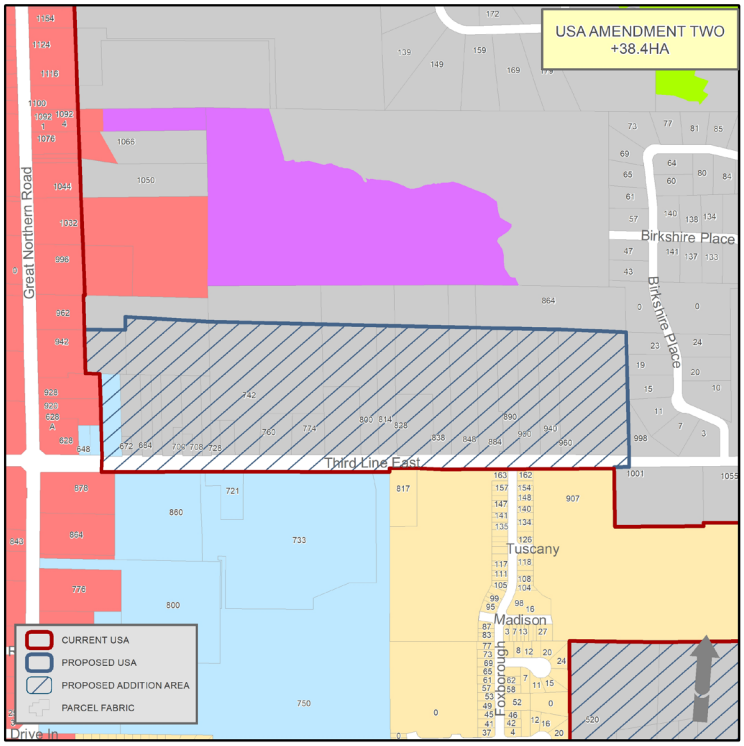
Figure 4.12: USA Amendment 1 — Old Garden River Road Area.
Source: City of Sault Ste. Marie.



USA Amendment 2 — Third Line, just east of Great Northern Road: Add 38.4 hectares.

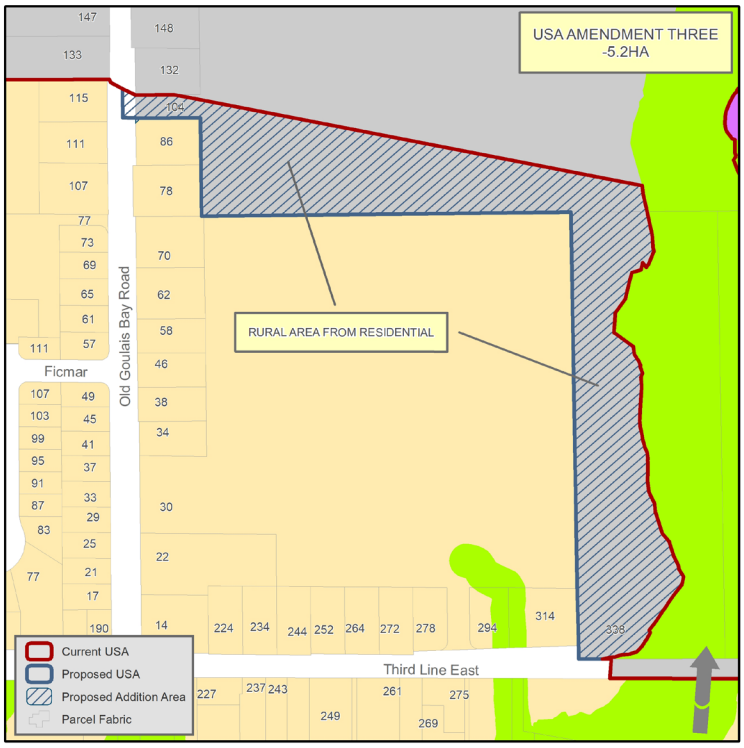
This addition proposes to expand the USA to include those Rural designated properties between Great Northern Road and just west of Birkshire Place, north to the hydro corridor. There remain a number of rural residential properties in this area; however, 3 parcels towards Great Northern Road are zoned Institutional as well as another sizable parcel to the east that is currently occupied by a place of worship. The anticipated development potential of this area is mixed, including uses that complement the major institutional activity hub across the street (Sault Area Hospital, Davey Home, Northern Treatment Centre) and the Great Northern Road commercial corridor to the west. The addition of urban residential development as a mixed-use component would also be appropriate.

Figure 4.13: USA Amendment 2 — Third Line, Just East of Great Northern Road.
Source: City of Sault Ste. Marie.



USA Amendment 3 — Third Line East and Old Goulais Bay Road: Remove 5.2 hectares.
The current Urban Settlement Area boundary bisects two properties. The boundary follows the west side of a significant ravine that crosses 338 Third Line East, and then runs on a diagonal to include a very small portion of 104 Old Goulais Bay Road to the north. The proposed USA boundary would be moved west and south to follow existing lot lines, removing the small portions of adjacent properties currently inside the USA. The ravine that bisects 338 Third Line East is a significant development constraint, and the small portion of 104 Old Goulais Bay Road to the north cannot be efficiently and effectively developed at urban densities without including the remainder of the lot. As part of this amendment, it is also recommended that the lands proposed to be removed from the USA be re-designated from Residential to Rural Area.

Figure 4.14: USA Amendment 3 — Third Line East and Old Goulais Bay Road.
Source: City of Sault Ste. Marie.

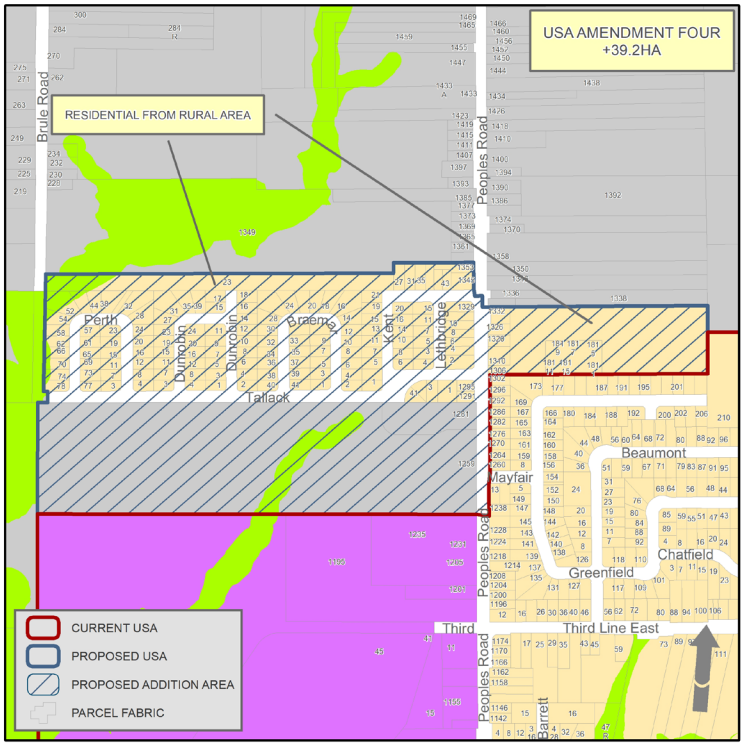


USA Amendment 4 — Peoples Road and Tallack Boulevard: Add 39.2 hectares.

This amendment proposes to add a number of larger parcels to be within the USA:

- Former Canadian Martyrs School Yard property, which abuts the USA and existing urban residential development (Greenfield Subdivision) to the south and east. The anticipated future development potential is urban residential.
- The existing Green Acres residential subdivision (Tallack Boulevard area), which already has urban municipal services.
- 1281 Peoples Road: a vacant Rural designated property on the west side of Peoples Road between Green Acres Subdivision and the Peoples Road industrial area. This parcel could develop residentially or industrially. It is noted that either type of development would require significant buffering given the existing industrial uses to the south, and existing housing to the north and east.

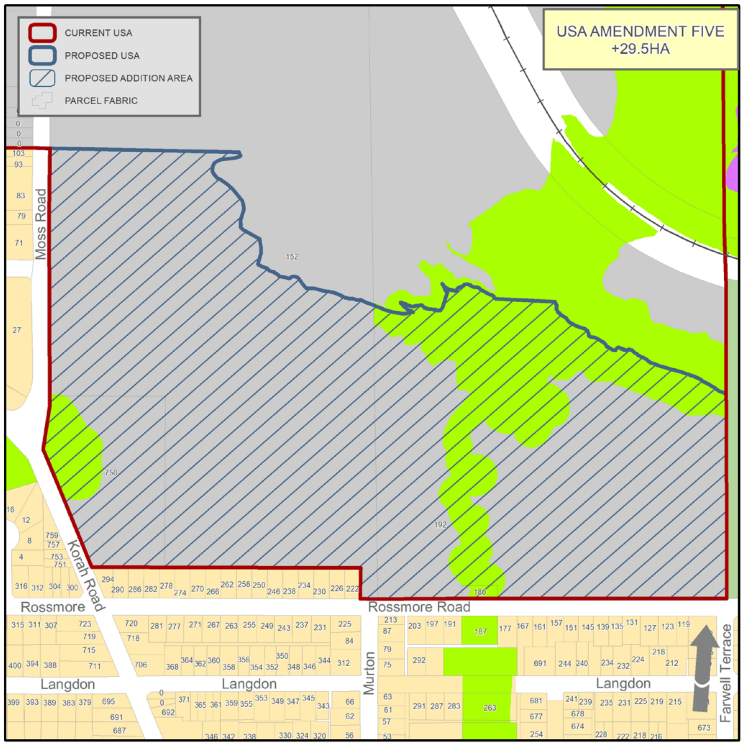
Figure 4.15: USA Amendment 4 — Peoples Road and Tallack Boulevard.
Source: City of Sault Ste. Marie.



USA Amendment 5 — Garson's Farm and Rossmore Road: Add 29.5 hectares.

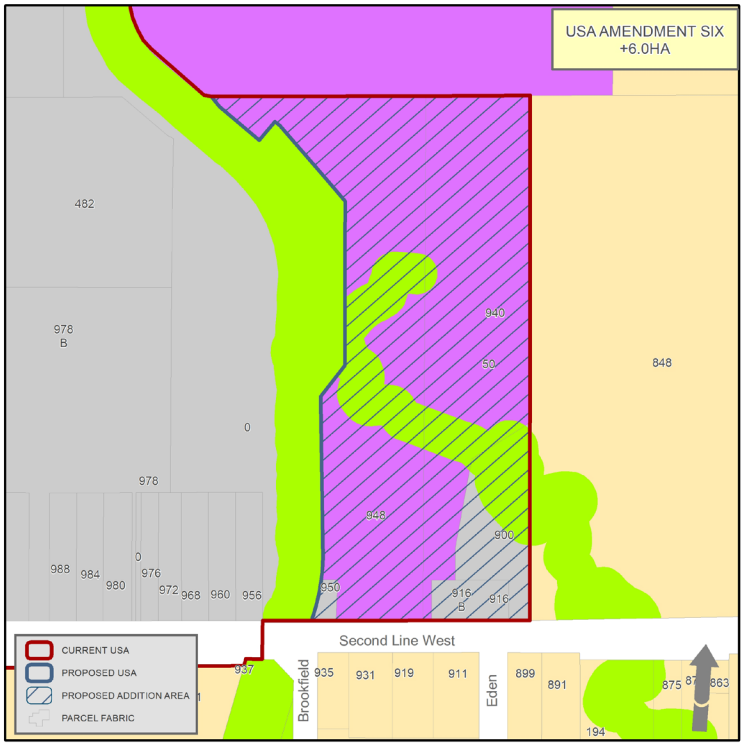
This amendment proposes to add the portion of the former 'Garson's Farm' property below the hill. The current Urban Settlement Area surrounds this area on 3 sides. There is existing urban residential development to the south and west. The Elliott Sports Complex abuts to the east, and to the northeast is the Peoples Road industrial area. A rail line traverses the property at the top of the hill. The anticipated development potential is urban residential. This area is in close proximity to the Second Line West commercial corridor, the Peoples Road industrial area and Elliott Sports Complex. It is recognized that both parcels are currently being utilized for small scale agricultural uses, which can continue. The existing Rural land use designation and zoning will remain. Nearby existing urban development (Type B Land Uses for the purposes of the Province's agricultural Minimum Distance Separation Formulae, as discussed in the Rural Area and Agriculture Chapter) negate the ability to significantly expand the existing agricultural uses.

Figure 4.16: USA Amendment 5 — Garson's Farm and Rossmore Road.
Source: City of Sault Ste. Marie.



USA Amendment 6 — Second Line West and Bennett-West Davignon Channel: Add 6.0 hectares.
The current USA boundary follows the common lot line between 848 and 940 Second Line West, which are both owned and occupied by a large Contractor's Yard. This amendment is largely administrative in nature and aimed at including all of the existing Contractor's Yard located east of the Bennett-West Davignon Flood Control Channel. It is noted that future urban, serviced development would need to obtain water services from either the 'A-patch' to the east, or the existing subdivision to the south. The watermain this portion of Second Line cannot be easily tied into.

Figure 4.17: USA Amendment 6 — Second Line West and Bennett-West Davignon Channel.
Source: City of Sault Ste. Marie.



Settlement and Development Patterns

- It is an overarching goal to facilitate the majority of future development within the Urban Settlement Area.
- There are enough lands available and appropriately designated within the proposed USA to accommodate anticipated residential, commercial, industrial, institutional and rural development growth, more specifically:
    - Total land needs can be further reduced by emphasizing residential intensification and mixed residential areas. Having said this, a number of the proposed USA additions will add lands that can be developed at urban residential densities. These additional lands are easily serviced and will not contribute to inefficient development patterns. Furthermore, the proposed USA additions with residential development potential are intended to recognize existing surrounding development and facilitate development that better complements nearby major activity hubs. Finally, it must also be recognized that within the modest surplus of vacant residential lands within the USA, not all of those lands will be made available for development. Consequently, the addition of more lands

with urban residential development potential will increase the modest surplus and contribute to the overall affordability of residential development going forward.

- The small commercial land deficit will be accommodated within the sizable industrial land surplus through the creation of a new 'Mixed Employment' Land Use Designation.
- A variety of appropriately scaled institutional uses will be encouraged to locate within most land use designations, thereby reducing the need for additional lands that are specifically designated for institutional uses. The proposed USA expansion just north of the Sault Area Hospital (USA Amendment 2) will create additional lands that have some institutional development potential.
- The overall character of the Rural Area (lands outside of the Urban Settlement Area) should be protected and maintained. To the greatest extent possible, large lots shall remain intact and the long-term viability of agricultural and aggregate uses shall be protected. Rural residential development will continue to be permitted on a limited basis.
- The adaptive reuse of existing buildings will be encouraged, to enable the ongoing viability of existing buildings and the areas they are located in.

Emphasizing Development Along Nodes and Corridors

Nodes and corridors are areas containing significant development potential to become mixed-use neighbourhoods with easy access to a variety of service amenities and housing. Nodes are areas that revolve around a central point where people gather, while corridors are linear areas along high-travelled routes. A number of areas in Sault Ste. Marie have been identified as nodes and corridors, as discussed further in the Urban Design and Mobility Chapter.

It is an overarching goal to encourage a complete mixture of land uses to locate within nodes and along corridors, more specifically:

- An emphasis shall be placed upon facilitating complete neighbourhoods. Where gaps are identified, preference shall be given to uses and developments that can fill these gaps. Examples of land use gaps or incomplete neighbourhoods include:
  - Residential areas with a lack of commercial, recreational or institutional amenities, especially in higher density residential areas. New commercial, social and recreational amenities and services should be appropriately scaled with the residential character of the area.
  - Commercial areas with a lack of nearby, easily accessible residential land uses, especially higher density residential uses and mixed commercial/residential uses.

Encouraging Development Around Large-Scale Activity Hubs

There are a variety of large-scale uses throughout the community such as the Sault Area Hospital, Sault College, Algoma University and Algoma Steel that generate significant activity and employment in a manner consistent with defined nodes. Most of these uses are along defined corridors and are destinations, accessed by everyone throughout the community and beyond. In areas near large 'activity hubs', an emphasis shall be placed upon encouraging development that complements the activity hub, filling land use gaps and contributing to a complete neighbourhood. The scale of new development should be consistent with the scale of the activity hub and the surrounding area. Where the activity hub is a larger scale industrial use or group of industrial uses such as an industrial park, further residential development is generally discouraged unless it can adhere to minimum distance separation criteria discussed in the Land Use Compatibility Chapter.

Infill Development and the Adaptive Reuse of Existing Buildings♡

Encouraging infill development and the adaptive reuse of existing buildings is an overarching goal of this plan and will be encouraged across all land use categories. When assessing applications for infill development and the adaptive reuse of existing buildings, the following may be contemplated on a case-by-case basis:

- A wider variety of permitted uses.
- Reduced development standards that recognize existing site layout.

Commercial Market Impact Study Requirement

Applications to redesignate lands for new commercial development in excess of 5,000m^2 (53,820 sq. ft.) must include a **Market Impact Study.** The study shall assess the impact to other existing commercial areas.

Office Space Outside the Downtown

The Official Plan encourages major office space to locate in the Downtown, while allowing a broader range of office types and sizes to be located outside of the Downtown, to address vacancies in other commercial areas, support the adaptive reuse of vacant commercial buildings and promote greater access to services, including the co-location of services.

The following approach is recommended:

- Continue to encourage major office space to locate in the Downtown through the use of reduced zoning standards and other community improvement incentives.
    - Increase the minimum size of 'major office space' from 300m^2 to 700m^2 (7,500s.f.) which is consistent with how the Municipal Property Assessment Corporation (MPAC) defines major office space.
    - This requirement does not apply where major administrative office space is part of or accessory to a larger use, such as large industrial or institutional uses.
- Permit medical offices and public service facilities to be spread throughout the community rather then clustered in the Downtown.
    - The Zoning By-law shall be amended to further define and differentiate the current broad categorization of office space, with the intent of differentiating offices engaged in providing public (non-profit) services.
- Permit existing buildings outside of the Downtown to be repurposed and occupied by major office spaces, with no office floor space cap.
    - Existing building is defined as existing on the day of adoption of the new Official Plan.

The Downtown Area

Characterized by a world class waterfront, a vibrant commercial corridor, and a large component of administrative services, the Downtown will continue to be a major focal point of the community. From a policy perspective, the focus will be to support the Downtown's transition from a "traditional main street" into a true neighbourhood, one where a variety of commercial, residential and institutional developments will be permitted, integrated and complemented by high quality public spaces. A new Downtown land use designation will be applied to all lands that are located within the City's defined Downtown area to foster mixed-use development and promote a wider range of housing choices in the Downtown.

5. Land Use Compatibility

Grouping compatible and separating incompatible land uses is a core matter that urban planning addresses. The primary method to manage land use compatibility is through the designation of land into separate categories that identify the types of uses that are permitted to be located on lands in different areas of the city. The Official Plan contains the general high-level designation for each parcel of land in the city, such as Residential or Commercial. The Zoning By-law, which must conform to the Official Plan, contains the more detailed designation for each property, such as Single Detached Residential or High Density Residential. Additionally, the Official Plan and Zoning By-law address specific land use compatibility considerations, including minimum distance separation between incompatible uses and restrictions for uses that may have undesirable impacts.

What We Know

Key Points

- About 75% of land in Sault Ste. Marie is designated as Rural Area, including the Precambrian Shield. Within the Urban Settlement Area (USA), Residential and Industrial are the dominant land use categories.
- The City and senior levels of government have established regulations requiring minimum separation distances between potentially noxious land uses and sensitive land uses that may be negatively impacted if located too close to each other.
- Recognizing the size and scope of certain land uses and granting greater flexibility to locate small-scale businesses will help to support local businesses and entrepreneurs.

Existing Land Use Categories in the Official Plan

The existing Official Plan organizes land into 7 different **land use designations**:

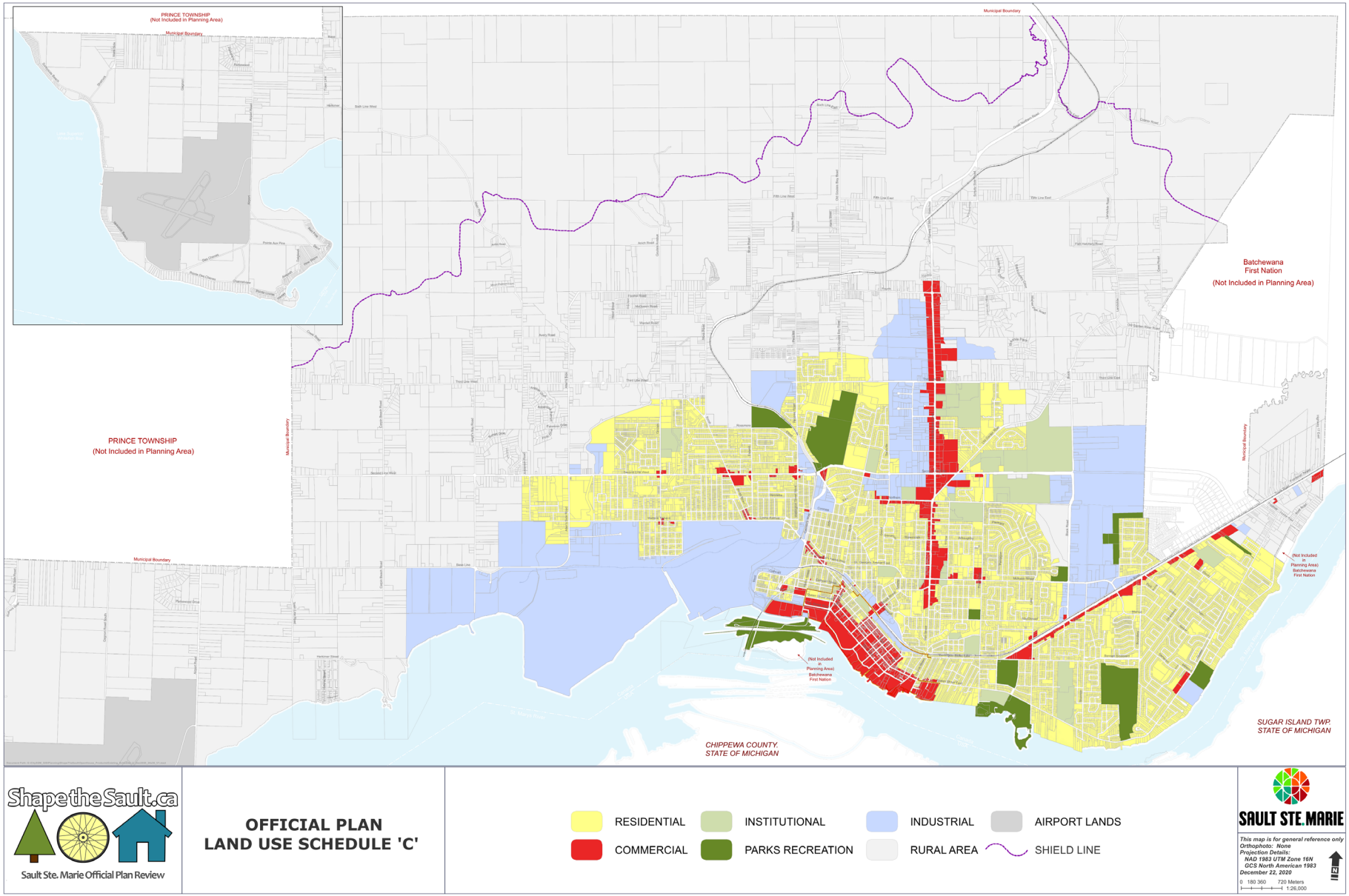
A. **Residential**: Lands that are primarily used for dwellings, but can also be used for associated neighbourhood amenities, such as schools, parks, churches and small-scale commercial uses.
B. **Commercial**: Lands that are used for business uses including retail, accommodation, entertainment, finance and office buildings. Current major commercial areas include the Downtown, Great Northern Road, Trunk Road and Second Line West.
C. **Industrial**: Lands that are used for businesses that are more intensive in nature and/or have greater potential impacts on surrounding properties, such as manufacturing, construction, utilities and storage.
D. **Institutional**: Lands that are used for major public and quasi-public purposes of a community or regional nature, such as hospitals, post-secondary institutions, correctional facilities and government buildings.
E. **Parks and Recreation**: Lands that are occupied by major community parks and open spaces, such as Bellevue Park, Fort Creek Conservation Area, Sault Ste. Marie Golf Club and the Sault Ste. Marie Canal National Historic Site.
F. **Rural Area**: Lands located outside of the defined Urban Settlement Area.
G. **Airport Lands**: Lands owned by the Sault Ste. Marie Airport Development Corporation.

About 2/3 of land in Sault Ste. Marie is designated as Rural Area. Within the Urban Settlement Area (USA), Residential and Industrial are the dominant land use categories.

Table 5.1: Area and Proportion of Existing Official Plan Land Use Designations.
Source: City of Sault Ste. Marie.

Land use designation	Total area		Proportion of total designated land within city
	Hectares	Acres	
Residential	2,501 ha	6,181 ac	11.2%
Commercial	370 ha	913 ac	1.7%
Industrial	2,469 ha	6,101 ac	11.1%
Institutional	329 ha	812 ac	1.5%
Parks and Recreation	284 ha	703 ac	1.3%
Rural Area	15,000 ha	37,066 ac	67.2%
Airport Lands	735 ha	1,816 ac	3.3%

Figure 5.1: Map of Existing Official Plan Land Use Designations (Existing Schedule 'C').
Source: City of Sault Ste. Marie.



Land Use Compatibility — Minimum Distance Separation

Separating incompatible land uses is a cornerstone of land use planning. Sensitive land uses are those where routine or normal activities would be negatively impacted by a nearby use that emits noxious discharges such as noise, dust, odour and vibrations. Examples of sensitive land uses include residential uses, day care centres, parks, and educational and healthcare facilities. Uses that can produce noxious discharges include industrial uses, aggregate pits and quarries, major transportation and public infrastructure facilities, and agricultural uses where livestock are kept. The construction of new sensitive or incompatible uses within the influence area of a noxious use is generally discouraged.

Table 5.2: Summary of Ministry of the Environment, Conservation and Parks (MECP) D-6 Guidelines* — Compatibility between Industrial/Noxious and Sensitive Uses.**
Source: Ministry of the Environment, Conservation and Parks.

Industrial Facility Type	General Characteristics	Minimum Recommended Separation Distance	Potential Influence Area
Class 1	• Small scale, self contained, no outdoor storage. • Fugitive outputs are infrequent. • Daytime operation only. • Infrequent movement of products/trucks.	20m	70m
Class 2	• Medium scale processing or manufacturing, with outdoor storage. • Periodic outputs of minor annoyance. • Shift operations are permitted. • Frequent movement of products/trucks during daytime hours.	70m	300m
Class 3	• Large scale manufacturing or processing with outdoor storage of raw and finished products. • Shift operations are permitted. • Large production volumes and continuous movement of products/trucks 24 hours per day.	300m	1000m

Notes:
*The D-6 Guideline is presented as a general summary. There exist other D Series Guidelines that apply to specific land uses.[8]
**The Ministry of the Environment, Conservation and Parks is working to create new Land Use Compatibility Guidelines to replace a number of the existing D-series guidelines. It is anticipated that the new guidelines may be in place in early 2022, which may necessitate changes to the Official Plan.

[8] For more information on the D-Series Guidelines, please see: https://www.ontario.ca/page/environmental-land-use-planning-guides

Below are a number of minimum separation distances between sensitive uses and specific major facilities:

- Rail Yards: 300 metres — Class 3 Industrial Use (MECP D-6 Guidelines).
- Rail Lines: 70 metres — Class 2 Industrial Use (MECP D-6 Guidelines).
- Landfill: 500 metres from the landfill footprint (MECP D-4 Guidelines).
- Wastewater Treatment Plants: 150 metres from the periphery of the noise/odour producing source structure of the East End Plant and 100m from the West End Sewage Plant (MECP D-2 Guidelines).
- Airport Runway Approaches: Noise Exposure Forecast 30 (NEF 30) regulations (Transport Canada).

Reductions to established minimum distance separations may be permitted where:

- Mitigation measures such as berms and vegetated buffers will sufficiently reduce potential impacts.
- In support of infill development and redevelopment, where there is existing intervening development between the proposed sensitive and/or noxious use.

The minimum distance regulations related to the keeping of livestock (barns) and nearby rural residential uses are discussed in greater detail in the Rural Area and Agriculture Chapter.

Community Hubs and Public Service Facilities

Recent development trends have seen an increase in the grouping of a wide variety of public service-oriented uses within the same facility. In many cases, these facilities are operated on a non-profit basis, occupied by various service providers, and aimed at providing services to Sault Ste. Marie's vulnerable populations. In some cases, these "community hubs" may include a residential component or private commercial component. Local examples include:

- YMCA: a longstanding establishment that provides recreational activities, child care, health and fitness programs and various other programs.
- United Way's Harvest Algoma Food Resource Centre: includes a food warehouse and distribution operation, and a community kitchen for food preparation and for hosting food-related courses.
- Former Rosedale School: one of Social Services' two community hubs in Sault Ste. Marie that provide access to multiple programs such as Ontario Works and Early Years Services. The Rosedale site also contains seniors' apartments.
- Former St. Bernadette School: Ontario Aboriginal Housing Services' affordable housing development for Indigenous women and children includes support services such as child and family care as well as assistance with education and employment.
- Indian Friendship Centre: provides services and programming primarily for Urban Indigenous people. Their main site on East Street offers health services, programs for children, youth, elders and families, employment and training programs, and more.
- Soup Kitchen Community Centre: provides daily drop-in lunch services, a food bank, after-school children's programs, and weekly community kitchen cooking classes.

- Former Neighbourhood Resource Centre on Gore Street: provided drop-in services such as meals, a walk-in clinic with access to various health practitioners, and access to local social service agencies.

Under current Official Plan and Zoning regulations, such uses are viewed as institutional or commercial in nature and generally fall under the broadly defined 'office use' definition. Given the grouping of uses, such facilities often exceed the 300m^2 floor space cap and must locate in the Downtown. In other cases, especially where residential uses are included, the grouping of uses does not 'fit' into any existing zoning provisions, even though the mix of uses are complementary and compatible. From a permitted use standpoint, each use is reviewed on its own, rather than one cohesive development — a community hub.

Community hubs can generally be defined as a grouping of public service facilities, frequently operated on a non-profit basis with a focus on providing public services and supports, often to vulnerable populations. The general intent for these facilities is to make it easier for local residents to access the health, social, cultural and recreational resources they need, together in one place. The Provincial Policy Statement supports the idea of community hubs to promote service integration and cost effectiveness, as well as easy access to services for residents, especially via transit and active transportation. Thus, community hubs should be located throughout the community, including within residential areas.

Recognizing the Size and Scope of Certain Land Uses

There are a number of land uses that are often treated as equal, even though the overall size and scope of the use directly affects off-site impacts. For example:

- A micro-brewery or bakery might be more of a commercial use, whereas a larger-scale brewery or bakery could be more industrial.
- Micro scale manufacturing to produce custom, made-to-order (artisan) products may be appropriately located in commercial areas or even as a home-based business, whereas larger manufacturing uses are more appropriately treated as industrial.
- Small-scale contractors' yards (sub-contractors) that do not utilize heavy equipment or machinery and do not require outdoor storage may be appropriately located in commercial areas or even as a home-based business, whereas large-scale contractors yards with heavy equipment and outdoor storage are more appropriately located in industrial areas.

Recognizing the size and scope of certain land uses and granting greater flexibility will help to support local business start-ups by making it easier and cheaper to locate small-scale, start-up businesses. With this in mind, specific regulations would need to be designed to ensure that such small-scale businesses do not negatively impact neighbouring areas, while recognizing that many start-up businesses may grow over time.

Home-Based Businesses

Permitting a variety of small-scale businesses to operate from a residential dwelling is another way of supporting the viability of small-scale businesses and supporting start-up businesses. The following uses are currently explicitly permitted as home-based businesses:

- Office uses, excluding high-traffic office uses such as ambulatory health care services.
- Personal services.
- Repair and maintenance services, excluding work on fuel powered vehicles, motors or equipment and the painting or priming of any products.
- Private home daycare to a maximum of 5 children, and some arts, culture and heritage uses.
- Instructional businesses based upon appointment.

There are also existing regulations aimed at ensuring impacts like noise, traffic and parking do not negatively impact the surrounding residential neighbourhood.

Determining appropriate home-based business regulations goes hand in hand with specifically understanding the overall size and scope of a particular use in relation to the particular area in which it is proposed. There also needs to be appropriate zoning regulations to ensure the business is relocated if it outgrows its location. Finally, it is important to recognize that different home-based businesses can be appropriately accommodated in different dwelling types, including rural residences. It is therefore appropriate to permit a wider variety of uses as home-based businesses, while at the same time identifying suitable regulations to minimize any impacts to surrounding neighbours.

What We Heard

Key Themes Heard on: Land Use Compatibility

- Make it easier for homeowners to operate small, hobby-style businesses or activities on their property.

- The City should promote the development of affordable art studio spaces in neighbourhoods, as well as reuse of vacant spaces for arts and culture opportunities.

- Make it easier to transition residentially zoned properties to mixed-use, for example to support social entrepreneurship.

- General feeling that there is considerable underutilized land in Sault Ste. Marie with potential for many opportunities. Examples include land along the waterfront and near the Sault Ste. Marie Airport.

- General support for the idea of community hubs. Some particular recommendations from Saultites for community hubs include:
    - Repurposing closed schools as community hubs, providing various services, recreational uses and housing for specific groups like seniors.
    - Creating hubs specifically for youth, with support services, housing and classes.
    - Creating hubs for cultural groups.
    - Adding more hubs where residents can access mental health resources.
    - Supporting libraries for children and seniors.

What We Propose

Proposed Official Plan Policies on: Land Use Compatibility

Proposed Land Use Designations

1. **Residential** — Applies to all lands within the Urban Settlement Area that are intended primarily for residential uses. The overall vision is to facilitate complete neighbourhoods with a variety of housing types and tenure forms. Residential intensification is encouraged. Uses that provide neighbourhood amenities will also be permitted, including neighbourhood parks, neighbourhood commercial businesses such as corner stores and pharmacies, as well as suitable neighbourhood-scale institutional uses such as elementary schools, supportive housing, public service facilities and community hubs. Home-based businesses will also be permitted including small-scale artisan manufacturing and artists' studios as a secondary use to the dwelling.

2. **Commercial** — Applies to lands outside of the Downtown that are intended for a wide variety of commercial uses. The overall goal is to protect and enhance existing commercial areas by facilitating the continued use and reuse of existing commercial space. For new development and redevelopment, a greater emphasis will be placed upon achieving higher development standards than before, especially as it relates to landscaping, pedestrian amenities, off-site connectivity and accessibility. Large scale commercial uses should be located upon lands designated Commercial, Downtown or Mixed Employment.

3. **Downtown** — A new Downtown land use designation will be applied to the majority of lands located within the City's defined Downtown. A wide variety of commercial, institutional and residential uses will be permitted in the Downtown, with the overall goal of developing the Downtown as a complete, mixed neighbourhood.

4. **Mixed Employment** — Applied to smaller Industrially designated lots that can be utilized for a wider range of commercial uses. This new 'industrial/commercial' designation allows the City to use the current industrial land surplus to make up for the projected commercial land deficit. Specifically, the areas that are proposed to have this new designation are:
    a. White Oak Drive East.
    b. The west side of Black Road between Trunk Road and McNabb Street.
    c. Cathcart Street and West Street in the James Street area.
    d. Second Line East between Sackville Road and Old Garden River Road, excluding the commercial node at Great Northern Road and Second Line.
    e. Just north of Downtown beside the CP Rail corridor (between North Street and Bruce Street).

5. **Industrial** — Applies to lands intended for a wide variety of industrial uses of varying size, scale and off-site impacts, and differing service and infrastructure requirements. The availability of industrial land is important to the overall economic development of the community. Therefore, industrial lands will generally be protected from the encroachment of sensitive uses. Where industrial lands are located in Gateway Areas or major arterial roads, design standards will be applied to ensure aesthetically pleasing development. In other areas, appropriate measures will

be required to ensure impacts to nearby sensitive uses such as residential, are mitigated through appropriate setbacks and buffering.

6. **Institutional** — Applies to lands outside of the Downtown that are occupied by large public and quasi-public services, including large health care facilities, secondary and post-secondary schools, certain large “super” elementary schools and other major government or non-profit uses. Institutional development shall adhere to a high standard of site design, resulting in a ‘campus-like’ environment with ample landscaped areas.

7. **Community Parks** — Applies to urban and rural lands occupied by major public parks and recreational areas that warrant long-term protection for public use. Community Parks act as destinations for Sault Ste. Marie residents at a city-wide scale. These include sports and recreation facilities, community centres and conservation areas. Compared to the current Parks and Recreation designation, this reformatted designation is only applied to lands owned by government or non-profit organizations, including conservation lands located in the Rural Area.

8. **Open Space** — Applies to urban and rural lands consisting of open, green or undeveloped space that are either:
    a. Golf courses, or
    b. Open space not traditionally purposed as park space, such as environmentally sensitive lands, natural hazard lands and lands that act as buffers.

    Open Space lands warrant a good level of protection for their existing functions, but it is understood that some of these lands may not necessarily remain as open space indefinitely.

9. **Rural Area** — Applies to rural lands outside of the Urban Settlement Area as well as a number of areas identified to be included into the Urban Settlement Area. The overall goal is to maintain the existing rural character, maintain a large parcel fabric and protect the long-term viability of agricultural uses.

10. **Precambrian Uplands** — Applies to all lands located above the Precambrian Shield Line to the north City limit. This is an area with unique environmental functions and sensitivity, as well as significant access and terrain challenges. A strong protective approach that limits development is recommended. The only permitted uses will be conservation uses and other limited uses that have no negative environmental impacts, and can achieve legal access, such as maple syrup harvesting and production.

11. **Aggregate Extraction** — Applies to lands that contain aggregate resources (sand and gravel), generally located between the Shield Line and the Rural Area. The overall goal is to protect the long-term viability of the aggregate deposits which are considered a Provincially Significant Resource. The main permitted use is aggregate extraction and associated uses. Existing residential development is recognized. However, new residential development (i.e. residential lot creation or second units) is discouraged, unless it can be demonstrated that there will be no negative impacts to existing or future aggregate operations. The aggregate extraction area corresponds with the groundwater recharge area which supplies the city’s potable drinking water wells. New pits and quarries shall adhere to the groundwater recharge area protection policies.

12. **Waste Management** — Applies to all City-owned properties that encompass the Municipal Landfill site. Permitted uses include the landfill and associated uses. The overall goal is to support the rigorous Provincial regulatory framework currently in place. The development of sensitive uses, such as residential, within 500 metres of the landfill footprint is discouraged.

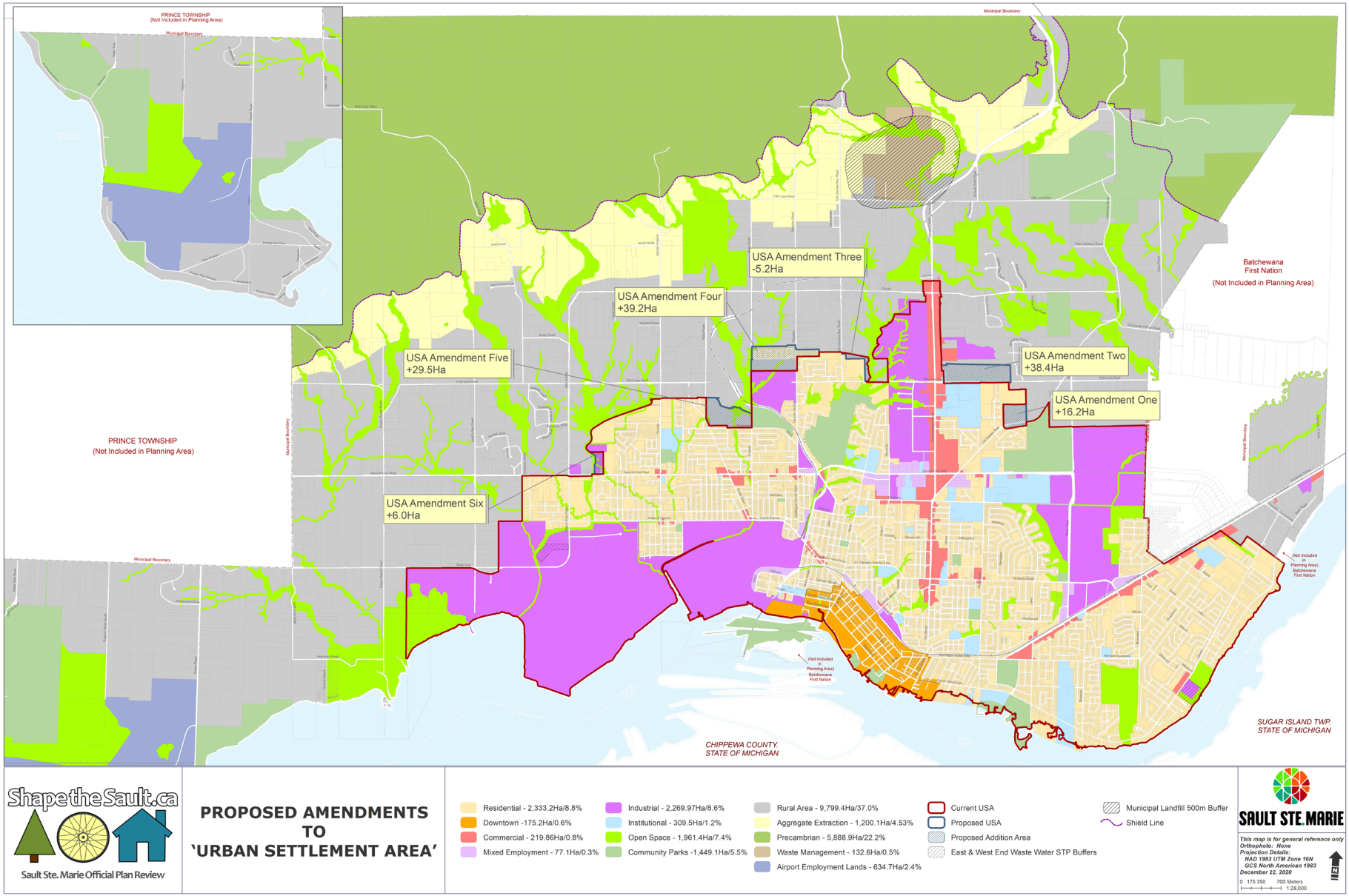
13. **Airport Employment Lands** — Applies to all lands owned by the Sault Ste. Marie Airport Development Corporation. The overall goal is to support the long-term operation of the Airport, an essential transportation facility, by limiting the encroachment of sensitive uses and supporting the development of commercial and industrial uses that require proximity to the Airport. Other compatible uses, such as the existing Runway Park racetrack, are also permitted**.**

The following table and map illustrate the proposed application of the new land use designations.

Table 5.3: Area and Proportion of Proposed Official Plan Land Use Designations.
Source: City of Sault Ste. Marie.

Land use designation	Total area		Proportion of total designated land within city
	Hectares	Acres	
Residential	2,333	5,765	8.8%
Commercial	220	544	0.8%
Downtown	175	432	0.6%
Mixed Employment	77	190	0.3%
Industrial	2,270	5,609	8.6%
Institutional	310	766	1.2%
Community Parks	1,449	3,581	5.5%
Open Space	1,961	4,846	7.4%
Rural Area	9,800	24,216	37%
Precambrian Uplands	5,889	14,552	22.2%
Aggregate Extraction	1,200	2,965	4.53%
Waste Management	133	329	0.5%
Airport Employment Lands	635	1,569	2.4%

Figure 5.2: Map of Proposed Land Use Designations (with Urban Settlement Area Amendments).
Source: City of Sault Ste. Marie.



Land Use Compatibility — Minimum Distance Separation

The following policies are aimed at separating incompatible land uses. Sensitive land uses are those where routine or normal activities are reasonably expected to be negatively impacted by a nearby use that emits noxious discharges such as noise, dust, odour and vibrations, as part of its routine or normal activities. Examples of sensitive land uses include residential uses, day care centres, parks, educational and healthcare facilities. Uses that can produce noxious discharges include industrial uses, major transportation and public infrastructure facilities, as well as agricultural uses where livestock are kept.

The Ontario Ministry of the Environment, Conservation and Parks (MECP) ***D-Series Minimum Distance Separation Guidelines*** will be utilized to review any land use applications proposing a sensitive use within the influence area of an industrial/noxious use, or vice versa.

The following minimum specific separation distances are required between sensitive uses and the following major facilities:

- Rail Yards: 300 metres.
- Rail Lines: 70 metres.
- Airport Runway Approaches: Noise Exposure Forecast 30 (NEF 30) regulations.
- Landfill: 500 metres from the landfill footprint.
- West End and East End Wastewater Treatment Plants: 150 metres from the existing footprint of the treatment plants, including allowances for future expansions.

Figure 5.3: 500-metre Separation Distance from the Municipal Landfill.
Source: City of Sault Ste. Marie.

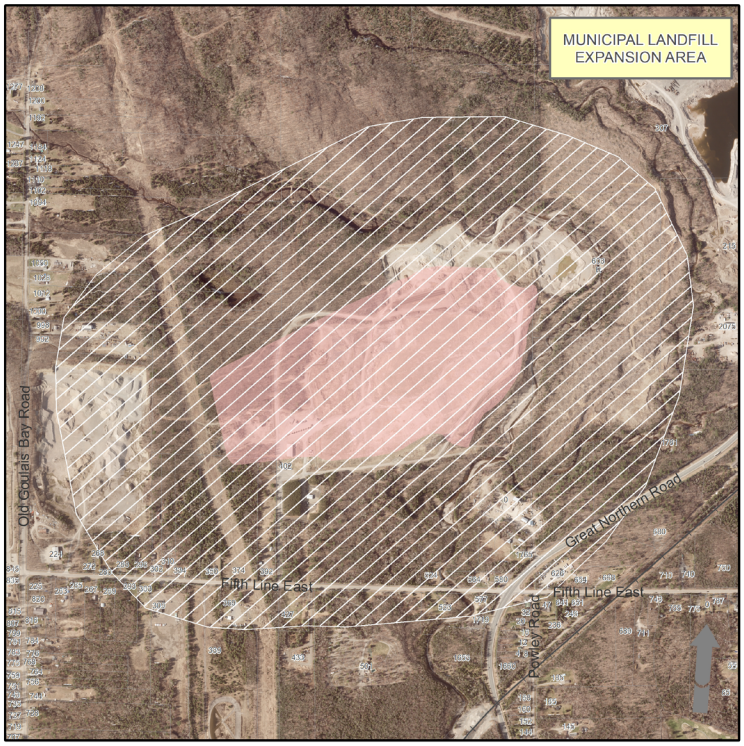


Figure 5.4: 150-metre Separation Distance from the West End Wastewater Treatment Plant.
Source: City of Sault Ste. Marie.

Figure 5.5: 150-metre Separation Distance from the East End Wastewater Treatment Plant.
Source: City of Sault Ste. Marie.

An **Impact Assessment** prepared by a qualified professional must be submitted as part of a complete application to locate a non-compatible use, including new lot creation, where a lot or part thereof is within the influence area of a sensitive or noxious use.

- Reductions to established minimum distance separations may be permitted where mitigation measures such as berms and vegetated buffers will sufficiently reduce potential impacts.
- Existing topography, vegetated areas and intervening development will be considered when assessing the need for an impact assessment as part of a complete application.
- Where new sensitive uses or lots that have the potential to house a sensitive use are proposed and a portion of the new lot or use is within the influence area of a noxious use, the need for an impact assessment may be waived, and conditions imposed to ensure the sensitive use is located upon the portion of the lot that is beyond the influence area.
- The City may utilize Site Plan Control upon existing vacant lots within the influence area of a noxious use to implement such measures. Site plan control may be waived where existing buildings housing a sensitive use are proposed to be expanded or new accessory structures are proposed in association with an existing sensitive use. Existing vacant lots will be required to enter into a site plan agreement to ensure among other things, that new sensitive uses and amenity areas are constructed beyond the influence area of a noxious use.

There are also minimum distance regulations related to the keeping of livestock (barns) and nearby rural residential uses. These setbacks are based upon the size of the barn and are discussed in greater detail in the Rural Area and Agriculture Chapter.

Public Service Facilities and Community Hubs

The Official Plan supports permitting a wide variety of public service facilities and community hubs throughout the community.

- Community hubs are generally defined as a grouping of public service facilities, frequently operated on a non-profit basis with a focus on providing public services and supports, often to vulnerable populations. The general intent for these facilities is to make it easier for local residents to access health, social, cultural, recreational and other resources together in one place. Community hubs facilitate greater service integration and cost effectiveness and may include a wide variety of complementary and compatible uses.
- Public service facilities and community hubs shall be appropriately located and scaled to the area and site upon which they are proposed, with special regard for integrated mobility and accessibility.
- The Zoning By-law shall be amended to specifically define and regulate ‘Community Hubs’.

Recognizing the Size and Scope of Certain Land Uses

It is a general policy of the Official Plan to recognize the size and scope of land uses when assessing applications to permit new development. It is acknowledged that some small-scale uses, which may be traditionally viewed as industrial or commercial in nature, may actually be appropriately located in commercial areas or as a home-based business, without the need for an Official Plan Amendment.

- The Zoning By-law should be reviewed and amended as appropriate, to further define and permit certain uses based upon their size and scope of operations, with regulations to ensure that such small-scale businesses do not negatively impact neighbouring areas.

Home-Based Businesses

The Official Plan recognizes that a wide variety of small-scale businesses, including start-ups, can be viably operated as a home-based business. The Official Plan supports a wide variety of uses that can be appropriately accommodated as home-based businesses with appropriate regulations to ensure home-based businesses do not negatively impact surrounding residential uses, with special regard for noise, parking, traffic and aesthetics.

- The Zoning By-law shall be reviewed and amended where appropriate to permit additional home-based business uses, based upon the overall size and scope of particular uses.

Council may consider allowing home-based businesses that are not expressly permitted within the Zoning By-law, on a case-by-case basis through a rezoning application, subject to the following guiding principles:

- The proposed use should not negatively impact surrounding residential uses, with special regard for noise, parking, traffic and aesthetics.
- The use does not involve any significant changes to the external character of the dwelling unit or property.
- Outdoor storage and display is generally not permitted or required to support the proposed home-based business.
- Micro-scale manufacturing, ‘maker spaces’ and ‘artisan workshops’ may be permitted subject to relevant Official Plan and Zoning By-law provisions. Such uses are generally characterized as producing custom, individually unique, made-to-order products.

6. Housing

The provision of housing that is adequate, affordable and meets the full range of residents' housing needs is a cornerstone in building strong communities. The "Housing First" social service approach, which has been adopted by agencies in Sault Ste. Marie, is based on the idea that a person's overall wellbeing cannot be addressed effectively until they have adequate and affordable housing. The provision of adequate affordable housing is a shared responsibility whereby all levels of government have roles to play. The availability of a wide variety of good housing options is also critical in attracting and retaining young families, skilled workers and new immigrants to Sault Ste. Marie.

What We Know

Key Points

- In terms of adequacy, suitability and affordability, the housing situation in Sault Ste. Marie is better than that of Ontario as a whole.
- 11% of households locally are considered to be in "core housing need" (a measure of affordability, adequacy and suitability), compared to 15% Ontario-wide.
- Housing costs in Sault Ste. Marie are much less than the average costs in Ontario, especially for homeownership which is very affordable here. Rental affordability in the Sault is on par with the rest of Ontario.
- The rental housing vacancy rate has fluctuated based on the amount of rental housing being built. It has increased from around 1% ten years ago to a healthier 5% now.
- The vast majority of homes in the Sault are single detached dwellings, but there is a growing trend towards denser types of housing (apartments and townhouses) being constructed.
- Provincial policies require municipalities in Ontario to support the development of mixed residential neighbourhoods with diverse forms of housing that can meet the needs of different demographics, including affordably priced dwelling units.

Households in Sault Ste. Marie

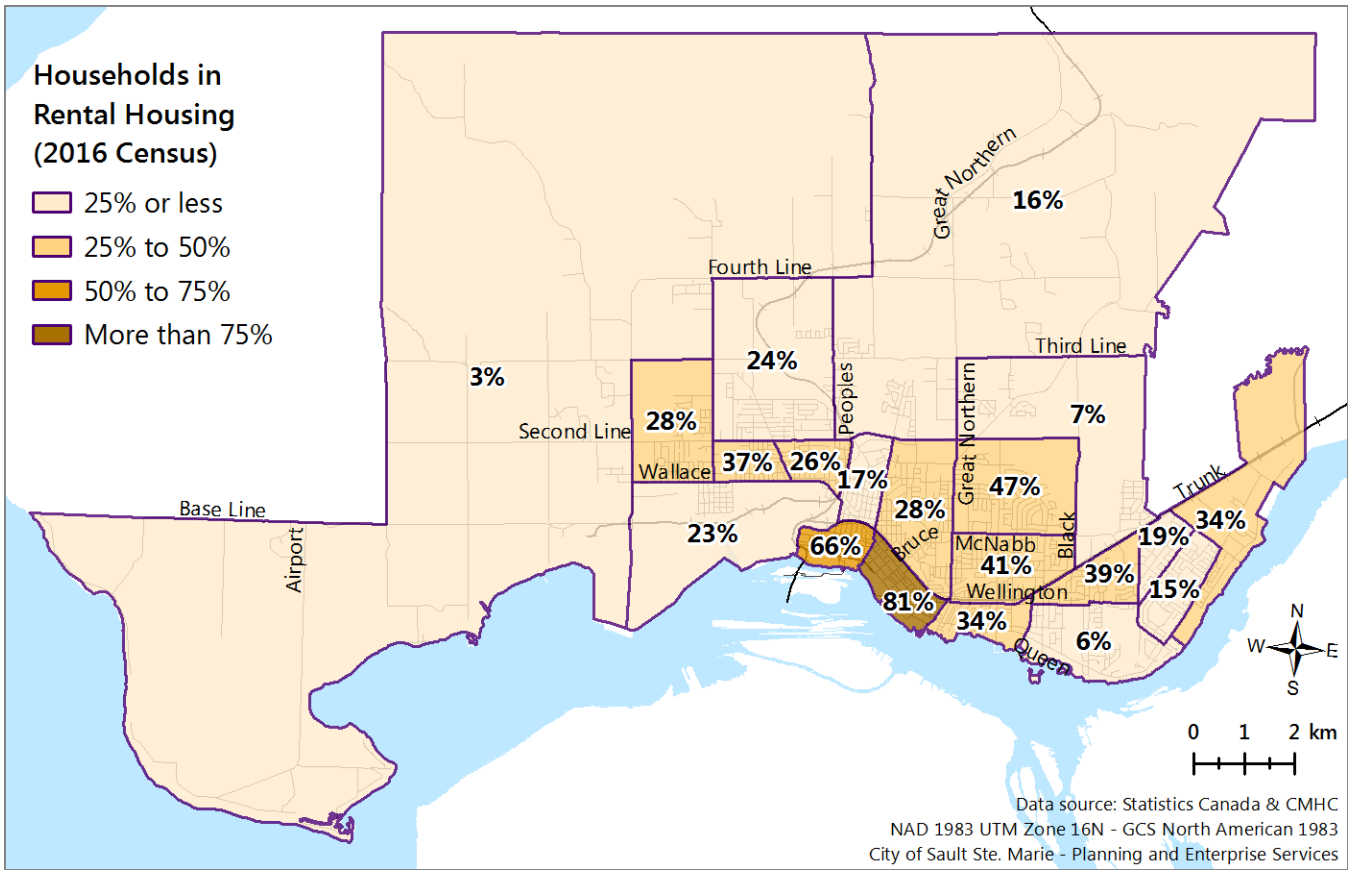
According to the 2016 Canada Census there are **32,635 households in Sault Ste. Marie**. It is projected that over 20 years, the number of households will increase to 36,580, meaning **approximately 4,000 new households.**

In Sault Ste. Marie, homeownership rates are similar to Ontario's provincial average — around 70% of households own their home and 30% are renters. Home tenure rates vary across different parts of the community. In the Downtown, which is designated and planned as the core of the city, the majority of households (81%) rent rather than own their home.

Table 6.1: Rates of Home Ownership vs. Rental by Residents of Sault Ste. Marie and Ontario.
Source: Statistics Canada, 2016 Census of Population.

	Sault Ste. Marie		Ontario	
	Rate	**Count**	**Rate**	**Count**
Own	68.7%	22,410	69.7%	3,601,825
Rent	31.3%	10,225	30.2%	1,559,720

Figure 6.1: Proportion of Households who Rent Rather Than Own Their Home, by Census Tract.
Source: Statistics Canada, 2016 Census of Population.



Age of Housing Stock

More than three-quarters of homes in Sault Ste. Marie were built before 1980. Across all of Ontario, slightly more than one half of homes were built before 1980.

Table 6.2: Age of Current Housing Stock in Sault Ste. Marie and Ontario.
Source: Statistics Canada, 2016 Census of Population.

	Sault Ste. Marie	Ontario
1960 or before	35.9%	25.0%
1961 to 1980	40.7%	28.0%
1981 to 2000	17.6%	25.8%
2001 to 2016	5.8%	21.2%

Housing Acceptability — Affordable, Adequate and Suitable

According to the Canada Mortgage and Housing Corporation (CMHC), housing is considered **"acceptable"** if it is affordable, adequate and suitable for the household that lives in it.

- **Affordable**: Costs less than 30% of before-tax household income.
- **Adequate**: Does not require any major repairs.
- **Suitable**: Has enough bedrooms for the size and make-up of the household.

Core housing need focuses on vulnerable populations. This indicator looks beyond a resident's current situation and evaluates their potential to improve their situation. It determines if residents have the potential to solve the situation on their own. Core housing need happens when:

1. Major repairs are required and residents don't have the means to move to an acceptable unit; or
2. There are not enough bedrooms for the residents, and they don't have the means to move; or
3. The current home costs more than the residents can afford, and they do not have the means to make a move or find an available affordable home.

