



The Corporation of the City of Sault Ste. Marie
Regular Meeting of City Council
Revised Agenda

Monday, June 14, 2021

4:30 pm

Video Conference

	Pages
1. Adoption of Minutes	10 - 35
Mover Councillor P. Christian Seconder Councillor C. Gardi Resolved that the Minutes of the Regular Council meeting of May 31, 2021 be approved.	
2. Questions and Information Arising Out of the Minutes and not Otherwise on the Agenda	
3. Declaration of Pecuniary Interest	
4. Approve Agenda as Presented	
Mover Councillor P. Christian Seconder Councillor M. Scott Resolved that the Agenda for June 14, 2021 City Council Meeting as presented be approved.	
5. Proclamations/Delegations	
5.1. Snowdon Park Tragedies	
Ken Crossman	
5.2. Dennis Street Terminal Relocation	36 - 53
John McDonald, Tulloch Engineering	
5.3. World Elder Abuse Awareness Day	54 - 54

- 6. Communications and Routine Reports of City Departments, Boards and Committees – Consent Agenda**
- Mover Councillor S. Hollingsworth
Seconder Councillor C. Gardi
Resolved that all the items listed under date June 14, 2021 – Agenda item 6 – Consent Agenda be approved as recommended.
- 6.1. RFP for Modular Rental Units – Downtown Activation Project** 55 - 56
- A report of the Manager of Purchasing is attached for the consideration of Council.
- Mover Councillor S. Hollingsworth
Seconder Councillor M. Scott
Resolved that the report of the Manager of Purchasing dated June 14, 2021 concerning RFP for Modular Rental Units – Downtown Activation Project be received and that the proposal submitted by 9223-4814 Quebec Inc. d.b.a. Box Container Group for the supply and delivery of modular units as outlined in their proposal as submitted at an upset limit of \$235,000 including the non-rebatable portion of HST be approved.
- 6.2. Modular Retail Units for Downtown – Update** 57 - 61
- A report of the Senior Planner is attached for the consideration of Council.
- Mover Councillor P. Christian
Seconder Councillor M. Scott
Resolved that the report of the Senior Planner dated June 14, 2021 concerning be Modular Retail Units for Downtown received and that the purchase of the modular retail units, in accordance with the recommendation outlined by the Manager of Purchasing in a report found elsewhere on Council's agenda be approved and that Council further authorize the installation of the required services at the Mill Market site, at a cost of \$22,214 (including non-rebatable HST).
- 6.3. Paciolan Call Centre Amendment Agreement** 62 - 64
- A report of the Director of Community Services is attached for the consideration of Council.
- The relevant By-law 2021-122 is listed under item 11 of the Agenda and will be read with all by-laws under that item.
- 6.4. Designated Heritage Property Grant – 864 Queen Street East** 65 - 67
- A report of the Manager of Recreation and Culture is attached for the consideration of Council.
- Mover Councillor P. Christian

Secondar Councillor C. Gardi
Resolved that the report of the Manager of Recreation and Culture dated June 14, 2021 concerning Designated Heritage Property Grant – 864 Queen Street East (Algonquin Hotel) for a grant in the amount of \$3,000 to support the repairs to the brickwork and painting of wood trim at 864 Queen Street East be approved; and further that payment be rendered upon submission of the paid contractor's invoices and final approval of the of the project by the Sault Ste. Marie Municipal Heritage Committee.

6.5. Curb and Sidewalk Program – 2021 68 - 73

A report of the Director of Public Works is attached for the consideration of Council.

Mover Councillor S. Hollingsworth

Secondar Councillor C. Gardi

Resolved that the report of the Director of Public Works dated June 14, 2021 concerning the Public Works 2021 curb and sidewalk program be received as information.

6.6. Regional Training Centre Memorandum of Understanding 74 - 76

A report of the Fire Chief is attached for the consideration of Council.

The relevant By-law 2021-125 is listed under item 11 of the Agenda and will be read with all by-laws under that item.

6.7. 499 Queen Street West – Property Declared Surplus 77 - 79

A report of the Assistant City Solicitor / Senior Litigation Counsel is attached for the consideration of Council.

The relevant By-law 2021-119 is listed under item 11 of the Agenda and will be read with all by-laws under that item.

6.8. Deeming By-law Parkinworth Subdivision, Phase II (Lindsay Palmer) 80 - 82

A report of the Assistant City Solicitor / Senior Litigation Counsel is attached for the consideration of Council.

The relevant By-law 2021-117 is listed under item 11 of the Agenda and will be read with all by-laws under that item.

6.9. Amendments to Property Standards By-law – Vacant Property and Enforcement Provisions 83 - 85

A report of the Solicitor / Prosecutor is attached for the consideration of Council.

The relevant By-law 2021-128 is listed under item 11 of the Agenda and will be read with all by-laws under that item.

6.10.	Smoking By-law – Amendments and Appointment of Officers	86 - 87
	A report of the Solicitor / Prosecutor is attached for the consideration of Council.	
	The relevant By-laws 2021-120 and 2021-121 are listed under item 11 of the Agenda and will be read with all by-laws under that item.	
7.	Reports of City Departments, Boards and Committees	
7.1.	Administration	
7.1.1.	Snowdon Park Tragedies	88 - 95
	A report of the Chief Administrative Officer is attached for the consideration of Council.	
	Mover Councillor P. Christian	
	Seconder Councillor M. Scott	
	Resolved that the report of the CAO dated June 14, 2021 concerning Snowdon Park Tragedies be received and that Council confirm the letter of apology to the Crossman Family and authorize staff to work with the Children of Shingwauk Alumni Association Memorial Committee to develop plans for a suitable memorial at the Snowdon Park site.	
7.2.	Corporate Services	
7.3.	Community Development and Enterprise Services	
7.3.1.	Dennis Street Terminal Relocation	96 - 257
	A report of the Director of Community Services is attached for the consideration of Council.	
	Mover Councillor S. Hollingsworth	
	Seconder Councillor M. Scott	
	Resolved that the report of the Director of Community Services dated June 14, 2021 concerning Dennis Street Terminal Relocation be received and that an RFP be issued to obtain a consultant to complete construction drawings and administer the tendering process for the renovation/build of the 111 Huron Street transit facility.	
7.3.1.1.	<i>Correspondence Received</i>	258 - 284
7.4.	Public Works and Engineering Services	
7.5.	Fire Services	

- 7.6. Legal**
- 7.7. Planning**
- 7.7.1. A-12-21-Z 899 Second Line West (2779594 Ontario Inc.)** 285 - 325
- A report of the Planner is attached for the consideration of Council.
- Mover Councillor P. Christian
 Secunder Councillor C. Gardi
 Resolved that the report of the Planner dated June 14, 2021 concerning rezoning application A-12-21-Z be received and that Council rezone the northerly 26 metres of 899 Second Line West from General Commercial Zone (C4) to Single-Detached Residential Zone (R2), and rezone the remaining southerly 49 metres from Single-Detached Residential Zone (R2) to Low Density Residential Zone (R3.S) with the following special exceptions for a multiple-attached dwelling only:
1. Reduce the rear (south) yard setback from 10m to 6m
 2. Permit parking in an exterior side (west) yard
 3. Permit canopies to project 4m into the interior side (east) yard
- And that the subject property be deemed as an area of site plan control as per section 41 of the *Planning Act*.
- And that the Legal Department be requested to prepare the necessary by-law(s) to effect the same.
- 7.7.1.1. Additional Correspondence** 326 - 351
- 7.8. Boards and Committees**
- 8. Unfinished Business, Notice of Motions and Resolutions Placed on Agenda by Members of Council**
- 9. Committee of the Whole for the Purpose of Such Matters as are Referred to it by the Council by Resolution**
- 10. Adoption of Report of the Committee of the Whole**
- 11. Consideration and Passing of By-laws**
- Mover Councillor P. Christian
 Secunder Councillor C. Gardi
 Resolved that all By-laws under item 11 of the Agenda under date June 14, 2021 be approved.
- 11.1. By-laws before Council to be passed which do not require more than a**

simple majority

- 11.1.1. By-law 2021-92 (Zoning) 177 Brock Street (Sault Ste. Marie Housing Corporation)** 352 - 353
- Council report was passed by Council resolution on May 31, 2021.
- Mover Councillor P. Christian
Seconded Councillor C. Gardi
Resolved that By-law 2021-92 being a by-law to amend Sault Ste. Marie Zoning By-law 2005-150 concerning lands located at 177 Brock Street (Sault Ste. Marie Housing Corporation) be passed in open Council this 14th day of June, 2021.
- 11.1.2. By-law 2021-117 (Subdivision Control) 77 and 81 Parkinworth Place (Lindsay Palmer)** 354 - 356
- A report from the Assistant City Solicitor/Senior Litigation Counsel is on the Agenda.
- Mover Councillor P. Christian
Seconded Councillor C. Gardi
Resolved that By-law 2021-117 being a by-law to deem not registered for purposes of subdivision control certain lots in the Parkinworth Subdivision PH II, pursuant to section 50(4) of the *Planning Act* be passed in open Council this 14th day of June, 2021.
- 11.1.3. By-law 2021-119 (Surplus Property) 499 Queen Street West** 357 - 358
- A report from the Assistant City Solicitor/Senior Litigation Counsel is on the Agenda.
- Mover Councillor P. Christian
Seconded Councillor C. Gardi
Resolved that By-law 2021-119 being a by-law to declare the City owned property legally described as PIN 31578-0215 (LT) PT LT 12 S/S SUPERIOR ST PL TOWN PLOT OF ST. MARY'S AS IN T430377; SAULT STE. MARIE being civic 499 Queen Street West, as surplus to the City's needs and to authorize the disposition of the said property be passed in open Council this 14th day of June, 2021.
- 11.1.4. By-law 2021-120 (Smoking) Amendment to By-law 2019-200** 359 - 361
- A report from the Solicitor/Prosecutor is on the Agenda.
- Mover Councillor P. Christian
Seconded Councillor C. Gardi
Resolved that By-law 2021-120 being a by-law to amend By-law 2019-200 (a by-law to regulate smoking in public places) be passed in open Council this

14th day of June, 2021.

- 11.1.5. By-law 2021-121 (Appointment) Smoking Enforcement** 362 - 363
- A report from the Solicitor/Prosecutor is on the Agenda.
- Mover Councillor P. Christian
Seconder Councillor C. Gardi
Resolved that By-law 2021-121 being a by-law to appoint by-law enforcement officers to enforce provisions of by-law 2019-200 of The Corporation of the City of Sault Ste. Marie on the Sault Ste. Marie Area Hospital, known civically as 750 Great Northern Road, Sault Ste. Marie and any public or municipal property abutting thereto be passed in open Council this 14th day of June, 2021.
- 11.1.6. By-law 2021-122 (Agreement) Pacolian Call Centre Amending Agreement** 364 - 366
- A report from the Director of Community Services is on the Agenda.
- Mover Councillor P. Christian
Seconder Councillor C. Gardi
Resolved that By-law 2021-122 being a by-law to authorize the execution of the Amending Agreement between the City and Patron Solutions, L.P. dba Paciolan, LLC for the GFL Memorial Gardens call-in functionality for ticket purchases be passed in open Council this 14th day of June, 2021.
- 11.1.7. By-law 2021-123 (Zoning) OP 1306 Peoples Road (Ontario Aboriginal Housing Support Services Corporation)** 367 - 369
- Council Report was passed by Council resolution on May 31, 2021.
- Mover Councillor P. Christian
Seconder Councillor C. Gardi
Resolved that By-law 2021-123 being a by-law to adopt Amendment No. 233 to the Official Plan for the City of Sault Ste. Marie (Ontario Aboriginal Housing Support Services Corporation – 1306 Peoples Road) be passed in open Council this 14th day of June, 2021.
- 11.1.8. By-law 2021-124 (Zoning) 1306 Peoples Road (Ontario Aboriginal Housing Support Services Corporation)** 370 - 372
- Council Report was passed by Council resolution on May 31, 2021.
- Mover Councillor P. Christian
Seconder Councillor C. Gardi
Resolved that By-law 2021-124 being a by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 1306 Peoples Road (Ontario Aboriginal Housing Support Services Corporation) be passed in open Council this 14th day of June, 2021.

- 11.1.9. By-law 2021-125 (Agreement) Ontario Fire College** 373 - 380
- A report from the Fire Chief is on the Agenda.
- Mover Councillor P. Christian
 Secunder Councillor C. Gardi
 Resolved that By-law 2021-125 being a by-law to authorize the execution of the Emergency Services Training and Registration Agreement between the City and Her Majesty the Queen in Right of Ontario as represented by the Solicitor General operating through the Ontario Fire College for fire service training be passed in open Council this 14th day of June, 2021.
- 11.1.10. By-law 2021-126 (Taxes) Final Tax Billing 2021 Amendment** 381 - 381
- Council Report was passed by Council resolution on May 31, 2021.
- Mover Councillor P. Christian
 Secunder Councillor C. Gardi
 Resolved that By-law 2021-126 being a by-law to amend Final Tax By-law 2021-83 by waiving the property tax interest and penalty provisions until December 31, 2021 be passed in open Council this 14th day of June, 2021.
- 11.1.11. By-law 2021-128 (Property Standards) Amendment to Property Standards By-law 2012-9** 382 - 392
- A report from the Solicitor/Prosecutor is on the Agenda.
- Mover Councillor P. Christian
 Secunder Councillor C. Gardi
 Resolved that By-law 2021-128 being a by-law to amend By-law 2012-9 (the Property Standards By-law for The Corporation of the City of Sault Ste. Marie) be passed in open Council this 14th day of June, 2021.
- 11.2. By-laws before Council for FIRST and SECOND reading which do not require more than a simple majority**
- 11.3. By-laws before Council for THIRD reading which do not require more than a simple majority**
- 12. Questions By, New Business From, or Addresses by Members of Council Concerning Matters Not Otherwise on the Agenda**
- 13. Closed Session**
- Mover Councillor P. Christian
 Secunder Councillor C. Gardi
 Resolved that this Council move into closed session to discuss one item concerning the security of property and two items concerning labour relations

or employee negotiations;

Further Be It Resolved that should the said closed session be adjourned, the Council may reconvene in closed session to continue to discuss the same matters without the need for a further authorizing resolution.

Municipal Act R.S.O. 2002 – section 239.2 (a) the security of the property of the municipality and (d) labour relations or employee negotiations

14. Adjournment

Mover Councillor S. Hollingsworth

Seconder Councillor M. Scott

Resolved that this Council now adjourn.



REGULAR MEETING OF CITY COUNCIL

MINUTES

Monday, May 31, 2021

3:30 pm

Video Conference

Present: Mayor C. Provenzano, Councillor P. Christian, Councillor S. Hollingsworth, Councillor L. Dufour, Councillor L. Vezeau-Allen, Councillor D. Hilsinger, Councillor M. Shoemaker, Councillor M. Bruni, Councillor R. Niro, Councillor C. Gardi, Councillor M. Scott

Officials: M. White, R. Tyczinski, L. Girardi, T. Vair, K. Fields, S. Schell, P. Johnson, P. Niro, D. Elliott, S. Hamilton Beach, D. McConnell, B. Lamming, T. Anderson, F. Coccimiglio, T. Vecchio, M. Zuppa, M. Borowicz-Sibenik, J. Bruzas; S. Cole; F. Couture; V. McLeod; K. Fisher

13. Closed Session

Moved by: Councillor M. Bruni

Seconded by: Councillor D. Hilsinger

Resolved that this Council move into closed session to discuss one item concerning solicitor-client privilege and three items concerning the disposition of land;

Further Be It Resolved that should the said closed session be adjourned, the Council may reconvene in closed session to continue to discuss the same matter without the need for a further authorizing resolution.

Municipal Act R.S.O. 2002 – section 239 2 (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose and section 239 2 (c) a proposed or pending acquisition or disposition of land by the municipality.

Carried

1. Adoption of Minutes

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that the Minutes of the Regular Council meeting of May 10, 2021 be approved.

Carried

2. Questions and Information Arising Out of the Minutes and not Otherwise on the Agenda

3. Declaration of Pecuniary Interest

3.1 Councillor M. Shoemaker – By-law 2021-99 (Street Assumptions)

Party is a client of law firm.

3.2 Councillor M. Shoemaker – By-law 2021-114 (OP) 249 Old Garden River Road and 260 Millcreek Drive (1544158 Ontario – Carlo China)

Client of law firm.

3.3 Councillor M. Shoemaker – By-law 2021-115 (Zoning) 249 Old Garden River Road and 260 Millcreek Drive (1544158 Ontario Inc. – Carlo China)

Client of law firm

4. Approve Agenda as Presented

Moved by: Councillor R. Niro

Seconded by: Councillor M. Shoemaker

Resolved that the Agenda for May 31, 2021 and Addenda #1 and #2 City Council meeting as presented be approved.

Carried

5. Proclamations/Delegations

5.1 Spina Bifida and Hydrocephalus Awareness Month

5.2 Parks and Recreation Month

5.3 Memorial Wall

Connie Raynor Elliott and Stephanie Poitras were in attendance by video concerning Agenda item 7.1.1.

5.4 Northern Community Centre Twin Pad Funding Announcement

Hon. Laurie Scott, Minister of Infrastructure and Hon. Ross Romano, Minister of Training, Colleges and Universities were in attendance by video.

5.5 2021 Resurfacing Program

Simone Baj was in attendance by video concerning Agenda item 6.20.

5.6 A-10-21-Z.OP 1306 Peoples Road

Mark Lepore, counsel for the applicant, and Wayne Chorney, Cathy Connor and Josh Lelievre, on behalf of the applicant, were in attendance by video concerning Agenda item 7.7.1.

5.7 A-11-21-Z 177 Brock Street

Jeff Barban, Liza Chikoski and Dave Ellis were in attendance by video concerning Agenda item 7.7.2.

6. Communications and Routine Reports of City Departments, Boards and Committees – Consent Agenda

Moved by: Councillor M. Bruni

Seconded by: Councillor D. Hilsinger

Resolved that all the items listed under date May 31, 2021 – Agenda item 6 – Consent Agenda save and except agenda item 6.5 and 6.21 be approved as recommended.

Carried

6.1 Year End Financial Report – December 31, 2020

The report of the Chief Financial Officer and Treasurer was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor M. Shoemaker

Resolved that the report of the Chief Financial Officer and Treasurer dated May 31, 2021 concerning 2020 year end financial reports be received and that Council approve:

- The 2020 year end reserve transfers
- The new Community Development Fund – Cultural Vitality reserve with an upset limit of \$500,000

Carried

6.2 RFP for One Tanker/Pumper Vehicle – Fire

The report of the Manager of Purchasing was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Manager of Purchasing dated May 31, 2021 concerning RFP for One Tanker/Pumper Vehicle – Fire be received and that acceptance of the proposal submitted by Dependable Emergency Vehicles for the supply and delivery of a Tanker/Pumper Vehicle for \$828,000 plus HST as outlined in their proposal as submitted, as required by SSM Fire Services be approved.

Carried

6.3 Uniform Acquisitions – Fire Services

The report of the Manager of Purchasing was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Manager of Purchasing dated May 31, 2021 concerning Uniform Acquisitions – Fire Services be received and that the supply and delivery of uniform services as required by Fire Services be continued through Kitchener Fire Services arrangement with KLE through to December 2022 on an as required basis. Pricing will be as posted through piggy-back agreement.

Carried

6.4 Tender for Civic Centre Blinds Phase I

The report of the Manager of Purchasing was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor M. Shoemaker

Resolved that the report of the Manager of Purchasing dated May 31, 2021 concerning Tender for Civic Centre Blinds Phase I be received and that the tender for the supply and installation of Phase I Window Blinds as required by Building Services – Public Works be awarded to Floormaster Inc, Brampton at their low tendered price of \$79,999 plus HST.

Carried

6.6 Tender for One Vacuum Truck – Public Works

The report of the Manager of Purchasing was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Manager of Purchasing dated May 31, 2021 concerning Tender for One Vacuum Truck – Public Works be received and that the tender for the supply and delivery of one (1) vacuum body tandem truck as required by Public Works and Engineering Services be awarded to TMS Truck Centre at their low tendered price of \$521,834 plus HST.

Carried

6.7 Tender for Two Motor Graders

The report of the Manager of Purchasing was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Manager of Purchasing dated May 31, 2021 concerning Tender for Two Motor Graders be received and that the tender for the supply and delivery of two (2) graders as required by Public Works and Engineering Services be awarded to Brandt Tractor Ltd. at their low tendered price, including maintenance agreement, of \$455,579.24 per unit plus HST;

Further that the purchase be funded from an annual repayment from PWES Operations Hired Equipment Operating account of \$130,000 for the next 7.5 years.

Carried

6.8 Municipal App

The report of the Deputy CAO, Community Development and Enterprise Services was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor M. Shoemaker

Resolved that the report of the Deputy CAO, Community Development and Enterprise Services dated May 31, 2021 concerning the development of a municipal app be received as information.

Carried

6.9 Annual Report – Operations 2020 ECNHS Historic Sites Board

The report of the Curator, Ermatinger Clergue National Historic Site was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor M. Shoemaker

That the report of the Curator of the Ermatinger Clergue National Historic Site dated May 31, 2021 concerning the Annual Report – Operations 2020 Ermatinger Clergue National Historic Site Historic Sites Board be received.

Carried

6.10 Ownership Change – Soo Thunderbirds Hockey Club Inc.

The report of the Director of Community Services was received by Council.

The relevant By-law 2021-107 is listed under item 11 of the Minutes.

6.11 GFL Memorial Gardens Agreements

The report of the Director of Community Services was received by Council.

The relevant By-laws 2021-111, 2021-112, and 2021-113 are listed under item 11 of the Minutes.

6.12 Sail Superior Zodiac Tours – Fee Waiver

The report of the Director of Community Services was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Director of Community Services dated May 31, 2021 concerning Sail Superior Zodiac Tours – Fee Waiver be received and that Council approve the waiving of users fees to facilitate the Sail Superior pilot from August 7 to August 15, 2021.

Carried

6.13 CommunityPass Pilot

The report of the Director of Community Services was received by Council.

The relevant By-law 2021-108 is listed under item 11 of the Minutes.

6.14 Tourism Development Fund

The report of the Director of Tourism and Community Development was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor M. Shoemaker

Resolved that the report of the Director of Tourism and Community Development dated May 31, 2021 concerning the establishment of the Tourism Development Fund be received and that Council approve the workflow and criteria as presented in attachments A and B for the Tourism Development Fund;

And, that Council permit a delegation of authority to enable the Deputy CAO, Community Development and Enterprise Services or his/her designate to sign Tourism Development Fund agreements for contributions approved by City Council.

A by-law will appear on a future Council Agenda.

Carried

6.15 Tourism Sault Ste. Marie – Management Agreement and Designated Entity to Receive MAT Proceeds

The report of the Director of Tourism and Community Development was received by Council.

The relevant By-laws 2021-109 and 2021-118 are listed under item 11 of the Minutes.

6.16 Designated Heritage Property Grant – 143 McGregor Avenue

The report of the Manager of Recreation and Culture was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Manager of Recreation and Culture dated May 31, 2021 concerning Designated Heritage Property Grant – 143 McGregor Avenue for a grant in the amount of \$3,000 to support the replacement of the cedar shingle roof at 143 McGregor Avenue be approved; and further that payment be rendered upon submission of the paid contractor's invoices and final approval of the of the project by the Sault Ste. Marie Municipal Heritage Committee.

Carried

6.17 Designated Heritage Property Grant – 36 Herrick Street

The report of the Manager of Recreation and Culture was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor M. Shoemaker

Resolved that the report of the Manager of Recreation and Culture dated May 31, 2021 concerning Designated Heritage Property Grant – 36 Herrick Street for a grant in the amount of \$3,000 to support the repair and replacement front stairs at 34-36 Herrick Street be approved; further that payment be rendered upon submission of the paid contractor's invoices and final approval of the of the project by the Sault Ste. Marie Municipal Heritage Committee.

Carried

6.18 Municipal Law Enforcement Officers

The report of the Manager of Transit and Parking is attached for the consideration of Council.

The relevant By-law 2021-98 is listed under item 11 of the Minutes.

6.19 DCIP – Financial Incentive Grant Applications – May 2021

The report of the Senior Planner was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Senior Planner dated May 31, 2021 concerning Downtown Community Improvement Plan Financial Incentive applications be received and that the following grant applications be approved:

1. 551-553 Queen Street East, Missanabie Cree Business Corporation – Façade Improvement Grant of \$20,000
2. 557-559 Queen Street East, Missanabie First Nation – Façade Improvement Grant of \$20,000
3. 117 Spring Street, FC Team (Michael Flammia) – Building Activation Grant of \$20,000
4. 636 Queen Street East, Case's Music (Carrie Suriano/Jake Rendell) – Façade Improvement Grant of \$20,000

Carried

6.20 2021 Resurfacing Program

The report of the Director of Engineering was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Director of Engineering dated May 31, 2021 concerning 2021 Resurfacing Program be received and that the 2021 road resurfacing program be approved.

Carried

6.22 Frank Cowan Insurance – Claim Handling Agreement

The report of the Assistant City Solicitor / Senior Litigation Counsel was received by Council.

The relevant By-law 2021-116 is listed under item 11 of the Minutes.

6.23 Lane Assumption, Closing and Conveyance – Harris and Buckley Subdivision Abutting 298 Fifth Avenue

The report of the Solicitor / Prosecutor was received by Council.

The relevant By-laws 2021-100 and 2021-101 are listed under item 11 of the Minutes.

6.24 Long-Term Care Homes

The report of the Director of Planning and Enterprise Services was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Director of Planning and Enterprise Services dated May 31, 2021 concerning the feasibility of creating a Community Improvement Plan which provides an incentive to encourage the development of additional nursing home facilities be received as information and that Council take no further action at this time.

Carried

6.25 Affordable Housing Information Report

The report of the Senior Planner was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor M. Shoemaker

Resolved that the report of the Senior Planner dated May 31, 2021 concerning Affordable Housing Information Report be received and that Council authorize staff to proceed with public outreach and formal public notice upon the intent to repeal Housing Policy 6 and replace with the policies described therein.

Carried

6.5 RFQ Annual Maintenance and Subscription Fees Dynamics GP

The report of the Manager of Purchasing was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Manager of Purchasing dated May 31, 2021 concerning RFQ Annual Maintenance and Subscription Fees Dynamics GP be received and that the quotation submitted by CentralSquare Canada Software Inc. for Dynamics GP maintenance and subscription fees for the one-year period commencing May 31, 2021, at the quoted cost of \$93,517.74 plus HST, be approved on a sole-source basis.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker		X	
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	10	1	0

Carried

6.21 Shopping Carts

The report of the Assistant City Solicitor / Senior Litigation Counsel, Chief Building Official, and Director of Public Works was received by Council.

The relevant By-law 2021-92 is listed under item 11 of the Minutes.

7. Reports of City Departments, Boards and Committees

7.1 Administration

7.1.1 Memorial Wall

The report of the Chief Administrative Officer was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor M. Shoemaker

Resolved that the report of the CAO, dated May 31, 2021 concerning Memorial Wall be received and that Council approve the fabrication of the wall in the landscaped area north of the Ronald A. Irwin Civic Centre at an estimated cost of \$4,000 to be funded from the Mayor's Office operating budget.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	11	0	0

Carried

7.2 Corporate Services

7.3 Community Development and Enterprise Services

7.3.1 Northern Community Centre – Twin Pad Expansion

The report of the Manager of Purchasing, Chief Financial Officer and Deputy CAO, Community Development and Enterprise Services was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Manager of Purchasing, Chief Financial Officer and Deputy CAO, Community Development and Enterprise Services dated May 31, 2021 concerning Northern Community Centre Twin Pad Expansion be received and that the tender for NCC – Twin Pad Expansion be awarded to Ellis Don Corporation, at their low tendered base price, meeting specifications of \$27,900,000 plus HST and that the City's consultant be authorized to issue the needed letter of intent for the project be approved;

Further that City Council approve that the Architecture and Design fees budget be increased by \$338,420 to an upset limit of \$1,648,430;

Further that City Council approve utilizing \$2,610,000 of the announced 2021 increase to the Canada-Community Building fund for the project.

A by-law authorizing signature of the contract for this project will appear on a future Council Agenda.

Amendment:

Moved by: Councillor R. Niro

Seconded by: Councillor P. Christian

Resolved that the words: "Further that City Council approve utilizing \$2,610,000 of the announced 2021 increase to the Canada-Community Building fund for the project" be deleted.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		

Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	11	0	0

Carried

Motion as Amended:

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Manager of Purchasing, Chief Financial Officer and Deputy CAO, Community Development and Enterprise Services dated May 31, 2021 concerning Northern Community Centre Twin Pad Expansion be received and that the tender for NCC – Twin Pad Expansion be awarded to Ellis Don Corporation, at their low tendered base price, meeting specifications of \$27,900,000 plus HST and that the City's consultant be authorized to issue the needed letter of intent for the project be approved;

Further that City Council approve that the Architecture and Design fees budget be increased by \$338,420 to an upset limit of \$1,648,430;

A by-law authorizing signature of the contract for this project will appear on a future Council Agenda.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	11	0	0

Carried

Moved by: Councillor M. Shoemaker

Seconded by: Councillor M. Bruni

Resolved that “Option 2 – Walking Track with Bowl Windows” be added into the construction project for a total tender cost of \$29,319,000.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian		X	
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	10	1	0

Carried

7.3.1.1 Revised Financing-NCC Twin Pad Expansion

The report of the Chief Financial Officer and Treasurer was received by Council.

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Chief Financial Officer and Treasurer dated May 31, 2021 regarding the revised financing plan for the NCC Twin Pad Expansion be received as information.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		

Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	11	0	0

Carried

7.4 Public Works and Engineering Services

7.5 Fire Services

7.6 Legal

7.7 Planning

7.7.1 A-10-21-Z.OP 1306 Peoples Road (Ontario Aboriginal Housing)

The report of the Senior Planner was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor M. Shoemaker

Resolved that the report of the Senior Planner dated May 31, 2021 concerning Application A-10-21-Z.OP be received and that Council approve Official Plan Amendment 233 and redesignate the subject property from Rural Area to Residential on Land Use Schedule 'C' of the Official Plan and that Council rezone the subject property from Rural Area Zone (RA) to Low Density Residential Zone (R3.S) with a special exception to reduce the required frontage from 20m to 16m;

And that Council deems the property subject to site plan control;

And that the Legal Department be requested to prepare the necessary by-law(s) to effect the same.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		

Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	11	0	0

Carried

7.7.2 A-11-21-Z 177 Brock Street (Sault Ste. Marie Housing Corporation)

The report of the Planner was received by Council.

Moved by: Councillor M. Bruni

Seconded by: Councillor D. Hilsinger

Resolved that the report of the Planner dated May 31, 2021 concerning rezoning application A-11-21-Z be received and that Council rezone 177 Brock Street from Commercial Transitional Zone (CT2) to Central Commercial Zone (C2);

And that the Legal Department be requested to prepare the necessary by-law(s) to effect the same.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	11	0	0

Carried

7.8 Boards and Committees

8. Unfinished Business, Notice of Motions and Resolutions Placed on Agenda by Members of Council

8.1 Interest and Penalties on Taxes

Moved by: Councillor M. Shoemaker

Seconded by: Councillor R. Niro

Whereas in 2020 the Council of the City of Sault Ste. Marie waived interest and penalties on late payment of the tax installments that came due after the March 2020 lockdown measures; and

Whereas in February 2021 the Council of the City of Sault Ste. Marie waived interest and penalties on late payment of the tax installments that came due from January 1, 2021 to June 30, 2021 due to further lockdowns being imposed; and

Whereas the province and the global economy remain gripped by the coronavirus pandemic, with expected vaccines providing hope that we may be able to emerge from the ongoing lockdowns that businesses and residents have faced in 2020 and into 2021; and

Whereas continued stay-at-home orders and emergency orders have affected the ability of local businesses to stay afloat through these challenging times; and

Whereas the Council of the City of Sault Ste. Marie must assist businesses to the extent possible;

Now Therefore Be It Resolved that Council waive interest and penalties on late payment of taxes for the balance of the 2021 calendar year, with the waiver of interest and penalties expiring on December 31, 2021.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		

Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	11	0	0

Carried

8.2 Adventure Bus

Moved by: Councillor S. Hollingsworth

Seconded by: Councillor P. Christian

Whereas on March 29, 2021 Sault Ste. Marie City Council approved a pilot project to provide transit services to Pointe des Chenes beach during summer weekends in 2021; and

Whereas Sault Ste. Marie has many outdoor attractions and activities that are not currently accessible by public transit, including Hiawatha Highlands;

Now Therefore Be It Resolved that staff be requested to report to Council on options for an additional bus route that would run on weekends after Labour Day to bring residents from one or both of the transit transfer hubs to Hiawatha Highlands.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	11	0	0

Carried

8.3 Railway Crossings

Moved by: Councillor C. Gardi

Seconded by: Councillor L. Vezeau-Allen

Whereas there are many railway crossing within the boundaries of the City of Sault Ste. Marie; and

Whereas there are many different arrangements for each crossing through agreements between the City and the different rail entities that own the respective lines and/or Transport Canada order; and

Whereas there are different causes for degradation in the structural condition of these crossings, not the least of which being our harsh climate and the extreme conditions these crossing are exposed to; and

Whereas it is very important that these railway crossings are maintained for the safety of the people and cargo being transported on the rails, as well as for the safety and protection of those crossing them with their vehicles; and

Whereas when these crossings are not regularly and properly maintained they could lead to significant damage to a crossing motor vehicle(s) that could result in a serious expense to the family or business who own/operate the vehicle;

Now Therefore Be It Resolved that City staff be requested to prepare a report to City Council that includes the most up to date schedule for maintenance of each of the crossings within the boundaries of the City of Sault Ste. Marie, along with which parties are involved in the maintenance plan for each crossing, and the City's share and/or responsibilities at each of these crossings.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	X		
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		

Councillor M. Scott

X

Results

11

0

0

Carried

9. Committee of the Whole for the Purpose of Such Matters as are Referred to it by the Council by Resolution

10. Adoption of Report of the Committee of the Whole

11. Consideration and Passing of By-laws

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that all By-laws under item 11 of the Agenda under date May 31, 2021 save and except By-laws 2021-92, 2021-99, 2021-114 and 2021-115 be approved.

Carried

11.1 By-laws before Council to be passed which do not require more than a simple majority

11.1.2 By-law 2021-98 (Parking) By-law Enforcement Officers Amend By-law 93-165

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-98 being a by-law to appoint by-law enforcement officers to enforce the by-laws of The Corporation of the City of Sault Ste. Marie be passed in open Council this 31st day of May, 2021.

Carried

11.1.4 By-law 2021-100 (Lane Assumption) Abutting 298 Fifth Avenue

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-100 being a by-law to assume for public use and establish as a public lane, the lane more particularly described as PT PIN 31590-0276 (LT) 12 FT LANE PL M30 KORAH ALONG LT 203 ONLY; CITY OF SAULT STE. MARIE, Harris and Buckley Subdivision be passed in open Council this 31st day of May, 2021.

Carried

11.1.5 By-law 2021-102 (Zoning) 2176 Queen Street East (Ruscio Masonry and Construction Limited c/o Dave Ruscio)

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-21 being a by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 2176 Queen Street East (Ruscio Masonry and Construction Limited c/o Dave Ruscio) passed in open Council this 31st day of May, 2021.

Carried

11.1.6 By-law 2021-103 (Official Plan Amendment) 885 Second Line East (Ruscio Developments Inc. c/o Joe Ruscio)

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-103 being a by-law to adopt Amendment No. 233 to the Official Plan for the City of Sault Ste. Marie (Ruscio Developments Inc. 885 Second Line East) be passed in open Council this 31st day of May, 2021.

Carried

11.1.7 By-law 2021-104 (Zoning) 885 Second Line East (Ruscio Developments Inc. c/o Joe Ruscio)

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-104 being a by-law to amend Sault Ste. Marie Zoning By-law 2005-150 concerning lands located at 885 Second Line East (Ruscio Developments Inc. c/o Joe Ruscio) be passed in open Council this 31st day of May, 2021.

Carried

11.1.8 By-law 2021-105 (Development Control) 885 Second Line East (Ruscio Developments Inc. c/o Joe Ruscio)

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-105 being a by-law to designate the lands located at 885 Second Line East an area of site plan control (Ruscio Developments Inc. c/o Dave Ruscio) be passed in open Council this 31st day of May, 2021.

Carried

11.1.9 By-law 2021-106 (Zoning) Amendment to Outdoor Patios

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-106 being a by-law to amend The Corporation of the City of Sault Ste. Marie Zoning By-law 2005-150 by adding exemptions for outdoor patio parking be passed in open Council this 31st day of May, 2021.

Carried

11.1.10 By-law 2021-107 (Agreement) Soo Thunderbirds Hockey Club Incorporated

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-107 being a by-law to authorize the execution of the Agreement between the City and Soo Thunderbirds Hockey Club Incorporated for the use of the John Rhodes Community Centre be passed in open Council this 31st day of May, 2021.

Carried

11.1.11 By-law 2021-108 (Agreement) My Community Health Inc. Community Pass App

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-108 being a by-law to authorize the execution of the Agreement and the Memorandum of Understanding between the City and My Community Health Inc. for a six month pilot project for the CommunityPass app be passed in open Council this 31st day of May, 2021.

Carried

11.1.12 By-law 2021-109 (Agreement) Tourism Sault Ste. Marie MAT

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-109 being a by-law to authorize the execution of the Memorandum of Understanding between the City and Tourism Sault Ste. Marie for the Municipal Transient Accommodation Tax (MAT) be passed in open Council this 31st day of May, 2021.

Carried

11.1.13 By-law 2021-118 (Agreement) Tourism SSM Management Agreement

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-118 being a by-law to authorize the execution of a Management Agreement between the City and Tourism Sault Ste. Marie be passed in open Council this 31st day of May, 2021.

Carried

11.1.14 By-law 2021-110 (Engineering) WSP Canada Inc. – Elizabeth Street Sanitary Sewer Replacement

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-110 being a by-law to authorize the execution of the Agreement between the City and WSP Canada Inc. for professional consulting services for the Elizabeth Street sanitary sewer replacement be passed in open Council this 31st day of May, 2021.

Carried

11.1.15 By-law 2021-111 (Agreement) Naming Rights GFL Memorial Gardens

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-111 being a by-law to authorize the execution of the Amending Agreement between the City and GFL Environmental Inc. for the Naming Rights of the GFL Memorial Gardens be passed in open Council this 31st day of May, 2021.

Carried

11.1.16 By-law 2021-112 (Agreement) Molson Canada 2005 Pouring Rights GFL Memorial Gardens

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-112 being a by-law to authorize the execution of the Amending Agreement between the City and Molson Canada 2005 for the Pouring Rights of the GFL Memorial Gardens be passed in open Council this 31st day of May, 2021.

Carried

11.1.17 By-law 2021-113 (Agreement) PepsiCo Beverage Canada GFL Memorial Gardens

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-113 being a by-law to authorize the execution of the Amending Agreement between the City and PepsiCo Beverages Canada, a Business Unit of PepsiCo Canada ULC for the Beverage Rights of the GFL Memorial Gardens be passed in open Council this 31st day of May, 2021.

Carried

11.1.20 By-law 2021-116 (Agreement) Claims Handling

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-116 being a by-law to to authorize the execution of the Agreement between the City and Intact Public Entities Inc. for claim handling be passed in open Council this 31st day of May, 2021.

Carried

11.1.1 By-law 2021-92 (Shopping Carts)

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-92 being a by-law to prevent and control the abandonment of shopping carts on City Property, highways or any land within the City of Sault Ste. Marie outside of an owner's premises and to authorize the disposal by the City of abandoned shopping carts be passed in open Council this 31st day of May, 2021.

Moved by: Councillor R. Niro

Seconded by: Councillor S. Hollingsworth

Resolved that By-law 2021-92 and accompanying report be referred to staff for report back by July 12, 2021.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker		X	
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	10	1	0

Carried

11.1.3 By-law 2021-99 (Street Assumptions)

Councillor M. Shoemaker declared a conflict on this item. (Party is a client of law firm.)

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-99 being a by-law to assume for public use and establish as public streets various parcels of land conveyed to the City be passed in open Council this 31st day of May, 2021.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	Conflict		X
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	10	0	1

Carried

11.1.18 By-law 2021-114 (OP) 249 Old Garden River Road and 260 Millcreek Drive (1544158 Ontario – Carlo China)

Councillor M. Shoemaker declared a conflict on this item. (Client of law firm.)

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-114 being a by-law to adopt Amendment No. 232 to the Official Plan for the City of Sault Ste. Marie (1544158 Ontario Inc. c/o Carlo China – 249 Old Garden River Road and 260 Millcreek Drive) be passed in open Council this 31st day of May, 2021.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	Conflict		X

Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	10	0	1

Carried

11.1.19 By-law 2021-115 (Zoning) 249 Old Garden River Road and 260 Millcreek Drive (1544158 Ontario Inc. – Carlo China)

Councillor M. Shoemaker declared a conflict on this item. (Client of law firm)

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-115 being a by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 concerning lands located at 249 Old Garden River Road and 260 Millcreek Drive (1544158 Ontario Inc. c/o Carlo China) be passed in open Council this 31st day of May, 2021.

	For	Against	Absent
Mayor C. Provenzano	X		
Councillor P. Christian	X		
Councillor S. Hollingsworth	X		
Councillor L. Dufour	X		
Councillor L. Vezeau-Allen	X		
Councillor D. Hilsinger	X		
Councillor M. Shoemaker	Conflict		X
Councillor M. Bruni	X		
Councillor R. Niro	X		
Councillor C. Gardi	X		
Councillor M. Scott	X		
Results	10	0	1

Carried

11.2 By-laws before Council for FIRST and SECOND reading which do not require more than a simple majority

11.2.1 By-law 2021-101 (Lane Closing and Conveyance) Abutting 298 Fifth Avenue

Moved by: Councillor R. Niro

Seconded by: Councillor D. Hilsinger

Resolved that By-law 2021-101 being a by-law to stop up, close and authorize the conveyance of a lane in the Harris and Buckley Subdivision, Plan M30 be read a FIRST and SECOND time in open Council this 31st day of May, 2021.

Carried

11.3 By-laws before Council for THIRD reading which do not require more than a simple majority

12. Questions By, New Business From, or Addresses by Members of Council Concerning Matters Not Otherwise on the Agenda

14. Adjournment

Moved by: Councillor M. Bruni

Seconded by: Councillor D. Hilsinger

Resolved that this Council now adjourn.

Carried

Mayor

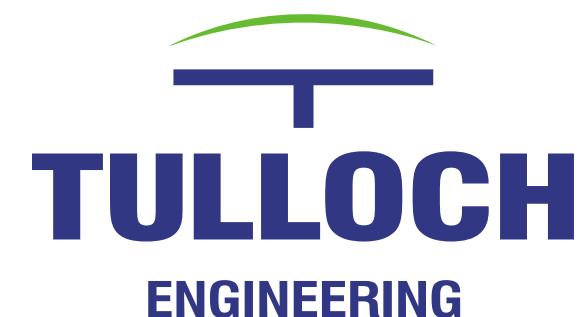
City Clerk



City of Sault Ste. Marie Council Presentation

Schedule A+, Municipal Class Environmental Assessment

Relocation of the Downtown Bus Terminal



Introductions

Presenter;

John McDonald, P. Eng., TULLOCH Engineering

- Office/Project Manager.

Special thanks to City of Sault Ste. Marie staff;

Brent Lamming, The Corporation of the City of Sault Ste. Marie

- Director, Community Services
Community Development & Enterprise Services

Nicole Maione, The Corporation of the City of Sault Ste. Marie

- Manager Transit & Parking, Community Services
Community Development & Enterprise Services

Environmental Assessment Process

Schedule A+ Municipal Class EA

The Municipal Class EA applies to municipal infrastructure projects including roads, water and wastewater projects, transit projects etc. The parent Municipal Class EA enables the planning of municipal infrastructure to be undertaken in accordance with an approved procedure designed to protect the environment. The Class EA approach to dealing with municipal infrastructure projects has been proven to be an effective way of complying with the EA Act through twenty plus years of experience

The process allows the proponent to take into account the environmental setting, local public interests and unique project requirements.

Schedule A+ - These projects are exempt from Part II of the EA Act (Formally referred to as a “bump-up” request), however, the public is to be advised prior to project implementation. The manner in which the public is advised is to be determined by the proponent.

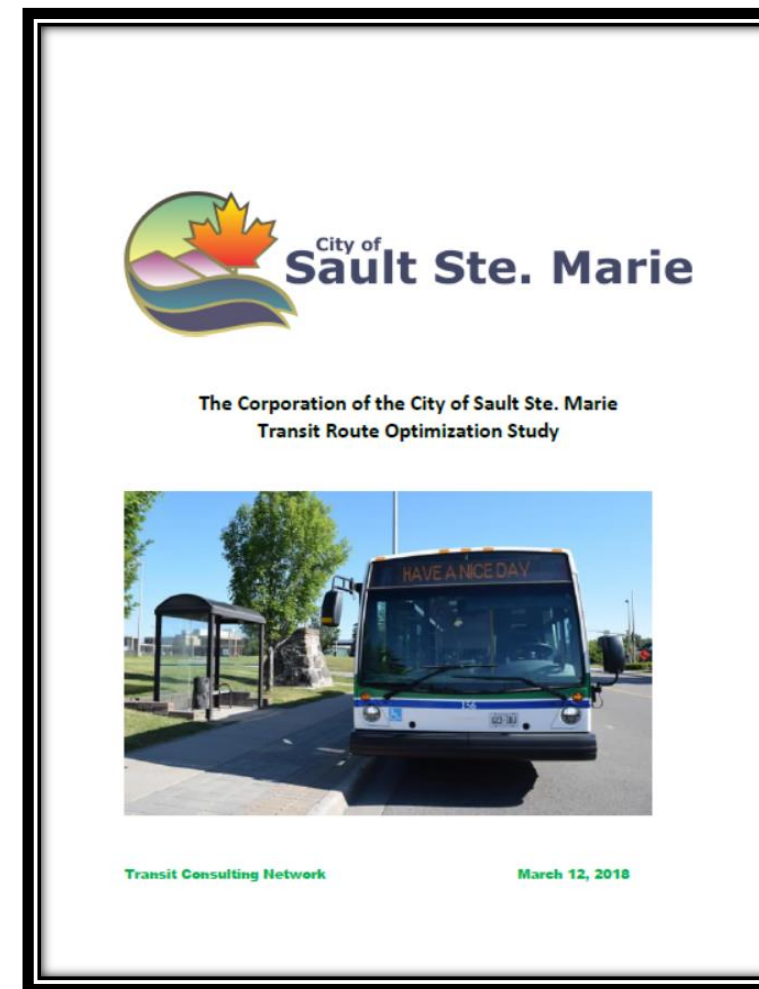
Problem/Opportunity

The Transit Terminal is the main starting and end locations of all public transit bus routes within the City of Sault. Ste. Marie. There are increasing concerns about public safety, operational presence and accessibility at the existing Terminal located at the corner of Queen Street and Dennis Street.

The Terminal has been identified in the City's Asset Management Plan as requiring significant capital investment and is under review to address a number of operational and functional issues in addition to a need for major repairs and upgrades. As such, the City is considering relocating the terminal to 111 Huron Street with the goal of improving communication, accessibility, operational efficiencies, and oversight at the Terminal.

Relocating the Dennis Street Terminal to 111 Huron Street may reduce both capital and operating costs for the City and provide other efficiencies through the sharing of facilities.

The opportunity exists given ICIP Investing in Canada Infrastructure Program – Transit Stream provided to the City to renovate either the existing Dennis Street Terminal facility or the Transit Maintenance and Administration facility at 111 Huron Street.



4.1.4.4 Existing Downtown Terminal

The existing bus terminal at Dennis Street and Queen Street is in a prime downtown location from the perspective of being central to transit customer's destinations and residential development, and is a relative mid-point for routes travelling east and west. The terminal building provides a comfortable and secure waiting area with public washrooms and transit kiosk available.

One of the objectives of the Transit Route Optimization Study was to determine if the downtown terminal bus capacity could be reduced through re-designing of the route network to a point that the terminal would not be required. Although the number of bus routes in the proposed route network are less (7 versus 8 routes at the downtown terminal), a downtown transfer area with some terminal amenities would still be required. There is also a need to accommodate community buses and ParaBus, which also serve the terminal.

The consulting team was advised that repairs were needed to the existing terminal. The need for between \$47,000 and \$61,000 in repairs - primarily to undertake roof repairs. On an annual basis, the terminal operating costs approximate \$100,000 for security, utilities, staffing, and maintenance. This is considered nominal, representing on 1.25% of the annual transit operating budget.

As a cost-cutting measure, the terminal could be sold and buses accommodated at one of the alternative sites discussed bearing in mind that construction costs for an alternative location would be incurred. Given the need to modify routes in 2018, it would make more sense to revisit the topic after the new services have been in place.

Recommendation: To assess the impact of relocating buses from the existing downtown bus terminal should an alternative location be secured.

Continuing and Building on Previous Recommendations

2018 - Transit Route Optimization Study

4.1.4.3 Huron Street Transit Centre

The transit facility at 111 Huron Street has sufficient land available to accommodate the 7 proposed bus routes and has the advantage of access to Sault Transit staff for customer service inquiries. The site is secure and would only require municipal building approvals. However, the additional distances to the proposed west side routes would result in route modifications being required. Although a bus terminal location as close as possible to the downtown is preferred from a transit customer perspective, the 111 Huron Street option could be considered further if the City elects to sell off the existing bus terminal property for financial purposes.

Recommendation: To be considered further as an option, if required.

4.1.4 Downtown Terminal Options

The existing bus terminal accommodates eight bus bays and parking for ParaBus and Community Bus vehicles. The proposed route network will reduce the number of bus bays to seven. Given the one-way road network and the area adjacent to the existing bus terminal lost to parking for the Essar Centre, bus operators are forced to travel around the block to position themselves for their next trip.

The study team assessed the need for the existing terminal given the new route network proposed and to determine whether or not the City should continue to maintain, expand, or relocate the bus terminal. The following options were assessed:

- On-street bus parking along Queen Street
- On-street bus parking along Bay Street
- Provide a bus terminal/ transfer location at the Transit Centre located at 111 Huron Street
- Maintain existing downtown terminal

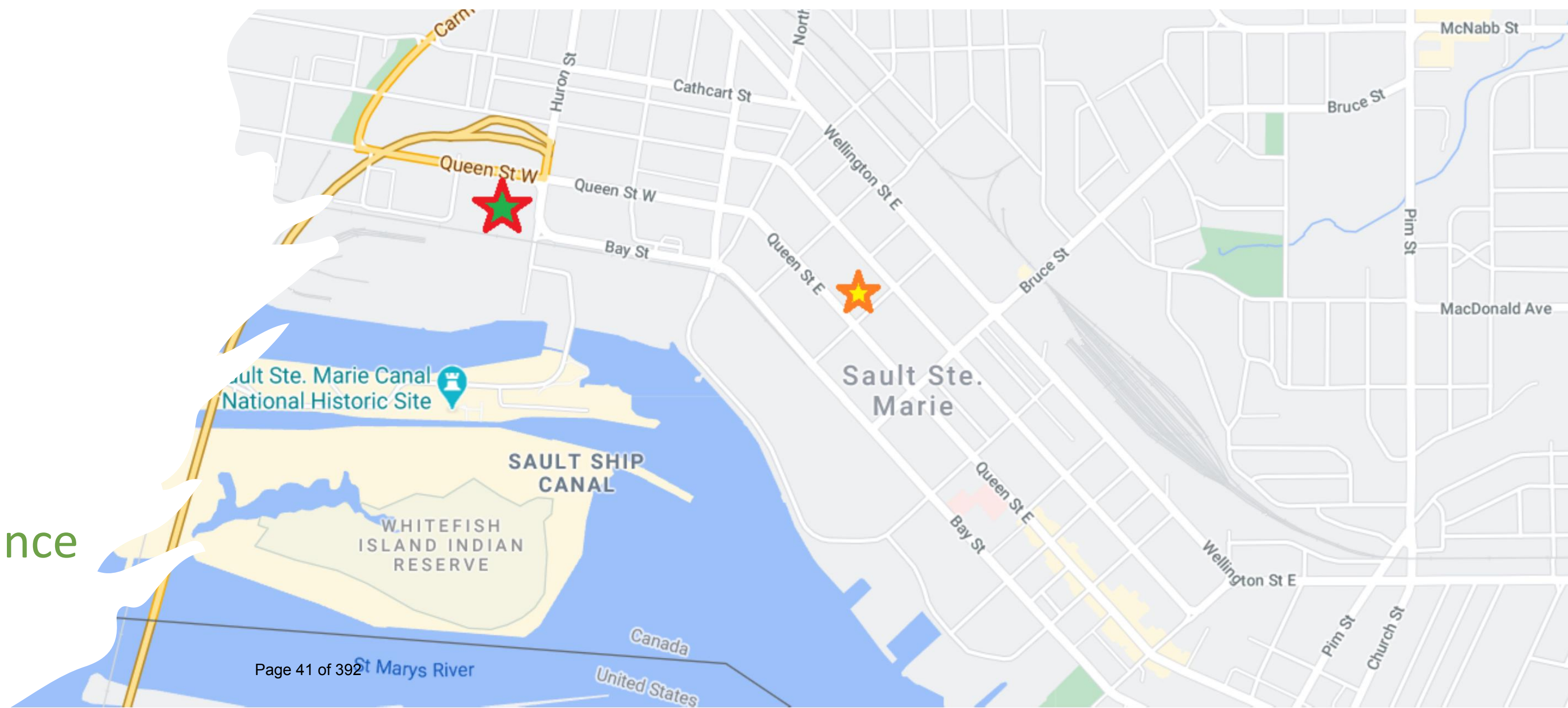
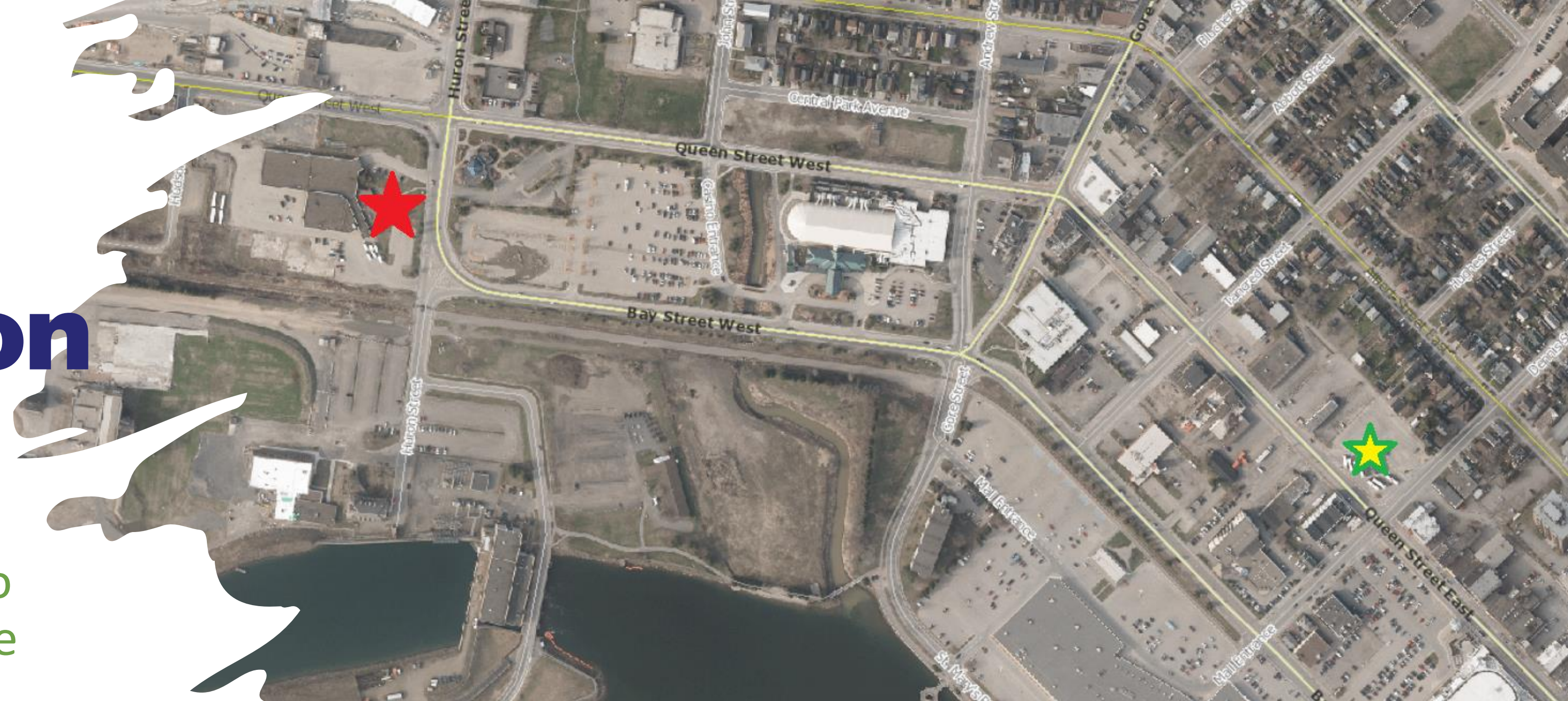
Proposed Location

111 Huron Street

Modification to the existing transit facility to accommodate the terminal. Will require the relocation of some staff facilities and administration offices within the building.

The proposed achieves the following objectives;

- Reduced life cycle costs
- AODA compliant facilities
- Operational and safety improvements
- Improved communications amongst, management, transit staff and maintenance staff
- No decrease to service levels



Key Consideration

No decrease to Transit Service Levels

2018 City of Sault Ste. Marie Transit Route Optimization Study

5.3 Recommendations and Next Steps

The City of Sault Ste. Marie Transit Route Optimization Study culminated with a number of proposed improvements that address community priorities:

- Return of late evening Sunday service **← DONE!**
- East-west connectors to reduce the need to travel downtown to transfer **← In Progress**
- The feasibility of establishing a central northern transit mobility hub in proximity to Second Line and Great Northern (e.g. potentially Sault College) **← DONE!**
- Reduce the time needed to get from point A to point B (i.e. getting anywhere in the City by bus within 60 minutes) **← In Progress**
- Transit fare pricing policy based on the use of smart card technology **← In Progress**
- Confirmation that a downtown transit terminal should be retained **← YES!**
- Accelerated fleet renewal/ modernization program **← 14 New Buses to Arrive in 2021**
- Embracing technology to improve fare collection, provide real time schedule information, and the ongoing monitoring of passenger loads and bus schedule adherence **← In Progress**

Recognizing that transit cannot be all things to all people, especially given the cap on the number of service hours, every effort was made by the study team to accommodate the public.



City of
Sault Ste. Marie

The Corporation of the City of Sault Ste. Marie
Transit Route Optimization Study



Consulting Network

March 12, 2018

Key Consideration

Condition of Existing Terminal

The Dennis Street Terminal continues to experience the following challenges;

- Accessibility and barrier-free concerns with the current washroom setup and no easy options to re-configure.
- Remaining (end of) useful life of the asset (building and site infrastructure).
- Inadequate facilities for oversight and security.
- Deteriorating interior facilities and exterior infrastructure. (Needs a new Roof)

Key Considerations

Improve Safety

The Denis Street Terminal continues to experience;

- Challenges with oversight, security and safety concerns. (Transit terminal had an average of 9.9 reportable incidents per month over the last 3 years.)
- Operations with remote facilities for staff

Relocation of the downtown bus terminal to the main transit building will provide a safe place for passengers to transfer, while remaining downtown close to amenities. The goal is to improve communication between all areas of Transit staff (Management, Operations and Maintenance) which will result in an improved overall operation and ensure that staff feels safe and comfortable during working hours.

Key Considerations

Facilities and Functionality

The Denis Street Terminal poses challenges and inefficiencies with the current facilities for transit staff being located remotely.

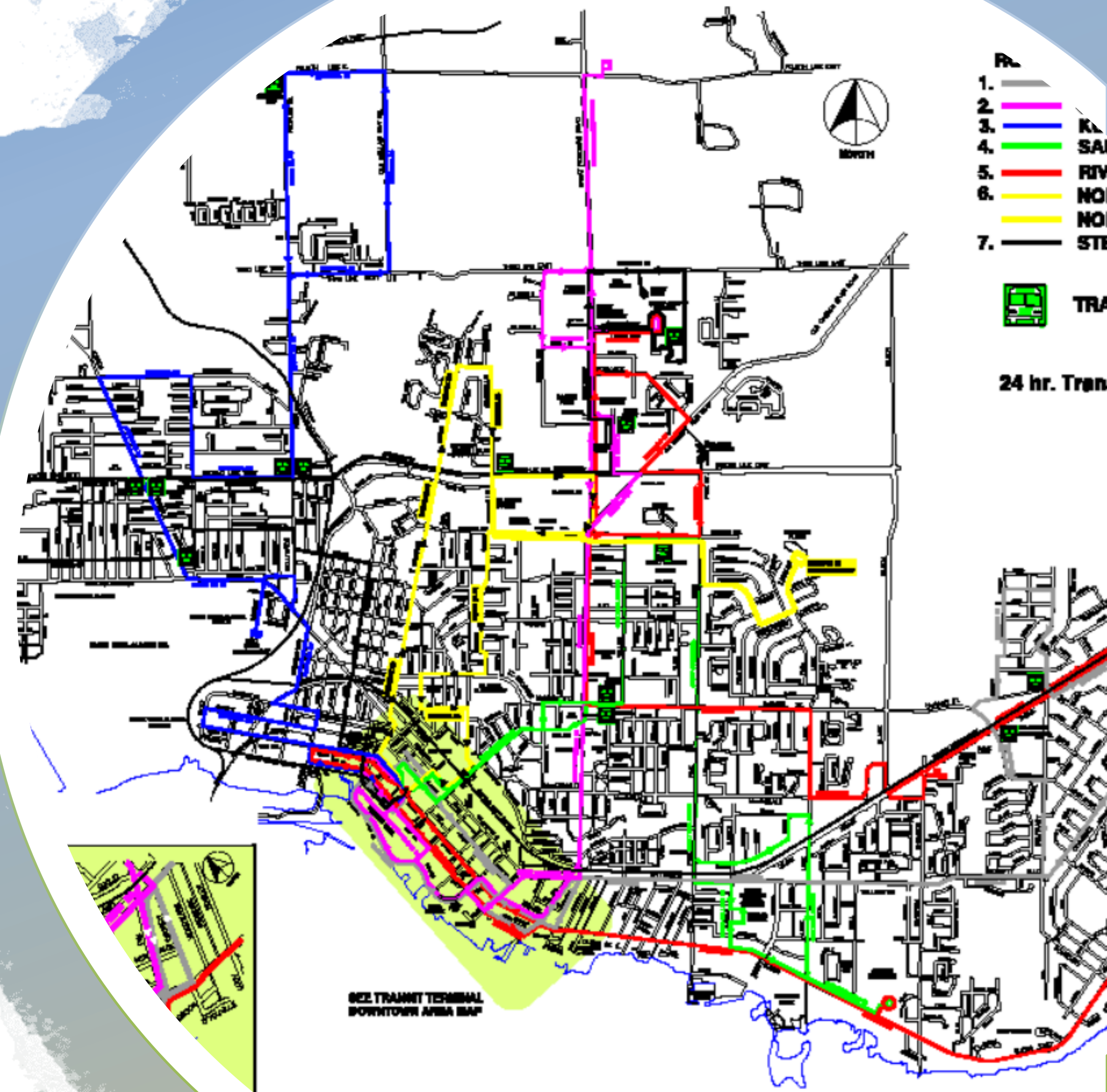
The relocated terminal will improve and/or achieve;

- AODA Compliance
- Bus pathways and pedestrian safety
- Site Congestion
- Staff facilities being located at start/end points of routes (no dead heading required)

Service Levels

Routes and Stops

- A minor review and revision of the routes will be undertaken to transfer the start and end points to the new facility. Consideration will be provided to servicing the area in and around the existing Dennis Street terminal.
- Additional stops may be added.
- No decrease to Service Levels
- Sault College Transfer Point active starting Spring 2021.