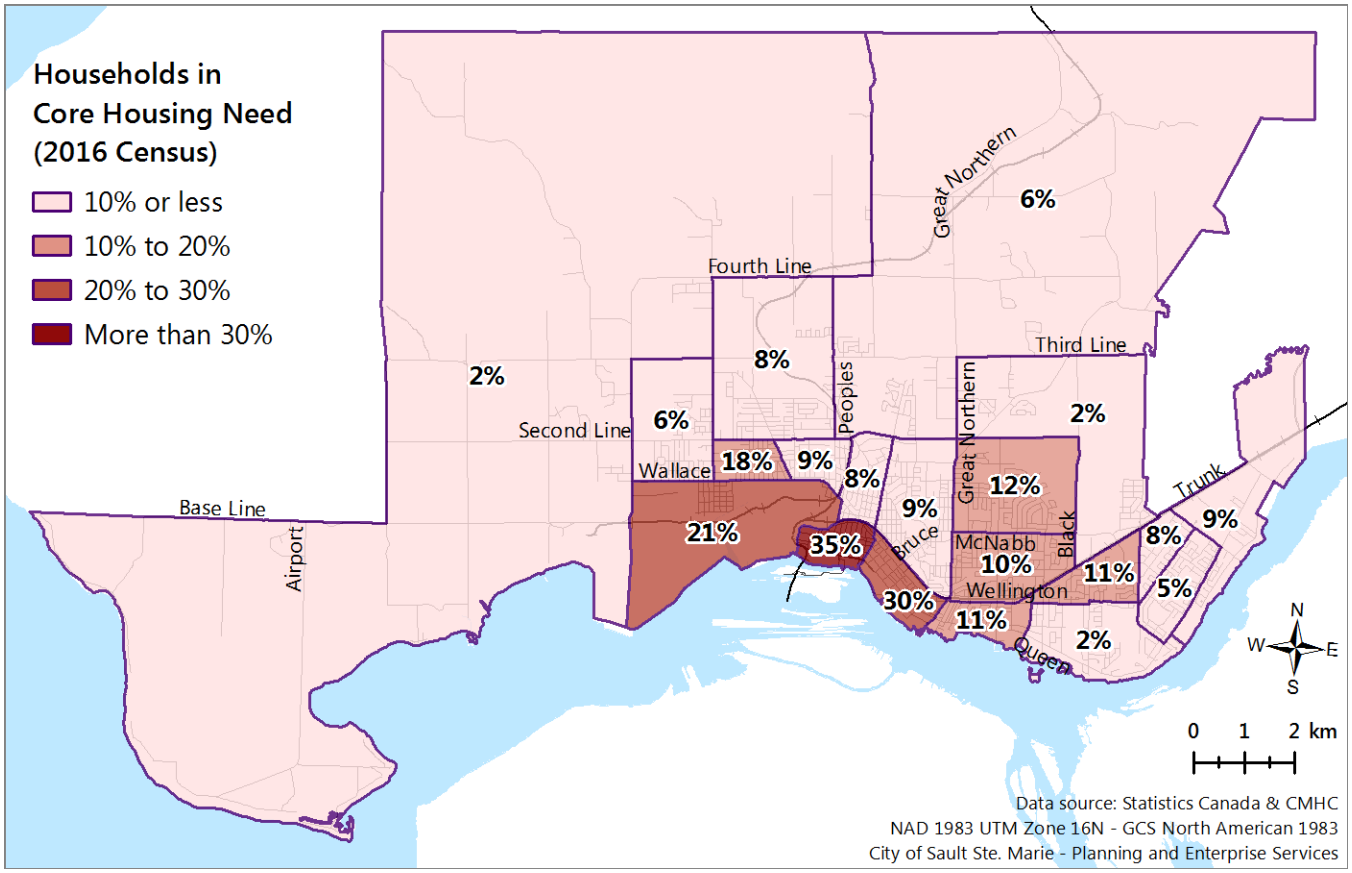
It is worth noting that CMHC's definition of 'affordable housing' differs from that of the Province, which is discussed later in this chapter. Although Official Plan policies must relate to the Provincial approach to affordability, CMHC's measures are useful in understanding the local housing situation.

Generally, the housing situation in Sault Ste. Marie is better than that of Ontario as a whole. 10.7% of households locally are in core housing need, compared to 15.3% province-wide. That said, there is a clear concentration of households in core housing need in the Downtown and surrounding areas.

Table 6.3: Households in Sault Ste. Marie and Ontario Living in Unacceptable Housing.
Source: Statistics Canada and Canada Mortgage and Housing Corporation, 2016 Census of Population.

	Sault Ste. Marie	**Ontario**
% of households in homes that are not affordable	21.3%	27.7%
% of households in homes that are not adequate	6.8%	6.1%
% of households in homes that are not suitable	2.0%	6.0%
% of households in core housing need	**10.7%**	**15.3%**

Figure 6.2: Proportion of Households who are in Core Housing Need, by Census Tract.
Source: Statistics Canada and Canada Mortgage and Housing Corporation, 2016 Census of Population.



Compared to Ontario as a whole, Sault Ste. Marie has a smaller proportion of households who are in unaffordable homes. Census data also show that housing costs in Sault Ste. Marie are much less than the average costs in Ontario, especially in terms of homeownership. However, rental affordability in the Sault is on par with the rest of Ontario, despite cheaper average rent in the Sault.

Table 6.4: Households Spending 30% or More of Income on the Costs of Owning or Renting Their Home in Sault Ste. Marie and Ontario.
Source: Statistics Canada, 2016 Census of Population.

	Sault Ste. Marie	Ontario
% of all households	21.3%	27.7%
% of owner households	10.3%	19.8%
% of renter households	45.4%	45.7%

Table 6.5: Shelter Costs* of Homes in Sault Ste. Marie and Ontario.
Source: Statistics Canada, 2016 and 2011 Census of Population.

	Sault Ste. Marie		Ontario	
	2011	**2016**	**2011**	**2016**
Average monthly shelter costs for owned dwellings	$ 884	$ 1,020	$ 1,284	$ 1,463
Average monthly shelter costs for rented dwellings	$ 642	$ 786	$ 926	$ 1,109

*Note: Shelter costs for owner households include, where applicable, mortgage payments, property taxes and condominium fees, along with the costs of electricity, heat, water and other municipal services. For renter households, shelter costs include, where applicable, the rent and the costs of the electricity, heat, water and other municipal services.

In examining the distribution of households living in unaffordable or inadequate housing, there is again a concentration of households in the Downtown, as well as in the west end of the city.

Figure 6.3: Proportion of Households who Live in Unaffordable Housing, by Census Tract.
Source: Statistics Canada and Canada Mortgage and Housing Corporation, 2016 Census of Population.

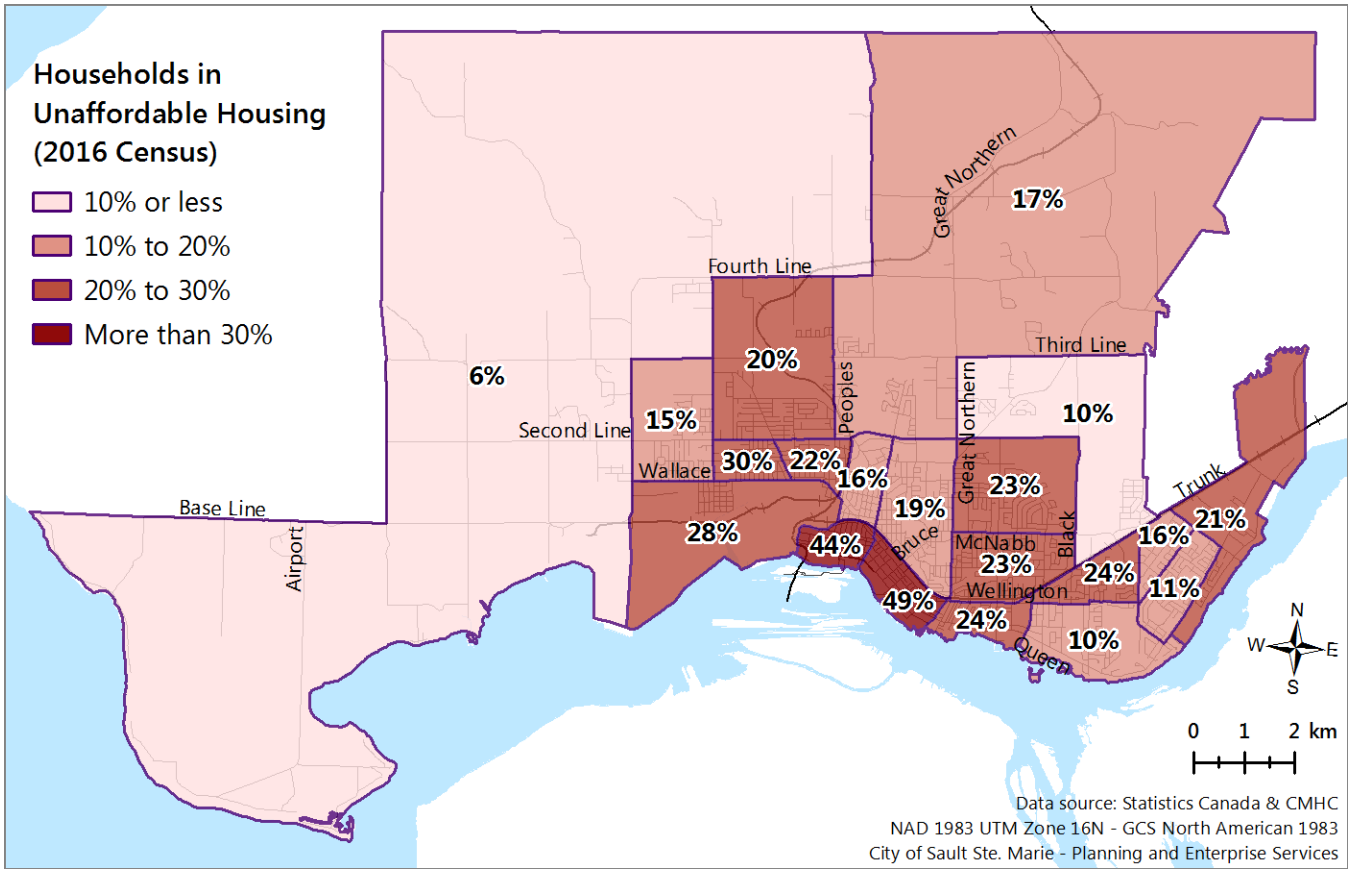
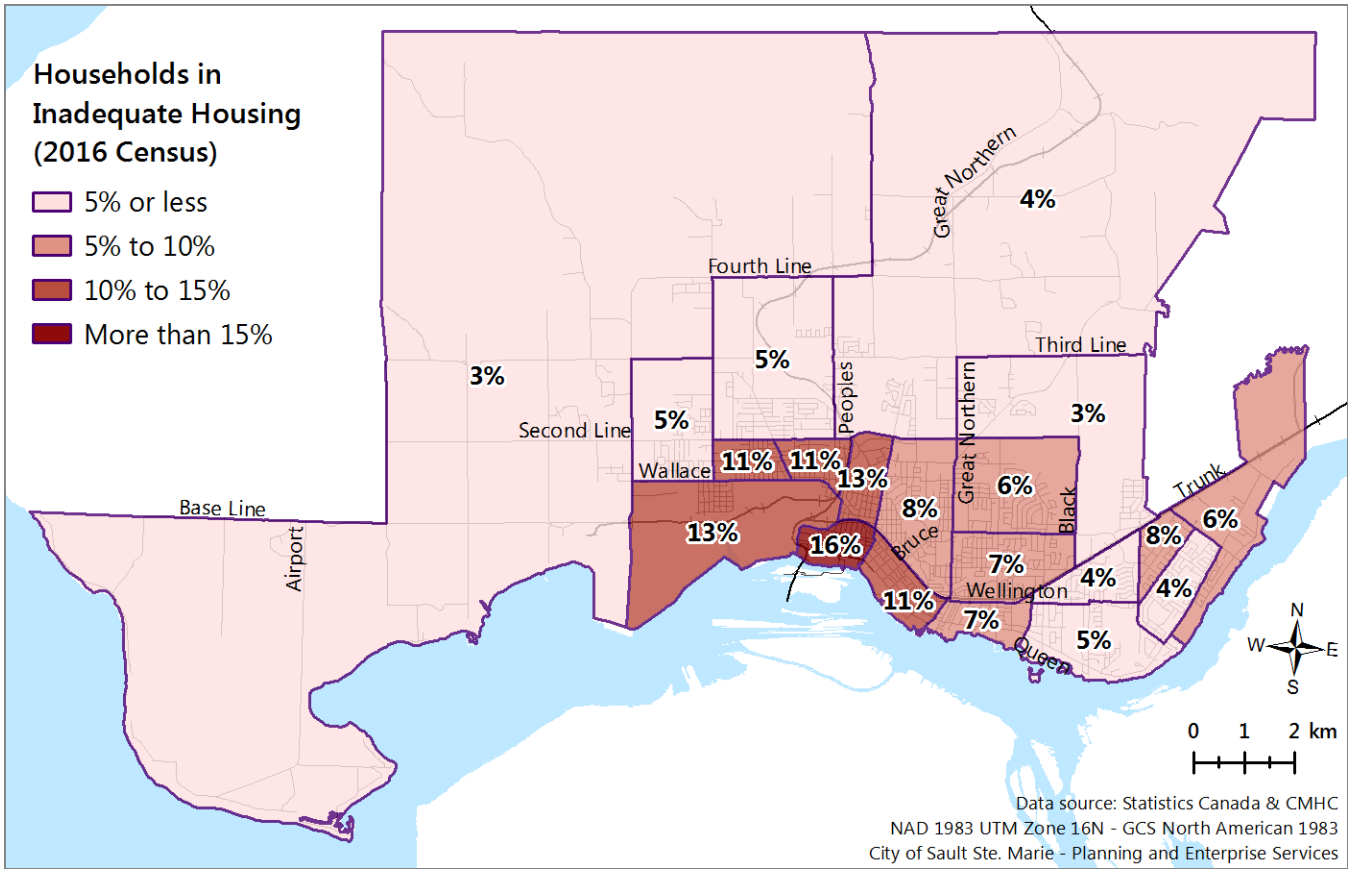


Figure 6.4: Proportion of Households who Live in Inadequate Housing, by Census Tract.
Source: Statistics Canada and Canada Mortgage and Housing Corporation, 2016 Census of Population.

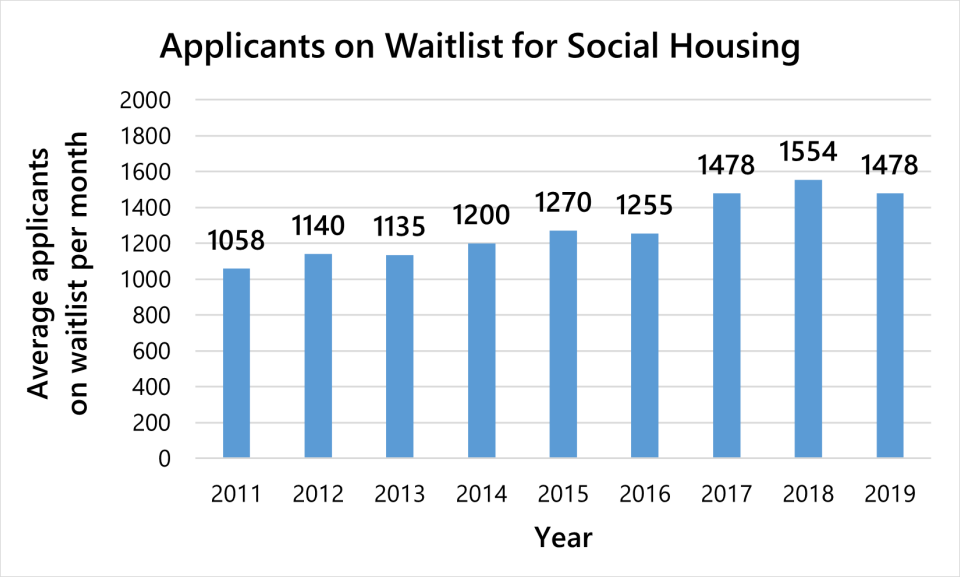


Homelessness and Subsidized Housing

Despite being a small city, Sault Ste. Marie still faces its share of need for social housing to address homelessness and precarious housing. A point-in-time count conducted in April 2018 identified 102 individuals that were either homeless or in a precarious housing situation. It is recognized that this point-in-time count likely understates the number of homeless individuals.

As per the figure below, Sault Ste. Marie District's Social Service waitlist for subsidized housing steadily increased between 2011 and 2019. About 2/3 of those waiting for a unit are seeking a one-bedroom unit and approximately 1/3 of those on the waitlist are seniors (60+). It is important to note that those on the waitlist are not necessarily homeless. In some cases, those on the waitlist may already occupy a subsidized unit and are wishing to move to a different unit that better suits their needs.

Figure 6.5: Number of Applicants on Waitlist for Social Housing in Sault Ste. Marie.
Source: District of Sault Ste. Marie Social Services Administration Board.



Housing Market in Sault Ste. Marie

The value of homes in Sault Ste. Marie has steadily grown over the past years. However, it is clear that homes in Sault Ste. Marie generally cost much less than homes across Ontario on average.

Table 6.6: Average Sale Price for Residential Properties in the City of Sault Ste. Marie.
Source: Sault Ste. Marie Real Estate Board.

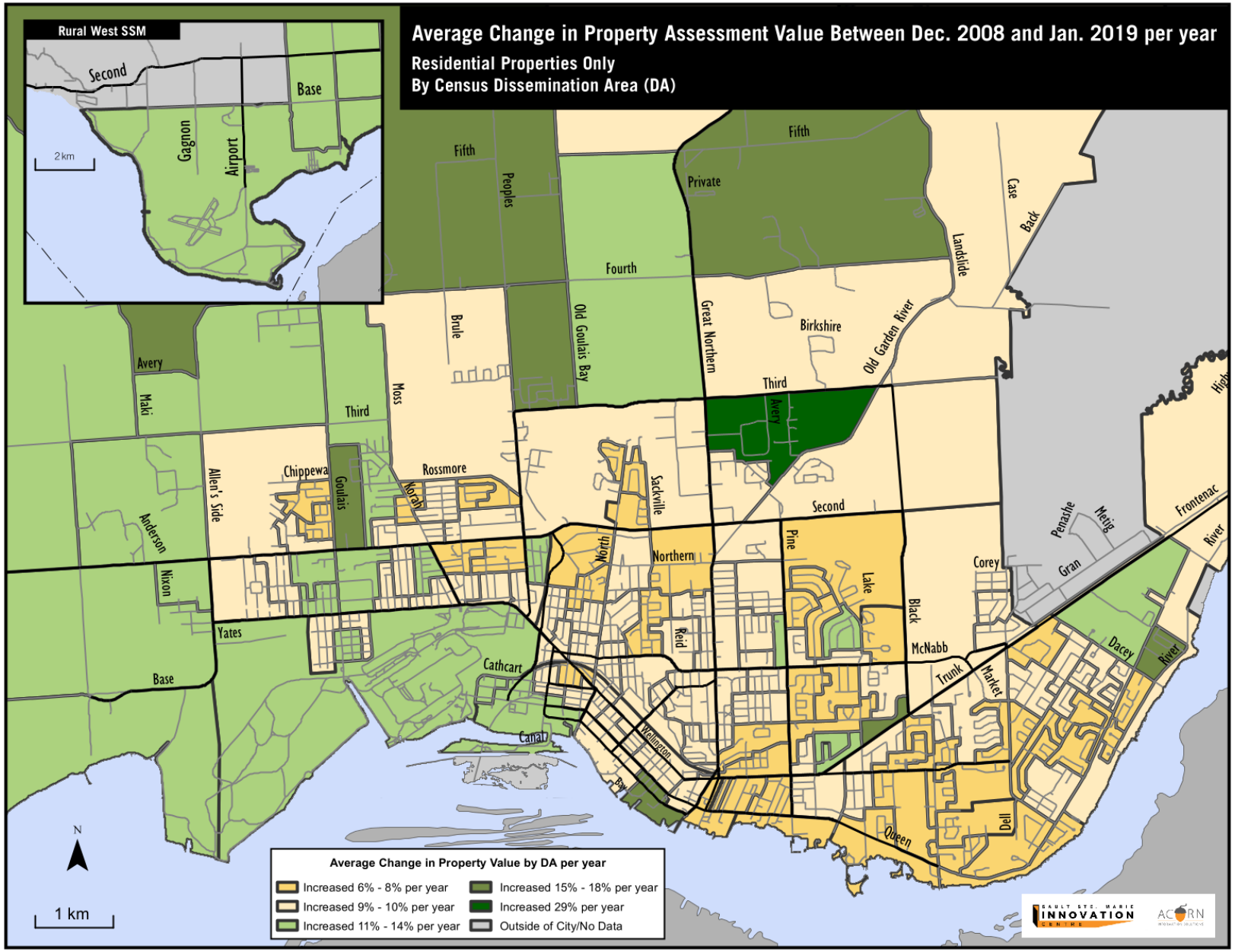
Year	Average sale price
2016	$ 189,862
2017	$ 198,123
2018	$ 202,415

Table 6.7: Average Value of Owner-Occupied Homes in Sault Ste. Marie and Ontario.
Source: Canada Mortgage and Housing Corporation and Statistics Canada.

Type of home	Average home value in City of Sault Ste. Marie		Average home value in Ontario	
	2011	2016	2011	2016
Single detached house	$ 195,739	$ 240,300	$ 382,055	$ 528,331
Semi-detached house	$ 127,088	$ 257,738	$ 345,265	$ 417,027
Duplex	$ 133,827	$ 181,993	$ 393,384	$ 599,952
Townhouse	$ 170,580	$ 180,816	$ 305,183	$ 492,914
Apartment/condo unit in building with fewer than 5 storeys	$ 175,989	$ 204,327	$ 357,106	$ 487,653
Apartment/condo unit in building with 5 or more storeys	$ 212,339	$ 232,627	$ 307,587	$ 390,659
All homes	***$ 189,204***	***$ 235,086***	***$ 366,813***	***$ 505,645***

The map in Figure 6.6 below shows the change in residential property assessment values in Sault Ste. Marie between 2008 and 2019. Although no areas have experienced a decrease in average residential assessment values, growth has not been consistent throughout the entire community. Interestingly, well-established neighbourhoods in the east end, P-Patch and Fort Creek have seen less assessment increases than parts of the Downtown. This likely reflects the fact that many homes in older neighbourhoods such as the Downtown and surrounding area have reached a point where significant investments were required to upgrade these older dwellings. The relatively high residential assessment increases found in certain parts of the Rural Area can be attributed to new rural lot creation and rural residential development.

Figure 6.6: Average Change in Residential Property Assessment Values between Dec. 2008 and Jan. 2019, by Dissemination Area.
Source: Sault Ste. Marie Innovation Centre.



Housing Mix in Sault Ste. Marie

Much of Sault Ste. Marie's housing stock was developed pre-1980, during an era where housing types were generally segregated. The result is residential neighbourhoods with little variations in housing types and limited housing choice. **Mixed residential neighbourhoods** with a variety of housing forms and tenure result in strong, sustainable neighbourhoods that can meet the diverse needs of different people of all demographics. Provincial policies direct all Ontario municipalities to permit and facilitate the construction of all forms of housing.

Neighbourhoods with a diverse mix of housing forms provide choices to suit a wider range of people. For example, if within the same neighbourhood there are single detached homes, townhouses and apartments, residents can more easily stay in the same neighbourhood while progressing through different life stages, because they would have access to homes suited to different needs. This is known as **aging in place**. Mixed residential neighbourhoods are better equipped to remain strong and viable throughout various demographic shifts over time.

Currently in Sault Ste. Marie, single detached houses comprise almost two thirds of all housing, and almost two thirds of all homes contain three or more bedrooms.

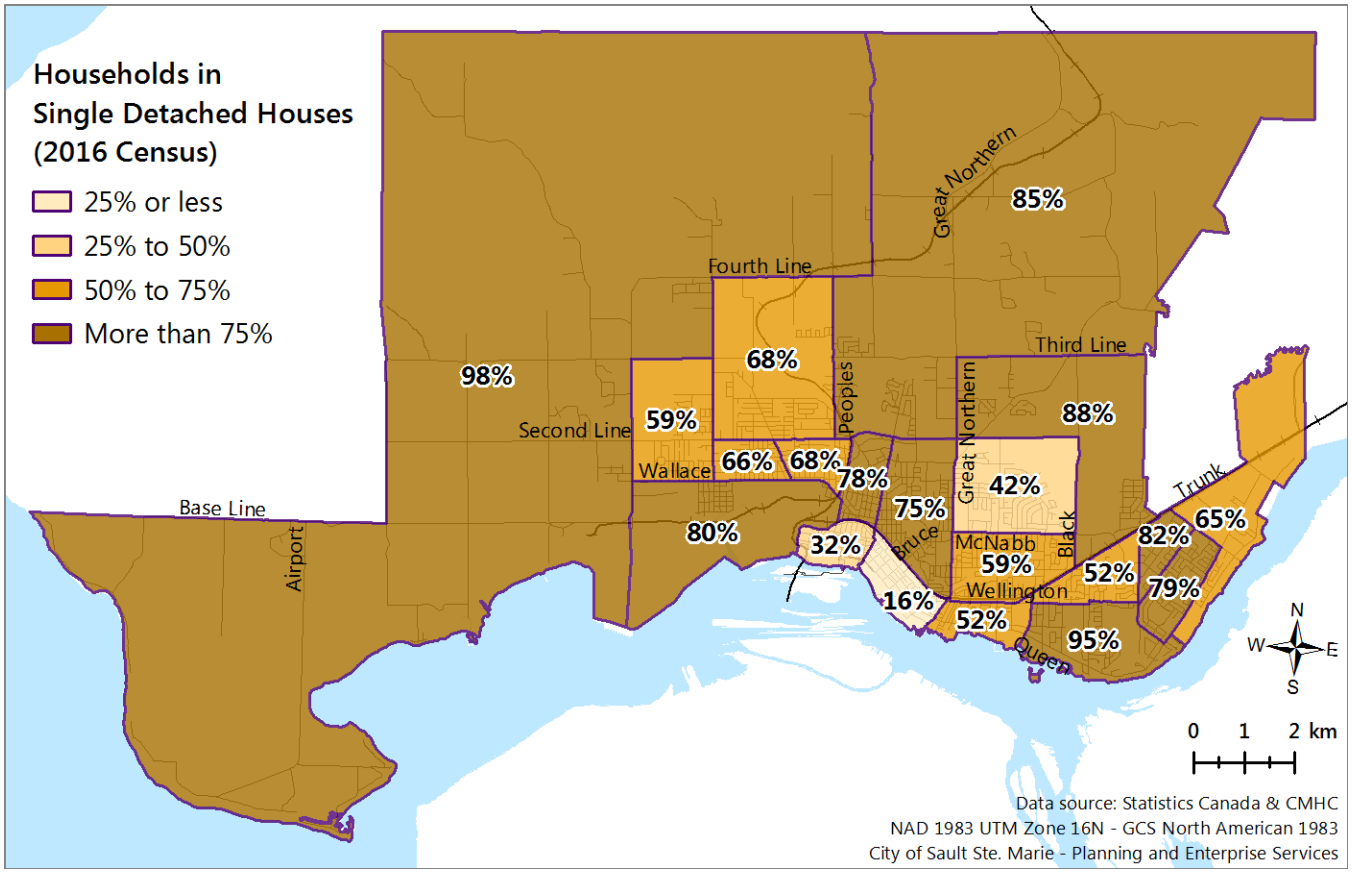
Table 6.8: Occupied Housing in Sault Ste. Marie and Ontario by Type of Home.
Source: Statistics Canada, 2016 Census of Population.

Type of home	Sault Ste. Marie (2016)	Ontario (2016)
Single detached house	65.0%	54.3%
Semi-detached or duplex	10.4%	9.0%
Townhouse	2.9%	8.9%
Apartment/condo unit in building with fewer than 5 storeys	14.9%	10.1%
Apartment/condo unit in building with 5 or more storeys	6.4%	17.2%

Table 6.9: Occupied Housing in Sault Ste. Marie and Ontario by Number of Bedrooms.
Source: Statistics Canada, 2016 Census of Population.

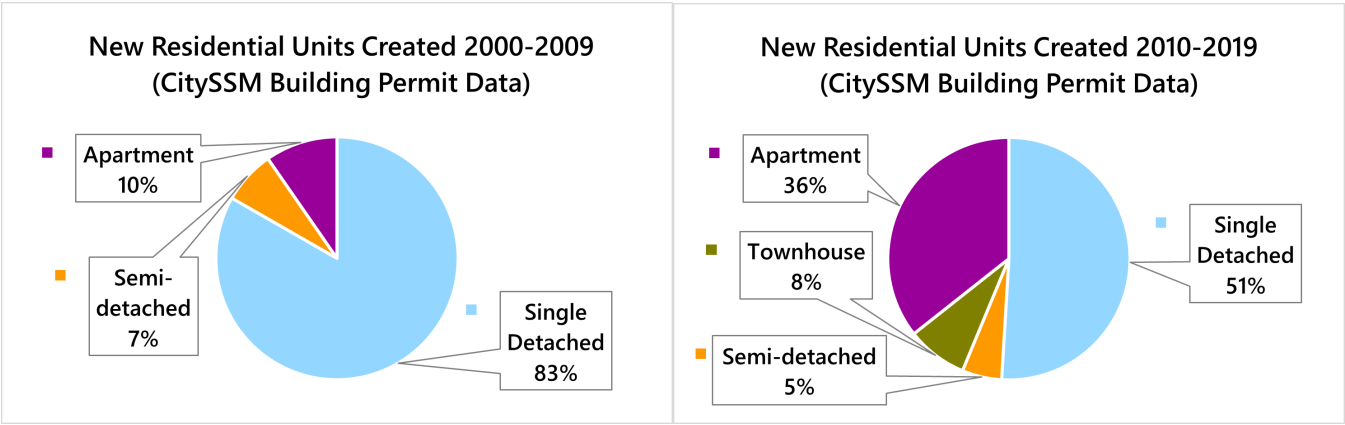
Number of bedrooms	Sault Ste. Marie (2016)	Ontario (2016)
No bedrooms / bachelor	0.2%	0.7%
1 bedroom	12.3%	13.5%
2 bedrooms	22.5%	21.7%
3 bedrooms	43.9%	36.3%
4 or more bedrooms	21.0%	27.8%

Figure 6.7: Proportion of Occupied Homes that are Single Detached Houses, by Census Tract.
Source: Statistics Canada, 2016 Census of Population.



Over the past two decades, Sault Ste. Marie has seen a considerable shift in the types of housing being built, with a noticeable trend towards denser types of housing (apartments and townhouses) and less demand for single detached houses.

Figure 6.8: Comparison of New Residential Units Created Over the Past Two Decades.
Source: City of Sault Ste. Marie, building permit data.

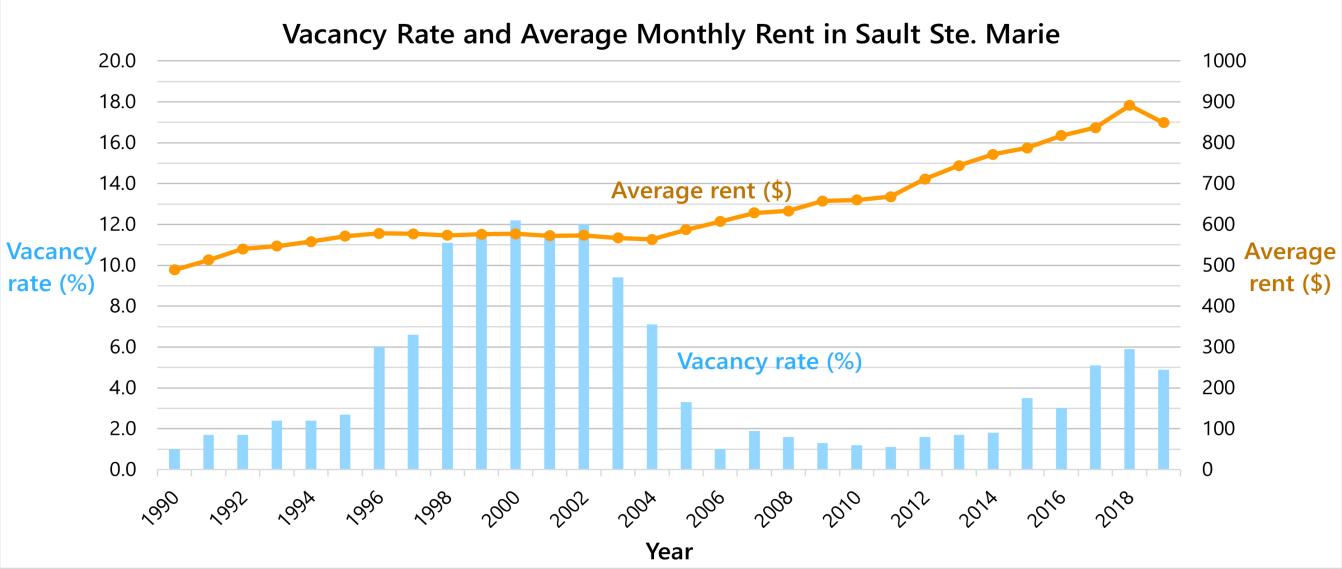


Rental Market in Sault Ste. Marie

An indicator of housing availability is the rental vacancy rate. A very low vacancy rate has implications for affordability. A healthy vacancy rate is often considered to be 3 to 5%. Between 2006 and 2014, vacancy rates in Sault Ste. Marie were consistently low, averaging 1.5%. This was due to a lack of rental housing being built, and increased demand for rentals from younger people moving here for work and older people looking to downsize and rent.

In order to increase the stock of rental housing, the City introduced a tax rebate program in 2013 called the **Rental Housing Community Improvement Plan** to incentivize construction of rental units. As of August 2020, this program has incentivized the creation of 393 rental units across 17 development projects. This has resulted in the rental vacancy rate returning to healthier levels.

Figure 6.9: Vacancy Rate and Average Monthly Rent in Sault Ste. Marie from 1990 to 2019.
Source: Canada Mortgage and Housing Corporation, Rental Market Survey.



*Note: CMHC only surveys rental apartments and townhouses in privately initiated buildings with at least three rental units and which have been on the market for at least three months.

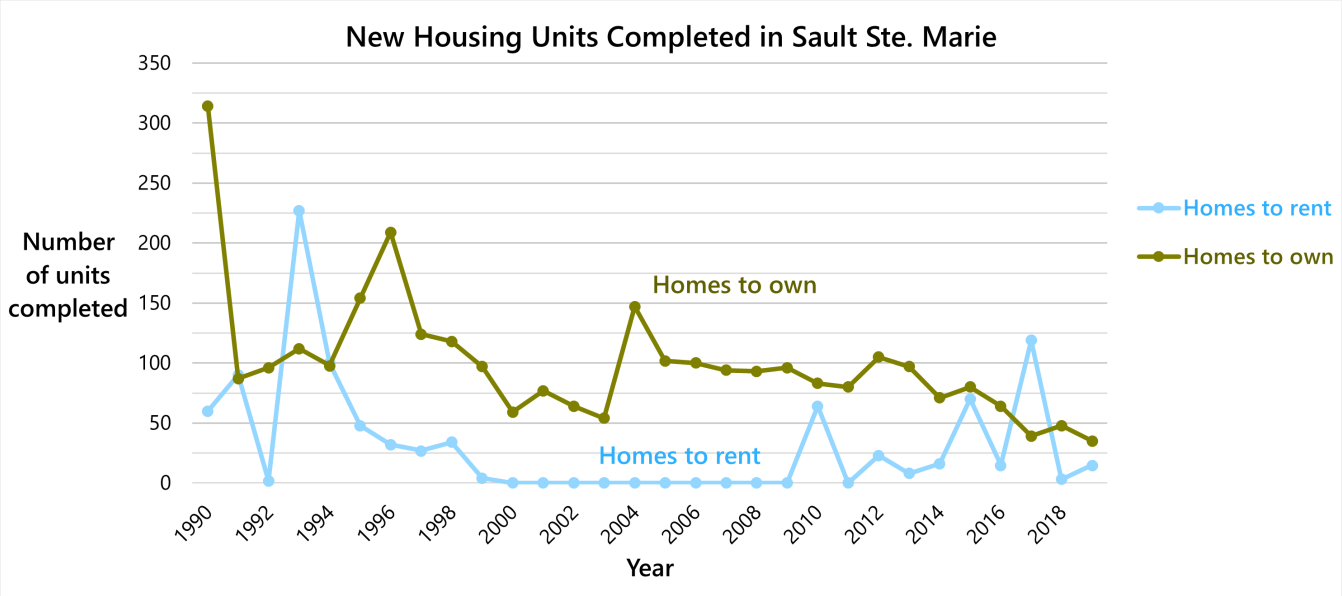
Table 6.10: Vacancy Rates of Rental Housing in Sault Ste. Marie.
Source: Canada Mortgage and Housing Corporation, Rental Market Survey.

	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom	TOTAL
2011	n/a	n/a	0.7%	0.0%	1.1%
2012	1.4%	1.5%	1.8%	1.5%	1.6%
2013	2.4%	1.4%	1.8%	2.3%	1.7%
2014	n/a	1.7%	1.9%	1.3%	1.8%
2015	n/a	3.9%	3.3%	4.1%	3.5%
2016	n/a	3.9%	2.5%	3.2%	3.0%
2017	n/a	3.9%	5.9%	5.8%	5.1%
2018	4.3%	5.5%	6.5%	4.0%	5.9%
2019	n/a	3.7%	5.3%	4.3%	4.9%
2020	n/a	4.0	4.1	3.7	4.0

Table 6.11: Average Rent of Rental Housing in Sault Ste. Marie.
Source: Canada Mortgage and Housing Corporation, Rental Market Survey.

	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom	TOTAL
2011	$ 444	$ 581	$ 719	$ 784	$ 668
2012	$ 464	$ 631	$ 764	$ 793	$ 711
2013	$ 489	$ 671	$ 802	$ 778	$ 744
2014	$ 558	$ 689	$ 821	$ 833	$ 771
2015	$ 545	$ 717	$ 836	$ 840	$ 787
2016	$ 581	$ 722	$ 875	$ 871	$ 817
2017	$ 590	$ 736	$ 909	$ 887	$ 837
2018	$ 603	$ 772	$ 973	$ 930	$ 891
2019	$ 591	$ 744	$ 921	$ 922	$ 849
2020	$ 587	$ 771	$ 937	$ 1013	$ 881

Figure 6.10: Housing Units Completed in Sault Ste. Marie for Ownership and Rental from 1990 to 2019.
Source: Canada Mortgage and Housing Corporation, Starts and Completions Survey.



How Much of the Housing in Sault Ste. Marie is "Affordable"?

The Province requires all Ontario municipalities to establish and implement minimum **affordability targets** for providing housing that is considered affordable to low and moderate income households. It is important to note that CMHC's definition of 'affordable housing' discussed earlier in this chapter differs from that of the Province, which is the definition which Official Plan policies must conform with.

Affordable Ownership Housing in 2020

According to the Provincial Policy Statement, in the case of **ownership housing**, "affordable" means the least expensive of:

1. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households (where "low and moderate income households" are those with incomes in the lowest 60% of the income distribution for all households in the regional market area); or
2. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

The "regional market area" includes the City of Sault Ste. Marie and Prince Township.

Table 6.12: Household Incomes and Corresponding Affordable House Prices in Sault Ste. Marie (2020).

Source: Ministry of Municipal Affairs and Housing, Common Local Indicators.

Income percentile	Income (all households)	Affordable house price
10th	$ 20,500	$ 72,500
20th	$ 30,700	$ 111,500
30th	$ 42,000	$ 152,600
40th	$ 52,900	$ 192,200
50th	$ 66,900	$ 243,000
60th	$ 82,900	**$ 301,200**
70th	$ 101,800	$ 369,800
80th	$ 127,700	$ 463,900
90th	$ 164,000	$ 595,800

Average and Median Resale House Prices in Sault Ste. Marie (2019).

Source: Ministry of Municipal Affairs and Housing, Common Local Indicators.

Average resale price	10% below average resale price
$ 260,170	**$ 234,153**

Based on the Provincial Policy Statement definition and data from the Ministry of Municipal Affairs and Housing, an **affordable home purchase price** in Sault Ste. Marie in 2019 is **$234,153.**

Affordable Rental Housing in 2019

According to the Provincial Policy Statement, in the case of **rental housing**, "affordable" means the least expensive of:

1. A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households (where "low and moderate income households" are those with incomes in the lowest 60% of the income distribution for renter households in the regional market area); or
2. A unit for which the rent is at or below the average market rent in the regional market area.

Table 6.13: Renter Household Incomes and Corresponding Affordable Rents in Sault Ste. Marie (2020).
Source: Ministry of Municipal Affairs and Housing, Common Local Indicators.

Income percentile	Income (renter households only)	Affordable monthly rent
10th	$ 13,200	$ 330
20th	$ 18,000	$ 450
30th	$ 22,300	$ 560
40th	$ 26,700	$ 670
50th	$ 32,100	$ 800
60th	$ 39,100	**$ 980**
70th	$ 47,700	$ 1,190
80th	$ 60,300	$ 1,510
90th	$ 80,500	$ 2,010

Average Market Rents in Sault Ste. Marie (2020).
Source: Canadian Mortgage and Housing Corporation (CMHC).

Average bachelor rent	Average 1 bedroom rent	Average 2 bedroom rent	Average 3+ bedroom rent	Average rent for all units
$ 587	$ 771	$ 937	$ 1013	**$ 881**

Based on the Provincial Policy Statement definition and data from the Ministry of Municipal Affairs and Housing, an **affordable monthly rent** in Sault Ste. Marie in 2020 is **$881**.

Comparing Housing Affordability Levels Across Ontario

According to the Ministry of Municipal Affairs and Housing, **51% of all households in Sault Ste. Marie can "afford" the average resale home price in 2018**. Across all of Ontario, only 19% of households can "afford" the province-wide average resale home price in 2018. This again suggests that Sault Ste. Marie has excellent home ownership affordability compared to the rest of the province.

According to the Ministry of Municipal Affairs and Housing, **44% of renter households in Sault Ste. Marie can "afford" the average apartment rent in 2018**. 47% of renter households in Ontario can "afford" the province-wide average apartment rent in 2018. This suggests that rental affordability in Sault Ste. Marie is not much different than in the rest of the province.

Table 6.14: 2018 Snapshot of Affordability for Ownership and Rental Housing across Ontario.
Source: Ministry of Municipal Affairs and Housing, Common Local Indicators.

Municipality Based on regional market area	**Proportion of all households that can "afford" the average resale home price in that municipality**	**Proportion of renter households that can "afford" the average apartment rent in that municipality**
Timmins	63%	54%
Thunder Bay	51%	47%
Sault Ste. Marie	**51%**	**44%**
Windsor	46%	53%
Greater Sudbury	46%	51%
Sarnia	44%	49%
North Bay	43%	49%
Ottawa	32%	53%
London	32%	48%
Kingston	30%	43%
Guelph	22%	54%
Barrie	21%	50%
Hamilton	18%	49%
Toronto	Less than 10%	44%
Ontario	***19%***	***47%***

What We Heard

Key Themes Heard on: Housing

- There is a need for more affordable housing in Sault Ste. Marie. Residents and service providers cite particular need for more affordable rental units, units for single individuals, assisted living units, seniors housing units and barrier-free units.

- Sault Ste. Marie's neighbourhoods should contain a broader range of housing options.

- Residents would like to see the City encourage the building of residential apartments above businesses.

- To address student housing need, more rental buildings should be encouraged near Sault College and Algoma University.

- Enforcement of building standards is a very common concern heard across the City. In addition, residents want to know that rental housing units are safe and meet applicable codes.

- Many residents stressed the need for property standards to be upheld for residential properties, especially for rental properties.

- Residents generally support permitting second units (accessory dwelling units) to increase affordable rental options in Sault Ste. Marie, but want to see clear rules in place to ensure units are safe and legal.

- Moving forward, Sault Ste. Marie should go beyond the concept of 'Housing First'. Good support services should be available to residents in conjunction with good housing. To achieve this and other goals related to housing, service providers believe that more dialogue and collaboration between the City and various agencies in Sault Ste. Marie would be beneficial.

What We Propose

Proposed Official Plan Policies on: Housing

Residential Intensification and Mixed Residential Neighbourhoods

Mixed residential neighbourhoods are those with a variety of housing types and tenures available to a variety of people at different life stages. Mixed residential neighbourhoods are best achieved through residential intensification, which also represents a significant opportunity for the provision of affordable and supportive housing. Residential intensification also makes the most efficient use of land, resources, infrastructure and public service facilities, while minimizing impacts on air quality, promoting energy efficiency and supporting public transit and active transportation.

- The City will support mixed residential neighbourhoods and residential intensification upon all lands designated Residential and Commercial (mixed use) within the Urban Settlement Area.
- Medium density residential development and redevelopment is supported in all low density residential areas.
- High density residential development may be permitted within low density areas where appropriate on a case-by-case basis. Such applications will be reviewed to ensure compatibility with adjacent low and medium density residential development can be achieved, including among other things, increased setbacks and high-quality landscaping/buffering.

Rental Dwelling Units

- The City will continue to monitor the local rental market to ensure the provision of adequate, safe and affordable rental housing.
- Incentives aimed at promoting the construction of rental units may be created and existing incentives may be amended depending upon local rental market trends and conditions.

Affordable Housing

1. Defined in accordance with the Provincial Policy Statement (2020):
    a. In the case of ownership housing, the least expensive of:
        i. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or
        ii. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
    b. In the case of rental housing, the least expensive of:
        i. A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
        ii. A unit for which the rent is at or below the average market rent of a unit in the regional market area.
    c. Low and moderate income households defined:
        i. In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or
        ii. In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

2. The City aims to ensure that a minimum of 30% of all dwelling units throughout the community are affordable through the following[9]:
    a. Supporting a mixture of housing types, including infill development and residential intensification.
    b. Recognizing that converted dwellings, second units and infill units are often those which are most affordably priced.
    c. Supporting the creation of accessory dwelling units.
    d. Supporting innovative housing design, such as smaller units and alternative development standards such as reduced parking requirements.
    e. Conducting ongoing monitoring on affordability levels and producing an annual update.
    f. Maintaining a current, comprehensive understanding of funding opportunities for the creation of affordable housing and assisting applicants in accessing such funding.
    g. Maintaining a formal relationship with non-profit stakeholders that provide affordable and supportive housing units.
    h. Providing additional incentives for the provision of affordable housing, through a Community Improvement Plan, which may include the waiving of planning application (rezoning, site plan control) fees.
    i. Implementing restrictions on rental conversions. Rental units cannot be converted to condominium unless:
        i. Units to be sold are affordable; or
        ii. The vacancy rate for the entire city, as determined by Canada Mortgage and Housing Corporation (CMHC), is at or above 3% for the preceding three years.

    In all cases, tenants of the subject units shall be given the right of first refusal.
3. Major new residential developments with affordable units should be located within walking distance of amenities such as public transit, grocery stores, parks and other public services.

<u>Accessory Dwelling Units</u>

- Second Units are permitted as accessory uses on lots with single detached, semi-detached and townhouse dwellings, in both urban and rural areas. Accessory units may be located within an existing main building (e.g. basement apartment, upper floor unit), within an accessory building (within or above a garage) or as a standalone building that is an accessory unit (e.g. coach house).
    - Accessory units will be required to adhere to Minimum Distance Separation Criteria as established by the Ministry of Environment, Conservation and Parks, and the Ministry of Agriculture, Food and Rural Affairs.
- Third Units may also be permitted on lots with a single detached dwelling and a second unit, to be reviewed on a case-by-case basis subject to a rezoning application. In reviewing such applications, matters such as the provision of adequate on-site servicing, parking and outdoor amenity space shall be considered.

<u>Supportive Housing</u>

Supportive housing includes a variety of housing types where occupants require some level of supervision or care. On-site supports, administration and central administration are important aspects

[9] The affordable housing policies are under review as part of a separate process, which will be completed prior to the completion of the Official Plan Project.

of on-site care and the overall provision of supportive housing. Supportive housing is often, but not always, operated through governmental programs and non-profit organizations. Examples include group homes, nursing homes, assisted living units and rehabilitation facilities.

Supportive housing is recognized as part of a complete residential neighbourhood and should be integrated into existing residential areas. It is however recognized that some larger supportive housing developments, such as seniors' homes, may generate additional traffic and parking requirements, as well as require easier access to transit and other public service facilities, beyond those for similarly sized residential developments.

In order to address supportive housing needs, the City will promote:

1. Integrating supportive housing within all existing residential areas on a scale that is compatible with the surrounding area with special regard for traffic, on-site parking, outdoor amenity space, buffering and setbacks.
2. Larger scale supportive housing projects should be located in a manner that provides easy access to existing public transit and pedestrian facilities.
3. The City will proactively collaborate with agencies and service providers involved in the provision of housing and other support services for residents.

Student Housing 

The provision of safe, affordable student housing is critical in supporting the continued growth of Algoma University and Sault College. Although student housing is not proposed to be regulated differently then the broader rental housing market, policies will promote residential intensification, mixed residential areas and the provision of affordable dwelling units.

In addition, the City will:

- Promote the provision of safe, affordable student housing, especially in close proximity to Algoma University and Sault College.
- For purpose-built student housing, alternative development standards may be contemplated, such as reduced parking requirements and increased outdoor amenity space.

Residential Property Standards

- Promote the proactive enforcement of property standards, especially in older residential areas, to ensure that all residential properties are maintained in a manner that is safe and appealing. (Please refer to the Implementation and Monitoring Chapter for more information.)

7. Urban Design and Mobility for a Healthy, Sustainable and Attractive City

The built environment contains many different components that together form a functioning city — these components include our neighbourhoods, commercial and employment areas, road infrastructure and the active transportation network. The ways neighbourhoods and developments are designed is intimately tied to the ways we are able to move and interact throughout our city. Equally as important, the way our built environment is designed can be strongly linked to how healthy Saultites are as well as how environmentally sustainable our city is in the face of climate change.

The design of the Sault's built environment — "Urban Design" — is a key factor in making Sault Ste. Marie an attractive place for current and potential residents and businesses. Cities worldwide that are consistently ranked as highly liveable and attractive emphasize high standards of urban design. In an effort to retain and attract residents and businesses, it will be essential for the City of Sault Ste. Marie to embrace and implement urban design standards that foster community health, resiliency and sense of place.

What We Know

Key Points

- There is room for improvement in Sault Ste. Marie and Algoma residents' physical health. Designing a built environment that enables and promotes healthy living and mental wellness is important, especially as the City increasingly needs to accommodate an aging population.
- Sault Ste. Marie must prepare for and adapt to projected impacts of climate change, including hotter and rainier seasons, as well as more frequent and severe storms.
- The transportation system and sustainable site design for urban developments are two key areas in which the City can have a direct impact in reducing our community's greenhouse gas emissions.
- Promoting the development of complete neighbourhoods where residents can easily access a diversity of amenities, services and housing options, as well as complete streets which comfortably accommodate multiple modes of transportation, will go a long way towards creating a healthy, sustainable and attractive city.
- The Transportation Master Plan identifies transportation needs of the community and highlights approaches to facilitate alternative modes of transportation. The Transportation Master Plan shall be updated at regular intervals.
- In recent years, the City has actively developed it's cycling infrastructure, emphasizing Active Transportation as a meaningful part of the City's overall transportation system.
- The Downtown continues be a priority for the City, in terms of policy, design, as well as focusing key capital investments in infrastructure and public spaces.
- As a result of strategic policy approaches and targeted capital construction, Downtown Sault Ste. Marie has experienced a significant amount of private sector investment over the past 10 years (2010-2020).

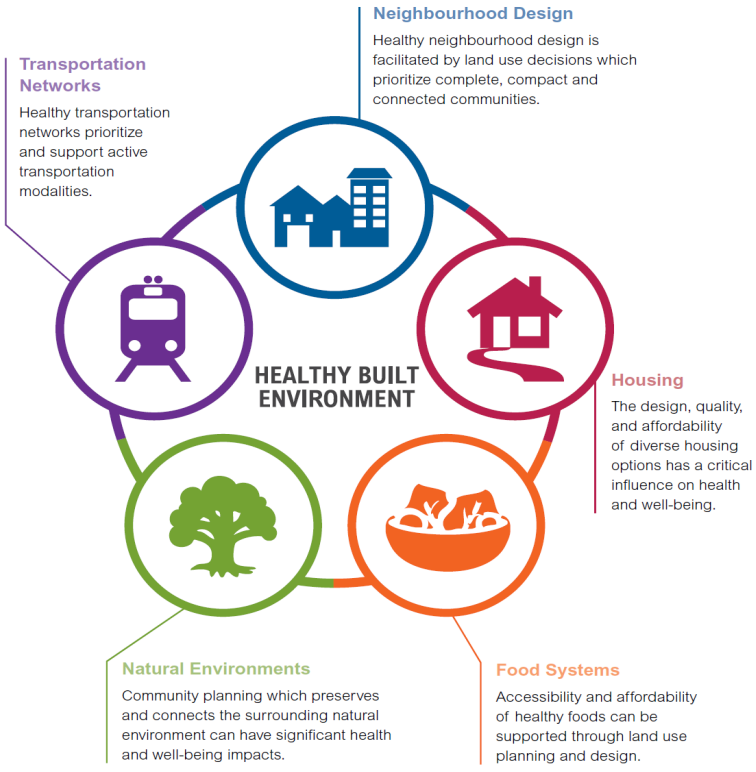
Why Design for a Healthy Sault Ste. Marie?

Current research by public health organizations such as Algoma Public Health and the BC Centre for Disease Control recommends that communities should consider the following interlinked components of a healthy built environment that influence people's health and wellbeing:

- **Neighbourhood design**: Facilitate neighbourhood design that enables healthy living, through land use decisions which prioritize complete, compact and connected communities.
- **Food systems**: Support increased accessibility and affordability of healthy foods through land use planning and design.
- **Transportation networks**: Build transportation networks that prioritize and support healthy active transportation modes.
- **Housing**: Provide diverse housing options with good design, quality and affordability.
- **Natural environments**: Preserve and connect a community's surrounding natural environment to its residents.

The design of neighbourhoods and transportation networks is discussed in this chapter, including the implications of neighbourhood design on food systems at the neighbourhood level. The larger food system in terms of the city's agricultural and food sectors is separately discussed in the Rural Area and Agriculture Chapter. For further information on housing and the natural environment, please refer to the Housing Chapter and the Natural Environment, Resources and Constraints Chapter.

Figure 7.1: The Components of a Healthy Built Environment.
Source: BC Centre for Disease Control, Healthy Built Environment Linkages Toolkit.



Health of Sault Ste. Marie's Population

Please note that in the community health statistics provided below, statistics for the entire Algoma Public Health region are used in place of statistics specific to Sault Ste. Marie. Algoma is considered an acceptable indicator for Sault Ste. Marie in terms of health data, because Sault Ste. Marie's population forms the bulk of Algoma's population, and Algoma's region-wide data is more readily available.

Table 7.1: Residents who are Overweight or Obese.

Source: Public Health Ontario and Statistics Canada, Canadian Community Health Survey 2015-2016 (self-reported).

Age group	Algoma	Ontario
Youth ages 12–17	23.4%	23.6%
Adults ages 18–44	54.2%	45.7%
Adults ages 45–64	68.8%	60.5%
Adults (seniors) ages 65+	63.7%	58.6%
All adults	***61.4%***	***53.6%***

Generally, adults in Algoma are slightly more overweight or obese than residents across Ontario. However, youth in Algoma do not differ much from youth across Ontario.

Table 7.2: Residents who do Enough Physical Activity at or above Level Recommended by the Canadian Physical Activity Guidelines.

Source: Public Health Ontario and Statistics Canada, Canadian Community Health Survey 2015-2016 (self-reported).

Age group	Algoma	Ontario
Youth ages 12–17	44.5%	27.2%
Adults ages 18–44	68.1%	65.7%
Adults ages 45–64	58.8%	56.5%
Adults (seniors) ages 65+	45.1%	41.2%
All adults	***60.3%***	***57.7%***

Generally, a slightly greater proportion of adults in Algoma do enough physical activity compared to adults across Ontario, and youth in Algoma are much more active than the average Ontario youth. Still, amongst youth and seniors, more than half do not regularly attain the level of physical activity recommended by Canadian health experts.

Table 7.3: Hospitalization Rates for Chronic Disease, Per 100,000 Population.

Source: Public Health Ontario, 2018 Snapshots.

Chronic disease category	Algoma	Ontario
Cardiovascular disease	1,221.6	879.7
Respiratory disease	724.4	625.2
Diabetes	174.3	102.8

Table 7.4: Mortality Rates for Chronic Disease, Per 100,000 Population.
Source: Public Health Ontario, 2015 Snapshots.

Chronic disease category	Algoma	Ontario
Cardiovascular disease	228.9	170.0
Respiratory disease	78.9	57.2
Diabetes	29.2	18.0
Cancer (all types)	217.9	189.6

The community health data in the tables above suggest there is room for improvement in local physical health. On average, Algoma residents show much higher rates of hospitalization and mortality for chronic diseases — including cardiovascular disease, respiratory disease, diabetes and cancer — than Ontario residents. Chronic diseases are often associated with healthy behaviours, such as getting enough physical activity and maintaining healthy eating habits.

For the wellbeing of all residents, it is important that the City strives to design and create a built environment that enables and promotes healthy living and healthy day-to-day behaviours, such as walking, cycling and access to neighbourhood parks. For example, a neighbourhood where residents can easily walk or bike from their home to pick up fresh groceries is likely to have physically healthier residents. This is especially important given that almost a quarter of Sault Ste. Marie's population, both now and in the future, consists of seniors. The City will need to accommodate for an aging population in its built environment.

Table 7.5: Residents who Feel a Strong Sense of Belonging to Their Local Community.
Source: Statistics Canada, Canadian Community Health Survey 2017-2018 (self-reported).