Dennis Street Terminal

- Dennis Street terminal currently has an annual (2020) operating budget of \$113,114 of which repair, security and maintenance costs account for \$86,206
- Will require an additional \$377K in maintenance and repairs over next 5 years (Approx. \$75,000 annually)
- ~ \$671,500 required to renovate the existing building to improve accessibility, washroom facilities and safety/security (excludes ex. Maintenance costs, i.e. roof replacement and HVAC upgrades)

Key Consideration

Life Cycle Costs

111 Huron Street

- Initial Capital Cost ~ \$2,000,000, 73% covered by funding program
- Annual Operating and Capital Costs would reduce by approx., \$105,000/yr. and an estimated \$66,000/yr. savings due to reduction in fuel and manhour costs.
- Negligible increase in maintenance costs to existing facility.
- Less than 5 year payback return (excludes potential revenue from sale of the Dennis Street Terminal if this is determined as the appropriate course of action for this asset.)

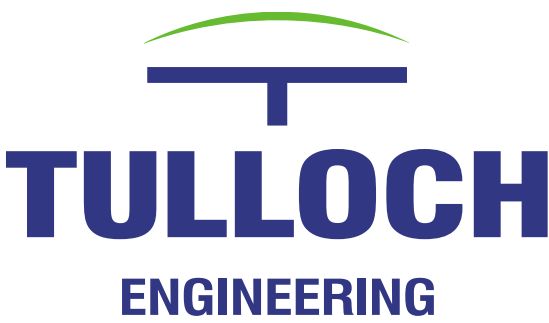
Environmental Mitigation Recommendations

To mitigate concerns, the following recommendations are presented.

1. Initiate a public information campaign educating transit users of the upcoming Sault College Transfer hub. **COMPLETE**
2. Maximize the number and/or maintain the existing bus routes to the greatest extent feasible within the immediate area of the existing Dennis Street Terminal.
3. Initiate a study to explore options for the divestiture or reuse of the existing Terminal site.
4. Install passenger counters on each bus to provide key data as to where passengers are getting on and off the bus. The routes should be reviewed and adjusted accordingly utilizing the usage information per stop to improve service delivery to Transit users . **IN PROGRESS**

Environmental Mitigation Recommendations, Cont'd

4. Install a bus stop and shelter on Queen Street adjacent to the existing terminal.
5. Extend the available time patrons of Sault Greyhound games can wait within the heated area of the GFL Center lobby after games.
6. Review the location of bus stops on Queen Street west of Bruce Street and relocate as deemed appropriate to maintain service levels.
7. Install a noise attenuation barrier along the south property line east of the Algoma Steel property at 111 Huron Street.
8. Continue to advance the possibility of switching to an electric bus fleet to reduce green house gas emissions.



Alternative Comparison

Evaluation Criteria	Alternative #1 Do Nothing	Alternative #2 Integrated Facility	Alternative #3 Stay and Upgrade
Economic Environment	This alternative is not considered further since other alternatives are viable to meet the problem/opportunity statement.	Preferred	
Natural Environment		No preference	
Transit Service Levels			Preferred
Security, Facility Oversight and Crime		Preferred	
Operations and Functionality		Preferred	
Land Compatibility		No preference	
Road Network		Preferred	
Utilities		No preference	
Cultural		No preference	
Air Emissions		Preferred	
Noise		Preferred	
Accessibility		No preference	

Preliminary Terminal Layout

Queen St. West

FEDERAL BRIDGE CORP. PROPERTY

SAULT STE. MARIE TRANSIT FACILITY

STORAGE BAYS

POTENTIAL OFFICE ADDITION

STAFF PARKING

NEW ASPHALT ROAD

Huron St.

Bay St.

Sault Ste. Marie Central Railway

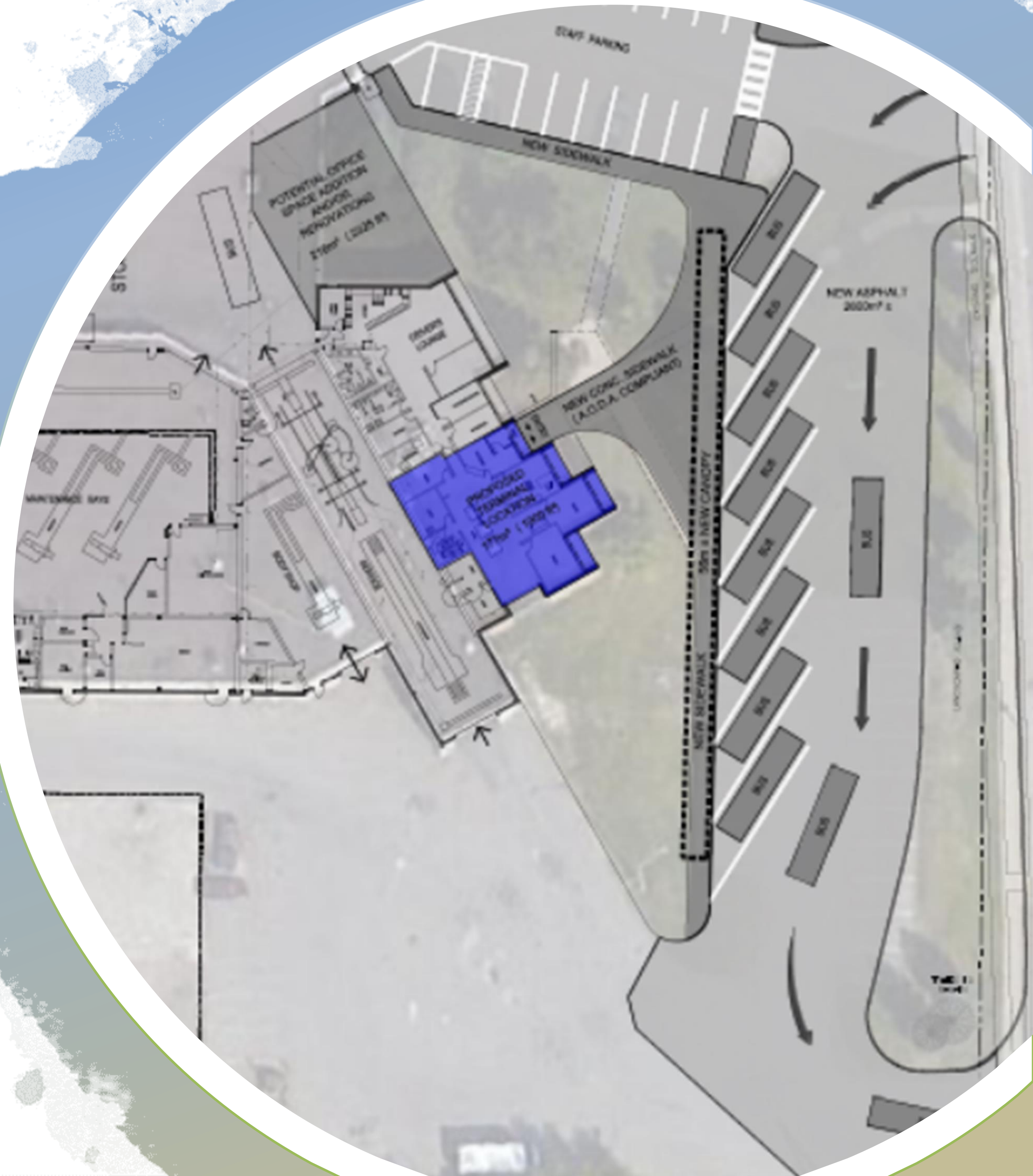
CHAIN LINK FENCE

AUTOMATED SLIDE GATE

SOUND ATTENUATION FENCE

Page 51 of 392

Comments or Questions





THANK YOU



TULLOCH

ENGINEERING

John.McDonald@TULLOCH.ca



OFFICE OF THE MAYOR

PROCLAMATION

- WHEREAS** Senior citizens deserve to be treated with respect and dignity to enable them to serve as leaders, mentors, volunteers and important members of Ontario and their respective communities; and
- WHEREAS** World Elder Abuse Awareness Day is recognized annually throughout the country and around the world to raise the visibility of elder abuse by sharing information about abuse and neglect along with promoting resources and services that increase senior’s safety and wellbeing. It is an official United Nations International Day, acknowledging the significance of elder abuse as a public health and human rights issue; and
- WHEREAS** Elder Abuse takes many different forms: emotional, physical, financial, neglect, abandonment, and sexual. It is estimated that 10% of older adults will experience one or more forms of abuse at some point during their senior years. This represents up to 370,000 older adults in Canada and 160,000 of these older adults live in Ontario; and
- WHEREAS** The Senior Rights Protection Council of Sault Ste. Marie and Area recognizes the importance of taking action to create social change to prevent, educate and raise awareness of abuse and neglect of older adults; and
- WHEREAS** On Tuesday, June 15th, the Seniors Rights Protection Council of Sault Ste Marie will join communities across Ontario and around the world to raise awareness of World Elder Abuse Awareness Day. Everyone in our community is encouraged to promote senior’s rights and ensure seniors are being treated with respect and dignity:

NOW THEREFORE, I, Christian Provenzano, Mayor of the City of Sault Ste. Marie, do hereby proclaim **June 15th, 2021** as “**World Elder Abuse Awareness Day**” in Sault Ste. Marie, Ontario and encourage all of our residents to recognize and celebrate seniors and their ongoing contributions to the success and vitality of Ontario.

Signed,

Christian Provenzano
MAYOR



**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council

AUTHOR: **Karen Marlow, Manager of Purchasing**

DEPARTMENT: Corporate Services

RE: **RFP for Modular Rental Units – Downtown Activation
Project - CDES**

Purpose

This report has been prepared for your information and consideration, on behalf of the Evaluation Committee, concerning proposals received for the supply and delivery of modular units for use throughout downtown Sault Ste. Marie requested by Community Development and Enterprise Services. Staff is seeking Council approval of the Evaluation Committee's recommendation.

Background

At the December 14, 2020 Council meeting, CDES presented a report on Modular Retail Units. At that meeting, Council authorized proceeding with a Request for Proposal to procure the Modular Units, however, Council did have a number of questions relating to the administration and operations of the units. Elsewhere on Council's agenda is a report from CDES Planning staff addressing those questions.

The modular units will be used to create "pop-up" markets attracting people to various public spaces throughout Downtown Sault Ste. Marie. The City will determine the quantities of each type of modular unit (retail, food service, full kitchen, etc.) to be ordered, to maximize the number of units purchased within the established budget.

The Request for Proposal was publicly advertised. Proposals were required to be submitted for consideration no later than 4:00 p.m., April 14, 2021.

Analysis

Proposals from two (2) Proponents were received prior to the closing date

The proposals received have been evaluated by a committee comprised of the city staff from CDES with oversight by Procurement. It is the consensus of the Evaluation Committee that the Proponent scoring the highest in the evaluation process is 9223-4814 Quebec Inc. d.b.a. Box Container Group.

Financial Implications

At the December 14, 2020 Council meeting it was reported the budget allocation for Downtown public realm improvements is \$700,500, and all funding for these projects has already been approved by City Council, and is supported by funding contributions from NOHFC, OMAFRA and the Downtown Association.

Of this funding, \$235,000 (including non-rebatable portion of HST) is allocated and available for the procurement of Modular Retail Units.

Box Container Group has proposed an assortment of modular units of various size and functionality for consideration by the city. From these options the CSDS project team will determine the quantities of each type of modular unit (retail, food service, full kitchen, etc.) to be ordered to maximize the number of units from within the approved allocation. Elsewhere on Council's agenda is a report from CDES Planning staff describing these options.

Strategic Plan / Policy Impact

Approval of this project is consistent with the City's Corporate Strategic Plan, which identifies Vibrant Downtown Areas as a key strategic direction within the Quality of Life focus.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Manager of Purchasing dated 2021 06 14 be received and the recommendation that acceptance of the Proposal submitted by 9223-4814 Quebec Inc. d.b.a. Box Container Group for the supply and delivery of modular units as outlined in their Proposal as submitted and an upset limit of \$235,000 including the non-rebatable portion of HST, be approved and purchase can be made.

Respectfully submitted,



Karen Marlow
Manager of Purchasing
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k.marlow@cityssm.on.ca



The Corporation of the
City of Sault Ste. Marie

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council
AUTHOR: Stephen Turco, RPP, Senior Planner
DEPARTMENT: Community Development and Enterprise Services
RE: Modular Retail Units for Downtown - Update

Purpose

Elsewhere on Council's agenda is a report from the Manager of Purchasing, recommending the purchase of Modular Retail Units. A discussion of the procurement process, and the recommended supplier is outlined in that report. The purpose of this report is to provide additional information related to the operational and administrative considerations of the Modular Retail Units, stemming from Council's discussion at their December 14, 2020 meeting.

Background

On December 14, 2020, City Council received a report from staff, outlining a number of considerations relating to the purchase of modular retail units. The units are retrofitted container boxes, and are used to create "pop-up" markets of food, beverage or retail shops.

While comments regarding the Modular units were generally favourable, Council did have a number of questions on how these units would be administered, as well as questions on the operation of these units. These questions are generally grouped into a number of themes, including: **Location; Land-Use; Servicing; Vendor Operations; Business Incubation; Seasonality and Number and Type of units.** This report will address those questions.

Analysis

Location: The units can be located throughout the community, as they can operate as self-sufficient units. However, given that the funding to purchase these units is coming primarily from NOHFC, as part of the City's Downtown Development Initiative, the units will have to be located, at least initially, in the Downtown.

As well, there are costs to re-locate these units as this would have to be done by a third-party contractor. In addition, the non-fixed equipment inside the units would have to be removed prior to moving the units. This would require additional resources to take down and set up the units in different locations.

To that end, staff are recommending that the future Downtown Civic Plaza be the preferred long-term location for these units. These units will be a tremendous resource, helping to activate the Plaza throughout the year. However, in the short term, staff is recommending that the units be located at the Mill Market site.

Staff has had discussions with the Mill Market Board, and at their May 26, 2021 meeting, the Board unanimously supported the location of the Modular Units at the Mill Market site. There are tremendous synergies having the units located at the Mill Market site in the interim.

First, the Market can administer the vendor selection process and rental rates, as well as liability considerations. In essence, the units will be managed by the Mill Market (thus reducing City staff's involvement in that process). The Market is well suited to doing this, as they have an established process for procuring vendors.

Land-Use: Currently, "Freight Containers" are only permitted in Medium and Heavy Industrial zones. At the time of writing, the Zoning By-law envisioned freight containers used primarily for storage or shipping in conjunction with industrial activities. It was not anticipated at that time, that retrofitted containers for commercial or place-making purposes, such as what is being proposed with the Modular Retail Units, would become so prevalent.

Planning staff will be administering an amendment to the Zoning By-law to provide clarification and parameters to guide the use and development of retrofitted containers. As mentioned in this and other reports, these containers are often used in many other cities and in particular, in high-profile spaces such as Downtowns and park settings. However, it is important to ensure that the aesthetics of these units is reviewed. It's also important to note that there may be future demand to consider the re-use of these containers for residential purposes. This amendment will be processed prior to the Modular units being activated at Mill Market site.

Locating the units at either location would require the issuance of building permits. All necessary documentation and drawings required for the issuance of a building permit will be sourced from the supplier of the Modular units.

Servicing: As indicated earlier, the units can operate as self-sufficient units, utilizing generators, holding tanks and propane tanks (for gas appliances). However, there are operational considerations if the units are run as self-sufficient units – e.g. fresh water tanks will need to be filled, grey water tanks will need to be flushed, generators would be needed to provide electricity, and some food units would need propane to fuel appliances.

The servicing required for the units will be designed as part of the civil works associated with the Plaza. However, to activate the units at the existing Mill Market building, services will have to be extended from the building. Staff have received

a quote to undertake the required work, which will be discussed further in the Financial Implications section of the report.

Vendor Operations: Initially, the units will be run during the same hours of operation as the existing Mill Market. However, these can operate beyond those hours, should there be demand to open outside of the Mill Market hours.

When the Modular units relocate to the Plaza, it is envisioned that the units will be opened more frequently, consistent with other shops and food services found in the Downtown.

Business Incubation: Having the units administered by the Mill Market will provide a great opportunity to incubate local businesses. There is one existing example of a Downtown business, that started at the Market, and then transitioned to a “bricks and mortar” location on Queen Street. In addition, it is recognized that there are a number of vendors that would like to participate in the Mill Market operation. Having the additional units will provide the Market the opportunity to rent out additional space and expand its number of vendors, specifically with respect to food services.

Once moved to the plaza, the units will provide an opportunity for local businesses to have a “satellite” operation. Prior to procuring the units, the City has already been approached by a number of local businesses, wanting to secure a unit to expand their operations.

Seasonality: The units being procured will be 4-season units. The units’ floors, walls and ceilings are insulated, and are fitted with radiant ceiling heaters. Units designed for retail sales are also equipped with an air-conditioner.

Number/Type of Units: Staff are recommending the purchase of up to three (3) food preparation units, and up to three (3) general retail units. Of the food preparation units, one will be a full-scale kitchen unit (equipped with restaurant grade appliances), and up to two will be light-duty food preparation units (which can accommodate counter top appliances, such as hot plates, slow-cookers, toasters, etc., as well as smaller refrigeration appliances).

It is intended that all of these units will be operational once the Plaza is completed. However, until that time, three units can be located at the Mill Market site. The size and type of units to be located there will be dependent on vendor interest. Additionally, the other units not being used at the Market could potentially be used on a temporary basis to help activate other public spaces in the Downtown, such as the Clergue Park skating trail, the Roberta Bondar Pavilion or other community events.

Consultation: Initially, these units will be used to address the demand for the existing Mill Market, as there is interest from other vendors wanting to occupy the

units. As this initiative moves forward, City staff will further engage the Downtown Association in the vendor selection process. Staff will also solicit interest from the broader local business community, such as the Chamber of Commerce, in an effort to lease the units.

Financial Implications

The budget allocation for Downtown public realm improvements is \$700,500 and all funding for these projects has already been approved by City Council, and is supported by funding contributions from NOHFC, OMAFRA and the Downtown Association.

Of this funding, \$235,000 (including non-rebateable portion of HST) is allocated and available for the procurement of the Modular Retail Units. As outlined in a report from the Manager of Purchasing, found elsewhere on the agenda, staff has the budget to purchase up to 6 units, based on the proposal received from Box Containers Group. The final number of units, and types of units will be dependent on further discussions with the Farmers Market Board. With the procurement of the Modular units, there will be approximately \$100,500 remaining for public realm improvements and any required additional site serving requirements when installing the modular units at the Mill Market site.

Strategic Plan / Policy Impact

Approval of this project is consistent with the City's Corporate Strategic Plan which specifically identifies Vibrant Downtown Areas as a key strategic direction within the Quality of Life focus.

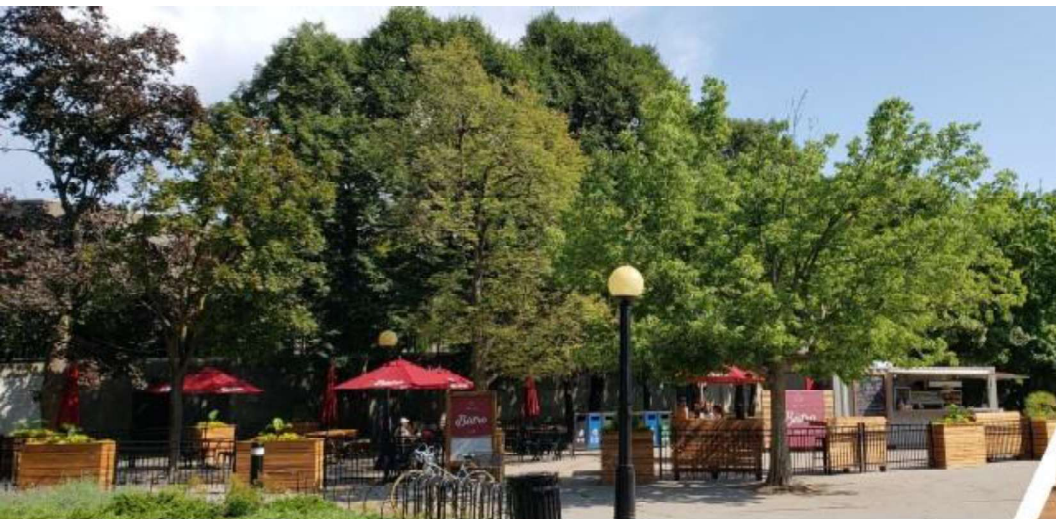
Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Senior Planner, dated 2021 06 14 be received, and that Council authorize the purchase of the Modular Retail Units, in accordance with the recommendation outlined by the Manager of Purchasing, in their report, found elsewhere on Council's agenda.

Respectfully submitted,

Stephen Turco, RPP
Senior Planner
705.759.5279
s.turco@cityssm.on.ca



2021-04-13



**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council

AUTHOR: Brent Lamming, Director of Community Services

DEPARTMENT: Community Development and Enterprise Services

RE: Paciolan Call Centre Amendment Agreement

PURPOSE

To seek Council's approval in amending the current ticketing agreement for the termination of Call Centre/Telephone Sales/Services by Paciolan and transition to City Box Office staff.

BACKGROUND

The City of Sault Ste. Marie entered into an agreement on August 14, 2007 with Patron Solution L.P. doing business as New Era Tickets for ticketing services for the GFL Memorial Gardens as a result of a Request for Proposal. The term of the agreement was originally for five (5) years expiring August 14, 2012. This term was extended for an additional five (5) years expiring on August 14, 2017.

In 2014 the parent company to New Era Tickets (Comcast-Spectacor) combined its two ticket companies New Era Tickets and Paciolan into one business under the Paciolan name. Patron Solutions is a Limited Partnership doing business as (dba) Paciolan a Limited Liability Corporation.

The Second Amendment to the Agreement was executed September 11, 2017 extending the term for an additional five (5) year period ending August 15, 2022.

The contract provides for the following ticketing services:

1. Providing total event setup for customer attractions
2. Collecting all money received from sales
3. Providing computer hardware/software of this Agreement
4. Maintaining a central computer facility with the ability to process payment for all sales
5. Creating and maintaining a Customer-branded Internet site
6. Providing Internet-based email marketing

Benefits

1. The hosted data base solution requires very little support from the City's IT Division. Initially IT had invested considerable resources in providing network support to become proficient with the product.
2. All computer equipment and software provided has no cost. Software upgrades are regularly available to keep pace with an ever-changing industry.
3. New Era's Client Service Support has assisted management, staff, and the City's IT Division staff to set up and utilize the system.
4. New Era Technical Support assist in resolving site technical issues through a 24/7 hotline ensuring customer service is maintained.
5. New Era offers an e-blast service for marketing upcoming events at no charge to the City. Currently there are approximately 15,000 e-mails dispersed for each new e-blast to targeted customers.
6. Event ticket fees cover all New Era ticketing costs and further result in a small profit annually for the City

At a Council meeting dated September 11, 2017 the following resolution was passed.

Resolved that By-law 2017-185 being a by-law to authorize the execution of the Second Amendment to Service and Usage Agreement between the City and Patron Solutions, L.P. d/b/a New Era Tickets to extend the ticketing and marketing services for the Essar Centre be passed in open Council this 11th day of September, 2017.

ANALYSIS

Staff was notified on April 10, 2021 that Paciolan ticketing call centre operation is currently discontinued and therefore requesting an amendment to terminate the Call Centre/Telephone Sales/Services portion of the agreement.

The request is as follows.

- a.) acknowledgement of telephone call centre discontinuance
- b.) removal of fees associated with ticket sales from Paciolan (via call centre)

Paciolan terminated the provision of telephone sales/call centre services (i.e.: their 1-800 number for ticket sales) due to business operational decisions resulting from pressures in the industry from the pandemic.

Any fees, including transaction fees, set forth in the Agreement for Paciolan's provision of telephone sales/call centre services shall be waived, and the City Box

Office would complete telephone sales and service on their own behalf during regular business hours.

This could result in retaining additional fees for the City (approximately \$1.25 per ticket). Averaged revenue over the last three (3) years would be approximately \$1,755 per year (117 purchases X 12 months X \$1.25).

Staff support the request and can execute this function within the existing box office staffing duties.

FINANCIAL IMPLICATIONS

The financial impact of additional annual revenue for services estimated at approximately \$1,800.

STRATEGIC PLAN / POLICY IMPACT

The recommendation supports the focus area of the Community Strategic Plan for 2020-2023 within the Service Delivery focus area. As it continues to assist in delivering excellent customer service to citizens. We will work together to provide inclusive and accessible services to our diverse community.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Resolved that the report of the Director, Community Services – Community Development & Enterprise Services dated June 14, 2021 be received.

Furthermore, that Council approve the amendment as proposed. That the call in functionality for tickets purchases transfer to the GFL Memorial Gardens during normal box office hours. By-law 2021-122 and amending agreement appear elsewhere on the agenda.

Respectfully submitted,



Brent Lamming, PFP, CPA, CMA
Director, Community Services
Community Development & Enterprise Services
(705)759-5314
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**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council
AUTHOR: Virginia McLeod, Manager of Recreation and Culture
DEPARTMENT: Community Development and Enterprise Services
RE: Designated Heritage Property Grant – 864 Queen Street East

Purpose

The purpose of this report is to seek Council's approval for a \$3000.00 grant to assist with the replacement of the cedar shingle roof at 864 Queen Street East, which is a designated heritage property.

Background

The Sault Ste. Marie Municipal Heritage Committee (S.S.M.M.H.C.) is a committee of City Council committed to the identification and preservation of buildings, structures and lands that are of cultural and/or historical value or interest, and to initiate and promote a conservation ethic and a climate of responsible stewardship of the community's cultural heritage assets.

The Designated Property Grant Program, administered by the Sault Ste. Marie Municipal Heritage Committee was established to assist owners of properties designated under Part IV of the Ontario Heritage Act. Owners of designated heritage properties within the City of Sault Ste. Marie are eligible to receive grants toward the conservation and restoration of their heritage properties.

Through the Designated Property Grant Program, owners may apply to receive one grant per calendar year for work done on the heritage features of their designated heritage property or on specific structures, which ensure the ongoing integrity of their heritage property. The grants do not exceed 67% of the approved project cost and are generally limited to a maximum of \$3,000.00 for a single applicant.

The Sault Ste. Marie Municipal Heritage Committee (S.S.M.M.H.C.) received a Designated Heritage Property Grant application (attached) from Martin Fiser for 864 Queen Street East (Algonquin Hotel) to assist with repairs to the brickwork and painting of the windows and wood trim. The property is a heritage building designated under Part IV of the Ontario Heritage Act in 1981.

Analysis

The designated heritage property grant application was reviewed by the S.S.M.M.H.C. and the estimated cost of the project is \$11,141.80. The following resolution was passed at the June 2, 2021 meeting of the S.S.M.M.H.C:

Moved by: J. van Haaften

Seconded by: S. Meades

“Resolved that the Sault Ste. Marie Municipal Heritage Committee approve the request to repair the brickwork and paint the brown woodwork, front balcony and lower fascia at 864 Queen Street East (Algonquin Hotel) and recommend a designated heritage property grant in the amount of \$3,000.00 to Martin Fiser; and further that final payment be based upon the submission of paid contractor’s invoices and upon final approval of the work by the S.S.M.M.H.C; and further that a report be sent to City Council for their approval.”

CARRIED

Financial Implications

The 2021 budget for designated heritage property grants is \$12,000. The budget can accommodate this request as there is \$6000 remaining.

Strategic Plan / Policy Impact

Focus Area – Quality of Life: Promotion of our City’s arts, culture, historic and heritage sites is an essential component in achieving economic health

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Manager of Recreation and Culture dated June 14, 2021 concerning the Designated Heritage Property Grant – 864 Queen Street East (Algonquin Hotel) for a grant in the amount of \$3,000.00 to support the repairs to the brickwork and painting of wood trim at 864 Queen Street East be approved; and further that payment be rendered upon submission of the paid contractor’s invoices and final approval of the of the project by the Sault Ste. Marie Municipal Heritage Committee.

Respectfully submitted,

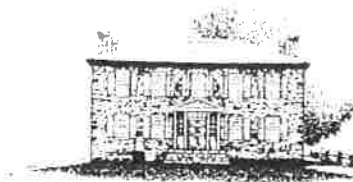


Virginia McLeod

Manager of Recreation and Culture

705.759-5311

v.mcleod@cityssm.on.ca



Sault Ste. Marie Municipal Heritage Committee

APPLICATION FOR A DESIGNATED PROPERTY GRANT

To be completed by the applicant and returned to the Sault Ste. Marie Municipal Heritage Committee, c/o the Manager Recreation & Culture.

Note: In order to be eligible for this grant, properties must be within the City of Sault Ste. Marie and designated under The Ontario Heritage Act, 1975. **For specific criteria refer to the document "Guidelines for the Application of a Designated Property Grant."**

1. Applicant

Name <u>ALGONQUIN HOTEL / MARTIN</u>	Telephone (include area code) _____
Address <u>864 QUEEN ST. E.</u>	Postal Code _____

2. Property for which application is being made:

ALGONQUIN HOTEL

3. Have you previously received a Designated Property Grant for this property?

☒ Yes

☐ No

(If "Yes, give date and amount)

Date <u>2010</u>	Amount <u>3000.00</u>
---------------------	--------------------------

4. Provide a description of the project and cost breakdown. Include details such as materials to be used, sizes, mortar mixes, etc. Enclose all drawings, project photos and/or other material necessary for a complete understanding of the proposed work (use additional sheets as required). Please include any available historic photographs.

Description	Cost
<u>PAINTING OF UPPER FLOOR WINDOW SECTIONS</u>	
<u>AND FRONT LOWER BALCONY FACIA</u>	<u>4860.00 + HST</u>
<u>(CODES NOT INCLUDE LIFT RENTAL) (COST TO BE ADDED)</u>	
<u>REPAIR SPALLING BRICKS EAST SIDE EXTENSION</u>	<u>5000 + HST</u>

5. List all sources and amounts of funding requested for project

Heritage Grant Amount	Amount
Other Level of Government Funding	<u>\$ 3000.00</u>
Private Funds	<u>\$ 0/A</u>
	<u>\$ 10,000</u>

I certify that to the best of my knowledge the information provided in this application for a Designated Property Grant is accurate and complete.

Applicant

[Signature]

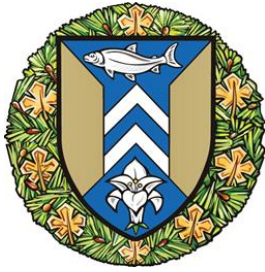
Date

MAY 31 / 2021

Nothing contained in this application relieves the applicant from obtaining required Municipal Permits. All work must be carried out in accordance with the requirements of the Ontario Building Code, Municipal By-laws and the City of Sault Ste. Marie Purchasing Policy.

To be completed by the applicant and returned to the Sault Ste. Marie Municipal Heritage Committee c/o the Manager of Recreation and Culture

Personal information on the Application for a Designated Property Grant is collected under the authority of the Municipal Freedom of Information and Protection of Privacy Act R.S.O. 1990 M.C.M. 56 and will be used solely to determine applicable information necessary for application. Questions about this collection should be directed to the Sault Ste. Marie Municipal Heritage Committee, c/o the Manager of Recreation & Culture Division.



The Corporation of the
City of Sault Ste. Marie

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council
AUTHOR: Susan Hamilton Beach, P. Eng.
DEPARTMENT: Public Works and Engineering Services
RE: Curb and Sidewalk Program – 2021

Purpose

The purpose of this report is to inform Council of the proposed 2021 curb and sidewalk program.

Background

Each year the program is reported to Council for their information. This year the program will include approximately 1353 square meters of sidewalk, 589 linear metres of curb and 12 accessibility ramps to improve curbs and sidewalks. Attached is the listing of the 2021 locations. The program represents approximately 0.1% of the curb inventory and 0.3% of the sidewalks maintained by the City. The budget for this program is \$469,711.

Analysis

Typically, each year, the program has been compiled from requests from Councillors, residents and staff. Budgetary constraints allow for a limited amount of work to be undertaken each year. It is necessary to prioritize the requests and normally not all requests can be accommodated. It should also be noted that due to the pandemic this construction season, there may be a further impact to the planned concrete program.

Financial Implications

The proposed program maximizes the assigned operational budget for curb and sidewalk program.

Strategic Plan / Policy Impact

The sidewalk and curb repair program is linked to the Asset Management, Maintaining Existing Infrastructure component of the Corporate Strategic Plan.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Director of Public Works dated 2021 06 14 concerning the Public Works 2021 curb and sidewalk program, be received as information.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Susan Beach", with a stylized flourish at the end.

Susan Hamilton Beach, P. Eng.

Director of Public Works

705.759.5207

s.hamiltonbeach@cityssm.on.ca

CURB AND SIDEWALK PROGRAM 2021

STREET NAME	CIVIC ADDRESS
WILLOWDALE ST.	132
VARSITY AVE.	5
VARSITY AVE.	13
VARSITY AVE.	9
VARSITY AVE.	29
VARSITY AVE.	25
CHAMBERS AVE.	287
PARKLAND CRESENT	131
AMBER ST.	54
HEATH RD.	95
HEATH RD.	61
HEATH RD.	49
HEATH RD.	11
GRAVELLE ST.	17
GRAVELLE ST.	21
SIMON AVE.	33
BOUNDARY AVE.	438
BENNETT BLVD.	100
HUGILL ST.	15
HUGILL ST.	52
HUGILL ST.	60
HUGILL ST.	155
ILLINOIS AVE.	20
ILLINOIS AVE.	24
INDIANA DR.	84
OREGON RD.	55
McCREA ST.	56
LEWIS RD.	135
LEWIS RD.	139
WELLINGTON ST EAST	1416
ELIZABETH ST.	260
SHANNON RD.	448
QUEEN ST. EAST	1446
McMEEKEN ST.	23
McMEEKEN ST.	27
HEAVENOR ST.	145
QUEEN ST. EAST	1206
PINE ST.	104
PINE ST.	336
QUEEN ST. EAST	1184
PLACID AVE.	538
PROMENADE DR.	219
PAGEANT DR.	69
PAGEANT DR.	65

PAGEANT DR.	61
PAGEANT DR.	74
LAKE ST.	1008
LAKE ST.	1104
PRINCETON DR.	181
McNABB ST.	628
MARCONI ST.	75
NORTHERN AVE.	645
NORTHERN AVE.	643
GRT NORTHERN RD.	111
NORTH ST.	396
NORTH ST.	466
NORTH ST.	458
NORTH ST.	492
MORRISON AVE.	541
MORRISON AVE.	537
MORRISON AVE.	575
WALNUT ST.	189
CHESTNUT ST.	128
REID ST.	210
REID ST.	214
REID ST.	206
STRAND AVE.	255
ORYME AVE.	47
ELMWOOD AVE.	173
RUSH AVE.	60
WILLOW AVE.	149
WILLOW AVE.	157
WILLOW AVE.	171
PINE ST.	849
NORTHERN AVE.	450
MILLCREEK DR.	21
MILLCREEK DR.	316
McNABB ST.	384
ADELAIDE ST.	76
ADELAIDE ST.	84
ADELAIDE ST.	88
DEVON RD.	397
DEVON RD.	393
THIRD AVE.	413
THIRD AVE.	417
DOUGLAS AVE.	700
HOCKING AVE.	61
ROSSMORE RD.	108
ROSSMORE RD.	75
ROSSMORE RD.	326
DIANE ST.	10

FARWELL TERR.	592
FARWELL TERR.	588
FARWELL TERR.	582
BITONTI CRES.	128
BITONTI CRES.	125
SECOND LINE WEST	168
GOULAIS AVE.	636
WELLINGTON ST WEST	607
JOHN ST.	549
NORTH ST.	423
PITTSBURGH	185
SPADINA AVE.	215
SPADINA AVE.	217
ST. MARY'S RIVER DR.	208
ST. MARY'S RIVER DR.	49
BROCK ST.	138
BROCK ST.	180
SPRING ST.	503
QUEEN ST. EAST	420
CUNNINGHAM RD.	148
CUNNINGHAM RD.	132
CUNNINGHAM RD.	20
CUNNINGHAM RD.	4
POPLAR AVE.	164
POPLAR AVE.	148
POPLAR AVE.	220
MONTGOMERY AVE.	6
ROUTLEDGE AVE.	34
WELDON AVE.	63
WELDON AVE.	59
CAMPBELL AVE.	97
OAKWOOD DR.	29
OAKWOOD DR.	53
MacDONALD AVE.	124
MacDONALD AVE.	140
BRIEN AVE.	130
CURRAN DR.	80
BAINBRIDGE ST.	88
BAINBRIDGE ST.	92
NORTH ST.	933
WESTRIDGE RD.	132
WOODHURST DR.	74
HIGHCREST ST.	17
MARY ST.	CITY PARK
WESTRIDGE RD.	128
THIRD LINE EAST	36
THIRD LINE EAST	26

SECOND LINE EAST	267	
SECOND LINE EAST	291	
SECOND LINE EAST		S/WEST CORNER SACKVILLE
WELLINGTON ST WEST	589	
WELLINGTON ST WEST	579	
WELLINGTON ST WEST	567	
SACKVILLE RD.	3	

PROGRAM TOTALS

CURB	589 Linear Meters
SIDEWALK	1353 Square meters
ACCESSIBILITY RAMPS	12 Highlighted in red



**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council
AUTHOR: Peter Johnson, Fire Chief
DEPARTMENT: Fire Services
RE: Regional Training Centre Memorandum of Understanding

Purpose

The purpose of this report is to outline the Memorandum of Understanding (MOU) between the Sault Ste. Marie Fire Services (SSMFS) and the Province of Ontario to become a Regional Training Centre (RTC) for the Algoma District. This is an agreement with the Ontario Fire College and Province to conduct and host Fire Service training and development in our municipality

Background

On January 13, 2021, the province announced the decommissioning of the Ontario Fire College (OFC) located in Gravenhurst, Ontario. The date for closure was March 31, 2021. In a news release from the *Ministry of Solicitor General* the following was stated "The Ontario government is strengthening fire safety training across the province by increasing access to on-site and online courses in communities where firefighters serve. Enhancing training opportunities offered through twenty (20) Regional Training Centres will help local fire services better meet the needs of their community and result in cost savings for municipalities.

The intent of having multiple Regional Training Centres is to create a regionally connected system of training centres. There will be courses delivered through a combination of in-person training at regional training centres, online courses, and through contracts with individual fire departments. This will increase capacity for training and reduce the need for municipal fire departments to pay for travel and costs related to having staff attend the campus.

Historically, SSMFS has been active in sending all staff to the Ontario Fire College to complete courses, training and certifications. In recent years, our service has been utilizing on-line courses and learning contracts with the college to attain our training goals and objectives. These have been successful.

As the province moves forward with the modernization of fire service training, the options presented are:

- Online and Blended Courses
- Learning Contracts
- Regional Training Centres (RTC)
- Mobile Live Fire Training Units (MLFTUs)

Analysis

In order for the SSMFS to be part of the current and future development of Fire Service training, it is critical that the departments engage in a Memorandum of Understanding (MOU) with the OFC and Province of Ontario. The OFC and the Province are currently seeking locations to become partners. For our local municipal Fire Service this equates to meeting our training requirements in an affordable manner, provide our current and future members access to the OFC curriculum, certifications and become the region's RTC. This will present opportunities to foster relationships with surrounding services and provide a platform for current members to become affiliate instructors for the college

This will develop our current employees and provide deeper learning and teaching ability for all staff. Having affiliate instructors will provide our service to conduct on-shift training to staff, thus reducing the necessity to pull members from active duty for several days to attend courses and training.

Immediately following the announcement from the province, the Fire Chief began working with the OFC to investigate the possibility of becoming a Regional Training Centre. Securing this designation will allow SSMFS to provide a more diverse variety of training programs and will help to ensure that our fire service staff and those of neighbouring communities will continue to have access to the OFC courses.

The discussions with the OFC have been very positive and they support SSMFS being an RTC. In order to launch this process, an attached Memorandum of Understanding and accompanying by-law is found elsewhere on the agenda.

Financial Implications

Currently, SSMFS has hosted multiple OFC courses over the past 5 years. We have the capability to conduct in-class and some hands-on training. Initially, there will be no financial implications to become a designated RTC. As we progress and diversify, there will be costs associated with attaining proper training props and equipment.

In consultation with the Finance Department, we are proposing that the RTC be maintained as a separate cost centre within the Fire Services operating budget. Separate revenue and expense accounts should be maintained in order to track

and monitor the RTC's financial impact independent of the Fire Services operating budget. Any surplus in the costs centre will be used to fund future training and improvements to the RTC.

Hosting an Ontario Fire College curriculum course could see the following estimated associated costs and revenue:

- 1) Example- a two (2) day course that requires one instructor (including prep time) would have a tuition fee between \$250-\$400 per student. Based on a class size of 16 students this represents \$4,000-\$6,400. The total costs for the course, including instructor, prep time, testing and all material would be approximately \$2,000. The curriculum and testing is provided by the OFC. The OFC will continue to receive the standard fee of \$65 per student. There is potential to see a revenue of \$2,000-\$4,400 per course.
- 2) The 2021 approved Travel & Training budget for Fire Services is \$116,220. By becoming an RTC, the ability to sustain this cost centre with marginal increases can be achieved. The savings will be attained through staff not having to travel out of town to accomplish our training goals and objectives. By hosting the courses at our local RTC, out of town meals and accommodations will not be incurred.
- 3) Further, our Fire Administration Division will absorb the administration and financial aspect of the RTC with no increase cost to the operating budget.

Strategic Plan / Policy Impact

This initiative is linked to "Service Delivery" in the 2021-2024 Corporate Strategic Plan. The continuation of developing staff to ensure efficient and effective delivery of emergency services to our community.

Recommendation

It is therefore recommended that Council take the following action:

The relevant By-Law #2021-125 is listed under item 11 of the Agenda and will be read with all by-laws under that item.

Respectfully submitted,



Peter Johnson

Fire Chief

705.949-3333

p.johnson@cityssm.on.ca



**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council

AUTHOR: Melanie Borowicz-Sibenik, Assistant City Solicitor/Senior
Litigation Counsel

DEPARTMENT: Legal Department

RE: 499 Queen Street West – Property Declared Surplus

Purpose

The purpose of this report is to recommend to Council that the property described as PIN 31578-0215 (LT) PT LT 12 S/S SUPERIOR ST PL TOWN PLOT OF ST. MARY'S AS IN T430377; SAULT STE. MARIE ("Subject Property") be declared as surplus and offered for sale by the City in accordance with the City's policy for the disposition of land.

Attachment

Attached as Schedule "A" is a map of the Subject Property.

Background

On March 1, 2021 the Legal Department received a request from Peter Berlingieri of Allemano, FitzGerald, Berlingieri and Pascuzzi, the solicitors acting on behalf of the Federal Bridge Corporation Limited, to ascertain if the Subject Property is available for purchase.

All departments circulated had no concerns regarding declaring the Subject Property surplus to the City's needs.

Analysis

If Council declares the Subject Property surplus, the Subject Property will be advertised once in the Sault Star and also appear on the City's web page

Financial Implications

If the City decides to dispose of the Subject Property, it would be consistent with the City's plan to dispose of surplus property. As this property is presently City owned the City does not receive any revenues from taxes. Upon sale of the property it may be assessable depending upon its ultimate use.

Strategic Plan / Policy Impact

Not applicable.

Recommendation

It is therefore recommended that Council take the following action:

Authorize that the City owned property described as PIN 31578-0215 (LT) PT LT 12 S/S SUPERIOR ST PL TOWN PLOT OF ST. MARY'S AS IN T430377; SAULT STE. MARIE, being civic 499 Queen Street West be declared surplus to the City's needs and authorize the disposition of the said property in accordance with the City's policy for the disposition of land.

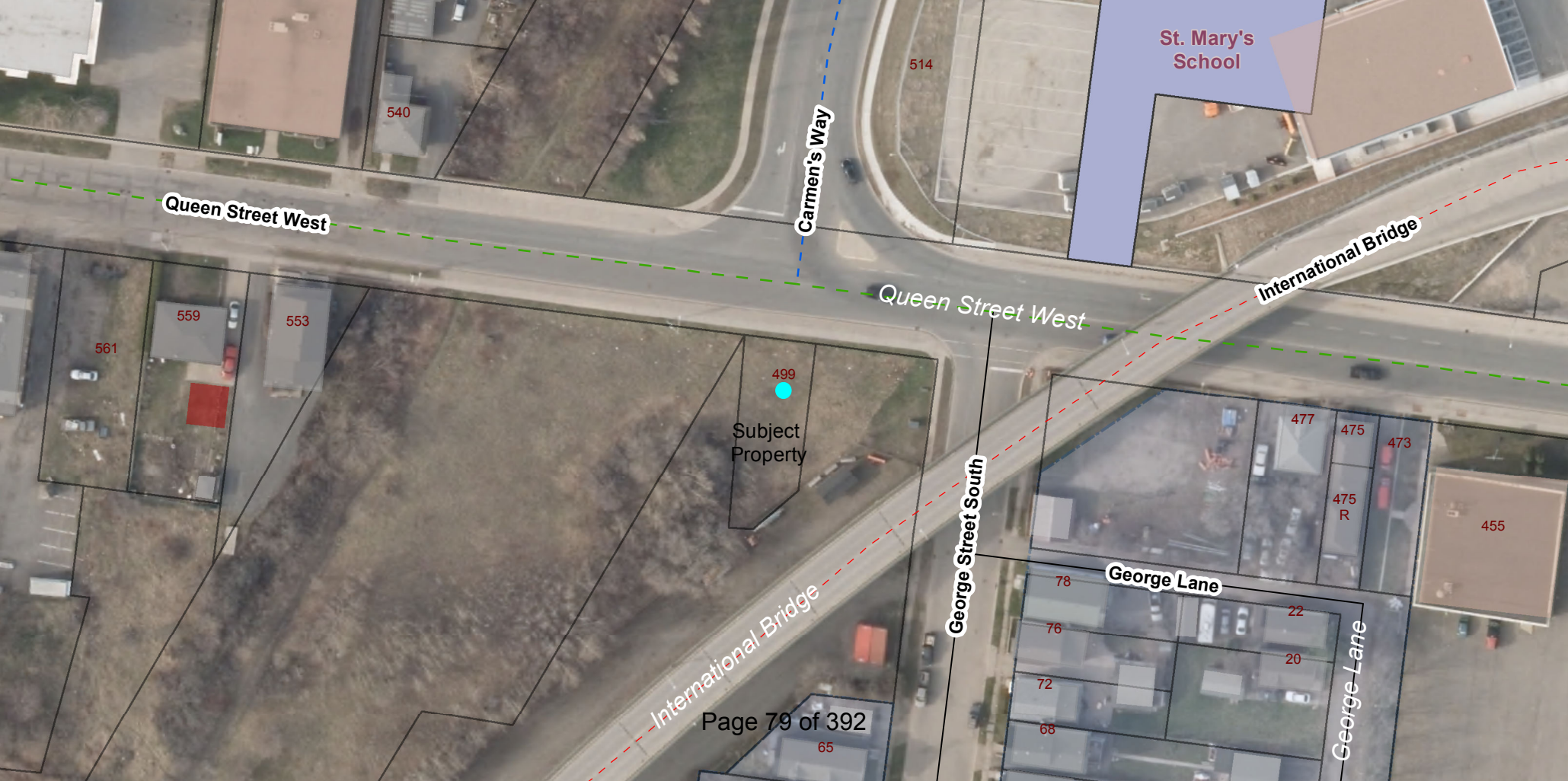
By-law 2021-119 authorizing same appears elsewhere on the Agenda and is recommended for approval.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "M. Borowicz-Sibenik".

Melanie Borowicz-Sibenik
Assistant City Solicitor/Senior Litigation
Counsel
705.759.5403
mborowiczsibenik@cityssm.on.ca

MBS/da





The Corporation of the
City of Sault Ste. Marie

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council

AUTHOR: Melanie Borowicz-Sibenik, Assistant City Solicitor/Senior
Litigation Counsel

DEPARTMENT: Legal Department

RE: Deeming By-law Parkinworth Subdivision, Phase II (Lindsay
Palmer)

Purpose

The purpose of this report is to bring to Council a request received from Lindsay Palmer the owner of PCL 9391 SEC AWS; BLK 102 PL M384 RANKIN LOCATION; SAULT STE. MARIE and PCL 9352 SEC AWS; LT 63 PL M384 RANKIN LOCATION; SAULT STE. MARIE (the "Subject Properties").

Attachment

Attached as Schedule "A" is a map of the subject properties.

Background

Lindsay Palmer, the owner of the Subject Properties, has requested that the City pass a Deeming By-law under Section 50(4) of the *Planning Act* for this property. The effect of the Deeming By-law, once it is registered on title, would result in this property being treated as one block of land and it could no longer be sold as individual lots without the by-law being repealed or by a Committee of Adjustment severance approval.

Analysis

The request has been circulated to Don McConnell, Planning Director, Freddie Pozzebon, Chief Building Official, Maggie McAuley, Municipal Services Engineer and Michelle Kelly, Secretary-Treasurer, Committee of Adjustment, none of whom have an objection to the request that a Deeming By-law be passed in respect of these properties.

Financial Implications

Approval of this report will not impact municipal finances.

Strategic Plan / Policy Impact

Not applicable.

Recommendation

It is therefore recommended that Council take the following action:

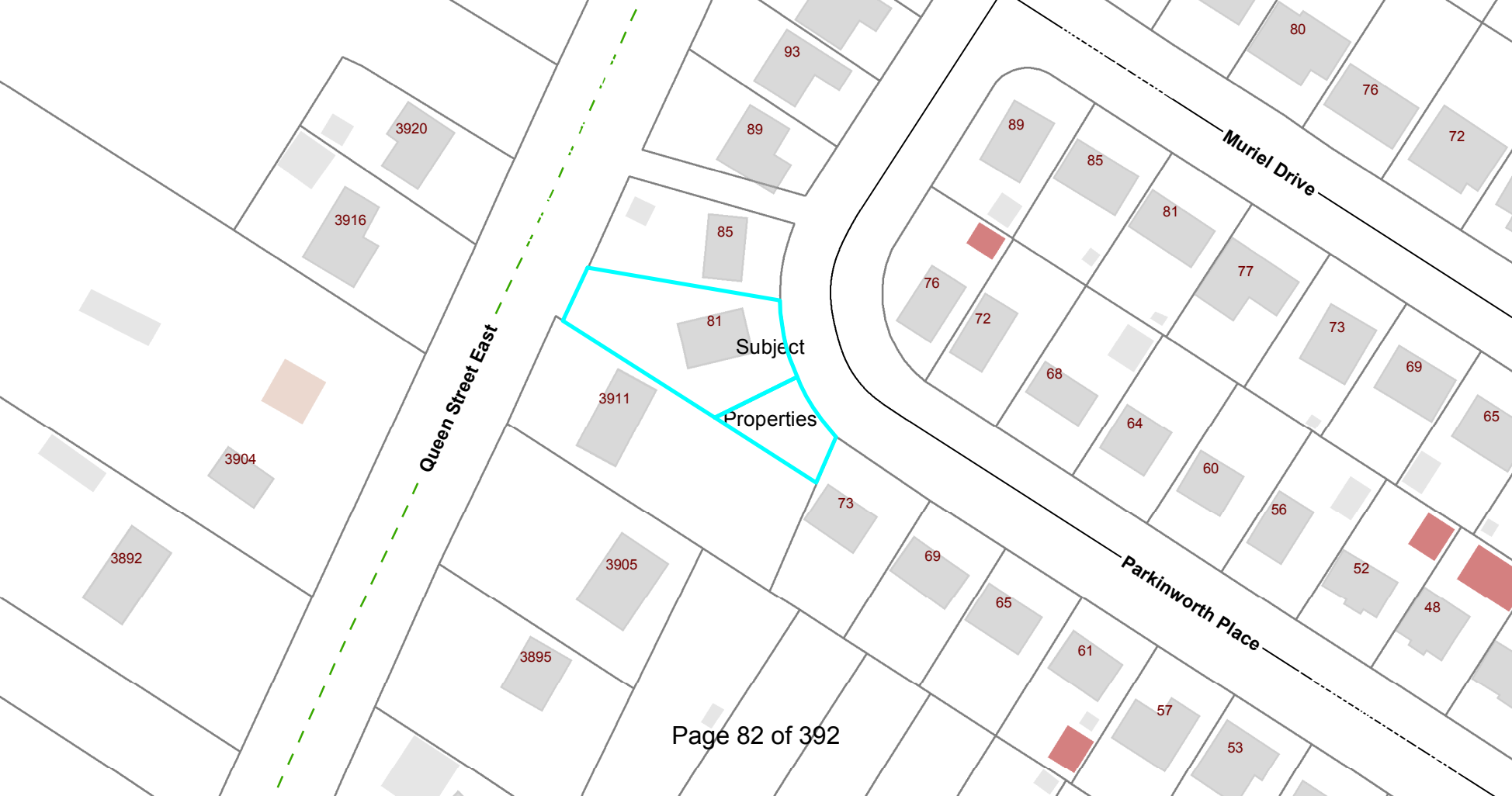
Resolved that By-law 2021-117 which has the effects of deeming PCL 9391 SEC AWS; BLK 102 PL M384 RANKIN LOCATION; SAULT STE. MARIE and PCL 9352 SEC AWS; LT 63 PL M384 RANKIN LOCATION; SAULT STE. MARIE, Sault Ste. Marie Park Subdivision, as no longer being part of a plan of subdivision be recommended for approval. By-law 2021-117 appears elsewhere on the agenda.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "M. Borowicz-Sibenik".

Melanie Borowicz-Sibenik
Assistant City Solicitor/Senior Litigation
Counsel
705.759-5403
m.borowiczsibenik@cityssm.on.ca

MBS/da





**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council
AUTHOR: Jeffrey King, Solicitor/Prosecutor
DEPARTMENT: Legal Department
RE: Amendments to Property Standards By-law – Vacant
Property and Enforcement Provisions

Purpose

The purpose of this report is to recommend that City Council approve By-law 2021-128, which amends the City's Property Standards By-law (2012-9) to enable enforcement with respect to vacant properties that cause a public safety hazard and nuisance.

Background

City Council struck a Task Force in July of 2020 to review property standards within the City. One of the Task Force's objectives is to seek effective means of achieving compliance of the standards set out in the by-law. The Task Force turned its attention to effectively preventing vacant buildings from posing a negative effect on the health, safety, and well-being of persons. Often these buildings can reach a point of causing a public nuisance. To confront these issues, the Task Force collectively agrees that amending the City's existing Property Standards By-law will enable swift and effective action in preventing the above stated negative effects.

At the end of August of 2020, a first draft was presented to the Committee for consideration and discussion. Thereafter, staff took the Task Force's comments and did an extensive review of the proposed by-law amendments. Staff also consulted with other municipalities with similar by-laws regarding vacant buildings. Most recently, the proposed amends returned to the Task Force and were collectively agreed upon.

Analysis

Additional language within the property standard by-law is required to ensure that vacant buildings can be properly secured against unauthorized entry that leads to public nuisances by attracting vandals and creating various safety hazards.

The current version of the Property Standards By-law was adopted by City Council in 2012 under consideration of the City's power to do so under the *Building Code*

Act, 1992 only. The proposed amendment to the Property Standards By-law allows the benefit of various provisions under the *Municipal Act*, 2001 (Sections 8, 9, 10, 128 and 446). These provisions better support the intention to manage effectively derelict properties that are vacant and create a risk to the community. Extending the by-law to encompass the powers provided to the City under the *Municipal Act* enables the City to set a standard with respect to the risk to a person's well-being that is not limited by provincial thresholds set by the *Building Code Act* or *Fire Prevention and Protection Act*, 1997. The cited provincial legislation can require a building to be almost on its side, or a fire to be within a match strike away before the City can intervene. This is not a means for the City to effectively protect the community; the time for action often requires intervention to occur much sooner.

Additionally, the proposed amendment has some housekeeping components and replaces key definitions.

Part 7 and 8 of the property standards by-law are replaced in their entirety.

Part 7 sets out documentation and actions that must be adhered to by an owner of vacant property as defined within the amendment. These requirements are in the interest of protecting all persons attending the property.

Where at the officer's discretion the building is deemed vacant, meeting a safety risk to the public, or is causing a nuisance, the new language allows any responding officer to issue a notice to a property owner immediately without legislated timeframes. Failure by the owner to take immediate action can result in the City rectifying the situation. Should the problem resurface or persist, the officer can elect further action be taken to manage the concern, from more plywood, security guards being posted, and if the demand for safety calls for it, provide notice to demolish the building. Any elected means to safeguard the community is recoverable by demanding payment be made to the City by the owner of the property and person provided notice to make the corrective measure. The amendments reliance on the *Municipal Act* (Section 446) extends the City's recovery methods available on both an actual cost incurred and fine repayment basis. These costs may now be applied to any property owned within the City by a violator of the by-law.

Financial Implications

With the additional language added to the City's Property Standards By-law, the current by-law complement and prosecutor will continue to enforce and represent the City in Court. There are no direct financial impacts associated with the proposed by-law amendment for this reason. The workload in By-Law enforcement and prosecution is the subject of an outstanding Council resolution and the merits of additional complement will be provided to Council under separate cover.

Strategic Plan / Policy Impact

This report is not directly linked to any strategic direction identified in the Corporate Strategic Plan.

Recommendation

It is therefore recommended that Council take the following action:

By-law 2021-128, being a By-law to amend By-law 2012-9 appears elsewhere on the Agenda and is recommended for approval.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Jeffrey King', is positioned above the typed name and contact information.

Jeffrey King

Solicitor/Prosecutor

705.759.2662

j.king3@cityssm.on.ca



**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council
AUTHOR: Jeffrey King, Solicitor/Prosecutor
DEPARTMENT: Legal Department
RE: Smoking By-law - Amendments and appointment of officers

Purpose

The purpose of this report is to:

- 1) Recommend that City Council approve By-law 2021-120, which amends Smoking By-law 2019-200 from an additional enforcement capacity and housekeeping standpoint; and,
- 2) Recommend that City Council approve By-law 2021-121, enabling currently employed security officers with the Sault Ste. Marie Area Hospital (SAH) to enforce the City's Smoking By-law in the general area of the SAH.

Background

Further to City Council approving an update Smoking By-law in October of 2019, City Staff has been in communication with representatives from both the Sault Area Hospital and Algoma Public Health. A proposal was tabled to see the current security complement employed by the SAH be appointed as by-law officers to enforce the City's Smoking By-law 2019-200 and any violations that may occur in the area of the hospital. This has been an area of concern for some time and can use additional enforcement support.

Analysis

In order to accomplish the additional enforcement support, an amendment is required to include Officers, in addition to the currently worded Algoma Public Health Inspectors to the by-law. The replacement of Schedule "D" is a housekeeping measure.

The by-law enforcement officers must be appointed by City Council pursuant to section 15 of the *Police Services Act* in order to carry out any enforcement function under the City's Smoking By-law.

Financial Implications

APH will continue to enforce By-law 2019-200 and the additional by-law officers would be exclusively funded by the SAH. The additional enforcement may see a

Smoking By-law - Amendments and appointment of officers

June 14, 2021

Page 2.

slight increase in ticket contributions to the City's provincial offences revenue and prosecutorial responsibility that is anticipated to be negligible. There are no financial impacts associated with the proposed by-law amendment and additional enforcement for the reasons set out above.

Strategic Plan / Policy Impact

This report is an operational matter and not directly linked to any strategic direction identified in the Corporate Strategic Plan.

Recommendation

It is therefore recommended that Council take the following action:

By-law 2021-120, being a By-law to amend By-law 2019-200, and By-law 2021-121, being a By-law to appoint by-law officers to enforce By-law 2019-220 in the area of the SAH appear elsewhere on the Agenda and are recommended for approval.

Respectfully submitted,



Jeffrey King
Solicitor/Prosecutor
705.759.2662
j.king3@cityssm.on.ca



**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council
AUTHOR: Malcolm White, CAO
DEPARTMENT: Chief Administrative Officer
RE: Snowdon Park Tragedies

Purpose

To seek Council's confirmation of a letter of apology to the Crossman Family concerning the tragic loss of Gerald Crossman and to authorize staff to work with the Memorial Committee of the Children of Shingwauk Alumni Association to develop plans for a suitable memorial at Snowdon Park.

Background

The Children of Shingwauk Alumni Association (CSAA) is a group representing Shingwauk and Wawanosh residential school survivors. Through their mission to provide for the well-being of the CSAA members, families and communities, the CSAA collects stories from survivors and staff of the residential schools and conducts further research to add to their historical record.

Through these efforts the CSAA have researched details concerning the drowning of two boys from the Shingwauk residential school in 1914-15 in a pond and marshy area that existed on the site now known as Snowdon Park. According to the research, the bodies of the boys were not able to be recovered and their remains still lay in Snowdon Park. Unfortunately, the identities of the boys have not been confirmed to date.

During the process of researching this tragedy, the CSAA discovered that another drowning had occurred at the same site on February 27, 1960. Two brothers, Robert and Gerald Crossman were playing near the pond and Robert accidentally slid into the pond and through the ice. His brother Gerald attempted to save him but also ended up in the pond. A number of persons in the area heard the cries for help and responded, including four female students from the residential school. Regrettably, only Robert was able to be saved while Gerald perished.

Further background to these events and the efforts of the CSAA to recognize them is outlined in a CBC article (attached) from 2020 08 28.

Analysis

The CSAA has been guided through their efforts to recognize these tragedies by the principles of truth and reconciliation. It is with these in mind that they have included recognition of the Crossman tragedy in addition to recognizing the deaths of the two Shingwauk school boys in 1914-15. It is also the position of the CSAA that, due to some of the circumstances involved in the Crossman tragedy, a process of truth and reconciliation between the City and the Crossman family was needed before the recognition efforts could proceed further.

At the time of the tragedy, the property had been acquired by the City and the pond was gradually being filled in with fill from municipal excavations. While there is little detail in the Council minutes in a special meeting held 2 days after the death of Gerald, then Mayor Jim McIntyre was quoted in a Sault Star account at the time that he had raised the matter of fencing the pond 2 years previously. He added that he had intended to seek funding for a fence in upcoming budget deliberations.

Ken Crossman, with the assistance of the CSAA, requested a formal apology from the City for its role in the death of his brother Gerald. A letter of apology, using the principles of the Apology Act has been provided to Mr. Crossman and is attached to this report. To finalize the process of reconciliation, Mr. Crossman is in attendance tonight to share his story.

With the approval of Council, staff will continue to work with the Memorial Committee of the CSAA to develop a proposed memorial at the Snowden Park site recognizing the tragic deaths of the two boys from the Shingwauk residential school and Gerald Crossman. The committee includes members of the CSAA and Ken Crossman, with Virginia McLead, Manager of Recreation & Culture representing the City. Of note, two of the CSAA members were among the four Shingwauk students who responded to the Crossman tragedy.

Financial Implications

There is no financial impact associated with this report.

Strategic Plan / Policy Impact

This subject is not a matter articulated in the Strategic Plan.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the CAO dated 2021 06 14 concerning Snowden Park Tragedies be received and the recommendation that Council confirm the letter of apology to the Crossman Family and authorize staff to work with the Children of Shingwauk Alumni Association Memorial Committee to develop plans for a suitable memorial at the Snowden Park site be approved.

Respectfully submitted,

Snowdon Park Tragedies

June 14, 2021

Page 3.

Malcolm White

CAO

705.759.5347

cao.white@cityssm.on.ca

OFFICE OF THE MAYOR



CORPORATION OF THE
CITY OF SAULT STE. MARIE

May 20, 2021

Ken Crossman
530 Kelly Creek Road
Goulais River, Ontario
P0S 1E0

Dear Ken,

I acknowledge that on Saturday, February 27, 1960, your brothers Gerald and Robert were playing in what is now known as Snowden Park. At that time, the park had a pond situated on the site. Robert accidentally slid through the ice on the pond. Your brother Gerald, then 10, tried to save his younger brother, but also ended up in the pond. The calls from your brothers were heard by four small girls who were students at the Shingwauk Residential School. The girls joined in the attempt to rescue your brothers, as well as obtaining help from nearby residents. One of the residents jumped into the pond to rescue your brothers and was able to bring Robert safely to the side of the pond where he could be rescued further by waiting neighbours and the Sault Ste. Marie Fire Department. Unfortunately, Gerald could not be rescued in time and succumbed to the accident.

It is unimaginable for us to fully appreciate how one survives the loss of a child and brother in such circumstances and we wish to express our heartfelt condolences for the tragic loss your family endured. The City should have, at the time, taken safety precautions to ensure that an accident like this could not occur with at minimum a fence around the pond to prevent access to the pond, and for that we apologize. The City did not take such safety precautions and it was wrong not to do so, and we hope that you will accept our apology for that.

On behalf of the City, I again extend a sincere apology to the Crossman Family and I acknowledge its loss.

While we cannot change the circumstances of the tragedy, we want to confirm our intention to work with you to provide a memorial plaque and place of reflection at Snowden Park in memory of your brother Gerald.

Sincerely,

Christian C. Provenzano, B.A., LL.B., LL.M

P.O. Box 580, 99 Foster Drive ~ Sault Ste. Marie, Ontario ~ P6A 5X6
705-759-5344 ~ mayor.provenzano@cityssm.on.ca

Residential school group searches for identities of 2 boys who drowned while attending Shingwauk

Children of Shingwauk Alumni Association wants to erect plaque in memory of boys who drowned in 1914-15

[Jorge Barrera](#) · CBC News · Posted: Aug 28, 2020 4:00 AM ET | Last Updated: August 28, 2020



The Shingwauk Indian Residential School, shown around 1965, in Sault Ste. Marie, Ont. (Shingwauk Residential Schools Centre, Algoma University)

A residential school survivors group is seeking help to find the identities of two boys who drowned in a pond near their residential school in Sault Ste. Marie, Ont., over 100 years ago.

The Children of Shingwauk Alumni Association wants to erect a plaque in memory of the two boys at Snowden Park in Sault Ste. Marie. The association represents survivors who attended the Shingwauk and Wawanosh residential schools.

"Nobody seems to know what their names are," said Irene Barbeau, 76, vice-president and one of the founders of the association.

"We think there may be some relatives of the boys that are still alive and don't really know the true story of what happened to those boys."

No records survive identifying the boys who drowned between 1914-1915. Barbeau said while the deaths were noted by the school's principal at the time, there were no accompanying details as to their names or home communities.

"I don't feel good about it and neither do any of our colleagues," said Barbeau, who is from the Cree community of Wemindji in Quebec, but now lives in Ottawa.

"It goes back to the principal that was running the school at the time. He didn't bother to try and retrieve their bodies and give them a proper burial."



Irene Barbeau, 76, vice-president of the Children of Shingwauk Alumni Association, said she hopes relatives of the drowned boys will come forward and identify them so their names can be added to a plaque in their memory. (Submitted by Irene Barbeau)

A paper by researcher Edward Sadowski pieced together bits of the story from the remaining records and video interviews from a 1981 Shingwauk reunion.

At the time of the drownings, staff at Shingwauk tried to retrieve the bodies of the boys from the marsh area around the pond using a long pole to no avail, according to Sadowski's research, based on accounts from Margaret Mclean, who was the daughter of Seymour Hayes, a staff member at the Shingwauk, and Angus Abram, who attended the school in 1915.

Hoping for community help

Sadowski's research listed the home communities of children attending Shingwauk at the time of the drowning. The association hopes someone in these communities can help identify the boys.

The communities listed are:

- Kahnawake
- Chapleau Agency
- Chippewas of Georgina and Snake Island
- Chippewas of Walpole Island
- Chippewas of Saugeen and Saugeen Agency
- Fort William Band
- Garden River Band

- Gore Bay Agency
- Manitou Rapids Band
- Manitowaning Agency
- Oka Band (now known as Kanesatake)
- Oneidas of the Thames
- Akwesasne
- Six Nations of the Grand River
- Sturgeon Falls Agency

The city of Sault Ste. Marie filled in the pond in the early 1960s after the drowning of a local boy.

Nellie Mitchell, now 71, from Brunswick House First Nation, and three other girls from Shingwauk were walking near the pond in February 1960 when they heard yelling and screaming.

"We ran down the hill to see what was going on," Mitchell told CBC News.

They found two boys in the pond.

"By the time we got there, one was further out and the youngest one was close to the bank," she said.



Nellie Mitchell, left, along with fellow Shingwauk survivor Ellen Pine, helped save a boy in 1960 from a now filled-in pond where two Shingwauk students drowned in 1914-15. (Edward Sadowski)

Mitchell, who was nine at the time, said she ran over to a man who had just arrived at his home. He got a rope. The three other girls told the boy near the bank to grab a branch to stay afloat.

According to Sadowski's research, based on reports in the Sault Daily Star, a local resident named John Wiskin grabbed the younger boy, Robert Crossman, in the pond and he was pulled out with a rope by two neighbours.

Soon, the fire department and police arrived, but it was too late to save Gerald Crossman, who had gone into the pond to help his younger brother. Divers recovered Gerald's body.

Barbeau said the plaque the Children of Shingwauk Alumni Association wants to erect should also include Gerald's name alongside those of the two boys from Shingwauk who drowned at the pond.

"We would like to see the relatives of the two non-Indigenous boys be present when we do the ceremony, when we unveil the plaques that will also include their names," said Barbeau.

"That is the least we can do for this unfortunate event."

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**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council

AUTHOR: Brent Lamming, Director of Community Services

DEPARTMENT: Community Development and Enterprise Services

RE: Dennis Street Terminal Relocation

PURPOSE

To provide Council the results of the Environmental Assessment (EA) study on the transit terminal relocation including an update on the public consultation results and to seek approval to issue a Request for Proposal for professional services. The scope of the RFP would include completion of construction drawings and tender administration for the relocation of the Dennis St. terminal to the 111 Huron Street Transit Depot location (main office and garage).

BACKGROUND

On March 14, 2018, Ontario signed an Integrated Bilateral Agreement (IBA) with the federal government for \$11.8 billion in federal funding under the Investing in Canada Infrastructure Program (ICIP) across four streams:

- Public Transit \$8.3 Billion
- Green Infrastructure \$2.8 Billion
- Community Culture and Recreation \$407 Million
- Rural and Northern \$250 Million

For the Public Transit stream, the IBA included \$8.3 billion of federal and \$7.3 billion of provincial funding that could support transit projects in Ontario for up to 96 municipalities and Metrolinx. Under ICIP, the federal government will contribute up to 40% to most projects with the Province contributing up to 33.33% and municipalities contributing up to 26.67%. For rehabilitation projects, the federal government will contribute up to 50% with the Province contributing up to 33.33% and municipalities and other organizations contributing up to 16.67%.

The City of Sault Ste. Marie has been allocated \$43,354,392 over eight (8) years (2019-2026) with the City share being \$11,610,622. This presents the City with an excellent opportunity to reinvest in transit Infrastructure.

At a Council meeting dated May 21, 2019 the following resolution was passed.

Investing in Canada Infrastructure Program

The report of the Director of Community Services was received by Council.

“Resolved that the report of the Director of Community Services dated 2018 05 21 concerning application to the Infrastructure Canada Investment Program for 2019-2021 be approved. The Transfer Payment Agreement will appear on a future Council Agenda.”

At a Council meeting dated September 14, 2020 the following resolution was passed.

“Resolved that By-law 2020-172 being a by-law to authorize the execution of the Agreement between the City and Tulloch Engineering Inc. for the provision of engineering services associated with the conducting of a Municipal Class Environmental Assessment for the relocation of the Downtown Bus Terminal be passed in open Council this 14th day of September, 2020.”

Furthermore at a Council budget meeting dated December 9, 2020 the amount of \$2,000,000 (City Share \$533,400 under ICIP) was approved as part of the Transit Service Items.

ANALYSIS

As part of the three-year investment plan authorized at the May 21, 2019 Council meeting, it was identified that the downtown terminal would be relocated at an estimated cost of \$2 million. The City received approval from ICIP for the project (Appendix A) effective March 25, 2020 (Federal Contribution \$800,000, Provincial Contribution \$666,600 and Municipal Contribution \$533,400).

The City has conducted an Environmental Assessment (EA) Schedule A+ as part of the process with Tulloch Engineering that examined the relocation of the transit terminal from Dennis Street to the existing transit depot facility at 111 Huron Street.

A schedule A+ is a pre-approved activity. The manner in which the public is to be advised is to be determined by the proponent. Transit Services and the Consultant felt that it was important to consult with interested stakeholders in addition to required related agencies. The relocation was suggested as part of the 2018 Transit Optimization Study. A full report on the EA results and recommendation can be found in Appendix B.

The EA consisted of two (2) virtual public consultation sessions, a direct survey with riders at the Dennis St. Terminal and follow up discussions with members of the public (including companies/associations) who raised concerns. A Traffic Study was also completed by CIMA+ regarding potential impacts to the proposed relocated site. A summary of consultation efforts can be found below.

Transit Consultation Outreach			
Notice of Commencement			
Outlet	Dates	Dates	
Sault Star	Dec. 3	Dec. 5	
Sootoday	Dec.3 - Dec. 10	Dec. 10	
Sault This Week		Dec. 10	
City Website	Dec. 3 - present	(still available on site)	
City Facebook	Dec. 3	(still visible on site)	
To Transit Operators	Posted on staff boards	Posted on staff boards	
Public Information Centre (Sessions Virtual Held)			
Outlet	Dates	Dates	
Sault Star	Jan. 9	Jan. 16	
Sootoday	Jan. 11	Jan. 18	Sootoday Ad - Jan 11: 36,554 impressions and 55 clicks; Jan 18: 46,846 impressions and 86 clicks
Sault This Week	Jan. 7	Jan. 14	
City Website	Jan. 4	(still available on site)	
City Facebook	Jan. 12	Jan. 18	Facebook - 1st session post results 6,140 reached and 748 engagements; Facebook - 2nd session post results 5,611 reached and 655 engagements
On Every Bus	Friday Jan 8	Friday Jan 8	
E-mailed to Unions	Thursday Jan 7	Thursday Jan 7	
E-mailed to Transit Staff with City e-mails	Thursday Jan 7	Thursday Jan 7	
At the Dennis Street Terminal	Thursday Jan 7	Thursday Jan 7	
On Transit Staff Communication Boards	Thursday Jan 7	Thursday Jan 7	
Ridership Survey Conducted at the Terminal - 136 participants	Took Place in Feb over 3 days		
To Transit Operators via Annual Training	2020		
Virtual Sessions Held			
81 in total attendance for both sessions			
Wednesday January 13th, 2021 at 12pm – 1pm; and			
Tuesday January 19th, 2021 at 6pm – 7pm			
Follow up Contact / Conversations			
Over 20 individuals			

Class EA: <https://saultsternie.ca/City-Hall/City-Departments/Public-Works-Engineering-Services/Engineering-and-Planning/Engineering-and-Construction/Class-EA/Downtown-Bus-Terminal-Relocation.aspx>

Newsroom: <https://saultsternie.ca/Newsroom/January-2021/Notice-of-Public-Information-Centre-Relocation-of.aspx>

Own Page: www.saultsternie.ca/DowntownBusTerminal

Why is this being considered?

The Dennis Street Terminal continues to experience the following challenges.

1. Upgrades to the washrooms for accessibility are required and there are no easy options to re-configure in existing space (pictures attached Appendix C).
2. Capital repairs are required to extend the remaining useful life of asset.
3. Security and safety concerns exist on occasion and the new location offers greater oversight.
4. Limited space for buses and pedestrians creates issues due to congestion.

5. The separation from mechanical services and management presents challenges.
6. Anticipated migration to electric buses in the future presents opportunity for consolidated charging infrastructure.

Will there be any service decrease in the downtown core?

There are no proposed service level decreases related to this project. There are currently 62 stops in the greater downtown area and 47 in the immediate core. Every hour, 26 buses travel throughout the downtown. No changes will be made to this service level (table below).

Continued Service with Relocation		# of Times Per Hour M-F Daytime Hours					
Route	#Buses	St. Mary's River Dr	Bay St	Queen St	Albert St	Wellington St	Total
East St	2	2	0	0	2	0	4
GNR	2	0	2	2	0	0	4
Korah Rd	2	0	0	4	0	0	4
North St	1	0	0	0	2	0	2
Riverside McNabb	4	0	2	2	0	0	4
Sault College	2	0	0	0	2	2	4
Steelton Second Line	4	0	0	0	0	2	2
Community Bus	1	0	1	1	0	0	2
	18	2	5	9	6	4	26

What are the proposed benefits?

Current Benefits

1. Addresses accessibility and barrier free concerns
2. There is more space at 111 Huron to reduce congestion and pedestrian conflict. The proposed location will increase bus lay-by area by 944 sq. m (Appendix D site Maps Dennis Street and Huron Street).
3. Improves overall safety of riders and operators with management oversight
4. Improves communication amongst management, transit staff and maintenance staff. In addition, using one location improves efficiencies in terms of travel time for Operators on shift change.
5. Mechanics will be available onsite with the relocation to expedite repairs.

6. Financial savings with a cost avoidance of \$377,000 required in repairs over next five (5) years as supported by a Building Condition Assessment completed in 2020.
7. Builds on recent investments at 111 Huron St. location totaling \$1.1 million.

Future Benefits

1. It is envisioned the future of transit will include electric buses. Supporting charging infrastructure is planned to be installed and located in one location.
2. The City may expand on-demand services with additional, smaller vehicles that the new site can better accommodate.

Concerns raised through consultation and response

Staff acknowledge that there were negative responses from a number of business owners with the proposed relocation. The Consultant and staff provided further clarifications and information to address concerns presented with solutions and/or clarification. Most of the feedback provided was from businesses expressing concerns with the proposed location and impact it would have on businesses in the existing downtown core (once removed) as well as from the neighbour to the South of the proposed relocation.

Concerns presented by the public during consultation are outlined in the EA report in detail. A response to some of the key issues identified is provided below:

1. It will cause safety concerns with traffic at proposed relocated site and data was taken with reduced Covid-19 pandemic traffic.
 - *Response - Traffic study data did take into account pre-pandemic traffic flow. This is not an accurate statement as the first data point was from Wednesday September 20, 2017.*

The numbers used to count the traffic at the corner of Huron and Bay Street W. were completed in the middle of a pandemic Friday November 27, 2020.

Table 1: Turning Movement Counts

Intersections	Date of Count	Time Period
Huron Street at Queen Street W	Wed. Sept. 20, 2017	10:00am-18:00pm ✓
Bay Street W at Huron Street	Fri. Nov. 27, 2020	8:00am-9:00am, 11:00am-18:00pm

These numbers don't reflect what traffic would be with a fully functioning international bridge which saw over 1.3 million vehicles use it in 2019. Those vehicles are now forced to negotiate the two-lane Bay Street when the borders re-open.

2. Will have a detrimental impact on people who like to walk from existing terminal.
 - *Response – There are forty-seven (47) stops in the immediate downtown core including seven (7) stops at the Station Mall. Patrons are able to utilize their stop of their choice (there are still a lot of stops in the downtown, and coverage will continue to be very good). A stop will still exist at the Dennis Street location for all routes except the North Street route.*
3. Dennis Street terminal relocation will reduce bus stop locations in the downtown core.
 - *Response – Twenty-six (26) buses will continue to service the downtown core area hourly between Bay St and Wellington Street. The terminal move is approximately 1 km from its current position.*
4. Will have negative impact on the neighbour to the South of the Transit Depot Facility. Specifically, as it relates to increased noise, traffic and appearance.
 - *Response - As part of Transit Services future investments, the plan is to have half of the entire fleet change to electric buses by the year 2026 subject to Council approval. This would start in the year 2022 (with supporting capital request) with the purchase of one (1) electric bus and supporting charging infrastructure. It should be noted that Battery Electric Vehicles (BEV) are much quieter in nature than traditional buses. This will aid in noise pollution as we move forward and will be a significant step forward in our plan of Green House Gas reduction goal. The change will also have long-term benefits to the suite of uses that currently occupy the Machine Shop that want to access by bus and the terminal relocation may have future benefits to undeveloped lands in the area....i.e. Gateway site and remainder of Papermill property. City staff are investigating the installation of a noise reduction fence between the transit facility and the railroad tracks.*
5. Will impact businesses in the downtown core.
 - *Response – the ridership survey indicates that 60% of respondents would not avoid the downtown core as a result of this change.*
6. The existing fence at 111 Huron St is in very poor condition.
 - *Response - Staff agree with this point and will have new fencing installed as part of this project.*
7. Request for Service through the Machine Shop property to Service the site.
 - *Response – Staff are exploring options for a route to provide access to the site.*
8. If the Dennis St. Terminal is moved, there will not be a warm area for Soo Greyhounds patrons to wait for the bus.
 - *Response - To address this valid concern the front lobby area of the GFL Memorial Gardens will remain open for an additional half hour monitored by an Ambassador or game night security. A shelter will*

also be installed at the existing Dennis St. location and would augment the six (6) bus stops in the nearby area. There are approximately thirty (30) fans at Greyhound games who utilize Transit. Change would not impact Para Bus clients.

9. Items to address safety and security at proposed location.

- *Response - Having the presence of management, drivers and the public at one location will increase communication and aid with safety. Third party security will continue at the proposed relocated site. New cameras and additional LED lighting to be installed as part of reconfiguration.*

Staff have reviewed the mitigation items identified through the EA process and agree with the recommendations presented and will address per table below.

Environmental Mitigation Recommendations				
Item	Accept	Pending	Reject	Comment
1. Initiate a public information campaign educating transit users of the upcoming Sault College Transfer hub.	✓			Media campaign launched April 6, 2021. Launch date April 19, 2021
2. Maximize the number and/or maintain the existing bus routes to the greatest extent feasible within the immediate area of the existing Denis Street terminal.	✓			Ongoing
3. Initiate a study to explore options for the divestiture or reuse of the existing Terminal site.		✓		The Dennis St. Terminal would remain in use until relocated terminal is operational if Council supports. Staff would come back to Council with options such as as but not limited to leasing the space and additional parking to name a few.
4. Install passenger counters on each bus to provide key data as to where passengers are getting on and off the bus. The routes should be reviewed and adjusted accordingly utilizing the usage information per stop to improve service delivery to Transit users.	✓			Will implement summer 2021. Council approved as part of 2021 budget
5. Install a bus stop and shelter on Queen Street adjacent to the existing terminal.	✓			Will complete
6. Extend the available time patrons of Sault Greyhound games can wait within the heated area of the GFL Center lobby after games.	✓			Will complete
7. Review the location of bus stops on Queen Street west of Bruce Street and relocate as deemed appropriate to maintain service levels.	✓			Ongoing
8. Install a noise attenuation barrier along the south property line east of the Algoma Steel property at 111 Huron Street.		✓		Will investigate options
9. Initiate a Class EA for improvements to the Huron Street and Bay Street intersection.		✓		Will need to coordinate with a work plan item with Engineering
10. Continue to advance the possibility of switching to an electric bus fleet to reduce green house gas emissions.	✓			ICIP 2022-2026 plan

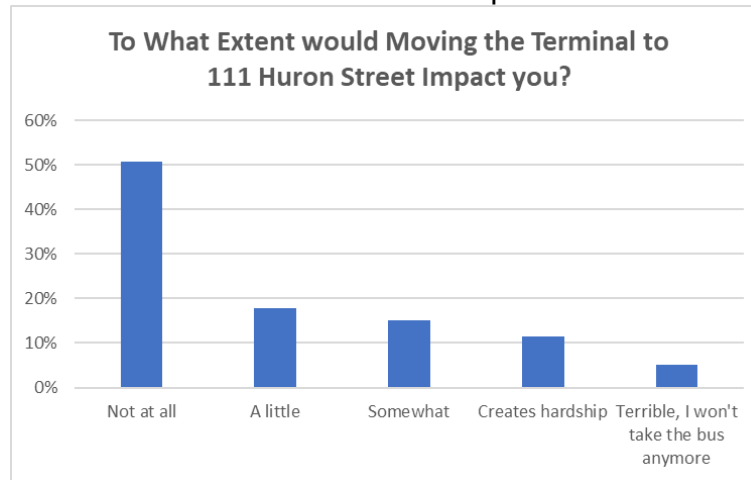
Ridership Survey

Of the 1.9 million riders who took transit in 2019 very few provided feedback that they were concerned with the move. We received comments from two (2) riders that have made written formal concerns and there was very little participation from riders at both EA meetings.

Overall there was very little feedback from riders on the proposed change.

To ensure we captured first hand feedback from riders who utilize Transit a survey was administered at the Dennis St. Terminal. Between February 22nd - 24th, 2021 TULLOCH Engineering conducted an in-person survey of transit users at the existing Terminal. Approximately 80 people participated in the survey. Of that 80 people, 68% of the respondents when asked to what extent would moving the

Terminal to 111 Huron Street impact them 68% said not at all or a little, 15% said somewhat and 16% said it would create hardship or that it would be terrible.



In addition, only 31% said they would avoid the downtown as a result of the change.

Summary

The aim of Transit Services is to provide the best possible transit experience for transit users. The City has taken a number of steps to improve transit services over the recent past including the route optimization implementation and investment in the transit fleet and related equipment. The relocation of the transit terminal is seen as a way to improve transit service from a number of perspectives:

- Transit users:
 - Improved facilities with accessible washrooms
 - Reduced conflict points with vehicles
 - Enhanced security
- Operations
 - Improve communications with management and staff in one location
 - Availability of traffic mechanics on-site
 - Accommodate future electric vehicles and fleet options
- Realize efficiencies
 - Annual cost savings of \$105,000
 - Avoid maintenance of two facilities

The City is also committed to downtown revitalization and has proposed significant plans for investment related to the downtown plaza and other improvements. The City will continue to service the downtown with the current level of service and bus stops providing transit users with excellent access to the downtown. Staff are also prepared to adjust routes to minimize the impact the relocation of the terminal and continue access to the Dennis Street location.

The project will meet the highest accessibility standard and Transit will work with the Accessible Advisory Committee (AAC) with the aim of being barrier free. This project will also meet the highest applicable energy efficiency standards and provides GHG reduction benefits and a reduction in fuel consumption.

City staff is recommending the relocation as presented and supported by the Tulloch Engineering report.

FINANCIAL IMPLICATIONS

Costs to finalize construction drawings and tender administration will be part of total approved \$2,000,000 estimated project costs. Total professional fees for the full project were estimated at \$150,000. The remainder is made up of construction costs at \$1,754,000 and contingency of \$96,000. It is anticipated this would be an eligible cost, which would then be included in the ICIP funding to be reimbursed at 73.33%. Construction costs are escalating as a result of the pandemic, the tendering process will confirm market rates and staff will provide options to cover any potential shortfalls should they arise.

Elimination of the downtown terminal will result in the reduction of a portion of the ongoing maintenance and repair costs associated with the Dennis Street Terminal estimated at \$105,000 annually (\$75,000 annual maintenance over next 5 years and reduced Operating costs of \$30,000). However, some costs will continue to occur at a lower rate (utilities, cleaning, snow removal etc.) at the new expanded facility.

STRATEGIC PLAN / POLICY IMPACT

The recommendation supports the focus area of the Community Strategic Plan for 2020-2023 in a number of ways.

- Within the Service Delivery focus area, it continues to assist in delivering excellent customer service to citizens.
- Additionally, it supports the focus area of infrastructure, as it will assist in Maintaining Existing Infrastructure.
- It demonstrates Fiscal Responsibility in managing municipal finances in a responsible and prudent manner.

RECOMMENDATION

It is therefore recommended that Council take the following action:

“Resolved that the report of the Director, Community Services concerning Dennis Street Terminal Relocation dated June 14, 2021 be received.

Furthermore, that a RFP be issued to obtain a consultant to complete construction drawings and administer the tendering process for the renovation/build of the 111 Huron Street transit facility.”

Respectfully submitted,

Dennis Street Terminal Relocation

June 14, 2021

Page 10.

A handwritten signature in blue ink, appearing to read 'B. Lamming', with a stylized flourish at the end.

Brent Lamming, PFP, CPA, CMA
Director, Community Services
Community Development & Enterprise Services
(705)759-5314
b.lamming@cityssm.on.ca

Appendix A

**Ministry of
Transportation**

Office of the Minister

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Toronto ON M7A 1Z8

416 327-9200

www.ontario.ca/transportation**Ministère des
Transports**

Bureau de la ministre

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416 327-9200

www.ontario.ca/transports

107-2020-639

His Worship Christian Provenzano
Mayor
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie ON P6A 5X6

Dear Mayor Provenzano:

It is my pleasure to inform you of federal approval for three projects submitted by your community under the Public Transit stream of the Investing in Canada Infrastructure Program (ICIP).

Federal and provincial funding contributions are approved for the following transit projects:

Ontario ID	Project Title	Federal Contribution	Provincial Contribution	Federal Approval Date
ICIP-SSM-04	Replacement of Bus Shelters	\$100,000.00	\$83,325.00	March 13, 2020
ICIP-SSM-05	Construction of a Northern Transfer Point (Stop)	\$200,000.00	\$166,650.00	March 13, 2020
ICIP-SSM-07	Relocation of the Downtown Terminal	\$800,000.00	\$666,600.00	March 25, 2020
TOTAL (\$)		\$1,100,000.00	\$916,575.00	

Eligible expenses for these projects may be incurred on or after the Federal Approval Date noted above. Funding is also subject to the terms and conditions of an executed Transfer Payment Agreement between the City of Sault Ste. Marie and the Province of Ontario.

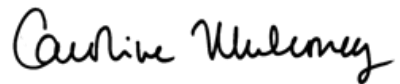
All of the projects submitted to the province have been nominated to the federal government. If a project is not indicated above, or you have not received prior notification of approval, it is still under review by Infrastructure Canada. We will advise you of updates to the approval status as they become available.

.../2

I would like to congratulate you on this important milestone and look forward to working with you as you move forward with these projects to increase transit infrastructure.

Should you have questions, please contact the MTO ICIP team at ICIPTRANSIT@ontario.ca.

Sincerely,

A handwritten signature in black ink, reading "Caroline Mulroney". The signature is written in a cursive, flowing style.

Caroline Mulroney
Minister of Transportation



BUS TRANSFER TERMINAL Relocation Feasibility Study

Prepared For:
The City of Sault Ste. Marie
Project #: 201531
May 2021



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1. PHASE 1 - PROBLEM OR OPPORTUNITY

1.1 Introduction

Study Background

The Community Development and Enterprise Services Department (CDESD) manages and operates the City of Sault Ste. Marie transit services. Transit Services provides a reliable public transport service. As part of their operational mandate, they continually monitor the needs of passengers, and review service delivery on a regular basis.

The Sault Ste Marie Transit Services administration and maintenance facility is located at 111 Huron Street. Formerly a division of Public Works, it was transferred to Community Development and Enterprise Services in the fall of 2016 as part of a corporate restructuring. The Huron Street location currently provides:

- Transit and Parking Administration
- Daily start/finish point for seven (7) regular fixed route buses and one (1) Community Bus route
- Start and finishing point for all Parabuses including Parabus dispatching
- Maintenance facilities for transit fleet
- Indoor storage facilities for the fleet

Transit has traditionally provided its own maintenance and storage activities. Prior to the Huron Street location, the City's "bus barn" was located on the north side of Bay Street, between Tancred Street and Dennis Street.

The City of Sault Ste. Marie (City) currently owns and operates one transit terminal (terminal) location in the downtown core of Sault Ste. Marie at the corner of Dennis Street and Queen Street (civic #160 Queen Street). The "Dennis St." terminal is the current main starting and end locations of all public transit bus routes within the City of Sault Ste. Marie and serves as a transfer hub between bus routes. In 2019 and 2020 respectively, 1.89 million and 1.03 million trips were taken on Sault Transit.

The existing Dennis Street bus terminal was constructed in 1981 and is in a prime downtown location from the perspective of being central to transit customer's downtown destinations and residential development and is a relative mid-point for routes travelling east and west. The terminal building provides a waiting area with public washrooms and transit kiosk available.

A secondary transfer hub location is due to become operational May 3, 2021 on Northern Avenue directly adjacent to Sault College. Located in the north central area of the city, the new transfer facility provides an alternative secondary transfer hub reducing the average transit users trip duration. The transfer hub, however, does not provide public washrooms or kiosk amenities.

There are increasing concerns about public safety, operational presence and accessibility at the existing Dennis Street Terminal. The terminal has been identified in the City's Asset Management Plan as requiring significant capital investment and is under review to address several operational and functional issues in addition to a need for major repairs and upgrades. As a result of these issues, the City is considering relocating the Terminal to 111 Huron Street with the goal of improving communication, accessibility, operational efficiencies, and oversight.

Study Purpose

The City of Sault Ste Marie has initiated a Class Environmental Assessment (EA) to evaluate the potential of relocation of the Downtown Bus Terminal in Sault Ste. Marie Ontario.

Recognizing the shortcomings of the existing Transit Terminal, as well as the significant expenditures that will be required to modernize and restore it to current Accessibility for Ontarians with Disabilities Act (AODA) standards, adequate functionality and safety standards, the City is undertaking this assessment to consider the possibility of integrating the Terminal with the Sault Transit facility site. Such integration offers the potential for synergies in the operation of the respective facilities and potential cost savings.

Accordingly, TULLOCH Engineering has been engaged to conduct an assessment to consider the net environmental affects which would result from the envisioned integration of the terminal, administration, and maintenance facilities.

1.2 Description of Study Areas

As shown in **Figures 1 and 2 in Appendix 1**, the study areas are located around both properties involved. Area 1 includes the current terminal located at 160 Queen Street and the immediately surrounding commercial and residential properties. Area 2 depicts the location of the Transit Maintenance facility at 111 Huron Street.

1.3 Problem/Opportunity Statement

The issues facing Transit can be summarized into a problem/opportunity statement:

The Transit Terminal is the main starting and end locations of all public transit bus routes within the City of Sault. Ste. Marie. There are increasing concerns about public safety, operational presence and accessibility at the existing Terminal located at the corner of Queen Street and Dennis Street.

The Terminal has been identified in the City's Asset Management Plan as requiring significant capital investment and is under review to address a number of operational and functional issues in addition to a need for major repairs and upgrades. As such, the City is considering relocating the terminal to 111 Huron Street with the goal of improving communication, accessibility, operational efficiencies, and oversight at the Terminal.

Relocating the Dennis Street Terminal to 111 Huron Street may reduce both capital and operating costs for the City and provide other efficiencies through the sharing of facilities.

The opportunity exists given ICIP Investing in Canada Infrastructure Program – Transit Stream provided to the City to renovate either the existing Dennis Street Terminal facility or the Transit Maintenance and Administration facility at 111 Huron Street.

1.4 Class Environmental Assessment Process

Municipal infrastructure projects are required to meet the requirements of the Ontario Environmental Assessment (EA) Act. The Municipal “Class” EA applies to groups or “classes” of municipal road, water, wastewater and transit projects that occur frequently and have relatively minor and predictable impacts. These projects are approved under the EA Act, as long as they are planned according to the requirements of the Class EA document. A flow chart detailing the Municipal Class Environmental Assessment Planning and Design Process is included in **Appendix 2**.

The selection of a preferred alternative is subject to the planning process outlined in the Municipal Class Environmental Assessment document. The preferred solution will be found through the key principles of environmental assessment planning:

- Consultation
- Reasonable range of alternatives
- Consideration of effects on all aspects of the environment
- Systematic evaluation
- Clear documentation
- Traceable decision making

The specific requirements of the Class EA for a particular project depend on the type of project, its complexity and the significance of environmental impacts. Transit projects have a specific section in the Municipal Class EA. To assist proponents in determining the status of projects, four categories of projects are identified, including Schedule “A”, “A+”, “B” and “C” projects:

Schedule A

These projects are limited in scale, have minimal adverse environmental effects, and typically consist of normal maintenance and operational activities. These projects are considered pre-approved and may proceed without following the full Class EA planning process.

Schedule A+

These projects are also limited in scale, have minimal adverse environmental effects, and are considered pre-approved, but there is a requirement for public notification prior to construction or

implementation of the project. The purpose of the notification is to inform the public of projects occurring in their local area. Although the public is informed of the project, there is no appeal mechanism to the Ministry of the Environment, Conservation and Parks (MECP); any concerns raised can be addressed at the municipal council level.

Schedule B

These projects have the potential for some adverse environmental effects, thus requiring a screening process involving mandatory contact with the directly affected public and relevant review agencies. If all concerns can be adequately addressed, the project may proceed. These projects generally include improvements and minor expansions to existing facilities.

Schedule C

These projects have the potential for significant environmental effects and are subject to the full planning and documentation procedures specified in the Class EA document. An Environmental Study Report must be prepared and submitted for review by the public and relevant review agencies. If all public and agency comments and issues can be adequately mitigated during the public review period, the project may proceed. These projects generally include construction of new facilities or major expansions to existing facilities.

Initial Schedule Selection

In accordance with the study terms of reference, there are two alternatives considered to be feasible methods of addressing the problem/opportunity. The alternative which potentially has the most impact on the environment involves relocating the terminal to 111 Huron Street and integrating it with the existing maintenance and administration facility. Description #21 in the Municipal Class Environmental Assessment document for Transit Projects indicates the following is considered a Schedule A+ activity:

Description #21: Expansions, Improvements and modifications to existing stations, maintenance and storage facilities, passenger pick up/drop off areas, park and ride lots, etc. in or adjacent to residential land use or an environmentally sensitive area including natural heritage features, cultural heritage and archaeological resources, recreational or other sensitive land uses.

1.5 Transit Project Assessment Process (TPAP)

Since the addition of transit projects to the Municipal Class EA process in 2007, the Ministry of the Environment has added an alternative assessment process for transit projects (and Metrolinx Undertakings), under Regulation 231/08 of the Environmental Assessment Act. The Regulation exempts proponents of all transit projects from the Environmental Assessment Act (including the Municipal Class EA process) by creating a specific streamlined and focused process to follow. The process includes consultation, an assessment of potential positive and negative impacts, an assessment of measures to mitigate negative impacts and documentation. A review of the

surrounding land uses was completed by TULLOCH and provided to the Ontario Ministry of Environment Conservation and Parks (MECP) for information.

The MECP were consulted with respect to the study. After review, the MECP concluded that the study is not subject to the TPAP process and should instead be planned in accordance with a Class EA process, “...it does not appear that the relocation of the bus terminal within the City of Sault Ste. Marie is a project listed in Schedule 1 of the Transit Project Regulation (Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings). The surrounding land uses of the proposed relocation of bus terminal do not appear to be in or adjacent to residential land-use or an environmental-sensitive area”.

Accordingly, City staff was advised that the evaluation of relocating the terminal should follow a **Schedule A+** Municipal Class Environmental Assessment process.

The evaluation of relocating the terminal should follow a Schedule A+ Municipal Class Environmental Assessment process and thus is not exempt from the Environmental Assessment Act under the TPAP process (O.Reg 231/08), however, it remains exempt from Part II of the Act (formally referred to as a Pre-Approved Project).

2. PHASE 2

2.1 Identification of Alternative Solutions to the Problem

Alternative Solutions

The following alternative solutions were considered reasonable and analyzed in this study:

- 1) *Do nothing.*
- 2) Combine the Terminal and Transit Maintenance and Administration Facility at 111 Huron Street into a fully integrated maintenance/storage garage, combined administration area and transfer terminal location. (*Fully Integrated Facility*)
- 3) Renovate the Dennis Street Terminal – *Stay and Upgrade.*

1) Do Nothing

This alternative represents baseline conditions, and its evaluation is required by the Municipal Class EA process. A decision to “do nothing” would typically be made when the cost of all other alternatives, both financial and environmental, significantly outweigh the benefits. It is not a preferred solution here since the identified problems are not addressed and with the passage of time, City assets will continue to deteriorate, and potential efficiencies will not be realized.

2) Fully Integrated Facility

This alternative combines all maintenance, administration and terminal functions under one roof, and thus maximizes the sharing of common operations and facilities. This option is visually depicted in **Figure Sk1 in Appendix 3**.

3) Stay and Upgrade

This alternative recognizes that investment in the Dennis Street Terminal is required and the existing investments the City has already made in the Transit building on Huron Street. This option thus considers the capital investments needed to keep both functional, accessible and as efficient as possible for the next 20+ years. Please reference **Figure Sk2 in Appendix 3** for a visual depiction of the alternative.

2.2 Previous Studies and Supporting Documentation

The full list of previous studies reviewed for this EA is found in **Appendix 4**. Of particular importance were the 2012-2016 Public Transit Operations Review – Sault Ste Marie, December 2011, completed by HDR, and the City's Asset Management Facility Condition Assessment, April 2014 completed by Morrison Hershfield Limited.

2018 City of Sault Ste. Marie Transit Route Optimization Study

The 2018 City of Sault Ste. Marie Transit Route optimization study looked at and subsequently discarded or recommended for additional study various options for a downtown terminal. At the time of the study, the existing bus terminal accommodated 8 bus bays and parking for ParaBus and Community Bus vehicles. The proposed and subsequently adopted route network reduced the number of bus bays to seven. Given the one-way road network and the area adjacent to the existing Dennis Street terminal being designated as parking for the Essar (now changed to the GFL Memorial Gardens) Centre, bus operators were forced to travel around the block to position themselves for their next trip.

The study team assessed the need for the existing terminal given the new route network proposed and whether the City should continue to maintain, expand, or relocate the bus terminal. The following options were assessed:

- On street parking along Queen Street,
- On street parking along Bay Street,
- Provide a bus terminal/transfer station at the Transit Centre located at 111 Huron Street,
- Maintain existing downtown terminal.

The opinion of Transit Consulting Network was that a central downtown bus terminal was required at that time and more so in the future, primarily because Sault Transit operates a radial route network where bus transfers are co-ordinated. Where the terminal is located within the downtown is flexible.

Further, with the implementation of the proposed route structure within the report any future bus terminal location would likely be impacted by the findings of the Transportation Master Plan study underway at the time of this study since it would be addressing traffic circulation within the downtown. The impact of the Agawa Canyon Tour Train station relocation would also have an impact on potential land availability and amenities that could be accommodated. Notwithstanding the aforementioned, the report indicated that if the desire was to eliminate \$100,000 from the transit budget attributed to maintaining the existing bus terminal and to sell off the property, this could be done. It was the authors opinion however, that in the long-term, the need for a central terminal would not diminish and may, in fact, need to be expanded.

At the time of this study it was recommended that the bus terminal continue to operate until an alternate location was secured that offers comparable amenities such as heated waiting areas, washroom facilities (at least nearby), bike storage, security features, and passenger information.

Excerpt from the 2018 Transit Route Optimization Study,

“The existing bus terminal at Dennis Street and Queen Street is in a prime downtown location, from the perspective of being central to transit customers, destinations and residential development, and it is a relative midpoint for routes traveling East and West. The terminal building provides a comfortable and secure waiting area with public washrooms and transit kiosk available.

One of the objectives of the Transit Route Optimization Study was to determine if the downtown terminal bus capacity would be reduced through redesigning of the route network to a point that the terminal would not be required. Although the number of bus routes in the proposed route network are less (7 versus 8 routes at the downtown terminal), a downtown transfer area with some terminal amenities would still be required. There is also a need to accommodate community buses and parabus, which also serve the terminal.

The consulting team was advised that repairs were needed to the existing terminal. The need for between \$47,000 and \$61,000 in repairs were required, primarily to undertake roof repairs. On an annual basis, the terminal operating costs approximate \$100,000 for security, utilities, staffing, and maintenance. This is considered normal, representing 1.25% of the annual transit operating budget.

As a cost cutting measure, the terminal could be sold, and buses accommodated at one of the alternative sites discussed bearing in mind that construction costs for an alternative location would be incurred. Given the need to modify routes in 2018, it would make more sense to revisit the topic after the new services have been in place.

The transit facility at 111 Huron Street, has sufficient land available to accommodate the seven proposed bus routes and has the advantage of access to Sault Transit staff for customer service inquiries. The site is secure and would only require municipal building approvals, however, the additional distances to the proposed Westside routes would result in route modifications being

required. Although a bus terminal location as close as possible to the downtown is preferred from a transit customer perspective, the 111 Huron Street option could be considered further if the city elects to sell off the existing terminal for financial purposes.”

2017 Transit Relocation Feasibility Study – Class EA

Recognizing the shortcomings of the existing Transit and Public Works facilities on Sackville Road, as well as the significant expenditures that would be required to modernize and restore them to an adequate functionality and safety standard, the City undertook a Feasibility Study to consider the possibility of integrating the Sault Transit facilities with the Public Works site. Such integration had the potential to offer synergies in the operation of the respective facilities and cost savings.

The results of the 2017 Transit Relocation Feasibility Study determined that the preferred solution was to provide the necessary upgrades and additions to both 111 Huron Street and 128 Sackville Road and to not relocate the transit maintenance facilities located at 111 Huron Street to the Public Works and Transportation center on Sackville Road. Cost estimates to relocate 111 Huron Street to Sackville Road varied from \$36 million to \$60 million depending on the alternative.

2012-2016 Public Transit Operations Review

The Operations Review considered all aspects of Public Transit in Sault Ste Marie. With regard to the current bus maintenance garage, the report states:

“The Transit garage facility on Huron Street was built in 1981 and is in need of costly major repairs and upgrades. Given the aforementioned, capital improvements will need to be set aside for a new roof, new fuel storage tanks, additional hoists, additional office space, and other improvements. In addition, the southerly garage location on Huron Street is not central, which results in added travel times for buses travelling to and from the garage when beginning and ending service; this adds to costly “deadhead” time.

The City’s Asset Management Facility Condition Assessment

In 2013 the City undertook an assessment of all municipally owned buildings in order to identify future maintenance needs and recommended capital spending. Each building was assessed, and a 25-year capital plan provided. The assessments provided for both 111 Huron Street and the Dennis Street terminal buildings are summarized below:

Transit Bus Depot 111 Huron Street

The 44,000 sq. ft. bus garage was constructed in 1981. The report describes it as being in fair condition, but several replacement and restoration projects have been deferred such that the overall condition is deteriorating. A list of capital spending recommendations was provided, totalling approximately \$896,333, to be expended over the years 2013 to 2015.

Reference **Appendix 5** for a copy of the Transit Asset Management Plan.

Terminal Location at 160 Queen St. (corner with Dennis St.)

The existing terminal, constructed in 1983, is a single-story wood-framed and masonry building. The building has a floor area of 2,200 sq.ft and has been identified as in fair condition but several replacement and restoration projects have been deferred and require immediate attention to avoid further deterioration. Identified capital investments include roof replacement, HVAC upgrades and sidewalk and site surface works reconstruction.

The 2018 report concluded that approximately \$377,000 in maintenance and repairs would be required over the next 5 years to ensure a minimally operational facility. The estimated cost to renovate the existing building to address the problem/opportunity to be \$272,000.

Reference **Appendix 5** for a copy of the Transit Asset Management Plan.

City of Sault Ste. Marie Council Reports (Various)

RE: February 21 2005, SSM Sports and Entertainment Centre – Parking Solution

The above noted report prepared for the February 21st, 2005 council meeting recommended “That a new Transit terminal be constructed within the existing Transit building at Queen and Huron Streets at an estimated cost of \$490,000.” This Council report was prepared by the CAO with the support of the Planning Director and full support of the Sports & Entertainment Centre Steering Committee with respect to the provision of adequate parking for the facility. The report further states, “Discussions were also held at a staff level between those involved in the arena project and those responsible for public transit operations to determine whether or not the City-owned bus terminal property might be considered as well. As a result of this review, Transit staff have concluded that the relocation of the terminal operations into the existing garage/office operations at Queen and Huron Streets, would be a good move operationally. This would consolidate the two operations into one, thereby saving annual operating costs and providing a better level of service to the public that use the transit system. As a matter of fact, at the suggestion of Councillor Steve Butland, a survey of the usage of the terminal by passengers was conducted and the results are contained in a report from Don Scott, Manager of Transit. Councillor Butland's memo in this regard is attached.”

A copy of this Council Report is provided in **Appendix 10**.

RE: April 9 2018, Route Optimization

April 9 2018 Route Optimization report requests Council's approval to implement the changes as per the Transit Route Optimization Study as noted above. A recommendation within the report was to explore the possibility of relocating the Terminal to 111 Huron Street.

RE: April 9 2018, Transit Relocation

This second April 9 2018 report to Council presented the results of the Environmental Assessment completed by TULLOCH Engineering recommending against the integration of the 111 Huron Street Transit Facility with the Public Works Facility on Sackville Road.

RE: June 29 2020 Dennis St. Terminal Relocation

This Council report seeks Council's approval to conduct an open house for public consultation to focus on the closing of the Dennis Street Terminal and proposed relocation to 111 Huron Street.

RE: September 14 2020 Request for Proposals – Terminal Relocation EA

This Council report seeks approval to retain TULLOCH Engineering to provide professional services for the completion of a Class Environmental Assessment for the relocation of the Terminal to 111 Huron Street.

2.3 Public Consultation*2.3.1 Publication Notice – Notice of Study Commencement*

In order to notify affected/interested residents of the study, a Notice of Study Commencement was published in the Sault Star, provided to local online news agencies, placed on the City's web page, posted within the terminal building and a copy was posted on buses. A direct mailing was provided to addresses within 500m of 111 Huron Street. In addition, notices were mailed (and faxed and emailed as appropriate) to other parties with potential interest: Garden River First Nation, Batchewana First Nation, Métis Nation of Ontario, Sault Ste Marie Region Conservation Authority, EA Coordinator Ministry of the Environment Conservation and Parks, and City Councillors.

2.3.2 Public Consultations and Feedback

Two public information sessions were held virtually to present the problem/opportunity statement, information on the study, the proposed relocation alternative and to gather public feedback. Results of the data gathered to date, including but not limited to ridership data, safety concerns, accessibility concerns, terminal oversight concerns, traffic studies, site layout and economic project funding information was presented to the public.

Eighty-one (81) members of the community attended the two virtual information sessions including but not limited to transit users, business owners, City Councillors and members of various agency stakeholders. Various agency stakeholders included but were not limited to the Downtown Business Association, Station Mall Merchants Association and Algoma Public Health.

Following the presentations, the public had the opportunity to provide comments and concerns. Recognizing the limited venue an on-line information session can provide for feedback, participants were encouraged to contact the presenter or the City directly following the meeting.

The public and Transit staff further had the opportunity to provide comments and concerns through email, telephone or by contacting the consultant. A detailed listing and record of the concerns was compiled.

Based on feedback obtained from the public outreach campaign, data gaps were identified and subsequently addressed. Examples included direct outreach to the Sault Greyhound organization, a request for crime data pertaining to downtown and the preparation and implementation of a transit user ridership survey. The survey of transit users was conducted over a three-day period at the Dennis Street terminal. The results of the survey are detailed below.

As a key stakeholder in the study, City staff and the consultant met with the Downtown Association (DTA) directly to discuss the project. Prior to the meeting the DTA attempted to survey their membership to gauge their opinion. Due to a low response rate, the DTA deemed the survey inconclusive. Accordingly, the results of this survey were not shared with the study team prior to the public information sessions, nor were they subsequently used in this assessment. Following the stakeholder meeting, the DTA initiated a second survey of their membership. The second survey also garnered a low turn out with less than 25% of the membership responding. The results of this second survey are presented in section 2.3.3.

2.3.3 Public Survey Results and Summary of Public Concerns

Ridership Survey

On February 22nd - 24th, 2021 TULLOCH Engineering conducted an in-person survey of transit users at the existing Terminal. An array of questions gauging transit user's knowledge of the project, knowledge of the future initiatives of the City, and opinion of the potential of relocating the terminal were posed. Approximately 80 people participated in the survey.

Participants were asked which transit routes they traditionally mainly use. Responses were generally evenly distributed amongst all the routes, with a high of 21% of respondents indicating regular use of the Eastside bus route to 9% of respondents using the North Street Bus. The responses received validated the survey by ensuring all transit users and routes were representatively surveyed.

Of particular importance was the question, "Are you aware that starting Spring/Early Summer there will be a second dedicated transfer point at Sault College?". Of the 81 responses, 65%

were unaware that a second transfer hub was being activated. A second transfer hub will provide the ability for riders to transfer routes in the north central part of the City thus potentially reducing their trip length by not having to travel to the downtown. Since this survey City staff have completed a advertising campaign to communicate the changes in advance of the launch date of May 3, 2021 for the Northern Transfer Point on Northern Avenue on the Sault College Campus.

For 37% of the 79 respondents, “Is your usual destination in the Downtown Core?” the answer was no. Per the previous question, the Sault College Transfer Hub is expected to reduce trip duration for these users. Further, albeit unquantifiable, the ability for users to transfer routes uptown could have the effect of reducing trip duration for those traveling to a downtown destination. It may also be concluded that with the implementation of the Sault College Transfer Hub, a decrease in ridership to the downtown Terminal can be expected.

58% of 84 respondents indicated that when visiting the Station Mall, they are inclined to get off the bus at the Terminal and walk to the mall, 30% indicated that their normal route went directly to the mall and the remaining 12% would transfer buses at the terminal and ride to the mall. Similarly, 55% of respondents indicated that when visiting downtown businesses and/or amenities they get off at the nearest stop whereas 43% indicated that they get off at the Terminal and walk to their destination. A reasonable assumption is that the Station Mall is the primary destination of many who visit the downtown, however, no correlation can be inferred between these two questions.

Perhaps the most impactful question posed in the survey is “To what extent would moving the Terminal to 111 Huron Street impact you?” Sixty-nine percent indicated it would have little to no impact on them, 15% said the move would somewhat impact them, 11% indicated that it would create hardship and 5% indicated that they would not take the bus anymore. Comparatively, 69% of respondents indicated they would not avoid the downtown if the terminal were moved to Huron Street.

A few key themes from the responses can be inferred. First, the transit users are largely unaware of the transfer hub at Sault College that is soon to become operational and of its potential benefits in improving trip convenience and decreasing travel time. The second being that the large majority of transit users recognize that a relocation of the terminal would result in a change in their regular transit routine but do not foresee an inconvenience to any large extent. A third and serious

Key Considerations:

Initiate a public outreach and education program of the upcoming Sault College Transfer Hub.

Maintain to the greatest extent feasible the number of transit routes through the Queen Street and Dennis Street intersection.

consideration must be to maintain as many existing routes through the area of Queen Street and Dennis Street as possible to maintain convenience and service levels to the Station Mall and businesses in the immediate area of the terminal.

Downtown Business Association Survey

The second survey conducted by the Downtown Business Association of their 189 members concluded with 44 businesses participating (23.3% response rate). The results as provided by the Association are as follows:

“Two recurring themes based on the feedback (Appendix A) are that the terminal should remain downtown as it is a central location for the City, we don’t need another empty lot; and that customers and employees use the terminal to catch bus and or ride pickup from and to their place of business.

At the Downtown Association we strive to address our members concerns, and while the feedback we received leans towards the negative, there are also the members who did not participate that we must represent as well. While not taking a stance on either end we are looking to contribute to the discussion. We also agree that a transit hub in the downtown adds to the vibrancy of the area and by moving it outside the core we are adding another empty lot to a downtown that is working towards bringing more life to the area. We would like to see plans for the use of the space that will be left behind.

Further to our original submission, no visual or actual data has been produced to ease the minds of the public regarding the post build out routing or proposed additional stops and shelters that have been discussed at consultations. Without addressing these concerns, it is difficult to take a stance of support or opposition, but we appreciate that the City has been open to feedback about the project. It would be nice if there were concrete responses to some of

Key Considerations:

Based on a limited response rate, the data suggests a strong desire from downtown merchants to maintain the terminal in its present location due to potential negative impacts to their businesses and/or organizations.

If relocation is to be recommended, provide future route information and ensure additional stops and shelters are added.

If relocation is to be recommended, maintain to the greatest extent feasible the number of transit routes through or very near to the Queen Street and Dennis Street intersection.

Provide a plan for the Dennis Street Terminal site should the terminal be relocated to 111 Huron Street.

these issues that this move brings to not just the downtown but the people who work and visit there as well."

Summary Public Concerns

As provided in section 2.3.2, the public outreach campaign was extensive. Eighty-one (81) persons attended one or both of the virtual public information sessions. Comments and concerns were noted following the presentation and were also received via email and telephone up to the date of the provision of this report. The comments and concerns received have been consolidated by topic and are summarized herein.

Noise

Two specific comments with respect to noise were received. The first was a concern raised by a business owner in the area of 111 Huron Street and the potential impact of additional noise at 111 Huron Street to the business operations within his property. The second comment was shared by a resident of Dennis Street who indicated support for moving the terminal due to the proximity of her residence and those of her neighbour's. Noise and aesthetics are discussed in Section 2.11.

Traffic

Both the capacity of Huron Street and its intersection with Bay Street were questioned by a member of the public. As part of the EA process, a traffic study was completed by a traffic consultant and is referenced elsewhere in this report in Section 2.7.

Emissions and Reducing Greenhouse Gas Emissions

The emissions generated by idling buses and the desire to reduce greenhouse gas emissions (GHG's) was raised by a public organization and members of the public. Please reference Section 2.10 for a discussion of GHG's.

Impact to Downtown Businesses

The large majority of comments received pertained to the potential loss of business and reduction in the vibrancy of the downtown that the re-location of the Transit Terminal could bring. A number of local merchants, business owners and organizations (including but not limited to local merchants, the Soo Greyhound organization, the Downtown Business Association and the Station Mall Merchants Association) raised concerns that any move of the terminal would result in a loss of business and/or negative impacts to their establishment or those that they represent.

Follow-up discussions were held in most situations in an attempt to address the concerns raised. Some of these were successful, however some concerns remain unresolved. Socio Economic Impacts are discussed in Section 2.5.

Reduced Service Levels

Limited feedback and concerns from a ridership perspective were provided with respect to reduced levels of service. One resident in particular was concerned with the ease at which she had access to the terminal (she resided near the Dennis Street Terminal) and the ease of access to all routes that the Dennis Street terminal afforded her. Service Levels are discussed in Section 2.5.1.

Increasing Crime Levels

A business owner near 111 Huron Street expressed his concern with respect to the current crime rates in the area and the potential of additional crime associated with the relocation of the Terminal and its impact on his business. This issue is discussed further in Section 2.5.2.

2.4 Discussion of Alternatives, Impacts and Mitigation Measures

2.4.1 Economic Environment

A Federal Transit infrastructure funding announcement at the Sault Transit bus garage on April 8, 2016 indicated that approximately \$3.4 billion has been made available to municipalities for transit related projects through the federal government's Public Transit Infrastructure Fund (PTIF), with \$1.5 billion allocated to Ontario municipalities. Infrastructure Canada's website indicated "this funding is intended to help accelerate municipal investments to support the rehabilitation of transit systems, new capital projects, and planning and studies for future transit expansion."

It also noted that "eligible investment areas are targeted at meeting immediate public transit priorities that will strengthen communities and grow the economy. Eligible investments include capital projects for the rehabilitation, optimization and modernization of public transit infrastructure, or that improve the efficiency, accessibility and/or safety of public transit infrastructure (including maintenance and storage facilities)"

On March 14th, 2018, Ontario signed an Integrated Bilateral Agreement with the federal government for \$11.8 billion in federal funding under the Investing in Canada Infrastructure Program (ICIP), with \$8.3 billion allocated to Public Transit. The bilateral agreement includes provincial contributions totalling \$7.3 billion supporting transit projects.

The City of Sault Ste. Marie has been allocated \$43,354,392 over eight years (2019-2026) with the City share being \$11,610,622 under the ICIP program. This presents the City with the opportunity to reinvest in Transit Infrastructure and address a number of operational deficiencies and needs.

As part of the three-year investment plan authorized at the May 21, 2019 Council meeting, it was identified that the downtown terminal would be relocated at an estimated cost of \$2 million (with the City share being \$533,000 after ICIP contributions from both the Provincial and Federal

Government). The balance of funding for any recommended improvements to Transit would need to be provided by the City. The City also has the ability to debt finance through the issuance of debentures.

Approximately \$377,000 in maintenance and repairs to the Dennis Street Terminal are required over the next 5 years to ensure an operational facility and it is estimated that the cost to renovate the existing building to address the problem/opportunity to be a minimum of \$295,000 (2020 estimate) with a combined total of \$672,000. Under the ICIP program, approximately \$491,000 would be recoverable with the City's share being \$181,000.

On an annual basis, the Dennis Street Terminal operating costs approximate \$113,114 (2020) for security, utilities, staffing, and maintenance. This is considered nominal, representing approximately 1.25% of the annual transit operating budget. Elimination of the Dennis Street Terminal would result in the reduction of a portion of the ongoing maintenance and repair costs associated with the Dennis Street Terminal. The estimated operational savings (i.e. security and cleaning) and capital cost reductions for 2021 is estimated to be \$30,000 and \$75,000 respectively for a combined estimated savings totalling \$105,000.

The capital costs associated with renovating the Maintenance and Administration Facility at 111 Huron Street total approximately \$2,000,000 of which \$1,460,000 is recoverable through the ICIP funding program and the City's share would thus be \$540,000. The required renovations and site alterations build upon the significant recent investments at the 111 Huron St. location totaling \$1.1 million, including,

- i. A new roof at \$916,439 million, which supports future Solar Panel Infrastructure.
- ii. LED lighting upgrades: \$78,750
- iii. Garage Door Replacement \$50,835
- iv. HVAC Improvements \$45,792

On the basis that the City's share of renovating the 111 Huron Street Site being \$540,000, which would result in an annual operating cost savings of \$113,114 and a reduction in capital upgrade costs to the Dennis Street Terminal of \$75,000 per year, the relocation of the terminal to 111 Huron Street would return the City's investment within 5 years.

Additional revenue could be realized should the City elect to move the terminal to 111 Huron Street and sell off the existing Dennis Street property.

Key Consideration:

The City has previously approved up to \$2 Million to relocate the Downtown Terminal with the City share being \$540,000 after Provincial and Federal government contributions through the ICIP program.

Relocating the terminal to 111 Huron Street is expected to reduce Annual Operating and Capital costs by approximately \$105,000 per year.

A negligible increase in maintenance costs to 111 Huron Street would be incurred.

An approximate 5-year return on the City investment would be achieved should the terminal be relocated to 111 Huron Street, which excludes any potential revenue from a possible divestiture of the Queen/Dennis Street Terminal if this is determined to be an appropriate course of action for the asset.

Repair, maintenance, and renovation costs to the existing Dennis Street terminal to achieve operational functionality total \$671,500, the City's share being approximately \$181,000.

2.4.2 Natural Environment

TULLOCH Environmental, a division of TULLOCH Engineering (TULLOCH), has completed a Natural Heritage Review for both study areas. (The report can be found in **Appendix 6**). It outlines the results of a natural heritage desktop review, on-site habitat assessments, assessments of potential impacts of the relocation options, and recommends mitigation methods to address potential impacts. The report should be reviewed, and recommended mitigation methods followed if construction activity is proposed on the 111 Huron Street site.

Key Consideration:

Recommended environmental impact mitigation methods should be followed if construction activity is proposed on the 111 Huron Street site.

2.4.3 Socio Economic Environment

Transit Service Levels

Of utmost importance to the City of Sault Ste. Marie is to ensure there is no decrease in transit service levels. As noted previously, The Northern Transfer Point was launched May 3, 2021. The intended effect of this transfer hub is to provide most transit users (5 of 7 routes) an alternate location to transfer routes without the need to travel to the downtown, therefore reducing trip duration and increasing convenience.

As a result of the implementation of the Sault College Transfer Hub, it is anticipated a decrease in ridership to the downtown terminal can be expected. Per the ridership survey conducted as part of this study, nearly 40% of transit users normal destination is not downtown. Granted however, this does not necessarily imply that the downtown terminal would see a reduction of 40% of users transferring at the Dennis Street terminal. The reduction of transit users transferring routes at the downtown hub (regardless of location) cannot be ascertained without further ridership data. With the implementation of a passenger counter system which could collect user data such as trip start and end locations, trip duration, destinations etc., the City could analyse and use this data to improve routes, stop locations and continuously monitor the usage statistics and adjust as needed to adapt with changes in usage patterns.