Age group	Algoma	Ontario
Youth ages 12–17	83.9%	84.8%
Adults ages 18–34	70.5%	63.0%
Adults ages 35–49	79.5%	69.8%
Adults ages 50–64	79.5%	70.1%
Adults (seniors) ages 65+	84.2%	79.3%
All residents ages 12+	***79.0%***	***70.8%***

The sense of belonging felt by residents of a community is an important component of a population's mental wellness. Generally, the vast majority of Algoma residents feel a strong sense of belonging to their community. In addition, compared to adults across Ontario, a greater proportion of adults in Algoma feel a strong sense of belonging to their local community. This could be attributed to the small-town, tight-knit feel that is often expressed by Sault Ste. Marie and Algoma residents about our community. On the other hand, youth in Algoma generally have the same level of sense of belonging as youth across Ontario.

There are many factors that might influence residents' sense of belonging to their local community, including the strength of family and friend connections within the community, presence of local events and organizations, and opportunities for civic participation such as the City of Sault Ste. Marie's Mayor's Youth Advisory Council. The connection between residents' sense of belonging and a community's built environment is not necessarily straightforward. However, the degree to which

different areas of a city are physically connected to each other, whether through cycling lanes, transit service and road networks, can definitely impact the extent to which individual residents can interact and be involved in events and organizations throughout the city. This is especially true for residents who might not be able to drive themselves to destinations across the city.

Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) is an internationally recognized multi-disciplinary approach that uses urban and architectural design and management of built and natural environments to reduce victimization, deter offender decisions that precede criminal acts and grant a sense of community among inhabitants so they can gain territorial control of their area. In more simple terms, Jane Jacobs' concept of 'eyes on the street', to make people feel safe in active public spaces even though they may be surrounded by strangers.

Autonomous Vehicles

Connected, driverless, autonomous vehicles are an emerging technology that could have a variety of impacts upon city design, infrastructure and mobility. According to the Society of Automotive Engineers (SAE), there are 6 levels of vehicle automation, with Level 0 having no automation and Level 5 being completely automated requiring no driver intervention or oversight. Level 2 automation, which simultaneously controls vehicle speed and steering but requires continuous monitoring by a human driver is available today. Features such as 'adaptive cruise control' and 'lane assist' are examples. The jump from Level 2 to Level 3 is significant, in that Level 3 vehicles have significantly more environmental detection capabilities and human oversight and intervention becomes less significant. Level 5 vehicles perform all driving tasks under all conditions, with no human attention or interaction required.

It is at Level 5 technology where impacts to urban design and mobility could be the most profound. Fully autonomous vehicles have the potential to significantly alter locational relationships between various destinations. Literature suggests that autonomous vehicles will increase people's tolerance for longer drives, thereby creating more sprawl (of all uses) because people can multi-task and do other things during their trip. The precision of fully autonomous vehicles could result in narrower roads, driveways and parking areas, all with fewer traffic controls. One can also imagine that fully autonomous vehicles could be summoned on-demand, reducing the need for parking areas in close proximity to destinations or even eliminating them altogether. Publicly available on-demand autonomous vehicles could reduce the need for mass public transit. Private autonomous vehicles could drop one off at work and rather then sit in a parking lot all day, head home to take other family members to their destinations. The possibilities are endless.

Having said all of this, the urban environment is very complex and major technical, legal and ethical challenges remain in developing the technology to the point of Level 5 automation. Therefore, it is not anticipated that widespread fully autonomous vehicles will be in place within the 20-year time frame of the Official Plan, however it is worth monitoring over time.

Why Design for a Sustainable Sault Ste. Marie?

Through the Provincial Policy Statement, the Province requires municipalities to take a two-pronged approach to addressing environmental sustainability. Municipalities must have policies and make planning decisions that:

- **Prepare for the impacts of a changing climate** — this refers to being ready for and adaptable to future consequences from changes in climate, including more frequent extreme weather events and increased climate variability.
- **Minimize negative impacts to air quality and climate change** — through the promotion of energy conservation and efficiency, improvements to air quality and reduction of greenhouse gas emissions.

This is complementary to Provincial requirements regarding the protection of natural heritage features and natural resources, which is discussed in the Natural Environment, Resources and Constraints Chapter. Please also refer to the same chapter for a discussion on protecting the City's urban tree canopy.

In December 2020, the City of Sault Ste. Marie adopted the ***Sault Ste. Marie Community Greenhouse Gas Reduction Plan 2020–2030***[10] with a greenhouse gas (GHG) reduction goal of achieving net zero by 2050. This plan calls for the City to work in partnership with residents and community stakeholders to reduce GHG emissions from the buildings & energy, transportation and waste sectors while pursuing green space, municipal leadership and economic development opportunities. The City intends to take a staged approach to achieve its goal, focusing on a GHG reduction target of 10% corporate and 5% community between 2020–2030, with an increasing scale of reduction targets between 2030 and 2050.

Projected Climate Change Impacts for Sault Ste. Marie

The following table summarizes the findings of the *Sault Ste. Marie Community Climate Change Risk Assessment*[11] conducted by the Climate Risk Institute, a not-for-profit, academic-based entity that provides planning and decision support on climate change impacts and adaptation. The City participated in the Northern Climate Change Network led by the Climate Risk Institute, which worked with five Northern Ontario municipalities to advance climate change adaptation planning and risk assessment efforts.

[10] Available at: https://saultstemarie.ca/City-Hall/City-Departments/Community-Development-and-Enterprise-Services/Greenhouse-Gas-Emissions-Reduction-Plan.aspx
[11] Available at: https://saultstemarie.ca/City-Hall/City-Departments/Community-Development-Enterprise-Services/Greenhouse-Gas-Reduction-Plan/Climate-Change-Adaptation.aspx

Table 7.6: Current and Projected Climate Indicators for the Sault Ste. Marie Region.
Source: Climate Risk Institute, Sault Ste. Marie Community Climate Change Risk Assessment (February 2020). All values are averages.

Indicator	Baseline (1981–2010)	2050s	2080s
Annual mean temperature	4.7 °C	8.2 °C (Increase by 3.5 °C)	10.5 °C (Increase by 5.8 °C)
Maximum daytime temperature	30–32 °C	32–34 °C	35–39 °C
Annual total precipitation*	912 mm	982 mm (Increase by 8%)	1,015 mm (Increase by 11%)
Annual rainfall	668 mm	801 mm	884 mm
Annual snowfall	244 cm	193 cm	148 cm
Days per year with max. temperature > 30 °C	3.9 days	19.4 days	42.0 days
Days per year with min. temperature < -25 °C	5.2 days	1.4 days	0.2 days
Days per year with > 40 mm of rain in 24 hrs	0.6 days	0.8 days	0.8 days
Frost-free days per year	199 days	252 days	279 days
Annual water budget*	379 mm	371 mm	307 mm

*Notes:

- Total precipitation includes rain and snow. As a rule of thumb, 1 cm of snow equals approximately 1 mm of rain.
- Annual water budget refers to the annual difference between incoming annual precipitation and outgoing evaporation. A higher positive value indicates more precipitation is available for agriculture and consumption. Lower values would indicate the potential for drought conditions.

Generally, it is projected that over the course of the next several decades, Sault Ste. Marie will experience substantially more hot days and frost-free days. In terms of precipitation, Sault Ste. Marie will see an overall increase in total annual precipitation, mostly in the form of rainfall, since annual snowfall amounts are projected to decline. In addition, climate change may have a mixed impact on agriculture in the region, potentially resulting in more preferable days per year to grow crops, but at the same time less water available to support agriculture (as indicated by the “annual water budget” indicator).

If these projections hold, adapting to hotter and rainier seasons will be a challenge that Sault Ste. Marie must face. If the City does not have appropriate adaptation measures, such as being prepared for more frequent and potentially more severe storms, the projected changes could increase stress on City infrastructure and operations as well as Saultites’ daily lives and comfort.

The design of urban developments at the site level can play an important role in mitigating the impacts of climate change. **Low-impact design** or **low-impact development** is an approach to development and design that revolves around the use of natural processes to manage stormwater runoff on a development site. Development that uses low-impact design strives to cause minimal impact on local water systems.

- Low-impact design incorporates **green infrastructure** into a development — built features that perform environmental functions such as filtering and storing rainwater and stormwater, or enabling reuse of water.
- Common examples of green infrastructure include bioswales and artificial wetlands, permeable pavement and surfaces, green roofs, rain gardens and other vegetated landscaping features. These features can reduce the amount of stormwater that enters the municipal storm sewer system, especially helpful in times of heavy rainfall or severe storms.
- Green infrastructure can also help with energy conservation. For example, hard surfaces like asphalt and concrete in parking lots contribute to warmer temperatures in the immediate area through the **urban heat island effect**. By incorporating vegetation and other green features throughout the site, the urban heat island effect can be alleviated, thus reducing the need for energy-intensive artificial cooling (air conditioning).
- Other benefits from using low-impact design include improved air quality and enhanced greenhouse gas sequestration (carbon sequestration) due to the addition of more vegetation.

Both the City's current ***Stormwater Management Master Plan and Guidelines***[12] (2015) and ***Sustainable Site Plan Guidelines***[13] (2011) support and encourage the use of low-impact design and green infrastructure in developments.

Sault Ste. Marie's Community Greenhouse Gas Emissions

According to the Greenhouse Gas Emissions Inventory, Sault Ste. Marie emitted **approximately 1.5 million tonnes of greenhouse gases in 2017, or 20.5 tonnes of emissions per capita**. On a per capita basis, Sault Ste. Marie's emissions are comparable to Canada's national average of 19.5 tonnes of emissions per capita. Based on a business-as-usual forecast which assumes no action is taken to reduce emissions, if Sault Ste. Marie's emissions increase at the same rate as the City's projected population growth, Sault Ste. Marie's total community greenhouse gas emissions will **increase by 14% to approximately 1.7 million tonnes in 20 years**.

[12] Available at: https://saultstemarie.ca/City-Hall/City-Departments/Public-Works-Engineering-Services/Engineering-and-Planning/Engineering-and-Construction/Stormwater-Management.aspx
[13] Available at: https://saultstemarie.ca/City-Hall/City-Departments/Community-Development-Enterprise-Services/Planning-Enterprise-Services/Strategic-Long-Range-Planning/Urban-Design.aspx

Table 7.7: Community Greenhouse Gas (GHG) Emissions in Sault Ste. Marie by Sector in 2017.
Source: City of Sault Ste. Marie, Community & Corporate Greenhouse Gas Emissions Inventory.

Category	Sector	Emissions (tCO_2e) *	% of all emissions	Data scope
Buildings & Energy	Residential	96,807	6%	Electricity and natural gas consumption
	Commercial and institutional	77,078	5%	Electricity and natural gas consumption
	Industrial	1,039,794	69%	Natural gas consumption
	Propane and fuel oil	93,080	6%	Estimate of propane and fuel oil consumption
Transportation	On-road transportation	173,847	12%	Vehicle kilometres travelled
	Railways	12,771	1%	Estimate of emissions per kilometre of rail track
Waste	Solid waste	8,764	1%	Annual landfill gas collected
Total GHG emissions in 2017		***1,502,142 (20.5 per capita)***		

*Note: Greenhouse gas emissions are recorded as tCO_2e (tonnes of carbon dioxide equivalent), which is a measure that allows for comparison of different greenhouse gases relative to one unit of CO_2.

Sault Ste. Marie's industrial sector is the largest source of greenhouse gas emissions in the Sault, accounting for 69% of our total emissions. Other comparable cities where heavy industry comprises a significant part of the community, such as Hamilton, also see approximately 70% of their community's GHG emissions come from the industrial sector. Industrial greenhouse gas emissions are already regulated and monitored by the Provincial and Federal governments. That being said, it is imperative that the City also embrace urban design methods, such as using low-impact design and landscaping in both public projects and new developments, to help offset industrial emissions.

Road transportation is Sault Ste. Marie's second-largest source of greenhouse gas emissions, accounting for 12% of our total emissions (or 38% if industrial emissions are excluded). In terms of Official Plan policies and municipal decisions on land use, development and infrastructure, road transportation could be the most important area where the City can have a direct impact in reducing our community's greenhouse gas emissions.

Design of Sault Ste. Marie's Transportation Network

Mobility Choice of Sault Ste. Marie Residents

According to Census data, the vast majority of residents in Sault Ste. Marie commute to work by driving (83%), exceeding the provincial average (72%). In addition, compared to Ontarians in general, Saultites are less likely to take public transit to work, but Saultites show about the same tendency towards walking or cycling to work. These differences in transportation mode choice could potentially be explained by the fact that Sault Ste. Marie has a much different transportation system than larger, more populous centres in Southern Ontario. For example, our low population density makes it difficult to implement a high-capacity, high-frequency public transit system.

Table 7.8: Main Mode of Commuting to Work for Employed Persons in Sault Ste. Marie and Other Ontario Cities.

Source: Statistics Canada, 2016 Census of Population.

City (Census subdivision)	Car/truck/van as driver	Car/truck/van as passenger	Public transit	Walking	Cycling
Sault Ste. Marie	**83%**	**7%**	**4%**	**5%**	**1%**
Sarnia	83%	7%	3%	4%	1%
Sudbury	83%	6%	5%	5%	0%
Windsor	82%	7%	5%	4%	1%
Thunder Bay	82%	6%	4%	5%	1%
Kitchener	80%	7%	7%	4%	1%
Waterloo	77%	7%	8%	6%	2%
Guelph	77%	7%	7%	6%	2%
Timmins	76%	9%	5%	7%	1%
North Bay	76%	8%	4%	9%	2%
Peterborough	75%	8%	6%	9%	2%
London	75%	7%	9%	6%	1%
Kingston	72%	7%	8%	9%	2%
Ottawa	63%	6%	21%	7%	3%
Toronto	46%	5%	37%	9%	3%
Ontario	***72%***	***6%***	***15%***	***5%***	***1%***

Encouraging and enabling more people to choose walking or cycling as opposed to driving would result in positive health benefits, as well as a significant reduction in our greenhouse gas emissions. This requires consideration of both Sault Ste. Marie's transportation system as well as how urban development is designed in the city.

Sault Ste. Marie's Street Network

The Sault Ste. Marie ***Transportation Master Plan***[14] outlines strategies and priorities for development of the City's transportation system. This plan was approved in 2015 and is updated every ten years. Generally, the Plan concludes that the City's existing road network is largely sufficient for future needs, and that the City should adopt a balanced approach for our transportation system — invest in capital

[14] Available at: https://saultstemarie.ca/Cityweb/media/Engineering-and-Planning/Planning/Strategic%20Long%20Range%20Planning/TransportationMasterPlan.pdf

road improvements plus the implementation of active transportation and transit network improvements. More specifically, it recommends the City use four key strategies:

1. Build multimodal networks.
2. Maximize operational efficiency of existing roads and intersections.
3. Provide safe and accessible network for all travelers.
4. Promote environmental sustainability and community health.

There are about **550 km of municipal streets** within Sault Ste. Marie. The existing Official Plan classifies both urban and rural streets into three categories based on their intended function:

- **Arterial streets**: Designed to facilitate the safe movement of large volumes of traffic at a moderate rate of speed over extended distances.
- **Collector streets**: Designed to facilitate the safe movement of traffic from residential, commercial and industrial areas to or from the arterial street network.
- **Local streets**: Designed to facilitate the safe movement of traffic within a residential area and provide access to individual properties.

Approximately 70% of the local street network is in the urban area, and around 30% is in the rural area. The vast majority (69.8% city-wide) consists of local streets. Arterial and collector streets comprise 16.6% and 13.6% respectively.

Roughly 25 km of the Sault's street network is designated as part of the Province's Connecting Links — major roads that act as connections between Provincial highways. Connecting Links include Black Road, Carmen's Way, Great Northern Road, Second Line East and Trunk Road. These are also primary routes for commercial truck traffic travelling through the city.

Table 7.9: Municipal Streets in Sault Ste. Marie as of May 2020.
Source: City of Sault Ste. Marie.

Street designation	Total length	Proportion
Urban Arterial	71.5 km	13.0%
Urban Collector	54.5 km	9.9%
Urban Local	260.8 km	47.4%
Rural Arterial	19.6 km	3.6%
Rural Collector	20.6 km	3.7%
Rural Local	122.9 km (includes Base Line and Town Line on boundary with Prince Township)	22.4%
Total municipal streets *Connecting Links*	***549.8 km*** *27.6 km*	

According to data collected in 2011 and 2012 for the Transportation Master Plan, the major traffic flows in Sault Ste. Marie are:

- East-west along Second Line across the top of the city.
- East-west along Lyons Avenue and Wellington Street through the Downtown to Trunk Road.
- East-west through the core area along Northern Avenue and McNabb Street.
- East-west on Trunk Road leading to Wellington Street and along the Trans-Canada Highway east of Black Road.

- North-south on Great Northern Road and Pim Street.
- North-south on Bruce Street leading into the Downtown.
- North-south on Black Road for the Trans-Canada Highway portion.

Sault Ste. Marie's Active Transportation Network

There is an increasing understanding in the urban planning field that **active transportation** — cycling and walking (and rolling for wheelchair users) — is much more than just a recreational activity. Active transportation is a legitimate mode choice, and sometimes the only choice for individuals to travel throughout the community. **Active transportation deserves as much attention as conventional vehicular forms of mobility**.

The Sault Ste. Marie ***Cycling Master Plan***[15] was approved in 2007 with the goal of making cycling a real alternative for utilitarian trips — travel for non-recreational purposes, such as commute trips to work or school, or trips to run errands like getting groceries and visiting businesses and services. The Cycling Master Plan contains a number of principles for the development of active transportation in Sault Ste. Marie:

- All traveled roadways are cycle routes and cycling should be accommodated as part of any road reconstruction.
- Facilitates safe and responsible cycling practices amongst all ages, skill levels and abilities.
- Facilitates creation of partnerships.
- Is destination oriented.
- Supports quality of life: recreation, health and fitness benefits.
- Provides a sustainable transportation alternative that is practical, energy efficient, cost-effective and non-polluting.
- Supports the tourism and economy of Sault Ste. Marie.
- Inspires innovations: in programs, events, marketing, and so forth.

The City has made significant investments into building and improving Sault Ste. Marie's active transportation network over the past two decades:

- The **John Rowswell Hub Trail**, which was first conceived in 2006, has become a signature part of Sault Ste. Marie and is a very well-used corridor for pedestrian and cyclist travel. Various spoke routes to extend the City's trail network have been completed or planned, including a spoke route to Strathclair Park along Second Line and a future spoke into the James Street neighbourhood.
- In 2017, the City adopted a four-year **Active Transportation Infrastructure Implementation Strategy** that aims to add 70 km of cycling infrastructure across Sault Ste. Marie, including cycling lanes, multi-use paths and road diets. The strategy states that if it is fully implemented, approximately 94% of the Sault's population would live within 800 metres (1/2 mile or 10-minute walk) of a cycling facility.
- In 2020, more than 50 km of active transportation routes were installed across the city, including a new multi-use path along Bay Street in the Downtown and on-road painted cycling lanes throughout the urban area.

[15] Available at: https://saultstemarie.ca/City-Hall/City-Departments/Community-Development-Enterprise-Services/Planning-Enterprise-Services/Strategic-Long-Range-Planning/Active-Transportation/Cycling-Master-Plan.aspx

Table 7.10: Municipal Active Transportation Infrastructure in Sault Ste. Marie as of May 2020.
Source: City of Sault Ste. Marie.

Infrastructure	Total length
Multi-use pathways	27.6 km
John Rowswell Hub Trail	26.1 km
Bay Street	1.5 km
On-road cycling lanes	Approx. 58 km, bi-directional
Existing Queen Street cycling lane	8 km (both west and east directions)
New cycling lanes installed in summer 2020	50 km (bi-directional)
Sidewalks and walkways	367.0 km (includes Hub Trail)
Pedestrian shortcut pathways ('catwalks')	7.2 km, on 109 walkways

Walking is the most basic form of transportation. Well designed and maintained sidewalks are important to maintain an accessible city for seniors, children and persons with disabilities or mobility challenges, as well as to enable healthier living. When designing streets, the City needs to consider where residents are walking from and where they are going, with the overall goal of identifying disconnections in pedestrian routes as part of capital projects. Furthermore, new developments should also facilitate safe and intuitive pedestrian movement to, from and within their sites.

Sault Ste. Marie currently has **367 km of public sidewalks**, installed on one or both sides of most urban streets. The City's current policy is to install a sidewalk on one side of a local residential street, and both sides of an arterial or collector street. This applies to all new and reconstructed streets.

The City also has **109 pedestrian pathways** that act as connecting shortcuts between two streets. Sometimes called '**catwalks**', these shortcut pathways often appear as fence-lined alleys situated between two properties. They provide connections for pedestrians and cyclists where there are no street connections otherwise, such as at mid-block locations or at the ends of cul-de-sacs.

Figure 7.2: Map of Streets and Cycling Infrastructure in Sault Ste. Marie (Focused on Urban Area).

Source: City of Sault Ste. Marie. Includes on-road cycling lanes installed in 2020.

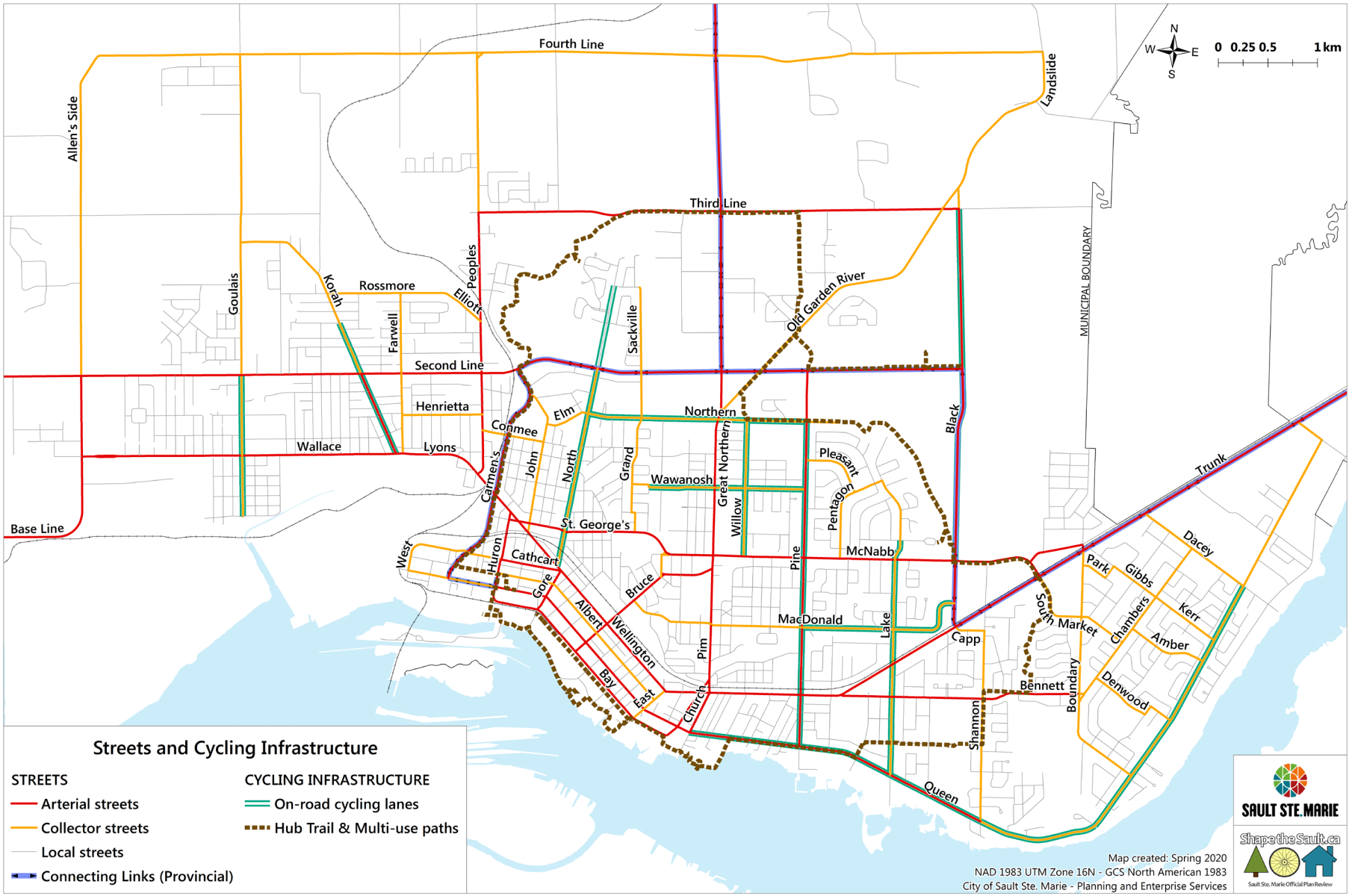
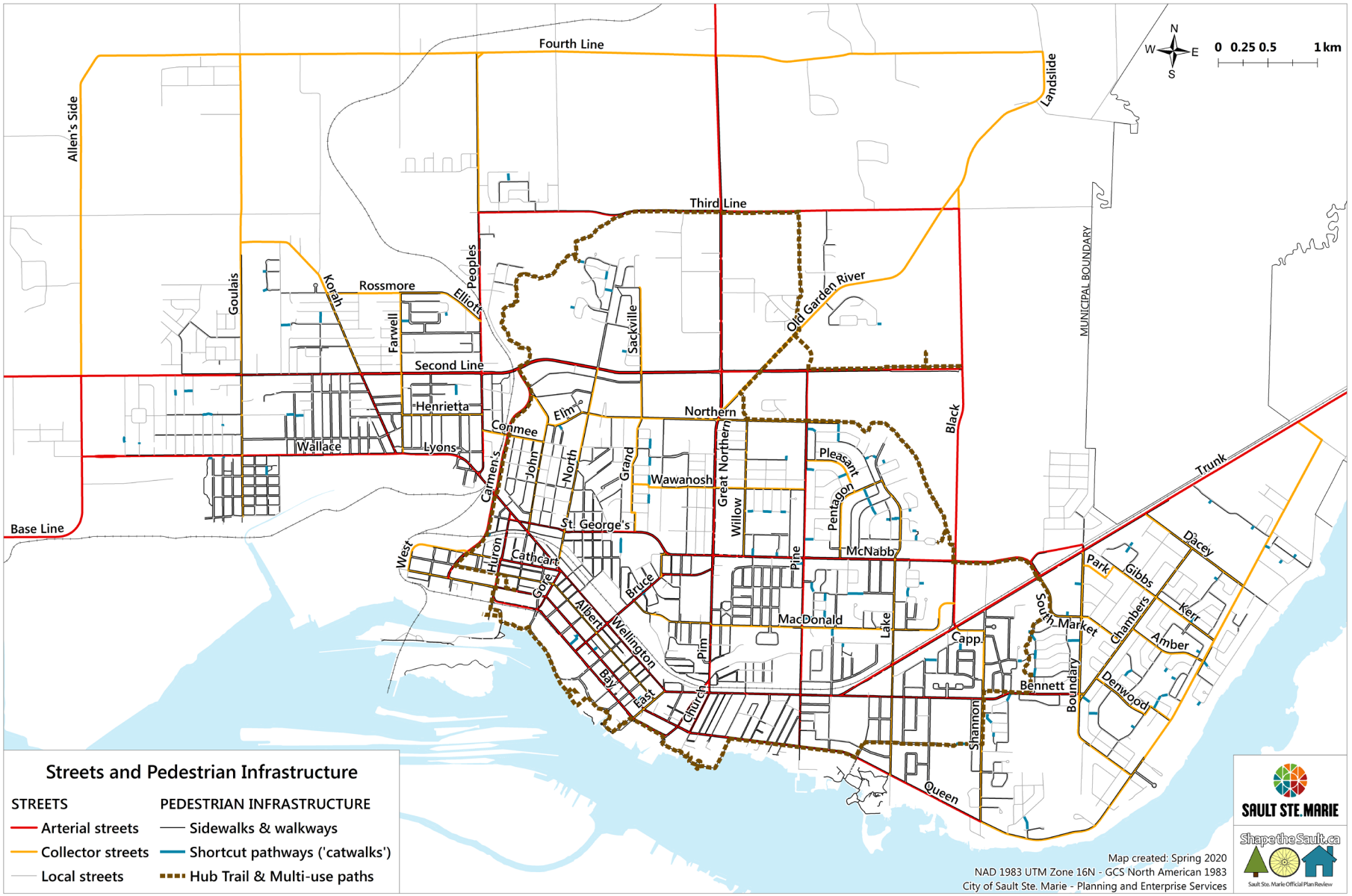


Figure 7.3: Map of Streets and Pedestrian Infrastructure in Sault Ste. Marie (Focused on Urban Area).
Source: City of Sault Ste. Marie.



Public Transit in Sault Ste. Marie

The current public transit system in Sault Ste. Marie consists of 7 conventional bus routes, 1 community bus route that primarily serves seniors' apartments, a Parabus service that serves persons with disabilities, and an on-demand bus service that serves specific times (Sunday evenings) and certain areas (McQueen subdivision) with lower transit demand. The table below provides a snapshot of Sault Ste. Marie's transit usage in 2019. The transit routes and stops that are the most popular are those that serve major grocery shopping destinations and significant student populations.

Table 7.11: Public Transit Usage in Sault Ste. Marie in 2019.
Source: City of Sault Ste. Marie.

Indicator	Comments
Total ridership	Almost 2 million passengers
Most popular bus stops or destinations	• Downtown transit terminal (Queen at Dennis St.) • Sault College bus stops on Northern Avenue • Walmart — Great Northern Road & Second Line • Food Basics — Pine St. & McNabb St. • Metro — Great Northern Road & Northern Avenue
Top two most popular bus routes	• Sault College — 490,000 passengers Route overview: Downtown terminal → Cambrian Mall → Sault College → Pine & McNabb → John Rhodes Centre → Algoma University • Riverside/McNabb — 400,000 passengers Route overview: Downtown terminal → Algoma University → Trunk Road & Rankin reserve → Wellington Square → Pine & McNabb → Cambrian Mall → Sault Area Hospital (plus Sault College on return trip)

Complete Streets

A **complete street** is a street that maximizes the use of the street's right-of-way by accommodating multiple modes of transportation, recognizing that people use streets in different ways. Creating and retrofitting streets using a complete street approach is critical to building a city where people of all ages and abilities can safely and comfortably move throughout the community. The Transportation Master Plan strongly recommends using a complete street approach to designing roads in Sault Ste. Marie, with the overall intention of balancing mobility goals with goals for building community and protecting the environment.

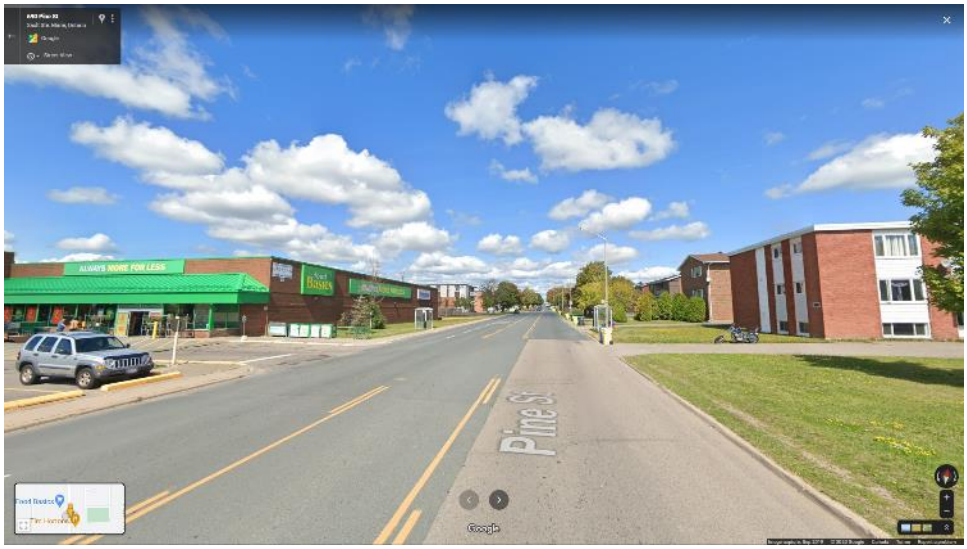
As the Transportation Master Plan states, creating complete streets means:

- Community: No plan or project can truly be successful without engaging the community and supporting community goals.
- Choices: Communities realize that cycling, walking and transit are critical components of the transportation system.
- Capacity: Capacity for private automobiles and trucks must continue to be addressed, balancing roadway capacity with mobility needs across modes.
- Calming: Planning and design of streets will encourage appropriate driving behaviours and speeds.

- Connection: Providing connections between sites, neighbourhoods, modes and jurisdictions is crucial to maintaining healthy transportation systems and communities.

Pine Street is an example of a major street that lacks accommodation and connectedness for pedestrians, despite heavy use by both vehicles and pedestrians. As a specific example, consider Pine Street at the Food Basics entrance, just north of McNabb Street. Many shoppers at Food Basics regularly cross Pine Street to reach the bus stop on the east side of the street, including many post-secondary students who do not have a car. However, there is no pedestrian infrastructure to support this very common movement, with this location having neither any visual cue for motorists to slow down or yield for pedestrians, nor any sidewalks on the east side of the street for this entire stretch of Pine from McNabb until around Pleasant Drive.

Figure 7.4: Pine Street at the Food Basics Entrance North of McNabb Street.
Source: Google Maps (2019).

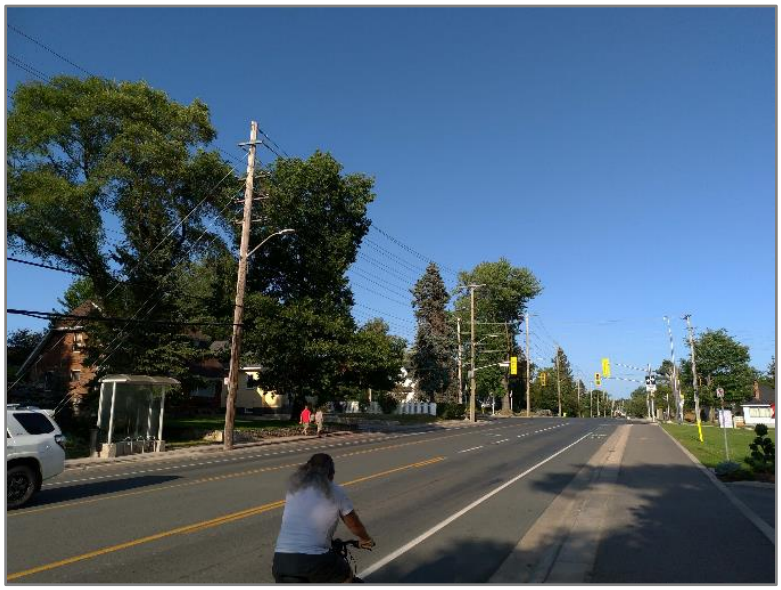


Queen Street between Church Street and Churchill Boulevard (Bellevue Park's west entrance) is a good existing example of a complete street in Sault Ste. Marie. Its design provides accommodation for multiple different modes of transportation:

- Motor vehicles: 3 traffic lanes — 2 through lanes plus 1 turning lane.
- Cyclists: painted on-road cycling lanes on both sides of the street.
- Pedestrians: multi-use path (Hub Trail) on one side of street and concrete sidewalk on other side of street.
- Transit riders: bus stops on both sides of street, including some with shelters.

One possible shortcoming preventing Queen Street from being an excellent complete street might be its lack of facilities that enable pedestrians and cyclists to comfortably cross from one side of the street to the other. Queen Street is currently classified as an arterial street between Church Street and Shannon Road. But along this entire stretch of Queen, there is only one protected pedestrian crossing — the signalized intersection at Queen and Pine streets.

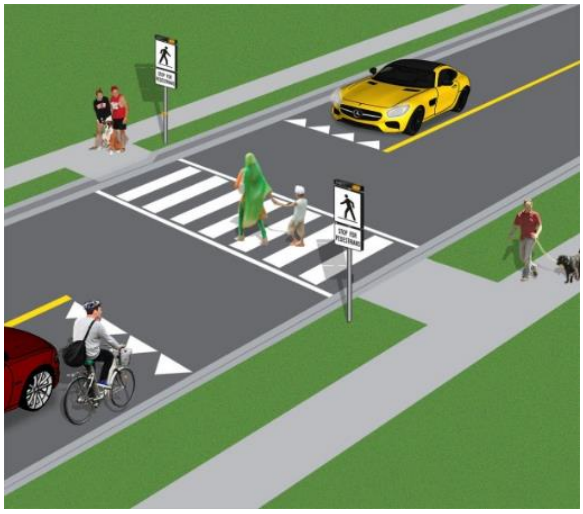
Figure 7.5: Queen Street Looking East towards the Signalized Intersection at Pine Street.
Source: City of Sault Ste. Marie.



The City has begun a program of installing **pedestrian crossovers (PXOs)** at various street locations where there is not a fully signalized intersection, but which are still locations that see significant pedestrian crossing movement. Pedestrian crossovers are enhanced crosswalks with brightly-flashing, pedestrian-activated signals that alert drivers to stop for a pedestrian. While the signal is enabled, vehicles (including bicycles) are required to stop behind the painted yield line, and may only proceed once the pedestrian has completely crossed the street. A PXO was installed in late 2019 at the intersection of Queen Street East and Churchill Boulevard, just by the entrance to Bellevue Park, which is also where the Hub Trail multi-use path crosses the street. Other PXOs recently installed by the City are located at:

- Wellington Street West and Beverley Street in the Steelton neighbourhood.
- St. Georges Avenue near St. Basil Catholic School.
- Bay Street at Spring Street and also at Pim Street in the Downtown.

Figure 7.6: Diagram of PXO with Ladder Stripes, Signs and Pedestrian-Activated Lights.
Source: Ontario Ministry of Transportation.



Design of Neighbourhoods in Sault Ste. Marie

Complete Neighbourhoods

A **complete neighbourhood** is a mixed-use neighbourhood where residents can easily access a diversity of amenities, day-to-day services and varied housing options all within the same interconnected immediate area. There is strong connectivity from residences to the available amenities and services, especially for pedestrians and cyclists. Essentially, residents in well-designed complete neighbourhoods should not need to drive or be driven in order to access amenities and services.

Figure 7.7: Area around Rosedale Park as a Local Example of a Complete Neighbourhood.
Source: Google Earth.

The Rosedale area — bounded roughly by McNabb Street to the south, Willow Avenue to the west, Willoughby Street to the north, and Pine Street to the east — is a good existing example of a complete neighbourhood in Sault Ste. Marie. Its completeness can be partially attributed to its fortunate central location beside a major commercial corridor (Great Northern Road) and near major institutions (Sault College, Group Health Centre). It is a complete neighbourhood because its mixed development pattern allows residents to access many amenities, services and housing options within easily walkable distances:

- A centrally located and open park: Rosedale Park.
- A community hub to access services and programming: Social Services' Chapple-Albion Hub (being relocated into the former Rosedale School), as well as the Sault Ste. Marie YMCA.
- Homes of different forms: single detached dwellings, townhomes and apartment buildings.
- Homes of different tenancies: owner-occupied homes, rental apartments, seniors' apartments and social housing.
- Grocery stores and convenience stores: Food Basics, Rome's Your Independent Grocer, Mac's.

- A variety of other stores for day-to-day conveniences (even if Cambrian Mall is excluded): Pine Plaza at Pine & McNabb contains a pharmacy, walk-in clinic, laundromat, and both sit-down and take-out restaurants.
- Institutional uses that provide essential services, such as the Group Health Centre.
- 'Third places' where neighbours can gather to socialize: Tim Hortons, The Harp Bar & Grill, four churches in and around the neighbourhood, and Rosedale Park itself.
    - The term **third places** refers to how these places are the places we frequent most often outside of our homes ('first place') and our workplaces ('second place').
- Good connections to other parts of the city through public transit, cycling lanes, sidewalks and even a few shortcut pathways (along north side of park and along south edge towards McNabb).

A neighbourhood that is highly connected and complete contributes greatly to creating a healthier and more environmentally sustainable city. Its residents would be able to walk or cycle more often for groceries and daily errands instead of driving, and residents might also feel a stronger connection and sense of belonging to their local community. In addition, as explained in the Housing Chapter, a neighbourhood with a variety of housing options allows residents to stay in the same, familiar neighbourhood as they age through life (i.e. "**aging in place**").

Access to Food in Urban Sault Ste. Marie

The way Sault Ste. Marie's urban areas and neighbourhoods have developed and have been designed impacts how easily Saultites can access food options. For those who do not have access to a vehicle, it is immensely advantageous to have a healthy food source right in their immediate neighbourhood.

Healthy food sources in the city include (but are not limited to):

- Big box grocery stores: Large-format, full-service grocery stores are often only located on major commercial corridors or in auto-oriented shopping nodes, due to their space and land needs. In Sault Ste. Marie, they are all located within the Great Northern Road, Trunk Road and Second Line West commercial corridors, with the sole exception of Food Basics at Pine and McNabb. (There used to be a large-format grocery store at Station Mall in the Downtown, but none has replaced Walmart since its closure in mid-2019.) Since these stores are usually intended to serve large sections of the city, if not the entire city, they are not generally located within residential neighbourhoods. That said, if the City encourages residential intensification and mixed-use development in areas next to these big box grocery stores, new complete neighbourhoods could emerge where residents could live within walking distance to these stores. This is the part of the thinking behind the "**nodes and corridors**" development pattern that many cities have adopted.
- Small grocery stores, butcher shops, pharmacies and potentially convenience stores and corner stores: There can be wide variations in the types of food products and other daily necessities that are available at these smaller retail establishments. However, because they are smaller in size and serve smaller areas, it could be easier to encourage entrepreneurs to open these stores in neighbourhoods across the city. Therefore, relaxing land use and zoning regulations to permit small-scale retail in both established and new residential areas could be beneficial for many neighbourhoods.
- Community gardens: Community gardens are a popular form of urban agriculture and also a popular recreational amenity. Community gardens can certainly help provide fresh fruits and

vegetables for individual Saultites and families (and occasionally, non-profit food organizations as well). However, community gardens might not be reliable food sources because they are seasonal and access to some gardens might be restricted to specific groups or individuals. Nevertheless, community gardens are generally easy to add into neighbourhoods and can contribute a variety of positive community impacts.

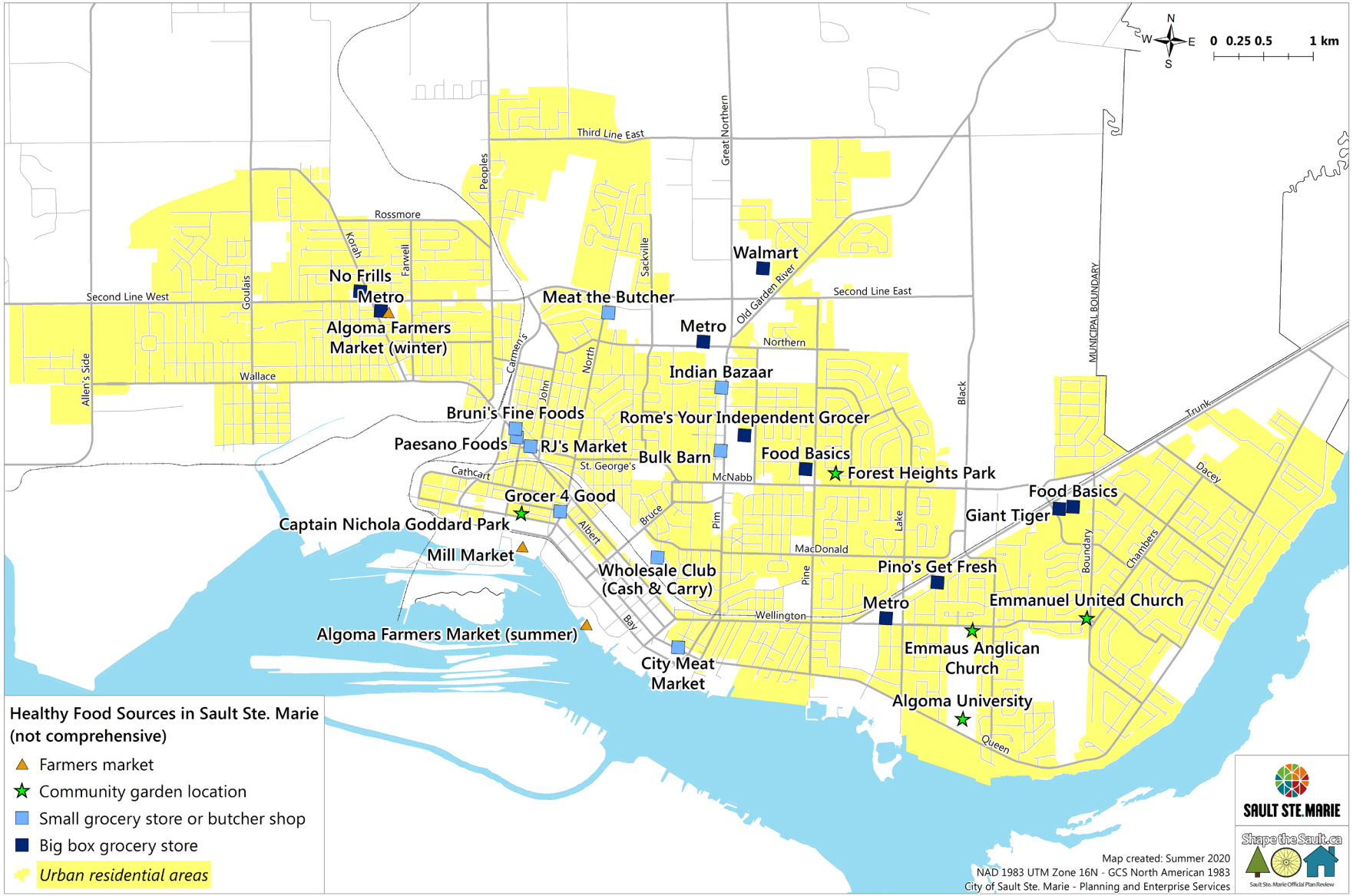
- Farmers markets: Sault Ste. Marie currently has two operating farmer's markets within the city's urban area: the year-round Mill Market in the Downtown and the seasonal Algoma Farmers Market which alternates their location based on the season. The impact of farmers markets on food access is likely similar to that of big box grocery stores, due to their nature as city-wide destinations.

Please note that this chapter focuses on food sources where individuals can purchase or grow their own food. For a discussion on food sources involving organizations that provide free or reduced-cost access to food on a community-wide scale, such as food banks, please see the Rural Area and Agriculture Chapter.

Figure 7.8: Map of Selected Healthy Food Sources in Sault Ste. Marie's Urban Area.

Source: City of Sault Ste. Marie and Google Maps.

Note: This map is not comprehensive. Small stores that may sell some grocery items, like convenience stores and corner stores, are excluded. Only community gardens that are publicly listed on the City of Sault Ste. Marie website are mapped.



What We Heard

Key Themes Heard on: Urban Design and Mobility

Designing Neighbourhoods and Urban Areas

- There is a need for more marketplaces and neighbourhood centres that can be walked to where people can access services.
- Keep public access to our waterfront — prioritize public activities, green spaces and public-serving businesses on waterfront lands.
- Consider including more park space in new urban developments.
- Allow community gardens in any public spaces, especially spaces that are underused.

Designing an Attractive City

- Maintain waterfront views by prohibiting new buildings that block views to the water.
- Make the gateways into the city more beautiful.
- Encourage better landscape design for parking lots, such as encouraging the addition of more shade trees and landscaping.

There is particularly strong interest to create an appealing and lively Downtown, and Saultites gave many ideas on this, including:

- There is a lot of opportunity to make the waterfront more vibrant. For example, reduce vehicular lanes on St. Marys River Drive or close it to cars on weekends to give more space for pedestrians, cyclists and temporary retail establishments like food trucks, thereby turning it into a safe and attractive destination.
- Introduce a Downtown hop-on, hop-off shuttlebus.
- Create better connections between key Downtown locations such as the Bondar Pavilion, Queen Street and Gore Street.
- The transformation of Bay Street into a more ‘complete’ and ‘livable’ street is a positive development that makes Downtown more welcoming.
- Consider creating pedestrian-focused shopping streets like those in Europe.
- Improve streetscaping and wayfinding on Downtown streets to create a stronger sense of place (i.e. a distinctive Downtown identity) and a more welcoming Downtown for visitors.
- Developments in the Downtown should not have parking lots in front of buildings facing the street. Keep parking lots behind buildings.
- Encourage changes to the Station Mall parking lot to make it a more attractive place.
- The City’s recent reconstruction and beautification efforts, for example on Gore Street, are appreciated and are positive; however, we still need to attract businesses to these beautified streets.

Designing a City with Good Mobility Options

We’ve heard strong support for making Sault Ste. Marie friendlier for pedestrians and cyclists. Some suggested ideas include:

- Add sidewalks and bike lanes where pedestrians and cyclists currently have to use the street’s shoulder or where streets are busy with vehicular traffic. This could be considered for rural streets too, such as Base Line and Old Garden River Road.

- Add more protected crossings for pedestrians and cyclists, e.g. traffic lights, crosswalks, bike signals.
- Use road diets to provide more space for pedestrians and cyclists.
- Provide wider street shoulders where there are no bike lanes.
- Develop a network of bike routes using side streets.
- Continue creating and maintaining pedestrian infrastructure that is accessible for people using mobility devices, including wide sidewalks, curb cuts and accessible rail crossings. Also, consider providing a longer crossing time for pedestrians at intersections.
- Consider traffic calming measures to slow down drivers who cut through residential neighbourhoods.
- Consider maintaining existing and creating new pedestrian shortcut pathways i.e. 'catwalks'.
- Better street lighting is needed on certain streets to increase safety and visibility, in both the Sault's urban and rural areas. Examples given include Carmen's Way, Gore Street and Base Line.
- Ensure proactive maintenance for streets and continue to address issues like congestion and traffic accidents from a design perspective.
- More amenities are needed along the Hub Trail and other places where Saultites walk for leisure and recreation, such as the waterfront walkway and Downtown streets. Commonly requested amenities include benches for rest stops, garbage bins, public washrooms and lighting.

The Hub Trail is a highly valued component of mobility in Sault Ste. Marie, and many Saultites recognize that multi-use paths and trails like the Hub Trail can be used for getting around the city, not just for recreation. However, Saultites did suggest improvements for the Hub Trail system:

- There is a need to complete existing gaps in the Hub Trail system.
- More infrastructure is needed along parts of the Hub Trail, such as rest stops and signage.
- Add new multi-use paths across the city, especially in the west end and east end.

Transit is always a popular topic of discussion and a variety of ideas were heard, including:

- Consider more frequent bus routes, including perhaps assigning a few key routes to a Bus Rapid Transit system.
- Improve transit stop infrastructure, including shelters (ideally heated) and more sidewalks and crosswalks near transit stops.
- Expand service to popular destinations outside the urban area, such as Hiawatha, Pointe des Chenes and the Airport.
- Ensure transit service is available even during Sundays and holidays.
- Consider the perspective of newcomers and people with disabilities when making decisions about transit service.

<u>Designing a Healthy City</u>

Algoma Public Health staff strongly recommends the City consider all five components of a healthy built environment in planning decisions to ensure a healthy Sault Ste. Marie.

- Neighbourhood Design, specifically:
    - Create complete, mixed neighbourhoods where people can live, work and play all within a short distance.
    - Build compact neighbourhoods to avoid urban sprawl.

  - Create neighbourhoods that are connected with efficient and safe networks.
  - Prioritize new developments within or beside existing communities to encourage densification.
- Healthy and Sustainable Food Systems, specifically:
  - Increase equitable access to affordable, healthy food options in individual neighbourhoods.
  - Protect agricultural land and enhance the local agri-food sector's capacity.
  - Support community-based food programs such as community gardens, urban agriculture, community food hubs and community kitchens.
- Transportation Networks, specifically:
  - Use street designs that prioritize active transportation.
  - Make active transportation networks safe and accessible for all ages and abilities.
  - Design connected routes that support multiple modes of travel, using "complete street" design approaches.
  - Improve the aesthetics and functionality of the city's transportation networks with items like good lighting, rest stops, public art and bike racks.
- Healthy Housing, specifically:
  - Provide a variety of affordable housing options that help people stay in their communities longer.
  - Ensure adequate housing quality for everyone.
  - Provide specialized housing options for marginalized populations and populations with specific needs.
  - Situate housing developments in ways that minimize exposure to environmental hazards.
- Natural Environments, specifically:
  - Preserve and connect environmentally sensitive areas.
  - Maximize opportunities for everyone to access and engage with natural environments.
  - Reduce urban air pollution and mitigate urban heat island effects by expanding natural elements through landscaping on public and private spaces.

As noted before, some of these healthy built environment components are addressed in other chapters of this document.

Other suggestions raised by Saultites for a healthier Sault Ste. Marie include:

- Require a "health impact assessment" for developments that might have a major impact on the physical health of residents, such as industrial projects that affect air quality.

<u>Designing a More Sustainable City</u>

Many Saultites are aware of the impending challenges and risks associated with climate change and greenhouse gas emissions, and want to see the City do more to address climate change:

- Use tax incentives to encourage developments to incorporate environmental features and recreational areas, such as native vegetation landscaping, natural stormwater management features, community gardens and green spaces.
- Encourage developers and builders to incorporate "green infrastructure" and "low-impact design" into new developments.
- Institute a new urban forestry strategy to address loss of existing trees.

- Install more pedestrian crossings and bike paths to make walking and cycling safer and more functional for getting around the city.
- Limit surface parking in the Downtown, and encourage conversion of parking to green space. Perhaps even consider reducing mandatory parking space requirements and encouraging developers to provide bicycle parking.
- Encourage mixed-use developments and decrease urban sprawl.
- Expand waste diversion programs such as composting, expanded plastics recycling and plastics reduction initiatives.
- Promote use of electric vehicles, both in terms of private vehicles and the municipal fleet.
- Support the Algoma passenger rail proposal currently being advanced by the Missanabie Cree First Nation.
- Support green energy businesses, 'clean' businesses and sectors that do not rely on fossil fuels.

Specifically, in reference to **Sault Ste. Marie's Greenhouse Gas Reduction Plan**, FutureSSM staff heard from residents and community stakeholders a number of priorities associated with community GHG reduction:

- Develop and encourage green economy opportunities as a sustainable job sector.
- Design future assets and infrastructure that encourage GHG mitigation at the business and citizen level (e.g. free parking for electric vehicles, bike racks and shelters).
- Prioritize energy management and energy efficiency in existing assets and new builds.
- Consult with local industrial facilities to continue to understand and work with them on their current and planned GHG reduction efforts (e.g. consortium hydrogen energy and/or transit pilot).
- Review strategies and polices that support ways to divert waste.

What We Propose

Proposed Official Plan Policies on: Urban Design

City-wide Guiding Documents on Design of Private and Public Projects

The City will develop and maintain a number of documents containing guidelines to ensure high-quality urban design, and will refer to these documents during the undertaking of public projects and the review of private projects. These documents include:

- ***Complete Streets Manual*** (to be developed): Guides the design of municipal streets and roadways to ensure that the City's transportation network is an integrated, multimodal network that serves all modes of transportation.
- ***Downtown Streetscape Manual*** (to be developed): Guides the design of streets and other public spaces in the Downtown, including the design of the streetscape within rights-of-way as well as the frontage of private properties on Downtown streets.
- ***Sustainable Site Plan Guidelines***[16]: Guides the design of all developments for which Site Plan Control is applied, to promote developments that are attractive, environmentally sustainable, barrier-free, and supports public health and comfort.
- ***Facility Accessibility Design Standards (FADS)***[17]: Guides the design of municipal buildings and developments to ensure their universal accessibility in accordance with the Accessibility for Ontarians with Disabilities Act.

Neighbourhood and Subdivision Design

The City supports and promotes the creation of urban areas that are **Complete Neighbourhoods**, meaning mixed-use neighbourhoods where residents can easily access a diversity of amenities, day-to-day services and varied housing options all within the same interconnected immediate area.

1. In reviewing development applications (Rezoning, Official Plan Amendment, Subdivision), the City shall promote the creation of complete neighbourhoods by:
    a. Considering whether a development contributes to a complete and diverse mix of land uses and housing types for the immediate area where the development is proposed. The immediate area can be defined by factors such as walking distances or transportation connections, as appropriate.
    b. Requiring appropriately designed transitions between different land uses, different densities and interfaces between existing and new development.
    c. Recognizing that parks and other public open spaces are as an integral part of enjoyable, attractive and complete neighbourhoods that shall be protected as much as possible.

2. In reviewing Subdivision applications, the City shall promote the creation of highly connected neighbourhoods by considering, as appropriate:
    a. Neighbourhood connections — roads, sidewalks, pathways, crossings, etc. — that are straightforward and intuitive, in accordance with the **Complete Streets Manual**.

[16] Available at: https://saultstemarie.ca/City-Hall/City-Departments/Community-Development-Enterprise-Services/Planning-Enterprise-Services/Strategic-Long-Range-Planning/Urban-Design.aspx
[17] Available at: https://saultstemarie.ca/City-Hall/City-Departments/Community-Development-Enterprise-Services/Planning-Enterprise-Services/Accessibility/Facility-Accessibility-Design-Standards.aspx

   b. Safe and continuous pedestrian connections between residences and community amenities such as schools, parks, places of worship and neighbourhood retail and services.
   c. A street network that facilitates public transit through the neighbourhood with reasonable walking distances to transit stops. This includes safe pedestrian connections, such as sidewalks and crosswalks, to these transit stops.

3. The City shall encourage new residential subdivisions to include land uses that function as "third places" — neighbourhood hubs intended for social gathering and interaction. These may include: parkettes, places of worship, coffee shops and small restaurants. ♡

Please refer to the Parks, Recreation, Arts, Culture and Heritage Chapter on proposed policies regarding the design and location of public parks. Please refer to the Rural Area and Agriculture Chapter for proposed policies regarding community-based food uses, such as community gardens and food banks.

Area-Specific Design Policies

The City supports and promotes enhanced, high-quality design for developments and public projects in identified areas of Sault Ste. Marie where there is extra importance in creating and maintaining an attractive built environment.