For the 43% of surveyed transit users that indicated (when their destination was downtown), their usual routine was to get off the bus at the Dennis Street terminal and walk to their destination, some of these users would experience a change. However, if routes can be maintained to traverse past the existing terminal location and with a bus stop at this location, there should be no change to the users' route departure point and trip duration. Thus, to mitigate departure locations and trip durations should the terminal be moved to 111 Huron Street, routes should be designed or maintained to traverse past or near to the existing terminal location to the greatest extent operationally efficient including a sheltered stop on Queen Street adjacent to the existing terminal location. Further, due to possible re-routing, all stops in the downtown core west of Bruce Street should be reviewed to ensure maximum operational coverage is achieved.

As noted in previous Council reports and in accordance with the City's Zoning By-law, parking in the rear of the Dennis Street terminal is required for the GFL Centre. This severely limits expansion opportunities for transit at this location. Further, with the requirement for parking at the rear of this building, this may further impact the repurposing of this site should the terminal be moved to 111 Huron Street. The City should initiate a strategic review for the repurposing of the site or divestiture of the asset should relocation of the terminal occur.

For patrons using transit to attend events at the GFL Centre, consideration should be provided to extending the available time for patrons to have access to the main box office

lobby area after an event. This in essence will permit a heated waiting area for those patrons using transit. Furthermore, a review of the location of bus stops on Queen Street west of Bruce Street should occur and complement any changes to routes which may occur as a result of a relocation of the terminal.

In accordance with discussions with City staff, Transit is open to adding additional bus stops or shelters where service demands warrant. Currently 62 stops are located in the greater downtown area and 47 in the immediate core. Continued bus service within the downtown core (26 Buses present every hour) would be maintained.

Key Considerations:

Initiate a study to explore options for the reuse or divestiture of the existing terminal.

Maintain to the greatest extent feasible the number of transit routes through the Queen Street and Dennis Street intersection.

Initiate a study to explore options for the divestiture or reuse of the existing Terminal building/site.

Install passenger counters on each bus to provide key data as to where passengers are getting on and off the bus. The routes should be reviewed and adjusted accordingly utilizing the usage information to continuously improve service delivery to Transit users.

Install a bus stop and shelter on Queen Street adjacent to the existing terminal.

Extend the available time patrons of Sault Greyhound games can wait within the heated area of the GFL Center lobby after games.

Review the location of bus stops on Queen Street west of Bruce Street and relocate/add as deemed appropriate to maintain service levels.

Security, Facility Oversight and Crime

The safety and security of transit users and staff is of utmost importance to The City of Sault Ste. Marie. In 2018, 2019 and 2020 there were 50, 81 and 106 “terminal reports” respectively filed by City staff. The reportable incidents range from the removal of loitering persons to incidents requiring police intervention.

City staff has identified concerns with the lack of facilities and infrastructure (cameras, lighting, etc.) to adequately provide security and facility oversight at the existing terminal. Renovations and upgrades to the existing terminal are possible to address limitations with respect to security infrastructure and staff amenities. The City provides security personnel at the existing terminal in addition to an on-duty inspector who also oversees incidents with “on-bus” operations.

A relocation of the terminal to 111 Huron Street would also require similar upgrades for the addition of security infrastructure. It is anticipated that security personnel would still be required, however, the additional operations and administrative staff at the site is considered beneficial from an oversight and customer assistance perspective. The security personnel would have the added benefit of being able to utilize the staff amenities which exist within the existing building.

As noted in a previous section, a public concern was raised that the relocation of the Terminal would contribute to additional crime in the 111 Huron Street area. The concern cited current on-going issues at the property. In response to this concern, members of the study team contacted the City of Sault Ste. Marie Police Services and were able to obtain the limited data. However, due to privacy matters, and the limitations of data tracking, limited data was provided which was not specific to the Dennis Street Terminal or 111 Huron Street. We do note from the data provided is that the Calls for Service in the downtown (Gore to Pim and from Albert to Bay) was nearly 3.5 times greater then within a 500 metre radius of 111 Huron Street.

2020 has seen a dramatic drop in calls for Police services in both locations, however the proportion of incidents remain relatively the same. It is unknown based on the data we were provided what affects the COVID-19 pandemic has had on these figures. Further, we can draw no conclusion as to the impact that a relocation of the terminal to 111 Huron Street would have on crime rates within the 500m radius identified.

Regardless of the site of the terminal, improved security infrastructure such as improved site lighting, security cameras etc. are required. With respect to the increased terminal oversight 111 Huron Street would provide, this would likely have the positive benefit of discouraging a greater number of “reportable incidents” and, should an incident occur, greater resources would be available to effectively deal with the matter.

Key Consideration:

Greater personal oversight can be provided at the 111 Huron Street location which would have a net benefit on safety and security over that of the Dennis Street Terminal.

Operations and Functionality

Figures SK1 and SK2 in Appendix 3 provide an overview of the interior and exterior layouts of the two alternatives.

The Transit Depot has been at its present location since 1982 and is 44,000 square feet in size. Integrating operations within 111 Huron Street will improve communication amongst management, transit staff and maintenance staff. Mechanics will be available onsite to expedite repairs. In addition, using one location improves efficiencies in terms of travel time for operators on shift change.

As noted on the reference sketches SK1 and SK2, the proposed Huron Street site bus layby area will be approximately 1765 sq.m. as compared to the Dennis Street site with a bus layby area of approximately 821 sq.m. This is approximately 2.15 x larger (or 215%).

The Dennis Street transit terminal building is a single storey wood-framed and masonry building serving as the main station for transit passengers. The building was constructed in 1983 and has a floor area of 204 sq.m (2200 sq. ft). The proposed terminal area within 111 Huron Street would consist of an approximate area of 176 sq.m (1900 sq. ft) and include AODA compliant washrooms, a waiting area and other amenities as determined appropriate during the design phase.

2.4.4 Land Use, Zoning and Official Plan

City of Sault Ste. Marie planning documents were consulted with respect to adherence to the Official Plan, Zoning compliance and compatibility with Downtown initiatives. Both the existing terminal and 111 Huron Street are located within the downtown. The City of Sault Ste. Marie Zoning By-law (2005-150) defines the downtown as,

“The boundaries of Downtown Sault Ste. Marie are described as all properties bounded by or with frontage on:

The north by:

- Wellington Street, including those properties on Bruce Street south of Huron Central Railway

The east by:

- Church Street
- Queen Street
- The easterly property line of the hospital lands

The south by:

- St. Mary's River waterfront

The west by:

- North Street
- Cathcart Street
- Andrew Street
- Albert Street West
- Huron Street

The Dennis Street terminal could be best described as being in the western center of the downtown, whereas 111 Huron Street is situated on the western border of the defined downtown.

TULLOCH Engineering has undertaken a scoped review of the City of Sault Ste. Marie Zoning By-law and has found the following in relation to permitted uses in the M2 zone and the definition/interpretation of the word “adjacent” in relation to Bus Terminal Uses and their adjacency to sensitive receptors (i.e., residences).

M2 Zone Permissions

Zoning By-law 2005-150 (section 14.2.1) allows “Road Transportation and Warehousing” as a permitted use in the M2 zone.

Section 1.81 of the by-law defines “Road Transportation and Warehousing” as including “bus depots” and “Loading, reloading and consolidation centres”. While such terms are not defined, it is my interpretation that these would include permission for a ‘bus terminal’. As such, a bus terminal is permitted in the M2 zone.

Adjacent

The term “Adjacent” was reviewed as it relates to the schedules within the MEA Municipal Class EA to ensure conformance with the selected study process. The City’s Zoning By-law does not define the term “adjacent”. However, section 14.2.2 provides that any structure in the M2 zone must be set back 10m from a residential zone. All other setback provisions are not related to the lot’s ‘adjacency’ to a sensitive land use.

However, policy I.6 in the City’s Official Plan requires the consideration of applicable provincial guidelines in determining setbacks from industrial uses to neighbouring (i.e., adjacent) sensitive uses. Such Guideline (D-6 section 4.1.1) provides for a 70m potential influence area when considering Class I industrial uses in proximity to sensitive uses.

A copy of the review is provided in **Appendix 7**. A copy of the review was further provided to the MECP to aid in their confirmation of the Environmental Assessment process as noted in Sections 1.4 and 1.5.

2.4.5 Vehicular Road Network

The City of Sault Ste. Marie is aware of a number of operational conflicts and challenges with respect to traffic flow and pedestrian conflicts at the Dennis Street Terminal. Due to the rear portion of the site being required and designated as parking for the GFL Centre as required by the City's Zoning By-law, potential modifications to the terminal traffic operations is limited. Additionally, the existing site is restricted in size and would not be able to accommodate a potential increase in the number of buses accessing the site at the same time.

In contrast, the 111 Huron Street site can be designed and configured in such a way to eliminate pedestrian conflict points and will also allow for future expansion. The proposed entrance to the terminal is to the north. Buses would drive into their layby zones and exit in a pull through manner. Exiting of the layby zone would have to occur sequentially. The exit from the site would be located at the wye intersection of Huron Street with Bay Street.

Schedule D of the Official Plan – Transportation, indicates that Queen Street West is an urban collector and Huron Street is an urban arterial road. The Truck Route map in Traffic Bylaw 77-200 indicates that both roads are Class A truck routes, where trucking is permitted 24 hours a day, 7 days a week.

CIMA+ was commissioned by TULLOCH Engineering to provide a traffic operations analysis for the proposed relocation of the Terminal to 111 Huron Street. The analysis was conducted for the two adjacent major intersections and the site entrances.

A copy of the report is provided in **Appendix 8**. In summary, the reports conclusions are as follows:

- From the analysis results, it can be seen that the two major intersections and the two site entrances will operate with overall level of service 'A' or 'B' during both Mid-day peak hour and PM peak hour. With the proposed site developments, the traffic operations are still within an acceptable level of service and reserve capacity. Minimum delay and queuing is indicated at each intersection including the outbound movement from the terminal. The existing and projected traffic volumes are relatively low compared with the capacity of the adjacent one-way street;
- Traffic operations are acceptable with the projected site traffic added onto the road network;
- The existing configuration of the Huron/Bay intersection is somewhat confusing with its ramp-style design.

- Should a redesign of this intersection be considered to a simpler more common T-intersection design, then an average delay of approximately 10 seconds would be inflicted on the SB to EB traffic movement (which currently has no delay).
- Reconfiguration to a normal T-intersection with stop-control would still allow the intersection to operate at a High Level of Service

2.4.6 Utilities

Both sites are adequately serviced with the following utilities:

1. Road, sanitary and storm sewers: City of Sault Ste. Marie
2. Water and electricity: Public Utilities Commission (PUC).
3. Telecommunications: Bell Canada and Shaw Cable.
4. Natural gas: Enbridge Union Gas.

2.4.7 Cultural Environment

Dennis Street Terminal

Archaeological Policy 2 of the Official Plan notes that 'Archaeological assessments may not be required in areas that have been subject to previous intensive and extensive soil disturbance'. Accordingly, the site is extensively developed, and an Archaeological assessment would not be required should upgrades be planned to the site.

111 Huron Street

Land use planning requirements for municipalities in Ontario require an assessment of archaeological site potential according to the Provincial Policy Statement. The City conducted a study in 2011 to identify areas of archaeological potential city wide. As a condition of approval, archaeological assessments are required when a project proposed by a municipality that is subject to the Environmental Assessment process falls within an area of archaeological potential.

Based on the 2011 review and as indicated in Schedule E of the Official Plan, and discussions with the City's Planning Department, it was concluded that an Archaeological Assessment is not required.

"Please accept this correspondence as confirmation that current Official Plan Policies do not require an archeological study in support of this Municipal Project.

Archaeological Policy 2 of the Official Plan notes that 'Archaeological assessments may not be required in areas that have been subject to previous intensive and extensive soil

disturbance' 111 Huron Street has been intensively and extensively disturbed. The current site has been cleared, graded and paved to house the City's bus barns. Prior to this, the site was occupied by a chromium plant, a heavy industrial use that was operated by Algoma Steel."

Key Consideration:

A relocation to 111 Huron Street would reduce GHG's by approximately 406 tonnes over 10 years and would reduce operational costs by approximately \$66,600 per year.

Continue exploring the use of electric buses within the transit fleet.

2.4.8 Air Emissions

In accordance with MECP requirements, Transit operations at 111 Huron Street has a current Environmental Compliance Approval (ECA) in place to cover emissions and discharges related to air and noise. The City has utilized GHD Canada (formerly Conestoga-Rovers & Associates) to obtain and to renew ECA approvals to date.

Wally Beck, from Transit Consulting Network, was previously engaged in 2017 to provide a review of operations and an assessment of the 111 Huron Street site. An assessment of the current facility requirements and functionality is provided in the aforementioned report, along with an analysis of greenhouse gas emissions (GHG's) due to deadheading. The report concludes, based on 2014 fuel consumption (1,016,105 litres) and total distance travelled (1,817,555 km), fuel efficiency was 55.9 litres/100 kilometers of which 15,123 litres was attributed to the 27,054 km of deadheading, or 1.5% of all diesel fuel consumed. Over a 10-year period, 151,230 litres of fuel would be attributed to deadheading. Based on (2014) fuel consumed, the distance travelled at an average of 40 km/hr travel speed, the carbon dioxide emissions are 40,631 kg annually (~41 tonnes) and 406 tonnes over 10 years assuming no growth. It is further estimated that on an annual basis, deadheading equates to 676 hours of service at a cost of approximately \$66,600 per year.

The current deadhead distance represents 1.5% of the total annual distance travelled by the City's buses. A relocation to 111 Huron Street would eliminate these GHG emissions and deadhead costs.

While still a meaningful reduction, a switch to alternative fuels would have a greater impact in reduction of GHG's. To our knowledge, the City is currently exploring the use of electric buses per Council Report dated March 29th, 2021. Electric bus charging infrastructure

could be accommodated at the 111 Huron Street facility. Providing this infrastructure at the Dennis Street Terminal is limited by space constraints and operationally problematic.

2.4.9 Noise

The existing terminal is located adjacent to residential properties. While beneficial to potential transit users in the immediate vicinity, the residential properties are sensitive receptors with the greatest potential exposure to the facilities noise sources due to proximity and direct line-of-sight exposure.

There is very little residential development in close proximity to the transit facility with the exception of residential units to the west of where a former commercial establishment known as Studio 10 was located at the intersection of Hudson Street and Queen Street West. This building was razed by fire in 2019.

Due to the proximity of the apartment building and former commercial establishment, a noise abatement policy exists that prohibits bus idling on the West side of the vehicle Parking Garage. Since buses pull out for service on this side of the building, departures must be completed within 30 minutes. Another noise abatement policy limits the operation of the welding bench exhaust to the period from 7:00 AM to 7:00 PM.

Since the Transit facility has Environmental Compliance Approvals for both noise and air emissions from the site, it is anticipated that any future expansion of the site can be designed to meet MECP requirements related to air and noise discharges and the existing Environmental Compliance Approvals may be required to be amended accordingly. The noise Abatement action plan in place is considered to have little impact on future expansion of the transit facility.

In discussions with the commercial property owner to the south of the Transit facility, the concern of noise was raised. In particular, with the addition of a terminal transfer station and the idling of buses, noise attenuation should be considered. It is noted that the commercial site now accommodates the Agawa Tour Train station, and the existing railway tracks dissect the two properties.

During the design process, whether that be for relocating the terminal or upgrading of the existing site, the installation of noise attenuation barriers/walls should be considered to address the concern of noise created by the buses. This option was viewed favourably by both the objecting property owner adjacent to 111 Huron Street and the resident in the

Key Consideration:

Install noise attenuation barriers/walls at the chosen site.

area of the existing Dennis Street terminal. The noise attenuation barrier would also provide a visual barrier between the proposed terminal area at 111 Huron Street and the property to the south.

2.4.10 Accessibility Standards

In 2005, the Provincial Government passed the Accessibility for Ontarians with Disabilities Act (AODA) to make Ontario accessible by 2025. The City of Sault Ste Marie has committed to meeting the requirements of the Act by acknowledging and addressing the differing accessibility needs of employees, residents and visitors. The City's Accessibility Plan is a multiyear plan outlining the City's approach to being an accessible and inclusive workplace by preventing and removing barriers and fulfilling its obligations under the AODA.

To do this, the City has committed to comply with the AODA Design of Public Spaces Standards (Accessibility Standards for The Built Environment) when undertaking new construction and redevelopment of public spaces, including locations where the public accesses municipal services.

In 2009, based on a recommendation from the Planning Director, City Council adopted the City of London's Facility Accessibility Design Standards (FADS) for the construction of new municipal facilities or additions to existing buildings. These include standards for entrances, ramps, stairs, elevators, washrooms, parking, lighting, etc. These design standards for municipal buildings are intended to address accessibility for staff and visitors alike.

The Terminal Facility on Queen Street was built to the Ontario Building Code in effect at the time, which did not include today's standards for accessibility. Minimal improvements have been added over time where possible, including curb cuts and accessible parking spaces. However, much of the facility is considered inaccessible. Substantial improvements are needed to meet current standards.

The Transit Bus Depot on Huron Street also does not meet today's accessibility standards. Although the offices are on the main floor, narrow doors and access routes, lack of accessible counter space for Transit and Parking clients and inaccessible washrooms are prevalent. Substantial improvements are needed to meet current standards. Renovation costs are estimated to be in the order of \$295,000.

2.5 Comparison of Alternatives

The following table presents a summary comparison of the two alternatives. The alternatives are evaluated by simple comparison against each other on the various merits presented in the preceding sections.

Table A – Summary Comparison of Alternatives

Evaluation Criteria	Alternative #1 Do Nothing	Alternative #2 Integrated Facility	Alternative #3 Stay and Upgrade	Rationale
Economic Environment	This alternative is not considered further since other alternatives are viable to meet the problem/opportunity statement.	Preferred		For the (after funding reimbursement) capital cost of \$540,000 to renovate 111 Huron Street, the City can be expected to realize an annual savings of \$105,000 in capital and operational costs and an annual savings of \$66,000 in “dead-heading” costs.
Natural Environment		<i>No Preference</i>		The Natural Heritage review identified mitigation measures that if followed would adequately address any natural environmental concerns associated with a relocation of the terminal.
Transit Service Levels			Preferred	Transit service levels to the downtown can be adequately maintained with routes altered and stops added to mitigate potential reduced access to businesses. However, the potential reduction of transit user trips to the downtown area due to the new Northern Transfer Point is unknown. There exist two potential social consequences that cannot be measured or mitigated at this time; i) transit users avoiding the downtown core due to loss of convenience the present terminal location offers and, ii) a potential perceived decrease in the social vibrancy of downtown.
Security, Facility Oversight and Crime		Preferred		Greater oversight can be provided at the 111 Huron Street location which would have a net benefit on safety and security over that of the Dennis Street Terminal.
Operations and Functionality		Preferred		Integrating operations within 111 Huron Street will improve communication amongst management, transit staff and maintenance staff. Additionally there is available space to accommodate additional buses and electric bus charging infrastructure at 111 Huron Street.
Land Compatibility		<i>No Preference</i>		Both sites are suitably zoned for their intended use(s).

Evaluation Criteria		Alternative #2 Integrated Facility	Alternative #3 Stay and Upgrade	Rationale
Road Network		Preferred		Potential modifications to reduce conflict points and congestion at the existing terminal are limited. Queen Street is designated as an Urban Collector roadway and Huron Street is designated as an Urban Arterial roadway. A traffic study determined there would be no change to the level of service associated with the relocation of the terminal
Utilities		No Preference		Both sites are adequately serviced to support their functions. See “Operations and Functionality” above with respect to electric bus charging infrastructure.
Cultural		No Preference		Both sites are extensively disturbed and have no archeological potential remaining
Air Emissions		Preferred		A reduction in GHG’s and fuel usage would occur with a relocation to 111 Huron Street.
Noise		Preferred		There would be a reduction in the number of adjacent sensitive noise receptors associated with the relocation of the terminal, and the impact of noise to adjacent properties can be mitigated at 111 Huron Street.
Accessibility		No Preference		Both sites can be renovated to meet current AODA standards

2.6 Selection of the Preferred Alternative

As presented in the preceding table and sections, relocating the terminal to 111 Huron Street addresses the goals within the problem/opportunity statement. Mitigation measures presented in the following section can be implemented to address most of the concerns raised by the public. However, the benefits of relocating the terminal to 111 Huron Street is moderated by both the yet unknown impacts the Sault College Transfer Hub will have on reducing the number of transit users traveling downtown, and the potential social consequence of transit users avoiding the downtown core due to loss of convenience the present terminal location offers.

Some could argue that a reduction in ridership downtown due to the Sault College Hub would not necessarily have an impact to local businesses. The reason being that the downtown is not the destination of the transit user, and there is thus no original reason or desire to patronage the downtown business or amenities. However, the social economic influence that the downtown exerts on a person's decision on where to regularly shop or do business because of the convenience of the downtowns concentrated area of shopping and amenities cannot be established with any degree of certainty.

Referencing the ridership survey conducted during this EA process, and the subset questions, "To what extent would moving the Terminal to 111 Huron Street impact you?" 69% indicated it would have little to no impact on them, 15% said the move would somewhat impact them, and whereas only 11% indicated that this would create hardship and 5% indicated that they would not take the bus anymore. Comparatively per the final question in the survey of "Would you avoid the downtown if the terminal was moved to 111 Huron Street", 69% of respondents indicated they would not. Based on these results, the social economic impact could be notable.

The relocation of the downtown terminal can be expected to reduce transits overall costs by approximately \$105,000 per year in building and operational costs and another \$66,600 per year in fuel and manhour costs due to deadheading. Including the ICIP funding, with the City's share of costs being an estimated \$533,000 this would equate to a less than 5-year return on investment period.

Provided the recommendations in Section 2.6 are implemented, the majority of environmental impacts associated with the relocation of the Dennis Street terminal to 111 Huron Street can be mitigated. The operational and economic benefits justify relocation. However, the potential decrease of both those patronaging the downtown core due to both the Northern Transfer Point being now operational and due to a relocation the terminal would have away from the centre of the downtown cannot be mitigated and should considered as a negative effect in the decision making of council.

The recommended alternative is depicted in **Figure 1 in Appendix 9**.

2.7 Environmental Mitigation Recommendations

In support of the conclusions presented in the previous section, the following recommendations are presented.

1. Initiate a public information campaign educating transit users of the upcoming Sault College Transfer hub. **COMPLETE**
2. Maximize the number and/or maintain the existing bus routes to the greatest extent feasible within the immediate area of the existing Dennis Street Terminal.
3. Initiate a study to explore options for the divestiture or reuse of the existing Terminal site.
4. Install passenger counters on each bus to provide key data as to where passengers are getting on and off the bus. The routes should be reviewed and adjusted accordingly utilizing the usage information per stop to improve service delivery to Transit users. **IN PROGRESS**
5. Install a bus stop and shelter on Queen Street adjacent to the existing terminal.
6. Extend the available time patrons of Sault Greyhound games can wait within the heated area of the GFL Center lobby after games.
7. Review the location of bus stops on Queen Street west of Bruce Street and relocate as deemed appropriate to maintain service levels.
8. Install a noise attenuation barrier along the south property line east of the Algoma Steel property at 111 Huron Street.
9. Continue to advance the possibility of switching to an electric bus fleet to reduce greenhouse gas emissions.

2.8 Conclusion of Class EA Process

The presentation of information and subsequent decision of Council concludes the Schedule A+ Class EA process for this project. This report has been prepared for the information of The City of Sault Ste. Marie's Community Development and Enterprise Services Department to assist in their decision making and recommendation to Council. A Schedule A+ Class EA is exempt from Part II of the Environmental Assessment Act, therefore the decision of council is final and if they so choose, the City may proceed with completion of detailed design and construction of the project.

APPENDIX 1

Figures: Study Areas



PROJECT:

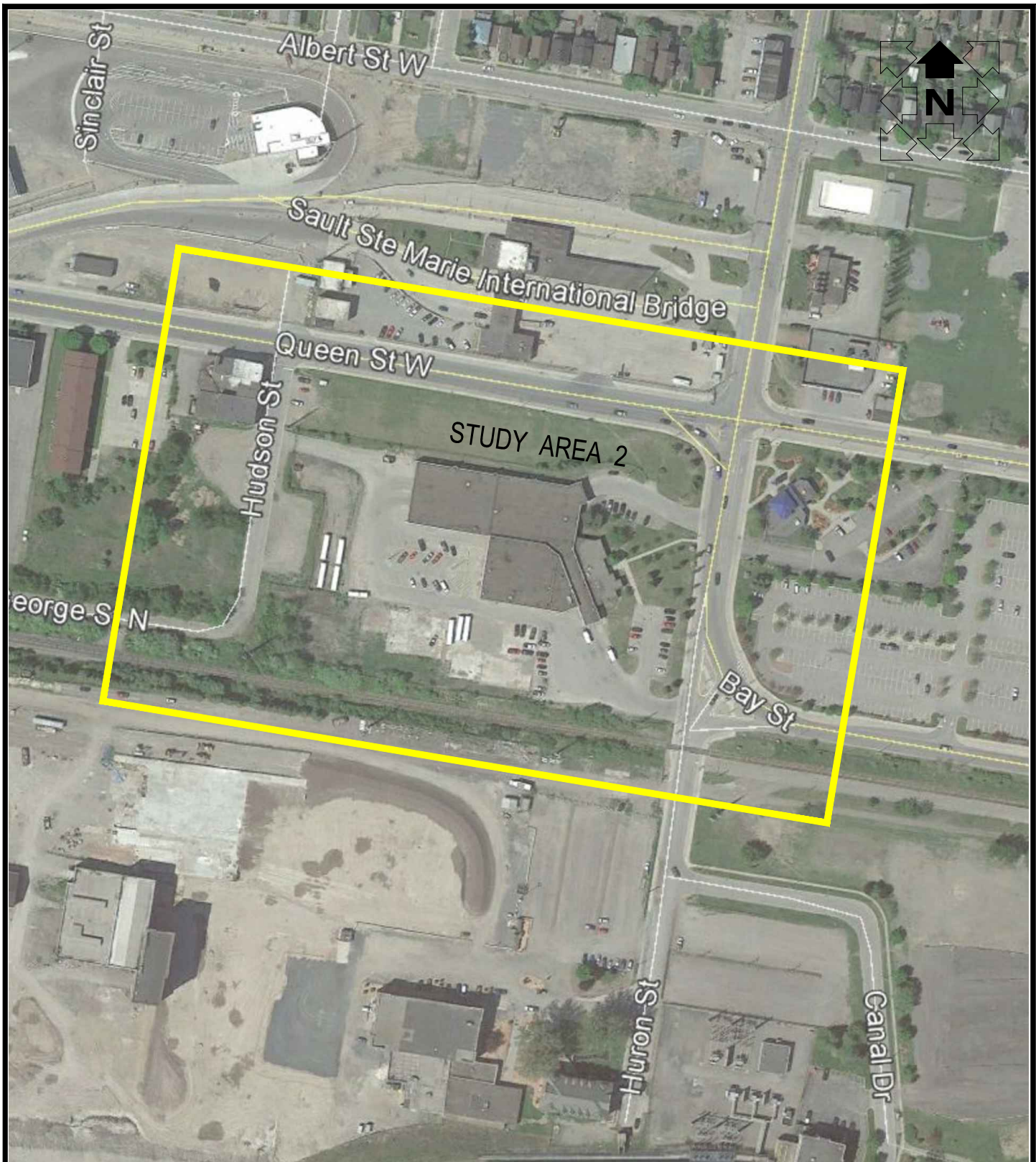
**CITY OF SAULT STE. MARIE
BUS TERMINAL RELOCATION
TRANSIT PROJECT ASSESSMENT PROCESS**



DRAWING:

FIGURE 1
STUDY AREA 1
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PROJECT:

**CITY OF SAULT STE. MARIE
BUS TERMINAL RELOCATION
TRANSIT PROJECT ASSESSMENT PROCESS**



DRAWING:

FIGURE 2
STUDY AREA 2
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KTN		JVM	20-1531
DESIGNED BY:		APPROVED BY:	DRAWING No.
SCALE:		DATE:	REVISION No.
1:2500		FEB. 3, 2021	
Fig 2			0

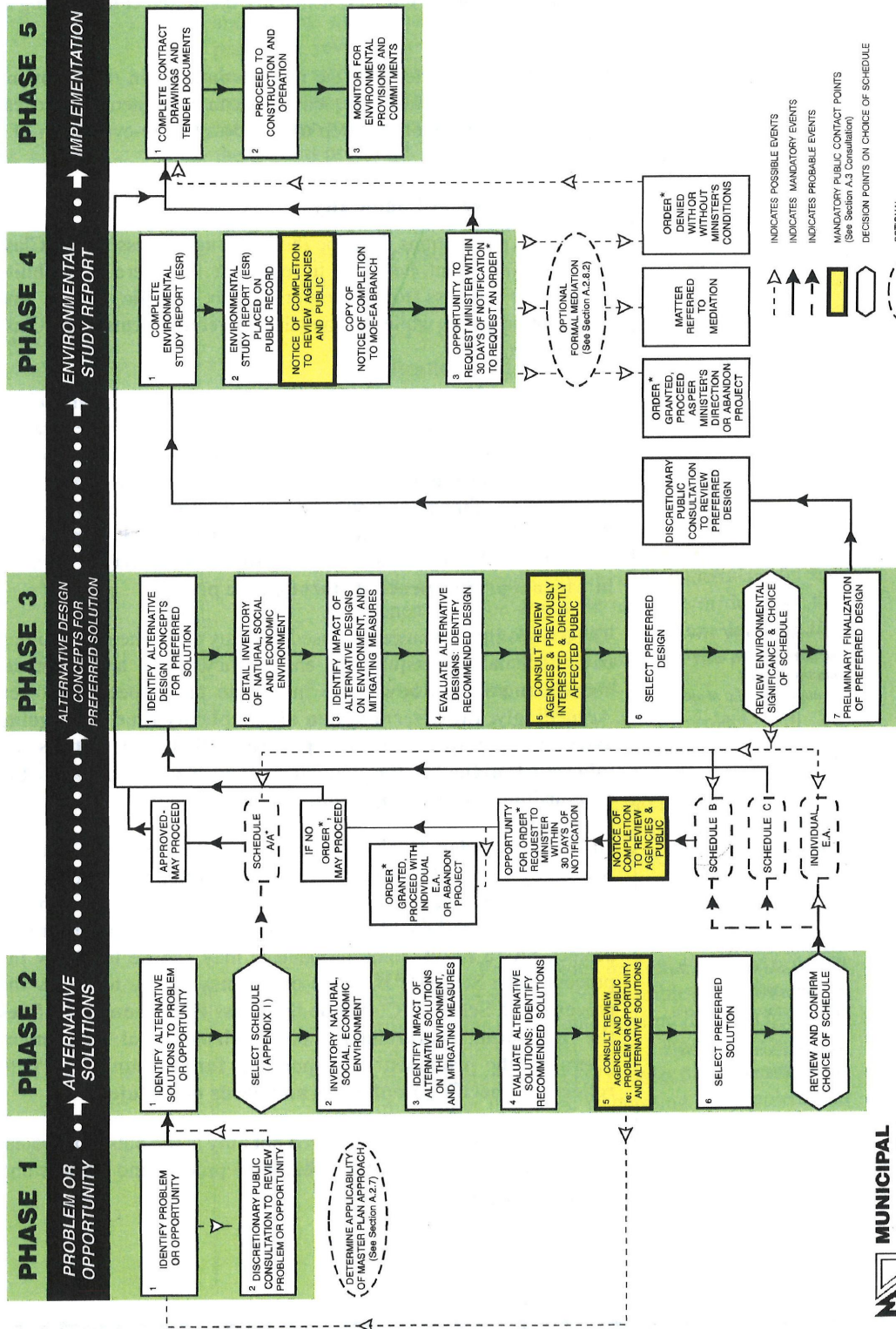
APPENDIX 2

Municipal Engineers Class EA Planning and Design Process Flowchart

EXHIBIT A.2

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



PROJECT:

CITY OF SAULT STE. MARIE TERMINAL RELOCATION CLASS ENVIRONMENTAL ASSESSMENT

DRAWING:

MUNICIPAL CLASS EA PLANNING & DESIGN PROCESS

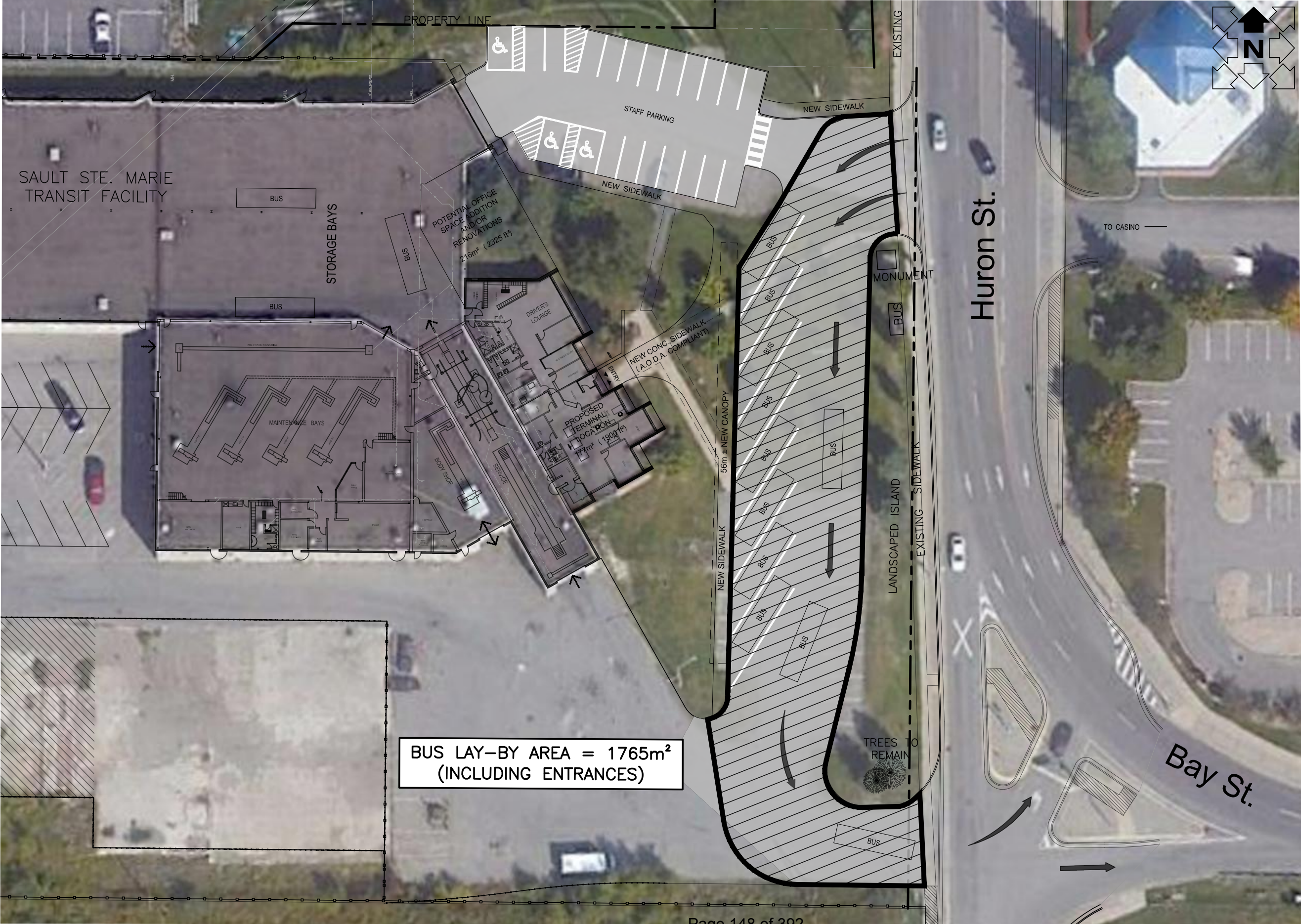
Page 146 of 392

0	MAR 22, 2021	JVM	ISSUED FOR REPORT
No.	DATE	BY	ISSUES / REVISIONS
DRAWN BY:	DESIGNED BY:	CHECKED BY:	APPROVED BY:
KTN		JVM	
SCALE:	DATE:	PROJECT No.:	DRAWING No.
N.T.S.	MAR. 22, 2021	20-1531	EA1
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APPENDIX 3

Study Alternatives (Figures Sk1 and Sk2)



PROJECT:

**CITY OF SAULT STE. MARIE
BUS TERMINAL RELOCATION
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**



DRAWING:

**PROPOSED
HURON STREET LOCATION**



ENGINEER'S SEAL

1	MAR. 22, 2021	KTN	ISSUED FOR REPORT	
0	FEB. 4, 2021	KTN	ISSUED FOR COUNCIL MEETING	
No.	DATE	BY	ISSUES / REVISIONS	
DRAWN BY:		CHECKED BY:	PROJECT No.:	
KTN			20-1531	
DESIGNED BY:		APPROVED BY:	DRAWING No.	
		JVM	REVISION No.	
SCALE:		DATE:	1	
1:500		FEB. 4, 2021	Sk1	



BUS LAY-BY AREA = 821m²
(INCLUDING ENTRANCES)

PROJECT:

CITY OF SAULT STE. MARIE

BUS TERMINAL RELOCATION

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT



DRAWING:

EXISTING

DENNIS STREET LOCATION



ENGINEER'S SEAL

1	MAR. 22, 2021	KTN	ISSUED FOR REPORT
0	FEB. 4, 2021	KTN	ISSUED FOR COUNCIL MEETING
No.	DATE	BY	ISSUES / REVISIONS
DRAWN BY:		CHECKED BY:	PROJECT No. :
KTN		JVM	20-1531
DESIGNED BY:		APPROVED BY:	DRAWING No.
SCALE:		DATE:	REVISION No.
1:500		FEB. 4, 2021	Sk2 1

APPENDIX 4

Listing of Previous Studies, Report and References

General Reports

1. The Corporation of the City of Sault Ste Marie Asset Management Facility Condition Assessment; April 2014, Morrison Hershfield Ltd.
2. Great Northern Road Corridor Traffic Capacity Improvements; Environmental Study Report, February 2012; Kresin Engineering Corporation.
3. Trans Canada Trail Route Investigation: Sault Ste Marie Cycling Design Study, July 2014, Marshall Macklin Monaghan Limited (MMM) MMM Group
4. City of Sault Ste Marie Official Plan 1996, Amended 2003, City website November 2012
5. Geotechnical Study, City of Sault Ste Marie; The Trow Group, January 1977
6. Municipal Engineers Association: Municipal Class Environmental Assessment, October 2000, as amended in 2007 and 2011.
7. Infrastructure Canada/Public Transit www.infrastructure.gc.ca
8. Transportation Master Plan, January 2015, HDR Inc.

Transit Reports

9. 2012 – 2016 Public Transit Operations Review – Sault Ste. Marie, December 2011, HDR.
10. Comprehensive Transit Operational Review of Existing Services with Ridership Growth Plan and Asset Management Plan, March 2006; iTRANS Consulting Inc.
11. Acoustic Assessment Report, Transit Services Centre, Sault Ste. Marie – June 2009, Conestoga-Rovers & Associates.
12. Roof Condition Report, Transit Facility – April 2007; M.R. Wright & Associates Co. Ltd.
13. Administrative Plan 1992-96 – Sault Ste. Marie Transit, December 1991, IBI Group.
14. Service Plan 1992 - 96, Sault Ste. Marie Transit – December 1991, IBI Group.
15. Sault Ste Marie Transit Maintenance Facility Drawings, February 1981, DelCan Deleuw Cather Canada Ltd.
16. City of Sault Ste. Marie Transit Route Optimization Study, 2018, Transit Consulting Network.
17. Transit Relocation Feasibility Study – Class EA, 2017, TULLOCH Engineering.
18. City of Sault Ste. Marie Council Reports – Various.

APPENDIX 5

Transit Asset Management Plan

A16: Transit Bus Depot, 111 Huron Street

PROPERTY DESCRIPTION

The transit bus depot is a single-storey maintenance and storage garage as well as offices for Sault Ste. Marie Transit. The building has a steel frame clad with a combination of precast concrete, brick masonry and metal cladding. The building was constructed in about 1981.

(See Photo A0)

GFA: 44,000

REPORT OVERVIEW

The building is in fair condition, but several replacement and restoration projects have been deferred such that the overall condition is deteriorating.

We identified Priority 1 - Immediate expenditures totaling \$5,000 as follows:

- Replace and relocate transformer in bus wash bay

We identified capital recommendations of approximately \$896,333 over the next three years:

- Continue repairs in concrete floors at bus hoist frames
- Replace sealant joints at the exterior
- Replace all overhead doors
- Begin a phased program of roof replacements
- Replace make-up air unit at the body shop
- Replace older make-up air units at the storage garage
- Replace electrical transformers
- Convert all interior, exterior and site lighting to LED fixtures
- Repair sprinkler and fire protection systems as needed
- Resurface parking lot for office staff

PROJECT TEAM

The visual reviews were completed on Wednesday May 22, 2013 by Daniel Martis, P.Eng., as a generalist reviewer. During our review of the building, we were accompanied by Mr. Bob Camirand, who provided access to a sampling of representative areas of the facility, as requested.

Ms. Nina Chau, P.Eng., and Mr. Ken Alexander, CET, of Morrison Hershfield reviewed the report for technical content and for compliance with the contract requirements.

REFERENCE DOCUMENTS/INFORMATION

We reviewed the following documents and selected drawings for general background and to inform ourselves about the layout and intended construction:

- Partial Set of Architectural Drawings, by Delcan Corporation, dated January 1981. Some drawings were illegible
- Partial Set of Structural Drawings, by Delcan Corporation, dated January 1981.
- Partial Set of Mechanical Drawings, by Delcan Corporation, dated January 1981.
- Partial Set of Electrical Drawings, by Delcan Corporation, dated January 1981.
- Plumbing Drawings P1 to P5, by Delcan Corporation, dated February 1981.

Process Piping Drawings PP1 to PP5, by Delcan Corporation, dated February 1981.

This report should be reviewed in conjunction with the Objectives, Terms of Reference, Limitations, and Methodology described in the main body of the report.

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario

Row	COMPONENT		CONDITION ASSESSMENT			RECOMMENDATION			LIFECYCLE DATA				Recommended Budget in 2013 Dollars
	ID	Location / Type	Description & History	Condition	Actual or Estimated Year of Acquisition	Recommendation	Type	Priority	Age in 2013	Typical Life Cycle or Repair Cycle	Remaining Life / Time to Major Repairs	Years Over Which Project is Phased	
1	STRUCTURE												
2	A10 Foundations		Cast-in-place concrete foundations are visible at grade. The concrete slab-on-grade floor is concealed by floor finishes at offices, but exposed at the garage areas. At the wash bay, there is an inspection pit below grade. At the mechanic's shop, hydraulic hoists are buried below grade. In general, the foundations were in good condition where reviewed. The exception to this was the steel framing around the perimeter of bus hoist pits in the mechanic's service area, where we understand recent repairs have been completed to reinforce framing that is detaching from adjacent concrete.	Good	1981	Repairs to the remaining bus hoist frames may be necessary. We have budgeted an allowance for future repairs. Structural components are expected to last at least the service life of the building. No major capital expenditures are expected to be required within the term of this report.	Repair Allowance	2 - Restore Functionality	32	100	2	1	\$50,000
3	B10 Superstructure		The building structure is constructed of structural steel beams and columns, with open web steel joists supporting a corrugated metal roof deck. There is also a mezzanine in the mechanic's shop, consisting of structural steel framing supporting hollow core precast concrete floor slabs. The roof structure at the wash bay is hollow core concrete slabs. The structure was mostly visible in maintenance areas, and concealed in office areas and shop offices below the mezzanine. No evidence of structural distress was noted at areas reviewed, where visible from ground.	Good	1981	No major capital expenditures are expected to be required within the term of this report.			32	100	68		
4	ENVELOPE												
5	Exterior Walls												
6	B2010 Exterior Walls - Brick	Offices	The exterior walls are clad primarily with clad brick masonry supported on concrete foundations. The brick is a veneer in a running bond pattern with soldier courses below windows and near grade. At the main pedestrian entrance, there is an area of spalled bricks (See Photo). We knocked off several loose bricks during our site visit.	Fair	1981	Brick veneer should be locally repaired immediately to address spalled bricks. Cost of repairs is below study threshold. Consideration should be given to improving water shedding at roof level to avoid further brick deterioration.			32	15	1		
7	B2010 Exterior Walls - Corrugated Metal Cladding	Offices	There is corrugated metal cladding at several areas generally at the office areas (See Photo). At one location, the metal cladding had roofing asphalt splatter. In general, the paint finish was faded, but no corrosion was apparent. Where the lower office roof meets the higher shop roof, the wall face is covered with metal cladding (See Photo). We understand this area has experienced leakage in the past when snow accumulates.	Fair	1981	Metal cladding should be periodically painted to maintain its appearance and prevent corrosion. The cost of painting is below study threshold. Metal cladding at the interface between lower and higher removes may need to be removed and a waterproof layer installed behind. Further investigation would be required, assumed to be at a cost below threshold.			32	25	3		
8	B2010 Exterior Walls - Precast Concrete	Rear shop areas	The majority of the building is clad with precast concrete panels extending in panels from ground to roof level. The precast has a ribbed profile with sealants at the joints between panels. Where reviewed, the precast concrete was in good condition (See Photo).	Good	1981	No major repairs anticipated. The precast concrete cladding should last the life of the building.							
9	B2010 Exterior Walls - Concrete Masonry	Garage Entrances	The garage entrances have some areas of concrete masonry, typically adjacent to garage doors. At the rear exits on the west elevation, concrete masonry was damaged and missing, likely due to vehicle impact.	Poor	1981	Areas of damaged and missing concrete masonry should be repaired. The cost of repairs is below the study threshold.							
10	B201011 Joint Sealant	Precast Concrete Panels	Sealants are installed between joints in precast concrete panels, as well as around windows and doors. These sealants function as the air and weather barrier. The sealants appear to be original, and are typically split, crazed and failed, with daylight visible through numerous joints from the interior (PHOTOS).	Poor	1981	Sealants should be replaced to keep interior spaces dry and air-tight. We have budgeted for replacement in the next year.	Replacement	3 - Future Renewal	32	15	1	1	\$31,000



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11	B2020 Exterior Windows	Offices	Windows consist of fixed aluminum frames with insulated glass units. Some operable windows appear to have been more recently installed (See Photo), otherwise the frames and fixed glass appear to be original. The window frames do not appear to be thermally broken. Overall the windows were in good condition, but may have reduced thermal performance.	Good	1997	Replace window frames and glass at end of service life.	Replacement	3 - Future Renewal	16	40	8	1	\$43,000
12	B203002 Glazed Doors	Pedestrian Entrances	There is a main pedestrian entrance leading to the offices on the east elevation. The doors are made of hollow metal, with lites of glass, and typically have some corrosion near the bottom (See Photo). The door has a powered operator for accessibility; however the door does not open fully (See Photo). There are also several other doors throughout the building, also made of hollow metal.	Fair	1981	Replace doors as needed. Cost of replacement is assumed to be below study threshold.			32	30	0		
13	B203004 Overhead and Roll-up Doors	Storage Garage, Wash Bay, Mechanic's Shop, Body Shop	There are a 4 large overhead doors at the rear of the storage garage that allow busses to exit the garage. A separate single door allows busses to enter the garage (See Photos). There are also 3 other doors allowing access to the wash bay, body shop and mechanic's shop. We understand the doors are original and have been repaired numerous times after being struck by vehicles.	Poor	1981	Replace overhead doors to maintain reliability and a weather-tight enclosure. Consideration should be given to high-speed overhead doors at the storage garage.	Replacement	3 - Future Renewal	32	20	2	1	\$60,000
14	B203006 Blast Resistant Doors	Paint Storage	The paint storage roof is located off the body shop, and has a blast door to the exterior for safety in an explosion. The blast door was original and had some corrosion and perforation of the metal frame (See Photo).	Poor	1981	Blast door should be replaced to address excessive corrosion. Cost of repairs is below study threshold.			32	30	0		
15	B204004 Exterior Glazing	Offices	There are 3 acrylic dome type skylights over the office space. The skylights appear to be original. One of the skylights appears to have been painted (See Photo). No recent leaks were reported.	Fair	1981	Replace skylights at end of service life.	Replacement	3 - Future Renewal	32	25	1	1	\$7,000
16	Roofing												
17	B3010 Roof Coverings - Built Up Asphalt	Office Roof	The office roof is a built-up asphalt roof membrane, covered with pea gravel, with modified bitumen membrane flashings (See Photo). We understand the roof was replaced about 8 years ago, although there appears to be an older section near the adjoining roofs, where there is ponding water (See Photo).	Fair	2005	Local roof replacement at ponding areas, and installation of tapered insulation beneath membrane would likely reduce the risk of roof leakage. We have not yet budgeted for this activity. Replace roofs at offices at end of service life. New skylights to be double glazed type with aluminum frames.	Replacement	3 - Future Renewal	8	20	12	1	\$71,000
18	B3010 Roof Coverings - Coal Tar Pitch	Wash Bay, Shops, Storage Roofs	Roofs at the wash bay, storage garage and over the shop areas are built-up with coal tar pitch and pea gravel. The roofs appear to be original to construction. We understand there have been several areas of recent leaks that have been locally repaired. We noted several areas of ridging, blisters in the roof membrane (See Photos), as well as "blueberries" suggesting an aged roof (See Photo).	Poor	1981	Replace original roof membranes to maintain a reliable, weather-proof enclosure. We have phased replacements, and assumed ongoing local repairs would be completed in the interim.	Replacement	3 - Future Renewal	32	20	1	3	\$680,000
19	MECHANICAL SYSTEMS												
20	HVAC Systems												
21	D304008 Air Handling Units	Offices	There are two Carrier rooftop heating and cooling units over the offices. The units are rated at 4 tons of cooling each, and appeared to be newer (See Photo). Air distribution is through ductwork buried below the floor slab.	Good	2006	Replace rooftop units at end of service life. Consider re-routing ductwork into the ceiling plane to improve occupant comfort.	Replacement	3 - Future Renewal	7	20	13	1	\$22,000
22	D304008 Air Handling Units	Maintenance Shop	The body shop area has a large packaged air handler with 2 burner heating cabinet manufactured by ICG. Original Drawings state 640 MBH heating capacity. (See Photo).	Good	2009	Replace packaged heating unit at end of service life.	Replacement	3 - Future Renewal	4	20	16	1	\$33,000
23	D304008 Air Handling Units	Body Shop	There is a make-up air unit on roof level supplying heat to the body shop area below. The unit is manufactured by Reznor, Model RPV-PAK2, Serial 3AGL104-OC8, and appears to be original (See Photo)	Poor	1981	Replace make-up air unit to maintain reliability and improve energy efficiency.	Replacement	2b - Exceeded Service Life	32	20	1	1	\$39,000



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24	D304008 Air Handling Units	Storage Garage	The drawings indicate there are 2 make-up air units in the ceiling of the storage garage. We were unable to verify the presence of these units, however we have assumed they are in place and original. Drawings indicate they have a heating capacity of 320 MBH.	Not Reviewed	1981	If units are original, they are at the end of their service life. We recommend replacement for improved energy efficiency and to maintain reliability.	Replacement	2b - Exceeded Service Life	32	20	1	1	\$32,000
25	D302004 Fuel-fired Unit Heaters	Storage Garage, Maintenance Shop, Wash Bay	Space heating at the garage, shop and wash bay is provided by 14 radiant heaters, which we understand were installed about 8 years ago. Based on the original drawings, heating capacities vary from 100,000 to 240,000 Btu.	Good	2005	Replace suspended radiant heaters at end of service life.	Replacement	3 - Future Renewal	8	20	12	1	\$77,000
26	D303002 Direct Expansion Systems	Mechanic's Lunch Room	There is a window air conditioner installed in the window at the mechanic's lunch room.	Good	2005	Replace air conditioner as needed. Cost of replacement is below threshold.			8	15	1		
27	D304001 Air Distribution, Heating and Cooling	Offices	Rooftop units over the offices space supply air to ductwork buried below the slab-on-grade to diffusers throughout the floor. Occupants reported spacers are frequently too cold in winter, and several reported using space heaters to maintain comfort.	Poor	1981	Consideration should be given to routing supply air ductwork through the drop ceiling space. We have provided a preliminary budget for these modifications.	Replacement	4a - Discretionary Renewal (Efficiency)	32	40	1	1	\$53,000
28	D304007 Exhaust Systems	Throughout	There are exhaust fans at various locations throughout the building. Some fans are located within the ceiling space, with larger capacity fans located on the roof. Fan capacities range from 200 cfm at washrooms to 6000 cfm at the body shop. Included are tailpipe exhaust systems, and CO detection exhaust systems in the maintenance shop. Most fans appeared to be original.	Fair	1981	Replace or rebuild fans as needed on an individual basis as they fail or become unreliable. The cost of as-needed replacement is below study threshold.			32	30	3		
29	D305005 Electric Heating	Throughout	There are suspended electric unit heaters at various locations throughout the building, typically in washrooms, shop offices and storage areas. Most heaters have a capacity of 1500 - 3000 watts.	Fair	1981	Replace heaters as needed. Cost of replacement is below study threshold.			32	30	3		
30	E1090 Other Equipment	Liquids Storage Room	There is a storage room off the maintenance shop that stores bulk liquids such as motor oil, gear oil, transmission fluid and chassis grease. Assessment of this equipment was beyond the scope of our assessment.										
31	G3060 Fuel Distribution	Outdoors	There are fuel storage and waste oil storage tanks buried below grade outside the building. We understand the tanks are 45000 litres for diesel fuel, and 4000 litres for waste oil. The tanks were recently replaced.	Good	2010	Replace buried tanks at end of service life.			3	30	27		
32	Plumbing Systems												
33	D202003 Domestic Water Equipment	Mechanical Room, Foreman's Office	Domestic hot water is provided by 2 gas fired water heaters. There is a 3rd electric water heater that serves the mechanic's locker room and lunch room. One is located in the mechanical room near the driver's washrooms, the other is located off the shop foreman's office, near the stores room. Both gas heaters appear to have been more recently replaced.	Good	2005	Replace hot water heaters as needed at end of service life. Cost to replace the electric heater is below study threshold. The cost to replace two gas fired heaters is shown.	Replacement	3 - Future Renewal	8	15	7	1	\$10,000
34	D202001 Pipes and Fittings	Off Body Shop	Incoming water service is located in a room off the body shop. There is a 3" diameter meter complete with bypass (See Photo), as well as testing equipment which we understand is used to test the municipal water supply. The water meter and all valves appear to be original.	Good	1981	Valves should be periodically operated to prevent seizing. No other major expenditures anticipated.							
35	ELECTRICAL SYSTEMS												
36	D501003 Main Switchboards	Electrical Room	The building electrical service consists of a 600amp, 600 volt main disconnect. This supplies a large 600 volt, 35 circuit panelboard running most larger equipment in the building (See Photo).	Fair	1981	Replace main switch and panelboard at end of service life.	Replacement	3 - Future Renewal	32	40	8	1	\$31,000
37	D501004 Interior Distribution Transformers	Electrical Room	There is a 150kVA, 600V/120/208V dry-type transformer powering lower voltage loads. The transformer is located in the main electrical room and is original to construction (See Photo).	Fair	1981	Replace transformer to maintain reliability and prevent unpredictable failures.	Replacement	2b - Exceeded Service Life	32	30	1	1	\$10,000



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38	D501004 Interior Distribution Transformers	Wash Bay, Body Shop	There is a transformer located in the wash bay that we understand powers the heating cable system buried in the floor slab. The drawings suggest the capacity is 33kVA. The transformer has a bus shelter around it to prevent water damage (See Photo). A separate transformer is located in the body shop for the floor heating system at that location.	Poor	1981	Replace both transformers to maintain reliability and prevent unpredictable failures. We strongly recommend relocating the transformer to the nearby electrical room to reduce electrocution risks. The cost of replacement in its current location is below study threshold. If the wash bay transformer is relocated, costs would likely be higher.	Replacement	1 – Immediate	32	30	1	1	\$7,000
39	D501005 Panels	Throughout	There are 5 other 120/208 panelboards located throughout the building for lower voltage loads. All panels appear to be original.	Fair	1981	Replace panelboards at end of life to maintain electrical safety, and to replace components that may become obsolete.	Replacement	3 - Future Renewal	32	40	8	1	\$14,000
40	D502002 Lighting Equipment	Offices	Lighting at offices consist mostly of recessed 2-bulb T12 fluorescent fixtures that appear to be original.	Fair	1981	Replace existing T-12 lighting with T-8. Equivalent to a like-for-like replacement.	Replacement	3 - Future Renewal	32	25	1	1	\$7,000
41	D502002 Lighting Equipment	Offices	(description above)	Fair	1981	Additional cost to replace with LED fixtures to reduce energy costs.	Upgrade	4a - Discretionary Renewal (Efficiency)	32	25	1	1	\$3,000
42	D502002 Lighting Equipment	Storage Garage and Shop	Lighting at the storage garage and maintenance shop is a combination of low pressure sodium, metal halide and fluorescent fixtures. Most fixtures appear to be original, however some fluorescent fixtures have been converted to T8 Fixtures.	Fair	1981	Replace lights like-with-like.	Replacement	3 - Future Renewal	32	25	1	1	\$66,000
43	D502002 Lighting Equipment	Storage Garage and Shop	(description above)	Fair	1981	Additional cost to replace with LED fixtures to reduce energy costs.	Upgrade	4a - Discretionary Renewal (Efficiency)	32	25	1	1	\$20,000
44	D502002 Lighting Equipment	Exterior	Site lighting consists of a number of high pressure sodium wall packs (See Photo), as well as some pole-mounted luminaires. Pole mounted fixtures appear to have been converted to LED.	Good	1981	Replace lights like-with-like.	Replacement	3 - Future Renewal	32	30	1	1	\$14,000
45	D502002 Lighting Equipment	Exterior	(description above)	Fair	1981	Additional cost to replace with LED fixtures to reduce energy costs.	Upgrade	4a - Discretionary Renewal (Efficiency)	32	30	1	1	\$5,000
46	D509005 Electrical Heating	Body Shop and Wash Bay	The body shop and wash bay have an electrical heating system, consisting of a mesh of heating cables buried in the floor slab. We understand both systems are functional. We were not aware of the total heating capacity, however given the size both rooms, they are likely 15kW to 20 kW each.	Fair	1981	Replace the in-floor heating system as it fails. Consideration could be given to a gas-fired glycol heating system which may reduce energy costs.	Replacement	3 - Future Renewal	32	35	3	1	\$105,000
47	FIRE & LIFE SAFETY SYSTEMS												
48	D401002 Sprinkler Water Supply Equipment and Piping	Mechanical Room off Body Shop	The main sprinkler distribution header is located in a storage room off the body shop. A Siamese connection is located immediately outside. The system consists of a wet system at heated areas, and dry system at partially heated areas. Valves and devices are monitored by the fire alarm system. The main dry valve appears to be original (See Photo).	Good	1981	System is inspected annually and replacements completed as needed. We recommend carrying a discretionary allowance for periodic replacement of components.	Repair Allowance	3 - Future Renewal	32	10	1	1	\$5,000
49	D4013 Dry Sprinkler System	Storage Garage	The storage garage is serviced by a dry sprinkler system. The main dry valve and compressor are located in the mechanical room off the body shop.	Good	1981	System is inspected annually and replacements completed as needed. We recommend carrying a discretionary allowance for periodic replacement of components.	Replacement	3 - Future Renewal	32	10	1	1	\$5,000
50	D4090 Other Fire Protection Systems	Interior	There are fire extinguishers located throughout the building.	Good	2005	Replace as needed. Cost of replacement is below study threshold.			8	10	2		
51	D503001 Fire Alarm Systems	Entrance Lobby	The fire alarm panel and annunciator is located at the main entrance to the offices. The panel is manufactured by GE and appears to have been more recently replaced (See Photo) The panel monitors various devices located throughout the building.	Good	2005	Replace fire alarm panel as it becomes obsolete or unreliable. Devices throughout the building are inspected annually and replaced as needed, at a cost below threshold.	Replacement	3 - Future Renewal	8	20	12	1	\$9,000



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52	SITE												
53	G2030 Pedestrian Paving	Site	Concrete curbs and sidewalks provide pedestrian access from the street and staff parking area. The concrete was generally in good condition (See Photo).	Good	1981	Replace concrete as needed. We have provided an allowance for local repairs as needed.	Replacement	3 - Future Renewal	32	30	4	1	\$5,000
54	G2020 Parking Lots	Office Staff Parking	Parking for office staff is in a small lot at the southeast corner of the site near Huron Street. There are several areas of potholes, cracking and settlement (See Photo).	Fair	1981	Replace asphalt pavement at end of service life.	Replacement	3 - Future Renewal	32	25	1	1	\$29,000
55	G2010 Roadways	Bus Garage Entrances	Buses enter the storage garage via a long driveway leading from Huron Street. Most maintenance staff park off this laneway on a loose gravel surface (See Photo).	Good	1995	Replace asphalt pavement at end of service life. Consideration should be given to enlarging the driveway to permit staff parking at this area.	Replacement	3 - Future Renewal	18	25	7	1	\$30,000
56	G2010 Roadways	Rear Paved Areas	There is a large paved area at the rear of the site serving as the exit from the storage garage. Laneways lead to Hudson Street (See Photo) (which is not used) as well as Huron Street. We have assumed pavement in front of the nearby vacant building also belong to this site (See Photo).	Good	1981	Replace pavement at end of service life. Consideration could be given to reducing this paved area, as it appears the majority of it is not used.	Repair Allowance	3 - Future Renewal	32	30	4	1	\$207,000
57	G2030 Pedestrian Paving	Interlocking Brick	The main walkway leading to the public entrance is finished in interlocking brick with perimeter concrete edging (See Photo). There is evidence of minor local settlement at the low end of the walkway, near the back of curb.	Good	2002	The main walkway leading to the public entrance is finished in interlocking brick with perimeter concrete edging (See Photo). There is evidence of minor local settlement at the low end of the walkway, near the back of curb.	Replacement	3 - Future Renewal	11	30	19	1	\$5,000
58	G4020 Site Lighting	Pole-Mounted Fixtures	There are a few poles around the site with 3 streetlight-type high pressure sodium fixtures per pole.	Good	1983	Replace site lighting with LED fixtures to reduce energy costs.	Replacement	4a - Discretionary Renewal (Efficiency)	30	30	1	1	\$5,000

All quantities are approximate only for capital budgeting purposes, and would require confirmation prior to obtaining any quotes for work.



The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario

Row	COMPONENT		25-YEAR CAPITAL PLAN																								
	ID	Location / Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
			\$0	\$564,667	\$336,667	\$331,667	\$212,000	\$0	\$0	\$40,000	\$88,000	\$0	\$0	\$10,000	\$157,000	\$22,000	\$0	\$0	\$64,000	\$0	\$0	\$5,000	\$0	\$307,667	\$296,667	\$226,667	\$0
1	STRUCTURE																										
2	A10 Foundations				\$50,000																						
3	B10 Superstructure																										
4	ENVELOPE																										
5	Exterior Walls																										
6	B2010 Exterior Walls - Brick	Offices																									
7	B2010 Exterior Walls - Corrugated Metal Cladding	Offices																									
8	B2010 Exterior Walls - Precast Concrete	Rear shop areas																									
9	B2010 Exterior Walls - Concrete Masonry	Garage Entrances																									
10	B201011 Joint Sealant	Precast Concrete Panels		\$31,000															\$31,000								



The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario

Row	COMPONENT		25-YEAR CAPITAL PLAN																								
	ID	Location / Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
			\$0	\$564,667	\$336,667	\$331,667	\$212,000	\$0	\$0	\$40,000	\$88,000	\$0	\$0	\$10,000	\$157,000	\$22,000	\$0	\$0	\$64,000	\$0	\$0	\$5,000	\$0	\$307,667	\$296,667	\$226,667	\$0
11	B2020 Exterior Windows	Offices									\$43,000																
12	B203002 Glazed Doors	Pedestrian Entrances																									
13	B203004 Overhead and Roll-up Doors	Storage Garage, Wash Bay, Mechanic's Shop, Body Shop			\$60,000																				\$60,000		
14	B203006 Blast Resistant Doors	Paint Storage																									
15	B204004 Exterior Glazing	Offices		\$7,000																							
16	Roofing																										
17	B3010 Roof Coverings - Built Up Asphalt	Office Roof													\$71,000												
18	B3010 Roof Coverings - Coal Tar Pitch	Wash Bay, Shops, Storage Roofs		\$226,667	\$226,667	\$226,667																		\$226,667	\$226,667	\$226,667	
19	MECHANICAL SYSTEMS																										
20	HVAC Systems																										
21	D304008 Air Handling Units	Offices														\$22,000											
22	D304008 Air Handling Units	Maintenance Shop																	\$33,000								
23	D304008 Air Handling Units	Body Shop		\$39,000																				\$39,000			

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario

Row	COMPONENT		25-YEAR CAPITAL PLAN																								
	ID	Location / Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
			\$0	\$564,667	\$336,667	\$331,667	\$212,000	\$0	\$0	\$40,000	\$88,000	\$0	\$0	\$10,000	\$157,000	\$22,000	\$0	\$0	\$64,000	\$0	\$0	\$5,000	\$0	\$307,667	\$296,667	\$226,667	\$0
24	D304008 Air Handling Units	Storage Garage		\$32,000																				\$32,000			
25	D302004 Fuel-fired Unit Heaters	Storage Garage, Maintenance Shop, Wash Bay													\$77,000												
26	D303002 Direct Expansion Systems	Mechanic's Lunch Room																									
27	D304001 Air Distribution, Heating and Cooling	Offices		\$53,000																							
28	D304007 Exhaust Systems	Throughout																									
29	D305005 Electric Heating	Throughout																									
30	E1090 Other Equipment	Liquids Storage Room																									
31	G3060 Fuel Distribution	Outdoors																									
32	Plumbing Systems																										
33	D202003 Domestic Water Equipment	Mechanical Room, Foreman's Office								\$10,000															\$10,000		
34	D202001 Pipes and Fittings	Off Body Shop																									
35	ELECTRICAL SYSTEMS																										
36	D501003 Main Switchboards	Electrical Room									\$31,000																
37	D501004 Interior Distribution Transformers	Electrical Room		\$10,000																							



The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario

Row	COMPONENT		25-YEAR CAPITAL PLAN																								
	ID	Location / Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
			\$0	\$564,667	\$336,667	\$331,667	\$212,000	\$0	\$0	\$40,000	\$88,000	\$0	\$0	\$10,000	\$157,000	\$22,000	\$0	\$0	\$64,000	\$0	\$0	\$5,000	\$0	\$307,667	\$296,667	\$226,667	\$0
38	D501004 Interior Distribution Transformers	Wash Bay, Body Shop		\$7,000																							
39	D501005 Panels	Throughout									\$14,000																
40	D502002 Lighting Equipment	Offices		\$7,000																							
41	D502002 Lighting Equipment	Offices		\$3,000																							
42	D502002 Lighting Equipment	Storage Garage and Shop		\$66,000																							
43	D502002 Lighting Equipment	Storage Garage and Shop		\$20,000																							
44	D502002 Lighting Equipment	Exterior		\$14,000																							
45	D502002 Lighting Equipment	Exterior		\$5,000																							
46	D509005 Electrical Heating	Body Shop and Wash Bay				\$105,000																					
47	FIRE & LIFE SAFETY SYSTEMS																										
48	D401002 Sprinkler Water Supply Equipment and Piping	Mechanical Room off Body Shop		\$5,000										\$5,000										\$5,000			
49	D4013 Dry Sprinkler System	Storage Garage		\$5,000										\$5,000										\$5,000			
50	D4090 Other Fire Protection Systems	Interior																									
51	D503001 Fire Alarm Systems	Entrance Lobby													\$9,000												

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario

Row	COMPONENT		25-YEAR CAPITAL PLAN																								
	ID	Location / Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
			\$0	\$564,667	\$336,667	\$331,667	\$212,000	\$0	\$0	\$40,000	\$88,000	\$0	\$0	\$10,000	\$157,000	\$22,000	\$0	\$0	\$64,000	\$0	\$0	\$5,000	\$0	\$307,667	\$296,667	\$226,667	\$0
52	SITE																										
53	G2030 Pedestrian Paving	Site					\$5,000																				
54	G2020 Parking Lots	Office Staff Parking		\$29,000																							
55	G2010 Roadways	Bus Garage Entrances								\$30,000																	
56	G2010 Roadways	Rear Paved Areas					\$207,000																				
57	G2030 Pedestrian Paving	Interlocking Brick																				\$5,000					
58	G4020 Site Lighting	Pole-Mounted Fixtures		\$5,000																							

All quantities are approximate only for capital budgeting purposes, and would require confirmation prior to obtaining any quotes for work.



**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



A0 Building Overview



B2010a Deteriorating Brick Veneer at Entrance

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



B2010b Corrugated Metal Cladding, Showing Asphalt Staining



B2010c Metal Cladding at Lower to Upper Roof Interface

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



B2020 Typical Window, showing newer operable unit



B3010a Newer Built Up Roof over office with Modified Bitumen Flashings

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



B3010a Overview of typical ridging and exposed felts at garage roof



B3010b Ponding Water at Wall to Upper Roof

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



B3010b Typical Ridging and Exposed Felts at Garage Roof



B3010c Blueberries, or pockets of roofing pitch suggesting an aged roof

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



B201011 Deteriorated Sealants are Debonded and Crazed.



B203002a Note corrosion at base of entrance door

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



B203002b Powered Entrance Door does not open fully



B203004a Overhead Entrance Door

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



B203004b Main Garage Entrance Door from Huron Street



B203006 Blast Door from Paint Room

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



B204004 Painted Acrylic Skylight



D2010a Overview of Precast Concrete Cladding

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



D202001 Incoming Water Service



D302004 Typical Newer Radiant Heaters at Storage Garage

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



D304008-1 Typical Newer Carrier Rooftop unit at Office



D304008-2 Newer ICG Packaged Heating Unit at Maintenance Shop

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario



D304008-3 Original Reznor Makeup Air unit for Body Shop



D309099 Maintenance Shop showing buses on hydraulic hoists

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario



D401002 Overview of Sprinkler Distribution Equipment



D501003 Main 600Volt Electrical Distribution Board

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



D501004a 150kVA Transformer in Electrical Room



D501004b 33kVA transformer in bus shelter in wash bay

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



D502002 High Pressure Sodium Wall Pack Lighting



D503001 Overview of Fire Alarm Panel

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



D509005 Wash Bay with buried Electrical Heating System



G202002 Overview of Concrete Sidewalk

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



G202003a Partial view of staff parking, showing potholes and cracking asphalt



G203003b Maintenance staff park on gravel beside entrance drive to garage

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



G203003c Laneway to Hudson Street not used



G203003d Pavements adjacent to neighbouring building assumed to be part of this property

**The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Bus Depot, 111 Huron Street, Sault Ste. Marie, Ontario**



G203003e - Interlocking Brick at Front Entrance

A17: Transit Terminal Building, 160 Queen Street East

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario

PROPERTY DESCRIPTION

The Transit Terminal Building is a single storey wood-framed and masonry building serving as the main station for transit passengers. The building was constructed in 1983 and has a floor area of 2,200 square feet. See Photo A0.

GFA: 2,200 sq.ft.

REPORT OVERVIEW

The building is in fair condition, but several replacement and restoration projects have been deferred and require immediate attention to avoid further deterioration.

We found no safety concerns requiring immediate expenditures.

We identified capital recommendations of approximately \$68,000 over the next three years:

- Replace building roof
- Replace rooftop heating unit and possibly install air conditioning
- Repair sidewalk areas around the building.

PROJECT TEAM

The visual reviews were completed on Thursday May 23, 2013 by Daniel Martis, P.Eng., as a generalist reviewer. During our review of the building, we were accompanied by Mr. Bob Camirand, who provided access to a sampling of representative areas of the facility, as requested.

Ms. Nina Chau, P.Eng., and Mr. Ken Alexander, C.E.T., of Morrison Hershfield reviewed the report for technical content and for compliance with the contract requirements.

REFERENCE DOCUMENTS/INFORMATION

We reviewed the following documents and selected drawings for general background and to inform ourselves about the layout and intended construction:

- Architectural Drawings A-1 to A-3, by R.V.B. Burgoyne Architect, dated April 1983
- Mechanical Drawings ME-1 and M-2, Electrical Drawing E-2, by J.D. Hubbert Associates, dated March 1983.

This report should be reviewed in conjunction with the Objectives, Terms of Reference, Limitations, and Methodology described in the main body of the report.

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario

Row	COMPONENT		CONDITION ASSESSMENT			RECOMMENDATION			LIFECYCLE DATA				Recommended Budget in 2013 Dollars
	ID	Location / Type	Description & History	Condition	Actual or Estimated Year of Acquisition	Recommendation	Type	Priority	Age in 2013	Typical Life Cycle or Repair Cycle	Remaining Life / Time to Major Repairs	Years Over Which Project is Phased	
1	STRUCTURE												
2	A10 Foundations	Building Perimeter	Cast-in-place concrete foundations are visible at grade. The concrete slab-on-grade floor is concealed by floor finishes. At the southeast exterior corner, the foundation wall has spalled and unsupported masonry above has cracked (See Photo).	Good	1983	Spalled concrete foundation should be locally repaired to support masonry above at a cost below threshold. Structural components are expected to last at least the service life of the building. No major capital expenditures are expected to be required within the term of this report.			30	100	70		
3	B10 Superstructure		The superstructure consists of perimeter walls constructed of concrete block masonry, with a centre line of steel beams and columns. Based on the Drawings, the roof assembly consists of wood joists and a plywood roof deck. No evidence of structural distress was noted.	Good	1983	No major capital expenditures are expected to be required within the term of this report.			30	100	70		
4	ENVELOPE												
5	Exterior Walls												
6	B2010 Exterior Walls - Brick		The exterior walls are clad primarily with clad brick masonry supported on concrete foundations. The brick is a veneer in a running bond pattern with two rows of soldier courses. Intermittent weep holes at the base of the wall drain incidental moisture.	Good	1983	Very minor isolated repairs are required in conjunction with the spalled foundation wall. Cost of repairs is below study threshold.			30	20	0		
7	B2010 Exterior Walls - Corrugated Metal Cladding		An overhang extends around the entire building, and is covered with corrugated metal cladding both at the exterior and at the soffits. Soffits are ventilated. The paint finish was faded, but no significant corrosion was noted.	Fair	1983	Metal cladding should be periodically painted to maintain its appearance and prevent corrosion. The cost of painting is below study threshold.			30	25	3		
8	B2020 Exterior Windows		Windows consist of fixed aluminum frames with insulated glass units. A few units have operable hopper-style windows, which have been removed at the staff room to install an air conditioner. Metal bars have been installed over numerous windows to prevent breakage. At several locations, insulated glass units have been recently replaced, however they appear to be incorrectly installed. Glazing tape and interior gaskets separating glass from frames are missing at several locations (See Photos).	Fair	1983	Incorrectly glazed units could break unpredictably. Units should be immediately reglazed using proper materials. Cost of repairs is below study threshold. We have provided a separate budget for eventual window replacement.	Replacement	3 - Future Renewal	30	40	7	1	\$15,000
9	B201011 Joint Sealant		Sealants are installed at incidental joints in the cladding, and at the perimeter of some windows and doors. The sealants were aged but generally intact and have likely been replaced. At the metal cladding, some penetrations were not sealed (See Photo).	Fair	1983	Sealants should be installed where missing to maintain a water-tight enclosure. Replace sealants within the next 3 years. The cost of replacement is below study threshold.			30	15	3		
10	B203002 Glazed Doors	East and West Elevations	Access to the building is through two main entrances on each of the east and west elevations. The doors are newer powered sliding doors activated by a motion sensor. The doors have metal bars over the glass.	Good	2004	Replace door and operator at end of service life.	Replacement	3 - Future Renewal	9	15	6	1	\$8,000
11	Roofing												
12	B3010 Roof Coverings - Exposed Single-Ply	Main Roof	The building has a flat roof covered with a single-ply, loose-laid EPDM roof membrane. At numerous locations, the seams have debonded and there are penetrations through the membrane (See Photos). Tenting and wrinkling is apparent at the perimeter (See Photo), indicating shrinkage of the membrane. At one of the roof drains, the drain cage is missing and there is organic growth within the drain (See Photo).	Poor	1983	The roof membrane is well beyond its normal expected service life. There is a high risk of leakage at any time. The construction of the roof is such that leaks will be difficult to isolate and repair. We recommend immediate replacement with a two-ply modified bitumen roof membrane.	Replacement	2b - Exceeded Service Life	30	20	1	1	\$41,000



The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario

Row	COMPONENT		CONDITION ASSESSMENT			RECOMMENDATION			LIFECYCLE DATA				Recommended Budget in 2013 Dollars
	ID	Location / Type	Description & History	Condition	Actual or Estimated Year of Acquisition	Recommendation	Type	Priority	Age in 2013	Typical Life Cycle or Repair Cycle	Remaining Life / Time to Major Repairs	Years Over Which Project is Phased	
13	MECHANICAL SYSTEMS												
14	HVAC Systems												
15	D304008 Air Handling Units	Main Roof	Space heating is provided by a gas-fired, forced air rooftop heating unit. There is no provision for cooling. Return air is located in the main space only, and we understand the driver's lounge is stuffy. Original drawings indicate a heating capacity of 150 000 Btu/h. The unit appears to be original, and we understand is still functioning as intended.	Poor	1983	The rooftop furnace unit is operating well beyond its normal expected service life. There is a high risk of failure at any time. We recommend replacement within the next year to maintain reliability. Consideration should be given to installing a cooling coil. Budget provided is for a package rooftop heating unit with separate condenser/ cooling coil.	Replacement	2b - Exceeded Service Life	30	20	1	1	\$11,000
16	D303002 Direct Expansion Systems	Drivers Lounge	There is a window-mounted air conditioner in the driver's lounge.	Fair	1995	Replace air conditioner as needed. Cost of replacement is below threshold.			18	15	1		
17	D305001 Unit Ventilators	Main Roof	There is one rooftop mount exhaust fan for the washrooms.	Good	1983	We have assumed the fan is functioning as intended. Replace as needed, cost is below threshold.			30	30	3		
18	Plumbing Systems												
19	D202003 Domestic Water Equipment	Electrical Room	Domestic hot water is provided by a 25 gallon electrically heated tank. The tank appears to have been recently replaced.	Good	2007	Replace tank at end of service life. Consideration could be given to install a gas-fired tankless water heater to reduce energy costs. Cost of replacements is below study threshold.			6	20	14		
20	ELECTRICAL SYSTEMS												
21	D501003 Main Switchboards	Electrical Room	The building has a 200 amp, 120/240V electrical service. The meter, fused disconnect and main panelboard are located in the electrical room and are original. There is a separate 60 amp sub-panel that we understand was added in 2008 to serve the canteen.	Good	1983	Replace main panel and disconnect switch at end of service life.	Replacement	3 - Future Renewal	30	35	5	1	\$6,000
22	D502002 Lighting Equipment	Interior	Interior lighting consists of recessed 2-bulb fluorescent fixtures. We understand the fixtures were recently converted to T8 bulbs.	Good	2010	Replace fixtures with new recessed LED bulbs at end of life. Cost of replacement is below study threshold.			3	25	22		
23	D502002 Lighting Equipment	Exterior	Exterior lighting consists of what appear to be high pressure sodium fixtures installed within overhanging soffit. Drawings indicated fixtures are 175 watts each. There are also compact fluorescent potlights at each entrance a wall-mounted fixtures at each end of the building. The fixtures appear to be original.	Fair	1983	Replace fixtures with LED lighting to reduce energy costs. Cost of replacement is below study threshold.			30	30	0		
24	FIRE & LIFE SAFETY SYSTEMS												
25	D502002 Lighting Equipment	Emergency Lighting	Emergency Lighting in the form of combined exit signs are located over each entrance.	Good	1983	Replace exit lighting with LED bulbs to reduce energy costs. Cost of replacement is below study threshold.			30	30	0		
26	D403001 Fire Extinguishing Devices	Interior	Dry-type fire extinguishers were provided throughout.	Good	2005	Replace individual extinguishers as needed at a cost below threshold.			8	30	22		
27	D4090 Other Fire Protection Systems	Interior	We were unable to verify the presence of any fire detection devices.	Poor	1983	Install battery operated smoke alarms, or hard-wired interconnected smoke alarms for improved fire safety. Cost of installation is below study threshold.			30	10	0		
28	SITE												
29	G2010 Roadways	Bus Bays	Bus Bays are surfaced in asphalt. Oil stains and minor rutting were noted at most bus bays (See Photo). The site configuration differs significantly than that shown on the Drawings, suggesting it may have been changed since original construction.	Fair	1996	Budget to replace asphalt pavements at bus bays.	Replacement	3 - Future Renewal	17	25	8	1	\$109,000
30	G201002 Curbs and Gutters	Site	There are curbs at the perimeter of each bus bay. At some locations, curbs are heavily scaled and scraped, likely from snow plow operations (See Photo).	Fair	1996	Locally replace heavily deteriorated curbs to maintain their function and appearance.	Replacement	3 - Future Renewal	17	25	8	1	\$6,000



The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario

Row	COMPONENT		CONDITION ASSESSMENT			RECOMMENDATION			LIFECYCLE DATA				Recommended Budget in 2013 Dollars
	ID	Location / Type	Description & History	Condition	Actual or Estimated Year of Acquisition	Recommendation	Type	Priority	Age in 2013	Typical Life Cycle or Repair Cycle	Remaining Life / Time to Major Repairs	Years Over Which Project is Phased	
31	G2020 Parking Lots	North Parking Lot	The north parking area is surfaced with asphalt pavement. Overall, the pavement was in good condition.	Good	1996	Budget to replace asphalt pavements at end of service life.	Replacement	3 - Future Renewal	17	25	8	1	\$49,000
32	G2030 Pedestrian Paving	Concrete Pavements	There are numerous concrete pavements around the building that serve as the waiting area for pedestrians. Some locations have been replaced, others are original.	Fair	1983	We have budgeted an allowance for periodic replacements to address severe scaling or trip hazards. Allowance is to replace 10% of concrete areas.	Repair Allowance	3 - Future Renewal	30	30	1	1	\$7,000
33	G2030 Pedestrian Paving	Interlocking Brick	There are areas of interlocking brick generally located between curbs and sidewalks.	Good	1991	Budget for eventual replacement of interlocking.	Replacement	3 - Future Renewal	22	30	8	1	\$11,000
34	G4020 Site Lighting	Pole-Mounted Fixtures	There are a few poles around the site with 3 streetlight-type high pressure sodium fixtures per pole.	Good	1983	Replace lights like-with-like.	Replacement	3 - Future Renewal	30	30	1	1	\$6,000
35	G4020 Site Lighting	Pole-Mounted Fixtures	(description above)	Good	1983	Additional cost to replace with LED fixtures to reduce energy costs.	Replacement	4a - Discretionary Renewal (Efficiency)	30	30	1	1	\$3,000

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Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario

Row	COMPONENT		25-YEAR CAPITAL PLAN																								
	ID	Location / Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
			\$0	\$68,000	\$0	\$0	\$0	\$6,000	\$8,000	\$15,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0
1	STRUCTURE																										
2	A10 Foundations	Building Perimeter																									
3	B10 Superstructure																										
4	ENVELOPE																										
5	Exterior Walls																										
6	B2010 Exterior Walls - Brick																										
7	B2010 Exterior Walls - Corrugated Metal Cladding																										
8	B2020 Exterior Windows									\$15,000																	
9	B201011 Joint Sealant																										
10	B203002 Glazed Doors	East and West Elevations							\$8,000															\$8,000			
11	Roofing																										
12	B3010 Roof Coverings - Exposed Single-Ply	Main Roof		\$41,000																				\$41,000			

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario

Row	Component		25-Year Capital Plan																								
	ID	Location / Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
			\$0	\$68,000	\$0	\$0	\$0	\$6,000	\$8,000	\$15,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0
13	MECHANICAL SYSTEMS																										
14	HVAC Systems																										
15	D304008 Air Handling Units	Main Roof		\$11,000																				\$11,000			
16	D303002 Direct Expansion Systems	Drivers Lounge																									
17	D305001 Unit Ventilators	Main Roof																									
18	Plumbing Systems																										
19	D202003 Domestic Water Equipment	Electrical Room																									
20	ELECTRICAL SYSTEMS																										
21	D501003 Main Switchboards	Electrical Room							\$6,000																		
22	D502002 Lighting Equipment	Interior																									
23	D502002 Lighting Equipment	Exterior																									
24	FIRE & LIFE SAFETY SYSTEMS																										
25	D502002 Lighting Equipment	Emergency Lighting																									
26	D403001 Fire Extinguishing Devices	Interior																									
27	D4090 Other Fire Protection Systems	Interior																									
28	SITE																										
29	G2010 Roadways	Bus Bays									\$109,000																
30	G201002 Curbs and Gutters	Site									\$6,000																



The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario

Row	COMPONENT		25-YEAR CAPITAL PLAN																								
	ID	Location / Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
			\$0	\$68,000	\$0	\$0	\$0	\$6,000	\$8,000	\$15,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0
31	G2020 Parking Lots	North Parking Lot									\$49,000																
32	G2030 Pedestrian Paving	Concrete Pavements		\$7,000																							
33	G2030 Pedestrian Paving	Interlocking Brick									\$11,000																
34	G4020 Site Lighting	Pole-Mounted Fixtures		\$6,000																							
35	G4020 Site Lighting	Pole-Mounted Fixtures		\$3,000																							

All quantities are approximate only for capital budgeting purposes, and would require confirmation prior to obtaining any quotes for work.



The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario



A0 Overview



A10 Spall in Concrete Foundation

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario



B2020b Fixed window missing interior glazing gasket



B2020c Fixed window missing exterior glazing tape

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario



B3010a Debonding EPDM membrane at seams

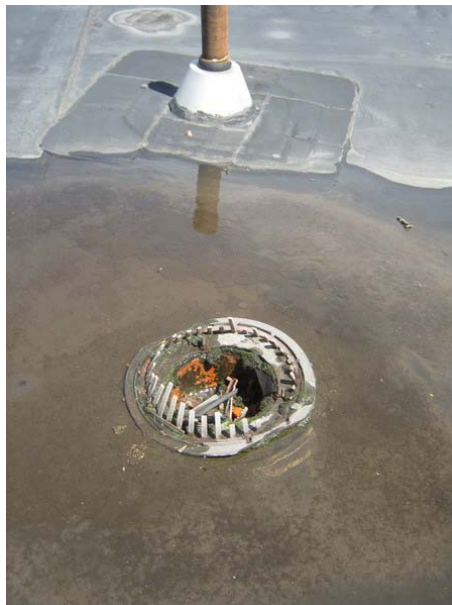


B3010b Visible penetration through roof membrane

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario



B3010c Tenting and wrinkling of roof membrane at edges



B3010d Missing drain cover and organic growth at drain

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario



B201011 Penetration through metal cladding not sealed



D3050 Original rooftop heating unit

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario



D303002 Window in drivers lounge with air conditioner



D501003 Electrical distribution equipment

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario



D502002 Soffit mounted exterior lighting



G202002 Scraped and scaled curbs

The Corporation of the City of Sault Ste. Marie
Asset Management Facility Condition Assessment
Transit Terminal Building, 160 Queen Street East, Sault Ste. Marie, Ontario



G202003 Asphalt at bus bays

APPENDIX 6

Natural Heritage Review – TULLOCH Environmental



Natural Heritage Evaluation Transit Terminal Relocation

The Corporation of the City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, ON

Tulloch Project # 201531

25 November 2020

Version 1.0



The Corporation of the City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON
P6A 5X6

November 25, 2020

Re: Natural Heritage Evaluation for the Proposed Relocation of the Sault Ste. Marie Transit Depot, Sault Ste. Marie, Ontario

To Whom it May Concern,

Tulloch Environmental, a division of Tulloch Engineering Inc ('Tulloch') was retained by the City of Sault Ste. Marie (the 'Proponent') to undertake Natural Heritage Evaluations of three locations considered siting alternatives for a proposed a new transit terminal facility. The three locations addressed in this evaluation are:

1. **The Existing Transit Terminal** (henceforth 'Existing Terminal') located at 160 Queen Street East, Sault Ste. Marie. Proposed work at this location is uncertain but may include the addition of a second story to the existing terminal or a complete terminal replacement; see Figure 1.
2. **The City Transit Services Facility** (henceforth 'Transit Services Facility') located at 111 Hudson Street, Sault Ste. Marie. Proposed work at this location has not been finalized but is likely to include an addition constructed onto the northeast corner of the existing facility; see Figure 2.
3. **A vacant lot located at 89 Hudson Street** (henceforth 'Hudson Street Site'), Sault Ste. Marie. Proposed work would include the construction of a new transit terminal; see Figure 3.

For the purposes of this report, each 'Site' is defined as the lot on which the work is proposed. Areas adjacent the Site are defined as those within 120m (in accordance with the Natural Heritage Reference Manual <https://www.ontario.ca/document/natural-heritage-reference-manual>).

This report has been prepared as an evaluation of Natural Heritage as defined by Section 2.1 of Ontario's Provincial Policy Statement ('PPS'). This evaluation has two parts; (1) a site investigation for the description of existing conditions / assessment of habitat suitability to support Natural Heritage features, and (2) an assessment of impacts on Natural Heritage, including mitigations to avoid or otherwise minimize any foreseen impacts.

1.0 Natural Heritage

Ontario's PPS, issued under Section 3 of the Planning Act, identifies and establishes protections for Natural Heritage features in the province. Section 2.1 of the PPS identifies Natural Heritage features as including:

- Significant Habitat for Threatened and Endangered Species at Risk ('SAR')
- Significant Wetlands
- Significant Coastal Wetlands
- Significant Woodlands
- Significant Valleylands
- Significant Wildlife Habitat ('SWH')
- Significant Areas of Natural and Scientific Interest ('ANSI')
- Fish Habitat

These features are themselves defined by provincial legislation (e.g. the Endangered Species Act), provincial policy documents (e.g. the Ontario Wetland Evaluation System, Significant Wildlife Habitat Technical Guide) or are directly established by the provincial government. The PPS established restrictions on development proposed within, or adjacent, confirmed Natural Heritage features.

The federal government also identifies natural features of conservation concern and establishes protections that apply to provincial developments. Examples include migratory birds (via the Migratory Birds Conservation Act) and fish habitat (via the Fisheries Act). These federal priorities, while not defined as Natural Heritage features, are best assessed in conjunction with provincial Natural Heritage as their identification, evaluation and mitigation are closely related and interconnected.

2.0 Site Investigation

The Site was visited on November 12, 2020. Site investigations were conducted by Kelly Major (Senior Terrestrial Ecologist) and Emelia Myles-Gonzalez (Aquatic Ecologist). The existing conditions of the Site and areas within 120m were described and habitat suitability to support Natural Heritage features was assessed, including candidate habitat for SAR, SWH and fish habitat. Neighbouring private lands were not accessed and were visually assessed based on aerial photographs.

The Site and areas within 120m were searched for aquatic habitat, fish habitat and surface water connectivity to surrounding wetland features.

Project staff qualifications are provided in Attachment I.

3.0 Results

The Site is located within Ecodistrict 5E-1 of Ecoregion 5E. The Site is located in Nesting Zone C4 and has a general nesting period of April 22 to August 27 for open areas according to Environment and Climate Change Canada. Site existing conditions and assessments of Site candidacy to support Natural Heritage features are provided below.

3.1 Existing Conditions

The existing conditions for each of the three Sites are provided below and depicted in Figures 1 and 2.

Existing Terminal

The Existing Terminal is entirely developed, Figure 1. The terminal is a small, single story, flat roofed building (Photos 1 to 3). The remainder of the Site is impermeable paving that includes a parking area, bus bays and outdoor passenger staging areas. The Site is devoid of vegetation save for a single mature ornamental tree. Adjacent areas to the north and east are developed residential lots with detached dwellings, mowed grass lawns and a mix of ornamental and errant trees and shrubs. Adjacent areas to the south and west are developed commercial lands comprised of multi-story buildings and impermeable sidewalks and parking areas. These commercial lots are essentially devoid of vegetation save for low ornamental boulevard trees along Queens Street.

Transit Services Facility

The Transit Services Facility is a large (~2.3ha) site that include a single sprawling, flat roof facility that houses transit administrative staff offices and bus maintenance facilities (Photos 4 to 7). The grounds of the facility are mostly paved and include a mix of staff and bus parking areas. The northeast corner of the Site (the area of proposed work; Photo 4) is a manicured lawn with ornamental trees. Along the north side of the Site is a fence line with errant Balsam Poplar trees (*Populus balsamifera*; Photo 5). The south and west sides of the Site are fringed with errant grasses, low trees of Balsam Polar and White Birch (*Betula papyrifera*), and wildflowers common to disturbed places (i.e. 'weeds' such as mixed goldenrods and asters; Photos 5 and 6). Common Milkweed (*Asclepias syriaca*) was abundant around the periphery of this Site. Areas adjacent this Site include the Canadian Customs building of the Sault Ste. Marie International Bridge to the north, an Ontario Travel Information Center to the east, an abandoned rail bed, commercial lands and a brownfield (former St. Mary's Paper Ltd. mill site) to the south, and a vacant city-owned lot (the Hudson Street Site, below) to the west.

Hudson Street Site

The Hudson Street Site is an approximately 1.0ha lot directly west of the Transit Services Facility (Photos 8 to 11). Formerly a nightclub and apartments, structures on this Site have since been demolished after a fire in 2019. The former building site is now establishing as a short grass lawn (Photo 8). The remainder of the site is a mix of exposed soil, mowed lawn, scattered errant trees (mostly Balsam Poplar), and wildflowers common to disturbed places (Photos 9 and 10). Common Milkweed was abundant along the southern edge of this Site. Areas adjacent this Site include the Canadian Customs building of the Sault Ste. Marie International Bridge to the north, the Transit Services Facility to the east, an abandoned rail bed and a brownfield (former St. Mary's Paper Ltd. mill site) to the south, and a 29-unit apartment building (O.T. Apartments) to the west. A drainage ditch with intermittent standing water also runs along the southern edge of this Site (Photo 11).



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Sault Ste. Marie Transit Terminal Relocation

Existing Terminal
Existing Conditions

Legend

-  Site Alternative (Approx.)
-  Adjacent Area (120m)
-  Proposed Area of Impact (Approx.)

Figure 1

PROJECT: 201531

DATE: 24/11/2020

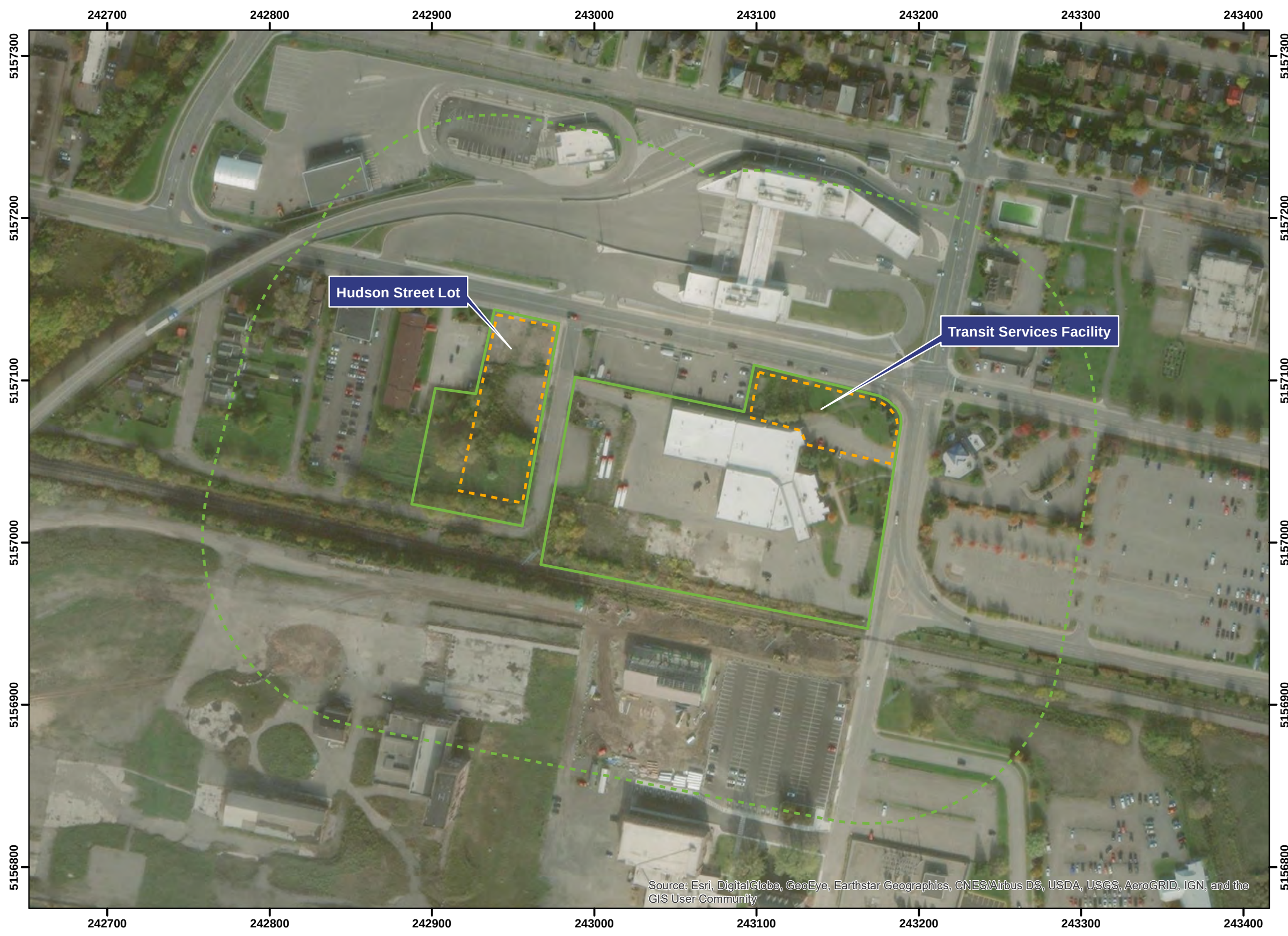
SCALE: 1:1,900



Coordinate System: NAD 1983 UTM Zone 17N

Document Path: \\SUDBURY\Projects\2020 Projects\Environmental\201531 - SSM Transit EA (Environmental Folder)\5_Maps\Figure - 201531 SSM Transit EA - Field Map - Nov2020.mxd

User Name: Kelly.Major



Sault Ste. Marie Transit Terminal Relocation

Transit Services Facility & Hudson St. Lot
Existing Conditions

Legend

-  Site Alternative (Approx.)
-  Adjacent Area (120m)
-  Proposed Area of Impact (Approx.)

Figure 2

PROJECT: 201531

DATE: 24/11/2020

SCALE: 1:2,500



Coordinate System: NAD 1983 UTM Zone 17N

Document Path: \\SUDBURY\Projects\2020 Projects\Environmental\201531 - SSM Transit EA (Environmental Folder)\5_Maps\Figure - 201531 SSM Transit EA - Field Map - Nov2020.mxd

User Name: Kelly.Major



Photo 1 – Existing transit terminal, bus bays and single ornamental tree.



Photo 2 - Existing transit terminal and parking area.



Photo 3 – Structural overhangs of the existing transit terminal.



Photo 4 – Northeast corner of the Transit Services Facility (most likely area at this Site that is being considered for new terminal).



Photo 5 – Northern edge of the Transit Services Facility (most likely area at this Site that is being considered for new terminal).



Photo 6 – Parking areas and errant grasses at the northwest side of the Transit Services Facility.



Photo 7 – Parking areas and errant grasses at the southwest side of the Transit Services Facility.



Photo 8 – Newly established lawn at the north side of the Hudson Street Site.



Photo 9 – Errant trees and shrubs typical of the south half of the Hudson Street Site.



Photo 10 – Errant trees and shrubs along the southern edge of the Hudson Street Site.



Photo 11 – Drainage ditch with intermittent standing water along the southern edge of the Hudson Street Site.

3.2 Habitat for Threatened and Endangered Species

Threatened and Endangered species are established provincially by Ontario's Endangered Species Act ('ESA'; S.O. 2007, c. 6) based on assessments undertaken by the Committee of the Status of Species at Risk in Ontario (COSSARO). The ESA establishes restrictions for development that could negatively impact these species or their habitat. Species at risk habitat is prescribed by regulations under the ESA, is defined by the Ministry of Natural Resources and Forestry ('MNR') according to published General Habitat Descriptions, or is otherwise considered "*an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding*".

All three sites are cleared, have a long history of development and are surrounded by intensive land uses. Where present, vegetation is sparse and fragmented. These conditions are not conducive to supporting habitat for most Threatened or Endangered species; species associated with naturalised areas can be confidently discounted from these three Sites.

Some SAR species can occupy human structures and structures are present at the Existing Terminal and the Transit Services Facility Sites. Barn Swallow (*Hirundo rustica*; Threatened) will build nests on porous vertical surfaces that are sheltered from the rain (e.g. under structural overhangs or within open buildings); especially when in proximity to waterbodies or wetlands. The Transit Services Facility and the Existing Terminal are not likely to support nesting by Barn Swallow owing to the intensity of land uses in vicinity and the lack of nearby water features. Their exteriors were none-the-less searched for Barn Swallow nests; none were found.

Chimney Swift (*Chaetura pelagica*; Threatened) is a species of colonial bird that will nest within large decommissioned mason chimneys or 'chimney like' structures (e.g. bell towers, attic spaces). Colonies of Chimney Swift are known to occur within Sault Ste. Marie. The Existing Terminal is too low of a building to support this species. No suitable habitat was observed from the exterior of the Transit Services Facility or visible from the aerial photographs of the Facility roof.

Little Brown Bat (*Myotis lucifugus*; Endangered) will roost individually or colonially within human structures, and especially within structural voids warmed by the sun (e.g. attic spaces or within hollow walls). They can also roost on vertical services on the outside of buildings such as under overhangs and within building facades. The flat roofs and modern commercial construction of the Existing Terminal and the Transit Services Facility mean that these structures are unlikely to support colonial roosting by Little Brown Bat when compared to older structures with gabled roofs (large attic spaces) and brick construction (hollow walls). None-the-less, the exterior of these structures were search for evidence of entry by bats including gaps and holes with staining by urine, feces or grease; none were found.

The potential for Threatened or Endangered species occurring on / within the Existing Terminal and the Transit Services Facility is considered low. On-site investigations and this evaluation are external only and visual only. Biologists cannot speak conclusively concerning any habitat that could exist within existing structures.

As a best practice, and out of an abundance of caution, the following mitigation is recommended:

- Should any existing structure, or portion of a structure, be subject to demolition, voids within that structure should be searched for evidence of wildlife occupation, including by bird and bat species. Contact a qualified environmental professional should any wildlife be encountered within existing structures.
- Should any existing structure, or portion of a structure, be subject to demolition, workers should remain vigilant for birds or bats that could be on exterior surfaces or exterior crevices. Note that half of Ontario's bat species are Endangered, and they can be difficult to identify to species without professional training. Contact a qualified environmental professional should any wildlife be encountered on existing structures.

3.3 Provincially Significant Wetlands (PSWs) and Coastal Wetlands

Wetland Significance is defined according to criteria established by the Ontario Wetland Evaluation System ('OWES'). Wetland significance is determined by an OWES trained wetland evaluator based specialized studies that evaluate the wetland's social, biological and hydrological importance. The PPS established restrictions on development proposed within, or adjacent, confirmed PSWs.

No wetlands exist within 120m of the three Sites.

3.4 Significant Woodlands

Woodlands are defined according the Ontario Ecological Land Classification ('ELC') system and, according to the Natural Heritage Reference Manual, a woodland is significant if it *"is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history"*. Criteria for assessing woodland significance vary across the province.

This feature does not apply to Ecoregion 5E.

3.5 Significant Valleylands

According to the Natural Heritage Reference Manual, valleyland *"means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year"* and significant means *"ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage"*

This feature does not apply to Ecoregion 5E.

3.6 Significant Wildlife Habitat (SWH)

The Significant Wildlife Habitat Criteria Schedules for Ecoregion 5E (<https://www.ontario.ca/document/significant-wildlife-habitat-ecoregional-criteria-schedules-ecoregion-6e>) establish criteria for 40 types of candidate SWH as well as methods for determining candidate habitat significance. Broadly speaking, these SWH address seasonal concentrations of animals, rare or specialized habitat, habitat for species of conservation concern and animal movement corridors. The PPS established restrictions on development proposed within, or adjacent, confirmed SWH.

All three sites are cleared, have a long history of development and are surrounded by intensive land uses. Where present, vegetation is sparse and fragmented. These conditions are not conducive to supporting candidate SWH.

Both the Transit Services Facility and the Hudson Street Sites both support abundant quantities of Common Milkweed; the larval host plant for Monarch Butterfly (*Danaus plexippus*; Special Concern). The potential for Monarch Butterfly to be breeding on these sites is considered high. While breeding habitat for Monarch (a species of conservation concern) can, under certain circumstances, qualify as candidate SWH, the anthropogenic nature of these sites disqualifies such candidacy here. None-the-less the following best practice is recommended:

- Should Milkweed be cleared, avoid the Monarch Butterfly active season: May 1 to October 1. Alternatively, if Milkweed must be cleared during this period, search the plants for Monarch adults, larva (caterpillars) or eggs prior to removal. Relocate any Monarch larva or eggs to the nearest safe and suitable Milkweed plants.

3.7 Fish Habitat

Fish habitat is defined by the Fisheries Act (R.S.C., 1985, c. F-14) as “*water frequented by fish and any other areas on which fish depend directly or indirectly to carry out their life processes, including spawning grounds and nursery, rearing, food supply and migration areas*”. The Fisheries Act imposes restrictions on work below the highwater mark of fish habitat or work that could impacts fish habitat.

No fish habitat was found within 120m of any of the three Sites. A drainage ditch with intermittent standing water runs along the south edge of the Hudson Street Site (Photo 11). Although this ditch does not support fish habitat, it is possible that the ditch could drain to fish habitat during spring freshet and other periods of high water. The following best practices are recommended:

- Undertake work on Site during periods of low water when no surface water connectivity exists to areas off-site. Alternatively, if work must be performed when surface water connectivity exists to areas off-site, ensure that an effective erosion and sediment control plan is prepared and implemented prior to the start of work such that all sediments are contained on Site.
- Ensure that an effective spill prevention and response plan is prepared prior to the start of work. Keep this plan on Site along with a Spills Kit to ensure that any accidental release of deleterious substances (e.g. fuels, lubricants, paints, solvents etc.) can be contained and remediated before entering the surrounding environmental. Report spills to the Ontario’s Spills Action Centre at 1-866-MOETIPS (663-8477).

3.8 Areas of Natural and Scientific Interest (ANSI)

ANSI are identified as “*land and water containing unique natural landscapes or features. These features have been scientifically identified as having life or earth science values related to protection, scientific study or education.*” (<https://www.ontario.ca/page/ontarios-parks-and-protected-areas>). ANSIs complement provincial parks and conservation reserves by conserving significant features through means other than regulation. The PPS established restrictions on development proposed within, or adjacent, ANSI features.

ANSI are identified and established by the MNRF and their locations are available in the MNRF Natural Heritage Information Center (‘NHIC’) Natural Heritage web-application. (https://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US).

A query of the NHIC web-application confirmed that none of these three Sites fall within an ANSI.

3.9 Migratory Birds

The Site is located within Nesting Zone C4. Most bird species in this nesting zone are considered migratory and they, their broods and their active nest are protected from harm federally under the Migratory Birds Convention Act (S.C. 1994, c. 22). A full list of protected species is available at <https://www.canada.ca/en/environment-climate-change/services/migratory-birds-legal-protection/list.html>.

All woody vegetation (trees and shrubs) has the potential to support nesting by migratory bird species. This includes horticultural and native species of ornamental or errant origin. The following mitigation is recommended to safeguard migratory birds and their active nests that could be located within vegetation:

- Avoid clearing vegetation during the General Nesting Period for migratory birds; April 10 to August 26 for open areas. Alternatively, if vegetation must be cleared within the nesting period, it should be inspected for active nests no more than 48 hours before clearing and any vegetation found to be supporting an active nest must be retained until the species vacates on its own accord.

Several migratory bird species can occupy human structures including Eastern Phoebe (*Sayornis phoebe*) and American Robin (*Turdus migratorius*). Some non-migratory and unprotected bird species will also occupy human structures (e.g. European Starling, *Sturnus vulgaris* and Rock Pigeon, *Columba livia*). The following mitigation is recommended to safeguard migratory birds and their active nests should they occur within existing buildings:

- Avoid demolishing structures, or portions of structures, during the General Nesting Period for migratory birds; April 10 to August 26 for open areas. Alternatively, if a structure must be demolished within the General Nesting Period, it should be inspected for active nesting no more than 48 hours before the start of work. Contact a qualified environmental professional if birds are found to be nesting within a structure that is to be demolished.

3.10 Summary

Existing conditions at each Site are summarised in Figures 1 and 2. Site suitability to support Natural Heritage is summarised in Table 2.

Table 1 – Summary of Natural Heritage associate with the Site and areas within 120m.

Feature	Potential Presence	Anticipated Impacts
Fish Habitat	Absent	None. Best practices are provided should work be undertaken near site drainage during periods of high water.
Threatened and Endangered Species	Low: - Existing Terminal - Transit Services Facility Absent: - Hudson Street Site	None. Barn Swallow, Chimney Swift and Little Brown Bat can occupy human structures. The age of style of the Existing Terminal and Transit Services Facility suggest they are at low risk of occupancy. Best practices are also provided should any of these species be encountered.
Significant Wetlands	Absent	None.
Significant Woodlands	None	None.
Significant Valleylands	None	None.
Significant Wildlife Habitat	Absent	None. Milkweed at the Transit Services Facility and the Hudson Street site can support Monarch Butterfly reproduction. This does not qualify as SWH and are not protected as such. Best practices are none-the-less provided to safeguard Monarch.
ANSI	Absent	None.
Migratory Bird Habitat	High: - Transit Services Facility - Hudson Street Site Moderate: - Existing Terminal	None. Migratory bird species can nest in trees and shrubs as well as on / within human structures. Mitigations are provided to safeguard migratory birds should activities be undertaken that could result in harm.

Potentials to occur are classified by the following criteria:

None = Feature is not applicable to this Site.

Absent = Feature was confirmed to be absent from the Site at the time of assessment.

Low = Habitat does not appear suitable to support this feature.

Moderate = Habitat appears suitable to support this feature, but the presence of this feature within that habitat is unlikely.

High = Habitat appears suitable to support this feature, and the presence of this feature within that habitat is likely.

Confirmed = Feature was confirmed present.

4.0 Closing

Tulloch was retained by the City of Sault Ste. Marie to undertake Natural Heritage Evaluations of three siting alternatives for a proposed new transit terminal facility; the Existing Terminal (160 Queen Street East), the City Transit Services Facility (111 Hudson Street) and a vacant lot (located at 89 Hudson Street). This report has been prepared as an evaluation of Natural Heritage as defined by Section 2.1 of Ontario's Provincial Policy Statement. The findings of this evaluation are summarised in Table 2.

We the undersigned are pleased to provide this report as a record of our services and findings. Please know that all conclusions in this report reflect observations made at the Sites as of the time of Site investigations. Habitat changes over time which can change its suitability to support Natural Heritage features. Environmental legislation and regulatory policies / procedures are also prone to change.

If you have any questions or if we can be of further assistance in this matter, please do not hesitate to contact us.

Sincerely,

Tulloch Environmental, a division of Tulloch Engineering



Kelly Major, M.Sc. EP
Senior Terrestrial Ecologist
Certified Environmental Professional

List of Attachments:

Attachment I – Qualifications of Project Team

Attachment I

Qualifications of Project Team

PROJECT TEAM



Kelly Major, M.Sc. EP is a Senior Terrestrial Ecologist and certified Environmental Professional (EP) at Tulloch Engineering. Mr. Major has worked as a biologist throughout Ontario for nine years in consulting, government and academic sectors. His areas of specialization include species at risk, environmental assessment, wetland evaluation and GIS mapping. As an academic, Mr. Major has acted as principal investigator for studies in community ecology, plant invasion and silviculture. His research has been peer-reviewed and published. With the Ministry of Natural Resources and Forestry (MNRF), he surveyed wildlife biodiversity across the province and co-authored technical guides forecasting boreal forest succession. As a consultant, Mr. Major now leads habitat assessments, species-at-risk surveys and environmental impact assessments. He acts as GIS Specialist for Tulloch's environmental group, he has served as expert witness for LPAT tribunal, and is recognized by the MNRF as formally trained in the Ontario

Ecological Land Classification System, the Ontario Wetland Evaluation System and Ontario reptile and amphibian survey. Mr. Major is recognized by the Ontario Ministry of Transportation (MTO) as RAQS certified in the Natural Sciences.



Emelia Myles-Gonzalez, M.Sc. is an Aquatic Biologist for TULLOCH Engineering. She has extensive knowledge of aquatic habitats and ecosystems. She has worked as an aquatic biologist at Tulloch for two years, and previously worked in academic sectors. Emelia's focus is on aquatic habitat assessments, cause-effect monitoring, community composition assessments and environmental baseline and contaminant monitoring. Emelia has excellent oral and written communication skills, preparing reports, scientific papers, permit and grant applications, and presenting at numerous international conferences. She has experience collecting, organizing and reporting on data from water, soil and sediment quality measurements, habitat assessments, fisheries/macrobenthic collections and environmental impact assessments. Emelia has played an integral role in study design, sample collection, statistical analyses, interpretation and reporting on numerous projects. Emelia has acted as a principle investigator on projects involving the Department of Fisheries and Oceans and the Great Lakes Fisheries Commission.

APPENDIX 7

Scoped Zoning By-law Review – TULLOCH Engineering



MEMORANDUM

Wednesday, February 10, 2021

To: Project File

From: Kevin Jarus, M.Pl., MCIP., RPP.

Re: 201531 City of Sault Ste. Marie Scoped Zoning Review

As requested, the Author has undertaken a scoped review of the City of Sault Ste. Marie zoning by-law and has found the following, in relation to permitted uses in the M2 zone and the definition/interpretation of the word “adjacent” in relation to Bus Terminal Uses and their adjacency to sensitive receptors (i.e. residences).

M2 Zone Permissions

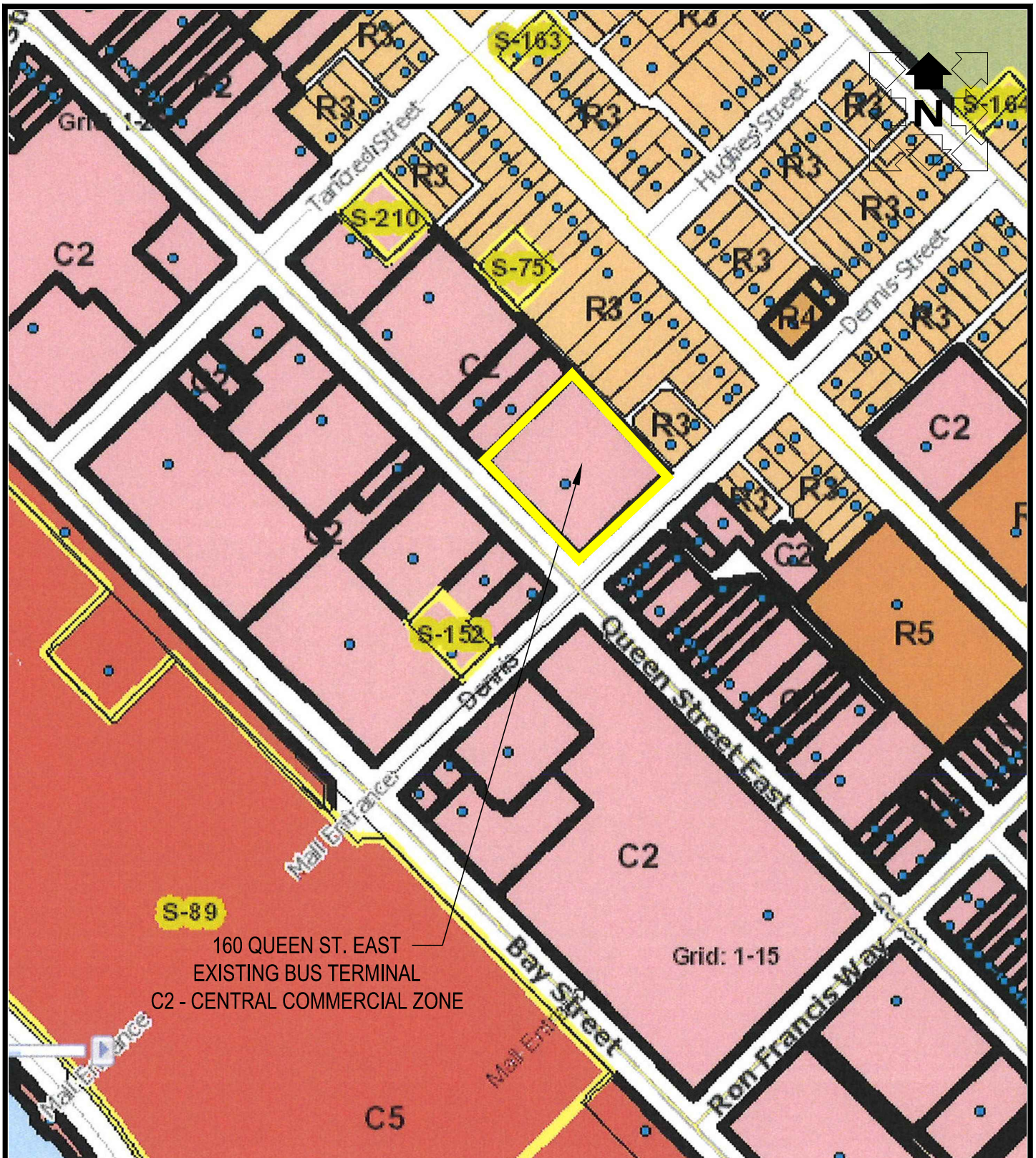
Zoning By-law 2005-150 (section 14.2.1) allows “Road Transportation and Warehousing” as a permitted use in the M2 zone

Section 1.81 of the by-law defines “Road Transportation and Warehousing” as including “bus depots” and “Loading, reloading and consolidation centres”. While such terms are not defined, it is my interpretation that these would include permission for a ‘bus terminal’. As such, a bus terminal is permitted in the M2 zone.

Adjacent

The City’s zoning by-law does not define the term “adjacent”. However, section 14.2.2 provides that any structure in the M2 zone must be set back 10m from a residential zone. All other setback provisions are not related to the lot’s ‘adjacency’ to a sensitive land use.

However, the policy I.6 City’s official plan requires the consideration of applicable provincial guidelines in determining setbacks from industrial uses to neighbouring (i.e. adjacent) sensitive uses. Such Guideline (D-6 section 4.1.1) provides for a 70m potential influence area when considering Class I industrial uses in proximity to sensitive uses.



PROJECT:

**CITY OF SAULT STE. MARIE
BUS TERMINAL RELOCATION
TRANSIT PROJECT ASSESSMENT PROCESS**



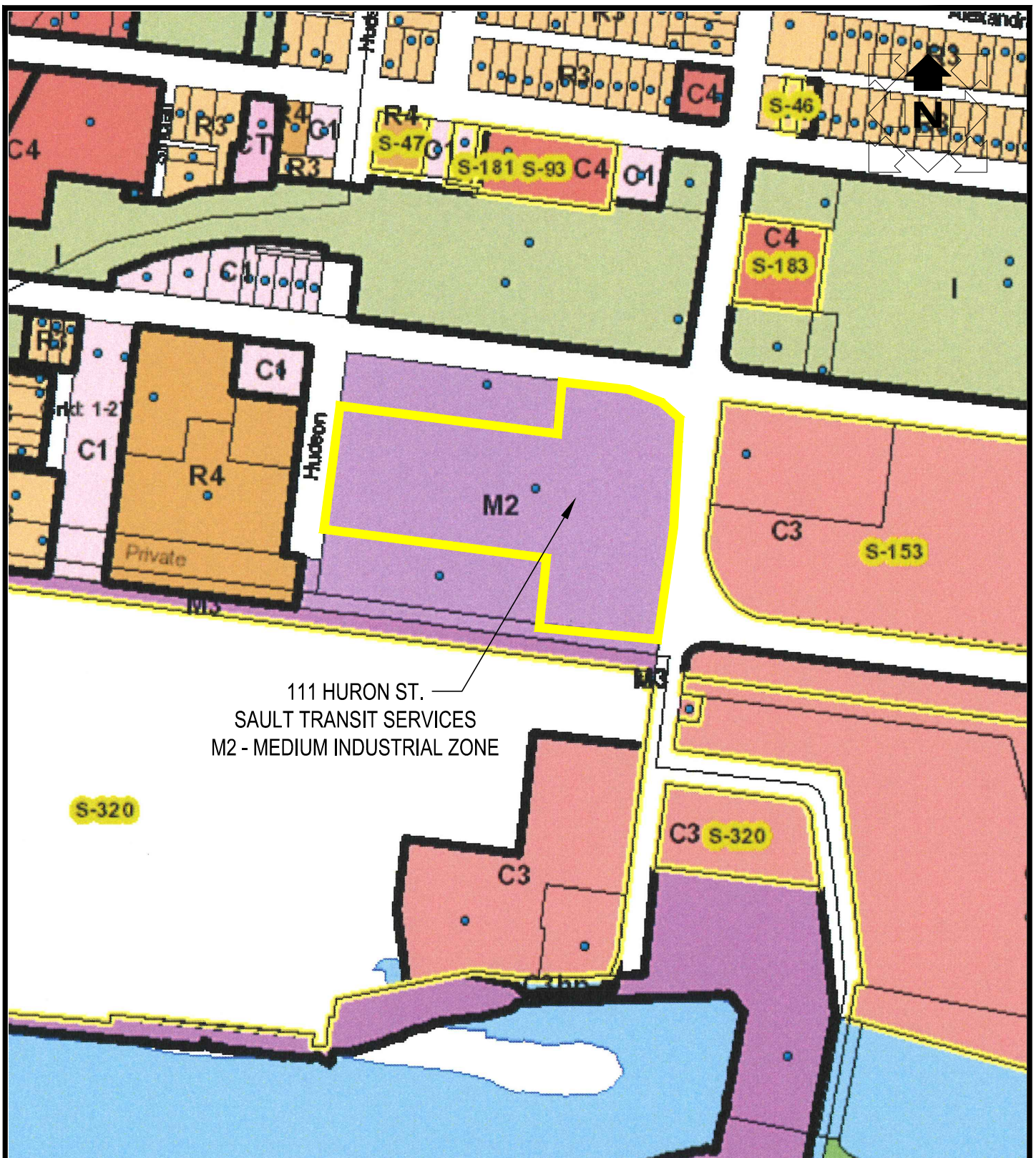
DRAWING:

FIGURE 3

LAND USE ZONING - 160 QUEEN ST. EAST
Page 220 of 392

0	FEB. 3, 2021	JVM	ISSUED FOR REPORT
No.	DATE	BY	ISSUES / REVISIONS
DRAWN BY:		CHECKED BY:	PROJECT No. :
KTN		JVM	20-1531
DESIGNED BY:	APPROVED BY:		DRAWING No. REVISION No.
SCALE:	DATE:		Fig 3 0
N.T.S.	FEB. 3, 2021		

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PROJECT:

**CITY OF SAULT STE. MARIE
BUS TERMINAL RELOCATION
TRANSIT PROJECT ASSESSMENT PROCESS**



DRAWING:

FIGURE 4

LAND USE ZONING - 111 HURON STREET
Page 221 of 392

0	FEB. 3, 2021	JVM	ISSUED FOR REPORT
No.	DATE	BY	ISSUES / REVISIONS
DRAWN BY:	CHECKED BY:		PROJECT No. :
KTN	JVM		20-1531
DESIGNED BY:	APPROVED BY:		DRAWING No.
SCALE:	DATE:		REVISION No.
N.T.S.	FEB. 3, 2021		

Fig 4 0

APPENDIX 8

Traffic Operational Analysis – CIMA+

January 7, 2021

TULLOCH Engineering Inc.
71 Black Road – Unit 8
Sault Ste. Marie, ON P6B 0A3

Attention: Marc Pilon, P.Eng.
Project Manager

RE: SAULT STE. MARIE BUS TERMINAL RELOCATION
Operational Assessment

Dear Marc:

As requested, CIMA+ has reviewed the proposed bus terminal relocation site in relation to the adjacent road network. A traffic operations analysis was conducted for the two adjacent major intersections and the site entrances. The details of the study are as below.