1. Downtown — Downtown is the economic, social and cultural heart of Sault Ste. Marie. A well-designed, attractive Downtown is critical to attracting new residents and businesses to the city. Therefore, in accordance with the **Downtown Strategy** and the **Downtown Streetscape Manual**, the City shall:
   a. Use incentives and regulatory policies to develop Downtown into a complete neighbourhood containing a diverse mix of places to live, work, shop for groceries and necessities, and enjoy leisure time and have fun.
   b. Require human scale, street-oriented development. This means development that:
      i. Considers the relationship between buildings and the public realm.
      ii. Continues the existing traditional built form pattern, which includes zero front yard setback and ground floor commercial uses.
   c. Implement appropriate complete street approaches for Downtown streets, by:
      i. Ensuring streets and abutting development facilitate pedestrian, cyclist and transit modes of travel.
      ii. Incorporating trees, landscaping and welcoming pedestrian amenities into streetscapes.
   d. Encourage the construction and rehabilitation of a variety of dwellings that can accommodate residents of all ages, income levels and household sizes.
   e. Develop neighbourhood infrastructure and amenities, such as public parks and plazas, that residents of all ages can enjoy.
   f. Activate underused spaces to create places where residents can gather, socialize and enjoy leisure time, including places for temporary use.
   g. Prioritize Downtown waterfront lands along the edge of the St. Marys River for public uses. Any new private development along the Downtown waterfront shall be required to incorporate public access to the river.

h. Develop a distinctive identity for the entire Downtown by promoting high quality urban design and property aesthetics through Site Plan Control.
i. Require public and private projects throughout the Downtown to be consistent in establishing a clear sense of place and direction, recognizing Downtown's distinct heritage character, and creating Downtown gateways and landmarks that are inviting and attractive. This concept will be further developed as part of the **Downtown Streetscape Manual**.

2. Gateways — Gateways are locations that visitors first see when they arrive in Sault Ste. Marie, and therefore must portray a positive impression of the city.
    a. Currently identified Gateways are:
        i. Area immediately surrounding the International Bridge Plaza.
        ii. Great Northern Road between Second Line and Fourth Line.
        iii. Trunk Road from the east City limits to Black Road.
    b. Developments located within identified Gateways shall be attractive, welcoming and interesting, and have a higher standard of building and site design, in accordance with the **Sustainable Site Plan Guidelines**.
    c. Frontage along Great Northern Road north of Fourth Line to the north City limits shall be maintained as a wilderness area.

3. Landmarks and public vistas — The City may identify significant views from public spaces to key Sault Ste. Marie landmarks and natural features that are deemed to be important to protect for public enjoyment. This concept will be further developed as part of the **Sustainable Site Plan Guidelines**.

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4. Nodes and corridors — Nodes and corridors are urban areas of the city where there already exist significant people activity, especially in terms of commercial retail. These areas present strong opportunities to create well-designed and highly-connected complete neighbourhoods.
    a. Currently identified nodes and corridors are:
        i. Great Northern Road between McNabb Street and Second Line — with nodes at Great Northern Road & McNabb Street and Great Northern Road & Northern Avenue.
        ii. McNabb Street between Great Northern Road / Pim Street and Pine Street — with a node at McNabb & Pine Street.
        iii. Trunk Road between Wellington Street and Dacey Road, with nodes at Black Road and Boundary Road.
        iv. Second Line West between Goulais Avenue and Farwell Terrace — with nodes at Goulais Avenue, Korah Road and Farwell Terrace.
        v. Wellington Street West between John Street and Carmen's Way.
    b. In accordance with the **Sustainable Site Plan Guidelines**, the City shall encourage higher design standards for developments within nodes and corridors to enhance connectivity and multimodal movement for all ages and abilities.
    c. Street design within nodes and corridors should utilize appropriate complete street approaches in accordance with the **Complete Streets Manual**, such as by:
        i. Ensuring streets facilitate pedestrian, cyclist and transit modes of travel.
        ii. Incorporating trees, landscaping and welcoming pedestrian amenities into streetscapes.

Site Design

The City supports and promotes developments that advance the goals of attractive and high-quality design, barrier-free accessibility, environmental sustainability, land use compatibility, and public health and comfort. The City shall maintain a **Sustainable Site Plan Guidelines** document that staff will use to review all development proposals for which Site Plan Control is applied. ♡

1. Site Plan Control shall be applied to all of the following:
    a. On all lands designated Commercial, Mixed Employment, Institutional and Downtown.
    b. On lands that interface with residential or other sensitive uses.
    c. On lands that front onto urban Arterial Streets.
    d. On lands located within identified Gateways.
    e. For all developments of certain sensitive uses, including multi-family residential, group homes and bed-and-breakfasts.

2. Where a development of a non-sensitive use contains an interface between sensitive and non-sensitive uses (such as when a commercial development abuts a residential dwelling), the following shall be required where applicable:
    a. High-quality landscaping on property edges.
    b. Landscaping that provides aesthetic, visual and acoustical buffering for abutting sensitive use properties.
    c. Functional activities of non-sensitive uses such as outdoor storage, parking and loading shall not be located in yards across from or abutting sensitive uses.
    d. Light and noise shall be directed away from sensitive use properties, and noise attenuation measures may be considered.
    e. Buildings should be compatible in scale with abutting sensitive use buildings.

3. New developments shall consider their impact on street functions, and access and circulation for all transportation modes.
    a. Allow for sharing of driveways and direct vehicular connections between parking lots and buildings of abutting properties where possible, to limit access points onto streets.
    b. Incorporate facilities that support access via alternative modes of transportation into the development, such as: internal sidewalks, transit shelters, internal bike lanes, bicycle parking and traffic calming measures.
    c. Accommodate and promote pedestrian travel within the development through the creation of pedestrian-friendly environments. Where feasible, new developments will provide walking facilities and ensure reasonable walking distances to the public street and abutting transit stops.
    d. Consider constructing several smaller-sized parking areas defined by landscaping and pedestrian amenities, rather than one extensive parking area.

4. All new and significantly reconstructed buildings and spaces, especially those that are intended to be open to the public, shall use barrier-free design that enables universal accessibility for all ages and abilities, in accordance with the **Accessibility for Ontarians with Disabilities Act** and the **Ontario Building Code**. Municipal developments shall additionally be designed in accordance with the **Facility Accessibility Design Standards (FADS)**.
    a. The City will continually encourage the elimination of barriers in existing developments.

   b. For all new developments and redevelopments, barrier-free parking shall be provided in accordance with the requirements of the **Zoning By-law**. Barrier-free parking spaces should be located adjacent to buildings and within close proximity to primary entrances.
   c. Developments shall include physical amenities that allow for safe and accessible travel by pedestrians and persons with disabilities or mobility challenges, such as: unobstructed dedicated walkways, curb cuts, ramps and drop off & pick up areas.

5. The City shall require higher quality landscaping on all developments where Site Plan Control is applied.
   a. Tree planting and landscaping shall be emphasized for all new developments.
   b. Vegetation to be planted shall be varied and be either native species or other non-invasive species, and shall be species that thrive in urban environments.
   c. Access corridors (private access roads), front yards and edges/buffers shall be characterized by high quality landscaping.
   d. Wherever possible, developments shall maintain and reinforce existing trees, natural features and wooded areas within or adjacent to the development site.
   e. Vegetation and sustainable landscaping measures should be used to reduce urban heat and stormwater runoff.

6. The City shall encourage developments to integrate low-impact design into landscaping plans and site design.
   a. Incorporate in all new developments, redevelopments and public projects, sustainable and low-impact design features that address energy efficiency, energy and water conservation and other environmental goals.
   b. Wherever possible, minimize impact on the City's stormwater management system by incorporating on-site measures, such as permeable surfaces and vegetative retention areas, that limit the amount of stormwater entering the municipal service system.
   c. Design parking areas in ways that are visually appealing and considers the impact on stormwater and urban heat island effects through the choice of surface materials and vegetation.
   d. Use energy-efficient lighting and development standards in creating a well-lit and comfortable environment for the entire site.

7. The City will ensure developments promote comfort and safety by adopting appropriate human scale design and Crime Prevention through Environmental Design (CPTED) considerations, in accordance with the **Sustainable Site Plan Guidelines**.

8. Functional areas such as outdoor storage, refuse areas, and loading and servicing areas should either be visually screened using landscaping or visually blended using proper building materials.

9. Large-scale public and private developments shall incorporate areas and amenities for public use that are safe, comfortable, intuitive and well-designed to foster social interaction or leisure. These amenities could include: parkettes, bus shelters and waiting areas, and pedestrian facilities such as sidewalks, boardwalks and trails.

10. In reviewing development applications for properties abutting rivers, creeks and lakes, the City may consider opportunities to increase public access to shorelines.

Proposed Official Plan Policies on: Mobility — Design of the Municipal Transportation System

In accordance with the **Transportation Master Plan** and **Cycling Master Plan**, the City shall take a balanced approach to developing Sault Ste. Marie's municipal transportation system, by investing in capital road improvements as well as implementing active transportation and transit network improvements. ♡🚲🚌🍃

1. The City's transportation network shall be built and maintained as an integrated, multimodal network that serves all modes of transportation: pedestrian, cyclist, transit, private automobile and commercial vehicles.
    a. The City shall develop a **Complete Streets Manual**, and where feasible, and considering available right-of-way widths, the City shall use appropriate complete street approaches in the design and construction or reconstruction of all streets within the Urban Settlement Area.
    b. The City shall expand and maintain the active transportation network, including completing gaps along the John Rowswell Hub Trail, extending the network via spoke routes and implementing on-street cycling lanes.
    c. The City shall maintain an appropriate highway and commercial vehicle (truck route) network in conformance with Ministry of Transportation guidelines.

2. The City shall monitor and maintain the operational efficiency of roads and intersections.
    a. Major goods movement corridors, such as highways and truck routes, shall be protected for efficient vehicular movement. However, the need for pedestrians, cyclists and transit users to use or cross these corridors shall simultaneously be considered, and the City shall facilitate safe movement along or across these corridors as appropriate.
    b. The City shall identify standards for consolidated driveway and access control onto Arterial roads and the Trans-Canada Highway. This includes applying Site Plan guidelines for developments abutting these corridors that:
        i. Preserve and promote the integrity, functionality and aesthetic quality of Arterial corridors.
        ii. Minimize traffic conflicts, collisions and congestion.
        iii. Enhance safe access to and from a property for all modes of transportation.
    c. A **Transportation Impact Study** may be required as part of a development's application process, as determined by the City.

3. The City shall provide a safe, accessible, intuitive and interconnected transportation network for travelers of all ages and abilities using any mode of transportation.
    a. All transportation infrastructure projects shall have input from the City's Accessibility Advisory Committee.
    b. When constructing or reconstructing any transportation infrastructure, the City shall ensure it is built to be safely usable by individuals of all ages and abilities. This applies to infrastructure including roads, cycling facilities and sidewalks, as well as crossings of different transportation infrastructure such as street intersections, crosswalks, crossovers, and railway crossings.
    c. Best practice standards shall be applied to create safe and accessible crossings along the John Rowswell Hub Trail and high-demand pedestrian corridors.

d. The City should continually support opportunities to make the transportation network better. This could include, but is not limited to:
    i. Supporting road diets and temporary road closures where appropriate to provide more space for active transportation users.
    ii. Considering traffic calming measures where appropriate based on neighbourhood input with reference to the City's Procedures for Traffic Calming.

4. The City shall promote environmental sustainability and community health through mobility, by designing municipal transportation infrastructure to be appealing and easy to use for all modes. This may include, but is not limited to:
    a. Installing safe, comfortable and intuitive pedestrian and cyclist crossings at intersections.
    b. Providing rest stops along multi-use trails.
    c. Providing good lighting on roads, selected multi-use trails and connectors.
    d. Providing bicycle parking at public facilities.
    e. Considering bicycle parking in Site Plan review of major private developments.
    f. Providing safe and effective transit stops and connections.
    g. Implementing wayfinding that enhances ease of travel and navigation for travelers using any mode of transportation.

5. All municipal streets shall be designed according to the following street classifications where feasible.

Street Class	**Description**	**Protected Design Width**
Arterial Street (urban & rural)	Arterial Streets are designed to be able to carry high vehicular traffic volumes, and form the primary network of corridors for traffic moving through the city. • Within the Urban Settlement Area, commercial truck traffic should be directed onto Arterial Streets wherever appropriate, instead of Collector Streets or residential Local Streets. • Arterial Streets within the Urban Settlement Area, specifically in the Downtown, within nodes and corridors identified in the Official Plan, and where abutting land uses on either side of the street are primarily Residential or Commercial uses, shall have enhanced 'complete street' designs to accommodate active transportation modes and public transit safely and comfortably within the street right-of-way, where feasible. This may include, as appropriate: o Sidewalks on both sides of the street. o Active transportation infrastructure such as cycling lanes or multi-use paths. o Landscaping to separate vehicle lanes from sidewalks or multi-use pathways. o Controlled mid-block crossings.	Up to 30m

	○ Safe and accessible street furnishings such as transit shelters, benches, receptacles and bike racks. • Lands that front onto Arterial Streets within the Urban Settlement Area shall be subject to Site Plan Control, in order to regulate: ○ Access to and from Arterial Streets, with consideration for all modes of transportation. ○ Aesthetic quality of the built form along Arterial Streets. ○ High-quality front yard and interior landscaping. • Arterial Streets outside the Urban Settlement Area should accommodate active transportation modes using on-street designs (such as widened roadway shoulders) or off-street designs (such as multi-use paths). • Changes in classification to the Arterial Street network do require an Official Plan amendment.	
Collector Street (urban & rural)	Collector Streets are designed to be able to carry medium vehicular traffic volumes, and provide connections between Local Streets and the Arterial Street network. Collectors are often used as linkages between residential land uses and institutional or commercial land uses. • Collector Streets within the Urban Settlement Area should use 'complete street' approaches to promote an even balance between vehicular and active transportation modes within the street right-of-way, where feasible. This may include, as appropriate: ○ On-street cycling lanes. ○ Sidewalks on both sides of the street, including addressing missing linkages. ○ Landscaping to separate vehicle lanes from sidewalks or multi-use pathways. ○ Marked mid-block crossings. • Collector Streets outside the Urban Settlement Area should have adequate marked paved shoulders that could provide space for active transportation wherever space allows. • Changes in classification to the Collector Street network do require an Official Plan amendment.	Up to 21.5m
Local Street (urban & rural)	Local Streets are designed to be able to carry low vehicular traffic volumes, and provide direct access to individual properties primarily within residential and industrial areas. • Local Streets within the Urban Settlement Area located in the Downtown and residential neighbourhoods will give equal priority to active transportation and vehicular transportation, including: ○ Consideration to creating a well-connected active transportation network within these areas using Local Streets and other streets. ○ Shall have sidewalks on at least one side of the street. • Local Streets within the Urban Settlement Area located in industrial areas generally give more priority to vehicular	Up to 20m

	transportation than active transportation. However, sidewalks and on-street cycling lanes should still be considered on Local Streets in these areas. • Changes in classification to the Local Street network do NOT require an Official Plan amendment.	

Proposed Changes to Street Classification from Existing Official Plan

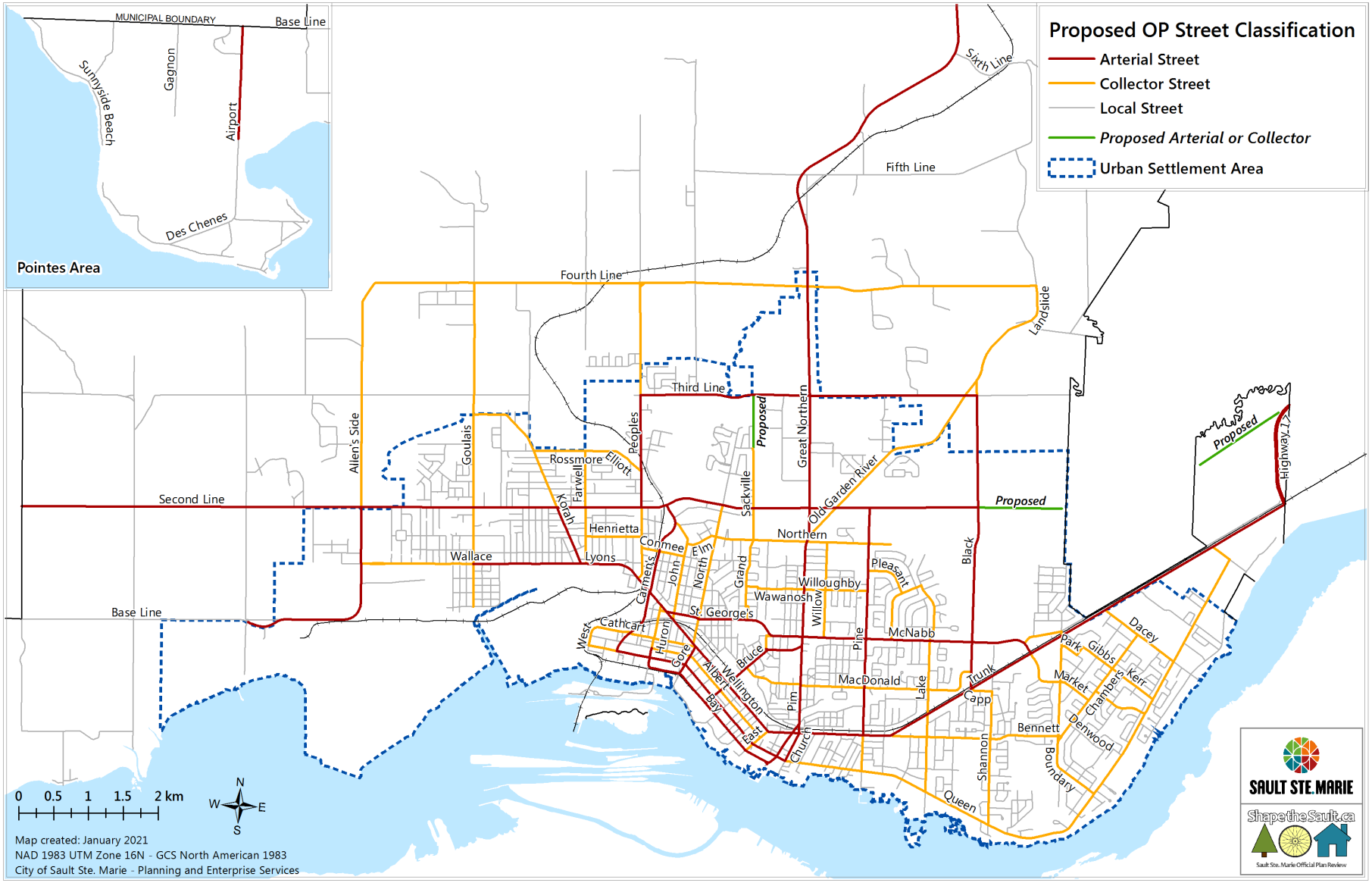
The following changes to municipal streets' existing classification are proposed, based on their current functions and traffic volumes.

Street	Bounds	Existing classification	Proposed classification	Rationale
Adeline Avenue	Trunk Road, Frontenac Street	Urban Arterial	Collector	South Market extension has replaced it.
Bennett Boulevard	Indiana Drive, Boundary Road	Urban Arterial	Collector	Quiet nature and road diet proposed.
Cathcart Street	Huron Street, Gore Street	Urban Arterial	Collector	Carmen's Way has replaced this as main route to border.
Huron Street	Albert Street West, Wellington Street West	Urban Arterial	Collector	Carmen's Way has replaced this as main route to border.
McNabb Street	South Market Street, Adeline Avenue	Urban Arterial	Collector	South Market extension has replaced it.
Pine Street	Queen Street East, Wellington Street East	Urban Arterial	Collector	More appropriate due to quiet nature.
Queen Street East	Church Street, Shannon Road	Urban Arterial	Collector	More appropriate due to its current multimodal, quiet nature.
St. George's Avenue West	Huron Street, Wellington Street West	Urban Arterial	Collector	This is only the section behind former Steelton Seniors Centre.
Wallace Terrace	Allen's Side Road, Goulais Avenue	Urban Arterial	Collector	Not a truck route, and road diet proposed.

Street	Bounds	Existing classification	Proposed classification	Rationale
Wellington Street East	Trunk Road, Indiana Drive	Urban Arterial	Collector	Section starting at Churchill Plaza. Much quieter nature than west of here, and road diet proposed.
Wellington Street West	Second Line, Lyons Avenue	Urban Arterial	Collector	Carmen's Way has replaced it.
Queen Street West	Carmen's Way, Huron Street	Urban Collector	Arterial	Current main route to border.
Denwood Drive	Simon Avenue, Chambers Avenue	Urban Collector	Local	More appropriate due to low traffic.
Millwood Street	Queen Street East, Simon Avenue	Urban Collector	Local	More appropriate due to low traffic.
Simon Avenue	Denwood Drive, Millwood Street	Urban Collector	Local	More appropriate due to low traffic.

Figure 7.9: Proposed Official Plan Street Classification.

Source: City of Sault Ste. Marie.



8. Parks, Recreation, Arts, Culture and Heritage

When thinking about things that are key in creating a place where people love to live, hard services such as water, sewer, power and snow removal certainly play a role. Soft services like well designed and maintained parks and recreational facilities, quality spaces for arts and culture, and the preservation of local heritage also play a key role in creating a city that residents enjoy living in and proudly call home. Parks, recreation, arts, culture and heritage are all quality of life components of Sault Ste. Marie that can build community and local pride, boost our local economy and improve our health and environment.

What We Know

Key Points

- Only about 16% of total parkspace in Sault Ste. Marie is owned and operated by the City. Other public organizations such as the Conservation Authority provide significant amounts of recreational space. Numerous local organizations and user groups play an important role in programming public space.
- The parkspace system in Sault Ste. Marie includes community parks, neighbourhood parks, parkettes and linear parks (trails). Many include equipment for active play or sports, but some simply function as green spaces to enjoy passively.
- Total amount, equitable distribution and suitable programming are critical components in determining appropriate parkspace service levels. Generally, residential neighbourhoods in the Sault have walkable access to enough parkspace with suitable programming.
- While school yards are technically not parks, they often function as public recreational or green spaces. As local school boards continue to close underutilized schools, we risk losing the recreational spaces offered as part of school properties.
- The powers under Section 42 of the Planning Act, which allow municipalities to collect parkland or cash in lieu of parkland in relation to development and redevelopment proposals, are underutilized.
- Sault Ste. Marie has a vibrant arts and culture community that could benefit from stronger collaboration and support from both public and private sectors.
- There are currently 38 designated heritage sites in Sault Ste. Marie, of which over two-thirds are located in the Downtown.
- A number of neighbourhoods in the Sault have a unique history and character, and their designation as “Locally Significant Heritage Areas” is meant to help maintain their uniqueness and appeal.
- The City is required to plan for and enforce the conservation of archaeological resources, and to consider the interests of Indigenous communities in the process.

Parks and Recreation in Sault Ste. Marie

There are three important considerations when planning for a community's parkspace:

1. Is there enough parkspace for the community?
2. Is parkspace, especially neighbourhood parks, equitably distributed throughout the community?
3. Do parks contain the appropriate amenities and programming levels?

The majority of parks in Sault Ste. Marie can be generally classified into four categories:

Community Parks (Including community facilities)
Serve residents living in all parts of the City and beyond. Examples of City-owned community parks include Strathclair Park, Bellevue Park and Clergue Park. There also exist significant community parks not owned by the City, such as Hiawatha Highlands, Fort Creek Conservation Area and the Sault Ste. Marie Canal National Historic Site. Community facilities such as the John Rhodes Community Centre and Northern Community Centre are also defined as parkspace.

The main distinction between a community park and a neighbourhood park is that community parks contain facilities and attributes that attract residents from throughout the community and beyond. Therefore, they must be located and designed to be fully accessible, with amenities such as on-site parking and pedestrian facilities.

Community parks may also contain amenities aimed at servicing the immediate neighbourhood, in a manner similar to neighbourhood parks.

Neighbourhood Parks
Mainly serve residents living near them, with amenities generally designed to accommodate youth recreational needs, but also offer appropriate spaces and amenities for a broader demographic.

Neighbourhood parks should be located to be the focal point of a neighbourhood and designed to be safe inviting spaces with adequate sightlines to public streets. Typically, amenities such as on-site parking is not required as part of a neighbourhood park.

Neighbourhood parks can include amenities that attract residents from beyond the immediate area, albeit at a smaller scale than those provided in a community park.

Parkettes
Primarily exist and should be further developed in the Downtown core, providing small-scale leisure amenities, as well as cultural and social interaction opportunities. Examples include the March Street Stage and Queenstown Commons.

Linear Parks (Trails)
Act as both recreational space and utilitarian connections between separate parts of the city. The John Rowswell Hub Trail is our signature linear park.

Amount of Parkspace in Sault Ste. Marie

Table 8.1: Public Parkspace in Sault Ste. Marie Per 1,000 Residents.
Source: City of Sault Ste. Marie.

Park type	Total area (hectares)	Area per 1,000 residents (hectares)
All Public Parkspace	1966.8 ha	26.8 ha
Public Parkspace Not City-owned	1648.9 ha	22.5 ha
All City-owned Parkspace	317.9 ha	4.3 ha
City-owned Community Parks	239.2 ha	3.3 ha
City-owned Neighbourhood Parks	78.7 ha	1.1 ha

Approximately 84% of the total parkspace in the community is not owned by the City. This includes large Conservation Areas such as Hiawatha Highlands, Shore Ridges Wetland, Fort Creek and the Canal Site. While not City-owned, these spaces provide important recreational open space for the community and beyond. The City should continue to work with the various owners of these public spaces to support continued public access and programming.

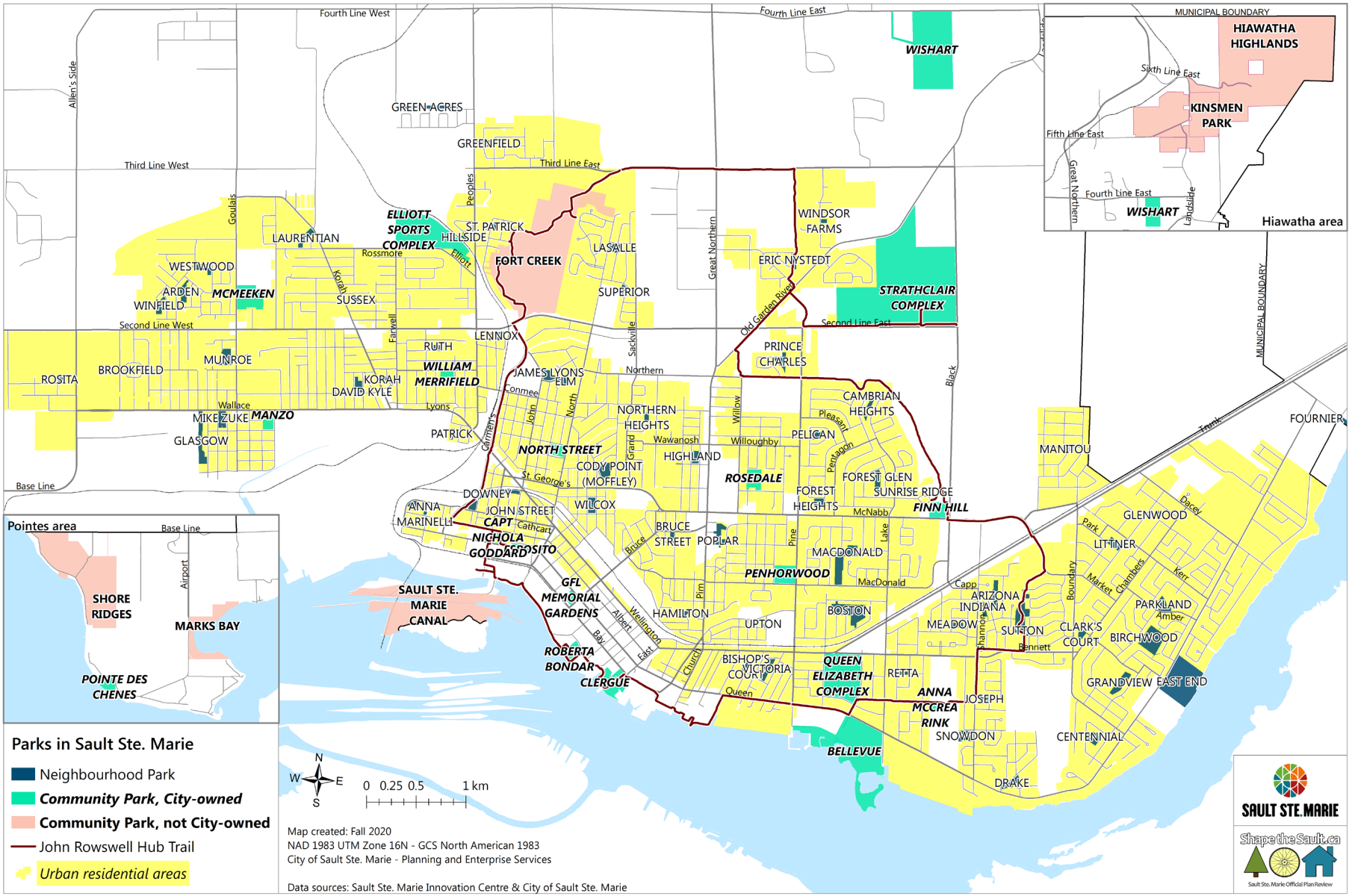
Some Municipalities have established minimum targets (area/1,000 residents) for the provision of various types of parkspace. For example, Guelph aims to provide no less then 2.6 hectares of community parks and 0.7 hectares of neighbourhood parks per 1,000 residents. Sudbury aims to provide at least 3 hectares of community parks and 1 hectare of neighbourhood parks per 1,000 residents. When only considering City-owned parkland, the Sault currently exceeds all of the minimum parkspace provision targets reviewed. When considering all publicly accessible parkland, the City is well served by ample parkspace.

Distribution of Parkspace in Sault Ste. Marie

When considering the distribution of parkspace, neighbourhood parks within the Urban Settlement Area are generally the focus. Outside the Urban Settlement Area, the rural development pattern of low density and large lots significantly reduces the need for neighbourhood parkspace.

Figure 8.1: Map of Public Parkspace in Sault Ste. Marie.

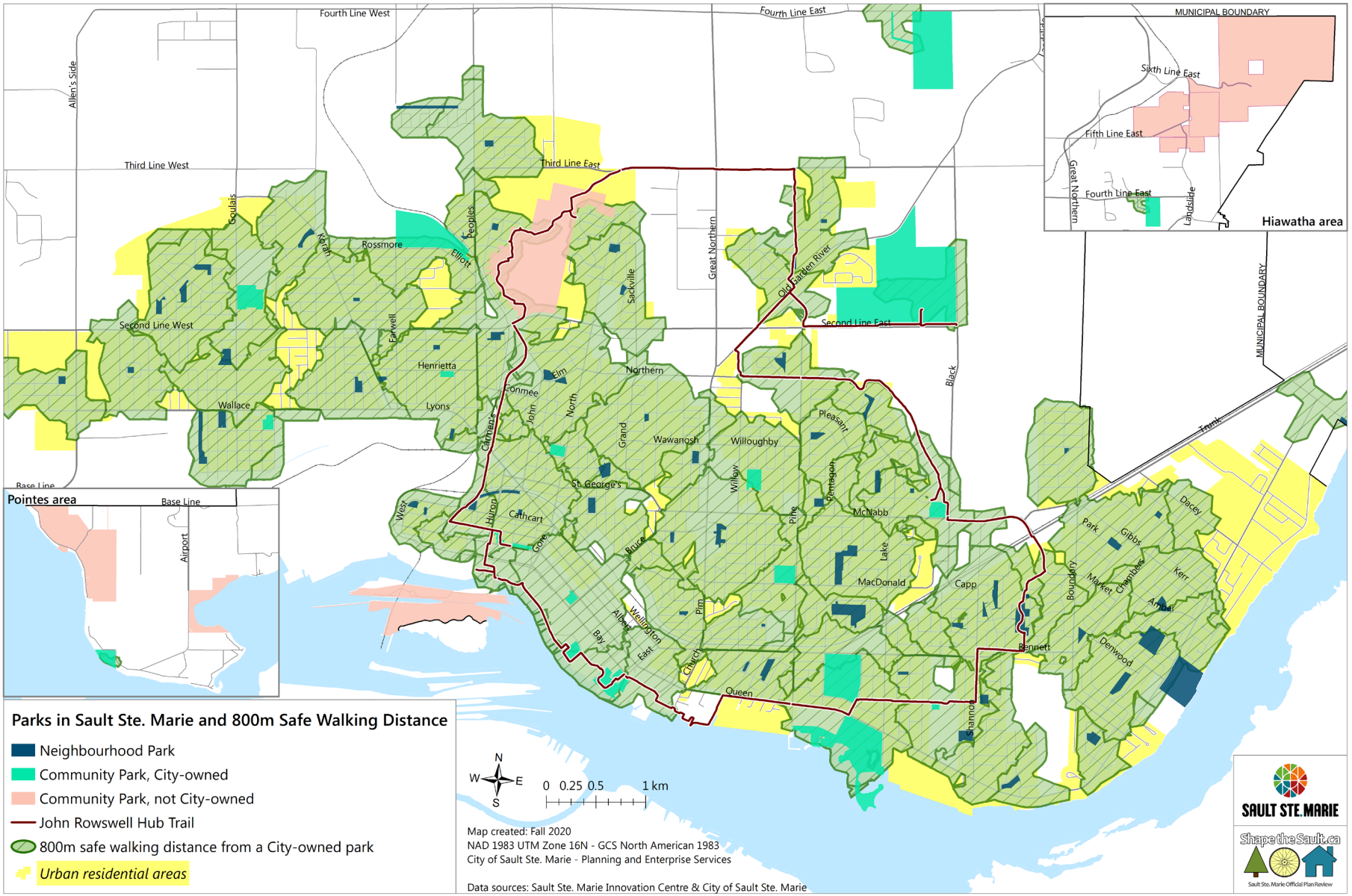
Source: City of Sault Ste. Marie.



The map in Figure 8.2 shows the overall distribution of City-owned parks, including the *'Immediate Service Area'* of those parks, which considers a safely walkable radius of 800 metres (1/2 mile or 10-minute walk) without the need to cross major barriers such as non-signalized intersections of one or more arterial road(s).

The majority of the Sault's urban residential areas are within the immediate walkable service area of a City-owned park; however, there do exist some gaps. Some of these gaps can be attributed to draft approved residential subdivisions on the fringes of the urban area that have not yet developed. For example: The Eastside and Queensgate Subdivisions east of Dacey Road, and the Greenfield Subdivision at Third Line and Old Goulais Bay Road. These subdivisions have dedicated parkland to the City which will be established as the subdivisions continue to develop. There are also gaps resulting from a lack of safe pedestrian crossings at arterial roads. A notable example is Bellevue Park and Queen Street East. The recent installation of the pedestrian crossover at Queen Street and Churchill Boulevard has significantly increased the number of homes within the immediate walkable service area of Bellevue Park. In other cases, the installation of a walkway can also significantly increase the walkable service area of some parks.

Figure 8.2: Parks in Sault Ste. Marie and Each City-owned Park's Immediate Service Area (800-metre Safe Walking Distance).
Source: City of Sault Ste. Marie and Sault Ste. Marie Innovation Centre.



It is also important to consider other demographic and socio-economic factors when assessing the equitable distribution of parkspace throughout the community. Table 8.2 below ranks the top 10 parks for 5 key indicators. This information is also useful in determining appropriate amenity and programming levels based upon nearby demographics and socio-economic factors.

Table 8.2: Demographic and Socio-economic Analysis of Those Living Near Municipal Parks (Within 800-metre Safe Walking Distance).

Source: Sault Ste. Marie Innovation Centre & Statistics Canada, 2016 Census of Population.

Rank	Highest population	Most children and youth (age 0–19)	Most seniors (age 65+)	Most low-income residents	Most low-income children (age 0–17)
1st	Parkland	Parkland	Rosedale	Rosedale	Rosedale
2nd	North Street	Birchwood	Indiana	Esposito	Westwood
3rd	Sutton	North Street	Clergue	John Street	Poplar
4th	Downey	Westwood	North Street	Downey	Downey
5th	Indiana	East End	Parkland	GFL Memorial Gardens	Sutton
6th	Rosedale	Downey	Sutton	Captain Nichola Goddard	Parkland
7th	John Street	Sutton	Meadow	Clergue	Penhorwood
8th	Birchwood	William Merrifield	Northern Heights	Sutton	Arizona
9th	William Merrifield	Forest Heights	Superior	Poplar	John Street
10th	Arizona	Indiana	Forest Heights	North Street	Arden Street

Parkspace Amenities and Programming

The City of Sault Ste. Marie has developed and maintained a ***Parks and Recreation Master Plan***[18] since 2016, last updated in 2019. The current Parks and Recreation Master Plan identifies strategic, operational and amenity upgrade and programming priorities for the short, medium and long term. The Master Plan states five guiding principles for the development of parks and recreation in Sault Ste. Marie:

1. Provide a diversity of parks, open spaces and recreation opportunities for residents of all ages and abilities.

[18] Available at: https://saultstemarie.ca/Cityweb/media/PWT/Parks/Parks-Master-Plan.pdf

2. Ensure all residential areas are served by recreational facilities and ensure this infrastructure is accessible by a variety of modes of transportation.
3. Identify recreational opportunities that enable and support unstructured, self-scheduled, multi-ability and low-cost activities, in addition to local sports and other organized activities.
4. Support recreation events in the community that foster physical activity and enhance quality of life in the community, especially in the Downtown.
5. Support inclusive, affordable and high-quality sports, recreational, arts and cultural programs throughout the community.

The Parks and Recreation Master Plan also recommends several strategies for the development of parks and recreation:

1. Work closely with community organizations to support recreational programs and avoid duplication; where gaps exist, City staff will work to fill gaps by seeding the development of new programming.
2. Annually evaluate usage and participation rates to respond to community need.
3. Monitor and seek out funding support from different levels of government and service groups; proactively develop "shovel ready" projects and new program ideas based on community priorities to be in a position to leverage new funding opportunities.
4. Encourage joint utilization of municipal and other publicly owned open space.
5. Encourage subsequent development of the John Rowswell Hub Trail as a facility for recreation, leisure and active transportation within the City.

In support of the Parks and Recreation Master Plan, the City recently developed a five-year ***Park Revitalization Plan*** that identified specific neighbourhood parks in need of investment and updates to better serve nearby residents. Every municipal park was given a priority score indicating its need, based on the following factors:

- Condition and age of park equipment.
- Amenities available at the park.
- Neighbourhood walkability/access to the park.
- Total nearby population.
- Percentage of the nearby population that is considered low-income.

<u>School Closures</u>

While school yards are technically not parks, they often function as public recreational or green spaces. For example, many school yards have sports and play equipment that families and children are free to use. There are also City-owned parks that abut school yards. As local school boards continue to close underutilized schools, Sault Ste. Marie residents risk losing the recreational spaces offered as part of school properties, which include not only the outdoor amenities, but also school gyms, which were made available to a variety of formal and informal user groups on evenings and weekends.

The following are some notable examples of former schools that abut or provide significant green space in neighbourhoods:

- Rosedale School abuts Rosedale Park near Willow Avenue and McNabb Street, which is currently home to the City's lone Ultimate Frisbee field.
- St. Bernadette's School abuts Forest Heights Park near Pine Street and McNabb Street, which currently has a community garden and playground equipment.
- William Merrifield School abuts William Merrifield Park on Patrick Street in the west end, which has tennis courts and one of the City's outdoor rinks.
- The Sir James Dunn site in the east end just north of Algoma University's campus is a significant open green space.

Trails in Sault Ste. Marie

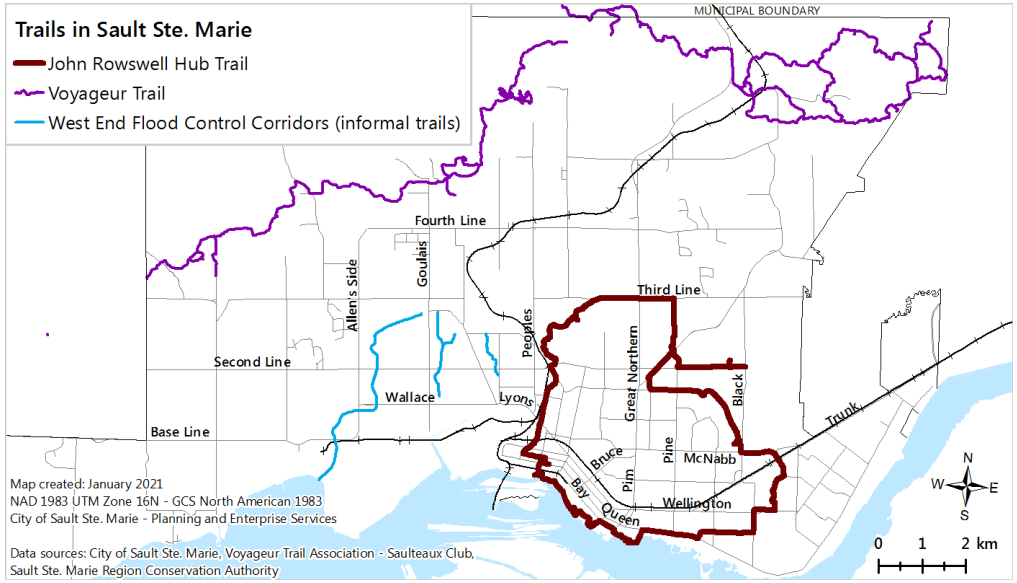
Trails are a significant feature of Sault Ste. Marie's recreation system. They function both as linear parks and as components of the city's active transportation network. There are two major trail systems that currently exist in Sault Ste. Marie:

- **John Rowswell Hub Trail**: A City-maintained trail that forms a circle connecting the Downtown waterfront, Algoma University, Finn Hill, Sault Area Hospital, Fort Creek and Carmen's Way. More spokes for the Hub Trail are planned, for example in the west end and the former St. Marys Paper (Machine Shop) area. Its current length is approximately 25 km.
- **Voyageur Trail — Saulteaux Section**: A volunteer-maintained trail network that traverses the rural northern portion of the city in and around the Precambrian Uplands and Hiawatha Highlands. Its current length within Sault Ste. Marie is approximately 50 km.
- **The flood control corridors in the city's west end** are not intended to be recreational trails, but these corridors are used by some residents and groups for casual walking and hiking. The majority of these corridors are maintained by the Sault Ste. Marie Region Conservation Authority and total approximately 10 km:
    - Bennett-West Davignon Flood Control Corridor, which runs along the western edge of the city's urban area and is 6.5 km in length.
    - Central Creek Flood Control Corridor, which runs behind Korah Collegiate and Vocational School on Goulais Avenue and is 2.5 km in length.
    - East Davignon Flood Control Corridor, which runs just west of Farwell Terrace and is 1.1 km in length.

The Sault does not currently have a comprehensive master plan that outlines the expansion and integration of all non-motorized trail networks, including sidewalks and cycling paths within street rights-of-way. Generally, a new master plan for trails will need to consider:

- Developing new trails on public lands. Where private lands are considered, appropriate agreements between the City and the landowner shall be required.
- Recognizing informal trails, and where appropriate working towards formalizing them.

Figure 8.3: Map of the John Rowswell Hub Trail, Voyageur Trail and West End Flood Control Corridors.
Source: City of Sault Ste. Marie; Voyageur Trail Association Saulteaux Club; Sault Ste. Marie Region Conservation Authority.



<u>Parkland Dedication</u>

Section 42 of the Planning Act gives municipalities the ability to collect parkland or cash in lieu of parkland as a condition of any development and redevelopment. The Planning Act establishes the following maximum parkland dedication requirements:

- Not exceeding 2% of land area or cash in lieu of, for commercial and industrial development and redevelopment.
- Not exceeding 5% of land area or cash in lieu of, for all other types of development and redevelopment, such as residential and institutional.
- For higher density residential developments, the following alternative rates may be utilized:
    - 1 hectare per 300 dwelling units.
    - Cash in lieu of 1 hectare per 500 dwelling units.

Currently, parkland is dedicated to the Municipality as part of any Draft Plan of Subdivision approval. Cash in lieu of parkland is collected as a condition of new commercial, industrial and residential lot creation by severance, as well as for rural residential subdivisions (pursuant to Planning Act Sections 51.1 and 53). Payment is determined based upon the value of the land the day before development commences and the funds must be deposited into a special account and used for a variety of parkland and recreational facility upgrades.

Table 8.3: Annual Cash in Lieu of Parkland Payments (2008-2019).
Source: City of Sault Ste. Marie.

Year	Total Annual Cash in Lieu of Parkland Deposits
2008	$24,676
2009	$26,303
2010	$45,175
2011	$30,893
2012	$106,940
2013	$75,194
2014	$67,936
2015	$178,525
2016	$53,189
2017	$84,813
2018	$83,817
2019	$68,986
TOTAL	***$846,447***

Annual cash in lieu of parkland deposits fluctuate, depending upon the amount of new residential, commercial and industrial lot creation that occurred. The balance within the cash in lieu of parkland fund as of October 2020 is $436,762.

The City only collects parkland or cash in lieu of parkland where new lots are being created, whereas Section 42 of the Planning Act permits collection of parkland or cash in lieu of parkland from almost all development and redevelopment projects. Most other communities do use this provision. Utilizing the full scope of powers outlined in Section 42 of the Planning Act represents a significant opportunity to generate additional funds for the provision, maintenance and upgrade of parkland. Doing so also recognizes the parkland requirements associated with redevelopment proposals and residential intensification projects.

Under Sections 42, 51.1 and 53 of the Planning Act, if parkland has been or is required to be conveyed to the Municipality or a payment in lieu has been received or is owing, no additional conveyance or payment may be collected for subsequent development or redevelopment unless:

a. There is a change in the proposed development or redevelopment which would increase the density of development; or
b. Land originally proposed for development or redevelopment for commercial or industrial purposes is now proposed for development or redevelopment for other purposes.

Many municipalities outline a variety of arrangements aimed at maximizing the community benefit of developments, such as a combination of land and cash, or dedication reductions (land or cash) in exchange for in-kind contributions.

It is recommended that the City further explore applying parkland dedication/cash in lieu of requirements to a much wider variety of development applications. It is also recommended that the City develop a Parkland Dedication Guideline that clearly communicates the City's expectations related to parkland dedication and communicates flexible arrangements aimed at maximizing the community benefit.

Section 37 of the Planning Act also grants municipalities the ability to impose **Community Benefits Charges** to specific developments. Funds generated can be utilized for, among other things, capital improvements to parks and community facilities. Community Benefits Charges apply to a wider range of initiatives than just parkland and recreational facilities, and is discussed later in the Implementation and Monitoring Chapter.

Arts, Culture and Heritage in Sault Ste. Marie

Culture in Sault Ste. Marie

In 2019, the City of Sault Ste. Marie's FutureSSM team undertook a process to develop a community-wide plan for arts, culture and heritage. The resulting ***2019–2024 Community Culture Plan***[19], adopted by City Council in September 2019, indicated that Sault Ste. Marie has the following cultural strengths:

- A vibrant art, culture and heritage community.
- A strong volunteer base.
- A strong relationship to natural heritage within the city and the surrounding region.
- A strong presence of Indigenous heritage.
- Being a border city that can attract American tourists with relative ease.

The Community Culture Plan also identified a number of weaknesses in the Sault's arts and culture scene:

- Lack of municipal staffing resources for arts and culture.
- Funding issues for cultural organizations.
- Lack of a standalone public art policy.
- Lack of a strong coordinated approach.

Finally, the Community Culture Plan highlighted a few opportunities to enhance culture in the city:

- A strong synergy between ongoing Downtown revitalization initiatives and the potential contribution of arts, culture and heritage to a vibrant Downtown.
- Ability to leverage private sector support for arts and culture.
- Potential to develop new spaces or repurpose existing spaces for arts and culture.
- Greater collaboration with local Indigenous communities.
- Stronger efforts in engaging Sault Ste. Marie's young people.

National Historic Sites

National Historic Sites are those that have been identified as having historic significance on a national level and may include public or privately owned facilities. There are three National Historic Sites in Sault Ste. Marie:

- The Sault Ste. Marie Canal National Historic Site.
- The Ermatinger Clergue National Historic Site.

[19] Available at: https://futuressm.com/projects/community-cultural-plan/

- The Algoma Central Engine House.

Designated Heritage Sites under the Ontario Heritage Act

Designated Heritage Sites are those that have been identified as having historical significance at a Provincial and local level. Designated property owners are required to maintain the overall character and attributes associated with the heritage designation. Owners are also eligible for property tax rebates and grants, to assist with the additional costs often associated with maintaining and enhancing heritage attributes. To date, the local Municipal Heritage Committee has designated **38 Heritage Sites through the Ontario Heritage Act**. The age of the designated buildings and structures range from the early 19th century to the mid-20th century.

- 27 are located in the Downtown.
- 6 are located in the Simpson Leo Upton McGregor area.
- 2 are located on the Algoma University campus.
- Only 1 site is located outside the city's urban area: The Buchan House at Mockingbird Hill Farm.

Table 8.4: Current Designated Heritage Sites in Sault Ste. Marie.
Source: City of Sault Ste. Marie.

Heritage Site	Location
1035 Queen Street East	1035 Queen Street East
1164 Queen Street East	1164 Queen Street East
1902 Family Residence	115 Upton Road
34-36 Herrick Street	34-36 Herrick Street
911 Wellington Street East	911 Wellington Street East
Algonquin Hotel	864 Queen Street East
Barnes Block	3-7 Queen Street East
Barnes-Fawcett Block	358-366 Queen Street East
Bishop Fauquier Memorial Chapel	1540 Queen Street East
Bishop Fauquier Memorial Chapel Cemetery	1540 Queen Street East
Buchan House — Mockingbird Hill Farm	943 Landslide Road
Central United Church	160 Spring Street
Clergue Blockhouse	831 Queen Street East
Consolidated Lake Superior Company General Office Building	75 Huron Street
Coronation Block	234-238 Queen Street East

Heritage Site	Location
Dawson Block	708-714 Queen Street East
Eastbourne	1048 Queen Street East
Ermatinger Old Stone House	831 Queen Street East
Forest Research Laboratory	875 Queen Street East
Hussey Block	244-246 Queen Street East
International Hotel Stone Cairn & Plaque	311 Queen Street East
Louis Joliet Plaque	Huron Street at Canal Drive
Machine Shop — Mill Square	83 Huron Street
McLeod Family Residence	143 McGregor Avenue
North West Company Lock	75 Huron Street
Old Post Office Building — SSM Museum	107 East Street
Old Town Cemetery	1186 Queen Street East
Ontario Provincial Air Service Hangars — Canadian Bushplane Heritage Centre	69 Church Street
Precious Blood Cathedral	778 Queen Street East
Red River Expedition Plaque	Queen Street West at Huron Street
Rotary Welcome Cairns	1 Russ Ramsay Way
Sault Ste. Marie Cenotaph	426 Queen Street East
Sault Ste. Marie Courthouse	426 Queen Street East
Sault Ste. Marie Memorial Tower	269 Queen Street East
The Great War of 1914-1918 Veteran's War Memorial	Gore Street at Wellington Street
The Voyageurs Plaque	Queen Street West at Huron Street
Upton (Wemyss Simpson House)	10 Kensington Terrace
Wellington Square Townhouses	778 & 780 Wellington St East and 189, 191 & 193 Pim St

Locally Significant Heritage Areas

The City's Municipal Heritage Committee has identified specific neighbourhoods as **"Locally Significant Heritage Areas"**, which are areas considered to have a unique history and character. The intent is to establish appropriate design guidelines and allow the Municipal Heritage Committee to comment upon Planning Act applications and public works projects that occur in these neighbourhoods. The identification of

these neighbourhoods as Locally Significant Heritage Areas is not to designate them as protected Heritage Conservation Districts as per the Ontario Heritage Act.[20]

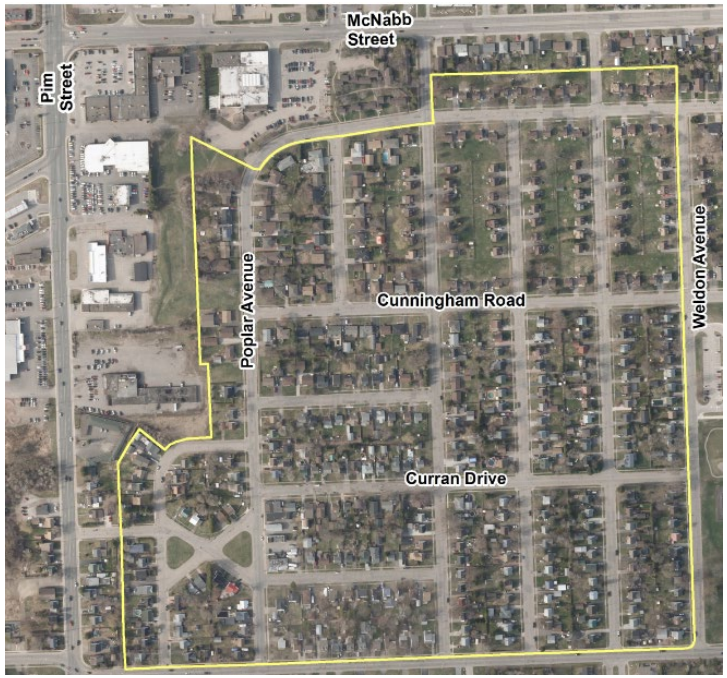
1. **Simpson Leo Upton McGregor (S.L.U.M.)** — the area just east of Downtown from Simpson Street to Riverview Avenue.

Figure 8.4: Aerial Photo and Outline of the Simpson Leo Upton McGregor Heritage Area.
Source: City of Sault Ste. Marie.

[20] For more information on Locally Significant Heritage Areas, including their histories, evaluation criteria and proposed policies, visit: https://shapethesault.ca/heritage

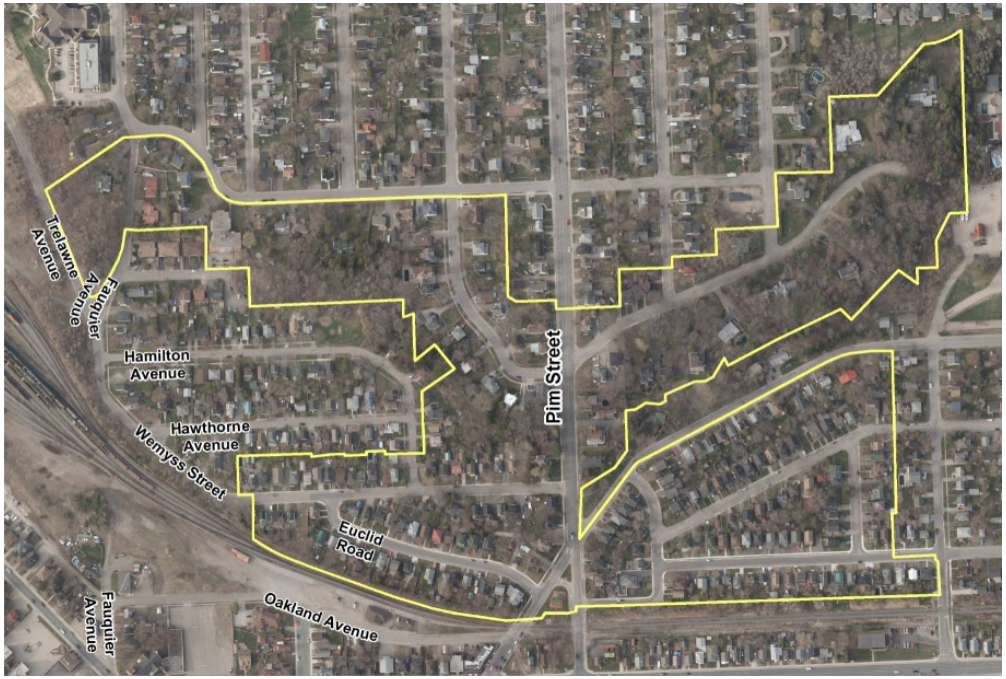
2. **Monterey Gardens** — the wartime housing (victory homes) area on top of Pim Hill between MacDonald Avenue and McNabb Street, east of Pim Street to Weldon Avenue.

Figure 8.5: Aerial Photo and Outline of the Monterey Gardens Heritage Area.
Source: City of Sault Ste. Marie.



3. **Pim Hill** — the area on both sides of Pim Street from the CP Rail line north to Summit and Borron Avenues.

Figure 8.6: Aerial Photo and Outline of the Pim Hill Heritage Area.
Source: City of Sault Ste. Marie.



4. **Lower Pim** — the eastern part of Downtown in the area of Pim, Church, Herrick and Pilgrim Streets.

Figure 8.7: Aerial Photo and Outline of the Lower Pim Heritage Area.
Source: City of Sault Ste. Marie.

5. **Downtown Queen Street** — Sault Ste. Marie's traditional main street, between Gore Street and Church Street.

Figure 8.8: Aerial Photo and Outline of the Downtown Queen Street Heritage Area.
Source: City of Sault Ste. Marie.

Archaeological Resources

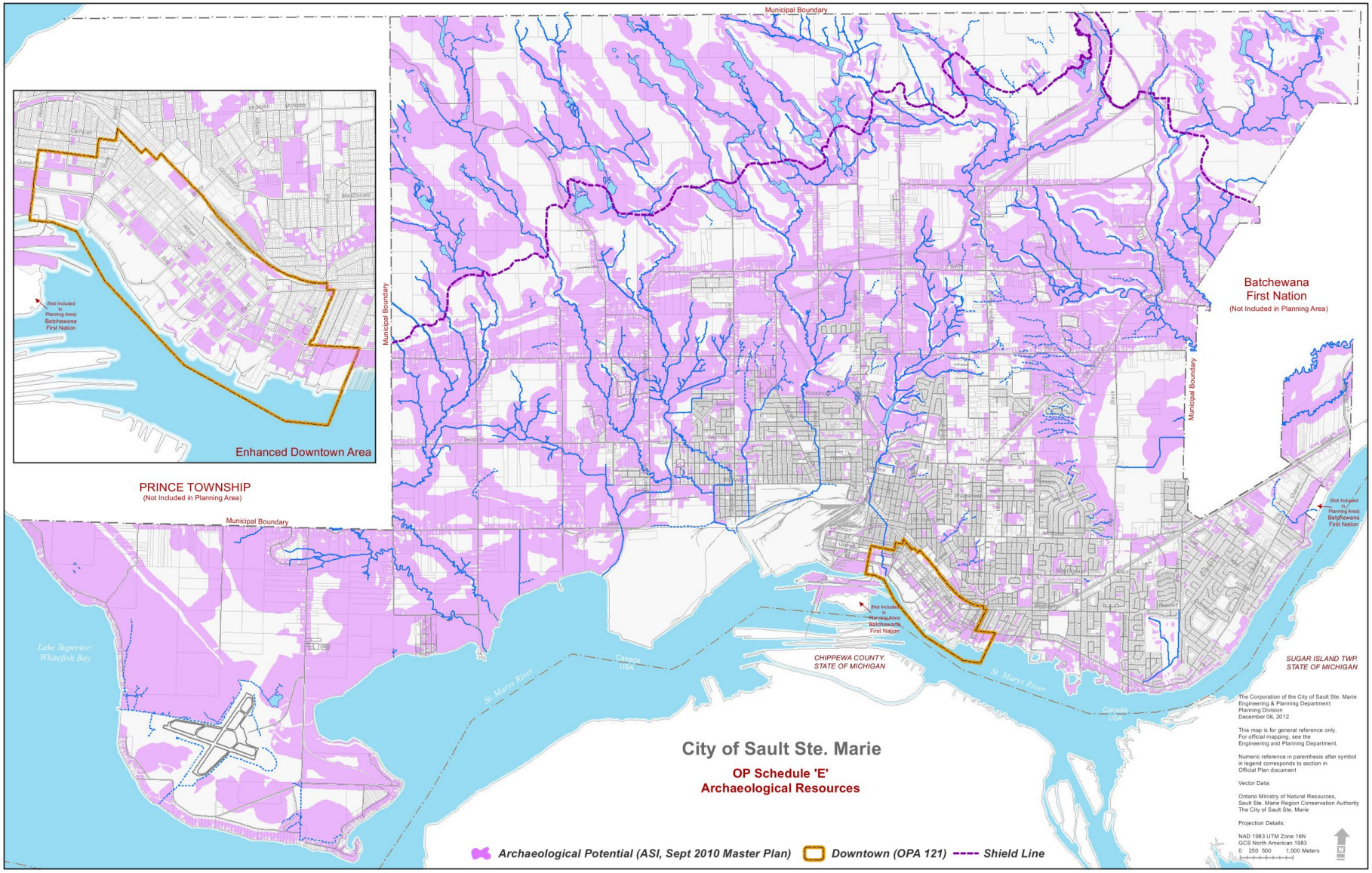
As required by the Province, the City must plan for and enforce the conservation of archaeological resources and consider the interests of Indigenous communities during the process.

The City completed a ***Master Plan of Archaeological Resources***[21] in 2011. According to this Master Plan, there are **36 archaeological sites registered within Sault Ste. Marie**, which date from 10,000 years ago through to the 19th and early 20th centuries. In addition, the City maintains an inventory of lands that have been identified to have "archaeological potential".

[21] Available at: http://www.saultstemarie.ca/Cityweb/media/Engineering-and-Planning/Planning/Strategic%20Long%20Range%20Planning/PlanningManualDec2011.pdf

Figure 8.9: Areas with Archaeological Potential in Sault Ste. Marie (Existing Schedule 'E').

Source: City of Sault Ste. Marie and Archaeological Services Inc., Master Plan of Archaeological Resources.



What We Heard

Key Themes Heard on: Parks, Recreation, Arts, Culture and Heritage

Parks and Recreation

- Strong support for protecting municipal park space and green space. If a park appears to be underutilized, the City should add new activities — for example: community gardens, sports amenities, events — and create better transportation connections to the park to attract residents to use them. Bar should be set very high for disposal of parkland.
- With respect to the different categories of parks, more residents felt the City should focus on both neighbourhood parks and linear parks, compared to residents who felt the City should focus on community parks.
- Strong support for enabling use of the west end flood control corridors as recreational trails.
- Create better transportation connections to parks and recreational areas across the city through active transportation routes (walking and cycling) and public transit. Examples commonly cited as places in need of better connections include the Hiawatha area, Strathclair Park, the west end in general, Pointe des Chenes Park and Bellevue Park.
- Significant concern for losing public recreational space as more schools are closed and redeveloped. Residents suggested allowing use of closed schools and school yards as dog parks, community gardens and community hubs.
- The City should consider equitable distribution of recreational amenities across the city, especially considering many people, including many seniors, do not drive.
    - Dog parks were commonly given as an example of a recreational amenity that should be located more evenly across the city.
    - Some residents felt that too many recreational amenities are located Downtown, while others felt too many amenities are located too far away from residents and should instead be placed Downtown.
- City should continue the 5% for parkland or cash in lieu system for new development. These funds should go to the specific neighbourhood where the development is occurring.
- The City should consider allowing use of cash in lieu of parkland funds for public art and street or park furniture.
- Find ways to increase public access to the river and shoreline, for example, by constructing a canoe and kayak launch.

Arts and Culture

- There is strong support for encouraging the creation of affordable shared studio spaces for arts and culture.
- The City should incentivize the use of vacant spaces for artists' studios or arts and culture presentation spaces, as well as for housing.
- Support for incorporating art into land use planning. One example of a potential benefit is beautifying the city's excess of asphalt and parking lots.
- Create better transportation connections to arts and cultural spaces across the city, especially within the Downtown core. A commonly given suggestion is a Downtown shuttle bus.
- Planning for arts and culture should consider and make space for a diversity of demographics, especially youth and people of minority ethnic or religious backgrounds.

- In addition, the stakeholder and community engagement that was conducted by FutureSSM and Lord Cultural Resources for the **Community Culture Plan** produced a number of key findings:
    - More support from the City is needed for arts and culture in terms of providing operational funding, placing a higher value on arts, culture and heritage, and using the City's influence via municipal planning tools and other means to leverage resources for arts and culture.
    - Arts, culture and heritage can play a big part in engaging local youth and encouraging youth to stay in the community.
    - There is a lack of diversity in offerings of cultural activities in Sault Ste. Marie, and that is a key reason why many residents do not participate in cultural activities here.
    - Local Indigenous culture is a strong part of Sault Ste. Marie, but more can and should be done to improve relationships between Indigenous and non-Indigenous peoples, as well as between Indigenous peoples and the City.

<u>Heritage</u>

- General support for the identification of Locally Significant Heritage Areas and making efforts to conserve their heritage value.
    - Some residents suggested additional areas that could be considered, specifically the Steelton area with its Italian immigrant history and the Canal District area (Gore Street, Albert Street West, Huron Street, etc.) with its Metis, French and Finnish history.
- The City should have better inclusion, involvement and representation of local Indigenous communities and Indigenous culture, for example in public art and heritage protection.

What We Propose

Proposed Official Plan Policies on: Parks and Recreation

The Parkspace System

1. **Community parks** contain facilities and features that attract residents from all parts of the city and beyond. Community parks provide significant built or natural facilities for organized and unorganized recreational activities, as well as facilities to accommodate a wide variety of social and cultural activities. Community parks may also contain facilities that serve the surrounding area in a manner similar to neighbourhood parks.
    a. Community parks shall be designed and maintained to be easily accessible from all parts of the city and beyond, including having easy access to public transit, adequate on-site parking, and appropriate pedestrian facilities.

2. **Neighbourhood parks** contain facilities and features that serve residents living near them. Neighbourhood park amenities are generally designed to accommodate youth recreational needs, but should also offer appropriate spaces, such as shaded seating areas and other amenities for a broader demographic. Typical features include play structures, pathways, gathering areas, unlit sports fields, community gardens and multi-use pads/courts. Typically, parking is not provided within neighbourhood parks.
    a. Neighbourhood parks can include amenities that attract residents from beyond the 800-metre walkable service radius, albeit at a smaller scale then those provided in a community park.
    b. Neighbourhood parks shall have a walkable service radius of about 800 metres, without the need to cross major barriers, such as non-signalized intersections at arterial streets. It is a goal of this plan to ensure, to the greatest extent possible, that all residential areas are within the 800-metre walkable service radius of a neighbourhood park.
    c. Neighbourhood parks are generally not provided in the Rural Area or required as part of any rural estate subdivisions.

3. **Parkettes** primarily exist and will be developed in the Downtown core, providing small scale recreational, cultural and social interaction opportunities. Parkettes may also be developed as a temporary use until such time that a property is developed or redeveloped.

4. **Linear parks (trails)** are both recreational spaces and utilitarian connections between separate parts of the city. Further policies related to the overall connectivity of on and off-street trails, sidewalks and walkways can be found in the Urban Design and Mobility Chapter.
    a. The City will continue expanding the multi-use path network and it is recommended that a new master plan for trails and other active transportation infrastructure be developed, with the overall goal of developing a cohesive and comprehensive city-wide trail system that connects people and places through a network that is off-road wherever possible and supported by on-road links where necessary. Generally, the expanded trail network shall consider:
        i. Developing new trails on public lands. Where private lands are considered, appropriate agreements between the City and the landowner shall be required.

ii. Recognizing informal trails, and where appropriate working towards formalizing them — for example, the west end flood control corridors.

Location, Design and Programming of Parkspace

The City recognizes the need to accommodate unique and growing park needs created by new development, especially residential intensification.

- The **Parks and Recreation Master Plan** and the **Park Revitalization Plan** shall generally guide the provision and replacement of parkspace amenities and programming.
- Public parks shall be located, designed and maintained to provide safe, attractive and inviting spaces for a wide variety of seasonal recreational uses and cultural activities, with consideration for safety and accessibility for all ages and abilities.
- In considering the location of new parks in existing neighbourhoods or new subdivisions, the following criteria shall be followed. Parks should:
    1. Front onto public streets, rather than hidden behind lots.
    2. Be centrally located in terms of the area the park serves.
    3. Be co-located with other community amenities where possible.
    4. Be accessible by all residents easily and safely.
- Opportunities to meet food system needs, increase urban tree canopy cover and manage stormwater shall be considered in the planning, design and operation of all parkland areas.
- The City will continue to work with local service providers, non-profits and user groups to assist in the programming of parkspaces, including public spaces not owned by the City.

New Uses in Parks

The Official Plan will recognize and support a wide variety of recreational and cultural activities that can be appropriately accommodated in all City parks and recreational spaces. When assessing requests to add or change uses or activities in City parks and recreational spaces, the City shall consider:

- Level of demand or interest.
- Whether the change will make the space more inclusive or more accessible.
- Whether the change will significantly impact the current function of the space.
- Groups served by the change and how well-served those groups currently are.
- Neighbourhood benefits and impacts, including a review on the anticipated traffic to be generated by the use and the availability of either on-site parking or on-street parking along abutting streets.
- Cost or ease of implementation.
- Equitable spatial distribution across the city of the specific type of recreational amenity.

Proponents wishing to add or change a use in a park are required to provide public notice and host a neighbourhood meeting to obtain feedback from neighbours, prior to Council approval of such changes.

Selling City-Owned Parkspace

Disposing of City-owned lands identified as named municipal parks is generally discouraged. It is important to note that there are existing City-owned parcels that may be zoned for parks and recreation, but are not necessarily identified as named municipal parks. The following policies shall guide decisions upon disposing of named municipal parks:

- Opportunities to repurpose parkspace to increase usage should be proactively and thoroughly investigated before it is deemed surplus.

- The surrounding area shall be assessed to ensure that future development does not increase the demand for parkspace. This should include an assessment of the potential for a demographic shift, especially where the predominant land use in the area is residential.
- Are there nearby, easily accessible parks capable of supporting parkspace needs of the surrounding neighbourhood?
- Does the park pose a safety concern? If so, are there other means by which this concern can be mitigated?
- Is the park located in a manner that significantly impacts the feasibility of developing the surrounding area? Can the park be relocated to a nearby location as part of any future development?
- Disposing of parks that contain natural heritage features such as fish habitat or wetlands, or development constraints such as flood prone areas or significant slopes, is discouraged.

Prior to the sale of City-owned parkspace, the City shall provide public notice and host a neighbourhood meeting to obtain feedback from neighbours, prior to Council making a decision on selling the park.

Parkland Dedication (Section 42 of the Planning Act)

- Commercial and industrial development and redevelopment, including new lot creation shall provide 2% of land or cash in lieu of land.
- Institutional and residential development and redevelopment, including new lot creation shall provide 5% of land or cash in lieu of land.
- The City may also apply the following alternative rates for higher density residential developments:
    - 1ha/300 dwelling units; or
    - Cash in lieu of 1ha/500 dwelling units.
- The City shall develop a **Parkland Dedication By-law** for the purposes of collecting parkland or cash in lieu of parkland for redevelopment projects as specified in the By-law.

It is recommended that the City develop a **Parkland Dedication Guideline** that outlines the City's expectations related to parkland dedication and communicates flexible arrangements aimed at maximizing community benefit.

- The dedication of parkland or cash in lieu of parkland will be generally guided by the following:
    - For commercial and industrial development, cash in lieu of parkland is generally preferred. However, where circumstances warrant, such as mixed-use developments with a significant residential component or large-scale commercial or industrial development, parkland dedication may be contemplated.
    - For small-scale residential developments, including infill development, residential intensification, and rural residential development, cash in lieu of parkland is generally preferred. However, where circumstances warrant, such as a lack of parkland within the 800-metre service standard, parkland dedication may be contemplated.
    - For large-scale residential developments, including Draft Plans of Subdivision or Condominium, higher density residential development or mixed-use developments with a significant residential component, dedication of parkland is generally preferred. However, where circumstances warrant, such as sufficient nearby parkland, cash in lieu of parkland may be contemplated.

- Where parkland is dedicated, the lands shall be acceptable to the City, suitable for recreational purposes and free of encumbrances. A Record of Site Condition under the Environmental Protection Act may also be required prior to dedication.
- The City may accept a smaller parkland dedication in consideration of improvements made by the developer upon lands to be dedicated. Improvements may include site work such as servicing, clearing, grading or landscaping, or the installation of amenities such as playground equipment, playing fields or park furniture.
- Where cash in lieu of parkland is provided, these monies may be utilized in the immediate vicinity of the development or in other areas or to fund city-wide recreational projects and other public amenities.
- The City may waive or accept a smaller cash in lieu of parkland payment in consideration of improvements made by the developer to a park within close proximity to the proposed development.

School Sites

Although not City-owned parks, it is recognized that school sites play an important role in providing publicly accessible park space.

- Where school sites are offered for sale, the City shall review and determine if the property or a portion of the property is required for a neighbourhood park, based upon the 800-metre service standard.
- Redevelopment proposals for former school sites shall have special regard for open space provision and proponents may be required to provide parkland in accordance with the parkland dedication policies of the Official Plan.

Access to the Waterfront

- Public access to Sault Ste. Marie's waterfront is an important consideration. New development or redevelopment proposals may be required to provide lands that support public access to the waterfront.
- Generally, the City will not dispose of any parkland or City-owned land that abuts the water, unless such land does not have direct access to a publicly owned roadway or is otherwise landlocked by abutting private property.

Hiawatha Master Plan

- Work with stakeholders to develop a master plan for uses, activities and developments in the Hiawatha area, as well as transportation to the area.

Proposed Official Plan Policies on: Arts, Culture and Heritage

Arts and Culture

- Support public art in the Downtown, the waterfront and throughout the city. Public art will be considered when reviewing landscaping requirements.
- Explicitly include artists' studios and small-scale maker spaces as permitted home-based businesses, exempt from parking requirements. This is further discussed in the Land Use Compatibility Chapter.
- Maintain and develop the Downtown as Sault Ste. Marie's centre for culture and entertainment:
    - Incentivize reuse of vacant Downtown buildings and lands, including for arts and culture purposes.
    - Seek opportunities for adaptive reuse of City-owned spaces in the Downtown, including buildings and parking lots, laneways or other underused sites. Make these available to arts and cultural groups for permanent or temporary use.
    - Explore the need and feasibility of a community arts and creative centre in the Downtown.
    - Support and encourage programming including live music, visual art and other creative expression in the streets and public spaces throughout the Downtown.
    - Continue efforts to beautify, animate and activate the Downtown waterfront.

Heritage

- Development and site alteration on land identified as having the potential to contain archaeological resources is not permitted prior to an Archaeological Assessment, unless there is evidence of prior significant soil disturbance on the site.
- The City will proactively work with local Indigenous groups on heritage conservation efforts, including increasing awareness and recognition of local Indigenous culture and places of significance.
- Development and site alteration on Designated Heritage Properties is not permitted unless their heritage attributes are not impacted, subject to review by the Municipal Heritage Committee.
- Promote continued functional use of heritage properties while preserving their heritage value.
- Require the Municipal Heritage Committee to review and comment upon Planning Act applications and municipal projects within identified Locally Significant Heritage Areas.

9. Natural Environment, Resources and Constraints

The Province of Ontario has long-standing requirements for municipalities to protect key natural heritage features, natural resources and constraints to development. The City works with the Sault Ste. Marie Region Conservation Authority in implementing and enforcing many of the regulations related to the natural environment and natural constraints.

What We Know

Key Points

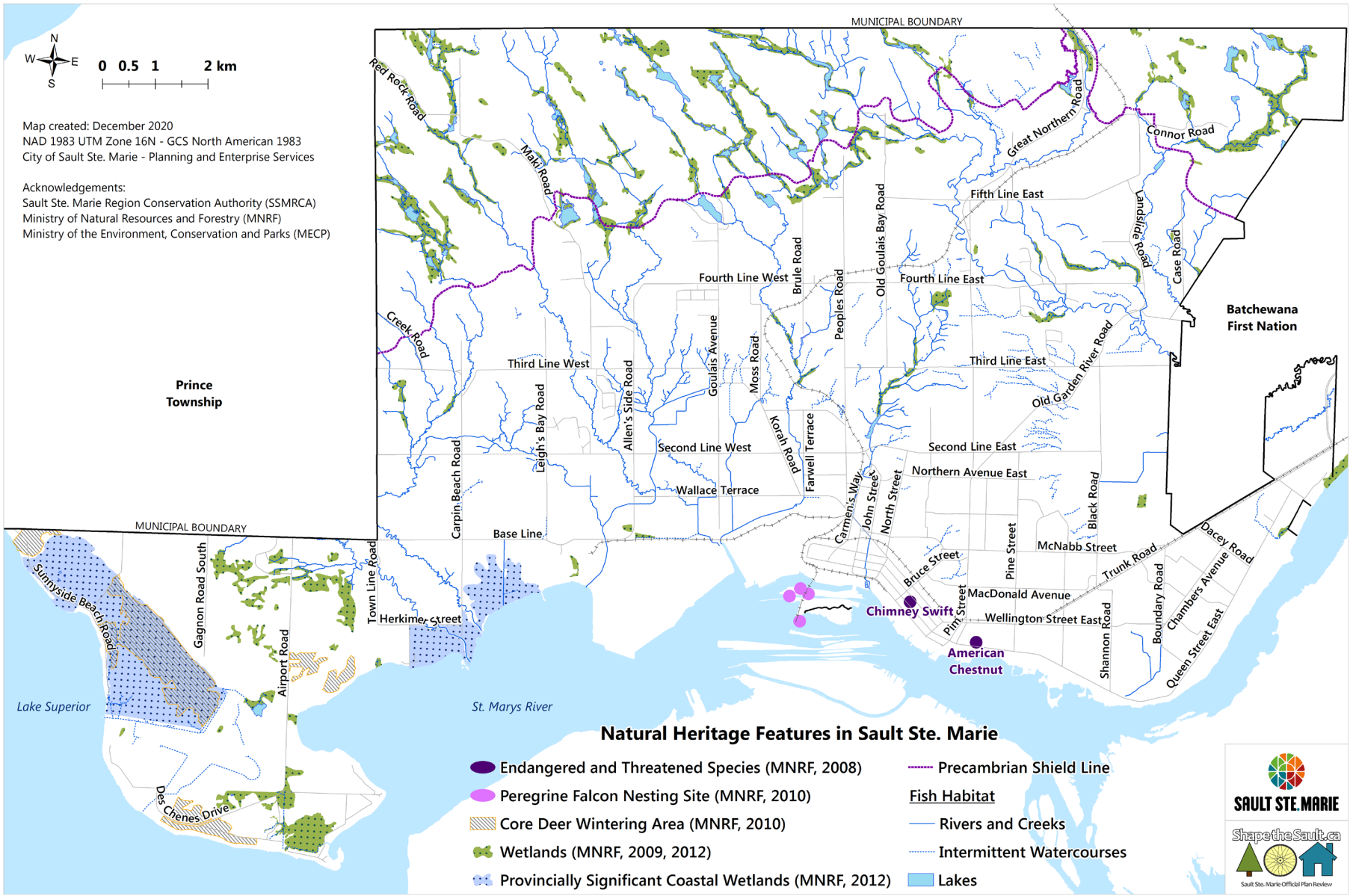
- Natural heritage features in Sault Ste. Marie that the City is required to have varying levels of protection for include 273 kilometres of creeks and streams that are fish habitat, 1,700 hectares of wetlands and 47 species at risk.
- Natural hazards include flooding in areas along the St. Marys River, Lake Superior and beside streams and watercourses, wildfires in forested areas and erosion of significant slopes. All of these hazards are expected to become increasingly prominent in the coming decades due to climate change.
- The Precambrian Uplands, extending from the Precambrian Shield Line northward to the City limits is an environmentally sensitive area due to its many water features, rugged topography, little topsoil and its role in recharging the aquifer that provides much of our drinking water.
- Aggregates (sand and gravel) are a Provincially Significant Resource that the City is required to protect for long-term use. All of the Sault's aggregate pits and quarries are located in the rural northern portion of the City, which is also the Sault's 'Significant Groundwater Recharge Area'.
- The City has adopted the *Sault Ste. Marie Region Source Protection Plan* aimed at ensuring activities that could pose a risk to the local drinking water supply are monitored and managed. Non-residential land uses within the protection areas established around each of the City's four groundwater wells and the Significant Groundwater Recharge Area are subject to regulations to mitigate the threat of contamination.

Natural Heritage Features in Sault Ste. Marie

Natural heritage features are sensitive components of the natural environment that need to be protected. These include wetlands, fish habitat and other significant wildlife habitat that may be critical to endangered and threatened species. Provincial policies require Official Plans to protect these significant natural heritage features from development. Generally, **environmental impact assessments** are required prior to development or site alterations within or adjacent to these features ("adjacent" typically means within 120 metres). In addition to Provincially Significant natural heritage features, the Precambrian Uplands above the Precambrian Shield Line has been identified locally as an environmentally sensitive area.

Figure 9.1: Map of Natural Heritage Features in Sault Ste. Marie.

Source: City of Sault Ste. Marie; Ministry of Natural Resources and Forestry; Sault Ste. Marie Region Conservation Authority.



Fish Habitat

Fish habitat includes lakes, streams, intermittent creeks and even drainage courses that are part of a valuable, connected habitat that serves a variety of fish and their prey throughout various stages of their life cycle.

The Province requires municipalities to protect fish habitat, in accordance with Provincial and Federal regulations. Development or site alteration within or adjacent to fish habitat is not permitted unless it can be demonstrated, through an environmental impact assessment, that there will be no negative impacts to nearby fish habitat. Potential impacts include vegetation removal adjacent to watercourses and increased sediment from stormwater. Protecting fish habitat is synonymous with protecting surface water quality.

Within Sault Ste. Marie, there are **approximately 273 km of creeks and streams that are fish habitat**. Some of these watercourses include:

- **Big Carp** and **Little Carp Rivers** in the rural western part of Sault Ste. Marie.
- **Bennett Creek**, **West Davignon Creek**, **Central Creek** and **East Davignon Creek** in the west end, which all have flood control channels built along portions of them.
- **Fort Creek**, flowing from the Fort Creek Conservation Area to the outflow by the Gateway site in the Downtown.
- **Clark Creek**, which has a flood control channel on the eastern edge of the Sault Ste. Marie Golf Club.
- **Root River**, which traverses a large portion of the rural northern part of Sault Ste. Marie and empties into Little Lake George at Bells Point just east of the City limits in Garden River First Nation.

Endangered and Threatened Species and Their Habitats

According to the Ontario Ministry of Natural Resources and Forestry, there are **47 species at risk that live in the Sault Ste. Marie region**. These include 24 bird species, 4 reptile species, 6 mammal species, 4 invertebrate species, 2 plant species (though both are a result of cultivation rather than natural occurrence) and 7 fish and mussel species. In some cases, (Chimney Swifts) these animals may simply pass through the community or stop over for a very short period of time. The Province prohibits development and site alteration within habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements.

Table 9.1: Species at Risk in the Sault Ste. Marie Region (2017 Inventory).
Source: Ministry of Natural Resources and Forestry — Sault Ste. Marie District Office.

Species — Common Name	Species — Scientific Name	Status	Category
American White Pelican	*Pelecanus erythrorhynchos*	Threatened	Birds
Bald Eagle	*Haliaeetus leucocephalus*	Special Concern	
Bank Swallow	*Riparia riparia*	Threatened	
Barn Swallow	*Hirundo rustica*	Threatened	
Black Tern	*Chlidonias niger*	Special Concern	
Bobolink	*Dolichonyx oryzivorus*	Threatened	
Canada Warbler	*Wilsonia canadensis*	Special Concern	
Chimney Swift	*Chaetura pelagica*	Threatened	

Species — Common Name	Species — Scientific Name	Status	Category
Common Nighthawk	*Chordeiles minor*	Special Concern	
Eastern Meadowlark	*Sturnella magna*	Threatened	
Eastern Whip-poor-will	*Antrostomus vociferus*	Threatened	
Eastern Wood-Pewee	*Contopus virens*	Special Concern	
Grasshopper Sparrow	*Ammodramus savannarum*	Special Concern	
Golden Eagle	*Aquila chrysaetos*	Endangered	
Golden-winged Warbler	*Vermivora chrysoptera*	Special Concern	
King Rail	*Rallus elegans*	Endangered	
Kirtland's Warbler	*Dendroica kirtlandii*	Endangered	
Least Bittern	*Ixobrychus exilis*	Threatened	
Olive-sided Flycatcher	*Contopus cooperi*	Special Concern	
Peregrine Falcon	*Falco peregrinus*	Special Concern	
Red-headed Woodpecker	*Melanerpes erythrocephalus*	Special Concern	
Short-eared Owl	*Asio flammeus*	Special Concern	
Wood Thrush	*Hylocichla mustelina*	Special Concern	
Yellow Rail	*Coturnicops noveboracensis*	Special Concern	
Blanding’s Turtle	*Emydoidea blandingii*	Threatened	Reptiles
Massasauga Rattlesnake	*Sistrurus catenatus*	Threatened	
Snapping Turtle	*Chelydra serpentina*	Special Concern	
Wood Turtle	*Glyptemys insculpta*	Endangered	
Mountain Lion (Cougar)	*Puma concolor*	Endangered	Mammals
Eastern Small-footed Myotis	*Myotis leibii*	Endangered	
Little Brown Myotis	*Myotis lucifugus*	Endangered	
Northern Myotis	*Myotis septentrionalis*	Endangered	
Tri-colored Bat	*Perimyotis sublavus*	Endangered	
Woodland Caribou	*Rangifer tarandus caribou*	Threatened	
Monarch	*Danaus plexippus*	Special Concern	Invertebrates
Rusty-patched Bumblebee	*Bombus affinis*	Endangered	
West Virginia White	*Pieris virginiensis*	Special Concern	
Yellow-banded Bumble Bee	*Bombus terricola*	Special Concern	
American Chestnut	*Castanea dentate*	Endangered	Plants
Butternut	*Juglans cinerea*	Endangered	
American Eel	*Anguilla rostrata*	Endangered	Fish & mussels
Hickorynut (mussel)	*Obovaria olivaria*	Endangered	
Lake Sturgeon	*Acipenser fulvescens*	Threatened	
Northern Brook Lamprey	*Ichthyomyzon fossor*	Special Concern	
Redside Dace	*Clinostomus elongatus*	Endangered	
Short-jaw Cisco	*Coregonus zenithicus*	Threatened	
Silver Lamprey	*Ichthyomyzon unicuspis*	Special Concern	

There are **two identified significant wildlife habitats** within the City limits:

- **Peregrine Falcon Nesting Sites** on the International Bridge.
- **Whitetail Deer Wintering Yards** near the Sault Ste. Marie Airport and Shore Ridges wetland.

Current Provincial policies require an impact assessment prior to development within or adjacent to these significant wildlife habitats.

Wetlands

Wetlands provide valuable environmental functions such as wildlife habitat, water quality enhancement and flood control. Sault Ste. Marie has approximately **1,700 hectares (4,200 acres) of wetlands**, occupying around **7% of the city's land mass**.

Similar to other significant natural heritage features, there are a number of Provincial policies that must be followed when development is proposed within or adjacent to a wetland. From a regulatory standpoint, Provincial policies establish four types of wetlands.

Provincially Significant Wetlands and Provincially Significant Coastal Wetlands

Provincially Significant Wetlands, whether coastal or not, are those wetlands that have been evaluated by a qualified evaluator in accordance with the ***Ontario Wetland Evaluation System***[22]. The evaluation system is a points-based system that defines, identifies and measures wetland functions and values. Ecosystem values include groundwater storage and release, wildlife habitat and biodiversity. Human utility values include flood prevention, improved water quality and recreational opportunities. Points are attributed to these values and if a wetland reaches a specific threshold, it is deemed Provincially Significant. Provincial policies afford Provincially Significant Wetlands the highest level of protection. Most types of development within or adjacent to (120m) a Provincially Significant Wetland is prohibited, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions.

The Sault has two Provincially Significant Wetlands, and together they occupy approximately 728 hectares (1,800 acres):

- The Shore Ridges wetland northwest of the Airport along Lake Superior.
- The Carp River wetland at the end of Carpin Beach Road on the shore of the St. Marys River.

Coastal Wetlands

Coastal wetlands are those located along the Great Lakes or a connecting channel, like St. Marys River. Coastal wetlands are seen as Provincially important and as such, Provincial policies afford a significant level of protection. Most types of development are not permitted within a coastal wetland or within 120m of its boundary, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions. The Shore Ridges and Carp River Wetlands are examples of Provincially Significant Coastal Wetlands. The 88-hectare Pointe Louise Wetland is an example of a coastal wetland that was evaluated and deemed not to be Provincially Significant.

Evaluated Wetlands

Evaluated wetlands are those which have been evaluated in accordance with the Ontario Wetland Evaluation System and determined not to be Provincially Significant. Current Provincial policy permits development within wetlands that are deemed to be neither coastal wetlands nor Provincially Significant wetlands. There are currently about 92 hectares of evaluated wetlands within the community, including the 88ha Pointe Louise Coastal Wetland.

[22] More information at: https://www.ontario.ca/page/wetlands-evaluation

Unevaluated Wetlands

The majority of the wetlands in Sault Ste. Marie are unevaluated wetlands. There are approximately 1,568 hectares of unevaluated wetlands within City limits. Provincial policies require that a wetland evaluation be conducted prior to any development either within the wetland or adjacent lands (120m).

Trees and Forests

In 2017, the Province introduced amendments to the Municipal Act requiring municipalities to develop policies for the protection and enhancement of the local tree canopy and natural vegetation. Municipalities can also pass tree by-laws to prohibit or regulate the destruction of existing trees and woodland areas. Trees and forests provide significant environmental, recreational, health, aesthetic and heritage value.

Natural Vegetation and Invasive Species

Natural vegetation refers to plants that are native to a region. They provide better habitat for local wildlife than exotic plants, and are also easier to care for and maintain. For example, planting native wildflowers alongside roads and trails can create small habitats for monarch butterflies. Naturalizing the shoreline of a watercourse results in a healthier watercourse, providing shade for fish and habitat for other animals.

Invasive species are plants and animals that, when they are introduced and spread into a location, negatively impact the native biodiversity of that location. Invasive species can have a particularly negative impact on local species at risk. In Sault Ste. Marie, the most recent invasive species problem was that of the **Emerald Ash Borer**, which has decimated many of the street trees in our urban core. Another invasive species called **Oak Wilt**, which similarly attacks trees often planted as urban street trees, is currently in Michigan and there are fears it might spread north into regions like Sault Ste. Marie. According to a 2017–2019 survey conducted by the Invasive Species Centre, based out of the Great Lakes Forestry Centre here in the Sault, it is estimated that municipalities across Ontario spend approximately $218,000 annually per municipality on control, management, detection and prevention of invasive species.[23]

Precambrian Uplands

The **Precambrian Uplands** is an environmentally sensitive area with many lakes, rivers and streams, and its geology is characterized by rugged bedrock with very little topsoil. Within the City of Sault Ste. Marie's boundaries, the Uplands extend from the **Precambrian Shield Line**, defined by the first exposed outcroppings of the Uplands' bedrock, northward to the City limits. Surface water flows south and recharges the aquifer from which much of the Sault's drinking water originates from. Many of Sault Ste. Marie's significant natural heritage features such as wetlands and fish habitat are located in the Precambrian Uplands and the majority of the area is forested. Given these characteristics, this area is sensitive to development.

[23] More information at: https://www.invasivespeciescentre.ca/invasive-species/what-is-at-risk/invasive-species-economic-impacts/

Natural Hazards in Sault Ste. Marie

Natural hazards that affect Sault Ste. Marie include flooding, wildland fire and erosion. Any development that occurs within or near many hazard lands must be approved by the Sault Ste. Marie Region Conservation Authority.

Flooding

Sault Ste. Marie most recently had severe flooding during the storms in the fall of 2013 and again in the fall of 2019. Because of the effects of climate change, it is generally anticipated that flooding may occur more frequently and with more severity. Currently, there are three types of flood risk areas that are regulated in Sault Ste. Marie, primarily using mapping and data based on the *Flood Plain Mapping Report* prepared by Dillon Consulting in 1977.

- The **Great Lakes Flood Line** corresponds to the Sault Ste. Marie Region Conservation Authority's **Regulated Shoreline** along Lake Superior and the St. Marys River. It is based on the 1 in 100 year flood level, the predicted long-term stable slope for the shoreline and includes accommodations for dynamic beach movement (movement of unstable accumulations of shoreline sediment). The regulated flood line also includes a 15-metre allowance for wave up-rush.
- The **Tributary Flood Line** indicates flood risk areas along streams, intermittent watercourses and inland lakes. These are identified by the Conservation Authority using the "Regional Storm" with allowances for erosion, meandering and the 1 in 100 year flood event. The Regional Storm for the Sault Ste. Marie area is the "Timmins Storm", based on an actual rainfall event in Timmins in 1961. Regulated areas are those areas affected by flood hazards or erosion hazards, wetlands, and areas of interference surrounding wetlands.
- **Specific Flood Areas** are urban areas prone to flooding. Presently mapped areas are located in **Bayview, Gateway (near the Downtown casino) and Steelton**. In recent years, the City has replaced sections of the Fort Creek aqueduct to improve capacity for reducing flooding risks in these areas.

Wildland Fire

Behind flooding, wildfires are the second largest factor for natural disasters. On average, the Ontario Ministry of Natural Resources and Forestry responds to over 1,200 wildfires each year. The anticipated impacts of climate change (increased frequency and severity of drought periods) coupled with communities expanding into forested areas have increased the risk of wildfires.

The Province requires that development generally be directed to areas away from lands that that pose **"high to extreme" risk for wildfire**. In general, vegetation types which present high to extreme risk for wildfire include natural conifer forests and unmanaged conifer plantations, with black or white spruce, jack pine, balsam fir and immature red and white pine. Mixed wood forests with greater than 50% conifer composition and forests that have experienced disease or wind damage also pose a potential risk. The Ministry of Natural Resources and Forestry provides general mapping of forests' risk for wildland fire. Where development is proposed in an area identified as having a high to extreme risk, an assessment may be required.

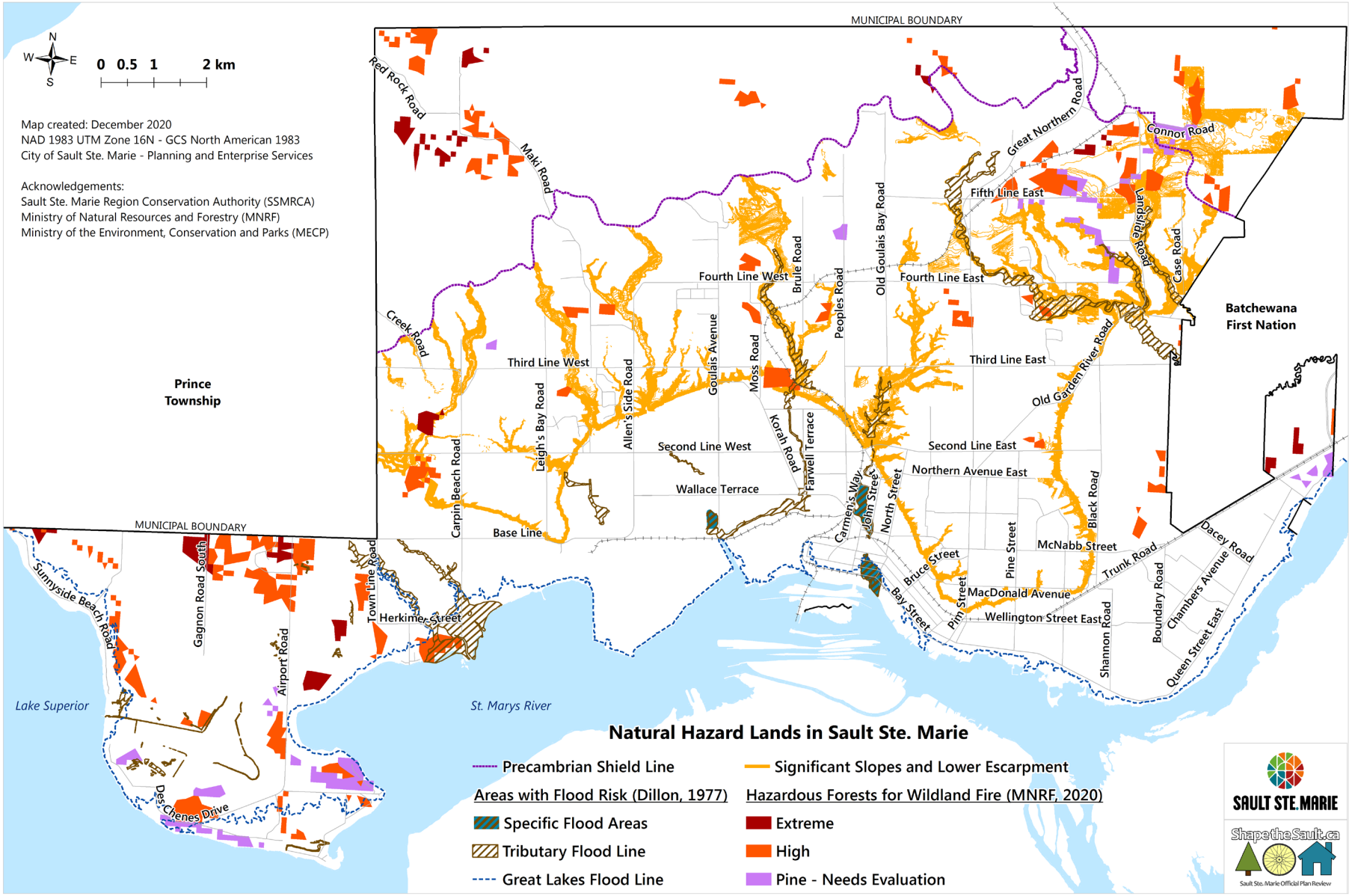
In addition to directing development away from forests that pose a high to extreme risk, there are also a number of methods for mitigating the risk, including forest management, site layout and constructing fire breaks.

Significant Slopes

Significant slope lands in Sault Ste. Marie include **river and stream valleys (ravines)** as well as the Sault's **lower escarpment**, commonly referred to as **"the hill"**. Development or site alteration on or near significant slopes is regulated to prevent erosion, potential human risks and property damage. Many of the significant slope lands also act as vegetated corridors providing natural habitat and connecting forested areas throughout the community. It is the role of the Conservation Authority to regulate development within slope hazard lands.

Figure 9.2: Map of Natural Hazard Lands in Sault Ste. Marie.

Source: City of Sault Ste. Marie; Ministry of Natural Resources and Forestry; Sault Ste. Marie Region Conservation Authority (Dillon, 1977).



Natural Resources in Sault Ste. Marie

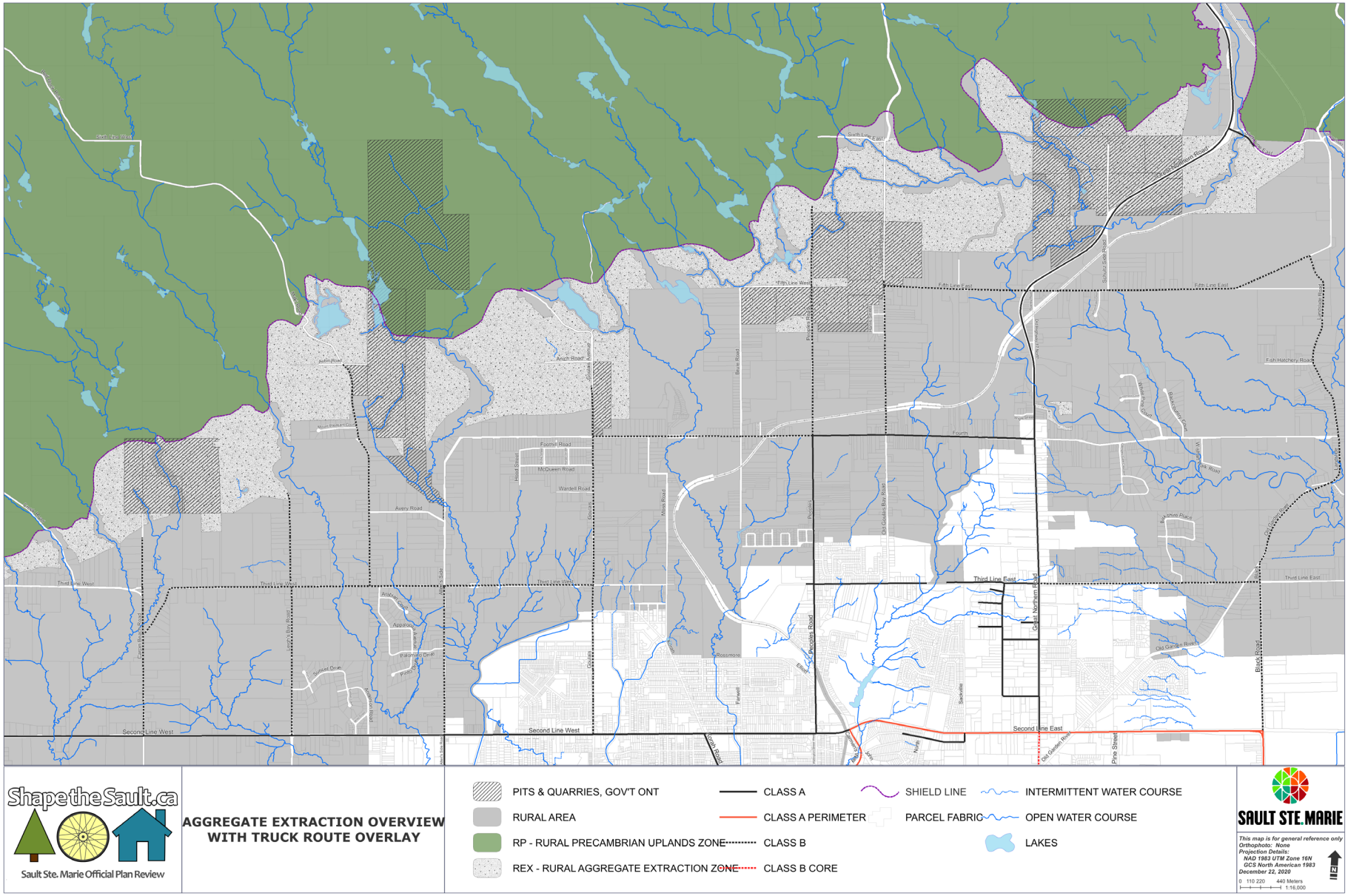
Aggregate Extraction in the Rural Area

Aggregate (sand and gravel) is identified as a “Provincially Significant Resource” and municipalities are required to identify and protect aggregate deposits for long-term use. From a land use planning standpoint, this means **limiting the encroachment of sensitive uses**, such as residential development, that could impact the ongoing operation of a gravel pit.

According to the Ministry of Natural Resources and Forestry, there are currently **9 aggregate extraction licence holders operating a total of 18 pits and quarries** within City limits. The aggregate pits and quarries are all located in the rural northern portion of the Sault, just south of the Precambrian Shield Line. Various major roadways in the Rural Area are designated as truck routes to facilitate movement of heavy vehicles to and from the aggregate operations. Since this part of the Rural Area is also Sault Ste. Marie's **Significant Groundwater Recharge Area**, all business activities, including gravel pits, are regulated to protect the city's source water.

Figure 9.3: Aggregate Pits and Quarries and Truck Routes (Classes A and B) in the Sault's Rural Area.

Source: City of Sault Ste. Marie; Ministry of Natural Resources and Forestry.



Source Water (Groundwater) Protection

Sault Ste. Marie's water needs are supplied by a **Lake Superior water intake located at Gros Cap** in Prince Township and **groundwater wells installed at four locations within the City**. Around half of the City's water needs are supplied by wells and the other half supplied by the intake at Gros Cap. The four well locations are:

- **Lorna well** at Queen Street East and Lorna Drive.
- **Shannon well** near Trunk Road and Dacey Road.
- **Steelton well** at Second Line West and First Avenue.
- **Goulais well** near Second Line West and Goulais Avenue.

The Lorna well is not currently operational; however, land use protections around the wellhead are recommended to remain in place so that if required, the well can be brought back into service.

Rain that falls on the Precambrian Uplands flows south across the shallow bedrock, then percolates through the sand and gravel deposits below the Precambrian Shield area, and recharges the aquifer from which nearly half of the city's drinking water comes from. This area is known as the **Significant Groundwater Recharge Area**. A spill within this area could have devastating effects upon the aquifer; therefore, a variety of policies are proposed to mitigate the risk and protect this important water resource, while at the same time, allowing the extraction of the Provincially Significant sand and gravel deposits in this area.

The Walkerton Tragedy and the subsequent Walkerton Inquiry resulted in the passing of the Clean Water Act in 2006. The Clean Water Act required the creation of a ***Sault Ste. Marie Region Source Protection Plan***[24] with policies aimed at ensuring that significant threat activities — those which could pose a risk to the drinking water aquifer — are monitored and managed to reduce the threat of contamination. The *Source Protection Plan* establishes **Wellhead Protection Areas** around each of the 4 groundwater well locations. Locally, the majority of existing development within close proximity to the wellheads is residential, which is not considered a significant threat activity. Having said this, land uses such as gas stations, automobile repair shops and snow dumps are located within vulnerable areas and are subject to additional regulations aimed at mitigating the threat of a spill.

Contaminated Sites

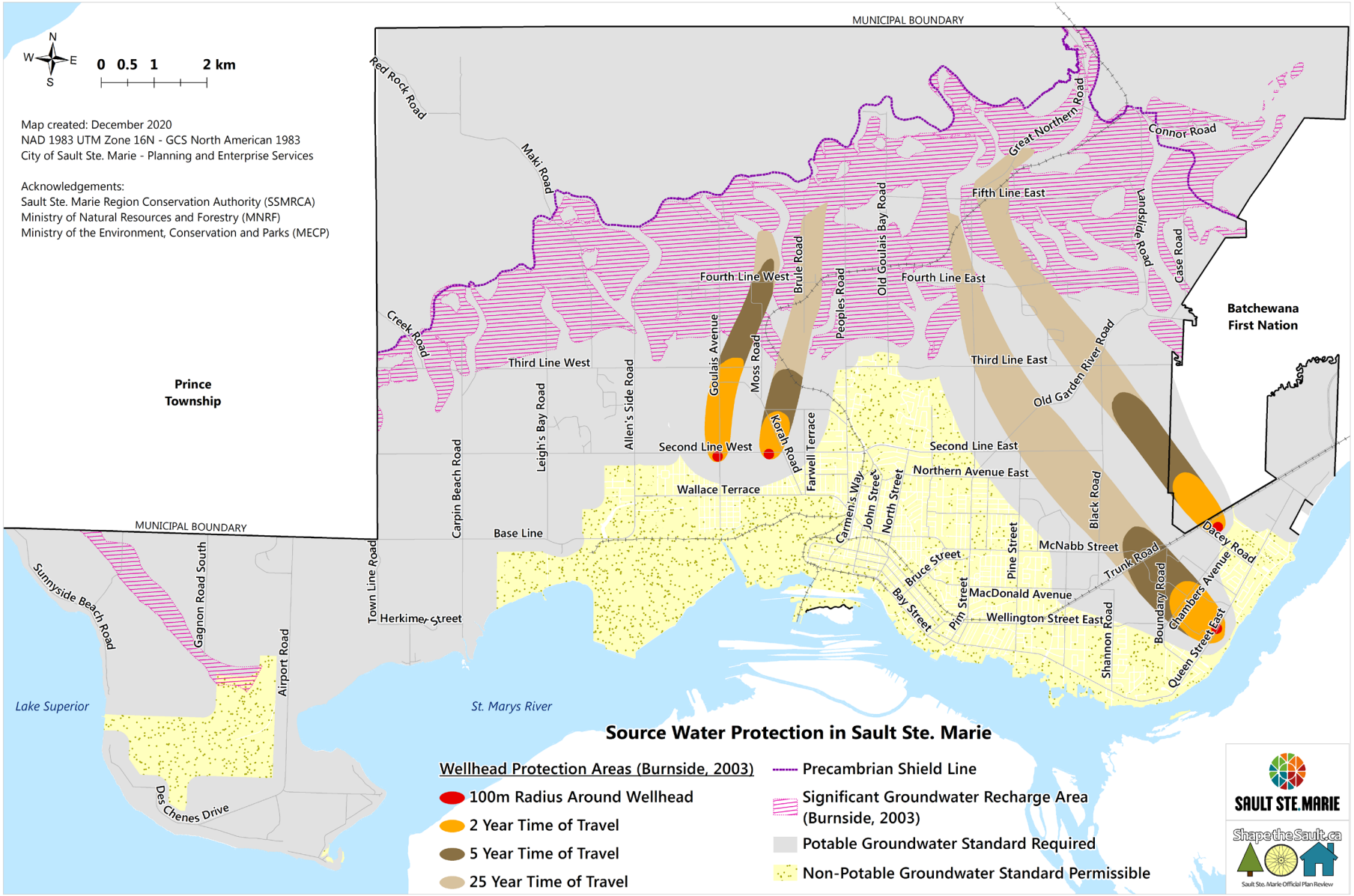
The City has defined ***Potable and Non-Potable Groundwater Site Condition Standards*** that apply to the remediation of contaminated sites. The stricter Potable Groundwater Standard is required for the vast majority of Sault Ste. Marie's Rural Area, where virtually all development is supported by on-site drinking water wells. The Potable Groundwater Standard is also required near the Municipal Wellheads that provide potable water. It is the City's preference that all contaminated sites be remediated to a potable standard, however where appropriate, the non-potable standard will be contemplated subject to further study

In the 2018 Watershed Report Card[25], the Sault Ste. Marie Region Conservation Authority reported that the quality of our local groundwater during the period from 2011 to 2016 has been excellent.

[24] Available at: https://ssmrca.ca/source-water-protection/reports-maps-and-resources/
[25] Available at: https://ssmrca.ca/watershed-management/watershed-report-card/

Figure 9.4: Source Water Protection in Sault Ste. Marie.

Source: Ontario Ministry of the Environment, Conservation and Parks; R.J. Burnside and Associates Limited.



What We Heard

Key Themes Heard on: Natural Environment, Resources and Constraints

In general, Saultites support the current regulations that the City and Conservation Authority have for protecting our natural environment and source water and for protecting against natural hazards. That said, many residents and organizations expressed a desire to see the City do more for the natural environment — either in terms of implementing enhanced or stronger regulations, or expanding the scope of the City's policies to address and incorporate newer challenges and initiatives.

Protecting Sensitive Natural Features and Hazard Lands

- Saultites expressed strong support for protecting the Precambrian Uplands and the Hiawatha area.
- With regards to protecting the habitat of the Chimney Swift (a threatened species), Saultites suggested the City identify and protect all chimneys that the species uses or could use.
- Many residents felt that 120 metres as the adjacency distance for significant wildlife habitat protection is not good enough.
- Some residents questioned the City's continued permitting of rural development in areas that are both unserviced and forested (i.e. with possible wildfire hazard) such as around Fourth Line and the end of River Road.
- Some suggested restricting shoreline development that lacks public access and appropriate setbacks to mitigate flooding.

Source Water Protection

- Saultites expressed concern about the impact of snow dumps on local water quality, and suggested that the City be stricter in regulating use of land for snow dumps.
    - Improving and/or creating stronger regulations for snow dumps is one of the key recommended actions in the City's 2015 *Stormwater Management Master Plan and Guidelines*.

Trees and Urban Forest Protection

- Saultites have expressed mixed feelings about establishing regulations against tree cutting. More specifically:
    - There is strong support for prohibiting the cutting of trees that are part of a heritage neighbourhood's character, such as the trees on Simpson Street that are hundreds of years old.
    - There is also good support for prohibiting the cutting of trees in sensitive natural areas, such as wetlands, significant slopes and significant wildlife and fish habitat.
    - Some Saultites further suggested that the City require replanting of trees, especially natural vegetation, for some public works and private development projects.
    - There is less support for an umbrella approach that regulates cutting of trees in any location, public or private, residential or otherwise.

Natural Vegetation and Invasive Species

- There is increasing awareness among Sault residents and organizations of the importance of natural vegetation in enhancing local habitats and fighting invasive species.

- Saultites want to see naturalization of some green areas and open spaces, such as portions of land beside the flood control channels in the west end, and land within road rights-of-way and along the Hub Trail.
- It is suggested the City should take stronger action in prevention and mitigation of invasive species, including by promoting the planting of a diversity of trees instead of a single species, as well as the selection of either native tree species or non-native but non-invasive tree species. This would apply to both public works undertaken by the City as well as private landscaping works.

Aggregate Extraction

- Aggregate extraction operators felt that in general, increased and encroaching residential use in the Rural Area close to the aggregate extraction lands is a problem, as residential opposition often creates hurdles to getting Provincial Ministry approval for operations.
- Operators also suggested that the City should expand the designated aggregate extraction area northward into the Precambrian Uplands (Shield area), as there is good potential for quarrying in the Shield and there would be less nearby residents who may complain compared to other parts of the Rural Area.
- Consider the designation of truck routes in the Rural Area to allow for improved access to the future St. Marys River shipping port south of Base Line and Allen's Side Road. Also, a review of rural truck routes can help clarify, both to businesses and residents, which routes are considered acceptable for heavy, noise-producing traffic.

Other Challenges

- Saultites expressed interest in seeing the City bring in expanded plastics recycling, as well as management of food and compostable waste.
- Many residents commented upon the impending challenges and risks associated with climate change, and want to see the City do more to prepare for climate change, including encouraging developments to incorporate sustainable green infrastructure and low-impact design features.

What We Propose

Proposed Official Plan Policies on: Significant Natural Heritage Features and Areas

Significant natural heritage features and areas contain distinctive features and may perform key ecological functions for various animal and plant species. Linkages between significant natural heritage features and areas often act as corridors that enhance and maintain natural habitat within the municipality.

Fish Habitat
Quality fish habitats have significant economic and social benefits. Fish habitat includes spawning grounds, nurseries, food supply and migration areas; all are necessary components of fish habitat.

All lakes, streams, rivers and tributaries shown on Schedule A are identified as fish habitat.

- The restoration, enhancement and creation of fish habitat is encouraged.
- Maintaining shorelines (riparian areas) in a natural state with natural vegetation is strongly encouraged. Restoring previously altered shorelines back to a natural state may be imposed as a condition of development.
- Public access to recreational fishing areas should be provided and maintained to support recreational fishing opportunities.
- Development and site alteration shall not be permitted in fish habitat except in accordance with Provincial and Federal requirements.
- No development is permitted within or adjacent to (120m) fish habitat unless it can be demonstrated through appropriate evaluation that there will be no negative impacts upon natural features or their ecological functions. This may require an Environmental Impact Study prepared by a qualified professional, which outlines any impacts to fish habitat, and the measures required to mitigate all negative impacts, if possible. The extent of the study will take into account the scope of proposed development, existing development, zoning, topography, species and habitat sensitivity.
- The need for an Environmental Impact Study may be waived or the level of effort may be reduced where:
    - Only a minor encroachment into the adjacent lands is proposed.
    - Significant ‘intervening buffers’ exist between the proposed development and the watercourse, such as roads or existing development, or where the shoreline is no longer natural and has been engineered by way of a cement edge, riprap or gabions.
    - The topography is such that runoff will not enter into the watercourse or the development can be graded in such a way to eliminate any runoff to the watercourse.
    - Appropriate land use controls, such as Site Plan Control or Holding Provisions, can be utilized to ensure that development does not encroach into adjacent lands or appropriate vegetative buffers are protected or established adjacent to the watercourse and proposed development.

Wetlands
Wetlands are an important part of a strong, sustainable, natural environment. They provide valuable environmental functions such as wildlife habitat, water quality enhancement and flood control. Wetlands, shown on Schedule A, include fens, swamps, bogs and marshes.