1 UNDERSTANDING

TULLOCH Engineering is working on a Municipal Class EA for the proposed relocation of the Sault Ste. Marie Bus Terminal. The alternative preferred by the City would relocate the existing bus terminal from 160 Queen Street to the existing Transit Depot at 111 Huron Street.

2 SITE CONCEPT REVIEW

CIMA+ received the site concept plan as shown in Figure 1.



Figure 1: Site Concept

3 EXISTING TRAFFIC VOLUMES

The City provided traffic turning movement counts at the intersections of Huron Street at Queen Street West and Bay Street West at Huron Street. Considered to reflect existing conditions, the traffic count details are shown in Table 1.

Table 1: Turning Movement Counts

Intersections	Date of Count	Time Period
Huron Street at Queen Street W	Wed. Sept. 20, 2017	10:00am-18:00pm
Bay Street W at Huron Street	Fri. Nov. 27, 2020	8:00am-9:00am, 11:00am-18:00pm



The counts show that at the Bay Street West/Huron Street intersection, the following hourly vehicle entry volumes are shown:

- AM peak - 266
- Mid-day peak - 403
- PM peak - 400

These counts show the mid-day peak hour and PM peak hour to have the largest volume. In addition, morning peak hour traffic counts at the intersection of Huron Street and Queen Street West were not available.

Therefore, the analysis continued for the mid-day and PM peak hours to reflect a worst case scenario. The existing Mid-day and PM peak hour traffic turning volumes are shown in Figure 2.

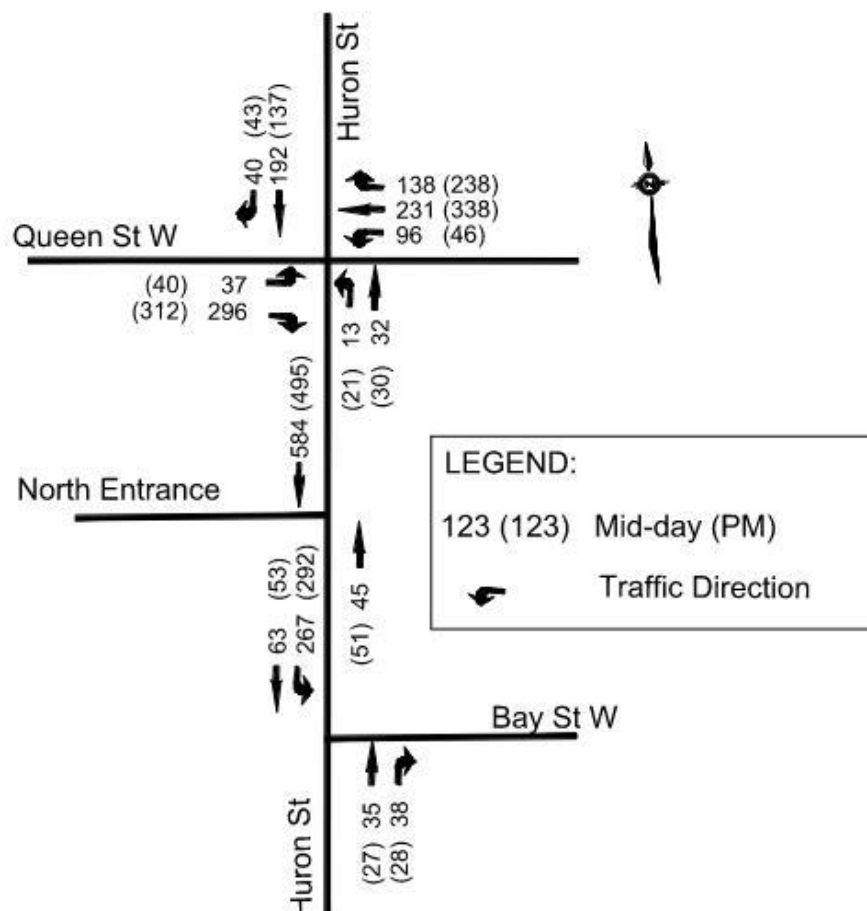


Figure 2: Existing Traffic Volumes



4 TRAFFIC PROJECTION AND ADJUSTMENT

To project future traffic volumes at the two major intersections and the two entrances, the site traffic volumes had to be estimated. The site traffic volumes include two parts: bus traffic and other traffic (e.g. employees, visitors).

Since we did not have the proposed transit routes and schedules, we assumed the existing City bus schedules and routes will be maintained. Currently, there are 7 city service routes leaving the terminal every half hour and 1 community bus route leaving every hour. Therefore, hourly bus traffic can be estimated as 15 inbound and 15 outbound per hour in both Mid-day and PM peak hours.

All inbound bus traffic volumes are assumed to enter at the North Entrance and all outbound bus traffic volumes will exit from the South Entrance at the Huron/Bay intersection. The site generated bus traffic volumes during Mid-day and PM peak hours are shown in Figure 3.

It should be noted that it was assumed that all buses exit eastbound onto Bay Street West and that no bus will turn (NB) left onto Huron Street, including the Korah Road bus route that is oriented towards the north. The reason is that Queen Street West is one-way (WB) east of Huron Street and does not match the general directions of the bus routes.

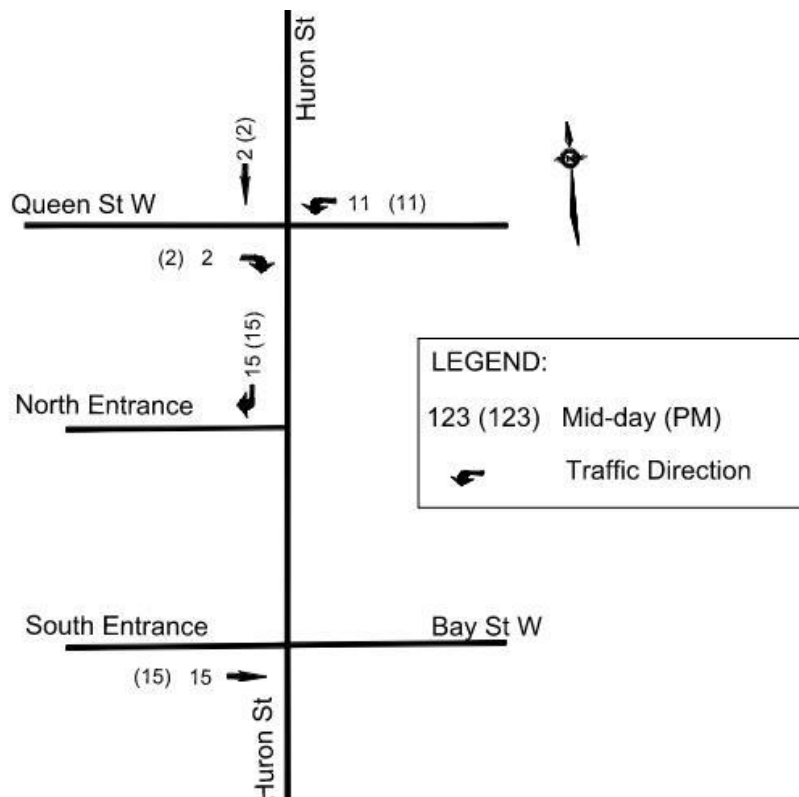


Figure 3: Site Generated Bus Traffic Volumes (hourly)



The site generated bus traffic volumes in **Figure 3** are hourly volumes. However, the bus traffic is not random. We have assumed that the buses are scheduled to allow a timed transfer of passengers between routes and all buses will therefore arrive roughly at the same time and leave at the same time twice each hour and therefore produce a short spike in traffic within the hour. To reflect this platooning of buses, we have assumed 8 buses will arrive and leave the site during a five-minute window twice per hour. Therefore, to reflect these peak 5 minute operations times, we have multiplied the five minute volume of 8 buses times 12 to simulate a 60 minute period. Part of the reason for doing this is that the operational analysis program Synchro is designed to analysis peak hour periods. The factored hourly site generated bus traffic volumes to be used in Synchro are shown in Figure 4.

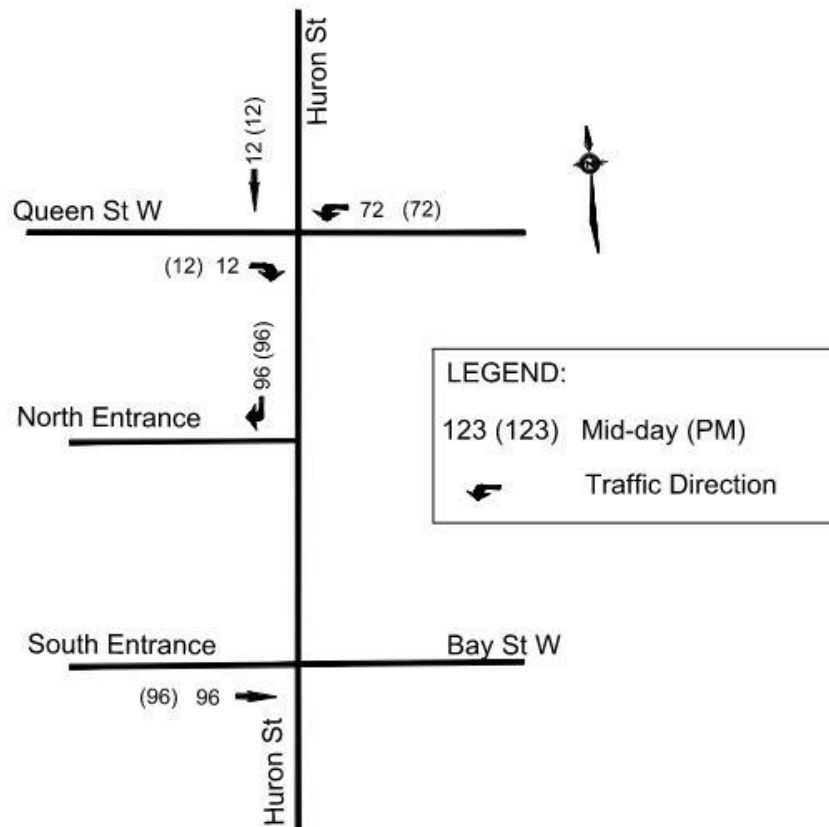


Figure 4: Factored Hourly Bus Traffic Volumes (for modelling purposes only)

For site generated traffic volumes due to staff and visitors, we have assumed the following:

- Mid-day peak hour: assuming no major shift change is taking place, a nominal 15 vehicles in and out are assumed.



- PM Peak Hour: we have assumed 10 vehicles inbound and 30 outbound (some staff leaving for the day).

The site generated non-bus traffic volumes during the peak hours are shown in Figure 5.

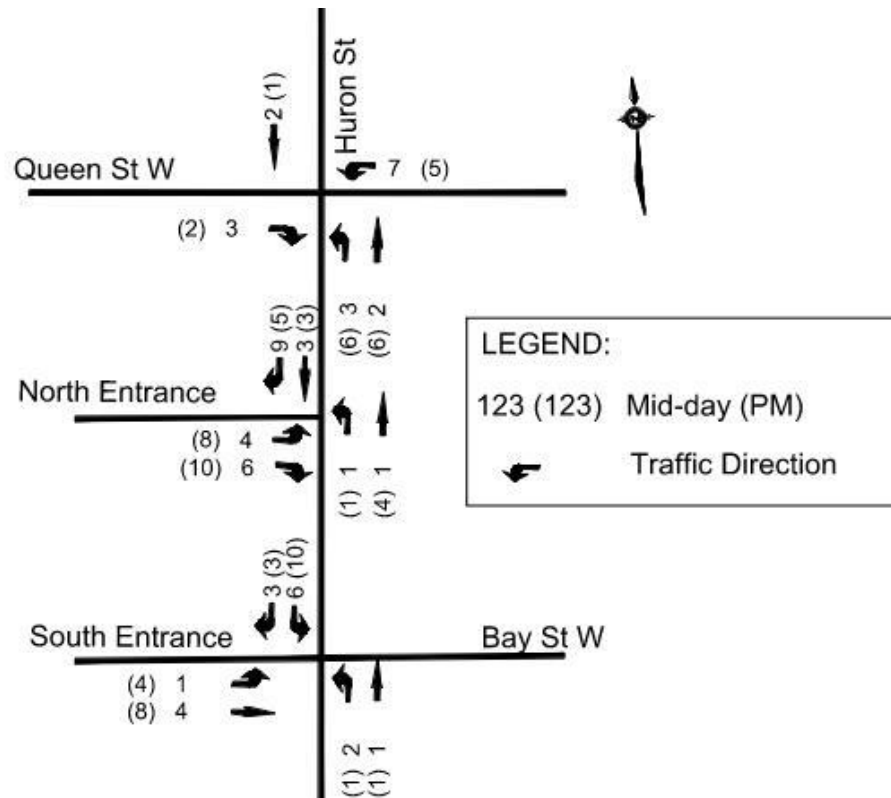


Figure 5: Site Generated Non-Bus Traffic Volumes

The true total traffic volumes after the proposed terminal relocation is obtained by summing up the volumes contained in Figures 2, 3 and 5. However, for modelling purposes the volumes are obtained by summing existing traffic volumes, factored hourly bus volumes, and site generated non-bus volumes shown in Figure 2, 4, and 5.

It is also assumed the existing background traffic volumes will continue without significant growth into the near future.

The total traffic volumes for the peak hours (for modeling purposes) are shown in **Figure 6**.

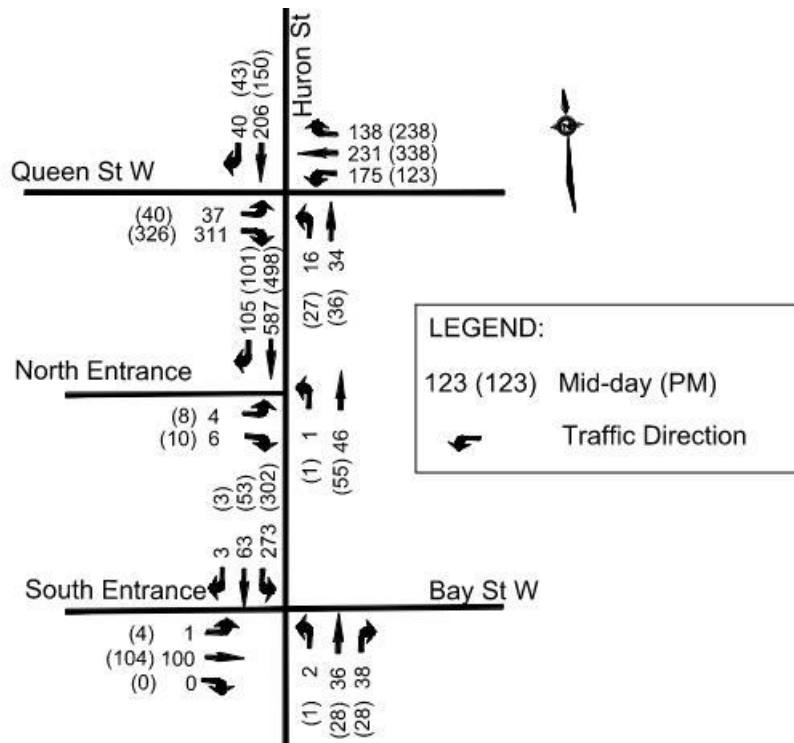


Figure 6: Total Traffic Volumes

The volumes shown in the above figure are low when compared with the capacity that the adjacent one-way road system provides. For example, the peak volumes on the Huron to Bay (SB to BE) movement are shown to be in the region of 300+ vehicles per hour. The capacity of a 2-lane one-way street (i.e. Bay Street) is in the region of 1200 to 1600 vehicles per hour (depending on downstream traffic signal timing and capacity).

5 OPERATIONS ANALYSES

The traffic operational performance for this future scenario was evaluated using the Synchro modelling software; the configuration of intersection being shown below in **Figure 7**.

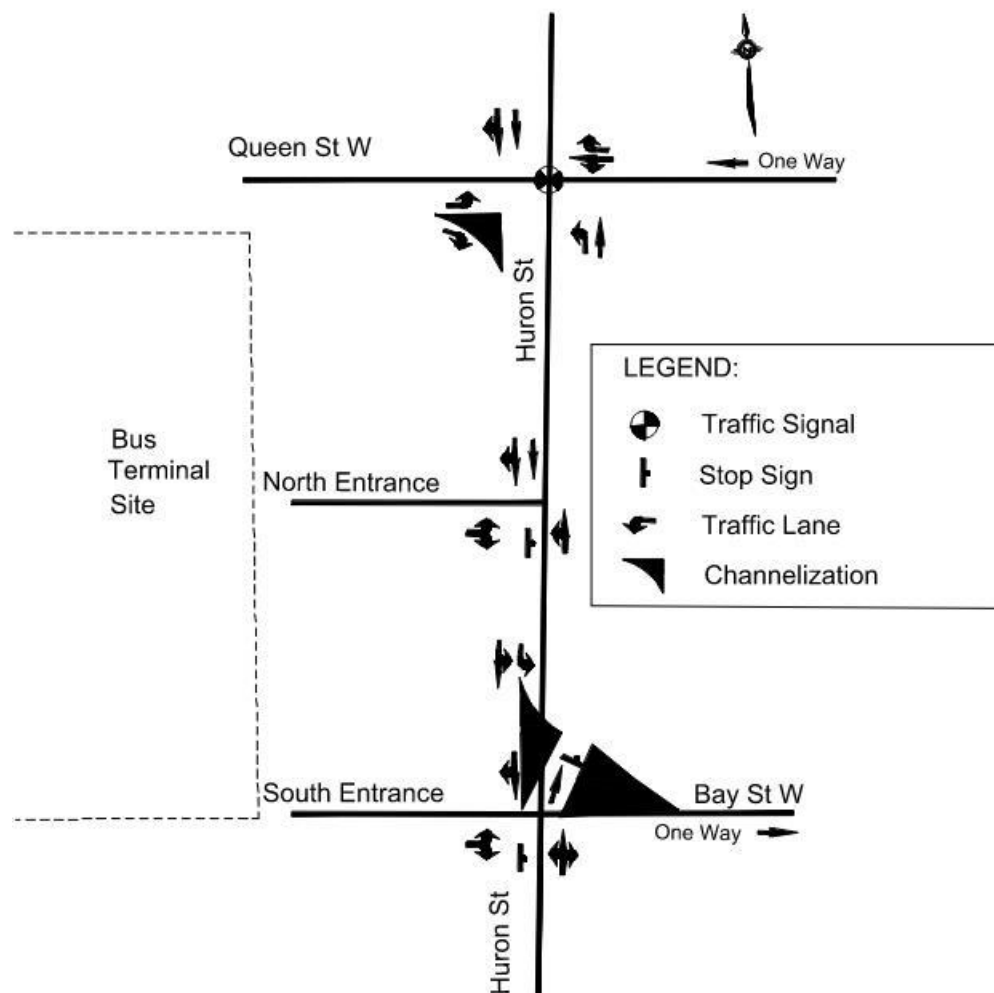


Figure 7: Intersection Lane Configurations

The traffic operational analysis results are summarized in Table 2.

**Table 2: Traffic Operations Analysis Results**

Intersection / Movement		Mid-day Peak Hour			PM Peak Hour		
		v/c ratio	LOS	Delay (s)	v/c ratio	LOS	Delay (s)
Huron Street at Queen Street W (Signalized)	EBL	0.17	B	10.1	0.18	B	10.2
	EBR	0.43	A	2.9	0.42	A	2.8
	WBLT	0.71	B	18.1	0.70	B	17.4
	WBR	0.22	A	2.5	0.32	A	2.5
	NBL	0.04	B	12.3	0.06	B	12.8
	NBT	0.05	B	11.9	0.05	B	12.3
	SBTR	0.20	B	10.1	0.16	A	9.6
	Overall		B	10.1		A	9.5
Bay Street W at Huron Street (Unsignalized)	SBLT	0.12		0	0.15		0
	NBT	0.07	B	11.3	0.06	B	11.8
	Overall		A	1.1		A	0.8
Huron Street at North Entrance (Unsignalized)	EBLR	0.03	B	13.3	0.04	B	12.5
	NBLT	0.0	A	0.2	0.0	A	0.1
	SBTR	0.26		0.0	0.21		0.0
	Overall		A	0.2		A	0.3
Huron Street at South Entrance (Unsignalized)	EBLTR	0.18	B	12.0	0.21	B	12.0
	NBLTR	0.0	A	0.2	0.0	A	0.1
	SBTR	0.04			0.04		
	Overall		A	5.0		A	5.9

From the analysis results, it can be seen that the two major intersections and the two site entrances will operate with overall level of service 'A' or 'B' during both Mid-day peak hour and PM peak hour. With the proposed site developments, the traffic operations are still with acceptable level of service and reserved capacity. Minimum delay and queuing is indicated at each intersection including the outbound movement from the terminal.

6 OTHER ISSUES

In **Figure 8** below, it can be seen that with the multiple ramp style design there are effectively four separate intersections within 30m of the South Entrance. While results indicate there will not be a future problem with the terminal relocation to this site, we did briefly examine the potential to simplify this intersection configuration by eliminating one or more of the ramps. For example, the possibility of making the intersection a normal T-intersection with much tighter geometry. This would make the Bay Street leg the minor approach. However, because of the one-way system the major flow is



from the north to the east which explains the design that is currently in place that makes this the free flow movement and negates delay to this main flow of traffic.



Figure 8: Intersections at South Entrance

Should the intersection be converted to a regular T-intersection, it would look something like that shown below in Figure 9.

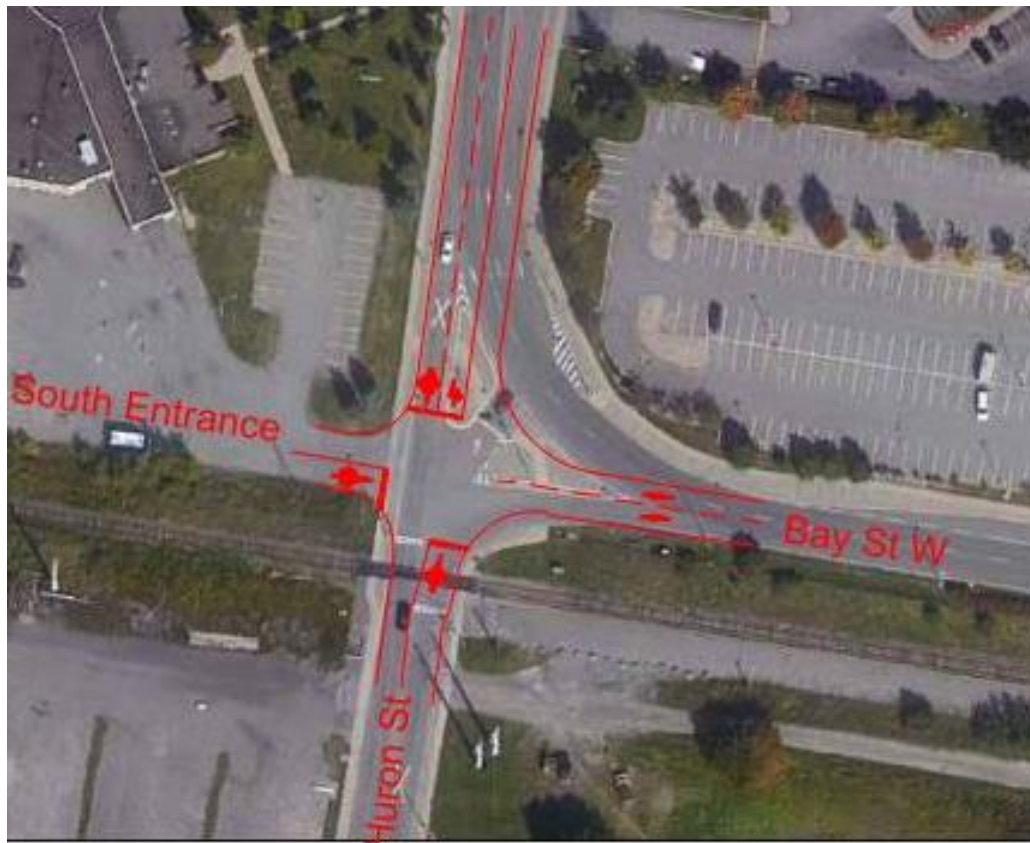


Figure 9 – Potential T-intersection Re-design for Huron/Bay

If this were to operate as a 3-way stop, the overall level of service would still be 'A' for both Mid-day and PM peak hours and the highest average delay for the major SBL turn would be no more than 10 seconds (where it is currently zero) . The detail summaries are Shown in Table 3:

Table 3: Traffic Operations Analysis Results for Reconfigured Intersection

Intersection / Movement		Mid-day Peak Hour			PM Peak Hour		
		v/c ratio	LOS	Delay (s)	v/c ratio	LOS	Delay (s)
Huron Street at Bay Street W/South Entrance (Un signalized)	EBLTR	0.102	A	7.9	0.08	A	7.9
	NBLTR	0.153	A	8.9	0.165	A	9.0
	SBL	0.27	B	10.1	0.295	B	10.4
	SBLTR	0.267	A	9.8	0.295	B	10.2
	Overall		A	9.4		A	9.8



7 CONCLUSIONS

Based on the above analyses, the conclusions are as follows:

- The existing and project traffic volumes are relatively low compared with the capacity of the adjacent one-way street;
- Traffic operations are acceptable with the projected site traffic added onto the road network;
- The existing configuration of the Huron/Bay intersection is somewhat confusing with its ramp-style design.
- Should a redesign of this intersection be considered to a simpler more common T-intersection design, then an average delay of approximately 10 seconds would be inflicted on the SB to EB traffic movement (which currently has no delay).
- Reconfiguration to a normal T-intersection with stop-control would still allow the intersection to operate at a High Level of Service.

We trust the foregoing provides enough information to enable the City to move forward with their bus terminal relocation project. Please contact me should you have questions or require further information.

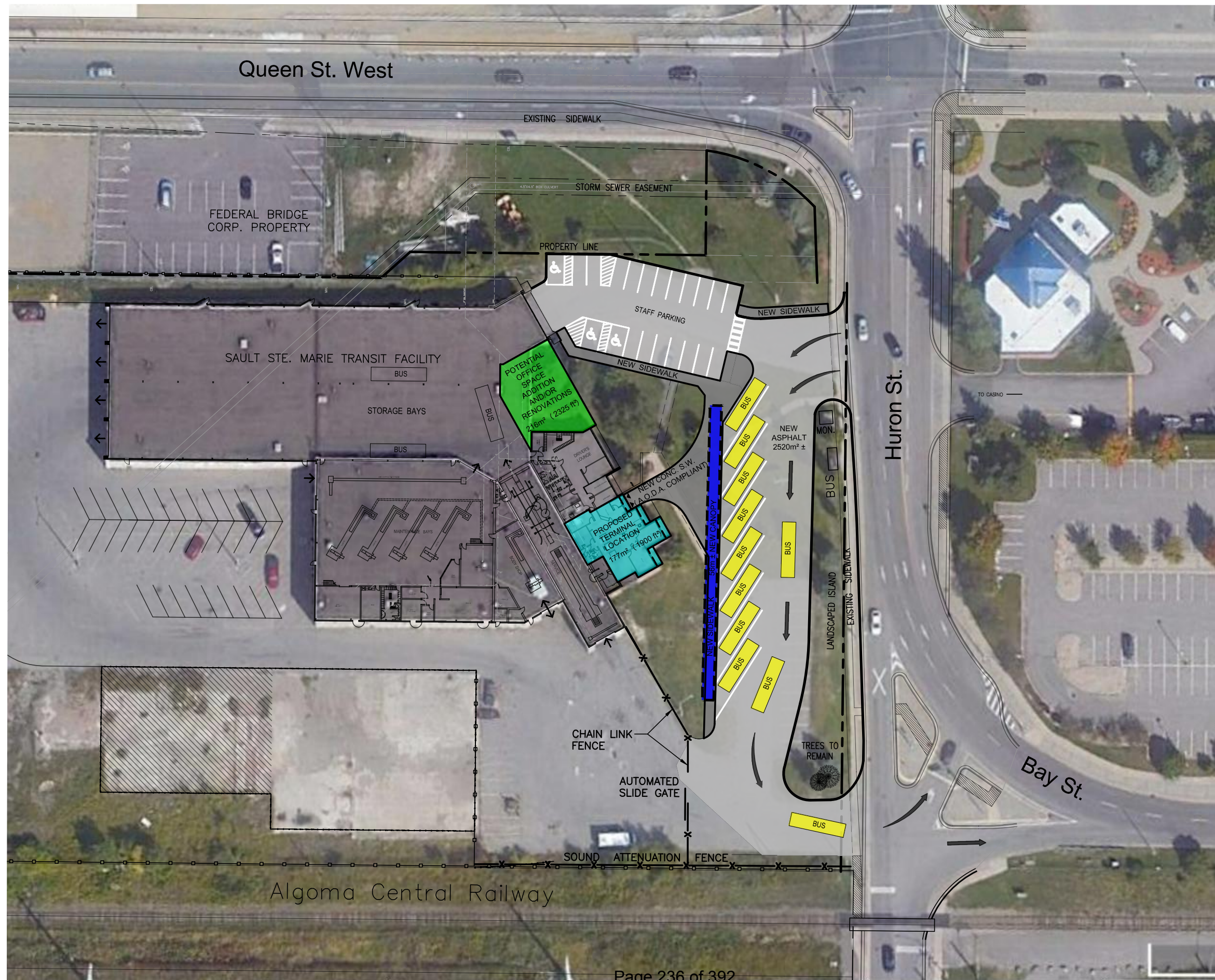
Sincerely,

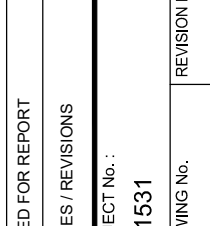
CIMA Canada Inc.

Stephen Keen, M.Sc., P.Eng.
Associate Partner, Director, Transportation
stephen.keen@cima.ca

APPENDIX 9

Proposed Terminal Layout – 111 Huron Street



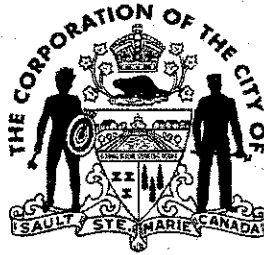
PROJECT:		CITY OF SAULT STE. MARIE BUS TERMINAL RELOCATION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT	
DRAWING:		PROPOSED BUS TERMINAL RELOCATION	
			
		ENGINEER'S SEAL	
			
		0 MAR. 22, 2021 KTN ISSUED FOR REPORT	
		No. DATE BY ISSUES / REVISIONS	
		DRAWN BY: KTN PROJECT No.: 20-1531	
		CHECKED BY:	
		DESIGNED BY: APPROVED BY: JVM DRAWING No. REVISION No.	
		SCALE: 1:750 DATE: MAR. 22, 2021	
		Fig1 0	

APPENDIX 10

Council Report – February 21st, 2005

6(1)(a)

Joseph M. Fratesi, B.A. LL.B.
Chief Administrative Officer



99 Foster Drive
P.O. Box 580, Civic Centre
Sault Ste. Marie, Ontario
Canada. P6A 5N1
(705) 759-5347
(705) 759-5952 (Fax)
E-Mail:
j.fratesi@cityssm.on.ca
s.robertson@cityssm.on.ca

2005 02 21

Mayor John Rowsell and
Members of City Council,
Civic Centre.

**RE: SAULT STE. MARIE SPORTS & ENTERTAINMENT CENTRE –
PARKING SOLUTION**

Background

As Council and the public are well aware, City staff and Council have been working on the prospect of building a new facility to replace the aging Sault Memorial Gardens for quite some time now. Many reports have already gone to City Council with respect to location, size, added features, financing plans and funding applications to the senior levels of government. The Sault Ste. Marie Sports and Entertainment Centre Steering Committee has been meeting regularly to ensure that this exciting project proceeds on time and on budget and results in an end product of which all of us can indeed be very proud.

Council and the Committee have met in caucus on numerous occasions to discuss the possible acquisition of various properties to provide new parking which will be required to sustain the new facility. A total of 413 parking spaces will be required to meet the standards set out in our existing Zoning Bylaw based on the size and seating in the new facility. The footprint of the facility will be somewhat larger than the existing footprint of the Memorial Gardens, thereby eliminating some of the existing parking spots. Additionally, given that the new structure, which will be built for 5,000 spectators (4,400 seats), additional spots will be required over and above those that were provided for the old facility. All matters considered, the parking required for the new facility is 413 spots.

Several years ago the City acquired the former Algoma Hotel property through a tax sale, which added some new parking. Architectural drawings and layouts indicate that about 269 spots can be accommodated on the existing arena site (including the former Algoma Hotel property). The balance of the required parking, in order to meet the City's Zoning Bylaw, needs to be within 500' of the existing arena property.

Plan For Providing Required Parking

Staff have reviewed the various alternatives in the neighbourhood and these have included options such as acquisition of the United Steelworkers property, the Elks property, the two private homes on the corner of Dennis and Bay Streets, commercial properties on Queen Street, as well as commercial properties on Bruce Street and on Bay Street. Discussions were held with the owners of these properties to determine which of these sites could be acquired and converted to parking spots for this project. Staff were very cognizant of the fact that Council had received a report recommending that only a portion of the existing Parking Reserves be used to cover the costs of acquisition of new spots for this project, with a reasonable amount being left in Reserve for future parking lots repairs. Attached you will find a Table of the various properties which were reviewed, along with a map showing their location. The Table clearly indicates the total cost to acquire each property as well as costs to demolish any buildings and construct parking lots.

Discussions were also held at a staff level between those involved in the arena project and those responsible for public transit operations to determine whether or not the City-owned bus terminal property might be considered as well. As a result of this review, Transit staff have concluded that the relocation of the terminal operations into the existing garage/office operations at Queen and Huron Streets, would be a good move operationally. This would consolidate the two operations into one, thereby saving annual operating costs and providing a better level of service to the public that use the transit system. As a matter of fact, at the suggestion of Councillor Steve Butland, a survey of the useage of the terminal by passengers was conducted and the results are contained in a report from Don Scott, Manager of Transit. Councillor Butland's memo in this regard is attached.

The cost to replace the terminal facility at the Queen and Huron site (estimated to be \$490,000) would be recovered from the sale of the existing terminal building and from the annual operating savings in the Transit budget. The report of Don Scott, Manager of Transit, previously mentioned, is attached and outlines the advantages of relocating the terminal.

It should also be noted that the Engineering firm of Totten, Sims, Hubicki, which is providing advice to the City on its proposed Transportation Corridor has reviewed the proposal and plans for the relocation of the bus terminal to the Queen and Huron site. Rick Talvitie undertook this review and has indicated that the terminal operations will not interfere with, nor will they be impeded by, the new Transportation Corridor.

Leaving the existing terminal building on the site for resale once the new Sports and Entertainment Centre is completed, will allow for almost 100 spaces on the Dennis Street property.

The City's parking requirements and possible solutions for this project have become public. It is quite apparent that the City is not in a financial position to purchase some of the alternatives offered. The asking prices exceed the amounts that Council has available from Parking Reserves. Fortunately for the City, Mert Wright, one of the principals in a company known as Topsail Island Developments Limited contacted the CAO and indicated that his company was prepared to sell a parking lot that it owned on the south side of Queen Street, between the former Woolco and the Bell Canada buildings. Mr. Wright has been more than fair with the City and the sale price is very attractive in providing a parking lot (already paved) with approximately 65 spots. As well, Mr. Wright's company is prepared to sign a long-term lease arrangement for the daytime use of a maximum of 25 spots. This will provide up to \$10,000 per year in new revenues.

Staff met with the Downtown Association several months ago and strong representation from Square 5 (Bruce to Dennis) was in attendance. It was pointed out to City officials that the only public parking available for Square 5 merchants is that which is currently provided across the street on either side of the Memorial Gardens. Every other Square in the Downtown business zone has public parking readily available behind the stores/offices. The argument was made that there will be no public parking in Square 5 during the almost two years that it will take for the construction of the new Sports and Entertainment Centre and demolition of the old arena. Many of the businesses, particularly those on the east end of Square 5, suggested that they would not survive the construction period without parking being readily available for their businesses. As a result, staff have negotiated with two property owners on the west side of Bruce Street to the rear of the Queen Street businesses. The acquisition of these properties will allow for the development of a smaller municipal lot of approximately 22 vehicles. This purchase is supported by the Downtown Association, and a copy of the supporting resolution is attached.

The acquisition of the properties above-mentioned, along with the conversion of the Dennis Street terminal, will provide more parking spots than the minimum required by our Zoning Bylaw. It will minimize the impact that Downtown businesses will feel both during construction and post construction while events are occurring in the new facility. You will find attached to this report a memo dated 2005 02 16 from Don McConnell, the City's Planning Director indicating his clear support for this parking solution.

The following benefits result from the package of recommendations which are contained in this report:

- 449 parking spaces will be created for the new Sports & Entertainment Centre which is 36 spaces above the amount required to meet the Zoning

Bylaw. This overage allows for flexibility in some of the design aspects of the project components. (e.g. driveway layout or Memorial Tower)

- All of the parking will be provided within 500' of the facility property as required by the City's Zoning Bylaw, providing parking which is convenient both during the construction and post construction phases of the facility development.
- The concerns of the those merchants in Square 5 of the Downtown Association regarding the possible adverse impact on their businesses because of the temporary and permanent loss of parking, will be addressed in a manner satisfactory to those businesses and the Downtown Association.
- Taking into account the proceeds from the sale of the Dennis Street terminal and annual savings in the transit operations, the net cost to create the parking required for the facility and to support the existing businesses in the downtown will be within the amount recommended by the Commissioner of Public Works and Transportation. It also leaves an adequate amount in the Parking Reserve for future parking lot repairs.
- Sale of the terminal building will result in new annual tax revenue for the City, as will the long-term lease of parking spots to Topsail Island Developments Ltd.
- The consolidation of the transit operations by relocating the terminal facility into the existing garage/office facility will provide a better and more efficient transit service.

Recommendations

Based on all of the above and the need to settle the issue of parking as required by our Zoning Bylaw so that a building permit can be issued thereby allowing for an early May construction start, the following are recommended for Council's approval:

1. That the City purchase the property at 331 Queen Street East from Topsail Island Developments Ltd. The appropriate bylaw appears elsewhere on this evening's agenda.
2. That the City purchase the properties at 115 and 119 Bruce Street. The appropriate bylaws appear elsewhere on this evening's agenda.
3. That the City converts the existing vacant property around the Dennis Street bus terminal to create a municipal parking lot, with timing of same to coincide with the construction of the new Sports & Entertainment Centre.
4. That a new Transit terminal be constructed within the existing Transit building at Queen and Huron Streets at an estimated cost of \$490,000.

5. That once the new terminal facility is completed and operational and the new Sports & Entertainment Centre completed, the existing bus terminal on Dennis Street be offered for public sale.

Attached as well you will find a letter of support from the City's Planning Director regarding this parking solution. Please also note that these recommendations have already received the full support of the Sports & Entertainment Centre Steering Committee and are now brought forward to Council for its endorsement.

All of which is respectfully submitted,



Joe Fratesi,
CHIEF ADMINISTRATIVE OFFICER.

JMF/sr

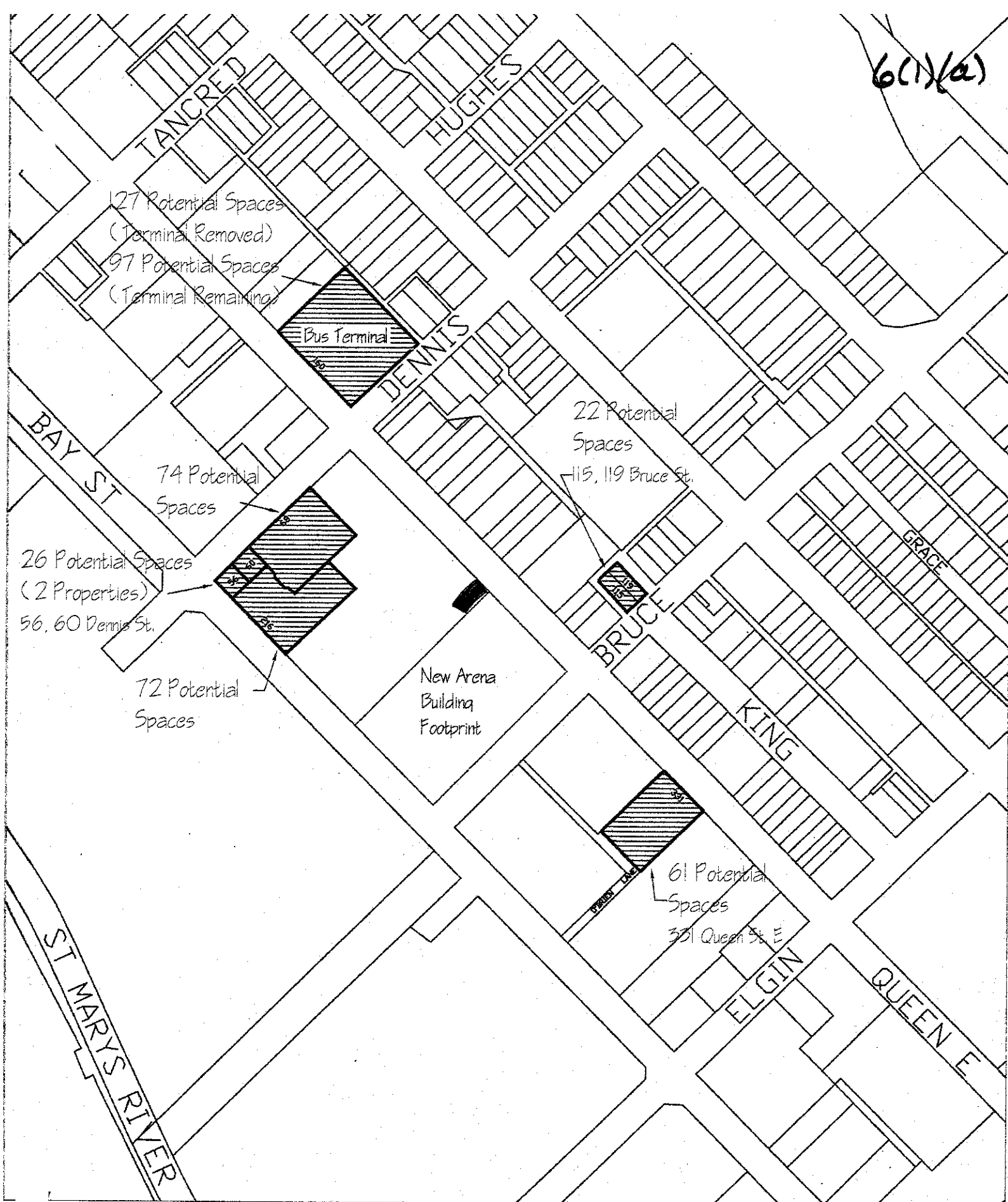
Attachments

Arena Parking Lot Alternatives Table - 413 Parking Spaces Required

Property	Total Square Area (m2)	Total Building Volume (m3)	No. of Potential Parking Spaces	Property Cost	Demolition Cost/\$30m3	Paving Cost/\$35m2	Total Cost	Cost/Space	Notes
Arena Property			269	\$0.00	N/A	N/A			Demolition and paving cost included in base budget. Includes 6 spaces within service court for employee parking.
Bus Terminal - Terminal Removed	4047	699	127	\$0.00	\$20,970.00	\$16,310.00	\$37,280.00	\$293.54	The cost to construct a new facility at 111 Huron St. is estimated at \$490,000.00. However, this is offset by an annual savings of \$30,000.00/year in operational costs. --\$16,310 Paving Cost is an estimate consisting on the removal of the building (233m2) and the curbing surrounding the structure.
Bus Terminal - Terminal Remains			97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	The cost to construct a new facility at 111 Huron St. is estimated at \$490,000.00. However, this is offset by an annual savings of \$40,000.00-\$50,000/year in operational costs and new tax levy. In addition the existing building will be sold or leased, subject to a lease agreement for the required parking. Furthermore the cost of the new terminal will be offset by the sale or lease of the existing terminal, estimated at \$250,000.
Elks Hall	2268	1338	72	\$495,000.00	\$40,140.00	\$79,380.00	\$614,520.00	\$8,535.00	The property is listed at \$495,000 and the Elk's have advised that it is going to go up to \$535,000 as a result of a new roof that is being put on.
Union Hall	2403	7170	74	\$700,000.00	\$215,100.00	\$84,105.00	\$999,205.00	\$13,502.77	Contact has not been made with the owners of 56 and 60 Dennis Street.
56, 60 Dennis Street	519	524	26	\$200,000.00	\$15,720.00	\$18,165.00	\$233,885.00	\$8,995.58	
Elks Hall Union Hall & 56, 60 Dennis			172	\$1,395,000.00	\$270,960.00	\$181,650.00	\$1,847,610.00	\$10,741.92	
115 & 119 Bruce Street	517	2003	22	\$200,000.00	\$30,000.00	\$18,095.00	\$248,095.00	\$11,277.05	
331 Queen Street East			61 Plus	\$275,000.00	N/A	N/A	\$275,000.00	\$4,508.20	Proposed lease arrangement provides \$10,500.00/YEAR in annual funding.

6(1)(a)

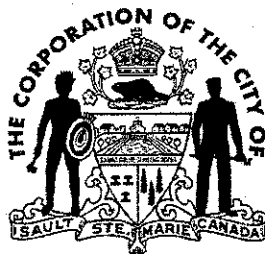
6(1)(a)



New Arena Parking Options Discussion Sketch

Notes:

- All figures derived using a standard Parking Lot Configuration:
 - 19' length, 22' aisle, 90 degree angle delineation
- New Arena building footprint is approximate.



February 8, 2005

TO: COUNCIL

FROM: STEVE BUTLAND

RE: TRANSIT TERMINAL TRANSFER

I spent about 30 minutes with Don Scott and his senior staff at the Transit facility this morning and their enthusiasm to the move allayed most of any fears I had about any negative consequences of the move. It is my opinion that the vast majority of riders are at the terminal to board another bus and not to frequent the downtown area.

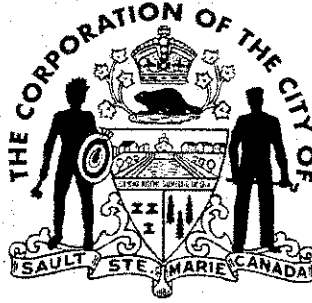
To confirm (or not) that supposition, I have requested through CAO Joe Fratesi to request our Transit Department to survey our "riders" as to their purpose and intentions when attending our present terminal site. Hopefully this survey can be quickly taken and the results shared just as promptly.

Also, I had concerns as to riders using our transit system to attend Greyhound Games or other events. Operators feel that these numbers are minimal. Perhaps, one solution would be to provide a shuttle service to accommodate these individuals on events days/nights. Mr. Scott indicated that they would be prepared to consider this option.

Shall keep you informed of the above. In the interim, I would suggest a personal visit with our Transit staff.

Respectfully submitted,

Steve Butland, Councillor,
Ward One.



6(1)(a)

Sault Ste. Marie Transit Centre
111 Huron Street

February 21, 2005

Joe Fratesi
Chief Administrative Officer
Sault Ste. Marie Civic Centre
99 Foster Drive

RECEIVED

FEB 23 2005

SUBJECT: Relocation of Downtown Transit Facility

Over the past four months, Transit Services staff, with the assistance of staff from the Public Works & Transportation, Engineering and Community Services Departments worked together with local consulting architects & engineers. Unit costs of construction and a conceptual plan (attachment) for the relocation of the bus terminal to the corner of Queen and Huron streets were developed. Outlined within this report are the following: budget impact, potential for expanded ridership, cost of construction, customer count results, union involvement and a summary of the conceptual site plan and it's impact on the planned transportation corridor.

Budget Impact

The proposed relocation of the bus terminal will have a positive budget impact of \$29,700 in annual savings for the Transit Services Division.

The budget impacts are as follows:

Refuse/Recycling	\$ 700
Water & Light	\$ 2,000
Security	\$12,000
Transportation of Employees	\$ 5,000
Bus Changes (fuel, staff)	<u>\$10,000</u>
Projected Savings	<u>\$29,700</u>

Potential For Expanded Ridership

The proposed location of the bus terminal can support and increase overall ridership through the development and expansion of service for employees working at St. Mary's Paper, Casino Sault Ste. Marie, Canada Customs at the Bridge Plaza, and workers involved with the future development and operation of the Gateway Site.

... 2

New ridership may also occur from customers visiting three of our community's major attractions, being, the Soo Locks, Casino Sault Ste. Marie which currently draws 2,800 people daily and upon its completion, the Gateway Site.

The new Sports and Entertainment Centre will host a minimum of 40 Soo Greyhound games annually and combined with other scheduled events the new facility will service to further enhance opportunities for increased ridership.

High capacity bus shelters located on Queen and Bay streets will serve as staging areas for transit customers travelling to and from the new facility. In addition, for spectator events where transportation requirements may exceed the carrying capacity of our regular service, management will respond, when required and with prior approval, for the necessary shuttle service to ensure the success of the event.

Cost of Construction for Bus Terminal

Initial planning calls for a two-phase development which would spread the costs for the project over two years.

The excavation and preparation work for asphaltting can be completed by the Public Works and Transportation during the shoulder seasons in the spring and fall. During the year 2005, an anticipated \$190,000 is required for excavation, storm pipes, catch basins, granular base etc. The second year, 2006 will require an additional \$300,000 for asphalt and construction of the bus terminal.

The anticipated total cost for the project, over a two-year period, is \$490,000.

Customer Count

On February 9 and 10, 2005, Transit Services carried 10,820 passengers. In total, between 7:00 a.m. and 5:00 p.m., 2,348 passengers travelled to the terminal, of which 2,261 (96%) immediately transferred to another bus to continue their journey and 87 (4%) of the passengers ended their journey at the terminal.

Union Involvement

Members of Local UTU 104 have been actively involved with the current "route review committee" to develop the required adjustments for the existing bus routes to accommodate the relocation of the bus terminal. Through the process of joint consultation management will continue to work with the union to ensure a smooth transition in operations after the bus terminal has been relocated to Queen and Huron streets.

Conceptual Site Plan and Its Impact on the Planned Transportation Corridor

Transit Services staff have met with staff from the Engineering Department and a consulting engineer for the planned transportation corridor to review vehicle access and egress from the site of the proposed transit terminal at Queen and Huron streets. The conclusions developed from the meeting are outlined by Jerry Dolcetti, Commissioner of Engineering. His comments are as follows:

"The relocation of the facility within the transit garage property will not negatively impact the planned transportation corridor. A meeting with a consulting engineer for the corridor examined various options in the location of access provisions enabling internal and external maneuvering of the buses to and from the site and its impact on the corridor. Sufficient area is available to provide adequate separation distances for the access, not to conflict with queuing space to accommodate turning movements, the access to the International Bridge from Queen Street and the traffic lights at the intersection of Queen and Huron. The transportation corridor provides sufficient lane widths in handling the expected traffic flow to and from the corridor to the International Bridge Plaza. The construction of this section of the transportation route will commence by June 2005."

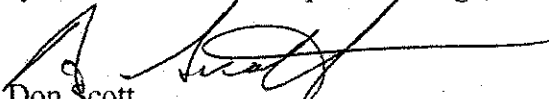
Summary

The relocation of the bus terminal to Queen and Huron streets will see positive benefits such as annual cost savings, shorter response time to on-road maintenance issues with the fleet, continued public transportation service to the downtown core and a barrier free bus terminal for our disabled customers.

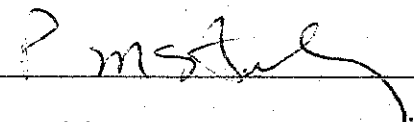
All routes excluding Cedar Heights which is one hour service will continue to offer half hour service, 5:45 a.m. to 6:45 p.m. It is anticipated that customer convenience will not be compromised with the proposed new location of the bus terminal.

The scheduled completion of the proposed transit facility at Queen and Huron streets will be no later than September 2006. At that time, the planned adjustments to our current bus routes will be implemented to accommodate for the new location of the bus terminal.

Until construction of the new bus terminal is complete, Transit Services will load and unload our passengers at the south side of the current terminal, and on the north side of Queen Street, all of which has been done before without any serious inconvenience to our customers. Upon completion of the new bus terminal, staff will continue with an ongoing review of our bus routes to ensure that our transit system is flexible and open to change, therefore continuing to meet the needs of our customers.


Don Scott
Transit Manager

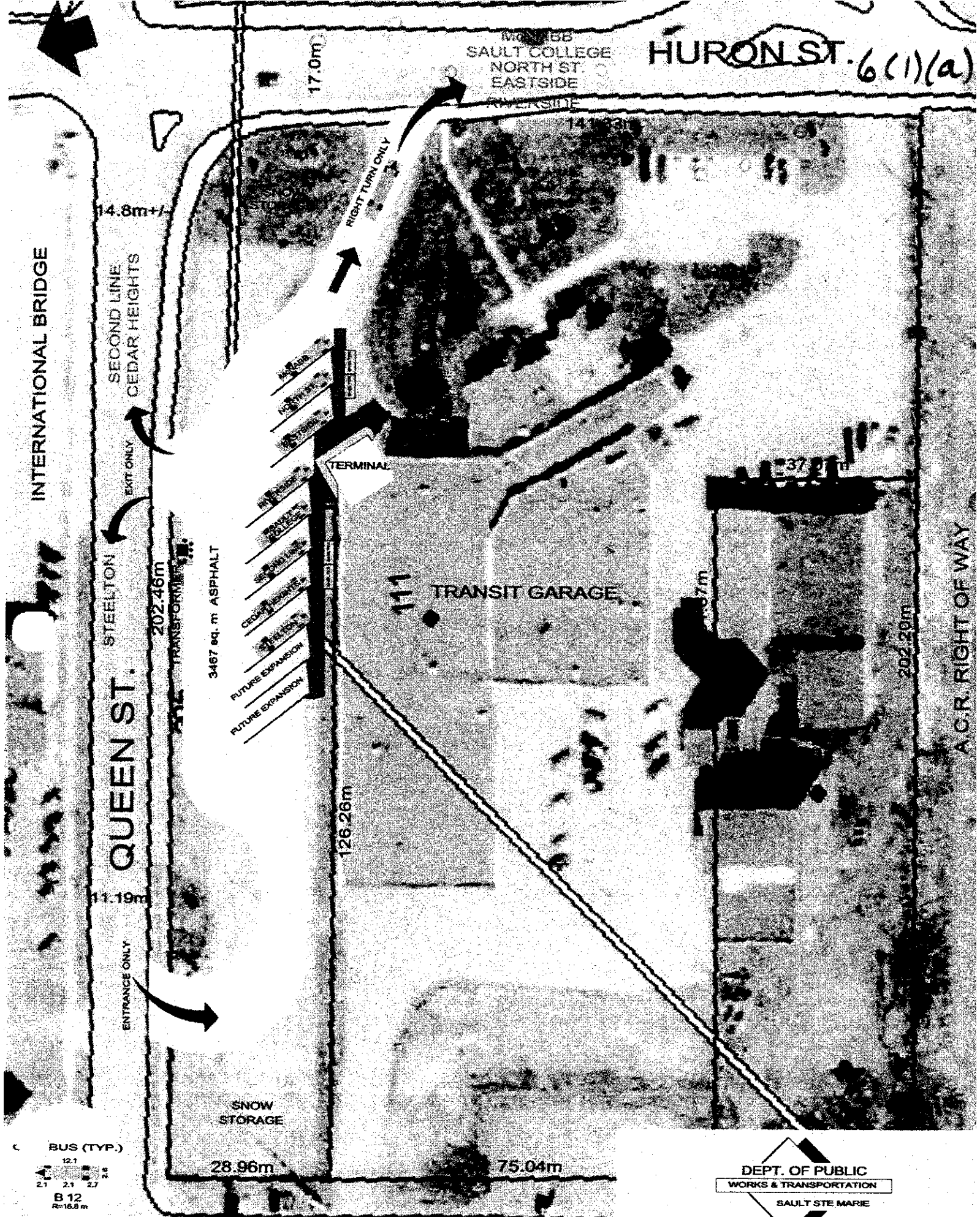
Recommended by:


Patrick M. McAuley, P. Eng.
Commissioner
Public Works and Transportation

6(1)(a)

Enc

cc Nick Apostle, Commissioner of CSD
Jerry Dolcetti, Commissioner of Engineering



INTERNATIONAL BRIDGE

14.8m +/-

SECOND LINE
CEDAR HEIGHTS

EXIT ONLY

STEELTON

QUEEN ST.

202.46m

TRANSFORMER

3467 sq. m ASPHALT

FUTURE EXPANSION
CEDAR HEIGHTS
STEELTON
SAULT COLLEGE
HURON ST.

RIGHT TURN ONLY

TERMINAL

TRANSIT GARAGE

126.26m

SNOW
STORAGE

28.96m

SAULT COLLEGE
NORTH ST.
EASTSIDE
RIVERSIDE

HURON ST. 6(1)(a)

37.07m

202.20m

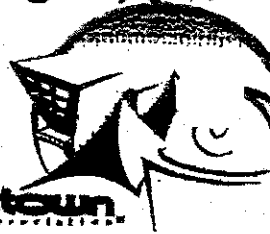
A.C.R. RIGHT OF WAY

75.04m

HUDSON ST.



6(1)(a)

**DOWNTOWN ASSOCIATION RESOLUTION****DATE: November 9, 2004**

MOVED BY: Michael Chindamo
SECONDED BY: Shirley Richards

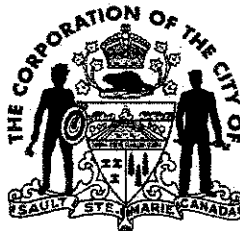
Whereas the Downtown Association Board of Management met with City officials to determine the best possible parking solutions for Square 5 during and after the construction of the new community facility and also to give input into the best possible use of the money allocated to relieve the parking problems that will occur downtown:

Be it resolved that the Downtown Association Board of Management supports the request of Square 5 to have the City of Sault Ste. Marie acquire 2 properties on Bruce Street as a public parking lot of 22 spaces.

Be it also resolved that the Downtown Association Board of Management also supports the City of Sault Ste. Marie's efforts to acquire any additional land it needs to fulfill the parking obligations that are necessary for the additional capacity of the new facility and the benefit of the Downtown community.

Carried unanimously

6(1)(a)



2005 02 16

MEMO

TO: Joe Fratesi, Chief Administrative Officer

FROM: Don McConnell, Planning Director

SUBJECT: NEW SPORTS AND ENTERTAINMENT CENTRE PARKING

I am writing to confirm my previous comments to you. I fully support the recommendation to acquire the properties at 331 Queen Street East and 115 – 119 Bruce Street; and to utilize the existing bus terminal for parking for our new sports and entertainment centre.

These three parking areas will satisfy the City's obligations to both the Downtown Association and Station Mall to provide additional parking and satisfy all Zoning By-law requirements for the increased seating capacity.

Of the various options considered, utilizing these three areas is the most cost effective solution. In addition, both the Queen Street and bus terminal properties can be made available for public parking prior to beginning construction of the new building. These additional 158 spaces should alleviate any concerns related to parking during construction.

At a recent meeting, the architects presented a revised design to improve barrier free access to the building that will result in the loss of 15 on site parking spaces. Acquiring the Bruce Street properties will provide sufficient parking for this option as well as for the future addition of more suites to the building or the retention of the existing Memorial Tower.

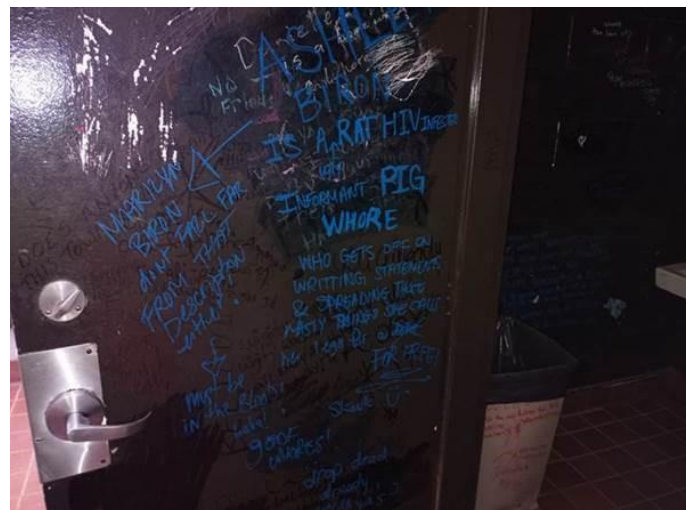
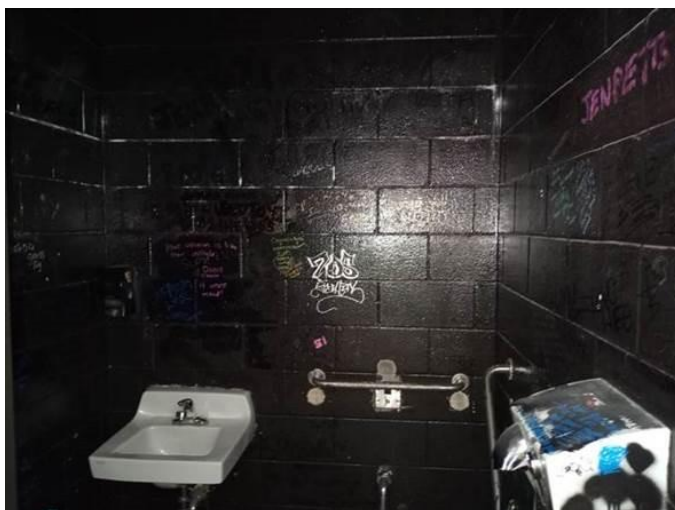
Please contact me if you require any additional information.

DBM/pms

c.c. Nick Apostle, Commissioner of Community Services Department
Jerry Dolcetti, Commission of Engineering and Planning Department



Appendix C







Joseph A Bisceglia Law

Certified Specialist Civil Litigation
By Law Society Ontario

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Mayor & City Councillors
of the Corporation of the
City of Sault Ste. Marie
Civic Center
99 Foster Drive
Sault Ste. Marie ON

June 13, 2021

Re Proposed Relocation of Bus Terminal
My client Dr. Michael Nanne

Dear Mayor Provenzano and Councillors
of the City of Sault Ste. Marie

Dr. Nanne on June 9, last forwarded to you an email from Mr. White in which we were told that there would be no oral presentation permitted to council in support of keeping the Bus terminal where it is.

That email was most disheartening to not only Dr. Nanne but to all his supporters and residents of the city who shared his position and are of the same opinion. An indication of the strong level of support are all the persons who have permitted their name to be added to the list of supporters produced by Dr. Nanne.

Dr. Nanne took it upon himself to contact most professional offices and businesses, to determine the views and opinions of persons who would be impacted by the proposed move of the bus terminal from Dennis and Queen Street. His motivation was simple. He cares for this city and its Downtown. As he has often stated "we do not need another vacant building or parking lot downtown".

THE COMMUNITY INTEREST AND OPINION ON RELOCATION

We trust that the decision not to permit any oral presentation by interested parties on the question of the passenger terminal relocation is not an indication of the City's disinterest in the view of city residents or dismissive of their opinions on the issue. We hope you approach this matter with an open mind. There is significant public opposition to the integration of the repair Garage and a passenger terminal. The opposition is not based on trifling or imaginary reasons but reasoned valid concerns involving significant impact on financial investments in the downtown, passenger convenience and good Planning.

PUBLIC OPINION

Dr. Nanne's opposition to relocation of the Terminal has support from city residents and business community. We delivered to the city a list of names of individuals and businesses dated February 5, 2021 who were personally contacted by Dr. Nanne to see where they stood. We attach that list again at pages S-1 and S-2 to this submission.

The various surveys conducted by media outlets confirms the fact that the Public of this City does not believe that the move of terminal location is the right move.

A poll conducted by SooToday on April 11, 2021, having 1,891 votes resulted in

- a) 1017 voters or 53.78 % wanting a new terminal at its present location.
- b) 479 voters or 25.33% to leave as it is.

In short almost 80% of people voted against the move or integrated operation of passenger terminal and service garage. If the votes of persons living outside the city are filtered out, the percentage of responders apposed to the relocation of the Passenger terminal is still 80 % The Poll results are at pages S-3-S-5 attached.

The Poll conducted by Saultonline reflects the same response. 80 % of the public is in opposition. Of the 736 votes ,479 were apposed. Only 121 were in favor of the move. In addition, 98 did not care and 38 were undecided. See page S-6 attached.

The Downtown Association was asked to conduct a survey. The response was limited given the Covid-19 closure of business and offices. What is enlightening however are the comments of the respondents. Overwhelming, all respondents agree that we need a new passenger terminal that is clean, has modern washrooms and serves transit users in cold winter days and inclement weather. See the responses pages S-7 to S-11 attached.

We forwarded to the city on Friday last an email originally sent to City staff and Councillors on February 26, 2021 attached to which was the email outlining why Dr. Nanne and others including myself are against the relocation. We will not cover all that we addressed then. We will focus our comments in this submission primarily on the Report to Council prepared by Mr. Lamming.

REPORT TO COUNCIL OF BRENT LAMMING PAGES 95 TO 104

The report makes it clear that the move of the terminal has been a staff plan since at least 2018. The report states that Council on May 21st, 2019, approved funding for a new terminal.

We propose that the available funds approved and allocated for a new terminal be more wisely spent by building a new facility with enhanced amenities and landscaping as part of the downtown revitalization! We set out our reasons below.

RESPONSE TO MR. LAMMING'S REASON FOR RELOCATION OF THE TERMINAL

Security

I begin with what Mr Lamming has as reason # 3 for moving. The report states that there are safety and security concerns and that a new location will provide greater oversight. If the concerns are the security concerns expressed by every business owner, professional office, and resident in the downtown of our city, day in and day out, what message do we send to them by relocating? Is the City saying it is a problem and unsafe for us to be at the Dennis and Queen location we are moving!

We do not abandon the Downtown. We work to enhance security and at the same time bring people into the area to keep out the troublemakers or those who may create problems. We need to take steps and do what the downtown has been asking to be done, increase and enhance the security and patrol (oversite) in the city and downtown. A new terminal with enhanced lighting and security would be the right thing to do. I point out the area of the garage has its own issues. CN continues its efforts to have a homeless camp removed from the land abutting or almost next door to the garage property.

Congestion

The observations made about a congestion issue are indeed questionable. I ask that the City Councillors, the Mayor, and staff to have a look at appendix D to the Report to Council for ease of reference, I attach the same to this submission as page S-12. It is a sketch and overlay of what appears to be an arial google satellite view of the property at the Dennis and Queen Street location. It is difficult to be precise, but it appears that approximately 76 parking spaces (for autos) exist of what was once an active area used as part of the bus terminal operations. There appears to be 8 spaces for buses. I assume that the Transit Authority did not need the land it owns. The land allocated for buses and the current building is less than ½ of the total area it once used and owns. In short, any congestion is self induced and a matter of choice. I point out that congestion was never an issue;

- a) The terminal location has served this City well when our population was much greater. It served us well when it handled ridership much greater and Algoma steel had employees totalling approximately 20,000.
- b) It served us well when the terminal was the only transfer location in the city for riders.
- c) The number of buses now coming to the terminal has been reduced. We now have transfer points outside of the city center. The terminal traffic was recently further reduced with the recently added transfer point at the Sault College Location.
- d) The city proposes to purchase smaller buses as well which reduces need for space.
- e) Get rid of the parking area if more space is needed. There is plenty of municipal parking during the day at the GFL municipal lot. Make room for

the pedestrians, buses, and riders by returning the parking area to what it has historically been, part of the transit operation!

Proposed Huron and Queen Street Terminal Layout.

I refer you to the proposed lay out with the terminal relocated to Huron Street as an attachment to the garage as illustrated in Drawing SK1. Again, for ease of reference I attach the same as page S-13 to this submission. It illustrates or shows;

- f) 8 spaces for the buses as exist at the current location.
- g) No parking spaces for autos are provided.
- h) The entrance to the terminal, is a significant distance from where the buses park or pull in.
- i) The area with the washrooms appears to be the passenger area. It is not clear if the interior reflects seating, benches, or partitions.

Comparison of the Proposed Location Layout With What We Can Have at the Queen & Dennis Location

Time does not permit me to itemize all the issues that are apparent. These are some points to keep in mind and consider why move of the terminal to the Garage is a bad idea. Consider the following;

- a) Clearly, the proposed layout and location does appreciate or show concerns for the convenience of the transit users. What is proposed is not safe or convenient to riders. Think of our winter months, ice snow and weather. It makes more sense to locate a terminal at the center and buses pulling up in front of the building or entrance to the terminal. An arriving passenger gets off and enters a building to the relative protection and comfort of the terminal. The passenger in the terminal waiting to transfer sees the arrival of the bus he or she must board and begins to exit to board.
- b) There is less room at the proposed location than we have at the current site.
- c) We do not know what the actual area of the enclosed part of the proposed terminal will be. I understand that some area for passengers is not enclosed.
- d) We do not know what is intended to be built or what is being considered. I apologize if it is contained in the material sent to me and I missed it.

- e) There is no pickup or drop off area for passengers using public transit when dropped off or picked up?
- f) There is plenty of room to install charging stations for electrified buses at the current location and in addition have charging stations for the paying public with electric cars if demand requires the same.
- g) The proposed lay out is clearly a shoehorning and sandwiching of a terminal building into an area that is too small.

Capital Repairs/Upgrades

We are urging that money be spent on a new terminal at the Dennis and Queen Street Location. That expenditure at that location will solve all issues existing with the present terminal and will eliminate the accessibility and washroom issues. If we build a new terminal the comments about capital repairs and upgrades are superfluous and not applicable. We agree that no more money should be spend on the existing passenger terminal. It, due to benign neglect is to far gone. It makes more sense to build a new facility.

If I understand the Report to Council at Page 96 of 338 that a new transit passenger terminal at the Bus Garage location is budgeted to cost 2 million dollars. The 2 million spent in the downtown at the current location would be a plus for many reasons.

- a) It achieves all the objectives desired in a terminal by building a new facility.
- b) It continues efforts to revitalize downtown.
- c) Why put that investment hidden at the proposed location? Built a new terminal and make it an investment of beautifying a tired area of our city.

Future Benefits

Given the size of the property the future benefits for expansion I submit are much better at the existing location with the room that is available.

Operational Issues

As a past Chair of the former Transit authority and member of that Board for many years the attempt to marry up maintenance and repair with passenger needs and safety requirements does not work for the following reasons:

- a) In a breakdown situation you have usually one of two choices. You need to tow the bus back to the garage for repair or if it makes it back you have to bring another into to service while the repairs are done.

- b) If the issue is a minor, the repair will wait until the end of the drivers shift or the end of the day to be done.
- c) You do not want mechanics or service attendants working in areas where passenger are or have access for a host of safety issues.

Impact on Abutting Property Owners.

Historically there have been few issues with the abutting neighbours at the current location. More often than not, the issue was snow removal. As we have been informed the Mill and Canal developers do not want the Terminal as part of the Garage complex. They appose the move and have expressed their opposition.

Survey by the City

I would point out that the survey done by the city on February 22- 24 of 2021 of approximately 80 passengers is of no value since it was done at a point in time when ridership was almost nonexistent, schools were closed, and the city was in a shut down mode. It does not reflect a representative sample.

WEST END TRANSIT PASSENGERS BUSING TO THE CENTER OF THE CITY

The Original Plan proposed by the city staff was that with the terminal relocated to Huron Street, it would require all passengers from the City's West end to transfer from west end buses at the new terminal when coming or leaving the downtown. For example, let us say you are coming from the Second line area, going the Memorial Gardens, downtown offices, business, or Station Mall, you would have to get on a bus go to the new terminal, get a transfer and get on another bus to your destination. The return would be the same inconvenience. On the other hand, if travelling from or to points east of the city from the heart of the city you would not have to go to the terminal.

In a conversation on Thursday last, Tom Vair indicated that plan has been changed. If City Council approves the plan to relocate the terminal, west end buses will still come to the current terminal location and as I understand then go to the new terminal.

With great respect to all involved, the only way to secure the convenience and continuity that west end riders need not shuttle from a Huron Street terminal to get to and from GFL or the Station Mall or the center of the city is to keep the Terminal at Queen and Dennis. Even with the proposed change, west end bound

passengers on a return from the downtown to the west side of the city would have to spent time at a terminal a few minutes after boarding the bus say at the GFL.

ECONOMIC IMPACT

With respect, we submit that the merchants, businesses, and service providers are the persons who best know what the impact will be to their business or operation if “people traffic” does not exist. Those who have skin in the game are best able to measure and economic impact of the proposed relocation of the terminal. They know who comes in the door so to speak and what is likely to occur to the business if the terminal is relocated. That is why we say consider:

1/The letter from the Station Mall Merchants Association and Mr. Lukenda of the Soo Greyhounds in support of maintaining the Bus terminal at its current location.

2/ A list of the persons and businesses contacted by Dr. Nanne who are apposed to the move. These are persons who have not only their personal financial interest in mind but also that of the City. Their financial success is the City’s success.

3/ What you need to keep in mind is that when we return to normality as we were pre COVID-19 we have approximately 7,000 transit riders per day on public transit. Of 7,000 transit riders we have approximately 3000 transfers per month. We were also told by Ms. Maione of Transit that she estimated that of that, approx. 2500 would come through the current terminal. We do not want to lose that potential traffic from the Downtown.

GOOD PLANNING IN LOCATING A PASSENGER TERMINAL

Historically most Planners and Transit Consultants advised us that:

- 1/ A terminal should be located where it is convenient to the users of public transit.
- 2/ It should reduce the need for transfers.
- 3/ It should be located in an area where the users are within reasonable walking distance of most frequented destinations.
- 4/ It should be a focal point in the heart of the city.

5/ It should generate human and pedestrian interaction.

Applying the above criteria and principals, there is no doubt that the terminal newly built should remain where it is, at Queen & Dennis.

With the Terminal at Huron and Queen what are the reasons to get off a bus there? Based on the area attractions at or within the walking distance of the proposed terminal location there are not many reasons to get off a bus there. The primary if not the only reason to be there is to get on another bus.

Think of the amount of pedestrian traffic you will reduce in the downtown. The Business Community is well aware of the problem. We know that one or more of the remaining Banks on Queen Street will probably shutting down operations.

If on reading this submission, there are any questions of us we would be more than happy to respond and deal with the matter.

All of which is respectfully submitted.

Joseph A Bisceglia

Joseph A Bisceglia

Brief
of Documents Referenced in Submission
of
Dr. Michael Nanne
In Support of Not Relocating
The Sault Transit Passenger Terminal
Huron and Queen Street
Numbered S-1 to S-13

LAW OFFICE
Joseph A Bisceglia



05/02/2021

People/persons who were asked if they would like the bus terminal to remain on the corner of Dennis and Queen Street to be rebuilt or restored with better lighting and security cameras.

Sweet Change Chocolate – Frank Sarlo

Joe's Sports- Owner

40 QueenST E

Gus' Pizza- Owner

Western Tire Building- Terry Rainone

Quality Inn Hotel- Joe Bisceglia

Soo Greyhounds- Tim Lukenda

Hollywood Limousine- Owner

185 Queen ST E

Second Hand World- Paul Hebert

Soo Sports- Steve Spina

208 QueenST E

Professional Place- DRs. Michael Nanne, John Fabbro, Joanna Lamberts, Hayden Murray, Richard Silvano, Bridget Lamberts, Diana Paczseny, Patience Simpson, William Bentley

212 Queen ST E

218 Queen St- Dr. Anthony Barzan

Savoy's Jewellers – Rodger Rosset

290 QueenST E

IDA Drug Store- Joe Greco

Campbell North 58 Unit Apartments – Manager

Campbell Place 108 Unit Apartments- Manager

St. Vincent De Paul- Manager

388 Queen St E- Dr. Mark Santana

Art Gabriel Men's wear- Chuck Drewitt

Duke of Windsor- Chris Theriault

BDO 747 Queen- Tom Murray

CIBC Wood Gundy- Adam Slumskie

Health Gear

262 Queen st E

Jim Mills

Arturos

515 Queen St E

Tom Comegna

Benjamin Jewellery

100 Queen St E

Enenrique Garcia

June and Frienda

485 Queen ST E

June Parlopw

S K Group

Sherry Berlinghohh

238 Queen ST E

Queens Tarts

472Queen ST E

Owner

Salvation Army

Major Sean Furey

Main Street Salon and Spa

626 Queen Street E

Claudio Hryniwicz

Poll Results

What should the city do with the Dennis Street Bus Terminal?

[View related story](#)

Build a new terminal at the Sault Ste. Marie Transit Facility at 111 Huron Street 202 votes 10.68 %

Rebuild it where it is at 160 Queen Street East 1017 votes 53.78 %

Build a new terminal somewhere else 193 votes 10.21 %

Leave it as it is 479 votes 25.33 %

Total votes: 1891

Added: Apr 11, 2021 7:08 PM

The SooToday.com poll is a sampling of public opinion intended solely to allow our readers to express themselves on issues of the day. Its findings may not be representative of the general population of Sault Ste. Marie or other areas.

Comments (4)

From: Michael Nanne
Sent: June 10, 2021 5:21 PM
To: Joe Bisceglia; Tomy Porco
Subject: Fwd: Moving of Main Bus Terminal

Sent from my iPad

Begin forwarded message:

From: David Helwig <helwig@sootoday.com>
Date: June 10, 2021 at 5:14:10 PM EDT
To: Mike [REDACTED]
Subject: Re: Moving of Main Bus Terminal
Joe here are the survey numbers from David Helwig which confirm an 80% desire to leave it where it is.

MIN

Hello Dr. Nanne:

Here are the confirmed City of Sault Ste. Marie-only votes from a Village Media/SooToday poll conducted on April 11, 2021.

Sample size was 1,180 votes, providing a 2.81 per cent margin of error based on local votes.

- David Helwig, SooToday/Village Media

What should the city do with the Dennis Street Bus Terminal?

Build a new terminal at the Sault Ste. Marie Transit Facility at 111 Huron Street - 124 votes

g-5

Rebuild it where it is at 160 Queen Street East - 656 votes

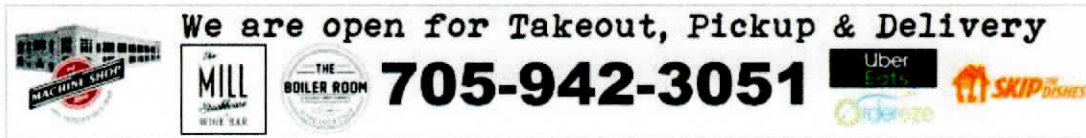
Build a new terminal somewhere else - 107 votes

Leave it as it is - 293 votes

--

David Helwig, SooToday/Village Media

S-6



Home > Polls Archive

Polls Archive

Are you in favour of the city moving the bus terminal from Dennis Street?

No

479 votes

Yes

121 vote

Don't care. *

98 votes

Undecided

38 votes

Total Votes: 736

June 10, 2021

Vote

With the recent significant increase in serious crime, do you feel the City should be focusing efforts to provide police with additional resources?

Yes

1649 votes

No

170 votes

Undecided

93 votes

Total Votes: 1912

June 2, 2021

Vote

Appendix A – BUS TERMINAL RELOCATION COMMENTS

Comment #1

The ***** office is located at *** Queen Street East and is currently well serviced by a number of bus routes, both heading to and from the Dennis Street terminal.

**** has been sponsoring high school co-op education placements for several years. The co-op students often use public transit to get to and from their placement activities. Quite often (pre-Covid) we would use the bus terminal as a pick-up or drop-off location. The proposed Huron Street location is not all that far from the current Dennis Street location so it would not make much difference from a location standpoint.

The most important aspect of a new terminal location, from a **** perspective, is the ease of passenger drop-off from or pickup to, a parked/waiting vehicle. There needs to be good street access for the passenger delivery/pickup vehicle to enter/exit a drop-off/pickup zone; the passenger needs a comfortable and safe place to wait for a bus or pickup vehicle, with a view of the pickup zone, preferably from inside the terminal. There needs to be safe, clean accessible washrooms at the terminal.

Comment #2

I thought the current location was fine, but I would also support relocating in order to consolidate terminal/garage/expenses, etc.

Comment #3

I would like to know why the bus terminal is being moved at all? Who's idea is it? Why/if it's needed? The terminal is in a fine location in my opinion... I don't see why they would spend money to move it down the block? Especially when multiple buses go by that spot already anyways?

Also, I know I have a few clients who use the bus, and making the walk farther from the terminal to my office at *** queen is obviously
Not ideal for me

Comment #4

I definitely feel that moving the terminal will have a negative effect on our downtown. the last thing we need is another empty space on Queen Street.

How will that effect the hockey fans & concert goers trough out the year?

Comment #5 -

- Moving the bus station makes no sense. People getting off at the Mill Market Area?
- How is that close to shopping? Restaurants? Anything?
- We need a detox centre more that we need a bus terminal moved.
- Priorities are a bit mixed up if you ask me

Comment#6

Although the bus terminal move would not directly affect my business, it has certainly not caused any harm in being in this location. I do know that it will affect many of the businesses in the downtown core

as that is how their customers access their businesses so to support them, I would like to see the bus terminal stay in this location. I do think that if the city is willing to build a new building in another area, I think the existing bus terminal should be torn down and a new terminal should be built to upgrade and modernize this location.

Comment #7

Many of the ladies that work here will have to walk farther or time leaving work to coincide with the bus schedule. This might cause a loss of wages

Comment #8

why aren't questions about the safety, comfort and accessibility for those who use the bus being asked?

Folks who use the bus should be asked their thoughts on relocation and their locations should be considered based on the need. Why not complete a survey with incentives to complete it (such as free rides/passes ect).

I believe more midtown downtown is the best option for all -- as services/social services are spread out all over downtown. Somewhere more central is needed to be accessible. The mall or somewhere around the mall would make most sense to me.

Also, we need to consider that folks using the bus may not always have access to a phone or data. The mobile options for bookings or for surveys is not accessible. Folks with privilege in decision making positions need to speak to those requiring the service AND speak to those social services who service them - to get a better understanding of how to actually help people (money and sales for businesses aside). The well-being and safety of people should come first.

Comment #9

Poor job on cities account, DTA should not be responsible for these calls

Comment #10

Worried it will effect businesses – elderly population. Will have impact on accessibility. Far from centre and downtown businesses, Greyhound and arena access

Comment #11

Do not relocate the bus terminal, it is in a good location

Comment #12

Not a good idea to move to tourist area, or move from queen street – ok with relocation – far away from necessities, needing to walk further distances – should be away from tourist attractions

Comment #13

- Concerns regarding the current building – what is being done? – leaving building unattended
- Great to move – less walking traffic
- Safer for people getting on and off the bus
- Good movement
- Current location – great location for a business

Comment #14

- Concerns with bus routes
- Adding potential crime – to mill area

Comment #15

- I do not agree with movement – don't like proposed site
- Lots of congestion with commercial traffic
- Lots of accidents at tourism intersection
- Loves the vibe and availability to catch the bus after Greyhound games / concerts

Comment #16

- Clientele utilizes public transit for appointments
- City of Sault Ste Marie did not consult anything – pushed through
- As downtown group of business folk / inclusive of the City's GFL is critical to the downtown's vitality
- More important projects
- Have not spoken to 1 business who is in favor of this move

Comment #17

- Commercial properties service individuals who do not have vehicles
- Easy walking to special services
- Pedestrian traffic makes for easy accessibility
- If living in the west end of Sault Ste. Marie – if bus terminal is changed – if you want to attend a professional building in our area – you must now transfer, east end has easier accessibility / longer time / or increased walk – increased inconvenience

Comment #18

- Adds another empty parking area
- Greyhound games / concerts – individuals loose access

Comment #19

- If more economical – fine move it
- If it isn't safer or same amenities – then don't
- Money could be spent on making all of downtown safer, not just bus terminal

Comment #20

- Like current location
- City is trying to limit number of transfers – make easier for ridership - by moving the terminal it is increasing number of transfer to get downtown

Comment #21

- Feel moving it away from downtown is negative, harder for seniors and regular transportation. Only heard about move through "grape vine" no info

Comment #22

- What will be put in the current bus terminal location?
- Empathy about longer commute

Comment #23

- People are less safe in a secluded area
- Employees walk from terminal
- Inconvenience of longer commute
- Clients utilize bus service

Comment #24

- Heard about on the news
- As long as it improves transportation, in favour
- Hoping will help with post-secondary transportation – influx of students

Comment #25

- The relocation of terminal will have a tremendous negative impact on downtown access
- Low socio economic status population that seek transportation therefore we need to make public transit more accessible
- Relocation of terminal will force bus transfers – it eliminates the ease of simply walking to downtown businesses
- Clearly a decision that is being made by people who do not use public transit

Comment #26

- Didn't pay a whole lot of attention
- I don't use public transportation

Comment #27

- How much are you going to spend?
- Give current location facelift?
- Will affect local investment

Comment #28

- Will affect other businesses access to business/services
- Not very up to date on the news regarding

Comment #29

- Removal of social service from immediate downtown is better suited

Comment #30

- Not only will it negatively affect our customer traffic and sales, but it will negatively affect my staff as well, half of them use the bus system to get to and from work

Comment #31

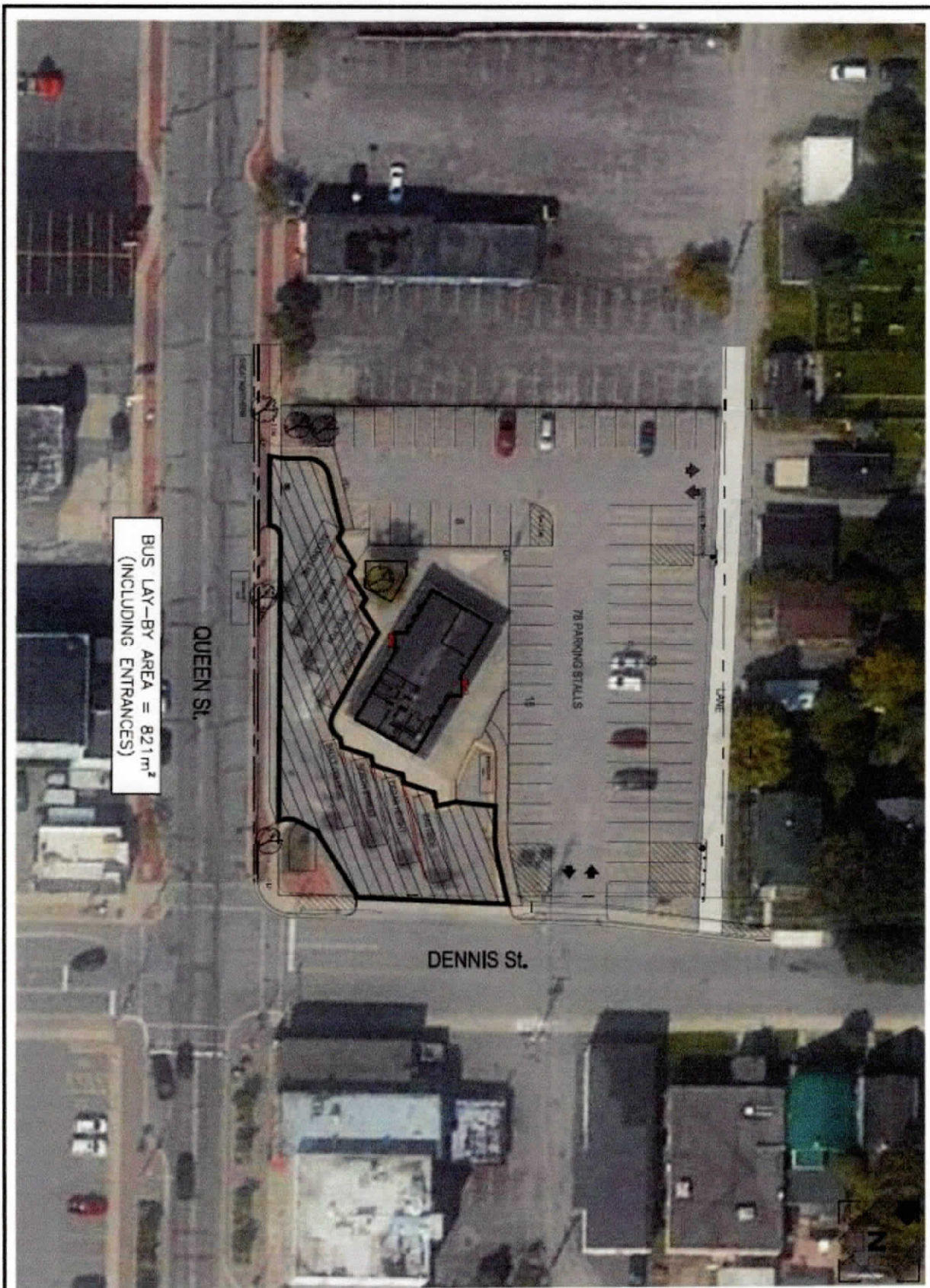
- Fine where it is

Comment #32

- Happy with current location

Comment #33

- Clients access appointments by transit
- Clients access job interviews by transit
- Clients must access appointments & classes by transit
- Difficult to reach office from west end/east end if the bus does not enter the terminal from queen street



APPENDIX D

PROJECT:
CITY OF SAULT STE. MARIE
BUS TERMINAL RELOCATION
TRANSIT PROJECT ASSESSMENT PROCESS



DRAWING:
 EXISTING
 DENNIS STREET LOCATION



ENGINEER'S SEAL

0	FEB. 4, 2021	KTN	ISSUED FOR COUNCIL MEETING
No.	DATE	BY	ISSUES/ REVISIONS
DRAWN BY:	CHECKED BY:		PROJECT No.:
KTN			20-1531
DESIGNED BY:	APPROVED BY:		DRAWING No.
	JVM		Sk2
SCALE	DATE:	REVISION No.	
1:500	FEB. 4, 2021	0	



PROJECT:
**CITY OF SAULT STE. MARIE
 BUS TERMINAL RELOCATION
 TRANSIT PROJECT ASSESSMENT PROCESS**



DRAWING:
**PROPOSED
 HURON STREET LOCATION**



ENGINEER'S SEAL

0	FEB 4, 2021	KTN	ISSUED FOR COUNCIL MEETING
No.	DATE	BY	ISSUES / REVISIONS
DRAWN BY:	CHECKED BY:	PROJECT No.:	
KTN		20-1531	
DESIGNED BY:	APPROVED BY:	DRAWING No.:	REVISION No.:
	JVM		
SCALE:	DATE:	Sk1 0	
1:500	FEB 4, 2021		

Subject: FW: Bus Terminal Relocation- Passengers at the Centre

On Jun 14, 2021, at 1:03 AM, Noah Edwards wrote:

To Mayor and Councillors,

I wanted to write this brief email to all of you to shift the conversation about the bus terminal relocation back to the passengers.

Customers should be at the heart of every decision made. External stakeholders have a role and interest in a decision, but the customer should be at the forefront as they are the ones directly impacted by the decision. In this case, bus passengers should be at the centre of the conversation Monday night, with some thought given to external stakeholders, not the other way around.

Bus passenger engagement numbers were low. Is it because they feel that their opinion doesn't matter in the decision-making process? Or is it because they are indifferent to the relocation? Or did the pandemic make it hard to complete engagement due to restrictions? That is a key question to consider.

Some key passenger-centred questions to consider:

Where do passengers want to go? How long will trip lengths be to places they want to go? Will there be one-seat rides to places passengers want to go (no transfers)? How often will a bus service those key locations? How many routes and destinations will serve them? What I think is missing from the report is a draft map of what the bus routes would look like if the terminal was relocated so we could see if these needs will be met.

How will passengers be safe and comfortable? What type of shelter facility will replace the current terminal if relocated? Will it be heated, have security cameras, etc.? How can we improve safety and comfort at key destinations?

How will passengers with disabilities be accommodated (remember AODA compliance by 2025)?

I hope the conversation will be passenger-focused, not entirely what external stakeholders want.

Thank you for your consideration,

Noah Edwards (he)

June 11, 2021

Mayor Christian Provenzano and City Councillors
Corporation of the City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 5X6

Dear Mr. Mayor and City Councillors:

Re: Relocation of City Bus Terminal – Agenda item 7.3.1

On behalf of the Canal District, I am writing to express my strong concerns and disappointment with the City of Sault Ste. Marie regarding the relocation of the bus terminal to the bus transit centre located on Huron Street. If approved, this will have negative consequences on tourism and furthermore jeopardize the investment that we have made at the Canal District. Please accept this letter as our strong opposition to this proposal.

On January 12th 2021, we sent a letter from the Canal District to Tom Vair, Mayor Provenzano and City Council stating concerns regarding the bus terminal relocation prior to the first information session. This letter identified our concerns of having a bus terminal relocated to the entrance of our city from the international bridge, adjacent to our Parks Canada National Historic Canal Site, and next to the gateway to our city and our beautiful waterfront.

On January 16th, the city was in receipt of a letter from Joe Fratesi to Tom Vair, Mayor Provenzano and City Council stating the concerns of the bus terminal relocation – again prior to the first information session. The following issues were raised:

“Council is constantly talking about the need to support the Downtown. How can this proposal be seen as helping the Downtown? How can anyone think that it supports the GFL Memorial Gardens? How can anyone argue that it will provide greater flexibility to transit users?”

Yes, the current building needs some improvement, but it is a solid building, in the right location that needs updating. Certainly, the cost of renovations of a simple facility that continues to be well located cannot be so high as to suggest relocation. The need to relocate the bus terminal was never even suggested as an issue to be addressed during the whole time that I served with the City. It was never a problem and is not a problem now.

Nobody likes change, though sometimes change is necessary. However, relocating the bus terminal is certainly not one of those times. Tony Porco is absolutely correct in his concerns and hopefully Council will seriously consider the concerns of its citizens who have contributed much time and/or investment into our community.” Joe Fratesi

How can the above issues be raised, presented to Council and yet no democratic response received? Is our City Council not listening to legitimate concerns of the business community?

Furthermore, we understand the original plan with the Economic Development Corporation and the City of Sault Ste. Marie was to move the existing bus terminal and transit centre to another location on the north end of the City. In fact, Tom Vair, on behalf of the City of Sault Ste Marie, assessed the Canal District's interest in acquiring the Bus Depot location

The Province of Ontario has shown support for the Canal District and its' tourism development via a significant capital contribution from original Gateway site proposals. The support and investment of over \$10million for this tourism development at the Canal District area, will make Sault Ste. Marie one of the top Northern Ontario tourism destination attractions. Now, the City's attempt to relocate the bus depot, adjacent to a site that has tremendous historical and tourism significance for Northern Ontario, is placing the tourism destination in jeopardy.

The new tourism destination will house a nationally recognized Destination Canada Signature Experience, the **Agawa Canyon Tour Train**. Moving the bus terminal adjacent to 87 Huron does not enhance, complement, or improve the Canal District or the National Historic Site.

The Canal District has created new partnerships with Missanabie Cree First Nation, the private sector including WATCO and N1 Strategy Inc. to grow the Agawa Canyon Tour Train and develop the passenger train service. The continuous air and noise pollution from the current facility, the optics for the train passengers, compounded with additional idling of buses and vehicles in a larger bus terminal facility, only negatively affects the visitor experience in Sault Ste. Marie.

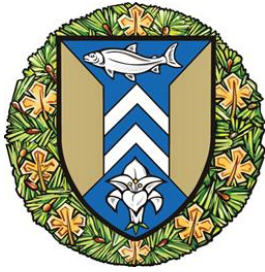
There are considerable safety concerns for increased bus traffic along Huron Street for citizens and tourists using the John Rowswell Hub Trail. As a community hub, the Canal District host multiple events, weddings, concerts, hospitality and tourism drivers, the direct increase in transit traffic, poses a safety concern for all guests.

If there is a true appreciation for the investment into the City of Sault Ste. Marie, the city must make a conscious effort to address the concerns of the business community

whose goals are to create Sault Ste. Marie as one of the top Tourism Destinations for Northern Ontario.

Regards,

T. Porco



**The Corporation of the
City of Sault Ste. Marie**

COUNCIL REPORT

June 14, 2021

TO: Mayor Christian Provenzano and Members of City Council
AUTHOR: Jonathan Kircal, Planner
DEPARTMENT: Community Development and Enterprise Services
RE: A-12-21-Z 899 Second Line West (2779594 Ontario Inc.)

PURPOSE

The applicant, 2779594 Ontario Inc. (c/o Benjamin Cicchelli and David Toppan) has submitted a rezoning application to permit a single-detached dwelling and a multiple-attached dwelling (townhouse) on the subject property.

PROPOSED CHANGE

The applicant is seeking Council's approval to rezone the northerly 26 metres of the subject property from General Commercial Zone (C4) to Single-Detached Residential Zone (R2), and rezone the remaining southerly 49 metres of the property from Single-Detached Residential Zone (R2) to Low Density Residential Zone (R3.S) with the following special exceptions for a multiple-attached dwelling:

- Reduce the rear (south) yard setback from 10m to 6m.
- Permit parking in an exterior side (west) yard.
- Permit canopies to project 4 m into the interior side (east) yard.

Subject Property:

- Location: Located on the south east corner of North Eden Street and Second Line West.
- Approximate Size: 27m by 74m (88' by 242') and an area of 2,000m² (21,527ft²).
- Present Use: The northern portion of the property is residential; the southern portion is vacant.
- Owner: David Toppan.

BACKGROUND

In 2016, City Council conditionally approved rezoning the northern 21.3m of the subject property from General Commercial Zone (C4) to Single-Detached Residential Zone (R.2.S) with special exceptions to permit two single-detached dwelling units on the property and to reduce the exterior side yard setback.

As a condition of development, the applicant was required to purchase a portion of the North Eden Street right-of-way. The applicant never met this condition and as a result, the zoning by-law was never implemented.

ANALYSIS

Conformity with Official Plan

The Official Plan designates this property Residential in Schedule C (Land Use Map). Residential policies promote a range of housing types to meet present and expected needs of the community. The following land use policies support this application:

Housing

HO.1: Opportunities for a full range of housing types shall be provided to meet the present and expected needs of the community.

Residential

R.1: A mixture of housing types and diversity of ownership and tenure forms shall be encouraged in new development.

R.3: Medium density residential dwellings may be integrated into low density areas subject to rezoning.

R.4: Small scale intensification may be permitted in all residential areas unless adequate supporting infrastructure is not available or significant physical constraints exist.

R.5: Small scale residential intensification may include, but not be limited to, rooming, boarding and lodging houses, apartments in houses, infill development and redevelopment.

The proposal is consistent with the Official Plan.

Conformity with Provincial Policy Statement 2020

The PPS promotes efficient development and land use patterns which sustain the financial well-being of municipalities over the long term, and encourages the provisions of a range of housing stock.

The proposal represents a form of intensification on an underutilized lot with all the necessary municipal infrastructure already available.

This proposal is consistent with the PPS.

Conformity with Growth Plan for Northern Ontario 2011

Approval of this application does not conflict with the Plan.

COMMENTS

The subject property is both a corner and through-lot and has frontage on Second Line West, North Eden Street, and Roosevelt Avenue. The north, south and west sides of the property abut a road, the east side abuts a through lot that contains a single-detached home.

The property is located on the northern boundary of the Brookfield neighbourhood, along Second Line West. This neighbourhood can be described as predominantly residential with single-family homes on relatively large lots.

The applicant proposes to maintain the existing residential structure at the north end of the property and construct a one-storey, five-unit townhouse behind it. No severances are contemplated at this time.

Existing Single-Detached Home

The northerly 26m of the property formerly contained Brookfield Market, a convenience store that was demolished in early 2021. The applicant proposes to use this portion of the property as a single-detached dwelling, therefore a rezoning from commercial to residential is required.

The house is orientated towards Second Line West and is compatible with the uses along this segment of the street, which include low-density residential and vacant land. In the event of a land severance approval, a rear yard setback reduction from 10m to 7.5m would be required. Given the spacious backyard and the proposed 2m tall solid privacy fence along the rear amenity space, the 7.5m rear yard setback is appropriate.

Townhouse Development

The southerly 49m of the property would contain the proposed five-unit townhouse. Due to the configuration of the lot and the orientation of the townhouse, the functional front yard is orientated towards North Eden Street. The 8m setback from the easterly lot line will function as the rear yard, and will provide an acceptable amount of amenity space for each unit, inclusive of a covered outdoor living area for each unit.

The townhouse will be one-storey high with a 2m solid fence along the easterly common lot line and along the northern portion of the property to separate the proposed R2 zoned portion of the property. The façade of the townhouse will consist of materials and other design elements that are appropriate for a typical residential structure.

Parking spaces are to be located in the westerly exterior side yard along North Eden Street (i.e. the functional front yard). This is appropriate given the additional separation distance provided by the generous 5m wide City boulevard. As part of

Site Plan Control, a landscape plan will be required to visually soften the impact of the multiple driveways.

The northern portion of the property is subject to site plan control. Planning staff recommend extending this designation to encompass the entire property and in effect, the proposed townhouse development. Technical details can be addressed at the site plan agreement stage.

CONSULTATION

Public notices were mailed to all neighbouring properties within 120m (400') of the subject property on Friday, May 21, 2021. The notice mailed to property owners is attached to this report. The notice was also advertised on the City website and in the Sault Star on Saturday, May 22, 2021.

Public Comments

Prior to submitting an application, the applicant mailed out letters to all property owners within 120m of the subject property. The letters explained the proposal and provided the contact details of the applicant and planning staff. One person contacted the applicant to inquire whether the residential units would be rentals.

During the official public notice period, planning staff received comments of objection from seven property owners. The concerns raised included impacts on the “country” look and feel of the area, property values, traffic volume, noise and safety, the number of driveways, privacy, and property standards of rental units,

- Planning staff noted that while the neighbourhood does have a distinct character as a result of the large parcels and low-density housing, the subject property is immediately located on the northern edge of the neighbourhood (Second Line West), and the proposal represented intensification in a manner that would not significantly impact the character of the area.
- The Engineering (Traffic) Division anticipates minimal traffic impacts from this proposal, and notes that the surrounding roads can accommodate additional traffic.
- The four driveway openings that are proposed along North Eden Street are directly across an exterior side yard. There are no other driveway openings between the townhouse development and the nearest major road. Safety impacts are not anticipated. Additional traffic generation is also likely to utilize Second Line West, rather than filter through the neighbourhood.
- To address a privacy concern from a property owner to the east of the subject property, it is recommended that the applicant install a two-metre

high privacy fence along the subject property's east lot line as part of the site plan approval.

- Property values, the tenure of residential units and the speculated condition or maintenance of the property is not a land use matter. Compliance to property standards is enforced by the Building Division.
- Multiple neighbours were concerned with the applicant's wording on the information letter. Of specific concern was the phrase "gentrifying the property", as neighbours perceived this to mean the neighbourhood was unattractive and in need of improvement. However, the applicant intended to describe the proposal as a project that would improve the vacant portion of land to a standard that would be compatible with the residential character of the neighbourhood.

At the time of writing this report on June 1, 2021, no additional comments from the public had been received.

Application Circulation

As part of the application review, this proposal was circulated to City divisions and external agencies for detailed technical review and comment. The following departments/agencies commented on this application:

No comment/objection: the Accessibility Advisory Committee, Community Development and Enterprise Services, Economic Development Corporation, Fire Services, Legal Department, Ministry of Municipal Affairs and Housing, the Municipal Heritage Committee, and the Sault Ste. Marie Region Conservation Authority.

Engineering Division:

- Stormwater management is required.
- There is one existing lateral to the existing house. New laterals will be required for the new units.
- It is recommended that this property be subject to Site Plan Control. Any new changes should be submitted for site plan approval to ensure servicing and drainage is addressed to the satisfaction of the Director of Engineering or his designate.

Engineering (Traffic) Division:

- The Engineering Division has no comments regarding traffic impacts due to the proposed rezoning at 899 Second Line West. Traffic impacts due to the additional dwelling units will be minimal and still within a very high level of service on the surrounding roads.

Building Division:

- Culvert permits will be required for the proposed driveways along North Eden Street.
- Due to the previous commercial uses, the subject property is designated as a Brownfield property and will require a Record of Site Condition prior to the issuance of a building permit.
- In the event that the proposed construction were to take place within 6 meters horizontally from any above grade power lines, a swing calculation would be required to determine compliance with the clearances required under 9.1.1.5. & 3.1.19 of the Ontario Building Code for proximity to existing electrical conductors above ground.

Public Works:

- It is recommended that this property be subject to site plan control.

FINANCIAL IMPLICATIONS

Approval of this application will not result in any incremental changes to municipal finances.

STRATEGIC PLAN / POLICY IMPACT

Approval of this application is not directly linked to any strategic directions contained within the Corporate Strategic Plan.

SUMMARY

The applicant has submitted a rezoning application to permit a single-detached dwelling and a multiple-attached dwelling (townhouse) on the subject property. The proposal represents a form of intensification on an underutilized lot with all the necessary municipal infrastructure already available.

Planning staff received comments of objections from seven property owners. The concerns raised included impacts on the “country” look and feel of the area, property values, traffic volume, noise and safety, the number of driveways, privacy, and property standards of rental units. Many of the concerns are mitigated against since the location of the subject property is on northern edge of the Brookfield neighbourhood, along Second Line West. Additional traffic generation is anticipated to utilize Second Line West, rather than filter through the neighbourhood.

No significant neighbourhood impacts are anticipated from the approval of this application.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Resolved that the report of the planner dated 06 14 2021 concerning rezoning application A-12-21-Z be received and that Council rezone the northerly 26 metres

of 899 Second Line West from General Commercial Zone (C4) to Single-Detached Residential Zone (R2), and rezone the remaining southerly 49 metres from Single-Detached Residential Zone (R2) to Low Density Residential Zone (R3.S) with the following special exceptions for a multiple-attached dwelling only:

1. Reduce the rear (south) yard setback from 10m to 6m.
2. Permit parking in an exterior side (west) yard.
3. Permit canopies to project 4m into the interior side (east) yard.

And that the subject property be deemed as an area of Site Plan Control as per Section 41 of the Planning Act.

And that the Legal Department be requested to prepare the necessary by-law(s) to effect the same.

Respectfully submitted,

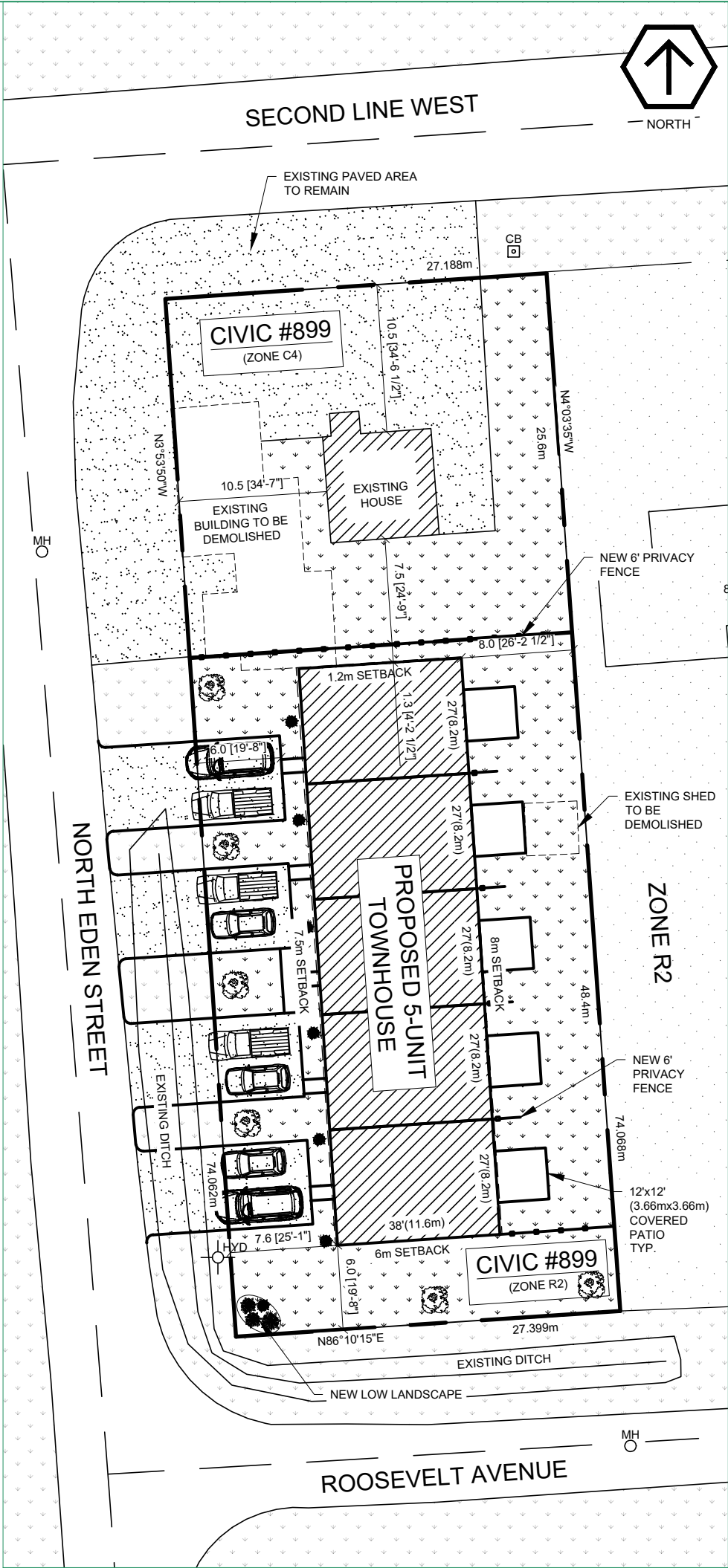


Jonathan Kircal
Planner

705.759.6227

j.kircal@cityssm.on.ca

LEGEND	
NEW BUILDING	
EXISTING BUILDING	
BUILDINGS TO BE DEMOLISHED	
SUBJECT PROPERTY LINE	
PROPERTY SETBACK	
ADJACENT PROPERTY	
DIRECTION OF FLOW IN AREA	
LANDSCAPE AREA	
PAVED AREA	
6' FENCE	
PRIVACY FENCE (U.N.O.)	
EDGE OF PAVED AREA	
EDGE OF ROADWAY	
CENTERLINE OF ROADWAY	
EXISTING FIRE HYDRANT	
EXISTING MANHOLE	
EXISTING CATHBASIN	
LOT DATA: (AREA IN SQUARE METERS)	
LOT ZONING: C4	
LOT AREA	698 m ²
LOT COVERAGE PERCENTAGE	29%
EXISTING PAVED/GRAVEL AREA	UNKNOWN
EXISTING LANDSCAPED AREA	UNKNOWN
LOT ZONING: R2	
PROPOSED BUILDING HEIGHT	1 STOREY
PARKING SPACES REQUIRED	1/UNIT
ACCESSIBLE PARKING REQUIRED	0
PARKING SPACES PROVIDED	8
ACCESSIBLE PARKING PROVIDED	0
TOTAL PARKING PROVIDED	8
LOT AREA	1324 m ²
LOT COVERAGE PERCENTAGE	36%
EXISTING PAVED/GRAVEL AREA	UNKNOWN
PROPOSED PAVED/GRAVEL AREA	144 m ²
EXISTING LANDSCAPED AREA	1324 m ²
PROPOSED LANDSCAPED AREA	624 m ²



899 SECOND LINE WEST
ZONE: C4/R2

THIS IS NOT A LEGAL SURVEY. THIS SITE
PLAN WAS DEVELOPED IN PART WITH THE
GIS FABRIC MAP OF SAULT STE. MARIE.

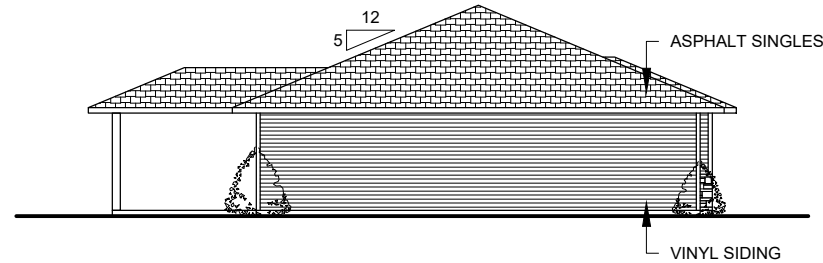
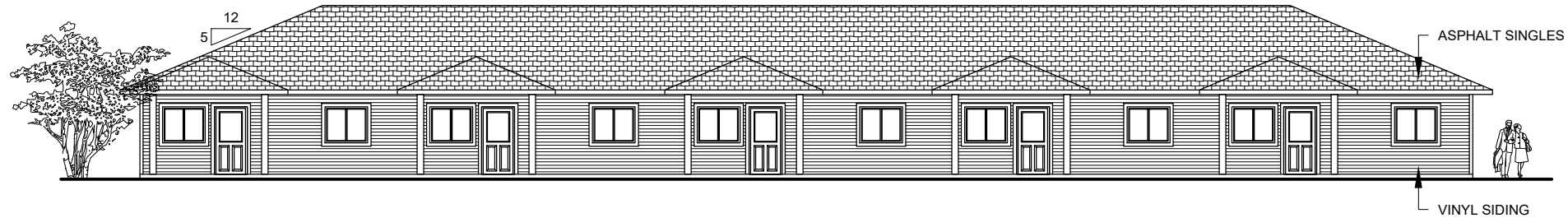
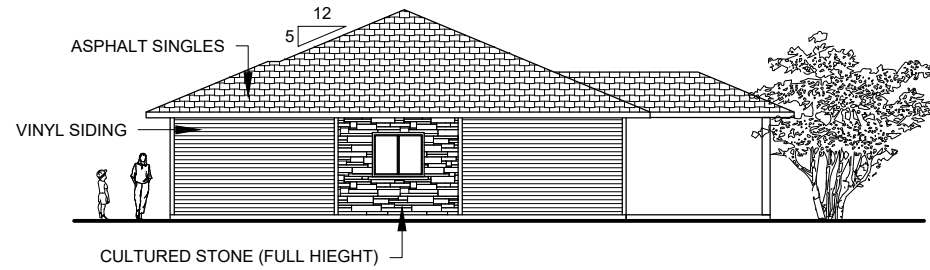
PROJECT:
BROOKFIELD DEVELOPMENT

DWG. No. SP-1 1 OF 1	PROJECT: No. NO-21008	DRAWING: SITE PLAN			
		ADD:	899 SECOND LINE WEST SAULT STE. MARIE, ON.		
		DWN:	J.M. FRENCH	SCL:	1:400
		CHK:	P.G. DECLRECK	DATE:	JAN. 15, 2021
		SIZE:	8.5x14	BCIN:	FIRM# 102327

PROPOSAL
NOT FOR CONSTRUCTION



NO.	ISSUANCE	DATE:	BY:
1	PROPOSAL	2021-01-29	PGD
2	PROPOSAL	2021-02-18	PGD
3	PROPOSAL	2021-03-08	PGD



No.	ISSUANCE	DATE	BY
1	FOR PERMIT	2021-03-16	JMF

PROPOSAL

NOT FOR CONSTRUCTION

PROJECT: BROOKFIELD DEVELOPMENT

DRAWING: ELEVATIONS				
ADD:	899 SECOND LINE WEST, SAULT STE MARIE, ON		SCL: 1/16" = 1'-0"	
	DWN: J.M.F.	DATE: 2021-03-16	CHK: P.G.D.	BCIN: FIRM# 102327
PROJECT No.		NQ-21008		
DRW No.		A-1		
1 OF 1				

APPLICATION NO. A-12-21-Z

BUILDING DIVISION COMMENTS

ADDRESS: 899 SECOND LINE WEST

SUBJECT: TO PERMIT 5 UNIT TOWNHOUSE & EXISTING HOUSE ON SAME LOT

Date: 2021-05-21

To: PLANNING DEPARTMENT: Don McConnell

From: BUILDING DIVISION: Frank Bumbaco

BUILDING DIVISION COMMENT:

Data

- Existing Zone = C4 - General Commercial & R2 – Single Detached Residential Zone
- The portion of the property that fronts on Second Line is regulated by Development Control.
- Site is not regulated by the Sault Ste. Marie Region Conservation Authority

Setback Review

The following setback review is for the proposed Multiple Attached Townhouse Units

R3 Required Setbacks

- Frontage - minimum required is 20 meters
- Front yard – minimum required setback is 7.5 meters
- Exterior side yard - minimum required setback is 6 meters
- Interior side yard – minimum required setback is 1.2 meters for 1 storey
- Rear yard – minimum required setback is 10 meters
- Maximum Lot Coverage – 40%
- Parking - 5 spaces required (for multiple attached dwellings 1 space per dwelling unit required)

Proposed Setbacks

- Frontage – 27.26 meters
- Front yard – More than 19.2 meters
- Exterior side yard – 7.6 meters
- Interior side yard – 8 meters
- Rear yard – 6 meters – *Requesting permission to reduce from 10 meters to 6 meters in this application.
- Proposed Lot Coverage – 36%
- Parking - 8 parking spots have been provided

Barrier Free Parking

- Barrier free units are not a part of this development and barrier free parking is not required for multiple attached dwellings.

Comments

The Building Division has no objections to the proposed rezoning, however would like to comment the following:

- Culvert permits will be required for the proposed driveways along North Eden Street.
- Due to the previous commercial uses the subject property is designated as a Brownfield property and will require a Record of Site Condition.
- If any of the proposed construction will take place within 6 meters horizontally from any above grade power lines a swing calculation will be required to determine compliance with the clearances required under 9.1.1.5. & 3.1.19. of the Ontario Building Code for proximity to existing above ground electrical conductors.



2021 05 25

MEMO TO: Don McConnell, RPP
Planning Director

RE: A-12-21-Z
899 Second Line West
2779594 Ontario Inc. (Benjamin Cicchelli & David Toppan)

The Engineering Division has reviewed the above noted application and provides the following:

- Stormwater management is required.
- There is one existing lateral to the existing house. New laterals will be required for the new units.
- It is recommended that this property be subject to Site Plan Control. Any new changes should be submitted for site plan approval to ensure servicing and drainage is addressed to the satisfaction of the Director of Engineering or his designate.

If you have any questions, please do not hesitate to contact the undersigned.

A handwritten signature in black ink, appearing to read 'Maggie McAuley'.

Maggie McAuley, P. Eng.
Municipal Services Engineer
Public Works & Engineering Services
705.759.5385
m.mcauley@cityssm.on.ca

MM

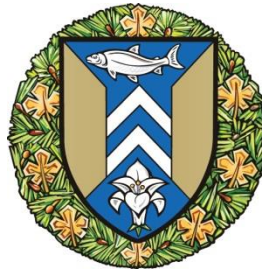
cc. Susan Hamilton Beach, Public Works
Don Elliott, Engineering

The Engineering Division has no comments regarding traffic impacts due to the proposed rezoning at 899 Second Line West. Traffic impacts due to the additional dwelling units will be minimal and still within a very high level of service on the surrounding roads.

Engineering Division (Traffic)

Larry Girardi
Deputy CAO

Susan Hamilton Beach, P. Eng.
Director of Public Works



Public Works & Engineering Services

Daniel Perri, P. Eng.
Area Coordinator, Wastewater

May 21, 2021

Our File: C.2.7

Don McConnell, RPP
Director of Planning & Enterprise Services

**Subject: Application No. A-12-21-Z
Request for an amendment to the Zoning By-law**

Applicant: 2779594 Ontario Inc. (Benjamin Chicchelli and David Toppan)

Subject Property: 899 Second Line West

Please accept this correspondence in response to your request dated May 10, 2021.

Staff from Public Works has reviewed the application noted above and have the following comment:

- It is recommended this property be subject to Site Plan Control.

If you have any further questions, please contact me at 574-1086.

Yours very truly,

Daniel Perri, P. Eng.
Area Coordinator, Wastewater
d.perri@cityssm.on.ca

C: Susan Hamilton Beach, P.Eng.
Maggie McAuley, P. Eng.
Freddie Pozzebon, CBO

We are definitely against this proposed development. Six years ago my husband and I moved to this neighborhood. We moved here from a busy area in the city and wanted to live somewhere that we had the best of both worlds. This area is far enough away from the city and still have the country look. Neighbours all know each other and watch out for each other. It is quiet and very friendly. Now someone wants to make a "buck" and bring down the price of are houses by putting townhouses in are backyard. They say it will gentrify the property. What a misleading statement if I ever heard one. It might look nice for a year maybe even two but after that it will go to [REDACTED]! Who knows what kind of individuals will be living there! I know you say the elderly but I'm sure that will change in a matter of time. Location is also a safety issue right at the corner with a proposal of five driveways . Children riding their bikes and people turning off second line may have to stop abruptly, for people pulling in and out of driveways. There are so many safety reasons to think about. This is a family friendly neighborhood. Thanks Donofrio's

Britney Troch

Councillors and Planning Dept:

We are opposed to the proposed development of the five unit housing in our neighborhood.

The major attraction to this beautiful neighborhood is large half acre treed properties, country like setting within city limits . We never had to worry about vehicle traffic with young children, the only traffic we have are the residents who live here. The distinctive characteristics of this neighborhood will only be maintained without a multiple housing unit. We DON'T require gentrification to our neighborhood as this new proposal will do the exact opposite.

Quote from the letter we recently received from Dwellwise "The goal of this development is to gentrify the property while maintaining the distinctive characteristics of this neighborhood".

Definition of Gentrification- the process whereby the character of a poor urban area is changed by wealthier people moving in, improving housing and attracting new businesses, typically displacing current inhabitants in the process.

We along with most residents in this area were insulted regarding that quote!!! Most residents take much pride in their properties and houses in this neighborhood. If you take a drive just look at the beauty and recent upgrading done by most.

I personally was in a serious car accident right at that exact corner Second Line and North Eden. Second Line is busy enough without more obstacles and traffic at that corner . Multiple housing will only attract more traffic, people , noise and crime in an already beautiful neighborhood.

Please put a stop to this proposed project!!

Regards,
Donald and Renee Lemcke

Sent from my iPhone

Re: Application A-12-21-Z Applicant 2779594 Ontario Inc. (c/o Benjamin Cicchelli & David Toppan

Mr. Jonathan Kircal

Please accept this letter as my formal input to the aforementioned application. The applicant's request to rezone the northerly portion of the property from "C.4" to "R2" is understandable, as there is currently an occupied single-family home situated there. My concern with this portion of the property, is that there was a gas pump in front of the original store (Woods Confectionary) and I believe the below ground tank has never been removed. Should the applicant wish to build a new home on this section I would hope environmental studies would be completed first.

I am opposed to the rezoning of the south portion of the property to permit the construction of a 5-unit townhouse, which the applicants have informed us will be rentals.

Brookfield subdivision is a Rare Gem within the city of Sault Ste. Marie. The modest homes and the generous half acre lot sizes in this single-family Subdivision, afford the opportunity for second and third generation of Veteran's family members, to live the lifestyle their parents and grandparents valiantly fought for. Many of the current residents of this neighborhood, including my family, are children of these veterans or are veterans themselves.

Brookfield residents purchased their properties here because of the privacy the spacious lots, provide and the safe and natural environment to raise their families in.

I believe the changes in this application would set a precedent that would allow further such applications and that would be detrimental to this neighborhood.

With Regards

J. Kappes (JANINE KAPPES)
34 EDEN SQ

Mr. Jonathon Kircal

Please accept this letter as my formal input to the aforementioned application. The applicant's request to rezone the northerly portion of the property from "C.4" to "R2" is understandable, as there's currently an occupied single family home situated there. My concern with their portion of the property, is that there was a gas pump in front of the original store (Woods Confectionary) and I believe the below ground tank has never been removed. Should the applicant wish to build a new home on this section I would hope environmental studies would be completed first.

I am opposed to the rezoning of the south portion of the property to permit the construction of a 5-unit townhouse, which the applicants have informed us will be rentals.

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Brookfield residents purchased their properties here because of the privacy and the spacious lots. Providing the safe and natural environment to raise their families in.

I believe the changes in this application would set a precedent that would allow further such applications and that would be detrimental to this neighborhood.

With regards
Darlene and Dave McFarling
185 Roosevelt Ave
Sault Ste. Marie

██████████

Good Afternoon

Please accept this letter as my formal input to the aforementioned application.

The applicant's request to rezone the northerly portion of the property from "C.4" to "R2" is understandable, as there is currently an occupied single-family home situated there. My concern with this portion of the property, is that there was a gas pump in front of the original store (Woods Confectionary see photo below). I don't believe the below ground tank(s) has ever been removed.

Should the applicant wish to build a new home on this section I would hope environmental studies would be completed first.



I am opposed to the rezoning of the south portion of the property to permit the construction of a 5-unit townhouse, which the applicants have informed me, will be rentals.

Brookfield subdivision is a Rare Gem within the city of Sault Ste. Marie. The modest homes and the generous half acre lot sizes in this single-family Subdivision, afford the opportunity for second and third generation of Veteran's family members, to live the lifestyle

their parents and grandparents valiantly fought for. Many of the current residents of this neighborhood, including my family, are children of these veterans or are veterans themselves.

We purchased our property here because of the privacy the spacious lots, provide and the safe and natural environment for our family to live in. My husband, as well as many other residents in this neighborhood were raised here and have returned to live here.