Type of Wetland	Development Within the Wetland	Development Upon Adjacent Lands (Within 120m of wetland boundary)
Provincially Significant Wetlands and Provincially Significant Coastal Wetlands (Determined through a wetland evaluation)	No development or site alteration.	No development or site alteration within 120m of wetland boundary, unless an appropriate study shows that such development will not impact the natural heritage features or ecological functions of the wetland.
Coastal Wetlands (Wetlands adjacent to Lake Superior or St. Marys River)	No development or site alteration unless an appropriate study shows that such development will not impact the natural heritage features or ecological functions of the wetland.	No development or site alteration within 120m of wetland boundary, unless an appropriate study shows that such development will not impact the natural heritage features or ecological functions of the wetland.
Evaluated Wetlands >0.5ha (Determined not Provincially Significant or Coastal)	No development or site alteration unless an appropriate study shows that such development will not impact the natural heritage features or ecological functions of the wetland.	Development and site alteration permitted, subject to appropriate buffering and stormwater management, in consultation with the SSMRCA and the City.
Evaluated Wetlands <0.5ha (Determined not Provincially Significant or Coastal)	Development and site alteration may be permitted, in consultation with SSMRCA and City.	Development and site alteration permitted, subject to appropriate buffering and stormwater management, in consultation with the SSMRCA and the City.
Unevaluated Wetlands >0.5ha in size or containing characteristics and components typical of a significant wetland, in consultation with the SSMRCA and City.	Wetland evaluation required prior to any development or site alteration.	Determined through wetland evaluation.
Unevaluated wetlands <0.5ha in size and not containing characteristics and components typical of a significant wetland, in consultation with the SSMRCA and City.	A wetland evaluation may be waived, and development and site alteration may be permitted, in consultation with SSMRCA and City.	Development and site alteration permitted, subject to appropriate buffering and stormwater management, in consultation with the SSMRCA and the City.

- Exception to development prohibitions within or upon adjacent lands of a Provincially Significant or Coastal Wetland:

  - Infrastructure projects may be permitted to locate within or adjacent to a Provincially Significant or Coastal Wetland where it can be shown, through the Environmental Assessment process, that the proposal cannot be located outside of the wetland. Examples include pipelines, Provincial highways, roads, electric power facilities and water treatment plants.
- The need for an Environmental Impact Study or wetland evaluation may be waived or the level of effort may be reduced where:
  - Only a minor encroachment into the adjacent lands is proposed.
  - Significant 'intervening buffers' exist between the proposed development and the wetland or adjacent lands, such as roads and existing development.
  - Appropriate land use controls, such as Site Plan Control or Holding Provisions, can be utilized to ensure that development does not encroach into adjacent lands.

Endangered and Threatened Species and their Significant Habitat

The Ministry of Natural Resources and Forestry is responsible for identifying and defining endangered and threatened species, as well as their significant habitats.

The overall intent is to protect endangered and threatened species, and the significant habitats that are necessary for the maintenance, survival and recovery of naturally occurring or reintroduced populations of a particular endangered or threatened species.

The Species at Risk in Ontario (SARO) List of endangered and threatened species, and their defined habitat is continually evolving as new species are added, removed or identified. Future amendments to the plan may be required to ensure accuracy and currency.

- Development or site alteration shall not be permitted in the habitat of endangered and threatened species except in accordance with Provincial and Federal requirements.
- Proponents should exercise due diligence to ensure that any activities being contemplated would not contravene the Endangered Species Act, 2007. Where a new endangered or threatened species occurrence is identified, any development or site alteration activities must immediately stop, and the Ministry of Natural Resources and Forestry must be contacted.

Other Significant Wildlife Habitats

1. Peregrine Falcon Nesting Sites
   Peregrine Falcon nesting sites have been identified on the International Bridge.
   - Prior to development or site alteration within 120m of the nesting sites, an Environmental Impact Study will be required. Development will only be permitted where it can be demonstrated that there will be no impact to the Peregrine Falcon nesting sites.

2. Deer Wintering Area
   The Ministry of Natural Resources and Forestry has identified a Deer Wintering Area encompassing the Airport and surrounding areas.
   - Development or site alteration within the Core of the Deer Wintering Area or adjacent lands (120m) is generally discouraged.
   - Prior to development or site alteration within or adjacent to the Core Deer Wintering Area, an Environmental Impact Study will be required. Development will only be permitted where

it can be demonstrated that the form and function of the Deer Wintering Area will not be impacted.

3. Identification of New Significant Wildlife Habitat
   In the event that new significant wildlife habitat is identified within the municipality, development within or adjacent to (120m) significant wildlife habitat will not be permitted unless it has been demonstrated that there will be no negative impacts to the habitat or its ecological function.

4. Evaluating the Potential for Significant Wildlife Habitat
   It is recognized that mapped significant wildlife habitat may not exist prior to the submission of a development application. Consequently, proponents may be required to determine whether significant wildlife habitat exists on the property proposed for development.
   - The final determination of whether or not an evaluation is required will be made by the City, in consultation with other relevant agencies, including but not limited to the Sault Ste. Marie Region Conservation Authority and the Ontario Ministry of Natural Resources and Forestry.
   - Proponents may be required to evaluate the potential for significant wildlife habitat in previously undeveloped lands located beyond the Urban Settlement Area, subject to one or more of the following triggers:
     - Creation of more than three lots through either Consent or Plan of Subdivision.
     - Change in land use that requires approval under the Planning Act.
     - Construction for recreational uses (e.g. golf courses, serviced playing fields, serviced campgrounds and ski hills) that require large-scale modification of terrain, vegetation or both.

<u>Forests and Trees</u>
The City recognizes the environmental, recreational, health, aesthetic and heritage values of both urban and rural forests and trees.

1. Tree By-law

The Official Plan supports the creation of a tree by-law that protects:
- Heritage trees.
- Trees and forests in sensitive natural areas, including:
  - Wetlands.
  - Riparian areas along the shoreline of watercourses.
  - Significant slopes.
  - Known significant wildlife habitats, such as the Deer Wintering Area.

2. Urban Trees and the Urban Canopy
   Urban trees provide natural habitat, shade, and they reduce greenhouse gases. Of equal importance, urban trees and the urban canopy play a major role in defining the character of an area and increasing the overall aesthetics throughout the community.
   - The Official Plan supports the assessment of the urban tree canopy cover with the goal of establishing long-term urban tree canopy cover targets.

- Developments shall maintain and reinforce natural features such as wooded areas within or next to development sites. Developments shall also strive to maintain existing trees, which may include the need for a tree retention plan prior to development.
- Tree planting will be required for new developments and encouraged in existing developments.
- All public projects shall consider the planting of trees. The reconstruction of arterial roads and commercial corridors shall consider the planting of street trees.
- The City will support partnerships and efforts to plant trees on public lands in an effort to revegetate lands where appropriate.
- For any public or private development project under Site Plan Control, preference shall be given to the planting of native species. Where non-native species are proposed, they shall be non-invasive species.
    - Planting shall consist of a diversity of species rather than a single species, and should favour species that are resilient to climate change and any other site-specific considerations such as salt resistance.

The Precambrian Uplands

The Precambrian Uplands area contains numerous natural heritage features and areas, including large, connected forested areas, many watercourses and wetlands. The geology of the area is characterized by bedrock, with very little topsoil and numerous significant slopes. Surface water flows south and is the main water source for almost half of the City's potable water.

Due to these characteristics, the area is very sensitive to development; therefore, development within the Precambrian Uplands is generally discouraged, as further discussed in the Land Use Compatibility Chapter.

Proposed Official Plan Policies on: Constraints and Hazards

The policies in this section are intended to reduce the potential risk to life and property. Natural hazards are largely regulated by the Sault Ste. Marie Region Conservation Authority and in most cases SSMRCA approvals are required prior to any development or site alteration. Where a natural or built hazard exists, development shall be guided by the following policies, which may include prohibition of development; development subject to a detailed Environmental Impact Study or development with conditions.

Great Lakes Flood Line

The Provincial *Great Lakes/St. Lawrence River Shoreline Policy* and the *Shoreline Management Plan* of the Conservation Authority are implemented through the policies below. The purpose of these policies is to reduce the potential loss of life and property damage as a result of flooding, erosion and dynamic beach action. The areas included within the Regulated Shoreline are shown on Schedule B.

The shoreline is divided into two regulated areas: the Lake Superior Regulated Shoreline (above the compensating gates) and the St. Marys River Regulated Shoreline (below the compensating gates).

The Regulated Shorelines are defined as the total landward extent of the "regulatory flood line", the "regulatory erosion line", the "regulatory dynamic beach area", and wave up-rush limits.

- Maintaining and rehabilitating shoreline areas to a natural state is strongly encouraged and may be imposed as a condition of development.
- All development or site alteration, including the removal of vegetation in or abutting a Regulated Shoreline, shall require approval from the Conservation Authority and the Department of Fisheries and Oceans.
- Erosion control works must comply with Provincial and Conservation Authority standards.
- Areas of existing development within the Lake Superior Regulated Shoreline may be further developed subject to Conservation Authority approval, provided that:
    - Buildings and structures, including additions to existing buildings and structures, are flood-proofed;
    - Erosion setbacks are used in combination with specific engineering works or studies to ensure proper protection;
    - The development is not within the Dynamic Beach Area, as defined by the Conservation Authority.
- Within the St. Marys River Regulated Shoreline, no development will be permitted within the defined portions of the 100-year flood level, excluding the regulated shoreline between Huron Street and Simpson Street (extended). Development and redevelopment within this area may be permitted given that flood and erosion protection are provided to current engineering standards, including approval from the Conservation Authority.

Tributary Flood Line

The Tributary Flood Line includes streams, intermittent watercourses and inland lakes that are not on the Lake Superior-St. Marys River shoreline.

The Tributary Flood Line or flood plain areas are identified by the Sault Ste. Marie Region Conservation Authority (based on the *Flood Plain Mapping Report*, Dillon 1977) using the "Regional Storm" with

allowances for erosion, meandering and the 1 in 100 year flood event. Defined by the Province of Ontario, the Regional Storm for this area is the "Timmins Storm", which is based on an actual rainfall event that occurred over Timmins in 1961.

Prior to development or site alteration within flood plain areas, a permit from the Sault Ste. Marie Region Conservation Authority is required.

The following policies apply to lands within the Tributary Flood Line as shown on Schedule B:

- The development of new buildings or structures within the designated Tributary Flood Line is prohibited, except flood and erosion control structures and facilities which by their nature must locate near water.
- A permit from the Sault Ste. Marie Region Conservation Authority is required prior to any development or site alteration proposals within 30m of the high-water mark or within 15m of the top of the stable slope, both of which may include increased setbacks or flood proofing measures related to a meander belt.
- Maintaining the lands and vegetation within the Tributary Flood Line in as natural state as possible is strongly encouraged.
- The rehabilitation and revegetation of shore areas back to their natural state is strongly recommended subject to appropriate approvals from the Conservation Authority.

Specific Flood Areas

Bayview, Gateway and Steelton are urban areas that are prone to flooding. The nature of the flooding in these areas is similar to that experienced in the Flood Fringe. Development and redevelopment within the Specific Flood Areas shown on Schedule B must conform to the following policies:

- Bayview — There are no openings to buildings below 184.4m Canadian Geodetic Datum.
- Gateway — The improvements which resolve the flooding problem have been identified by the municipality with the technical advice of the Conservation Authority and are required as a condition of redevelopment. Further, there are no openings to buildings below 178.6m Canadian Geodetic Datum.
- Steelton — The improvements which resolve the flooding problem are identified by the municipality, with the technical advice of the Conservation Authority and are proposed as a public project and provided when possible. Further, there are no openings to buildings below the elevations established in the Conservation Authority's Fort Creek Watershed Appraisal, 1984.

Significant Slopes

The following policies shall apply where development or site alteration proposals (including cutting and filling) are on or near a significant slope or ravine. Significant slopes are those that are greater than 15%.

- Development or site alteration will not be permitted upon slopes that are unstable or subject to active erosion or historic slope failure.
- Significant slopes and ravines shall be maintained in as natural of a state as possible. The maintenance and enhancement of the natural vegetation upon a slope is strongly encouraged and may be imposed as a condition of development.

- Development shall be setback 15m from the top or bottom of the stable slope. Specific setback distances for slopes having grades steeper than 3 horizontal to 1 vertical, or 5 horizontal to 1 vertical in sandy soils, shall be determined in consultation with the Sault Ste. Marie Region Conservation Authority.
- Development proposals on or near significant slopes must be accompanied by a slope stability analysis prepared by a qualified professional, to the satisfaction of the Sault Ste. Marie Region Conservation Authority. A permit from the Conservation Authority must also be obtained for development on these slopes or within 15m of the top or bottom of a defined stable slope.
- Applications to develop lands having a slope steeper than 3 horizontal to 1 vertical, or 5 horizontal to 1 vertical in sand or sandy soils, shall be accompanied by a report indicating how slope stabilization will be achieved, to the satisfaction of the Sault Ste. Marie Region Conservation Authority.
- Lands having slopes greater than 15% may not be developed upon. Such lands may be dedicated to the City for stormwater management purposes or to facilitate the continuation of a recreational corridor. Such lands dedicated for stormwater management purposes may not be included in any required parkland dedication.
- Areas where topographic changes might result in significant erosion or other environmental damage shall be protected. These areas may include sensitive vegetation or vegetation in combination with topographic features.
- The prime agency in the designation and review of fill areas is the Conservation Authority. Changes to the boundaries or permits to place fill require Conservation Authority approval. Fill materials must meet applicable Provincial requirements.

Wildland Fire Hazards

Behind flooding, wildfires are the second largest factor for natural disasters. On average, the Ministry of Natural Resources and Forestry responds to over 1,200 wildfires each year. The anticipated impacts of climate change (increased frequency and severity of drought periods) coupled with communities expanding into forested areas have increased the risk of wildfires.

Vegetation types which present high to extreme risk for wildland fire include natural conifer forests and unmanaged conifer plantations that can include black or white spruce, jack pine and balsam fir, along with immature red and white pine. Mixed wood forests with a composition that is greater than 50% conifer composition also pose a potential risk.

- Development shall generally be directed away from areas where hazardous forest types have been identified as high to extreme risk for wildland fire.
- Development may be permitted upon lands with high to extreme risk forest types, where the risk is mitigated in accordance with a wildland fire assessment, completed by a qualified professional, in accordance with wildland fire assessment and mitigation standards identified by the Ontario Ministry of Natural Resources and Forestry.
- The City may utilize planning tools such as Site Plan Control or special development conditions to implement mitigation requirements or clearly identify areas with high to extreme wildland fire risks.
- Any mitigation efforts, such as clearing vegetation, shall consider all other policies contained within this Plan, especially those related to natural heritage features and areas.

Mine Hazards

There is one known mine hazard located just outside of the City. A small portion of the 1km buffer around the hazard is within the northeastern portion of the City. Development proposed within 1km of a mine hazard is not permitted without prior consultation with the Ministry of Energy, Northern Development and Mines (MNDM). MNDM will work with proponents to refine development setbacks and assess the need for additional studies.

Contaminated Sites

Potentially contaminated sites or brownfields include lands where contaminants may be present due to previous industrial, transportation, utility or similar uses. Sources of site contamination can include disposal of waste materials, raw material storage, residues left in containers, maintenance activities and spills. Some commercial uses such as gasoline stations and vehicle repair garages have a similar potential.

Where a site is deemed to be contaminated or has the potential to be contaminated, where applicable, proper remediation is required prior to development. Site remediation may include:

- A site remediation plan prepared in accordance with the requirements of the Environmental Protection Act; and/or
- A Record of Site Condition from the Ministry of the Environment, Conservation and Parks (MECP).

Proposed Official Plan Policies on: Source Water Protection

The proposed policies in this section are intended to implement the policies contained within the *Sault Ste. Marie Region Source Protection Plan*, which was developed in accordance with the Clean Water Act, 2006, and are intended to regulate certain land uses in vulnerable areas where such land uses could impact the municipal drinking water supply.

Existing uses that threaten the aquifers or municipal wellheads should be monitored to ensure that best practices for mitigation of the threat are followed.

Wellhead Protection Areas

The purpose of the Wellhead Protection Areas is to safeguard Sault Ste. Marie's water supply system. There are 6 municipal wells in 4 locations within the community, supplying 50% of the City's water needs. Wellhead Protection Areas A, B and C are illustrated on Schedule F of this Plan. Wellhead Protection Area A includes a 100m radius around the wellhead, Wellhead Protection Area B includes the 2-year time of travel zone around the wellhead and Wellhead Protection Area C includes the 5-year time of travel zone around the wellhead.

- The Sault Ste. Marie Region Conservation Authority and the PUC should participate in an education program to inform the public of the need to protect the municipal water supply. This program will teach the proper handling of possible contaminants such as fuel oil, gasoline, fertilizers and pesticides.
- The City, the Sault Ste. Marie Region Conservation Authority, and PUC shall implement a program to identify existing abandoned wells and work towards correcting any deficiencies that may threaten the groundwater supply.

Significant Groundwater Recharge Area

The Significant Groundwater Recharge Area is shown on Schedule F of this Plan. These areas contain sand and gravel deposits which allow surface water to percolate downward, recharging the groundwater supply.

The importance of protecting the Sault's groundwater resource is critical. Uses and activities which pose a potential threat to the groundwater regime should be limited or designed in a manner that mitigates the potential threats.

Development proposals located north of the Precambrian Shield Line (shown on Schedule F) or within the Significant Groundwater Recharge Area shall adhere to the following policies:

Fuel Storage and Handling

1. In-ground fuel storage tanks are prohibited.
2. The amount of fuel stored on-site shall not exceed 2,500 litres. The maximum amount of fuel stored for aggregate operations shall not exceed 5,000 litres.
3. Fuel storage is limited to fuel for on-site activities only.
4. Storage tanks must be installed on an impervious surface with sufficient containment to hold 110% of the total tank volume.
5. Fuelling areas must be designed to collect all runoff, separate fuel from water and allow for proper disposal of the contaminants before the runoff enters ground or surface water systems.

6. Storage tanks must be situated to minimize exposure to moving equipment and vehicles, including collision protection features.
7. On-site fuelling equipment should be in a fixed location. Where portable fuelling equipment is necessary to fuel fixed machinery, a means to catch and contain a spill is required. The method of containment will be reviewed and approved by the Conservation Authority and PUC
8. The area where a portable fuel tank is stored must have an impervious ground surface with sufficient containment to hold 110% of the total tank volume.

Chemical Storage and Handling

1. The bulk storage of chemicals, petroleum products, and other hazardous materials is prohibited.
2. The storage and handling of chemicals is restricted to an indoor or covered area, equipped with adequate spill and runoff containment structures and designed to prevent any loss of chemicals into the ground.
3. All persons handling chemicals must be trained to ensure the substances are properly stored and handled.

Vehicle Maintenance, Repair and Storage

1. Vehicular maintenance and repair will be limited to only those vehicles owned, leased and operated in conjunction with the main use permitted on-site. The repair and maintenance of vehicles and equipment not associated with the main use is prohibited.
2. Maintenance and repair of vehicles and equipment shall be conducted entirely within an enclosed building.
3. The building must be equipped with suitable floor drainage, collection and retention systems to ensure that any spills are prevented from entering the ground.
4. The floor of the building must be structurally sound and constructed of materials capable of preventing any loss of liquids to the underlying ground.
5. Any portion of the property used to store vehicles or motorized equipment shall be equipped with an impermeable surface to prevent the percolation of contaminated runoff into the ground.

Spill Response Action Plan

1. A “Spill Response Action Plan” will be required for certain uses or activities. On-site staff must be trained to carry out the plan. A copy of the plan shall be provided to the Conservation Authority and PUC for their review and approval.
2. The spill response plan must be reviewed annually to ensure it is kept up-to-date.

<u>Potable and Non-Potable Groundwater Site Condition Standards</u>

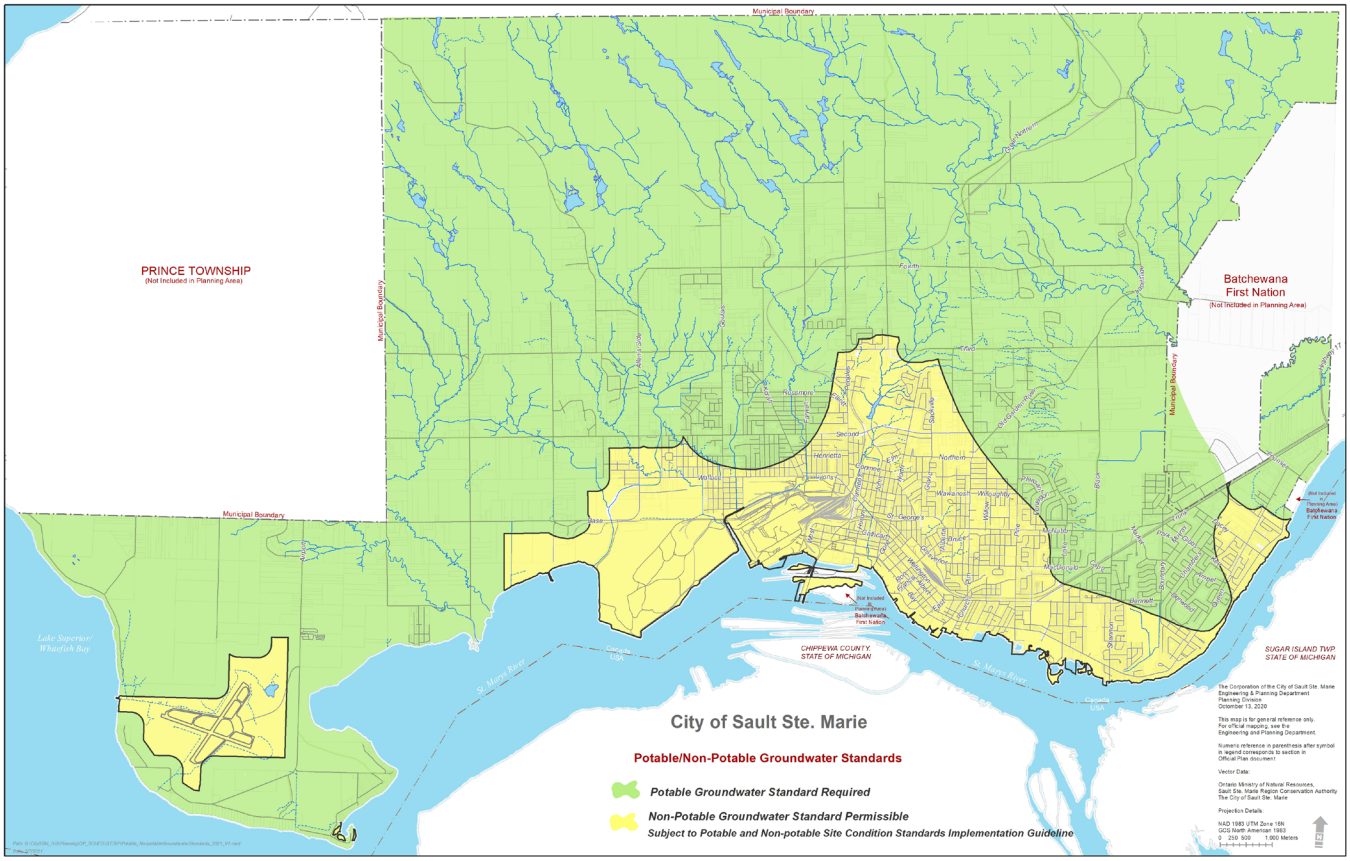
The City of Sault Ste. Marie is committed to protecting its potable groundwater resources. There are 6 municipal wells in 4 locations within the community, supplying approximately 50% of the City’s potable water needs. Furthermore, virtually all development within the City’s Rural Area is supported by on-site potable water wells.

In an effort to protect this valuable resource, it is the City’s preference that where a spill has occurred or contaminated soils have been found, the site be remediated to a Potable Groundwater Standard; however, there may be some instances where the application of the Non-Potable Groundwater Standard is appropriate.

Where a proponent is requesting use of the Non-Potable Groundwater Standard, a request shall be submitted to the Planning Division, and must be completed in accordance with Ontario Regulation 153/04, and the *City's Potable and Non-Potable Groundwater Site Condition Standards Implementation Guideline*.

In addition to the criteria contained in Ontario Regulation 153/04 and the City's *Potable and Non-Potable Groundwater Site Condition Standards Implementation Guideline*, Site Remediation Standards Schedule F generally outlines areas where potable and non-potable standards may be contemplated. More specifically, potable standards will be required where the subject property is located:

- In a 'Potable Groundwater Standard Required' area, as shown on the map below
- Within 250m of the closest boundary of a property which contains a supply well, excluding any wells used solely for testing or monitoring purposes.



Proposed Official Plan Policies on: Minerals and Mineral Aggregate Extraction

Minerals and mineral aggregate extraction is a vital and valuable resource for the community. Major sand and gravel deposits are identified on Natural Heritage Features and Areas Schedule A of this Plan.

Local pits and quarries are necessary for the development of the urban area. The protection of minerals and mineral aggregate resources from incompatible uses conserves and protects this non-renewable resource. The operation of pits and quarries within the area must include provisions for their progressive rehabilitation and subsequent reuse. Such measures also ensure existing residential uses within the area are minimally impacted by the development of new pits and quarries or the expansion of existing operations.

The Minerals and Mineral Aggregate Area illustrated on Schedule A of this Plan closely corresponds with the the Significant Groundwater Recharge Area, illustrated on Schedule F of this Plan. Consequently, pits and quarries function in areas where their operations have the potential to impact the groundwater supply.

1. Extraction activities shall be conducted in a manner that ensures the orderly extraction and optimal use of minerals and mineral aggregate resources in order to provide for local, regional and provincial needs, while minimizing negative environmental, financial and social impacts on the municipality and residents.
2. Extractive uses should be developed using the principles of sustainability. Furthermore, whenever feasible, the recovery (asphalt and concrete recycling) of mineral aggregate resources shall be encouraged.
3. Progressive and final rehabilitation shall be required on all mineral aggregate operations, and the rehabilitation of abandoned pits and quarries shall be encouraged.
4. Sensitive land uses which are not compatible with aggregate extraction shall be discouraged from areas surrounding existing pits and quarries.
    a. Residential development within the Aggregate Area shown on Schedule A is limited to existing lots. New residential lot creation shall not be permitted.
5. Accessory industrial uses related to aggregate extraction activities may be permitted subject to an Environmental Impact Study which demonstrates that impacts to the environment will be minimal. Accessory industrial uses include, but are not limited to:
    a. Asphalt and concrete plants.
    b. Mineral aggregate processing facilities.
    c. Facilities for the recycling of mineral and aggregate resources, such as asphalt, brick, glass and concrete.
6. Other non-aggregate uses may be permitted by rezoning if issues of public safety and environmental impacts can be addressed, and:
    a. The resource use is not feasible; or
    b. The use serves a greater long-term interest of the public; or
    c. The use will not significantly preclude or hinder future extraction.
7. Existing licensed mineral aggregate operations, including those located outside of the Mineral Aggregate Area, as shown on Schedule A, are permitted to continue without the need for an amendment to this Plan or the implementing Zoning By-law. The preferred area for expansion of aggregate resources is adjacent to existing pits and quarries.

8. The review of new development proposals, including new pits or quarries, shall consider all other applicable requirements of this Plan, particularly:
    a. Source water protection.
    b. Natural heritage features and areas.
    c. Land use compatibility.
9. Wayside pits and quarries, portable asphalt plants and portable concrete plants used on public authority contracts shall be permitted, without the need for an Official Plan Amendment, rezoning or development permit under the Planning Act in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities. Such pits shall be progressively rehabilitated once the project is completed or the pit/quarry is no longer required.
10. The City will continually monitor and assess the rural transportation network with the purpose of ensuring that major routes which service pits and quarries are capable of supporting heavy truck traffic, with special regard for the potential to ship aggregates via the future Algoma Docks facility (please see the Infrastructure and Servicing Chapter).

10. Rural Area and Agriculture

The Rural Area has been a significant component of the Sault ever since the amalgamation with the townships of Korah and Tarentorus in the 1960s. Farming and rural residential uses occupy many of the lots in the Rural Area, but conservation uses and aggregate extraction cover most of the land in the Rural Area. The portions of the Rural Area closest to the urban, built-up areas of the Sault also act as a land bank for potential future urban development.

What We Know

Key Points

- The Rural Area comprises approximately 16,000 hectares (40,000 acres) and around three-quarters of the Sault's total land mass.
- There is increasing recognition and desire to support local agriculture and local food, including the production, processing and distribution of food.
- The number of active farms in Sault Ste. Marie has varied between approximately 25 and 35 farms since 2006. Based on Statistics Canada data, agriculture activity in Sault Ste. Marie accounts for 7% to 10% of the agriculture activity in the entire Algoma District.
- The Province and many municipalities permit a variety of 'on-farm diversified uses' to support farm operators.
- Maple syrup production is a growing sector in Algoma and Sault Ste. Marie, and there is interest and potential for maple syrup harvesting in the Sault's Precambrian Uplands.
- Rural living is an attractive option for many residents. Approximately 10% of Sault Ste. Marie's population lives outside of the city's urban area. Over the past two decades, about one quarter of all new dwellings were constructed in the Sault's Rural Area compared to the Sault's urban area, though this proportion has decreased in the past few years in favour of the urban area.
- The Sault Ste. Marie Airport is a significant land use and activity hub in the city's Rural Area, encompassing 735 hectares and supporting approximately 300 jobs. There are various regulations aimed at ensuring development within and near the Airport lands is compatible and does not hinder Airport operations.

Land Use in Sault Ste. Marie's Rural Area

Sault Ste. Marie's Rural Area is primarily defined by the Urban Settlement Area in the Official Plan — all lands outside of the Urban Settlement Area are considered to be in the Rural Area. **Sault Ste. Marie's Rural Area comprises approximately 16,000 hectares (40,000 acres) and around three-quarters of the Sault's total land mass.** The Rural Area contains approximately 12% of all property parcels in the city.

There are a variety of land uses that exist in Sault Ste. Marie's Rural Area, including:

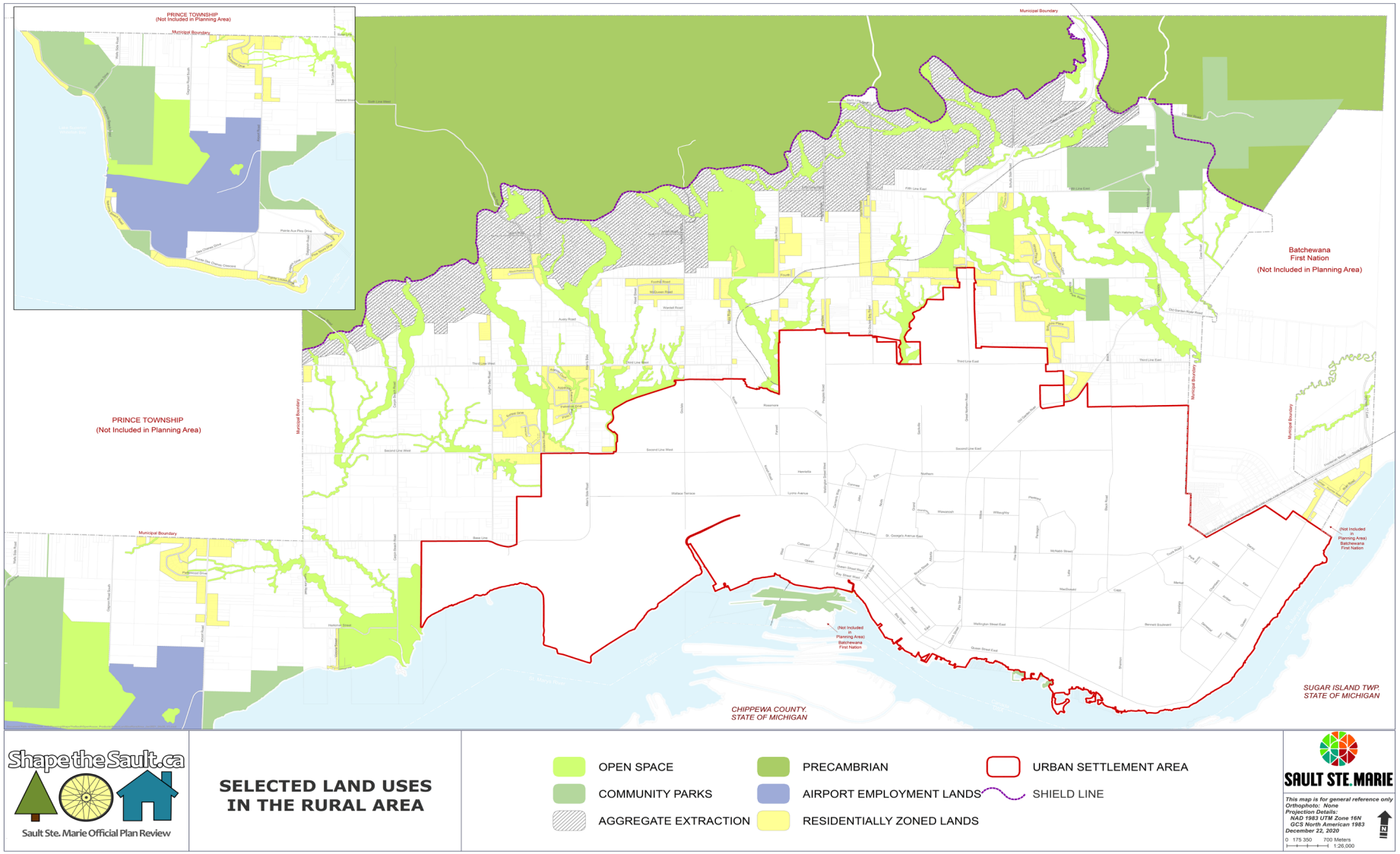
- The **Precambrian Uplands**, defined as all lands north of the Precambrian Shield Line formed by the first exposed outcroppings of the Uplands' bedrock. This is an environmentally sensitive area where only conservation uses are allowed.

- **Aggregate extraction** lands located just below the Precambrian Shield Line. Aggregate extraction is a significant use in the Rural Area. Local pits occupy 1,288 hectares (3,184 acres) or about 8% of the Rural Area. These lands are designated as containing sand and gravel deposits where extraction may occur. A more detailed discussion on aggregate extraction uses can be found in the Natural Environment, Resources and Constraints Chapter.
- **Conservation Areas** owned by the Sault Ste. Marie Region Conservation Authority — specifically, the Hiawatha Highlands, Mark's Bay and Shore Ridges Conservation Areas.
- Other **parks and recreation** lands, such as private golf courses like Crimson Ridge and Root River, and campgrounds like Mark's Bay.
- The **Sault Ste. Marie Airport** and its associated industrial and commercial uses.
- **Rural residences**, including multiple rural estate subdivisions such as Parkewood and Palomino, but also a few urban-style (smaller lots) subdivisions such as McQueen and along People's Road. The Pointes area and Sunnyside Beach area, both located near the Airport, are particularly popular rural, waterfront residential areas. There are also three mobile home parks located in the Rural Area.
- A variety of **agricultural uses** including greenhouses, fruit and vegetable farms, horse farms and hay farming.
- There are also a limited number of other commercial and industrial uses, such as contractors' yards and salvage yards.

Table 10.1: Statistics on Selected Land Uses in the Rural Area.
Source: City of Sault Ste. Marie.

Use	Land area	Proportion of the Rural Area
Precambrian Uplands	5,124 hectares (12,662 acres)	31.5%
Conservation Areas Hiawatha Highlands, Mark's Bay and Shore Ridges	1,438 hectares (3,554 acres)	8.9%
Aggregate extraction area Based on properties currently zoned Rural Aggregate Extraction zone (REX).	1,288 hectares (3,184 acres)	7.9%
Farm use properties Based on property assessment data — these are not necessarily 'active' farm businesses.	1,159 hectares (2,864 acres)	7.1%
Residential uses Rural residential properties zoned R1 (Estate Residential), R2 (Single Detached Residential) or R3 (Low Density Residential); not including mobile home parks.	761 hectares (1,881 acres)	4.7%
Airport lands	735 hectares (1,816 acres)	4.5%
Total rural land area	***16,242 hectares (40,135 acres)***	***73% of total city land area***

Figure 10.1: Location of Selected Land Uses in Sault Ste. Marie's Rural Area.
Source: City of Sault Ste. Marie.



Agriculture in the Rural Area and Local Food

Agriculture is a quintessential rural land use. According to 2019 taxation data from the Municipal Property Assessment Corporation (MPAC):

- **93 properties** in Sault Ste. Marie are **classified as "farm" use properties**, not including properties that are sub-classified as managed forests or vacant farm land.
    - These 93 properties occupy **1,159 hectares (2,864 acres)** of land.
    - 7 of these properties are located within the current Urban Settlement Area, though all are located at the edge of the urban area (for example, near Allen's Side Road and Second Line West). They occupy 66 hectares (162 acres) of land.
    - The other 86 properties are located in the Rural Area of Sault Ste. Marie outside of the Urban Settlement Area, and occupy 1,094 hectares (2,702 acres) of land.
- **35 of the 93 properties** are taxed under the **Farm Property Class Tax Rate Program** for the 2019 tax year, and these occupy **489 hectares (1,209 acres)** of land.

Statistics Canada's Census of Agriculture found that in 2016, there were **490 hectares (1,212 acres) of actively farmed land and a total of 25 active farms** in the City of Sault Ste. Marie, Prince Township and Batchewana First Nation's Rankin Reserve combined. Census of Agriculture data also show that agriculture activity in the Sault Ste. Marie area accounts for **7% to 10% of agriculture activity in the Algoma District**. This percentage is based on the number of farms (25 vs. 280), number of farm operators (30 vs. 420) and total farm revenues ($1.6 million vs. $16.4 million).

Global warming may have a variety of impacts to local agricultural production. Positives include a longer growing season and the potential to grow additional crops that historically may not have thrived this far north. Negatives include the potential for more severe weather that can damage crops, such as longer drought periods, more intense rain and windstorms. Climate change is discussed further in the Urban Design and Mobility Chapter.

Over the past two decades, a number of farms east of Sault Ste. Marie have been purchased by Amish and Mennonite farmers relocating primarily from Southern Ontario. A main factor driving their migration north is relatively low land costs relative to Southern Ontario.

There is increasing recognition and desire to support local agriculture and local food. In 2019, the Rural Agri-Innovation Network (RAIN) published the results of their *North Central Ontario Food and Agricultural Market Study*[26] that gauged interest and support for local food.

- There is significant interest among businesses and organizations in procuring locally grown or harvested foods. In the Algoma District, 63% of businesses and organizations surveyed expressed interest.
- The definition of "local food" varies, with around 36% of survey respondents defining "local" as restricted to Algoma District and 33% defining "local" as anywhere within Ontario. The study also noted that survey respondents in urban centres, such as Sault Ste. Marie and Sudbury, tend to have a broader definition for "local food" than those in smaller communities.
- The most common motivations for businesses and organizations to procure local food are: local food contributes to the local economy, perception that local food is of higher quality and customer demand for local food.

[26] Available at: http://rainalgoma.ca/marketstudy/

- The most common challenges cited by businesses and organizations in procuring local food are: high cost, lack of volume and seasonality.

While supporting local agriculture is an important concern, planning for commercial agriculture may be more effective and practical at the regional scale rather than at the municipal level.

Another component of local agriculture and local food that has received significant interest is **urban agriculture**. There are a number of groups in Sault Ste. Marie working towards the creation of more food-growing, small-scale agriculture operations within the Sault's urban neighbourhoods, such as community, backyard and rooftop gardens.

Table 10.2: Farming in Sault Ste. Marie and Algoma.
Source: Statistics Canada, Census of Agriculture (2016 and 2006).

	Sault Ste. Marie, Prince Township and Rankin Reserve (Batchewana First Nation)		**Algoma District total**	
	2006	**2016**	**2006**	**2016**
Farms by type				
Total number of farms	35	25	335	280
Farms in animal production	14	4	175	111
Farms in fruit and vegetable farming	4	9	17	26
Farms in greenhouse, nursery and floriculture	8	7	22	18
Farms in other crop farming (mostly hay)	9	5	121	125
Land area				
Total active farm area	1,029 ha (2,543 ac)	490 ha (1,212 ac)	38,775 ha (95,814 ac)	30,071 ha (74,307 ac)
Land in crops — excluding Christmas trees	424 ha (1,048 ac)	178 ha (441 ac)	15,496 ha (38,292 ac)	11,907 ha (29,423 ac)
Farm operators and revenues				
Number of farm operators	50	30	480	420
Average age of farm operators	56.8	55.5	53.9	53.9
Total farm revenues (in year prior to census)	$2.0 million	$1.6 million	$20.1 million	$16.4 million

	Sault Ste. Marie, Prince Township and Rankin Reserve (Batchewana First Nation)		Algoma District total	
	2006	**2016**	**2006**	**2016**
Selling of products directly to consumers				
Total number of farms that sold directly	n/a	12	n/a	109
Farms that sold unprocessed products	n/a	11	n/a	107
Farms that sold value-added products	n/a	3	n/a	11
Farms that sold using farm gate sales, stands, kiosks, U-pick	n/a	9	n/a	102
Farms that sold using farmers' markets	n/a	4	n/a	32

Maple Syrup Production

There is strong demand for maple syrup and related products as evidenced by Federal and Provincial programs aimed at supporting increased maple syrup production. At the regional level, RAIN operates the *Advancing Northern Maple Program* which aims to expand the maple sector by enabling producers to increase production, grow markets, adopt new technology and create innovative maple products. Attending a sugar shack to enjoy fresh locally produced maple syrup is an annual spring tradition for many and a number of maple syrup producers have added food services, on-site retail and public tours to expand the overall experience and generate additional revenues.

There are numerous mature sugar maple tree stands (sugar bushes) in Sault Ste. Marie, primarily located in the Precambrian Uplands area. Current land use policies permit harvesting maple sap, so long as there are no buildings or structures. The result is a number of small-scale hobby operations occurring in the Precambrian Uplands, without permanent on-site boiling facilities. Larger-scale producers would require permanent on-site facilities. Through the Shape the Sault consultation process, a number of people recommended that larger-scale maple syrup production be permitted in the Precambrian Uplands area. From an environmental standpoint, maple syrup harvesting is a low impact use. Mature trees can be tapped for a number of years without impacting the overall health of the tree. Furthermore, any buildings or structures would be generally small in scale. The main concern is that of access. There are very few roads in the Precambrian Uplands area and most of the properties are landlocked. Access is generally obtained through various forms of easements and agreements, some of which may be informal.

Any policies supporting larger-scale maple syrup harvesting with on-site production must consider formal, described access easements. Furthermore, policies should be designed to ensure that such uses do not result in future development requests, such as accessory food services or some other type of public access in association with a maple syrup operation. Given that any future access would likely be by way of registered private easements, public access is not appropriate and therefore accessory

uses such as food services and on-site retail would be difficult to locate in the Rural Precambrian Uplands area.

The Local Food System

The food system consists of production, processing, distribution and consumption — 'farm to table'. The local food system consists of the same elements, but at the local level. A robust local food system is a secure local food system. Supporting the local food system has numerous economic, social, health and recreational benefits.

Production and processing are the elements of the local food system where Official Plan policies can have the greatest impact. Local food production includes small and medium scale rural agriculture and micro-scale urban agriculture, in the form of backyard, rooftop and community gardens. Provincial policies allow municipalities to permit a variety of 'on-farm diversified uses' in association with registered farm properties. On-farm diversified uses may or may not relate to the production or processing of food. Generally, these uses are appropriately located on the relatively large acreages generally associated with farms, and they do not take away from the main agricultural use. Examples include processing and selling locally grown products, 'agri-tourism', food services, weddings and banquets, outdoor and indoor storage of RVs and boats, small-scale custom manufacturing and potentially contractors' yards. Such uses are intended to offer small-scale farmers additional income generation opportunities.

Most municipalities also have policies that support private and community gardens. In the case of community gardens, many municipalities specifically support them to locate on public properties, such as underutilized park space. A local example is Forest Heights Community Garden, located on a portion of Forest Heights Park. Urban agriculture in terms of the keeping of small livestock in an urban area is also something that is becoming more acceptable in a number of municipalities. While it is recognized that small-scale urban agriculture is not sufficient to feed everybody, there are numerous social, educational and recreational benefits. For example, small-scale urban agriculture allows one to clearly see and understand where their food comes from, and the effort required to produce this food. In addition, community gardens offer members numerous social and recreational benefits.

Within the regional context, selling and processing are the elements where the Official Plan can have an impact. It is generally recognized that the greatest regional production capacity exists in the larger farms located east of Sault Ste. Marie. As the regional centre for Algoma, Sault Ste. Marie contains the largest market (selling element) for local food. Many municipalities, including Sault Ste. Marie permit small 'roadside produce stands' to locate either on an agricultural property or along a commercial corridor. While these small retail outlets are intended to sell food produced 'locally', it is difficult to limit such uses to selling locally produced foods only. Traditionally, municipalities have also played a role in supporting local farmers markets, whether it be through funding or the provision of space. Locally, there are two farmers markets, Mill Market Sault Ste. Marie and the Algoma Farmers Market. Both markets are coordinated by a board of directors and registered as non-profit organizations. Both markets are members of the umbrella group Farmers' Markets Ontario.

As a regional centre, Sault Ste. Marie contains the necessary infrastructure to support and develop a wide variety of facilities to store, process and distribute food produced throughout the region. As previously discussed, many municipalities permit a variety of 'on-farm diversified uses', including

processing and storage facilities that may import goods to process that were not produced on the farm in which the facilities are located.

Food Security and Food Banks

According to the Sault Ste. Marie Poverty Round Table's *Progress on Impact Report* (January 2020)[27], food security is the ability to attain affordable and accessible nutritious food to meet dietary needs for a productive and healthy life. An individual's ability to adopt a healthy diet largely depends on the affordability, availability and proximity of healthy foods within the area they live. Households' failure to afford nutritious food is primarily associated with financial constraints. Promoting food security programs to facilitate community engagement, awareness and local efforts can be an effective way to deal with food insecurity.

Food banks are an important element of food security, and they provide food for the most vulnerable. Wikipedia defines food banks as *"a non-profit, charitable organization that distributes food to those who have difficulty purchasing enough to avoid hunger. Some food banks operate on the 'front line' model, giving out food directly to the hungry[...] Others operate on the 'warehouse' model, supplying food to intermediaries like food pantries, soup kitchens and other front-line organisations."*

Locally, United Way's Harvest Algoma Food Resource Centre fits into the 'warehouse' model and is capable of accepting, storing and distributing larger quantities of food to local and regional food banks and other non-profit organizations. According to the Poverty Round Table's report, Harvest Algoma provides food to 26 locations throughout Sault Ste. Marie.

Local 'front line' food banks include:

- Soup Kitchen Community Centre.
- Salvation Army Food Bank.
- St. Vincent Place.
- Sault College Food Bank.

In many cases, food banks (both warehouse and front line) offer much more than just food. Many include a number of accessory food-related programs such as a 'community kitchen', prepared meals, food literacy courses, greenhouses and community gardens, to name a few.

[27] Available at: https://saultstemarie.ca/Newsroom/February-2020/Sault-Ste-Marie-Poverty-Round-Table-Progress-on-Im.aspx

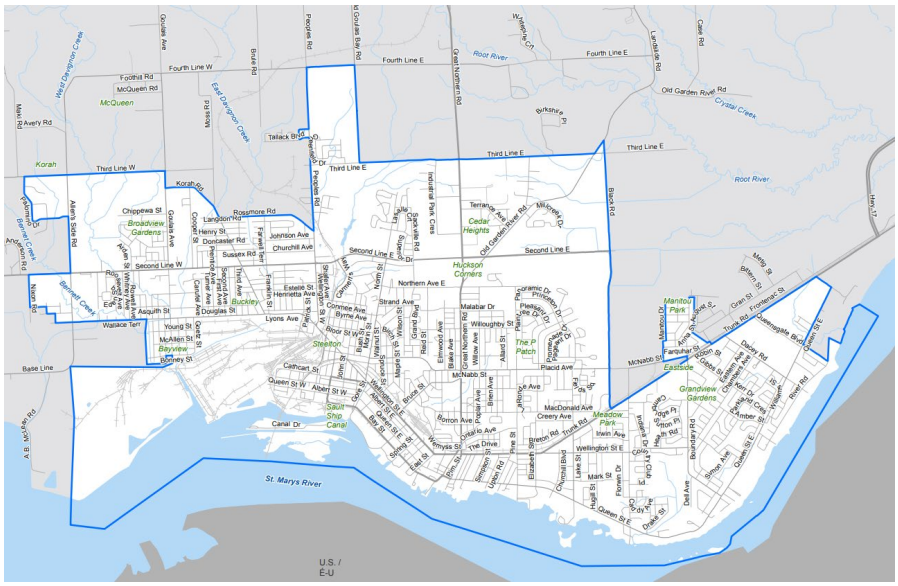
Rural Residential Development

Census data show that **approximately 10% of Saultites live in the Sault's Rural Area.**

Table 10.3: Sault Ste. Marie's Rural and Urban Population.
Source: Statistics Canada, 2016 Census of Population.

	Rural		Urban ("population centre")	
	Population	**Proportion of entire city**	**Population**	**Proportion of entire city**
Population	7,055	9.6 %	66,313	90.4 %
Private dwellings	2,929	8.5 %	31,556	91.5 %
Land area	170.19 km^2 (42,055 acres)	76.2 %	53.05 km^2 (13,109 acres)	23.8 %
Population density	41.5 per km^2	n/a	1,250.1 per km^2	n/a

Figure 10.2: Statistics Canada's Defined Urban "Population Centre" for Sault Ste. Marie.
Source: Statistics Canada, 2016 Census of Population.



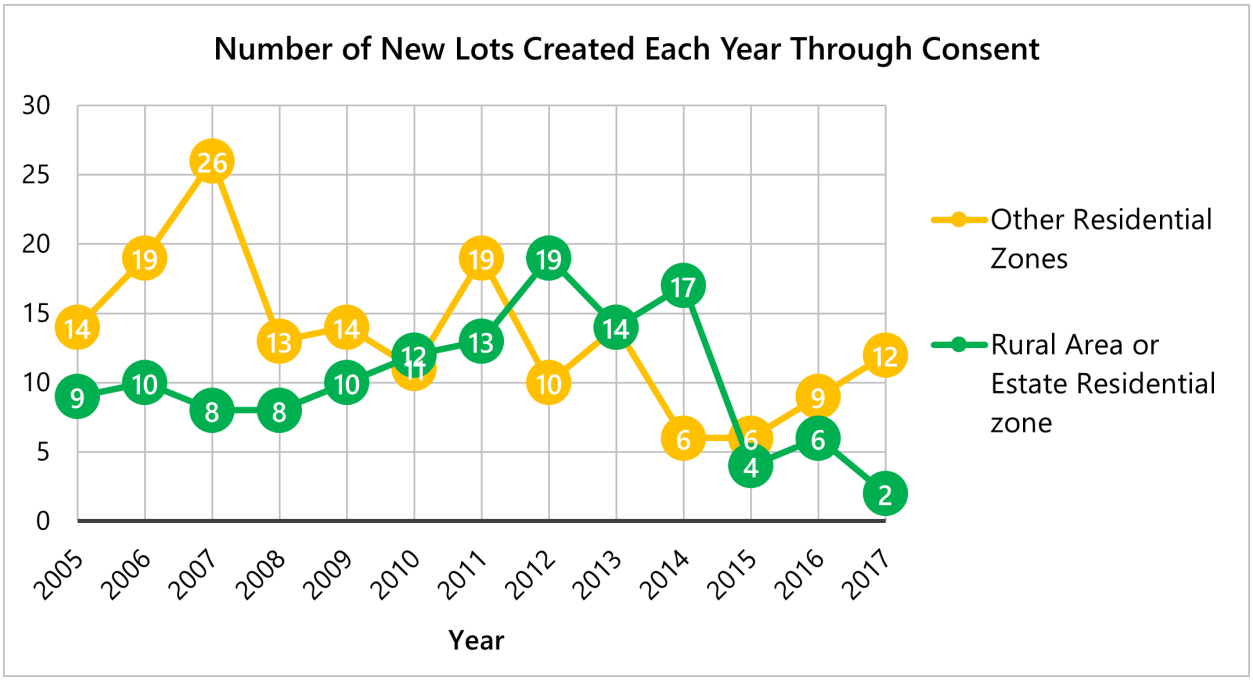
Between 2000 and 2019, approximately one-quarter of all new dwellings were constructed in the Rural Area. However, since 2015, the proportion of new dwellings in the Rural Area has decreased.

Table 10.4: Urban vs. Rural Dwelling Units Created between 2000 and 2019.
Source: City of Sault Ste. Marie.

	Dwelling units created			
	Rural	**Urban**	**% Rural**	**% Urban**
2000–2004	117	355	24.8 %	75.2 %
2005–2009	165	452	26.7 %	73.3 %
2010–2014	192	489	28.2 %	71.8 %
2015–2019	103	500	17.1 %	82.9 %
Grand total	*577*	*1796*	*24.3 %*	*75.7 %*

Between 2005 and 2017 there were an average of 10 new rural lots created each year that were zoned either Rural Area (RA) or Estate Residential (R1). The majority of these new lots were created for rural residential purposes. In contrast, during the same time period, there were an average of 13 new lots created per year that were zoned for other, urban forms of residential development. Rural lot creation peaked between 2012 and 2014 with around 16 new lots created per year, and subsequently dropped to around 4 new lots per year between 2015 and 2017.

Figure 10.3: Creation of New Lots in Sault Ste. Marie from 2005 to 2017 Through Consent.
Source: City of Sault Ste. Marie.



Locally Appropriate Rural Residential Development

Provincial policy requires rural residential development and lot creation to occur in a manner that is 'locally appropriate'. Prior to 2020, the Province required that rural residential development be 'limited' in nature. Although neither 'locally appropriate' nor 'limited' are defined, Provincial policy clearly aims to direct the majority of development to lands within the Urban Settlement Area.

Impacts associated with rural residential development is a recurring theme. Large rural lots are divided into smaller lots with less potential for future developments. In addition, the rural residence is classified as a "sensitive use" which can sterilize an area around them and impact the ability for agricultural and aggregate uses to locate or expand. The relatively low density of rural residential development is also costlier to service than that of urban residential development.

All that said, there is certainly a place for rural residential development, albeit on a locally appropriate, limited basis. The opportunity for a rural residential lifestyle is appealing to many, hence limited development will continue to be supported. Limiting rural residential development also helps to maintain the rural character of the area that rural residential property owners expect. Current regulations allow for the creation of two new rural residential lots, plus the remaining parcel. This

approach is aimed at **balancing the need to accommodate some rural residential growth while maintaining the future development potential and character of the area.**

Rural Estate Subdivisions

Current Official Plan policies do not permit rural estate subdivisions. This prohibition was put in place for many of the same reasons described above. In addition, there continue to exist a number of draft approved and registered rural estate subdivisions that remain vacant. Going forward, it may be appropriate to permit rural estate subdivisions on waterfront lots. Much like the rural residential lifestyle that many enjoy, waterfront properties are also appealing. Locally, Sault Ste. Marie is blessed with a significant waterfront, both in the urban and rural areas. The overall potential for rural waterfront subdivisions is relatively limited, in terms of the number and size of available lots, environmental constraints such as coastal wetlands, and existing non-residential development would impact the ability to locate new residential lots.

Minimum Distance Separation Requirements Between Livestock Facilities and Nearby Sensitive (Residential) Uses

Provincial policy requires the application of the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Minimum Distance Separation (MDS) Formulae. OMAFRA's MDS applies to new residential development in the vicinity of an existing livestock operation, as well as the expansion of an existing livestock facility (barn or manure storage) in close proximity to sensitive uses such as rural residences. The issue is odour and the MDS Formulae are based upon the size of the livestock facility and the type of livestock.

Table 10.5: Sample Agricultural Minimum Distance Separation Calculations.
Source: Ontario Agricultural Planning Tools Suite, MDS Calculator.

Livestock facility		**Minimum distance from "Type A Land Use" to existing facility** (Less sensitive, rural land uses)		**Minimum distance from "Type B Land Use" to existing facility** (More sensitive, urban land uses, residential, parks)	
Number and type	Typical barn area	Distance to barn	Distance to manure storage	Distance to barn	Distance to manure storage
2 horses	46m^2	81m (265ft)	10m (341ft)	162m (531ft)	183m (599ft)
6 horses	139m^2	93m (307ft)	116m (381ft)	165m (542ft)	186m (611ft)
2 dairy cows	19m^2	92m (303ft)	274m (899ft)	185m (606ft)	348m (1141ft)
6 dairy cows	56m^2	110m (365ft)	289m (948ft)	193m (634ft)	355m (1163ft)

Note: For these sample calculations:

- MDS I formula was used, i.e. distance from an existing livestock facility.
- Manure storage type used was worst-case manure storage type for that type of livestock facility.

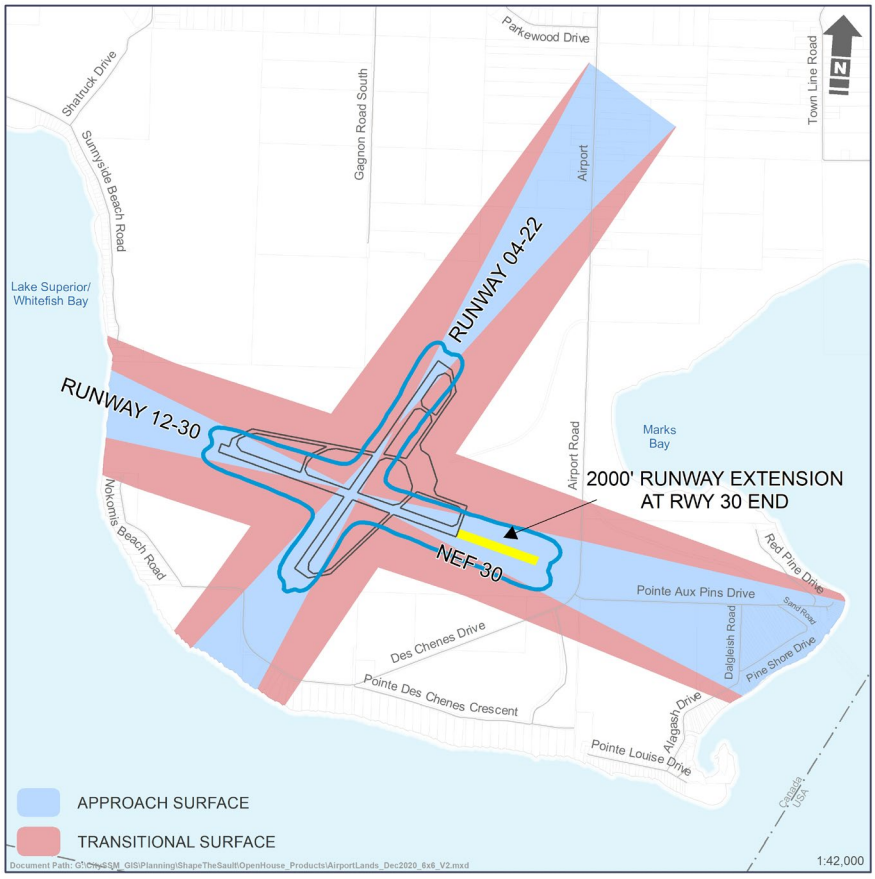
Sault Ste. Marie Airport (YAM)

The Sault Ste. Marie Airport is a significant land use and activity hub in the Sault's Rural Area. The Sault Ste. Marie Airport Development Corporation (SSMADC) has owned and operated the Airport since 1998. The core function of the Airport is to facilitate airplane movements and support the movement of people and freight.

The air service at YAM currently includes regional daily passenger flights to Toronto operated by Air Canada Express and Porter Airlines. Bearskin Airlines provides regular service to Sudbury and Thunder Bay. Sunwing Airlines operates weekly direct flights to southern destinations on a seasonal basis. FedEx and SkyLink Express provide cargo services every weekday. In 2019, there were a total of 57,376 aircraft movements at the Sault Ste. Marie Airport. Total passenger numbers have risen steadily, from 173,676 passengers in 2011, peaking at 216,172 passengers in 2018. 2019 saw a slight decline to 211,277 passengers passing through the Airport.

Airports are considered by the Province as “major facilities”, meaning municipalities are required to provide protection for an airport’s long-term operation by managing development in nearby areas, especially the development of sensitive uses such as residential. When reviewing development proposals near the Airport, the City must take into consideration their proximity to established **Noise Exposure Forecast 30 (NEF 30)** contours, as well as maximum height regulations set by Transport Canada for any development within the Airport runways’ **approach** and **transitional surfaces**.

Figure 10.4: Regulated Lands around Sault Ste. Marie Airport for Aviation Safety and Noise.
Source: City of Sault Ste. Marie.



The Airport has two 1,829-metre (6,000 feet) runways with Transport Canada approvals to extend Runway 22 (north) and Runway 30 (east) an additional 609.6 metres (2,000 feet). In consultation with the SSMADC, the extension of Runway 22 to the north is not feasible, and therefore should not be contemplated within the Official Plan. It is however appropriate to implement the Noise Exposure Forecast 30 (NEF 30) that includes the potential extension of Runway 30 (east), so that any future development does not impact the Airport's ability to extend that runway.

The current Noise Exposure Forecast (NEF) was completed by Avatar Consulting in 2008. The development of sensitive uses, such as residential uses, should not be permitted to locate within NEF 30. Given the relatively large Airport land holdings beyond the end of each runway, NEF is not a significant land use issue, with the exception of a portion of private property east of Runway 30.

Federal height restrictions are determined as follows:

- Approach Surface — Maximum height is less than 1 vertical unit for every 50 horizontal units from the end of the runway (1:50).
- Transitional Surface — Maximum height is less than 1 vertical unit for every 7 horizontal units from the end of the runway (1:7).

Table 10.6: Maximum Permitted Height at Airport Property Line within the Approach and Transitional Surfaces Adjacent to Each Runway.
Source: City of Sault Ste. Marie.

Runway	Max Height within Approach Surface at Airport Property Line (1:50)	Max Height within Transitional Surface at Airport Property Line (1:7)
22 (north)	18m (59')	129m (422')
30 (east)*	6.7m (22')	48m (157')
04 (south)	12.7m (41.5')	91m (298')
12 (west)	17m (56')	122m (400')

*Note: Includes a 609.6m (2,000') runway extension.

The relatively large land holdings beyond the end of the runways, and the rural nature of surrounding land uses, is such that the maximum height regulations will not significantly impact future development. Having said this, these regulations may impact future development upon the Airport. Furthermore, any sale of Airport lands within the approach or transitional surfaces will need to consider maximum height restrictions.

Strategic Importance of the Airport

The Sault Ste. Marie Airport plays an important economic role in the community and functions as a significant hub in the Rural Area. The Airport contains a wide variety of **airport-related accessory uses** which are either:

- Required to support the core functions of the airport, or
- Are located because the airport supports the core function of the business.

Examples include food and accommodation, refueling, air traffic control, warehousing and delivery, aircraft maintenance and repair, flight training, freight, warehousing and runway maintenance, to name a few. Many airports also contain a variety of **compatible uses** which may benefit from being located

at the airport, but aren't required to locate at an airport and do not impact the core function of the airport. Examples include golf courses, fairgrounds, light manufacturing and personal storage.

The land owned by the Sault Ste. Marie Airport Development Corporation encompasses **735 hectares (1,816 acres)** of land and approximately 300 people work at the Airport. In addition to those jobs required to support the core function of the Airport, tenants such as JD Aero Technical, the Ministry of Natural Resources Forestry Flight Management and Training Centre, and Sault College's Aviation School, are significant contributors to the overall employment and activities on Airport-owned lands.

Compatible uses include fairgrounds, golf courses and renewable energy generation (solar farms), to name a few. Runway Park, a motorized racetrack and fairground facility occupying the northernmost portion of the Airport is an example of a compatible use.

In addition to Noise Exposure Forecast and Federal height restrictions, there are a number of other development constraints that apply to the Airport. The Airport is serviced by on-site well and septic systems and given its location, extending municipal water and sewer services to the Airport is not feasible at this time. Therefore, future uses would need to be relatively 'dry' in nature, and not require large quantities of water as part of their process. There is also a sizable wetland — **Mary Ann Lake** — located on the eastern portion of the Airport lands near Dr. Roberta Bondar Parkway. The Provincially Significant **Shore Ridges coastal wetland** borders the Airport to the northwest and environmentally sensitive **Deer Wintering Yards** are located north and south of the Airport.

Given the strategic importance of the Airport, current and proposed planning regulations will support a variety of appropriate airport-related and compatible uses. Furthermore, development restrictions will be implemented to ensure that sensitive uses do not impact the core function of the Airport, including future expansions.

What We Heard

Key Themes Heard on: Rural Area and Agriculture

Agriculture

- In general, Saultites are strongly in favour of supporting local agriculture.
- The City should protect farmable lands for agriculture, and stop allowing urban sprawl and solar farms on these lands. One Saultite suggested the City should even consider conversion of rural residential lots to farm use.
- To help local farm owners, the City should give incentives for keeping farm land intact, and also grow and support local farmers' markets.
- The City should also look at promoting newer agricultural industries, such as cannabis, as well as promoting newer agricultural practices, such as small plot intensive farming (SPIN) and use of C-can shipping containers for agricultural businesses.
- Some Saultites noted that there are very few remaining large parcels in the Rural Area that could be used for farming, but at the same time, large, expansive farms are often unsustainable. However, there is good demand for living in the Rural Area and engaging in food growing or animal keeping on the same property.
    - To meet this demand, the City should consider loosening regulations regarding severances and allow more five-acre lots where residential and agricultural uses are both permitted.
- Saultites also expressed support for more urban agriculture, referring to community gardens, backyard agriculture and rooftop gardens.
    - In particular, the City should allow community gardens on any public land, especially land that is underused.
- There is interest from certain groups in creating places where producers of local food (and similarly for local crafts) can grow, make, process and add value to products, as well as sell those products, all in the same place. These places can also be integrated into so-called community hubs.
- The City should expand maple syrup production opportunities in the Precambrian Uplands area.

Rural Residential Uses

- Most residents strongly felt that the City should not encourage or allow more development of the Rural Area for residential purposes, and should instead protect rural lands for farm land. Some residents however wished to see the City allow more five-acre rural lots where residents can have residential, agricultural and private recreational uses all on the same lot.
- Residents in the Pointes area wished to see the City clarify any future plans for that part of the city.
- Residents who live in the Rural Area suggested the City should construct more recreational amenities in the Rural Area, such as at Pointe des Chenes.

Sault Ste. Marie Airport

The Sault Ste. Marie Airport Development Corporation completed a Business and Land Use Master Plan in 2014 that outlined the Airport's expected land development needs in the near future:

- In general, the Airport expects that the pace of land development at the Airport will continue at a relatively slow pace.

- There are plans to extend one of the existing runway's southeast end.
- The Airport has identified a number of development areas located on the Airport lands that can be developed for commercial uses.
- As well, there are a few adjacent properties owned by the Airport that might not be needed for either the Airport's use or airport-related commercial development.

What We Propose

Proposed Official Plan Policies on: Rural Area and Agriculture

The Rural Area comprises all of the area of the City of Sault Ste. Marie outside of the Urban Settlement Area. Rural land uses include agricultural uses, extractive uses such as mining, quarrying and aggregate removal, the Airport, golf courses, riding academies, kennels, cemeteries and rural residences. The Rural Area also has a number of large community parks and a network of formal and informal trails.

Rural Agriculture

The City shall support existing and potential future agricultural operations. ♡

- Lots shall be large enough to support the intended agricultural use, with the recognition that crop production can occur on smaller lots and livestock operations require larger lots.
- Proposals for new or expanded livestock facilities (barns and manure storage) shall adhere to the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Minimum Distance Separation Formulae, to ensure adequate separation from any nearby sensitive uses, such as residential uses.
- A variety of 'on-farm diversified uses' will be permitted upon agricultural properties subject to the following criteria:
    - The property must be part of the Farm Property Class Tax Rate Program
    - The use does not impair the primary agricultural operation.
    - The use does not negatively impact nearby sensitive uses.
    - The use can be supported with adequate on-site well and septic services and parking.
    - The use does not create the risk of a spill or contamination of the groundwater aquifer. Where fuel storage and handling is required, source water protection policies apply.

  Examples of on-farm diversified uses include but are not limited to agricultural processing (excluding a slaughterhouse/abattoir), retail of agricultural and agricultural-related products, food services, banquet facilities, personal storage and bed & breakfasts.

  A variety of 'Home Based Industries' may be permitted upon an agricultural property, by way of a rezoning, subject to the above noted criteria. Examples of 'Home Based Industries' include but are not limited to small-scale trades shops and contractors' yards.

- Small-scale, non-permanent, seasonal food outlets are permitted on any land designated Commercial, Mixed Employment or Rural Area, subject to the following criteria:
    - They are located upon private property with frontage on an arterial road, excluding seasonal food outlets that are an on-farm diversified use.
    - The seasonal local food outlet vendor has written approval from the registered property owner to operate from the location.
    - The construction of any buildings or structures is discouraged. Any installations, such as tables, tents and signage shall be non-permanent and temporary in nature.
    - That adequate on-site parking can be accommodated.
    - That the seasonal food outlet be located in a manner that all required setbacks can be achieved.

Accessory Uses to Maple Syrup Production

Maple sap tapping and maple syrup production are agricultural uses. Accessory uses such as bottling, retail sales, food services and public tours are also permitted, subject to the following criteria:

- The use does not impair the primary maple syrup operation.
- The use does not negatively impact nearby sensitive uses.
- The use can be supported with adequate on-site well and septic services and parking.
- The use does not create the risk of a spill or contamination of the groundwater aquifer. Where fuel storage and handling is required, source water protection policies apply.

Maple Syrup Production in the Precambrian Uplands

Maple syrup production is permitted to locate within the Precambrian Uplands area. Given that many properties do not have frontage upon a publicly owned and maintained roadway, maple syrup production facilities in the Precambrian Uplands are subject to the following criteria:

- Where a property does not have frontage upon a publicly owned and maintained roadway, legal access agreements, for a period exceeding 21 years, must be established across all properties from which access is obtained. This may require Consent approvals.
- Accessory uses intended to be open to the public, such as food services, retail sales and public tours are not permitted.

Urban Agriculture ♡

- The keeping of up to 3 hens in the rear yard of a single detached dwelling is permitted. The hens must be kept in an enclosure subject to minimum setback requirements implemented through the Zoning By-law.
- Private gardens and orchards are encouraged within all land use designations.

Community Gardens ♡

Community gardens are permitted in all land use designations, excluding Industrial designated lands.

- Depending upon the historical usage of the site, where there is the potential for soil contamination, a Record of Site Condition may be required to ensure that gardens are not being planted on contaminated soils. Alternatively, raised garden beds with an impermeable barrier between the garden bed and any contaminated soils may be permitted, subject to review of a qualified professional.
- The City supports locating community gardens on City-owned property, including City-owned parks, subject to the "New Uses in Parks" policies in the Parks, Recreation, Arts, Culture and Heritage Chapter.

Food Banks

- Food banks are encouraged to locate within 'public service facilities' and 'community hubs', especially those that provide services to vulnerable people. Please refer to the Land Use Compatibility Chapter for policies on public service facilities and community hubs.
- Food banks may include a variety of food-related accessory uses, such as food services, community kitchens, educational courses, greenhouses and community gardens.

Rural Residential Development

- Rural lot creation through Consent to Sever shall be limited to the creation of two new lots, plus the remnant or retained parcel. This limit shall be applied from July 14, 2014.

- A Consent to Sever application to the Committee of Adjustment may be considered provided:
    - Lands are divided in an efficient manner, and that landlocked parcels are not created.
    - Future urban residential development potential is not significantly impacted.
    - The proposed lot shall have frontage upon, and direct access to a public road that is maintained by the City on a year-round basis.
    - The proposed lot and planned development will not have a negative impact upon the drainage patterns of the area.
    - The severed and retained parcels shall fit into the general character of the surrounding area, in terms of frontage, size and parcel fabric.
    - The severed and retained parcels must be large enough for the adequate provision of on-site services, including their future replacement in the event of a failure. Algoma Public Health approval of on-site sewage servicing is required, including proof of a contract with a private septic hauler. The implementing Zoning By-law will outline minimum lot areas.
    - Where municipal water and sewer services exist, smaller lots may be considered, so long as the severed and retained lot frontages and sizes are within the general character of the area.
    - Sensitive areas such as wetlands, ravines, flood areas, known archaeological sites, and threatened or endangered species or their habitats are not negatively impacted.
    - New rural residential lots shall adhere to the Ontario Ministry of Agriculture, Food and Rural Affairs' Minimum Distance Separation Formulae, as it relates to setbacks from nearby livestock facilities.
    - Rural residential severances in the Precambrian Uplands and Aggregate Extraction Areas are prohibited.
- Rural Estate Subdivisions are generally discouraged; however, they may be permitted subject to the following criteria:
    - That the property proposed to be developed abuts and has direct access to the upper or lower St. Marys River.
    - The proposed lots have water frontage or direct access to the water through dedicated lands that form part of the subdivision. Proponents may also be required to include public access to the water as part of any approvals.
    - The development can adhere to all other aspects of the Official Plan, including but not limited to, policies related to natural heritage features, development constraints and minimum distances from livestock operations.

<u>Sault Ste. Marie Airport</u> 📈

1. The development of the Airport lands should not interfere with the prime function of the lands related to air traffic control.
2. Sufficient buffer areas and setbacks shall be provided to protect wetlands, Provincially Significant Wetlands and other sensitive areas within the Airport property.
3. Servicing of the site will be self-contained within the existing property and subject to the carrying capacity of the site.
4. All airport-related uses and compatible commercial and light industrial uses are permitted. Ancillary and secondary uses such as car rental, accommodation, restaurants and convenience retail are also permitted.
5. Recreational uses such as a golf course, fairgrounds, motocross speedway, drag strip and snowmobile race course may be permitted subject to required zoning approvals.

6. Development in the vicinity of the Airport shall be undertaken in a manner that protects the long-term operation and economic role of the Airport. More specifically:
    a. Sensitive land uses, including the creation of new residential lots, are prohibited above 30 Noise Exposure Forecast (NEF).
    b. Where redevelopment, infilling or the expansion of a sensitive land use is proposed in areas above 30 NEF, such proposals must be accompanied by a report, prepared by a qualified professional, which demonstrates that appropriate Ministry of Environment noise guidelines can be achieved.
    c. Development shall adhere to the following height restrictions:
        i. For lands within the Approach Surface, the maximum building height shall be calculated at no more than 1 vertical unit for every 50 horizontal units, starting at the edge of the runway.
        ii. For lands within the Transitional Surface, the maximum building height shall be calculated at no more than 1 vertical unit for every 7 horizontal units, starting at the edge of the runway.

11. Infrastructure and Servicing

Providing and maintaining civic infrastructure and services is often considered to be the basic responsibility of municipal governments. As per Provincial policy, infrastructure includes sewage and water systems, stormwater management systems, wastewater treatment and solid waste management systems, electricity generation, transmission and distribution facilities, oil and gas pipelines, telecommunications, transportation corridors and facilities and the public transit system. In addition, 'soft' infrastructure that add to a city's quality of life, include things like parks, recreational and cultural facilities. Finally, 'hard' services such as fire protection and policing are also core services provided by municipal governments.

Please note that some forms of infrastructure have been discussed in detail elsewhere:

- For municipal transportation infrastructure including roads and public transit, please see the Urban Design and Mobility Chapter.
- For 'soft' infrastructure such as parks and recreational facilities, please see the Parks, Recreation, Arts, Culture and Heritage Chapter.
- For the Sault Ste. Marie Airport, please see the Rural Area and Agriculture Chapter.

What We Know

Key Points

- The design and provision of most civic infrastructure and core services are guided by Provincial policies, regulations and guidelines.
- All new development within the Urban Settlement Area is to be served by municipal sewage and water services where such services are accessible. Extension of services to development outside the Urban Settlement Area is generally discouraged, unless required to address specific issues on a case-by-case basis.
- The City has existing plans and policy documents regarding stormwater management, solid waste management, and the review of telecommunications infrastructure.
- The City works with the PUC as well as other agencies and community stakeholders to appropriately plan for and support water and energy infrastructure, as well as various transportation infrastructure such as marine, rail and airport facilities located in the Sault.
- The Planning Division will continue to work with Fire Services to ensure that all development and redevelopment meets Building Code and Fire Code requirements, including adequate water pressure for fire fighting purposes.
- The Planning division will work with Police Services and other partners to ensure that new developments are designed in a manner that is safe and welcoming, utilizing the concept of Crime Prevention Through Environmental Design (CPTED)

General Provincial Direction on Infrastructure Planning

At a high level, the Provincial Policy Statement requires municipalities to plan for and provide infrastructure in ways that:

- Are efficient and ensure financial viability over the infrastructure's life cycle;

- Accommodate current and projected needs;
- Consider and prepare for the impacts of climate change;
- Are coordinated and integrated with land use planning and growth management;
- Consider optimizing the use and pursuing the adaptive reuse of existing infrastructure prior to the development of new infrastructure; and
- Protect human health and safety, and the health of the natural environment.

Sewage and Water Servicing

Having access to clean drinking water and effective removal of wastewater and sewage is fundamental to ensuring people's health and wellbeing.

As a result of the Walkerton Tragedy and the subsequent O'Conner Commission (The Walkerton Inquiry) the Province passed the Clean Water Act to create a 'multi-barrier approach' to protecting drinking water at its source. The result is the ***Sault Ste. Marie Region Source Protection Plan***, which identifies and regulates significant threat activities and vulnerable areas where mishandling, a spill or runoff could potentially contaminate the Sault's potable source water. For more information on source water protection, please refer to the Natural Environment, Resources and Constraints Chapter.

The Provincial Policy Statement expresses the Province's preferred hierarchy of sewage and water services:

1. Municipally-owned or operated sewage and water services are the preferred form of servicing within the City's Urban Settlement Area (USA).
2. If municipal services are not available, planned or feasible, privately-owned communal sewage and water services are the preferred form of servicing for multi-unit developments consisting of more than six lots or dwelling units.
3. If neither of the above servicing forms are available, planned or feasible, individual on-site sewage services (septic systems) and water services (wells) are permitted, conditional upon ensuring there are no negative environmental impacts.
    a. Septic systems designed to accommodate more than 10,000 litres of effluent per day must be approved by the Ministry of Environment, Conservation and Parks. Septic systems designed to accommodate less than 10,000 litres of effluent per day fall under the jurisdiction of Algoma Public Health. Individual on-site septic systems servicing a single rural dwelling generally fall under the jurisdiction of Algoma Public Health.
4. Partial services refer to where the municipality provides only one of either sewage service or water service, and individual on-site service exists for the missing service. One example is where a residential lot receives municipal water service but uses a private septic system to handle sewage. The Province permits partial services to be provided in two specific circumstances:
    a. To address failed individual on-site sewage or water services in existing development; or
    b. To allow for infilling and minor rounding out of existing development within settlement areas.

    A local example of a partially serviced area is along Old Garden River Road, east of Windsor Trail, where water services were extended to address the failure of a number of individual potable water wells

As per Provincial Policy, municipalities can only permit new development, including the creation of new lots if there is confirmation of sufficient reserve capacity in the local sewage and water systems, i.e. extra capacity that is not already meant to service existing or approved development. This includes 'downstream' capacity in pipes and treatment facilities, and capacity to handle hauled sewage from private communal or individual on-site sewage services. The rated design capacity for the east end sewage treatment plant is based on a design population of 55,600 people and the rated capacity of the west end sewage treatment plant is based on a design population of 33,500 people, totaling 89,100. The 2036 population projection of 83,300 which includes anticipated growth, is within the total design population of 89,100 for both sewage treatment plants. The City intends on commencing a reserve capacity study within the next five years to incorporate the most recent information and data.

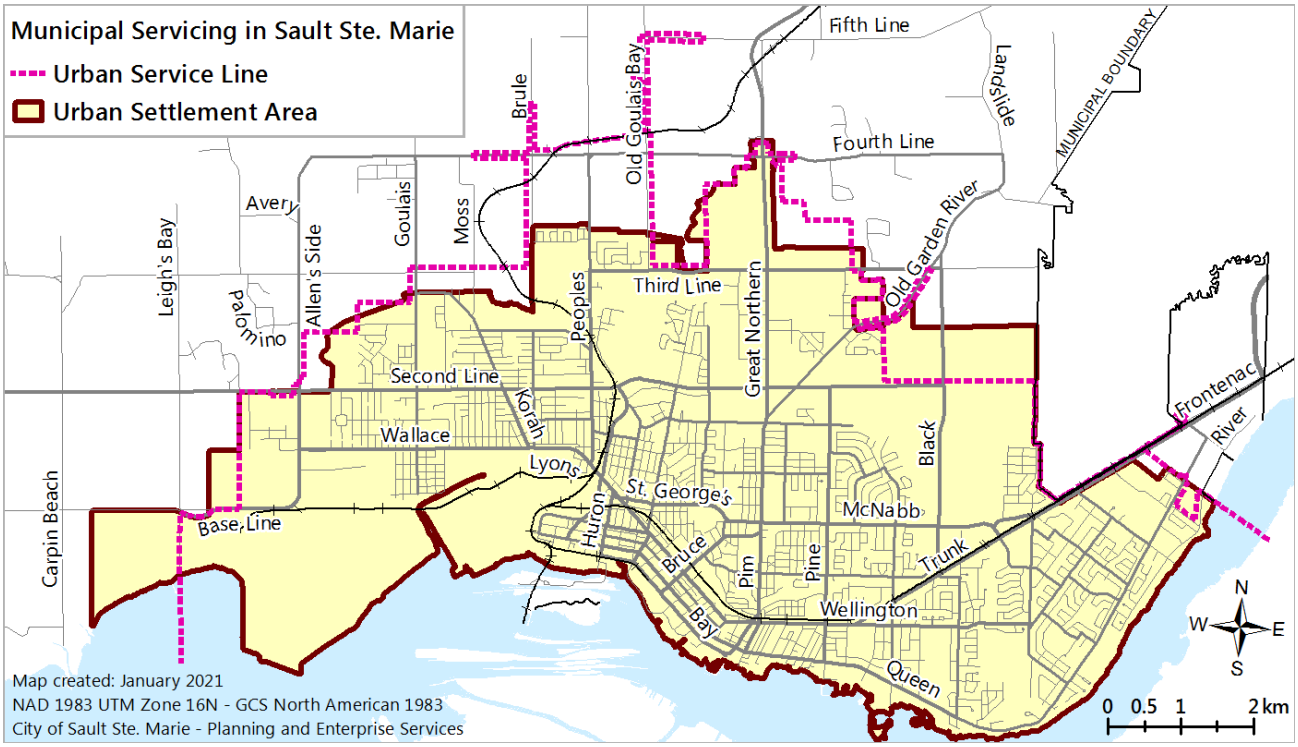
In addition, the Province indicates municipalities must ensure that the sewage and water services they provide are sustainable with respect to the local water supply which these services rely upon. As part of this, municipalities must promote water conservation and efficient use of water.

Locally, municipal sewage (i.e. sanitary) services are owned and provided by the City of Sault Ste. Marie. Municipal water services are owned and provided by PUC, which is a utility services Corporation that is wholly owned by the Corporation of the City of Sault Ste. Marie.

As previously discussed in the Growth and Settlement Chapter, the **Urban Settlement Area** is the designated area of Sault Ste. Marie where the majority of existing and future development is located. The City's policy, which aligns with Provincial policy, is that all development within the Urban Settlement Area is to be served by municipal sewage and water services.

The City and PUC have in the past extended municipal water services and/or municipal sewage services to some areas outside the Urban Settlement Area to address specific issues. Examples include extending water and sewer services to the Landfill on 5th Line East to facilitate a leachate collection system, and the extension of water and sewer services north to facilitate residential development at Crimson Ridge Golf Course. The locations of these non-urban areas where municipal services exist are indicated via the City's **Urban Service Line (USL)**.

Figure 11.1: Extent of the Area where Municipal Services are Provided in Sault Ste. Marie.
Source: City of Sault Ste. Marie.



The Urban Settlement Area (USA) versus the Urban Service Line (USL)

The Urban Service Line and the Urban Settlement Area (USA) Boundary do not always match. In some cases, the USL extends beyond the USA due to the aforementioned service extensions. In other cases, the USA may extend beyond the USL because vacant land has yet to be developed. Essentially, the USA shows the area of the community where serviced development at urban densities is to occur. As per Provincial Policies, the USA can only be extended by way of an Official Plan Amendment, where through a comprehensive review, similar to the one completed by the City and Dillon Consulting in support of the new OP and discussed in detail in the Growth and Settlement Chapter. The comprehensive review must demonstrate that there is not enough land within the USA to accommodate anticipated growth.

The Urban Service Line (USL) represents the area where city services (water and sewer) are currently available, and is utilized primarily as a taxation tool. Properties within the USL are charged at an urban tax rate, whereas properties beyond the USL are charged at a slightly lower rural tax rate.

Existing Sewage Infrastructure

According to the City of Sault Ste. Marie's 2015 Asset Management Plan, City-owned assets related to municipal sewage servicing include:

- 401 km of sanitary sewers.
- 22 sanitary forcemains.
- 5084 sanitary manholes.
- 7 large sanitary pump stations and 18 small sanitary pump stations.

- 2 wastewater treatment plants: one in the east end near Queen Street East and Millwood Street, and another in the west end near Allen's Side Road and Yates Avenue.
    - Because of their potential for odour and other adverse effects, the development of sensitive uses within the vicinity of the sewage plants is generally discouraged, as further discussed in the Land Use Compatibility Chapter. A sizeable green space buffer exists around the east and west Wastewater Treatment Plant for precisely this reason.

Existing Potable Water Infrastructure

PUC drinking water system services both the City of Sault Ste. Marie and Batchewana First Nation's Rankin Reserve:

- Water is sourced from 6 groundwater wells at 4 pumping stations, and an intake at Gros Cap which draws water from Lake Superior.
- There are 470 km of distribution mains, which range in diameter from 900 mm to 50 mm.
- Typical annual water pumpage is 13.5 million cubic metres per year. Maximum peak day is approximately 65,000 cubic metres.
- There is one water treatment plant, located on Second Line West between Town Line Road and Carpin Beach Road, which treats water from the Gros Cap intake. Water from the 6 groundwater wells is treated on-site at each well location.
- There are two drinking water reservoirs: one adjacent to PUC headquarters on Second Line that is 27,000 cubic metres in volume, and another near Peoples Road north of Fourth Line that is 9,000 cubic metres in volume.

Stormwater Management

Stormwater management systems are critical in protecting public health and safety, property and the environment. These systems receive, control and convey stormwater runoff in response to precipitation and snow melt. The local stormwater management system consists of an integrated network of swales, ditches, culverts, storm sewers, flood control channels, pumpstations, oil grit separators, stormwater management ponds and underground reservoirs. Traditionally stormwater management focused predominantly upon addressing water quantity, however it has become increasingly important to manage the quality of stormwater runoff.

In general, Provincial direction on stormwater management is largely similar to the Province's direction on infrastructure. Nevertheless, the Provincial Policy Statement does make particular points with respect to:

- Striving to minimize and prevent increases in contaminant loads, as well as erosion and changes in water balance.
- Maximizing the extent and function of vegetative and permeable surfaces.
- Wherever possible, promoting the use of **green infrastructure** and **low-impact design** to effectively manage stormwater.
    - As described in the Urban Design and Mobility Chapter, green infrastructure refers to built features that perform environmental functions such as filtering and storing stormwater. Common examples include bioswales, artificial wetlands, and permeable pavement and surfaces.

    - Development that uses low-impact design strives to cause minimal impact on local water systems, through the use of features like green infrastructure.
- Promoting best practices such as stormwater attenuation and reuse, as well as water conservation and efficiency.

Other Provincial legislation such as the Water Resources Act and the Environmental Protection Act also have broad authority over stormwater management.

Local stormwater management systems are owned, operated and maintained by the City of Sault Ste. Marie, the Sault Ste. Marie Region Conservation Authority, private developments or a combination thereof.

Existing Stormwater Management Infrastructure

According to the City's 2015 Asset Management Plan, stormwater infrastructure assets in Sault Ste. Marie include:

- 283 km of storm sewers.
- 9,070 catch basins and 4,197 manholes,
- 11 oil grit separators.
- 251 km of ditches and 9,513 culverts across these ditches.
- 1 stormwater pump station located on Glasgow Avenue in the Bayview neighbourhood.
- 11 stormwater management ponds that were built as part of residential subdivisions.
- 4 aqueduct and flood control systems: Central Creek and East & West Davignon Creek in the West End, Fort Creek in the Steelton area, and Clark Creek in the east end.
    - Although significant work has been done over the past few years to improve the Fort Creek aqueduct and flood control system, the impacts to specific flood areas have not been assessed and therefore, these areas remain unchanged.

The City approved a ***Stormwater Management Master Plan and Guidelines***[28] in 2015 to address stormwater quality and quantity concerns related to new and existing development. This plan identified a long-term, City-wide stormwater management approach which includes:

- Improving snow disposal sites
- Education about stormwater management.
- Implementing a point source monitoring plan to monitor specific sources of pollution.
- Installing additional oil and grit separators to remove oil and sediment from storm runoff.
- Implementing new stormwater management guidelines.

In particular, the approved ***Stormwater Management Guidelines*** are intended to set a framework to promote consistency in the design and construction of stormwater management systems. The Guidelines state that all stormwater management systems to be connected to the City's system shall be designed to:

- Prevent adverse effects of stormwater on human health and safety;
- Protect property, structures and public infrastructure from damage;
- Preserve natural watercourses and wetlands; and

[28] Available at: https://saultstemarie.ca/City-Hall/City-Departments/Public-Works-Engineering-Services/Engineering-and-Planning/Engineering-and-Construction/Stormwater-Management.aspx

- Minimize the effects of development on surface water and groundwater quantity and quality.

Waste Management

Waste management refers to sites and facilities to accommodate solid waste and includes recycling facilities, transfer stations, processing sites and disposal sites (such as landfills and incinerators).

The Province requires Ontario municipalities to provide waste management systems that are of an appropriate size and type to accommodate present and future needs, taking into account projected community growth. At the same time, municipalities are directed to facilitate, encourage and promote waste reduction, reuse and recycling initiatives.

Waste management facilities must be located and designed in accordance with Provincial legislation and standards. For example, just as with wastewater treatment plants, waste management facilities can generate odour and cause other adverse effects on nearby residents. Therefore, land use compatibility must be considered during the development of landfills and other waste management facilities. Again, this includes applying the Province's minimum distance separation guidelines — please see the Land Use Compatibility Chapter for more information.

The City of Sault Ste. Marie's current waste management system includes a number of programs and elements including:

- Curbside collection of waste from residential properties, operated by both the City and a private collector under contract with the City.
    - Beginning in 2020, curbside collection is not provided to multi-residential properties of five dwelling units or more.
- Curbside collection and processing of recyclables, including metal cans, glass jars and number 1 and 2 plastic bottles, as well as paper and cardboard products.
    - The City's recycling facility is owned and operated by Green For Life Environmental (GFL).
- Curbside collection and processing of leaf and yard waste.
- Development and operation of the City-owned municipal landfill on Fifth Line East.
- Operation of a household hazardous waste depot at the City landfill.

Industrial, commercial, institutional and multi-residential properties do not receive curbside collection through the City, rather, collection is done by private firms under contract with individual property owners. Much of this waste is currently collected by Green For Life Environmental (GFL) and exported to a landfill in Dafter, Michigan. It is worth noting that the calculations utilized for the Solid Waste Management Environmental Assessment to expand the landfill assumes that this waste will not longer be exported.

As mandated by the Ministry of the Environment, Conservation and Parks (MECP), the City of Sault Ste. Marie has an **Environmental Monitoring Committee** which submits annual landfill operation and monitoring reports to City Council and the Ministry. These reports include information on waste quantities and site capacity, leachate collection systems, monitoring details related to ground and surface water quality and methane gas. According to the 2020 report, approximately 62,274 tonnes of waste were received at the municipal landfill in 2020, of which 74% was landfilled, 22% was used as cover or stockpiled for future use, and 4% was diverted. 4% diversion includes yard waste which is

used as compost on city properties, recyclable materials ('blue and yellow box'), electronics, tires, propane tanks, and vehicle batteries. The 2020 report also indicated that based on the 5- year average disposal rate, the landfill in its current state has capacity for approximately 6.1 years at the end of 2020.

The City is in the final states of completing a Solid Waste Management Environmental Assessment, which recommends an expansion to the landfill footprint, including 'landfill mining', which is a process of excavating disposed waste and cover material, recovering recyclable materials and cover material, and returning the residual waste to the disposal footprint. The Environmental Assessment also has recommendations to enhance waste reduction and promote additional waste diversion from the landfill.

Upon completion of the Solid Waste Management Environmental Assessment, it is anticipated that the landfill's capacity will be adequate to accommodate anticipated growth over the next 25 years.

Due primarily to odour impacts from the landfill, as well as noise, truck traffic and potential groundwater issues, the development of new sensitive uses, such as residential, is discouraged within 500m of the landfill footprint, as discussed in greater detail in the Land Use Compatibility Chapter.

Telecommunications Infrastructure

Telecommunications towers and underground telecommunications conduits are found across Sault Ste. Marie. Telecommunications infrastructure is regulated by Innovation, Science and Economic Development Canada (ISED), which is a Federal agency that holds the final approval authority over the location and design of telecommunications towers. Telecommunications towers are exempt from municipal zoning by-laws. However, there is a public consultation protocol and proponents are required to obtain a "letter of concurrence" from the City, which is then submitted to ISED to indicate the City's support of the installation of the new telecommunications tower.

In 2015, Council adopted a ***Telecommunications Tower Policy***[29] which provides direction on the City's locational and design criteria for new towers, as well as application, public notice and consultation requirements.

In terms of location, the City states that:

1. Sites should be selected to minimize the total number of towers required. Co-location and locations on existing structures or buildings are strongly encouraged.
2. New towers are strongly discouraged within 120 metres of any residential zone boundary. Where a tower is proposed within these locations, a detailed rationale is required.
3. The preferred location of new towers is in industrial areas, rural areas and utility corridors, whenever possible and technically feasible.
4. New towers are strongly discouraged from locating within or adjacent to natural heritage features or areas or upon lands with significant constraints or hazards.
5. New towers are discouraged from locating in areas of topographic prominence or in a manner that would impact a significant view or vista.

In terms of design, the City states:

[29] Available at: https://saultstemarie.ca/City-Hall/City-Departments/Community-Development-Enterprise-Services/Planning-Enterprise-Services/Municipal-Land-use/Telecommunications-Tower-Policy.aspx

1. The design of the tower and accessory structures should be sympathetic to the surrounding architecture and attempt to reduce the scale and visual impact of the tower.
2. The natural landscape of a site should be protected at all times. The planting of trees and shrubs at the tower site is encouraged to enhance the surrounding character.
3. Stealth design techniques and streamlined structures should be used in the design of a new tower. Monopole or stealth design techniques are the preferred option for any new tower which must be located within 120 metres of a residential zone.
4. Tower lighting should be designed in a manner that minimizes its impact to surrounding properties.
5. Wherever feasible, towers should be sited in a manner that maximizes setbacks from the property lines of the lot in which the tower is situated. At a minimum, a tower should be setback from the property lines by a distance that is equal to or greater than the overall height of the tower.

Energy Infrastructure — Electricity, Oil and Gas

The Province requires municipalities to plan for and protect corridors and rights-of-way for large-scale linear infrastructure such as oil and gas pipelines and electricity transmission systems. For example:

- Municipalities must not permit development in planned infrastructure corridors that could preclude or hinder the use of these corridors for their intended purpose.
- Municipalities must ensure that development on lands adjacent to existing or planned infrastructure corridors is both compatible with and supportive of the long-term purposes of these corridors.
- When a corridor becomes abandoned, municipalities should encourage its preservation and reuse, paying particular attention to maintaining the corridor's continuous linearity.

Various privately-owned and operated energy infrastructure exist within Sault Ste. Marie, including:

- Two major pipelines:
    - A natural gas pipeline owned by TC Energy (formerly TransCanada) that runs between Base Line at Leigh's Bay Road and the Pointes area. As per the City's current policy, development or excavation within 30m of this pipeline must comply with National Energy Board requirements.
    - A refined petroleum product pipeline owned by Imperial Oil that runs between the storage tanks near the intersection of Black Road and Trunk Road and the Government Dock at the bottom of Pim Street.
- An underground natural gas distribution system owned by Enbridge, which serves residences and businesses in both urban and rural areas.
- High-voltage electricity transmission lines and electrical substations owned by Hydro One Sault Ste. Marie.
- A comprehensive electricity distribution system, operated by the PUC, which provides electricity to homes and businesses. The majority of this system is above ground, however there are underground lines as well. The local electrical system consists of[30]:
    - 33,600 residential and business connections.
    - 2 transmission stations.

[30] https://ssmpuc.com/about-puc/reports/sustainability-reports/reports/

  - 14 distribution stations
  - 740km of local distribution line
  - 12,700 distribution poles
- Electricity generating facilities:
  - The Clergue Generating Station located beside the Sault Ste. Marie Canal National Historic Site
  - Three solar farms, 2 on Base Line and 1 on Black Road.

Electric Vehicles

According to StatsCan, there were 54,353 new Zero Emission Vehicles (ZEVs) (battery electric and plug-in hybrid electric vehicles) registered in Canada in 2020, accounting for 3.52% of all new vehicle registrations in the Country, up from 2.91% in 2019. Almost 95% of ZEVs were registered in Canada's 3 largest Provinces, British Columbia (8.4% of total registrations), Quebec (6.8% of total registrations) and Ontario (1.8% of total registrations). ZEVs sales peaked in 2018 then decreased in 2019, however data shows numbers are climbing again in 2020.

It is anticipated that ZEVs sales will continue to grow and charging infrastructure is continually being developed. The Province recently proposed changes to the Ontario Building Code requiring electric vehicle charging stations to be 'roughed in' as part of any new single detached dwelling, however this proposed change was later removed from the series of amendments.

It is anticipated that electric vehicle market share will continue to grow. From an energy infrastructure standpoint, it is important to ensure there is enough electricity available to meet increasing demands. PUC staff generally feel there is enough electricity available to meet projected demand over the 20-year timeframe of the Official Plan, however this will continue to be monitored. It is also anticipated that electric vehicle charging will likely occur overnight, during other off-peak times, thereby creating a second peak time for electricity consumption.

Infrastructure for Transportation Beyond the City — Marine, Rail and Airport Facilities

Marine, rail and airport facilities are important infrastructure assets that contribute significantly to a city's economic prosperity, by facilitating connections and trade with regions beyond a city's immediate area. In recognizing these facilities' importance, Provincial policies require municipalities to plan for land uses in the vicinity of these facilities in ways that:

- Protect their long-term operation and economic role.
- Ensure land use compatibility between these facilities and nearby sensitive uses (such as residential uses), including through the use of buffering and Minimum Separation Distances (MDS).
- Focus freight-intensive land uses to areas well served by these facilities and/or major highways.

For information on the Sault Ste. Marie Airport and related policy matters, please see the Rural Area and Agriculture Chapter.

Marine Facilities in Sault Ste. Marie — Algoma Docks

Sault Ste. Marie is strategically located on the Canada/U.S. border at the hub of three Great Lakes, and the region has historically served as an important trading center. There is currently a small private commercial dock located Downtown at the bottom of Pim Street. There is also a private export dock located on the Algoma Steel property.

Since 2014, the City of Sault Ste. Marie and Sault Ste. Marie Economic Development Corporation have been working with Algoma Steel and other community partners to transform the existing dock on the Algoma Steel lands into a full-scale, publicly accessible commercial deep-water port. This **Algoma Docks** project (formerly Port of Algoma) is proposed to occupy up to 150 acres of existing marine facilities and associated industrial lands west of the Algoma Steel. The proposed port will extend approximately 3.5 km along the St. Marys River shoreline. There is ample room to grow at the site, with fully serviced industrial land available for development within close proximity to existing industries. A commercially accessible port with modern infrastructure and available industrial land will attract new businesses and create more jobs for Sault Ste. Marie.

Rail Facilities in Sault Ste. Marie

Freight rail has long served as a key transportation method for goods being brought to and from Sault Ste. Marie businesses. There are approximately 35.5 km of primary rail lines located within the City boundaries. Both of Canada's national railway corporations have an established presence in Sault Ste. Marie:

- Canadian National Railway (CN) owns the 24.8km Algoma Central Railway corridor, starting at Huron Street by the Paper Mill District, heading north to the City limit. Additional spoke lines run from the Steelton Yards west onto the Algoma Steel lands as well as south across the border into Michigan.
    - CN also owns a rail yard — the historic Steelton Yards — located west of Carmen's Way between Cathcart Street and Wellington Street West.
- Canadian Pacific Railway (CPR) owns the 10.7km Huron Central Railway corridor that runs from Carmen's Way east near Wellington Street East and Trunk Road to the east City limit.
    - CPR also owns a rail yard located on Oakland Avenue just below the Pim Street hill.

In order to protect the long-term viability of critical rail infrastructure (rail lines and rail yards), Provincial policy discourages the development of sensitive uses (such as residential) in close proximity to rail infrastructure, which is discussed in greater detail in the Land Use Compatibility Chapter.

There is currently no regular passenger rail that serves Sault Ste. Marie. The Agawa Canyon Tour Train, which runs on the CN-owned Algoma Central Railway corridor, operates only during the summer and fall tourism seasons. It is a purely a tourist attraction, albeit one that contributes greatly to Sault Ste. Marie's economy. In recent years, there have been efforts by regional organizations to push for the restoration of passenger rail serving Sault Ste. Marie and the Algoma region, including efforts by the Missanabie Cree First Nation and the Coalition for Algoma Passenger Trains.

Fire Protection

Sault Ste. Marie Fire Services is comprised of four divisions including: Fire Suppression, Fire Prevention and Public Education, Support Services, and Community Emergency Management.

Resources are deployed from 4 strategically located Response Centres to provide the community with optimum response times.

For new development, the Ontario Building Code is the main tool to ensure that new buildings are constructed in a manner that minimizes the threat of a fire, and ensures that adequate infrastructure such as water supply and fire hydrants are available in the event of a fire. The Ontario Fire Code is the main tool to ensure the ongoing maintenance of various fire mitigation measures such as sprinkler systems and smoke alarms.

The PUC also plays an important role as the owners of the city's fire hydrant system, which consists of 2,174 PUC owned hydrants, which are typically those found along roadways. There are also 322 private hydrants, which are fire hydrants located on private property, generally associated with larger commercial and industrial developments. Prior to approval of any new development, developers must demonstrate that there are adequate water flows in the adjacent infrastructure available for fire fighting purposes.

Provincial Policy requires that development generally be directed away from lands with high to extreme hazardous forest types, as further discussed in the Natural Environment, Resources and Constraints Chapter.

Police Services

According to the SSM Police Service 2019-2021 Strategic Business Plan[31] the creation of 'dynamic partnerships for community safety', focusing on enhanced partnerships with community groups, ongoing consultation with marginalized groups, increased online engagement and crime prevention through community initiatives, awareness and education.

From a planning perspective, it is important to ensure that developments are designed in a manner that is welcoming and safe, as discussed in more detail in the Urban Design and Mobility Chapter.

[31] https://saultpolice.ca/what-we-do/strategic-plan/

What We Heard

Key Themes Heard on: Infrastructure and Servicing

- Ensure that stormwater drainage and sewage treatment infrastructure capacity can adequately handle new growth and development.
- Consider beautification and upkeep of public lands, such as roadside ditches, while performing regular maintenance work.
- Expand waste diversion programs such as composting, expanded plastics recycling and plastics reduction initiatives.
- The City needs to focus on maintaining existing infrastructure, such as fixing potholes.
- The City should include stricter drainage regulations to ensure that properties being filled and elevated do not impact surrounding lots.
- Low Impact Design (LID) is not always possible where subsurface soils are silt/clay and impermeable.
- What infrastructure impacts might electric vehicles have on local infrastructure? Is there enough electricity to charge electric vehicles?

What We Propose

Proposed Official Plan Policies on: Infrastructure and Servicing

Planning for Municipal Infrastructure and Servicing

- The City shall plan for the provision of infrastructure and services in an efficient manner to accommodate current and projected needs.
- The City should optimize the use of existing infrastructure and consider opportunities for adaptive reuse of old infrastructure, prior to developing new infrastructure.
- When planning, developing and maintaining municipal infrastructure, the impacts of climate change, public health and safety, and the natural environment shall be addressed, as further discussed in the Urban Design and Mobility Chapter.
- Provincial guidelines and standards shall be addressed during the development and operation of infrastructure facilities, including the application of Minimum Distance Separation (MDS) guidelines, as further discussed in the Land Use Compatibility Chapter.

Sewage, Water and Stormwater Infrastructure for Private Development

- All development within the Urban Settlement Area shall be serviced by public sewage and water services.
- Generally, rural development is intended to be served by private on-site sewage and water services.
    - For Sewage systems designed to treat more than 10,000 litres of effluent per day, approvals are required from the Ministry of the Environment, Conservation and Parks (MECP)
    - For sewage systems designed to treat less than 10,000 litres of effluent per day, approvals are required from Algoma Public Health (APH).
- The extension of municipal sewage and/or water services to development outside the Urban Settlement Area may be considered on a case-by-case basis, where such extensions are necessary to address failed on-site septic and water services.
- The need for and design of stormwater management systems on private development will be assessed and reviewed according to the City's ***Stormwater Management Master Plan and Guidelines***. More specifically:
    - For all development, quantity control should be provided so that peak post-development flows should not exceed pre-development flows for all storms up to the major drainage system design storm. Quality control provides measures aimed at minimizing stormwater pollution wherever possible, most commonly through the removal of Total Suspended Solids to levels indicated in the Guideline.
    - All industrial, commercial, institutional or residential developments of 4 or more dwelling units must have quantity and quality control. A sediment interceptor is required for any area that may contribute sediment to a sewer, including a parking area with a capacity of 12 or more cars that is maintained in the winter.
- Where possible, the use of green infrastructure and low-impact design (LID) is encouraged to reduce impacts on municipal infrastructure as well as to promote water and energy conservation. Please see the Urban Design and Mobility Chapter for a more detailed discussion.

- The development of new sensitive uses within a minimum of 150m of the east and west sewage treatment plants is discouraged. Please refer to the Land Use Compatibility Chapter for more details.

Solid Waste Management

- Upon completion of the planned Landfill expansion, there will be enough capacity to accommodate the projected waste disposal needs of the City over the next 25 years.
- The City will strive to facilitate waste diversion from the landfill through the development, support and where feasible, expansion of waste diversion initiatives such as additional plastics recycling, organics composting / biosolids.
- The development of new sensitive uses within a minimum of 500m of the proposed expanded landfill footprint is discouraged. Please refer to the Land Use Compatibility Chapter for more details.

Other Infrastructure in Sault Ste. Marie

- The City will proactively work with outside agencies and stakeholders to appropriately plan for and support utility infrastructure development, including but not limited to, electricity generation and transmission, telecommunications, and oil and gas transportation and distribution.
    - This includes the protection of existing utility corridors through appropriate land use and development controls.
- Applications for the construction of new telecommunications towers shall be reviewed according to the City's ***Telecommunications Tower Policy***.
- As further discussed in the Land Use Compatibility Chapter, proper planning for lands near marine and rail facilities shall be conducted to protect those facilities' long-term operation and viability as well as to ensure land use compatibility.
- The City will continue to pursue the modernization and redevelopment of the existing dock on the Algoma Steel lands into a deep-water, publicly accessible commercial port.
    - The City will plan for appropriate infrastructure to service this commercial port along with suitable land development in the vicinity of this port, in order to maximize its economic potential and prevent the encroachment of sensitive uses.

12. Implementation and Monitoring

The implementation and monitoring of a plan are just as important as the plan's creation. Without taking concrete steps to implement and monitor, it becomes easy for the plan to be ignored.

The Introduction of this document describes the planning hierarchy that exists in Ontario, including how the Official Plan fits in with other regulatory documents at the Provincial and local levels. For example, Sault Ste. Marie's Official Plan must be consistent with the Provincial Policy Statement. This chapter discusses the planning tools available to the Municipality, the role of public participation, and the importance of ongoing monitoring.

Figure 12.1: The Planning Hierarchy in Ontario and Sault Ste. Marie.

What We Know

Key Points

- Primarily through the Planning Act, municipalities can use various planning tools to implement policies contained in an Official Plan, with Zoning being the most prominent. The 'planning toolbox' contains tools to control, discourage, incentivize and obtain benefits from certain types of development. The City has not taken advantage of all of the tools aimed at maximizing benefits from certain developments.
- Public participation is an integral part of the planning process. The City's Planning Division primarily uses the procedures established in Ontario's Planning Act; however, the City can go above and beyond these minimums. Additional public consultation measures for Planning Act applications are recommended.
- The nature of public participation and civic engagement has extensively evolved over the past two decades. It is recommended that the City further explore dedicating resources towards implementing a coordinated, ongoing civic engagement program.
- To maintain conformity with Provincial policies and plans, as well as relevance to local conditions, at a minimum, the City must complete a comprehensive review of the Official Plan ten years after the adoption of the new Official Plan, and every five years thereafter.

The Planning Toolbox

The Ontario Planning Act establishes the framework for how municipalities conduct development and land use planning. Most of the tools that municipalities have in their planning toolbox originate from the Planning Act, with additional tools and regulations provided through numerous applicable Provincial laws and regulations such as the Municipal Act, Building Code Act, Clean Water Act, etc.

Tools to Control Land Use

Zoning (Section 34 of the Planning Act)
The City's **Zoning By-law** is the primary tool for implementing the Official Plan. The Zoning By-law designates lands with a zone, which outlines specific permitted uses and development regulations that must be adhered to when developing those lands. Development regulations include minimum building setbacks from lot lines, minimum lot area, maximum building heights, maximum lot coverage and minimum required parking spaces. Whereas the Official Plan indicates the general intent for the lot via its land use designation, the Zoning By-law is more specific as to the regulations for use and development of the lot.

A property owner or applicant (with property owner's consent) may submit a **Rezoning application** for City Council's approval to have the zoning changed. Sometimes this may involve giving the lot a **Special Exception to the Zoning By-law** if specific variances from the Zoning By-law's regulations are sought; for example, if the owner wishes to conduct a use on the lot that is not permitted under the current zoning.

Within three years of the adoption or comprehensive revision of the Official Plan, the City is required to update the Zoning By-law to ensure it conforms with the most current Official Plan.

Minor Variance (Section 45 of the Planning Act)

A property owner or applicant (with property owner's consent) may submit an application for a **Minor Variance to the Zoning By-law**. A variance is a relief from the terms of the Zoning By-law where a proposed use or structure does not conform exactly to the Zoning By-law. Approvals of Minor Variance applications are decided by the **Committee of Adjustment** — a committee established by City Council with delegated powers on specific land use matters. The Committee of Adjustment is charged with assessing whether the variance satisfies all four tests for a Minor Variance:

1. Is it minor?
2. Is it desirable for appropriate use and development of the land?
3. Does it maintain the general intent and purpose of the Zoning By-law?
4. Does it maintain the general intent and purpose of the Official Plan?

Holding Provision (Section 36 of the Planning Act)

The Planning Act permits a municipality to use a **Holding Provision** ('H' symbol) in conjunction with the zoning on a particular lot, area or land use to prohibit development until specific conditions have been met. The Official Plan must indicate the general conditions for which a Holding Provision can be applied. More specific conditions can be applied through a Zoning By-law.

Where a Holding Provision is applied to a lot, area or use, development cannot proceed until such time Council is satisfied that the specific conditions have been met. The underlying zoning establishes the 'principle of development' and the Holding Provision is used to address technical matters such as servicing, environmental and archaeological matters.

Locally, Holding Provisions have been applied to specific properties and uses to address technical concerns. For example, new or expanded pits and quarries are subject to the removal of a Holding Provision to ensure that safeguards are put in place in accordance with the Groundwater Recharge Area policies (as discussed in the Natural Environment, Resources and Constraints Chapter). There are also examples of specific properties that are subject to the removal of a Holding Provision, including:

- The former jail property: Archaeological concerns.
- The western portion of the former St. Marys Paper Property: Archaeological and contamination concerns, servicing and traffic issues.
- Second Line at Carmen's Way: Natural hazard related to a significant slope.
- Broos Road, Wilks Street: Hydrogeological concerns related to a high water table.

As previously mentioned, the underlying zoning establishes the 'principle of development' and therefore, as per Section 36, public notice is not required as part of an application to remove a Holding Provision. However, it has been local practice to provide public notice.

Interim Control By-law (Section 38 of the Planning Act)
The Planning Act permits a municipality to pass an **Interim Control By-law** to prohibit specific uses of land, buildings or structures within a specified area or areas during a period when council wishes to undertake a review or study of land use policies within the specified area(s). This period may not exceed a total of two years from the date of the initial passing of such a by-law. The City is not required to provide public notice of Council's intention to pass an Interim Control By-law, however public notice of the passing of such a By-Law is required.

Communities have utilized an Interim Control By-law to temporarily restrict development upon certain vacant lands until such time that a 'Secondary Plan' can be developed to determine the appropriate range and mix of uses that should be developed in that particular area.

This tool has not been used locally.

Temporary Use By-law (Section 39 of the Planning Act)
The Planning Act permits a municipality to pass a **Temporary Use By-law** that authorizes the temporary use of land for a purpose that is otherwise prohibited by the Zoning By-law. The temporary use may not occupy the land in excess of three years, unless Council authorizes extensions of not more than three years each.

From time to time, Council has utilized Temporary Use By-laws. One example was the temporary use of a property on the south side of Second Line East for the staging of materials in association with the construction of St. Mary's College.

Expansion and Alteration of Legal Non-Conforming Uses, Buildings, Structures and Lots
Legal non-conforming uses, buildings, structures and lots are those which legally existed prior to the passing of zoning regulations to which the use, building, structure or lot no longer conforms. Planning Act tools such as Zoning By-laws are not retroactive, so such uses, buildings, structures and lots may continue to lawfully exist and operate as legal non-conforming.

Legal non-conforming uses cannot be expanded or altered in any way unless in accordance with current regulations. Local examples include a number of 'wrecking yards' located in the Rural Area. Legal non-conforming uses are generally viewed as undesirable, and the intent is the use should eventually terminate. If the use is similar or compatible with the uses permitted in the Zoning By-law, it may be permitted to expand or redevelop, subject to any conditions Council or the Committee of Adjustment deems appropriate.

Common examples of **legal non-conforming buildings and structures** include those which do not meet current setback or height requirements. Current zoning regulations allow these buildings or structures to be altered so long as there is no impact to the legal non-conforming aspect of the building or structure, such as further encroachment into a setback or height.

Current zoning regulations have essentially 'grandfather in' all **legal non-conforming lots**, which are generally lots that are undersized by today's standards. Notable local examples include lots in older neighbourhoods developed in the early 20th century, and the waterfront communities near the Airport, such as Sunnyside Beach Road, Pointe Louise Drive and Alagash Drive. Under current regulations, these lots may be developed and redeveloped, so long as all other zoning regulations can be adhered

to. Development in these areas has often required Minor Variance approvals to reduce setback requirements, given the relatively narrow, small lots, and the need to accommodate on-site well and septic systems.

Tools to Control Development Design

Site Plan Control (Section 41 of the Planning Act)
The Planning Act permits a municipality to designate specific properties and land uses as subject to **Site Plan Control** (also known as Development Control). Prior to development of a property or use that is subject to Site Plan Control, the developer must enter into a Site Plan Agreement with the Municipality, which is registered on title. The developer is bound by the terms of the agreement, which includes matters related to:

- Location and massing of buildings and structures.
- Servicing infrastructure, facilities and works.
- Relationship of proposed buildings to adjacent public spaces and buildings.
- Provision of interior walkways, stairs, elevators and escalators which the public can access from public spaces.
- Exterior design of buildings, including their character, scale, appearance and sustainable design features.
- Sustainable design elements on abutting streets, such as landscaping, vegetation, permeable surfaces, street furniture, curb ramps and bicycle parking.
- Features to enable accessibility for persons with disabilities.

A few items are excluded from Site Plan Control, as per the Planning Act:

- Interior design and layout of interior areas.
- Manner of building construction and standards for construction.

Locally, the following **uses** are subject to Site Plan Control:

- Group residences.
- Bed and breakfasts.
- Multiple attached dwellings (townhouses).
- Apartment buildings.

Locally, the following **areas** are generally subject to Site Plan Control:

- The Downtown.
- Most commercial corridors, especially ‘gateway areas’.
- Areas where there is a residential/non-residential interface.

Please see the Urban Design and Mobility Chapter for more information on regulating site design.

Tools to Control Division of Land
Generally, the Planning Act states that no person shall convey land (transfer, charge/mortgage, sell or lease for 21 years or more) unless the land is within a registered **Plan of Subdivision** or **Municipal Consent** is given to convey that land.

The following 'subdivision controls' are outlined in the Planning Act.

Plan of Subdivision/Condominium (Section 51 of the Planning Act)
Plans of Subdivision are generally utilized where the extension of public infrastructure such as roads and sewers is required to facilitate the creation of new lots. Locally, Plans of Subdivision are generally utilized for residential developments, but they can also be used for commercial and industrial developments, such as the creation of a new 'industrial park'. Council grants Plan of Subdivision approval based upon a 'draft plan'. Locally, the Planning Director has delegated authority to approve final subdivision agreements which spell out a wide variety of matters, including:

- The manner in which public infrastructure must be constructed (by the developer at their cost) before it is turned over to the City.
- Required financial securities, to be put up with the City in the event that public infrastructure is not constructed to the satisfaction of the City; these funds can be utilized to finish required work.
- Any specific development restrictions or requirements on specific lots.
- Any specific notices to future purchasers.
- Required parkland dedication requirements.

Plans of Condominium are utilized for new condominium developments. The process occurs under the same section (Section 51) of the Planning Act as Plans of Subdivision, and therefore the process is virtually identical. Condominium approvals are discussed in more detail below.

Consent to Sever (Severance) (Section 53 of the Planning Act)
Severances are generally utilized where a small number of lots are proposed to be created and the extension of public infrastructure is not required. The **Committee of Adjustment** is the local approval authority for severances. Generally, severances are appropriate where the Committee is satisfied that a Plan of Subdivision is not necessary for the proper and orderly development of the area in which the land is located. A common example would be to sever one or two rural lots from a larger parcel, with existing frontage upon a municipal road, and where on-site well and septic services can be appropriately located on the new lot. Urban lots can also be created by severance.

Provincial policy requires new rural lot creation to be 'locally appropriate' and limited in nature. As further discussed in the Rural Area and Agriculture Chapter, rural residential lot creation is limited to the creation of two new lots, plus the remnant or retained parcel, counted from July 2014.

Other Consents
'Consent' from the **Committee of Adjustment** is also required for the following:

- Add land to a neighbouring lot (lot addition/conveyance).
- Create one or more rights-of-way (easements).
- Charge over a part of a property (mortgage).
- Enter into a lease over a part of a property when the term of the lease totals 21 years or more, inclusive of renewal options.

Part Lot Control

The Planning Act generally prohibits a portion of a lot within a registered Plan of Subdivision from being conveyed. This tool allows a municipality to pass a by-law to exempt all or parts of a registered Plan of Subdivision from Part Lot Control and thus eliminate the need for further Subdivisions or Consents to convey portions of the lots within the exempted area. The most common application of Part Lot Control relates to semi-detached or multiple attached (townhouse) dwellings. In these cases, it is appropriate to develop the semi-detached dwelling or block of townhouses on one lot, then survey the middle of the common wall between units, and sever accordingly.

Condominium Act Approvals

A condominium is a development where separate units are owned by individuals, but common elements or areas such as the grounds, structure, mechanical components, infrastructure and amenity areas are jointly owned and maintained by those owning or leasing individual units. When most people think about condominiums, they think about owning a unit in an apartment building and sharing ownership and maintenance costs of all of the amenities and structures that make up the apartment building. In fact, condominiums generally refer to the form of tenure, rather than the type of development, and most types of developments can take the form of a condominium, including single detached residential subdivisions, and commercial and industrial developments.

The following types of condominiums exist in Ontario[32]:

- Freehold Condominiums: There are two types of freehold condominiums. A standard condominium consists of both units and common elements and a common elements condominium only consists of the common elements. In both cases, one owns the unit and has an interest in the common elements or shared assets. Buildings and common elements must be constructed and the builder cannot sell units until the condominium is registered. Generally, standard condominium developments consist of apartment buildings. Local examples include St. Bernards Tower and Harbourview Condominiums. Generally, common elements condominiums include residential, commercial and industrial 'subdivisions'. The 'Crimson Ridge Community' is a local example of a common elements condominium.
- Vacant Land Condominiums: From an ownership standpoint, these are identical to freehold condominiums, except that 'units' can be sold and the condominium can be registered before buildings or common elements are constructed. In this manner, the approval authority (City) becomes the surety to guarantee that all common elements will be constructed; therefore, as a condition of registration, the City must obtain sufficient funding commitment from the developer to ensure that all common elements are constructed to the satisfaction of the City. In the event common elements are not constructed, the letter of credit is utilized to complete construction. The townhouses east of Dacey Road on Sinclair Street is a local example of a vacant land condominium.
- Leasehold Condominiums: In a leasehold condominium, the land is not owned by the condominium corporation. Lease purchasers buy a leasehold interest in units and condominiums, but do not own the land. Lease purchasers are required to pay a common expenses fee which includes rent, payable to the landowner. Once the lease expires, the occupant's right to inhabit the unit is terminated. There are no local examples of leasehold condominiums.

[32] Information from: www.condoauthorityontario.ca/condominium-living/condominium-types/

There are other types of condominium configurations that exist in Ontario, including stacked condominiums, which are essentially 'condo's within condo's and phased condominiums, where new units and common elements can be added over time. Locally, condominiums have become increasingly common, with recent examples of residential freehold common element and vacant land condominium developments.

The approval of **new condominium developments** typically occurs by first getting Draft Plan of Condominium approvals under Section 51 of the Planning Act, and then registering common elements through the Condominium Act.

Condominium Conversions

Municipal approvals are also required when a proponent wishes to convert an existing building or development to condominiums. In this case, the Municipality grants permission to exempt the condominium application from the Plan of Subdivision process. This exemption does not include exemption from any Rezoning, Official Plan Amendment or Committee of Adjustment applications that may be required. In reviewing condominium conversions, approval authorities normally require a variety of engineering studies to ensure that future common elements are in sound working order. The overall goal is to ensure that to the greatest extent possible, future condominium corporations are not encumbered with significant repairs. Part of this process also establishes a reserve fund for the future condominium corporation, to be used to repair identified deficiencies.

Given that condominium conversions normally result in removing rental units, most municipalities have specific affordability criteria that must be addressed as a condition of conversion, including requiring the units to be sold at an affordable price, as defined by the Ministry of Municipal Affairs and Housing, or the vacancy rate for the entire city is at or above 3% for the preceding three years.

Tools to Maximize Benefits from Development

There are a number of tools that allow the Municipality to collect financial, in-kind and/or land contributions as a condition of certain types of development. Generally speaking, the City does not take full advantage of the various tools that are available. The current approach likely coincides with the Sault's *'open for business'* mantra as it relates to development approvals. The Sault is an 'outlier' when it comes to utilizing tools like development charges to ensure that *'development pays for development'*. Traditionally, the lack of development charges and community benefits charges has been viewed as a strategic advantage when marketing the City to potential developers and investors.

Parkland Dedication

Section 42 of the Planning Act permits a municipality to enact a **Parkland Dedication By-law** to require that a portion of land proposed for development or redevelopment be conveyed to the municipality for park and recreation purposes, as a condition of approval of the development or redevelopment. Payment of cash in lieu of land is also permitted.

Separately, with regard to Plans of Subdivision and Consents, Sections 51.1 and 53 of the Planning Act permit a municipality to impose, as a condition of approval of a Plan of Subdivision or Consent to Sever for lot creation, that a certain portion of land be conveyed to the municipality for park and recreation

purposes. Again, payment of cash in lieu of land is also permitted. No by-law is necessary for this type of parkland dedication.

Under Sections 42, 51.1 and 53 of the Planning Act, if parkland has been or is required to be conveyed to the Municipality or a payment in lieu has been received or is owing, no additional conveyance or payment may be collected for subsequent development or redevelopment unless:

a. There is a change in the proposed development or redevelopment which would increase the density of development; or
b. Land originally proposed for development or redevelopment for commercial or industrial purposes is now proposed for development or redevelopment for other purposes.

As previously discussed in the Parks, Recreation, Arts, Culture and Heritage Chapter, the City currently collects parkland or cash in lieu of parkland for new lot creation (Consent to Sever and Subdivisions), but does not take full advantage of the parkland dedication provisions of the Planning Act, which allow the Municipality to collect land or cash for redevelopment proposals upon lands where parkland or cash has not been collected or where proposed development is significantly different or of a higher density than previously approved.

Development Charges

Ontario's Development Charges Act permits a municipality to enact a **Development Charge By-law** that imposes Development Charges on developments and redevelopments. Development Charges may only be imposed to pay for specific capital costs associated with development or redevelopment, as prescribed by the Province. These costs and services, which are prescribed in the Development Charges Act, include:

- Water, sewage and stormwater management services.
- Streets and roads, as well as transit services.
- Electrical power services.
- Waste management services.
- Police, fire protection, and ambulance services.
- Public libraries.
- Long-term care services.
- Parks and recreation services — but not the acquisition of land for parks.
- Public health services.
- Child care and early years programs and services.
- Housing services.
- By-law enforcement services and municipally administered court services.
- Emergency preparedness services.

Sault Ste. Marie is one of few communities of over 50,000 in population that does not impose Development Charges; However, the City collects user fees for specific infrastructure upgrades that are needed for individual developments, such as new culverts and lateral connections.

Community Benefits Charges

Section 37 of the Planning Act permits a municipality to enact a **Community Benefits Charge By-law** that imposes Community Benefits Charges on developments and redevelopments to pay for the capital costs of facilities, services and matters required as a result of development or redevelopment. As

opposed to Development Charges, municipalities are given greater flexibility with respect to the types of capital costs that Community Benefits Charges could be used to fund.

The Community Benefits Charges tool is relatively new. In 2019, Bill 108 repealed and replaced the Bonusing provisions of the Planning Act, which would allow higher density or height, in exchange for *'facilities, amenities or matters'* provided by the developer. The bonusing tool was never used locally.

A municipality is not permitted to use Community Benefits Charges to fund the same capital costs that are already funded under an existing Development Charge By-law or existing parkland dedication processes. In addition, a municipality cannot impose Community Benefits Charges on development or redevelopment of a building that is less than five storeys or contains fewer than ten residential units. Other exclusions prescribed by the Province include development or redevelopment of long-term care homes, retirement homes, post-secondary institutions, Royal Canadian Legion buildings, hospices and not-for-profit housing. The amount of a Community Benefits Charge payable shall not exceed 4% of the land's value.

The City of Sault Ste. Marie currently does not have a Community Benefits Charge By-law and at this point there are no immediate recommendations to implement one.

Tools to Incentivize Development

Community Improvement Plans (CIP) (Section 28 of the Planning Act)
The Planning Act permits a municipality to designate specific areas or the entire area of the municipality as a 'community improvement project area'. Council is permitted to do this if they consider it desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings, or for any other environmental, social or community economic development reason. In general, development incentives should be strategic and should involve a certain level of public good or community benefit.

Community Improvement Plans must outline the overall intent of improvements for the area. In implementing a CIP, the municipality may take actions such as acquiring and clearing land for improvement, constructing or repairing buildings on municipal land, selling or leasing municipal land, providing grants or loans to owners and tenants to carry out improvements, and waiving various municipal fees such as landfill tipping and application fees.

The City of Sault Ste. Marie currently has three Community Improvement Plans in place:

- **Rental Housing CIP**: The intent of the Rental Housing CIP is to increase Sault Ste. Marie's inventory of rental housing. An incentive in the form of a tax increment equivalent grant (a rebate for the increase in municipal property tax due to new development or redevelopment) is available for eligible applicants who undertake projects that create at least four new rental units. This CIP applies to the entire city.
- **Economic Growth CIP**: The Economic Growth CIP supports projects that diversify the local economy and stimulate job growth by either attracting new businesses or expanding existing businesses that are primarily engaged in export-oriented activities. Two grant programs are available for eligible businesses, one being a tax increment equivalent grant and another being a one-time grant. This CIP applies to the entire city.

- **Downtown CIP**: The Downtown CIP provides a variety of incentive programs to individual owners and tenants to support the implementation of the City's Downtown Strategy. The Downtown CIP's goals include attracting investment to the Downtown that increases commercial and residential density, decreases vacancies, and increases the amount of entertainment, food and cultural opportunities in the Downtown. Grants are available for large-scale redevelopment of existing sites, façade and storefront improvements, activation of vacant building spaces, conversion of non-residential upper floors to residential dwellings, and conversion of underutilized private spaces to patios. This CIP applies only to the defined Downtown area.

Official Plan Amendments

As per Section 22 of the Planning Act, upon final Provincial approval of the new Official Plan, there is a '2-year time out period' whereby no person or public entity can file an Official Plan Amendment application. The Municipality can waive the 2-year time out and thus permit Official Plan Amendment applications, which is recommended.

Official Plan Amendments are generally one-off amendments rather than a comprehensive revision of the Official Plan. They can either pertain to a specific property or area, or consist of textual changes to specific Official Plan policies:

- One example of a site-specific Official Plan Amendment is where the owner of a parcel of land that is designated in the Official Plan for residential uses wishes to use that land for commercial retail development. The owner may apply for an Official Plan Amendment to put a **notwithstanding clause** for their parcel of land, to permit the parcel to be used for retail purposes, notwithstanding the Official Plan's residential designation. Site-specific Official Plan Amendments often occur in conjunction with a Rezoning application.
- An example of a policy-related Official Plan Amendment is the recent amendment by the City of Sault Ste. Marie in 2019 to add policies to the current Official Plan that authorize the creation of second units (basement apartments, garage suites, etc.). Policy-related Official Plan Amendments often relate to numerous properties or the entire City.

Other Planning Tools

Below are additional planning tools that Ontario municipalities may use. None of these are currently used by the City of Sault Ste. Marie.

Secondary Plan

A Secondary Plan is a section of an Official Plan that contains policies and land use designations that apply to a specifically defined area within a municipality, rather than the entire municipality. Secondary Plans are often used to provide more detailed direction on land use and development for defined areas.

Given the relatively slow pace and small size of developments in Sault Ste. Marie, the use of Secondary Plans is not recommended at this time.

Community Planning Permit System (CPPS)

The Community Planning Permit System consolidates the Rezoning, Minor Variance, and Site Plan Control processes into one streamlined development permit application process. Essentially, CPPS involves a site, use and design specific review and discussion between municipal staff and a developer. On the one hand, the process can be less time-consuming and costly, as certain Planning Act applications can be avoided. On the other hand, rules are not necessarily as 'black and white' as those laid out in a Zoning By-law and the process for fairly straightforward developments can be more time-consuming. Furthermore, the CPPS can reduce the need for a Planning Act application, and thus, the associated public consultation process.

A relatively small number of Ontario municipalities have actually implemented a CPPS, which has been available for the past 15 years. Examples include Brampton, Innisfil, Lake of Bays and Smith Falls. In most cases, the CPPS is only applied to specific, defined portions of a community, such as downtowns, traditional commercial areas, highway commercial areas and mixed residential neighbourhoods.

Before a municipality can adopt a Community Planning Permit System, its Official Plan must identify the areas in the municipality that would be subject to the CPPS, express the goals and objectives in proposing a CPPS for the identified areas, and set out the types of criteria and conditions that may be considered in the decision process. A Community Planning Permit System By-law is also required. Members of the public may appeal the passing of any associated Official Plan Amendment and Zoning By-laws to establish a CPPS, however once implemented, only the proponent may appeal a Municipal decision on a specific CPPS application.

Although not recommended at this time, CPPS might be a viable option for specific uses and areas in the community, such as along Queen Street in the Downtown.

Inclusionary Zoning

Inclusionary Zoning refers to policies which require the inclusion and maintenance of affordable housing units within residential development projects. A municipality is permitted to adopt Inclusionary Zoning policies either for an area that is identified in its Official Plan as a 'major transit station area' or areas for which a Community Planning Permit System has been ordered by the Ministry of Municipal Affairs and Housing to be established. A municipality that is interested in adopting Inclusionary Zoning policies must first prepare an assessment report on the local housing need and housing market.

Going forward, Inclusionary Zoning provisions are not recommended at this time. Within the local context, staff is of the opinion that there are more effective ways to obtain affordable housing units, as discussed in more detail in the Housing Chapter.

Property Standards

The City's **Property Standards By-law** sets out the minimum standards for the maintenance and occupancy of individual properties, which is important to the health, safety and welfare of city residents. It also assists in preserving the character of residential areas. The Property Standards By-law requires that buildings be maintained in a structurally sound condition and provides for the removal of buildings that have deteriorated to the point where rehabilitation is not economically feasible. The Building Division enforces property standards and matters are adjudicated by a Property Standards Committee, which is appointed by Council.

The provisions of the Property Standards By-law are also utilized for the protection of cultural heritage resources. Council shall ensure the application of the Property Standards By-law is not detrimental to the conservation of heritage resources. Council may amend the Property Standards By-law to prescribe minimum standards for the maintenance of heritage attributes for designated properties under the Ontario Heritage Act (please refer to the Parks, Recreation, Arts, Culture and Heritage Chapter).

Public Participation in the Planning Process

Public participation is an integral part of the Planning process. The Planning Act establishes the minimum requirements for providing public notice and opportunities for the public to submit their input in the decision-making process.

In this sense “the public" refers to people who are not already on the list of required notice recipients as prescribed by the Planning Act. The Planning Act already requires municipalities to consult with a variety of regulatory agencies, including city departments, Provincial Ministries, conservation authorities, school boards, neighbouring municipalities, First Nations and corporations that provide utility services, among others.

Specific public consultation requirements depend upon the type of Planning Act application. There is nothing preventing the Municipality from establishing alternative measures that go above and beyond the minimum requirements of the Planning Act.

Figure 12.2: Summary of the Public Process for Applications to City Council.

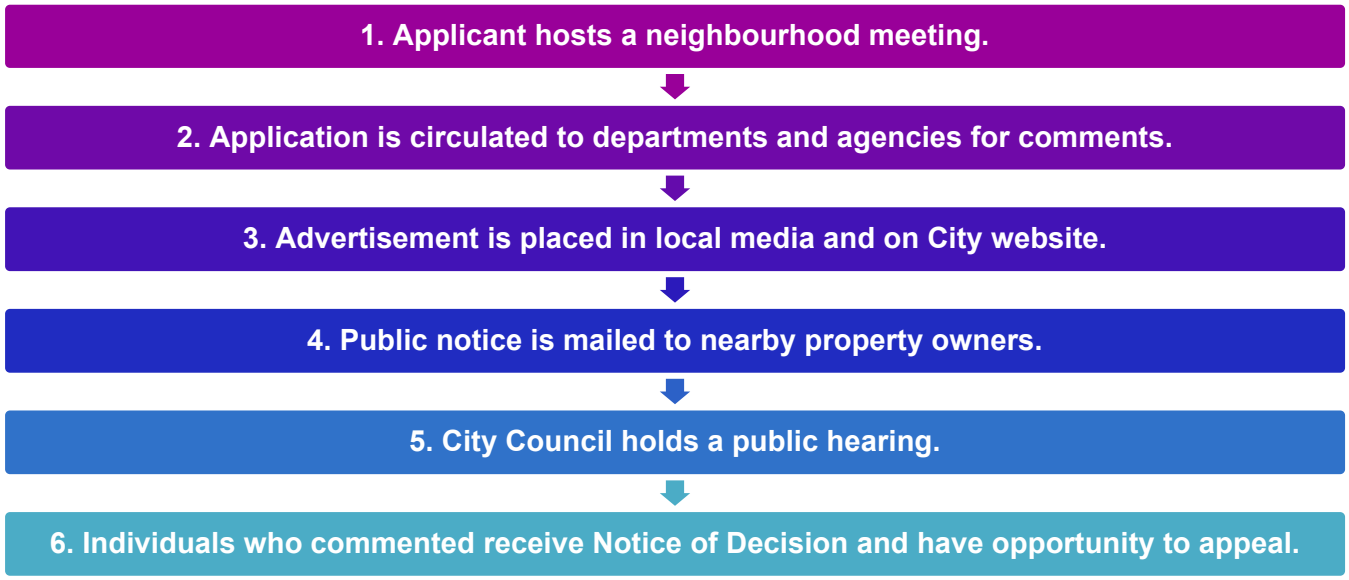
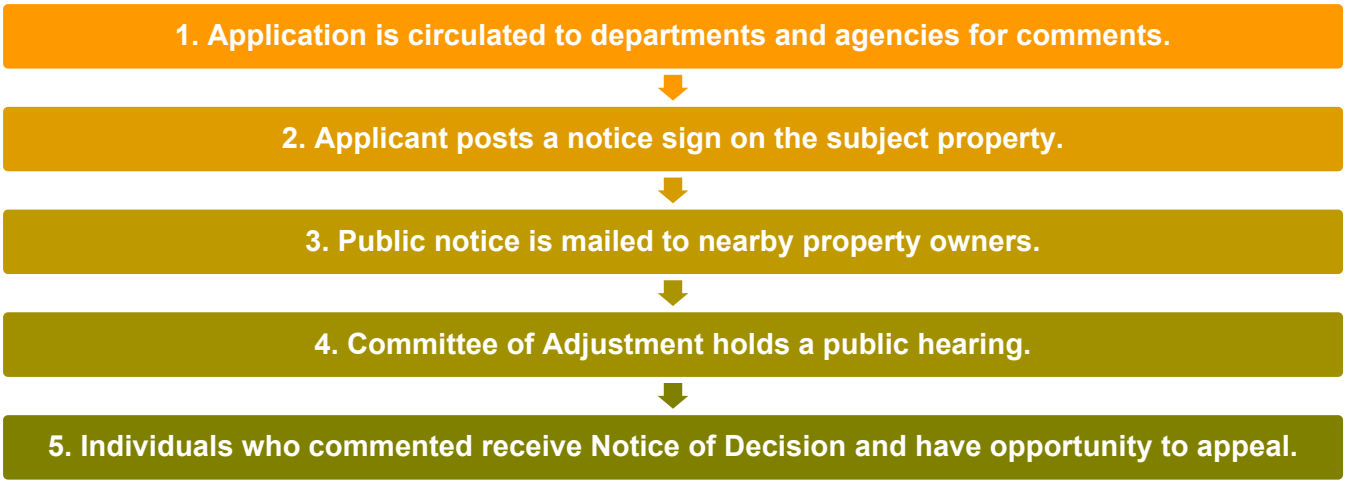


Figure 12.3: Summary of the Public Process for Applications to the Committee of Adjustment.



Public Notice Procedures

Generally speaking, current public notice procedures work well; however, there is room for improvement. For most Planning Act applications, municipalities have the option of:

- Providing a mailed notice AND posting a sign on the property; OR
- Placing an ad in a daily newspaper having, in the opinion of the Clerk, sufficient circulation.

For **site specific Planning Act** applications being brought to Council, the current practice is to provide mailed notice and place an ad in the Sault Star, Sault This Week and on the City website. The Sault Star ad is the statutory notice. Sault Star's distribution has decreased over the past several years. Therefore, going forward, it is recommended that for site-specific Planning Act applications, the City take the approach of providing a mailed notice and posting signage on the subject property(s), which will satisfy the statutory requirements. In addition, it is also recommended that notices also be published in online media.

From time to time Council hears **Planning Act applications that apply to large areas or the entire City**. Examples include the passing of a new comprehensive Zoning By-law or Official Plan, new Second Unit regulations and amendments to the Rural Area policies of the OP. In most cases, these types of applications are initiated by City Staff. The notice requirements of the Planning Act are virtually the same as for site specific applications, however it is recognized that a city wide mail-out and signage is not feasible for these types of applications. In these instances, the newspaper ad is the statutory notice. The Planning Act and associated regulations do not currently permit public notice to be published solely in online news sources, which have significantly larger readership than local print media. Having said this, for larger policy type applications, it is recommended that in addition to publishing notice in print media, notices also be published in online media.

Pre-consultation

Pre-consultation between applicants, their consultants, relevant City staff and outside agencies (Sault Ste. Marie Region Conservation Authority, PUC, etc.) is a key component of the day-to-day operations of the Planning Division. The City of Sault Ste. Marie has a long-standing history of emphasizing pre-

development assistance. In the early 1990's the **Development Assistance Review Team (DART)** was established, which is a group of relevant City staff and outside agencies that meets with developers to discuss and comment upon development proposals. The pre-consultation process is extremely valuable to both staff and developers and will continue. While many municipalities have established minimum requirements that must be met by proponents before they can engage in pre-consultation with the municipality, such as requiring the proponent to own the subject property and various consultants to be in place, such minimum standards or requirements are not recommended to be imposed upon proponents wishing to pre-consult with City of Sault Ste. Marie staff.

Complete Applications

Given the policy-led planning system in Ontario, the determination of what makes an application 'complete' is a significant decision and milestone in processing all Planning Act applications. Depending upon the application, the Planning Act outlines specified timeframes to deem an application as complete. Once an application is deemed complete, the Planning Act outlines specific timeframes for Council or the Committee of Adjustment to make a decision upon the complete application. Where an application is not deemed complete or a decision is not made within the specified timeframes, proponents can make 'non-decision' appeals to the Ontario Land Tribunal (formerly LPAT and OMB). In some municipalities, especially in the Greater Toronto Area, non-decisions are a significant issue.

Although not an issue locally, it is recommended that complete application requirements be outlined in the Official Plan. Pre-consultation also plays an important role in determining and communicating complete application requirements to applicants.

Monitoring and Reviewing the Official Plan

To maintain its relevance, the City must regularly review and make revisions to the Official Plan. The Planning Act requires the City to conduct a **comprehensive review** of the Official Plan ten years after its adoption and every five years thereafter. This is in addition to any **provincial plan conformity exercises** to ensure conformity with evolving Provincial policies and plans.

In between the periodic comprehensive reviews and conformity exercises, it is important for the City to continuously monitor key trends and indicators that provide information about Sault Ste. Marie's changing conditions and community needs. At a minimum, the City needs to monitor the available supply of developable land for residential, commercial, industrial and institutional development, to ensure there is sufficient land to satisfy the City's projected future growth (as described in the Growth and Settlement Chapter).

In many municipalities, including Sault Ste. Marie, local government agencies and community organizations publish reports that provide information on the state of the municipality. The following are some examples:

- The Sault Ste. Marie Economic Development Corporation regularly publishes a *Community Profile*[33] as part of its efforts to attract prospective residents and businesses to live and invest in

[33] Available at: https://investsaultstemarie.com/why-sault-ste.-marie/community-profile/

Sault Ste. Marie. It contains data on the Sault's demographics, labour force, transportation and utilities infrastructure, taxes and fees, quality of life and cost of living.

- The Sault Ste. Marie Poverty Round Table — a group of organizations who assist low-income people in Sault Ste. Marie — published their *Progress on Impact Report* in January 2020[34]. This report provided information on the impact that various community initiatives are making on reducing poverty in Sault Ste. Marie, specifically in terms of food security, crisis diversion and resolution (i.e. access to essential services), housing, and workforce entry.
- Many communities across Canada, including Sudbury, North Bay, Thunder Bay, Kenora and the Algoma Region, have Community Foundations — charitable organizations that help facilitate community philanthropy and provide leadership on issues on community concern. Many of these Community Foundations participate in the *Vital Signs* program, which involves using local knowledge to measure the vitality of a community and to support action towards improving the community's quality of life. *Vital Signs* reports often contain data on community indicators related to topics such as social equity, civic engagement and community belonging, arts and culture, physical and mental health, housing, and the environment.[35]

General Civic Engagement

The City of Sault Ste. Marie also regularly conducts public engagement for decisions on other matters and projects:

- For Public Works and Engineering projects, such as the reconstruction of Bay Street and the relocation of the Sault Transit terminal, the City uses the **Environmental Assessment** process to conduct its decision making. Ontario's Environmental Assessment Act establishes the requirements for public notice and public participation in these matters.
- For other matters that the City wishes to obtain public input on, such as the annual City budget and the recent FutureSSM project, there are no comprehensive statutory procedures.

Civic engagement and consultation should be viewed as an ongoing, core municipal service. It should be recognized that statutory requirements are minimums only and do not recognize the wide variety of engagement methods and platforms currently available.

Many municipalities have implemented a consistent, coordinated and ongoing approach to public engagement, with dedicated resources and platforms. Examples include Sudbury, Thunder Bay, Kingston and Sarnia. Developing a Corporate Public Consultation Policy would be a first step. In developing this policy, it must be recognized that effective public consultation is different from effective communications. Where effective communications often focus on positioning matters in a positive manner, effective consultation and outreach must take a more 'head-on' approach to negative issues.

Many municipalities have also created a dedicated position and adopted an online platform to facilitate public engagement. There exist proprietary online platforms which are tailored for government public engagement.

[34] Available at: https://saultstemarie.ca/Newsroom/February-2020/Sault-Ste-Marie-Poverty-Round-Table-Progress-on-Im.aspx
[35] More information at: https://communityfoundations.ca/initiatives/vital-signs/

It is recommended that the City further explore opportunities for a consolidated, consistent and ongoing civic engagement strategy to address a wide variety of municipal matters such as community planning and development, environmental assessments and budget input to name a few.

What We Heard

Key Themes Heard on: Implementation and Monitoring

Because this topic of Implementation and Monitoring is quite technical and likely unfamiliar to many Saultites, not many comments were received on this topic. Below are some key themes heard on implementation:

- The City needs to establish a better relationship with Indigenous governments and invite them to co-create with the City, not simply consult.
- The City should not forget about certain groups and organizations in its plans and operations. Examples given by Saultites include: surrounding townships, cultural communities like the Francophone community and low-income residents.
- Consider ways to make it easier to develop properties, such as easing restrictions like minimum required setbacks.
- Create initiatives that promote community pride with regards to beautification. For example, tax incentives that encourage people to clean up their private property, and volunteer programs for Saultites to participate in cleaning up streets and public spaces.

The remaining themes come from comments that Saultites provided which relate to topics we have referred to as Overarching Themes for the entire Official Plan. These are topics such as economic resiliency, healthy community, environmental sustainability and social equity. It may be possible to look at these following themes from the perspective of things the City should consider monitoring on an ongoing basis, since these are things that residents believe are significant for the City to address:

- Youth retention — Find ways to retain graduates and young people, possibly by collaborating with educational institutions and employers.
- Tourism and visitor attraction — Put efforts into supporting, capitalizing on and promoting the Sault's assets, such as the St. Marys River, the northern part of the Sault with great recreational opportunities, the Downtown with its restaurants and shops and our proximity to Soo Michigan.
- Attracting businesses and jobs — Find ways to ensure Sault Ste. Marie is attractive and friendly to talent and capitalize on existing business sectors.
- Downtown and Jamestown/James Street — Support these core areas in terms of growth, safety, attractiveness and beautification and the needs of the people living there.
- Physical and mental health — Address ongoing health concerns, such as some exposure concerns with existing industries and push for funding and other supports.
- A healthy environment — Strive for a more sustainable city with clean water and air.
- People in low income and poverty — Ensure that we are helping these residents.

What We Propose

Proposed Official Plan Policies on: Implementation (General)

Some of the proposed policies below are intended to be 'enabling policies'. Examples include Secondary Plans, Interim Control By-laws and Community Benefits Charges to name a few. While there are no immediate plans to adopt or utilize these planning tools, these enabling policies may preclude the need for an Official Plan Amendment should Council decide to utilize specific tools. Additional Council approvals (by-laws) are still required to implement such tools.

Official Plan Implementation

The City will develop and maintain regulatory and policy documents as needed to implement the policies of the Official Plan. These documents include, but are not limited to:

- Zoning By-law.
- Sustainable Site Plan Guidelines.
- Facility Accessibility Design Standards (FADS).
- Downtown Streetscape Manual.
- Complete Streets Manual.
- Active Transportation Master Plan (includes cycling and trails).
- Stormwater Management Master Plan and Guidelines.
- Telecommunications Tower Policy.

Official Plan Amendments

Complete applications for an Official Plan Amendment may be brought to Council at any time, and for the purposes of this Plan, the '2-year time-out period' as described in Section 22 of the Planning Act is waived.

Committee of Adjustment

City Council has delegated to the Committee of Adjustment the ability to hear the following complete applications:

- Consents.
- Minor Variances.
- Extensions to legal non-conforming uses (i.e. an existing use which is not permitted by the Zoning By-law).

Proposed Official Plan Policies on: Tools for Land Use and Development Design

Zoning By-law

- Upon adoption of the new Official Plan and after completing each comprehensive review of the Official Plan, the City shall update the Zoning By-law so that it conforms with the most current version of the Official Plan.
- Minor Variances to the Zoning By-law may be granted by the Committee of Adjustment if the Committee is satisfied that the prescribed four tests of a Minor Variance are met:
    1. Is it minor?
    2. Is it desirable for appropriate use and development of the land?

3. Does it maintain the general intent and purpose of the Zoning By-law?
4. Does it maintain the general intent and purpose of the Official Plan?

Holding Provisions

Council may use a Holding Provision in conjunction with the zoning upon a particular property, area or land use to ensure specified conditions are satisfied before development may begin. These conditions may include, but are not limited to:

- Appropriate phasing of development and redevelopment occurs.
- Agreements respecting the proposed land use or development are entered into.
- A significant environmental feature, resource, hazard or constraint is protected.
- Environmental studies are approved such as soil remediation reports for brownfield developments.
- Archaeological studies are approved.
- Servicing Plans are approved.
- The necessary approvals have been received from any licensing agency having jurisdiction.
- Soils remediation

Interim Control By-laws

Council may enact an Interim Control By-law for a period not exceeding a total of two years from the date of the initial passing of the Interim Control By-law, to prohibit certain land uses or development patterns until such time that Council has had time to conduct a full review and develop policies and regulations for such uses or development patterns.

Temporary Use By-laws

Council may authorize, by by-law, a temporary use of land for a purpose that is otherwise prohibited by the Zoning By-law, for a period not exceeding three years.

In considering the passing of Temporary Use By-laws, Council shall have regard to the compatibility and impact on abutting uses and municipal infrastructure as well as the use's ability to supply adequate parking. The construction of permanent buildings in association with a temporary use shall be discouraged.

Site Plan Control

The City supports and promotes developments that advance the goals of attractive and high-quality design, barrier-free accessibility, environmental sustainability, land use compatibility, and public health and comfort. Site Plan Control will be applied to development of specific uses and development of land in specific locations, as specified in the Official Plan and/or the Zoning By-law, pursuant to Section 41 of the Planning Act. Prior to development of a property or use that is subject to Site Plan Control, the developer must enter into a Site Plan Agreement with the Municipality, which is registered on title.

For specific details on proposed policies regarding Site Plan Control and site design, please see the Urban Design and Mobility Chapter.

Community Planning Permit System (CPPS)

Council may pass a by-law to deem all or part of the community as within a Community Planning Permit System, subject to an Official Plan Amendment to:

- Identify the areas in the municipality that would be subject to a CPPS;
- Outline the goals and objectives of the CPPS for the identified areas; and
- Set out the criteria and conditions that may be considered in the decision process for development applications.

Proposed Official Plan Policies on: Tools for Division of Land

Consent to Sever

Where the extension of a public road, water or sewer main is not required, land may be divided through the Consent to Sever process provided that a Plan of Subdivision is not necessary for the proper and orderly development of the area. When assessing an application to create a new lot by Consent to Sever, the City shall be satisfied that:

1. The land is divided in an efficient manner, and that landlocked parcels are not created.
2. The proposed lot will not affect the future development or use of the remaining lands.
3. The proposed lot has frontage upon and direct access to a public road that is owned and maintained by the City on a year-round basis.
4. The proposed lot will not cause a traffic hazard as a result of its location near an intersection or on a curve or hill.
5. The planned development of the proposed lot shall not have a negative impact on the drainage patterns of the area.
6. The proposed lot and planned development will not negatively impact any significant natural features or any constraints or hazards.
7. The proposed lot is of a size appropriate for the intended use and is in conformity with the policies of the Official Plan and the Zoning By-law.
8. Severances for residential purposes which result in the creation of two-tiered parcels (flag shaped lots) shall be discouraged, especially where the rear parcel cannot meet the minimum frontage requirements of the zone in which it is situated.
9. Severances for lots in the Rural Area (outside the Urban Settlement Area) must adhere to policies in the Rural Area and Agriculture Chapter.

Draft Plan of Subdivision

Where the extension of public infrastructure such as roads, water or sewer mains is required, land shall be divided through a Plan of Subdivision. When assessing a Plan of Subdivision application, the City shall be satisfied that:

1. The proposed development is not premature, and is located within the Urban Settlement Area.
2. The land is divided in an efficient manner, and that landlocked parcels are not created.
3. The proposed subdivision is integrated with the surrounding area.
4. The proposed infrastructure is designed to meet or exceed City standards.
5. The subdivision shall not have a negative impact on the drainage patterns of the area.
6. The subdivision will not impact the groundwater quality and quantity of the area.
7. The proposed development will not have a negative impact upon the features and functions of any significant natural features or any constraints or hazards.
8. The proposed lots are of a size appropriate for their intended use and are in conformity with the policies of the Official Plan and the Zoning By-law.

Part Lot Control

Council may pass by-laws to exempt all or parts of registered Plans of Subdivision from Part Lot Control. Part Lot Control shall not be used to circumvent the Subdivision or Consent processes.

An exemption from Part Lot Control may be appropriate for situations where a thorough review process has been completed, or where buildings exist and part lot control is utilized to sever lots along the common wall between units.

Draft Plan of Condominium

Condominium developments shall proceed by way of a Draft Plan of Condominium, which is similar to that of a Draft Plan of Subdivision.

1. Although it is understood that common elements within a condominium will be privately owned, such as roadways and underground services, the City will still review and approve the overall design of such common elements.
2. In the case of vacant land condominiums, where plans can be registered and lots sold prior to the installation of the common elements, the City will require a letter of credit, equal to the costs associated with installing all common elements of the phase to be registered, as determined by a qualified professional to the satisfaction of the City.
3. Where existing condominiums have been approved, but not yet registered, the City may enter into a Condominium Agreement which may include a letter of credit and any other matters the City deems relevant.

Condominium Conversions

Where an existing building or development is to be converted to a condominium, the proponent may request Council's permission to exempt the condominium application from the Plan of Subdivision process. The City shall be satisfied that:

1. The proposed use conforms to the Official Plan and the Zoning By-law.
2. The building is structurally sound, as assessed by a qualified professional.
3. Aspects of the existing building and infrastructure that are to become common elements are of sound working order, as assessed by a qualified professional.
4. There is an appropriate reserve fund to ensure that the resulting condominium corporation is not encumbered by any reasonably foreseeable repair or replacement costs associated with any common element, as determined by a qualified professional.
5. Where deficiencies are identified, they must be remediated to the satisfaction of the City prior to final approval.
6. Residential rental units cannot be converted to condominium unless:
    a. Units to be sold are affordable, as defined in the Housing Chapter; or
    b. The vacancy rate for the entire city, as determined by Canada Mortgage and Housing Corporation (CMHC), is at or above 3% for the preceding three years.
7. For all residential condominium conversions, tenants of the subject units shall be given the right of first refusal.

Proposed Official Plan Policies on: Tools for Obtaining Benefits from Development

Parkland Dedication

As outlined in the Parks, Recreation, Arts, Culture and Heritage Chapter:

- Commercial and industrial development and redevelopment, including new lot creation shall provide 2% of land or cash in lieu of land.
- Institutional and residential development and redevelopment, including new lot creation shall provide 5% of land or cash in lieu of land.
- The City may also apply the following alternative rates for higher density residential developments:
    - 1ha/300 dwelling units; or
    - Cash in lieu of 1ha/500 dwelling units.
- The City shall develop a Parkland Dedication By-law for the purposes of collecting parkland or cash in lieu of parkland for redevelopment projects as specified in the By-law.

It is recommended that the City develop a Parkland Dedication Guideline that outlines the City's expectations related to parkland dedication and communicates flexible arrangements aimed at maximizing community benefit. Further details related to the City's preferences for parkland dedication vs. cash in lieu of dedication are outlined in the Parks, Recreation, Arts, Culture and Heritage Chapter.

Under Sections 42, 51.1 and 53 of the Planning Act, if parkland has been or is required to be conveyed to the Municipality or a payment in lieu has been received or is owing, no additional conveyance or payment may be collected for subsequent development or redevelopment unless:

c. There is a change in the proposed development or redevelopment which would increase the density of development; or
d. Land originally proposed for development or redevelopment for commercial or industrial purposes is now proposed for development or redevelopment for other purposes.

Community Benefits Charges and Development Charges

Council may enact a Community Benefits Charge By-law that imposes Community Benefits Charges, or a Development Charge By-law that imposes Development Charges, on developments and redevelopments to pay for the capital costs of facilities, services and matters required as a result of development or redevelopment.

Community Improvement Plans (CIP)

- The entire area of the City of Sault Ste. Marie is designated as a Community Improvement Project Area.
- By way of Community Improvement Plans, the City may provide incentives to encourage improvements to private and public lands, through incentives such as grants, loans, waiving of fees and municipal property tax rebates.
- The City will consider providing new incentives for the following:
    - Projects that enhance conservation and efficient use of energy and water, including the use of low-impact design and sustainability features.
    - The provision of affordable housing units.
    - The provision of additional rental units in close proximity to Sault College and Algoma University.

  - The development and redevelopment of properties in older areas of the community where assessment growth is low or where building stock is deemed beyond its useful life.
- In reviewing new development incentives and Community Improvement Plans, Council shall ensure that incentives are aimed at strategic development that addresses a community need and achieves significant public good and community benefit. It should be demonstrated that proposed incentives relate to at least one of the Overarching Themes of the Official Plan.

Property Standards ♡

The enforcement of minimum standards for the maintenance and occupancy of individual properties is important to the health, safety and welfare of City residents. It also assists in preserving the character of residential areas. The Property Standards By-law requires that buildings be maintained in a structurally sound condition, and provides for the removal of buildings that have deteriorated to the point where rehabilitation is not economically feasible.

The provisions of the Property Standards By-law will also be utilized for the protection of cultural heritage resources. Council shall ensure the application of the Property Standards By-law is not detrimental to the conservation of heritage resources. Council may amend the Property Standards By-law to prescribe minimum standards for the maintenance of heritage attributes for designated properties under the Ontario Heritage Act.

Proposed Official Plan Policies on: Processing Planning Act Applications

Pre-consultation

The City has a **Development Application Review Team (DART)** consisting of staff members from Planning and other departments. All prospective applicants for any Planning Act application, including applications for Rezoning, site-specific Official Plan Amendment, Plan of Subdivision, Minor Variance and Consent, are encouraged to consult with City staff prior to submitting an application.

Complete Applications

Planning Act applications may be required to include studies or other information in order to be considered complete. Such studies or other information may include, but are not limited to:

1. Concept plans, site plans, and façade and elevation drawings.
2. Environmental impact study.
3. Heritage impact assessment and conservation strategy.
4. Hydrogeological study.
5. Grading plans.
6. Lake or shoreline development capacity study.
7. Landscape plan.
8. Market impact study.
9. Noise, vibration, dust and odour studies.
10. Phase 1 & 2 Environmental Assessment.
11. Planning justification report.
12. Record of site condition.
13. Geotechnical study.
14. Phase 1 and 2 archaeological site assessments.

15. Stormwater management report.
16. Traffic impact study.
17. Water, sanitary sewer and electrical servicing capacity studies.

Proposed Official Plan Policies on: Public Notice and Public Input

Public Notice and Input for Planning Act Applications

The City will strive to provide effective and early public notice on planning applications. The public notice requirements outlined in the Planning Act will be adhered to in terms of specified timeframes and required information. In addition to the minimum requirements of the Planning Act, the following preferences and alternative procedures are required:

- For site-specific Planning Act applications brought to Council or the Committee of Adjustment, public notice and input opportunities shall be provided by way of all of the following:
    - A mailed notice to neighbours;
    - The posting of a sign, provided by Planning staff, which shall be clearly posted on the subject property;
    - Publishing the notice on the City's website;
    - A Public Hearing of City Council or the Committee of Adjustment, where the public may make written or oral comments.
- In addition to the notice requirements outlined above, for site-specific Planning Act applications brought to Council:
    - A neighbourhood meeting hosted by the applicant is also required. In the event that a neighbourhood meeting is not possible or feasible, alternative measures such as a virtual meeting or mailed information to neighbouring property owners may be contemplated, subject to staff approval.
        - The City will provide mailing labels to the applicant.
- For Planning Act applications brought to Council that apply to larger portions of the community, the following public notice procedures will be followed:
    - Staff will provide Council with an informational report outlining the proposed changes.
    - Staff will host an information meeting, with notice provided in a newspaper and online news outlet.
    - Upon completion of the neighbourhood meeting, Council will hold a Public Hearing where the public can attend and make oral or written submissions. Notice of Council's Public Hearing will be provided by:
        - Mailed and emailed notices to those stakeholders that have requested it through previous consultations; and
        - In a newspaper and online news outlet.

Ongoing Civic Engagement

The City will strive to provide ongoing, meaningful and diverse opportunities and venues for the public to engage with and provide input upon a variety of municipal matters. While it is recognized that certain municipal matters require specific consultation procedures, such as those prescribed by the Planning Act and Environmental Assessment Act, it is recognized that these statutory requirements outline minimums only, and there is nothing stopping the City from going above and beyond those minimums.

- The City should consider developing a Corporate Public Consultation Policy, including matters where there may not be statutory requirements.
- Where a development or project requires an Environmental Assessment and a Planning Act application, the City will encourage the proponent to utilize the 'integrated approach' under the Environmental Assessment Act and the Planning Act, while ensuring the intent and requirements of both acts are met.
- The City will actively foster and develop relationships with Indigenous communities in the Sault Ste. Marie region, and will strive to include engagement with Indigenous communities as part of large projects and development of community-wide policies.

Proposed Official Plan Policies on: Monitoring

Official Plan Reviews and Amendments

- The City shall, at minimum, conduct a comprehensive review of the Official Plan 10 years after the date this Plan comes into effect, and every 5 years thereafter.
- A comprehensive review will include revisions as necessary to ensure:
    - Conformity with Provincial plans and the Provincial Policy Statement.
    - Regard for matters of Provincial interest.
    - Consideration of updated population and land needs projections, to ensure adequate supply of developable land.
    - Consideration of new data relevant to the City's development.
    - Consistency with other City master plans and policy documents.
- The Official Plan shall be reviewed and amended as required by Council or the Province, to meet the changing needs of the community and to respond to new issues and information.
- Official Plan Amendments may be initiated by Council or the public.
- Only amendments that do not affect the substance and intent of the Official Plan, such as formatting and clerical changes, are permitted without the need for public notice and public input. All other amendments must follow public notice and public input procedures as established in the Planning Act or in this Official Plan.

Monitoring Planning and Development

- The City shall continuously monitor key trends and indicators to ensure the Official Plan remains relevant and effective.
- Indicators and data to be monitored include, but are not limited to:
    - Population and demographic changes.
    - Land supply and land demand.
    - Indicators of progress regarding this Official Plan's Overarching Themes: healthy community, environmental sustainability, integrated mobility, sense of place, sustainable growth, economic resiliency, social equity and cultural vitality.

Acknowledgements

The City of Sault Ste. Marie Planning Division would like to sincerely thank the following groups and organizations that contributed time and effort to share their ideas and interests.

- Aggregate extraction pit and quarry operators
- Algoma Public Health
- Algoma University — CESD class (Prof. Peggy Lauzon)
- Algoma University — President's Office
- Batchewana First Nation staff
- City of Sault Ste. Marie staff
- Clean North
- Conseil scolaire public du Grand Nord de l'Ontario
- Cultural Advisory Board
- Cultural Corridor group
- Downtown Association
- Festivals and Events Network
- Garden River First Nation staff
- Harvest Algoma (United Way)
- Historic Sites Board
- Huron-Superior Catholic District School Board staff
- Invasive Species Centre
- Jane's Walk SSM participants
- Local Immigration Partnership
- Mayor's Youth Advisory Council
- Municipal Heritage Committee
- Ontario Aboriginal Housing Services
- Parks and Recreation Advisory Committee
- Sault College — President's Office
- Sault Community Theatre Centre
- Sault Naturalists (Field Naturalists of Sault Ontario & Michigan)
- Sault Ste. Marie Airport Development Corporation
- Sault Ste. Marie Chamber of Commerce
- Sault Ste. Marie Construction Association
- Sault Ste. Marie Public Library Board
- Sault Ste. Marie Region Conservation Authority
- Social Services Sault Ste. Marie District
- St. Marys River Bi-National Public Advisory Council
- Strive Young Professionals Group
- Voyageur Trail Association — Saulteaux Club

Also, a sincere Thank You to every individual resident who took the time to share their feedback and suggestions with us — whether by attending our public open houses, stopping at our booth at

community events, submitting a comment on our ShapeTheSault.ca online portal, or otherwise reaching out to the Planning Division to share their thoughts.

We hope that you will see your input reflected in the new Sault Ste. Marie Official Plan.

DRAFT

SAULT STE.MARIE

OFFICIAL PLAN MAP SERIES
SCHEDULE 'A'
NATURAL HERITAGE FEATURES AND AREAS

Planning and Enterprise Services
Community Development and Enterprise
Services Department
99 Foster Drive, Sault Ste Marie, ON P6A 5X6
saultstemarie.ca | 705-759-5368 | planning@cityssm.on.ca

This map is for general reference only.
Publication Date: March 09, 2022
Version No.: V0.1 (DRAFT)
Projection Details:
NAD 1983 UTM Zone 16N
GCS North American 1983

0 0.5 1 2 Kilometers

N

PRINCE TOWNSHIP
(Not Included in Planning Area)

Municipal Boundary

Batchewana
First Nation
(Not Included in Planning Area)

(Not Included in Planning Area)
Batchewana
First Nation

(Not Included in Planning Area)
Batchewana
First Nation

CHIPPEWA COUNTY.
STATE OF MICHIGAN

SUGAR ISLAND TWP.
STATE OF MICHIGAN

Lake Superior/
Whitefish Bay

Marks Bay

St. Marys River

Canada
USA

CYAM

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- Unevaluated Wetland (OMNR, 2012)
- Evaluated Coastal Wetland (OMNR, 2009, 2012)
- Provincial Significant Coastal Wetland (OMNR, 2012)
- White-tailed Deer Wintering Area (Stratum 2)
- Significant Wildlife Habitat - Perigrine Falcon Nesting Site (OMNR, 2010)
- Endangered/Threatened Species (OMNR, 2008)
- Fish Habitat - Lakes
- Rivers, (3.2.1)
- Intermittent Water Course (3.1.3)
- Mineral and Mineral Aggregate Resources
- Shield Line

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OFFICIAL PLAN MAP SERIES

SCHEDULE 'B'

ENVIRONMENTAL CONSTRAINTS AND HAZARDS

Planning and Enterprise Services

Community Development and Enterprise
Services Department
99 Foster Drive, Sault Ste Marie, ON P6A 5X6
saultstemarie.ca | 705-759-5368 | planning@cityssm.on.ca

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Publication Date: March 09, 2022
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GCS North American 1983

0 0.5 1 2 Kilometers

N

PRINCE TOWNSHIP
(Not Included in Planning Area)

Municipal Boundary

Batchewana First Nation
(Not Included in Planning Area)

(Not Included in Planning Area) Batchewana First Nation

(Not Included in Planning Area) Batchewana First Nation

CHIPPEWA COUNTY. STATE OF MICHIGAN

SUGAR ISLAND TWP. STATE OF MICHIGAN

Lake Superior/ Whitefish Bay

Marks Bay

St. Marys River

Canada USA

CYAM

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- SSMRCA Regulated Area (Ont. Reg. 176-06)
- Specific Flood Area
- Tributary Flood Line
- Hazardous Forests for Wildland Fire: Extreme
- Hazardous Forests for Wildland Fire: High
- Significant Slope =>15%
- Great Lakes Flood Line
- Mine Hazards
- Mine Hazard 1km Buffer
- Fish Habitat - Lakes
- Shield Line
- Rivers
- Intermittent Water Course

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SAULT STE.MARIE

OFFICIAL PLAN MAP SERIES

SCHEDULE 'C'

LAND USE

Planning and Enterprise Services

Community Development and Enterprise
Services Department
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saultstemarie.ca | 705-759-5368 | planning@cityssm.on.ca

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GCS North American 1983

0 0.5 1 2 Kilometers

N

PRINCE TOWNSHIP
(Not Included in Planning Area)

Municipal Boundary

Batchewana
First Nation
(Not Included in Planning Area)

Municipal Boundary

Municipal Boundary

(Not Included in Planning Area)
Batchewana
First Nation

(Not Included in Planning Area)
Batchewana
First Nation

Lake Superior/
Whitefish Bay

Marks Bay

CYAM

Canada
USA

St. Marys River

CHIPPEWA COUNTY.
STATE OF MICHIGAN

SUGAR ISLAND TWP.
STATE OF MICHIGAN

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- Residential
- Downtown
- Commercial
- Mixed Employment
- Industrial
- Institutional
- Open Space
- Community Parks
- Rural Area
- Aggregate Extraction
- Precambrian Uplands
- Waste Management
- Airport Employment Lands
- Urban Settlement Area
- Downtown (OPA 121)
- Urban Service Line
- Shield Line

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SAULT STE.MARIE

OFFICIAL PLAN MAP SERIES

SCHEDULE 'D'

MOBILITY AND MAJOR INFRASTRUCTURE

Planning and Enterprise Services

Community Development and Enterprise
Services Department
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saultstemarie.ca | 705-759-5368 | planning@cityssm.on.ca

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Publication Date: March 09, 2022
Version No.: V0.1 (DRAFT)
Projection Details:
NAD 1983 UTM Zone 16N
GCS North American 1983

0 0.5 1 2 Kilometers

N

Municipal Boundary

Batchewana
First Nation
(Not Included in Planning Area)

PRINCE TOWNSHIP
(Not Included in Planning Area)

Municipal Boundary

Municipal Boundary

(Not Included in Planning Area)
Batchewana
First Nation

(Not Included in Planning Area)
Batchewana
First Nation

Municipal Boundary

Municipal Boundary

NEF 30
CYAM

Lake Superior/
Whitefish Bay

Marks
Bay

St. Marys River

St. Marys River

Canada
USA

Canada
USA

Canada
USA

CHIPPEWA COUNTY.
STATE OF MICHIGAN

SUGAR ISLAND TWP.
STATE OF MICHIGAN

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- Arterial Street
- Collector Street
- Local Street
- Sackville Road Ext.
- Second Line East Ext.
- Airport NEF 30
- Airport Approach Surface
- Airport Transitional Surface
- Municipal Landfill 500m Buffer
- East & West End Waste Water STP Buffers
- Imperial Oil Pipeline
- Trans Canada Pipeline
- Flood Control Channel
- Port of Algoma - Existing & Expansion Plans
- Urban Settlement Area
- Railline - Single
- Railline - Side Track
- Shield Line

SAULT STE.MARIE

OFFICIAL PLAN MAP SERIES
SCHEDULE 'E'
ARCHAEOLOGICAL AND CULTURAL HERITAGE RESOURCES

Planning and Enterprise Services

Community Development and Enterprise
Services Department
99 Foster Drive, Sault Ste Marie, ON P6A 5X6
saultstemarie.ca | 705-759-5368 | planning@cityssm.on.ca

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Projection Details:
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GCS North American 1983

0 0.5 1 2 Kilometers

N

PRINCE TOWNSHIP
(Not Included in Planning Area)

Municipal Boundary

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CHIPPEWA COUNTY.
STATE OF MICHIGAN

SUGAR ISLAND TWP.
STATE OF MICHIGAN

Lake Superior/
Whitefish Bay

Marks Bay

St. Marys River

Canada
USA

CYAM

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- Archaeological Potential (ASI, Sept 2010 Master Plan)
- Locally Significant Heritage Areas - Lower Pim
- Locally Significant Heritage Areas - Monterey Gardens
- Locally Significant Heritage Areas - Downtown Queen Street
- Locally Significant Heritage Areas - The Pim Hill
- Locally Significant Heritage Areas - Simpson, Leo, Upton, MacGregor
- Shield Line

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SAULT STE.MARIE

OFFICIAL PLAN MAP SERIES

SCHEDULE 'F'

GROUNDWATER RESOURCES

Planning and Enterprise Services
Community Development and Enterprise
Services Department
99 Foster Drive, Sault Ste Marie, ON P6A 5X6
saultstemarie.ca | 705-759-5368 | planning@cityssm.on.ca

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Publication Date: March 09, 2022
Version No.: V0.1 (DRAFT)
Projection Details:
NAD 1983 UTM Zone 16N
GCS North American 1983

0 0.5 1 2 Kilometers

N

PRINCE TOWNSHIP
(Not Included in Planning Area)

Municipal Boundary

Batchewana
First Nation
(Not Included in Planning Area)

(Not Included in Planning Area)
Batchewana
First Nation

(Not Included in Planning Area)
Batchewana
First Nation

CHIPPEWA COUNTY.
STATE OF MICHIGAN

SUGAR ISLAND TWP.
STATE OF MICHIGAN

Lake Superior/
Whitefish Bay

Marks
Bay

St. Marys River

Canada
USA

CYAM

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- Wellhead Protection Area 'A' - 100m Radius Around Wellhead (SSMRCA, 2010)
- Wellhead Protection Area 'B' – 2 Year Time of Travel (SSMRCA, 2010)
- Wellhead Protection Area 'C' – 5 Year Time of Travel (SSMRCA, 2010)
- Wellhead Protection Area 'D' – 25 Year Time of Travel (SSMRCA, 2010)
- Non-Potable Groundwater Standard Permissible Subject to Environmental Site Assessment Report
- Potable Groundwater Standard Required
- Significant Groundwater Recharge Protection Area (RJ Burnside, SSMRCA)
- Shield Line