I believe the changes in this application would set a precedent that would allow further such applications and that would be detrimental to the foot print of this one-of-a-kind neighborhood.

With Regards
Sandra L McFarling
143 Roosevelt Avenue

Good Afternoon,

My name is Dawne Schryer and I live at 48 North Eden Street. I am at the corner of North Eden Street and Roosevelt Avenue. The proposed location for the rezoning is directly across the street from me.

Please record this as my response.

I am vehemently against the rezoning of the northerly 26 meters of the subject property from General Commercial (C4) Zone to Single Detached Residential (R2) Zone. I am just as against the rezoning of the remaining southerly 49 meters of the property from Single-Detached Residential (R2) Zone to Low Density Residential (R3.S) Zone and all of the exceptions requested.

This area is, and has always been, a Single-Detached Residential Zone and I personally do not want that changing. I do not feel that there would be any gentrification to the area. And, quite honestly, I find that the simple notion of the area not being gentrified already is insulting.

(the process whereby the character of a poor urban area is changed by wealthier people moving in, improving housing, and attracting new businesses, typically displacing current inhabitants in the process)

(the process of making someone or something more refined, polite, or respectable)

The proposed addition of a 5-Unit Townhouse Complex DOES NOT bring more refined, polite, or respectable people to the area. I believe, it would be quite the opposite.

It would cause additional traffic and safety problems. The area already has a terrible road surface that was just repaired and already has several potholes.

In addition, I believe this 5-Unit Townhouse Complex would lower the property values of the existing homes. To elaborate on this thought and reiterate my previous comment regarding the area always being a single detached residential area; a multi family dwelling is just not consistent with the neighborhoods developed in the area.

To close, I urge Council to disapprove the proposed rezoning. I know my opinion is shared with my neighbors as we have had several discussions.

Thank you for your time.

Sincerely,

Dawne Schryer

Re: Application A-12-21-Z Applicant 2779594 Ontario Inc. (c/o Benjamin Cicchelli & David Toppan

Mr. Jonathan Kircal

Please accept this letter as my formal input to the aforementioned application.

The applicant's request to rezone the northerly portion of the property from "C.4" to "R2" Is understandable, as there is currently an occupied single-family home situated there. My concern with this portion of the property, is that there was a gas pump in front of the original store (Woods Confectionary) and I believe the below ground tank has never been removed. Should the applicant wish to build a new home on this section I would hope environmental studies would be completed first.

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Brookfield residents purchased their properties here because of the privacy the spacious lots, provide and the safe and natural environment to raise their families in.

I believe the changes in this application would set a precedent that would allow further such applications and that would be detrimental to this neighborhood.

With Regards

[Ed Belanger]

j.kircal@cityssm.on.ca

mayor.provenzano@cityssm.on.ca

c.gardi@cityssm.on.ca

m.scott@cityssm.on.ca

Re: Application A-12-21-Z Applicant 2779594 Ontario Inc. (c/o Benjamin Cicchelli & David Toppan

Mr. Jonathan Kircal

Please accept this letter as my formal input to the aforementioned application.

The applicant's request to rezone the northerly portion of the property from "C.4" to "R2" is understandable, as there is currently an occupied single-family home situated there.

My concern with this portion of the property, is that there was a gas pump in front of the original store (Woods Confectionary) and I believe the below ground tank has never been removed. Should the applicant wish to build a new home on this section I would hope environmental studies would be completed first.

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I believe the changes in this application would set a precedent that would allow further such applications and that would be detrimental to this neighborhood.

With Regards

Richard Burella
140 BROOKFIELD AVE

Application A-12-21-Z
Benjamin Cicchelli
David Toppan

Mr. Jonathan Kircal;

My name is Bart Bradley and mother Flora Bradley live at 194 Roosevelt Ave, since 1951.

We are two lots away to the east of the North Eden Project and have an unobstructed view of the North Eden property. My father, a Second World War, Air Force Veteran built the house in 1951 and he died in this house in 2007. My Mother has lived in the house for 70 years. We have a western view "picture window" that looks out at the beautiful green space entrance to Brookfield Subdivision and enjoy our dining room meals.

When I told my Mother that five townhouses were purposed she said "Am I going to be looking at the [REDACTED] end of the building"? I said YES, even with a proposed 6 foot fence but because of the high position of our house we will see into the houses. A lovely **100th** birthday present from the City of Sault Ste Marie and I must add that my Mother is the oldest Veteran spouse in Brookfield Subdivision.

We are against **Application No. A-12-21-Z** especially the rezoning of the southern portion from single DETACHED RESIDENTIAL (R-2) zone to low DENSITY RESIDENTIAL (R3.S) buildings in the Brookfield Subdivision .

I spoke with Jonathan Kircal and he said that because of the northern position of the North Eden project that it would not really impinge on the Brookfield Subdivision going off of the Second Line West. I wondered how having six houses on a lot doesn't impinge in a single detached neighborhood. I wondered if this would just be a start of multi dwelling projects coming from all directions east, west, south - all the points of the compass. Where and when is the end???

My next concern was with the population density of the project. I talked to the planning and building department on how many people would be allowed into these townhouses. They really had no firm idea because it

was under the term FAMILY. My question is are we going to have five rented townhouses with unlimited numbers of people coming and going. What about the numbers of cars parked on North Eden and how many is "too many". There has to be traffic concerns with the project SANDWICHED between two intersections - ROOSEVELT,NORTH EDEN/ NORTH EDEN and SECOND LINE WEST, and the people using North Eden to enter and exit the Brookfield Subdivision. Let's hope no one is injured or killed and the City gets killed with a "class action" suit. The City has to be warned!!!

If this project goes through and the six houses are now on the property where single family residential dwellings are the norm there, then the character of the neighborhood will change with the increase in people and vehicles. With the increase in renters coming and going the peaceful quiet and older neighborhood will be disrupted severely.

Another interesting question would be in this PANDEMIC TIMES should we be packing people into small units. Are the townhouses lovely low income housing or ventilator bait traps. Maybe we should ask TORONTO or PEEL???

Finally if this project goes through my perception of Sault Ste Marie will change. The vast, vast majority of the neighborhood is against this application. If it gets through I don't want to hear about any concerns about voting concerns and the democracy. It will just be about money and influence.

I will not move away right now. I will take care of my super senior Mother but when she passes on I will pass on Sault Ste Marie and JUST be another person leaving Sault Ste Marie.

With Regards

Flora Fabiola Bradley
Bart Bradley

[REDACTED]

[REDACTED]

From: Anna Chyla
Sent: Tuesday, June 8, 2021 8:28 PM
Subject: Application A-12-21-Z on North Eden

I am writing to state my objection to the proposed townhouses to be built on North Eden.

I'd like to start out with a little bit about why I love this neighbourhood. I have lived in this neighbourhood for the past 5 years, having bought my first home here. This is a peaceful neighbourhood - with very few homes for sale and small turnover. We look out for one another. This neighbourhood has the type of neighbours who clean each other's driveways in the winter if they notice the neighbour hasn't gotten to it yet, will weedwhack each other's property lines while doing our own, bring in each other's garbage or recycling bins if they are still out later in the evening. We live here, planning to stay, and look out for one another and have pride in our properties.

These lots are half an acre - which isn't very common these days so close to town. After the war, were mostly veterans who would grow vegetables and basically work as a co-op, everyone would share and swap with one another. This sense of helping each other still happens. I see neighbours offering their lawn mowers and tractors and snowblowers and tools to other neighbours. This is truly a special spot in this city. My son has friends in the neighbourhood and has a true childhood, riding his bike and playing in the creek, rather than stuck behind a TV. Pre-covid, would have neighbourhood BBQs where everyone would bring a dish and enjoy the day together.

Prior to living here, due to leaving an abusive relationship was temporarily housed in one of the city's townhouse complexes. There was constant noise, people moving in and out very frequently, very little care given to the property. Turnover was high, very little interaction and helpfulness to others. There really wasn't a sense of community. I would have to take my son elsewhere to play safely and comfortably because of other children being physical and violent to my then 4 year old. Children were mostly unsupervised and unlike in close knit communities as Brookfield, did not respect the voice of other parents. There were many visitors frequently in and out (often taking up parking spaces of those who actually lived there). The proposed building does not appear to have space for visitor parking either, meaning there would be increased traffic and parking spilling over on our quiet streets. This is not the kind of environment many of us would appreciate being added to this neighbourhood.

This type of environment is not limited to the complex I had lived in. While visiting family on River Road can often hear a significant amount of noise and yelling coming from the townhouses nearby there as well.

There are plenty of townhouses and apartment buildings on Second Line already with decently sized complexes to offer families space. This lot for the proposed build will not offer this kind of space for those living here. A half acre lot is not significant when planning a multi-residential dwelling.

It was sad to see Brookfield Market not only close years ago, but also to be torn down. The owners of this store also live in the neighbourhood and were proud to offer a service to their neighbours. Townhouses on this corner will take away from the character and peace this neighbourhood provides. We ask that you do not approve the building of a multi-residential complex in what is currently a quiet, single dwelling neighbourhood.

Thank you for your consideration.

Sincerely,
Anna Chyla
12 Eden Square

June 8/21.

Charles Cloutier
55 N. Eden St.

Dear Mr. Kircal,

I am writing
you about the rezoning bylaw
A-12-21-Z. I have lived in this
neighbourhood since 1995. at 55 North Eden.
I chose this neighbourhood because of
its uniqueness. I don't feel that putting
in a multi unit building will benefit
the area. I feel that it would also
devalue my home. I have no objections
to a single family home being built at
this property. Therefore I am deeply
opposed to the new zoning bylaw.
A-12-21-Z.

Yours Sincerely.

C. Cloutier

██████████

June 02, 2021

TO: Jonathan Kircal, Planning Division – City of Sault Ste. Marie

RE: Opposition to Rezoning Application

899 Second Line West

Application No.: A-12-21-Z

Applicant: 2779594 Ontario Inc. (c/o Benjamin Cicchelli & David Toppan)

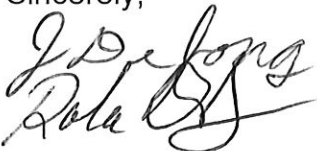
We, Johannes DeJong and Roberta DeJong, homeowners at 137 Roosevelt Ave., Sault Ste. Marie, ON are opposed to the above rezoning application to permit a single-detached dwelling and a multiple-attached dwelling (townhouse) on the above-noted property in Brookfield Subdivision.

It is our understanding that Brookfield subdivision was developed in conjunction with the Veterans Land Act to provide housing for veterans of the second world war. The lots are all ½ acre in size and the subdivision is unique in this respect with its mature trees and park-like properties. The homes are also unique as they were built in the 1940's post war under the direction of the VLA and include three or four quaint designs throughout the neighbourhood. Many second-generation families now live in their childhood homes or have moved back into the neighbourhood. We all take pride in its upkeep and history. We have lived at 137 Roosevelt Avenue for 18 years and enjoy our park-like surroundings and that of our neighbours.

If rezoning is allowed for the property in question, the risk remains that other homeowners in the area will find the prospect of selling part of their properties as lucrative and will seek rezoning as well. If this were to happen, the beauty and history of the neighbourhood is in jeopardy. Parcels of land may be severed leaving the original homes on a small lot and newer homes that don't match the demographic could be built beside or behind them. If this is allowed, the neighbourhood landscape will be forever changed. With so many landmarks in Sault Ste. Marie already taken away forever, it would be sad see this happen to our beautiful neighbourhood.

For all the reasons mentioned, we are opposed to the rezoning application to permit a single-attached dwelling and a multiple-attached dwelling (townhouse) on the subject property at 899 Second Line West, Application No: A-12-21-Z.

Sincerely,



Roberta & Johannes DeJong
137 Roosevelt Avenue
Sault Ste. Marie, ON P6C 5M7
[REDACTED]

/rld

P.S. Please provide us with notification whether the proposed application is approved or denied.

j.kircal@cityssm.on.ca

mayor.provenzano@cityssm.on.ca

c.gardi@cityssm.on.ca

m.scott@cityssm.on.ca

Re: Application A-12-21-Z Applicant 2779594 Ontario Inc. (c/o Benjamin Cicchelli & David Toppan

Mr. Jonathan Kircal

Please accept this letter as my formal input to the aforementioned application. The applicant's request to rezone the northerly portion of the property from "C.4" to "R2" is understandable, as there is currently an occupied single-family home situated there. My concern with this portion of the property, is that there was a gas pump in front of the original store (Woods Confectionary) and I believe the below ground tank has never been removed. Should the applicant wish to build a new home on this section I would hope environmental studies would be completed first.

I am opposed to the rezoning of the south portion of the property to permit the construction of a 5-unit townhouse, which the applicants have informed us will be rentals.

Brookfield subdivision is a Rare Gem within the city of Sault Ste. Marie. The modest homes and the generous half acre lot sizes in this single-family Subdivision, afford the opportunity for second and third generation of Veteran's family members, to live the lifestyle their parents and grandparents valiantly fought for. Many of the current residents of this neighborhood, including my family, are children of these veterans or are veterans themselves.

Brookfield residents purchased their properties here because of the privacy the spacious lots, provide and the safe and natural environment to raise their families in.

I believe the changes in this application would set a precedent that would allow further such applications and that would be detrimental to this neighborhood.

With Regards

Karen Amadio *K Amadio*
144 Roosevelt Ave
Sault Ste. Marie, P6C5M8

LES AMADIO *[Signature]*
144 ROOSEVELT AVE
SSM. P6C5M8

Re Zoning Change Application # A-12-21-Z

My wife and I are submitting our objection to the proposed changes to zoning of the property fronting 899 Second Line West and running south along North Eden to Roosevelt Avenue

We are **Strongly opposed** to the rezoning of said property to allow townhouses of multi family dwellings.

'Gentrify' - to change the character of (a poor urban area) bringing in wealthier people, improving housing and attracting new businesses eventually displacing current people in the process.

The applicants that are pursuing this have no regard for the significance of the area or the residents. They basically insulted everyone by calling this a poor urban area.

A letter from the applicants to neighboring residents stated **"The goal of this development is to gentrify the property while maintaining the distinctive characteristics of this neighborhood."**

This comment is contradictory, as an important characteristic of this neighborhood is Single-Family dwellings on half acre lots.

Residents purchased affordable homes here for the larger lots, peaceful, country living within the city limits. These homes were bought and paid for with mortgages by hard working honest people. This is not a poor urban area.

This is a quiet Single-Family neighborhood and this is why residents choose to remain here away from congested urban areas.

We all must remember that these properties were designated for Canadian veterans and this is where they came home to. Larger lots allowed them the opportunity to raise their families safely and peacefully. We should not loose site of this and keep their valiant memories alive.

If this application is allowed to go through, this subdivision will eventually turn into the same congested urban sprawl as many other parts of this city. **We DO NOT want this!**

The changes requested are not characteristic of this area and if granted will only create problems.

Hopefully the decision on this application does not come down to deep pockets or other influences.

Thank You

Lyle McCoy
Barb McCoy

Lyle & Barb McCoy

7 Eden Square

Sault Ste Marie, ON P6C1W7

REF: 899 Second Line West
Applicant: 2779594
c/o Benjamin Cicchelli/David Toppan

Mr. Kircal;

I am opposed to the rezoning of the south portion of the property to permit the construction of the five townhouses.

I believe this neighbourhood should stay as a single family neighbourhood.

Five new townhouses on a busy corner would cause problems with traffic and I use North Eden as my enter and exit from the Second Line.

In this neighbourhood we have the best of both worlds, we live in the country and are part of the city and that is what we hope to keep.

Thank you
Mario Sacchetta

[REDACTED]

From: Daniel Wilson

Sent: Wednesday, June 9, 2021 11:29 AM

Subject: Input on Application No.: A-12-21-Z

Hello,

As a resident in the area I believe this proposal is not beneficial for the neighborhood as a whole. This proposal can set a bad precedent for any homeowner with a large lot that they can also apply for a re-zoning and build multiple-attached dwellings on their property.

Thanks,

Daniel Wilson
132 Roosevelt Ave
Application No.: A-12-21-Z

From: [Justine Palmer](#)
To: [Justine Palmer](#)
Subject: FW: Application number "A-12-21-Z"
Date: Thursday, June 10, 2021 2:53:56 PM

-----Original Message-----

From: Roberta Lauzon
Sent: Thursday, June 10, 2021 2:42 PM
To: Jonathan Kircal <j.kircal@cityssm.on.ca>; Mayor Provenzano <mayor.provenzano@cityssm.on.ca>; Corey Gardi <c.gardi@cityssm.on.ca>; Matthew Scott <m.scott@cityssm.on.ca>
Subject: Re: Application number "A-12-21-Z"

My husband and myself have signed a petition against the proposed rezoning application to permit a single-detached dwelling and a multiple-attached dwelling (townhouse) on our street – North Eden Street.

Our reasons for not agreeing with this development:

1. More traffic on the street.
2. Unwanted noise on this quiet street.
3. The development will not enhance the street in anyway, as well as house values when selling. This area is known for all the variety of old growth and new growth beautiful trees on all lots and for the size of the lots — like living in the country, but not too far from amenities.
4. More traffic problems at the corner of North Eden Street and Second Line – traffic problems have been experienced when the Brookfield Corner Store was there with cars crossing in front of you as you pulled up to the corner to turn onto Second Line. If this development is approved we will also have to watch for people pulling in and out of all these new driveways as well — we see this as a safety concern. A school bus uses this street — traffic safety concern.
5. In the winter turning the corner from North Eden Street on to Second Line has always been a problem with the ‘grade/slope’ of the road. It gets very iced, built up snow, mushy, etc., so that is also a concern if there more driveways/traffic in that area.

Thank you for your consideration of our concerns.

Roberta Lauzon/Rod Page
23 North Eden Street
Sault Ste. Marie, ON
P6C 5N6

I'm writing in regards to building townhouses on the corner of North Eden and Second line. My family and I moved here six years ago. We wanted a neighbour hood that was far enough away from the city and have a little bit of country. We wanted a safe neighbour hood where we could raise our children and not have to worry about crime. This neighbour hood is that!!! Everyone knows each other and watches out for each other's houses. Also, the neighbour hood is filled with single detached houses making it more appealing to other families. Using the word "gentrify" to make these townhouses appealing is so funny! Townhouse may look good for the first couple of years than they'll start to deteriorate, like several other townhouses located in Sault Ste Marie. Also as time goes by owners will not be as particular, of whom they rent too which could bring undesirable tenants, into our family oriented neighbour hood. Furthermore, the safety issue about five driveways, which vehicles will be pulling in and out. Also we will have visitors parking on the road blocking drivers view coming off second line. Children are riding there bicycles up and down North Eden and the driveways pose a safety issue because of the amount of vehicles concentrated in one area. Also, during the winter months, when the snow banks are high. Driver visibility is reduced which may cause a problem when turning right from Roosevelt to North Eden. This is another safety concern which can cause accidents. We (neighbour hood) are greatly opposed to this rezoning as we were two years ago!! It was turned down then and we believe it should be turned down again as nothing is different. This rezoning is a major safety issue not to mention the resale of our homes!

Britney Troch

Justine Palmer

From: Justine Palmer
Sent: Thursday, June 10, 2021 3:34 PM
To: Justine Palmer
Subject: FW: Rezoning of Application No. A-12-21-Z

From: Lorrie Bolduc
Sent: Thursday, June 10, 2021 2:18 PM
To: Mayor Provenzano <mayor.provenzano@cityssm.on.ca>
Cc: Jonathan Kircal <j.kircal@cityssm.on.ca>; Corey Gardi <c.gardi@cityssm.on.ca>; Matthew Scott <m.scott@cityssm.on.ca>
Subject: Rezoning of Application No. A-12-21-Z

Opposed!!

My name is Lorrie Bolduc. I am a home owner directly across from this proposed rezoning site on the corner of Second Line and North Eden. I purchased this home from my grandparents. My grandfather, while still fighting overseas, for all of our freedoms during WWII, had this home built for him and his family. This HOME of mine has stayed in our family on purpose!! It has meaning to us and we value that! This neighborhood is one of the original VLA neighborhoods!! Respect should be given!!

This neighborhood is full of hard working, tax paying families. This neighborhood has mature trees, large properties, quiet streets, a beautiful park, a catholic school around the corner and a public school near by. The homes many of which are beautiful, peaceful, quaint and charming are for the most part, well maintained. (not as gentrification implies: "a poor urban area", we are not this) This neighborhood also holds many of our favorite moments and people. We don't have the increase of crime here as we all are aware of in other areas of our city. We have low theft, low break-ins, no one skulking around our properties, low violence, low property damage. We feel generally safe here. We would love to keep it this way!

We take pride in our neighborhood and look out for our neighbors. So perhaps you will see how the original letter from Benjamin Cicchelli David Toppan (2279594 Ontario Inc) proposing their request to re-zone our area, with "The Goal of this development being to GENTRIFY the property"(their written words to us) came across as incredible insulting, degrading and many other descriptive words that could describe most of our feelings about this proposal.

Here are Some Questions, I have many more...

- How will this effect sewage with a 5 unit townhouse added to a single family dwelling neighborhood and old infrastructure?
- we have had an on going water main break a number of times at second line and north eden which has effected us all. Due to old mains below us. How will these hold up now??

- Since this is a site with proposed "Gentrification" as the goal. This means wealthier people will be moving in to these town houses, to "class us poor urban people up (how kind of them, NOT) but since this is the goal, does this mean the property will remain for the wealthier or in a few years will it be turned into a low rental? (let's be honest here, low rentals come with many problems. None of our city council members would be clapping their hands for these type of units being built across the street from their homes or in their neighborhoods)
- I have the proposed parking info in front of me and all it says to me is, where will their company park??? Well of course up and down the street outside my yard!! They will be idling there, parking there and of course much more traffic.
- If they put these wealthy people across from me with more parking and traffic. I request the city pay for a fence built on the North Eden side of my property to help with this congestive issue. Since my home is directly effected more then most others in the neighborhood.
- will the wealthier moving into this neighborhood increase our taxes????
- where the water main broke multiple times in front of our home on second line, they neglected to fix the road properly heading west and the hump or heaving left on the road shakes our house so bad, it has cracked the foundation and rattles pots and dishes all day when transports or heavy trucks hits it. Hope they enjoy their rattling, when the wealthy people move in. (we told puc about this, they came to home said all street rattle and brushed us off)
- as in the companies letter " the goal of this development is to gentrify"
Gentrification Meaning: the process whereby the character of a "poor" urban area is changed by wealthier people moving in. Improving housing, attracting new businesses, typically displacing current inhabitants in the process
- Gentrification meaning: the process of making someone or something more refined, polite and respectable.
Insulting to say the least.

We deserve answers to many questions before this is able to even be considered for rezoning!!!

Homeowner Lorrie Bolduc
911 Second Line West
Sault Ste Marie On Canada



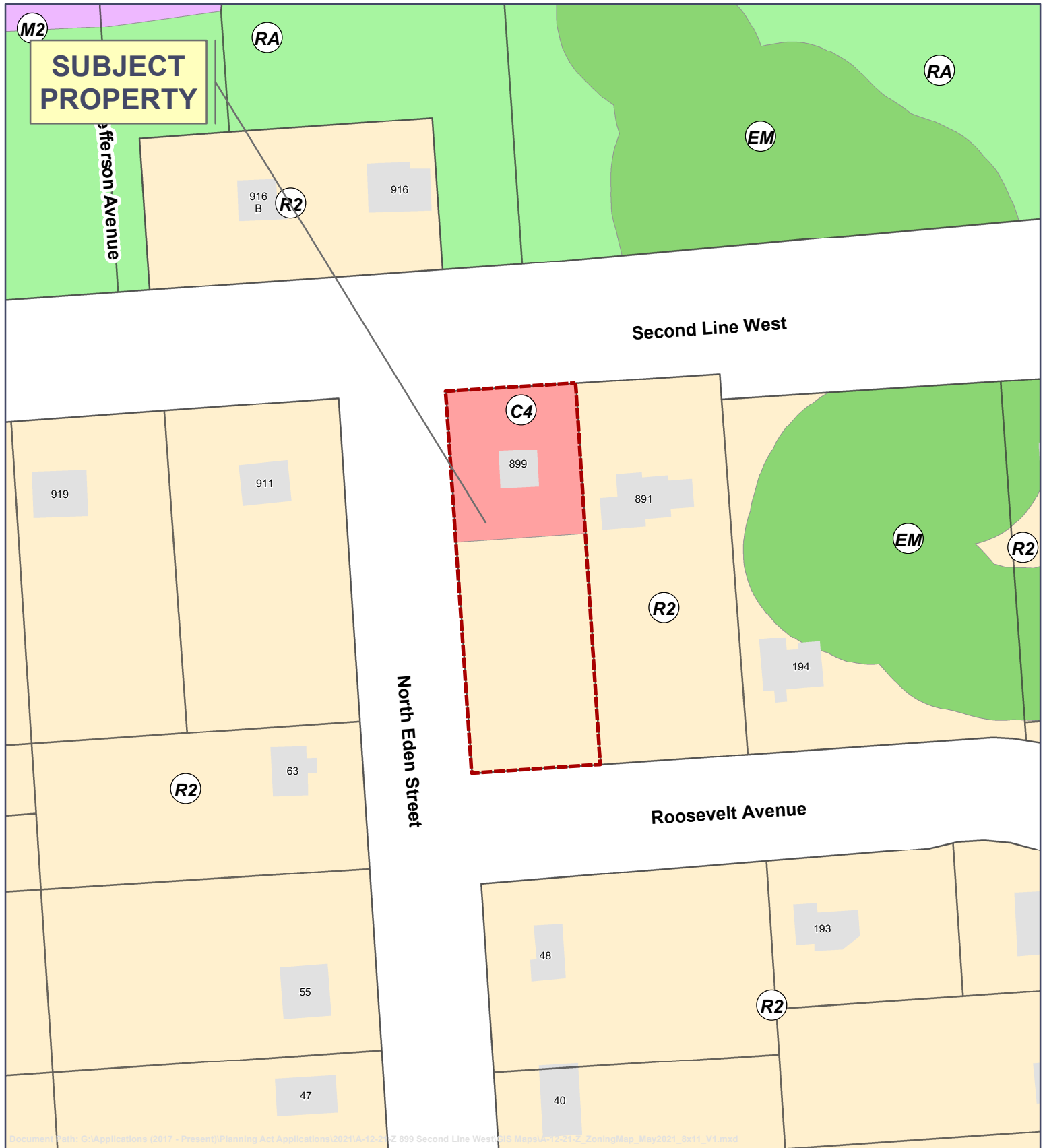
Document Path: G:\Applications (2017 - Present)\Planning Act Applications\2021\A-12-21-Z 899 Second Line West\GIS Maps\A-12-21-Z_AerialMap_May2021_8x11_V1.mxd

Application Map Series ☐ Subject Property ☐ Official Plan Landuse ☐ Existing Zoning ☒ Aerial Image ☐ Official Plan Amendment	Legal Department Reference	 SAULT STE. MARIE 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 <i>This map is for general reference only</i> Orthophoto: 2016 20cm Colour Projection Details: NAD 1983 UTM Zone 16N GCS North American 1983 0 5 10 20 Meters 1:1,000 
Property Information Civic Address: 899 Second Line West Roll No.: 060033066000000 Map No.: 52/168 Application No.: A-12-21-Z Date Created: May 7, 2021	Legend  Subject Property: 899 Second Line West  Parcel Fabric Page 322 of 392	



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Application Map Series ☐ Subject Property ☐ Official Plan Landuse ☒ Existing Zoning ☐ Aerial Image ☐ Official Plan Amendment	Legend <table border="0"> <tr> <td>C1 - Traditional Commercial Zone</td> <td>R3 - Low Density Residential Zone</td> </tr> <tr> <td>C2 - Central Commercial Zone</td> <td>R4 - Medium Density Residential Zone</td> </tr> <tr> <td>CT2 - Commercial Transitional Zone</td> <td>R5 - High Density Residential Zone</td> </tr> <tr> <td>C3 - Riverfront Zone; C3hp</td> <td>R6 - Mobile Home Residential Zone</td> </tr> <tr> <td>C4 - General Commercial Zone; C4hp</td> <td>I - Institutional Zone</td> </tr> <tr> <td>C5 - Shopping Centre Zone</td> <td>EM - Environmental Management Zone</td> </tr> <tr> <td>HZ - Highway Zone</td> <td>PR - Parks and Recreation Zone</td> </tr> <tr> <td>M1 - Light Industrial Zone</td> <td>RA - Rural Area Zone</td> </tr> <tr> <td>M2 - Medium Industrial Zone; M2hp</td> <td>RP - Rural Precambrian Uplands Zone</td> </tr> <tr> <td>M3 - Heavy Industrial Zone</td> <td>REX - Rural Aggregate Extraction Zone</td> </tr> <tr> <td>R1 - Estate Residential Zone</td> <td>AIR - Airport Zone</td> </tr> <tr> <td>R2 - Single Detached Residential Zone; R2hp</td> <td>Named Use - Commercial Dock</td> </tr> </table>	C1 - Traditional Commercial Zone	R3 - Low Density Residential Zone	C2 - Central Commercial Zone	R4 - Medium Density Residential Zone	CT2 - Commercial Transitional Zone	R5 - High Density Residential Zone	C3 - Riverfront Zone; C3hp	R6 - Mobile Home Residential Zone	C4 - General Commercial Zone; C4hp	I - Institutional Zone	C5 - Shopping Centre Zone	EM - Environmental Management Zone	HZ - Highway Zone	PR - Parks and Recreation Zone	M1 - Light Industrial Zone	RA - Rural Area Zone	M2 - Medium Industrial Zone; M2hp	RP - Rural Precambrian Uplands Zone	M3 - Heavy Industrial Zone	REX - Rural Aggregate Extraction Zone	R1 - Estate Residential Zone	AIR - Airport Zone	R2 - Single Detached Residential Zone; R2hp	Named Use - Commercial Dock	SAULT STE. MARIE 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 <i>This map is for general reference only</i> Orthophoto: None Projection Details: NAD 1983 UTM Zone 16N GCS North American 1983 0 5 10 20 Meters 1:1,000 Page 324 of 392
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NOTICE OF APPLICATION & PUBLIC MEETING

899 Second Line West
Application No.: A-12-21-Z

Applicant: 2779594 Ontario Inc. (c/o Benjamin Cicchelli & David Toppan)

Date: June 14, 2021
Time: 5:30 PM

Location: City of Sault Ste. Marie
Civic Centre, Council Chambers
99 Foster Drive

PURPOSE

The applicant, 2779594 Ontario Inc. (c/o Benjamin Cicchelli and David Toppan), has submitted a rezoning application to permit a single-detached dwelling and a multiple-attached dwelling (townhouse) on the subject property.

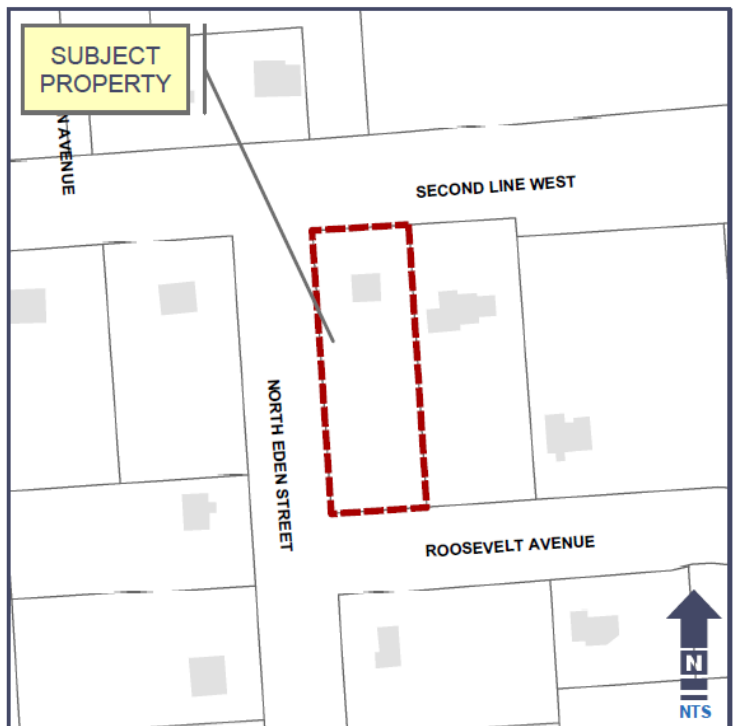
PROPOSED CHANGE

Rezone the northerly 26 metres of the subject property from General Commercial (C4) Zone to Single-Detached Residential (R2) Zone, and rezone the remaining southerly 49 metres of the property from Single-Detached Residential (R2) Zone to Low Density Residential (R3.S) Zone with the following special exceptions:

- Reduce the rear (south) yard setback to 6 m for a multiple-attached dwelling only.
- Permit parking in an exterior side (west) yard for a multiple-attached dwelling only.
- Permit canopies to project 4 m into the interior side (east) yard for a multiple-attached dwelling only.

HAVE YOUR SAY

Input on the proposed Zoning By-Law and Official Plan Amendment is welcome and encouraged. You can provide input by making a written submission or by making a public presentation.



TAKE NOTICE THAT the Council of The Corporation of the City of Sault Ste. Marie will hold a Public Meeting on **Monday, June 14, 2021 at 5:30 p.m.** to consider a proposed amendment to Zoning By-Law No. 2005-150 under Section 34 of The Planning Act, R.S.O. 1990, C. P13, as amended. This meeting will be broadcast by Shaw Cable and may be viewed on Shaw Cable's Community Channel, Sootoday.com and on the City's YouTube Channel <https://www.youtube.com/saultstemarieca>

Any person wishing to present at the public meeting must contact the City Clerk at cityclerk@cityssm.on.ca or 705-759-5388 to register as a presenter. Any written submissions received in advance of the meeting will be included with Council's Agenda. Registered presenters will be provided with instructions as to how to join the meeting in advance. Only those individuals who wish to make a presentation need to register with the City Clerk.

MORE INFORMATION

The application may be reviewed upon request. The report of the Planning Division will be available on **Friday, June 11, 2021** as part of City Council's Agenda. Please contact Jonathan Kircal at 705.759.6227 or j.kircal@cityssm.on.ca to request a digital copy. Please refer to the application file number.

WRITTEN SUBMISSION

To provide input in writing, or request notice if the proposed application is approved, please submit a letter to Jonathan Kircal, 99 Foster Drive, Sault Ste. Marie, ON P6A 5X6, or e-mail to j.kircal@cityssm.on.ca with your name, address and application file number on or before **Monday, June 14, 2021**.

If you wish to be notified of the Council of the City of Sault Ste. Marie decision to adopt or refuse the approval of an application, you must make a written request to the Planning Division at the address noted above.

LEGAL NOTICE CONCERNING YOUR RIGHT TO APPEAL

If a person or public body does not make oral submission at a public meeting or make written submission to the City of Sault Ste. Marie before the By-law is passed, the person or public body may not be entitled to appeal the decision of the Council of the City of Sault Ste. Marie to the Local Planning Appeal Tribunal.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Sault Ste. Marie before the By-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

From: [Justine Palmer](#)
To: [Justine Palmer](#)
Subject: FW: APPLICATION A-12-21-Z
Date: Friday, June 11, 2021 10:52:44 AM

From: Darlene M McFarling
Sent: Thursday, June 10, 2021 10:01 PM
To: Jonathan Kircal <j.kircal@cityssm.on.ca>; Mayor Provenzano
<mayor.provenzano@cityssm.on.ca>; Corey Gardi <c.gardi@cityssm.on.ca>; Matthew Scott
<m.scott@cityssm.on.ca>
Subject: RE: APPLICATION A-12-21-Z

APPLICANT 2779594 ONTARIO INC.
(C/O Benjamin Cicchelli
David Toppan

Mr. Jonathan Kircal

Please accept this letter as my formal input to the aforementioned application. The applicant's request to rezone the northerly portion of the property from "C" to "R2" is understandable, as there is currently an occupied single-family home situated there. My concern with this portion of the property, is that there was a gas pump in front of the original store (Woods Confectionary) and I believe the below ground tank has never been removed. Should the applicant wish to build a new home on this section I would hope environmental studies would be completed first.

I am opposed to the rezoning of the south portion of the property to permit the construction of a 5-unit townhouse, which the applicants have informed us will be rentals.

Brookfield subdivision is a Rare Gem within the city of Sault Ste. Marie. The modest homes and the generous half acre lot sizes in this single-family Subdivision, afford the opportunity for second and third generation of Veteran's family members, to live the lifestyle their parents and grandparents valiantly fought for. We now have in this past year a **fourth generation**. Many of the current residents of this neighborhood, including myself are children of Veterans.

Brookfield residents purchased their properties here because of the privacy the spacious lots, provide and the safe and natural environment to raise their families in.

I believe the changes in this application would set a precedent that would allow further such applications and that would be detrimental to this neighborhood.

With Regards

Carol Corbett

I directed Darlene McFarling to submit this for me

RE: Support for Application No.: A-12-21-Z

I am in full support of this application. I do not live near this application but would not want our tax dollars being used in a possible appeal if it was denied. Our city also needs additional tax revenue from new development.

The integration of a variety of housing types and the intensification of the area is something supported by both the Official Plan and the Provincial Policy Statements. This would allow some “missing middle” housing to the neighbourhood. This development would also bring in more tax dollars for the city, something we desperately need.

If Council votes down this application, it could be easily appealed to the Ontario Land Tribunal and most likely be allowed to proceed. I do not want our city tax dollars to be spent on going through an appeal. I would recommend allowing this application to proceed as all decisions must be consistent with the OP and PPS, not what neighbours think.

The neighbours seem to only not want a certain type of people, based on their income or background, in their neighbourhood that they falsely believe would harm the area. It is disheartening to see this type of sentiment in our community that is home to many diverse types of people. This would not set a “precedent”, any other applications would have to be approved by Council and be consistent with the OP and PPS. All other concerns have been addressed in the report.

Take the recommendation of staff and allow the application to proceed, they are the experts of course.

Noah Edwards

272 Millcreek Drive

Jonathan Kircal

From: [REDACTED]
Sent: Saturday, June 12, 2021 11:38 AM
To: Jonathan Kircal; Matthew Scott; Corey Gardi
Subject: File A-12-21-Z

This email originated outside of the Corporation of the City of Sault Ste. Marie.
Do not open attachments or click links unless you verify the sender and know the content is safe.

Anthony Fabbricino
63 North Eden Street

This letter is to notify the Planning Division of a refusal to the following application to rezone a multiple- attached dwelling (townhouse) on the subject property.

I live right across the street of this area and I have a few words to say on this application. When I moved here in this subdivision my realtor at the time informed me that these were lots given to the war time veterans for serving in the World War 2. It was offered as a peaceful quiet place where they can raise their families as many did and the children in some homes still live in this area to this day. I was also told that it would be very hard to build a new home in the properties and to divide the half acre to three quarter acre lots that were given to the war veterans to reside.

When I built a culvert and driveway on the second property in 2003 it was met with a bit of friction from city hall and I was asked a series on questions. It went through cautiously.

In 2006 when I build an addition to the existing house. Permit had raised questions but as long as it was not a separate structure. It moved forward.

In 2009 I built a garage , but before it started I was called multiple times by city officials and supervisors as to the exact structure that was being built. I said simply it was a garage something I wanted to build from the time I moved here. It moved forward.

Another application was also done before this one to the previous owners and it fell through and upset the neighbours as this one is presently doing. Now the property got sold to these new owners for the purpose of making profit. A place where the promises to war veterans and their families in the future from the government in the 40s could possibly be broken. This sets precedence to allow future residents in this area to build on the divided properties.

Can the sewer handle the townhomes purposed for this area ?

Will my sewer back up living right across the street ?

From my understanding there was a gas station in the 40s on the property of the building that was demolished (Brookfield Store). Was there an environmental assessment done on that property ?

There is a petition that is going around the neighbourhood with strong opposition and I encourage strongly it is looked and as well as the Ward Councils in this area.

I am sure there is some city documentation from Algoma Veterans Association named VIOLA who built these very homes in the 40s and 50s. It will have the stipulation as to not to build and divide the properties I talked about earlier.

Anthony Fabbicino
63 North Eden Street

Sent from [Mail](#) for Windows 10

Jonathan Kircal

From: lindsay pyykonen <[REDACTED]>
Sent: Sunday, June 13, 2021 9:38 PM
To: Jonathan Kircal
Cc: Mayor Provenzano; Corey Gardi; Matthew Scott
Subject: Brookfield Rezoning
Attachments: 20210613_123638.jpg

This email originated outside of the Corporation of the City of Sault Ste. Marie.
Do not open attachments or click links unless you verify the sender and know the content is safe.

Re: Application A-12-21-Z

Dear Mr. Kircal,

My name is Lindsay Pyykonen and my parents have lived at 175 Roosevelt Ave. since before I was born in 1978. I grew up in the Brookfield Subdivision and I truly loved my neighbourhood. Even though I went to school in the east end and all of my friends had bigger and usually nicer homes, there was a charm to the little houses and big lots of the Brookfield area. As I travelled and lived in many parts of Ontario and the U.S, I always recognized the Soo specialness when I came home. My parents neighbourhood, with its ample space and the little red convenience store signalling where to turn, were a large part of that. The Brookfield market was a special little place but I understand it was time for it to come down.

That is where my agreement with Mr. Benjamin Cicchelli and Mr. David Toppan ends regarding the address 899 Second Line West and I do not think that either rezoning should be permitted. I believe the potential still exists for another commercial endeavour to flourish at that location- an increasingly busy part of Second line, and that this could benefit the community and allow professional investment, long after the developers have moved on.

I am also adamantly against the rezoning to bring in the townhouse rentals. Firstly the lot is too small, so small in fact that a request for 4 driveways on a flank side measuring less than 80 meters (originally not segmented) is offensive. North Eden Street does not even have sidewalks.

If you follow the backside of the lot along Roosevelt Avenue you will see 194 Roosevelt, where a very old lady lives. Mrs Bradley was old when I was young and I am not young anymore. Her property is next to 891 Second line and she is within both sight and sound of the proposed building site. She sits on her porch every nice day and I do not exaggerate when I say she really enjoys her neighbourhood. As she should, considering the area was designated for veterans and their families. The post war subdivision is remarkably well preserved, its ample green space offering both peace and privacy to the veterans and their spouses in their final years.

Progress is inevitable but it shouldn't be disheartening. The pandemic has shown us that seniors are often neglected by governments and industry. Please take into account the lives of the people already living in the Brookfield area when you make your decision.

The pandemic has also shown that people need green space. I personally spent the first lock down in Etobicoke, townhouse/rental capital of the world and it was truly terrible as the people could not get away from each other. Now many people are trying to leave high density areas to maintain their health. So as other communities are beginning to recognize the need and value in green space please do not squander our own. People need space

and the lot at 899 Second line does not have enough space for the proposed amount of people. It is also completely out of line with the original intent and heritage of the area. Development of this nature was already rejected once for this site and I am hopeful the city will maintain its position.

Thank you for your time and consideration,
Lindsay Pyykonen
548 Queen Street East
P6A 2A1

From: Nancy Milosevich <n.milosevich@cityssm.on.ca>
Sent: Monday, June 14, 2021 8:29 AM
To: Rachel Tyczinski <r.tyczinski@cityssm.on.ca>; Madison Zuppa <m.zuppa@cityssm.on.ca>; Kim Vaudry <k.vaudry@cityssm.on.ca>
Subject: FW: Application No: A-12-21-Z - Local Homeowner Feedback

From: Kevin Sinclair <[REDACTED]>
Sent: Saturday, June 12, 2021 11:54 AM
To: City Clerk <cityclerk@cityssm.on.ca>
Cc: Corey Gardi <c.gardi@cityssm.on.ca>; Matthew Scott <m.scott@cityssm.on.ca>
Subject: Application No: A-12-21-Z - Local Homeowner Feedback

This email originated outside of the Corporation of the City of Sault Ste. Marie.
Do not open attachments or click links unless you verify the sender and know the content is safe.

Greetings All

I'm writing to share my concerns with the proposed zoning changes and suggested approval of application A-12-21-Z 899 Second Line West (2779594 Ontario Inc).

Being a new home owner in the neighbourhood but being very familiar with the area as my family previously occupied our home.

I feel the application as presented takes away the neighbourhood's visual identity. We choose to buy our home at 31 North Eden as we see great value in the neighbourhood's profile. Large lots, mature trees and an almost country feel gives the neighbour a sense it is disconnected from the city.

The development as proposed would take away from that image and blend modern high density housing into a localized area that was never developed with that in mind.

I would like to share in detail my concerns with the report from Mr.Kircal in the planning department:

In the section "Conformity with Official Plan" Mr.Kircal indicates the applicable official plan sections applying to this proposal. HO.1 "Opportunities for a full range of housing types shall be provided to meet the present expected needs of the community". Also, R.1 "A mixture of housing types and diversity of

ownership and tenure forms shall be encouraged in new development." Outside the boundaries of our localized neighbourhood is a large mix of multi unit housing, rental housing and various types of homes. By that measure the area between Goulais Ave and Allen Side Road represents a myriad of housing options.

However, in two recent separate planning decisions Mr. Peter Tonazzo, RPP, Senior Planner has requested to waive HO.6 which indicates that new developments over 50 units contain affordable housing. In both applications A-8-21-Z-OP and A-12-21-Z the affordable housing option was suggested to be waived by Mr. Tonazzo. In the reasoning he shared in both reports a similar explanation of the faults of HO.6 and how the value of the proposed homes and the low average price of housing in the City would not warrant applying the policy. I respectfully point out that it appears the planning department wants to have in lieu of HO.6 to "permitting second units", "supporting residential intensification, mixed residential neighbourhoods and residential conversions" among other items. However, none of these suggestions were applied to the aforementioned applications. In both applications Mr. Tonazzo provides a case to not use HO.6. It seems as if the planning department is saying we have lots of affordable housing and adding more to new developments would drive housing prices up. Which to me seems illogical. The report shows in each of these cases that the planning department is happy to waive housing requirements for high end new builds continuing to force stagnation in lower priced housing options to a few key areas. Causing the very issue that HO.6 is meant to resolve. The pattern of continued workaround of the city's own housing policies is in my mind counterproductive to increasing the diversity of housing. The reason I make this point is to highlight that the planning department seems to avoid providing affordable housing in new builds and requests to avoid the city's policies to do so. However, when developers want to include more intensification into established lower value neighbourhoods it is suggested for approval. So why do homes of higher value not receive the same requirements of homes with a lesser value.

In the consultation section the last point shared by the planner Mr. Kircal says "...the applicant intended to describe the proposal as a project that would improve the vacant land to a standard that would be compatible with the residential character of the neighbourhood" I would not consider vacant land as such described. Our lot at 31 North Eden is 102.29 feet by 214.90 feet deep, the majority of my space would be considered a yard and not vacant land. The development as proposed would have a single detached home and five unit townhome on a lot that is slightly smaller than the one I occupy. I do not agree for that reason that it would fit the profile of the neighbourhood.

In the summary section of the report Mr. Kircal indicates "the proposal represents a form of intensification on an underutilized lot with all the necessary municipal infrastructure already available." With all due respect to Mr. Kircal, underutilization is not the opinion of myself and I would estimate the neighbours in the area. The spacious lots and mix of single detached house styling along with unique home placement crafts a warm feel to the localized neighbourhood. The development as proposed takes away from that.

Also in the summary section Mr. Kircal indicates "Planning staff received comments of objections from seven property owners. The concerns raised included impacts on the "country" look and feel of the area, property values, traffic volume, noise and safety, the number of driveways, privacy, and property standards of rental units. Many of the concerns are mitigated against since the location of the subject property is on northern edge of the Brookfield neighbourhood, along Second Line West. Additional traffic generation is anticipated to utilize Second Line West, rather than filter through the neighbourhood." I disagree with Mr. Kircal's appraisal that all the feedback is warrantless because of the proximity to Second Line. In reading the feedback from neighbours many are concerned with the look of the proposed townhome and the amount of space it occupies. I feel the

local homeowners' points are very valid. The homes on either side of the proposed development on Second Line fit the profile of our neighbourhood with large spacious lots. Thus I feel invalidating Mr.Kircals point.

In summary, I feel that the townhome as proposed represents a disconnect from the image of the neighbourhood. In addition, the planning department seems to prefer the development of high end subdivisions with no accounting for affordable housing. Thus leaving lesser neighbourhoods to hold up the balance of affordable housing requirements pushing a division of wealth into concentrated areas of new development. The application of the city's housing policies in this case but the disregarding of them in the other two planning decisions I mentioned show a disconnect in application of the planning department reading of city policies. Our city struggles to keep moving forward with updates and infrastructure projects. The continued push for a certain type of new development will cost all taxpayers in the long run. I respectfully ask for this development not to be approved by city council.

Regards,

Mr.Kevin Sinclair
31 North Eden Street

Jonathan Kircal

From: toni pyykonen <[REDACTED]>
Sent: Saturday, June 12, 2021 4:31 PM
To: Jonathan Kircal; Mayor Provenzano; Corey Gardi; Matthew Scott
Subject: Application number A-12-21-Z

This email originated outside of the Corporation of the City of Sault Ste. Marie.
Do not open attachments or click links unless you verify the sender and know the content is safe.

Dear Mr. Kircal

I am writing to you concerning the application A-12-21-Z . Please know I am opposed to the rezoning of the south portion of the property to permit the construction of a 5 unit townhouses.

I have lived on Roosevelt Ave. for 44 years and have walked, drove and biked by the property that is being considered for the townhouses. It worries me to think that 5 two car driveways will be installed on the North Eden Street. There are no sidewalks. It will be very close to a very busy Second Line. Building 5 units there will increase the traffic on both North Eden and Roosevelt. There are many new families with small children . I am very worried about safety.

Thank you

Toni Pyykonen

Sent from [Outlook](#)

Subject: FW: 899 Second Line West Application No: A-12-21-Z and Resident Petition

From: Sandra McFarling

Sent: Friday, June 11, 2021 4:31 PM

To: City Clerk <cityclerk@cityssm.on.ca>

Cc: Matthew Scott <m.scott@cityssm.on.ca>; Corey Gardi <c.gardi@cityssm.on.ca>; Mayor Provenzano <mayor.provenzano@cityssm.on.ca>; Paul Christian <p.christian@cityssm.on.ca>; s.hollingsworth@city.on.ca; l.dufour@city.on.ca; i.vezeauallen@cityssm.on.ca; d.hillsinger@cityssm.on.ca; Matthew Shoemaker <m.shoemaker@cityssm.on.ca>; Marchy Bruni <m.bruni@cityssm.on.ca>; r.niro@ssm.on.ca [REDACTED]

Subject: 899 Second Line West Application No: A-12-21-Z and Resident Petition

As per our conversation I am attaching the petition in opposition to the above noted application and numerous questions that residents would like answered regarding this proposed zoning change and planned development at 899 Second Line West. I have not yet received instructions on how to join Monday June 14, 2021, council meeting and anticipate that you will forward these on before end of day today.

Questions:

1. Are these going to be rental units?
2. Will these units have a second line address, or will they have addresses on North Eden?
3. Will any of these units be designated for affordable housing?
4. Will the applicants have to purchase any right of way footage along North Eden Street, as was a condition for re-zoning by the previous applicant in 2016?
5. Do the applicants have plans to build an additional single-family home on the north section of property they are requesting to change from C4 General Commercial to R2 single detached residential?
6. Are there any environmental concerns the applicants are aware of on the Northwest section of the property? The original store on the property housed two gas pumps. Is this property contaminated?
7. Will the Garbage and Recycling containers be stored on the west side in front of the townhouses, or will they be tucked away out of site like they are at most properties in the subdivision? The rear yard of the resident property on the opposite (west) corner of Second Line, faces North Eden and will have full view of the parking spots and front yards of the townhouses from their rear yard.
8. Will there also be a fence constructed on this property, to provide these residents with the privacy they are accustomed to? Will this development prevent this same property owner from putting in a driveway entrance to the property from North Eden, should they wish to?

9. What affect will five units have on the current infrastructure? Will improvements be required to accommodate this potential build? Will the developer pay this cost or will this be completed at taxpayers' expense?
10. Will the existing ditch along North Eden Street remain? If not will the city also eliminate the ditches in the rest of Brookfield subdivision?
11. Does the city see any potential problems with the number of vehicles parked within close proximity of the intersection of second Line and North Eden Street? This intersection is a primary entrance and exit for many of the Brookfield Subdivision residents. Will parking be prohibited on this section of North Eden to prevent accidents from occurring?
12. Will the existing mature trees on the property have to be removed to accommodate the construction of these units? This subdivision, located within proximity of the steel mill, has an abundance of mature trees on most lots that provide a park like setting for all. We all know trees are instrumental in filtering pollutants and provide ample habitat for many species of birds and wildlife. The natural beauty is a very important characteristic of this neighborhood.
13. If this application passes, will this set a precedent for the existing 0.5 acre properties in the Brookfield subdivision? This is a major concern for the approximate 100 residents that have signed the attached petition opposing this development.
14. This subdivision was built by veterans and continues to be occupied in great part by family members of those men and woman that fought to preserve our countries freedom. Residents here take pride in maintaining their lots and preserving the history of their Military spouses, parents, and grandparents.

With Kind Regards
Sandra McFarling

9. What affect will five units have on the current infrastructure? Will improvements be required to accommodate this potential build? Will the developer pay this cost or will this be completed at taxpayers' expense?
10. Will the existing ditch along North Eden Street remain? If not will the city also eliminate the ditches in the rest of Brookfield subdivision?
11. Does the city see any potential problems with the number of vehicles parked within close proximity of the intersection of second Line and North Eden Street? This intersection is a primary entrance and exit for many of the Brookfield Subdivision residents. Will parking be prohibited on this section of North Eden to prevent accidents from occurring?
12. Will the existing mature trees on the property have to be removed to accommodate the construction of these units? This subdivision, located within proximity of the steel mill, has an abundance of mature trees on most lots that provide a park like setting for all. We all know trees are instrumental in filtering pollutants and provide ample habitat for many species of birds and wildlife. The natural beauty is a very important characteristic of this neighborhood.
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With Kind Regards
Sandra McFarling

REFERENCE: Re-Zoning Application No: A-12-21-Z

In reference to the above re-zoning application the following residents are in opposition to the proposed rezoning of 899 Second Line West that would allow for a multi unit townhouse on North Eden Street. We wish to preserve Brookfield Subdivision as a single- family neighborhood.

Name

Address

Date

Signature

Sandra McFarling 143 Roosevelt Ave. June 4/21 S. McFarling

William McFarling 143 Roosevelt Ave 06/04/21 W. McFarling

GEORGE VINCENTINI 196 ASQUITH ST. 06/04/21 G. Vincentini

DEBBIE GREEN 27 EAST BALFOUR ST 06/04/21 D. Green

FRANK MUTO 27 EAST BALFOUR ST 06/04/21 F. Muto

Amy Shand 145 Roosevelt Ave June 4/21 A. Shand

Anna Chyla 12 Eden Square June 4/21 A. Chyla

Mike Plastino 16 Eden Square June 4/21 M. Plastino

Barb McCoy 7 Eden Sq. 06/04/21 Barb McCoy

LYLE MCCOY 7 Eden Sq. 06/04/21 Lyle McCoy

Karen Amadio 144 Roosevelt Ave 06/05/21 K. Amadio

LES AMADIO 144 ROOSEVELT AVE 06/05/21 L. Amadio

REFERENCE: Re-Zoning Application No: A-12-21-Z

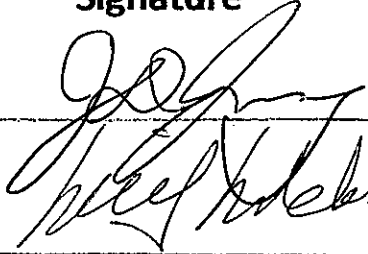
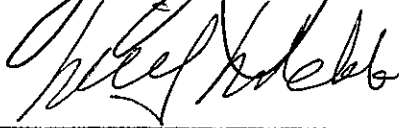
In reference to the above re-zoning application the following residents are in opposition to the proposed rezoning of 899 Second Line West that would allow for a multi unit townhouse on North Eden Street. We wish to preserve Brookfield Subdivision as a single- family neighborhood.

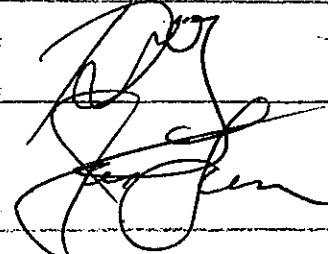
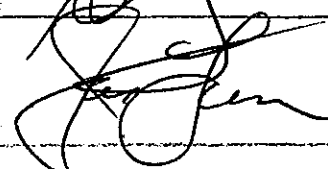
Name

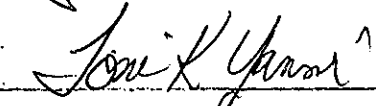
Address

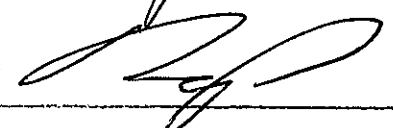
Date

Signature

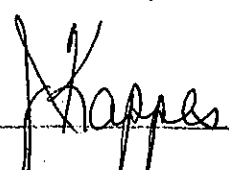
John De Jong	137 Roosevelt	June 5	
Wm J. De Jong	131 ✓	June 5	

ROBERTA DE JONG	137 ROOSEVELT AVE		
Juan	16 South Eden	JUNE 5	

TONI YANNI	16 SOUTH EDEN	JUNE 5	
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MIKE DOUGI	32 SOUTH EDEN	JUNE 5	
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Ashley Dougi	32 South Eden	June 5	
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JANINE KAPPEL	34 Eden Square	June 5/21	
J. Kappel			

Anthony Plastino	24 Eden Sq	June 5/21	
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Corie Bourngdon	24 Eden Sq	June 5/21	
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KEEK RANCOURT	128 BROOKFIELD	JUNE 5/21	
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REFERENCE: Re-Zoning Application No: A-12-21-Z

In reference to the above re-zoning application the following residents are in opposition to the proposed rezoning of 899 Second Line West that would allow for a multi unit townhouse on North Eden Street. We wish to preserve Brookfield Subdivision as a single- family neighborhood.

Name	Address	Date	Signature
GEORGE KERHANOWICH	31 SOUTH EDEN ST	JUNE 9/21	George Kerhanowich
Tracy Beaupre	135 Roosevelt ave		Tracy Beaupre
Laurie Nette	32 South EDEN		Laurie Nette
Glenda Donnelly	135 Roosevelt ave		Glenda Donnelly
Jim Beaupre	135 Roosevelt ave		Jim Beaupre
MATTHEW MANGONE	308 Whitney Ave		Matthew Mangone
Alyssa Dini	312 Whitney Ave		Alyssa Dini
Debbie Hermiston	8 S. Eden Sq.		Debbie Hermiston
Brad Hermiston	8 South Eden Sq.		Brad Hermiston
Colleen O'Brien	208 Asquith St.		Colleen O'Brien
SERGIO TURCO	430 WHITNEY AVE.		Sergio Turco
Richard Burella	148 BROOKFIELD AVE		Richard Burella
Andrew Smith	71	Page 342 of 392 EDEN Jun 16/21	Andrew Smith

REFERENCE: Re-Zoning Application No: A-12-21-Z

In reference to the above re-zoning application the following residents are in opposition to the preposed rezoning of 899 Second Line West that would allow for a multi unit townhouse on North Eden Street. We wish to preserve Brookfield Subdivision as a single- family neighborhood.

Name

Address

Date

Signature

Cotton Hermiston 8 Eden Square June 11, 2021 Cotton Hermiston

Daton Hermiston 8 Eden Square June 11, 2021 Daton Hermiston

In reference to the above re-zoning application the following residents are in opposition to the proposed rezoning of 899 Second Line West that would allow for a multi unit townhouse on North Eden Street. We wish to preserve Brookfield Subdivision as a single- family neighborhood.

Signature

Shannon & Jamie Stewart	140 Brookfield Ave.	June 10 2021	Shannon Stewart
Jamie Stewart	Hoboken	June 10/21	Jamie Stewart
Ron Koska	162 Brookfield	"	Ron Koska
Ed & Paula Belanger	160 Brookfield	10/6/21	Ed & Paula Belanger
Rita White	188 Asquith St.		Rita White

REFERENCE: APPLICATION NO: A-12-21-Z

In reference to the above the following residents would prefer to have the area as a single dwelling subdivision and oppose the re-zoning of said property.

NAME/Sig	ADDRESS.	PHONE NUMBER.	EMAIL.	YES
Darlene McFarling Dmstenling	185 Roosevelt	2535216	darmoterling@shaw.ca	✓
Dave McFarling H.C. McFarling	✓	✓	✓	✓
Vance Marshall V. Marshall	190 Roosevelt Ave	705 949-1011	mydollynme@hotmail.com	✓
Henry Marshall H. Marshall	190 Roosevelt Ave	705 949-1011	hmarshallcz@hotmail.com	✓
FLORA BRADLEY Flora Bradley	194 ROOSEVELT AVE.	253-0250	FLORAANTHONYBRADLEY@GMAIL.COM	✓
BART BRADLEY Bart Bradley	194 ROOSEVELT AVE	253-0250	FLORAANTHONYBRADLEY@G.MAIL.COM.	✓
LARRY BARMADY DORIS PISCHZAN	891 SECOND LINE W	52 575-5420	doris.pischzan@gmail.com	✓
Dawne Schryer	48 North Eden	705-987 2828	dschryer@northernpowertrain.com	✓

REFERENCE: APPLICATION NO: A-12-21-Z

In reference to the above the following residents would prefer to have the area as a single dwelling subdivision and oppose the re-zoning of said property.

NAME. ADDRESS. PHONE NUMBER. EMAIL. YES

Hannah James	31 Eden Sq	705-297-4030	hannah.james.b48@gmail.com	✓
Roberta Lauzon Roderic Page Rod Page Roberta Lauzon	23 North Eden Street	705-254-3836	roberta.lauzon@gmail.com	✓
Anthony FABBRICINO Anthony TRACY FABBRICINO Tracy	63 NORTH EDEN ST.	705-255-3332	afabbricino@hotmail.ca	✓
Lorrie Bolduc L Bolduc Damien Dunn	911 Second Line W.	705-257-6480 705-987-1185	lorrie-bolduc@hotmail.com d.dunn@outlook.com	✓
Keith Goodmure Keith Goodmure Melodie Lezier Melodie Lezier Cameron Lezier	916 Second Line West	705 575 5845	melody.lezier@shaw.ca	✓
Chris C. Lezier	916 Second Line West	(705) 206-4495	C.lezier@gmail.com	✓
Chris C. Lezier	871 SECOND LINE WEST	705 575-2211		✓
Carol Corbett Carol Corbett	193 Roosevelt	705 253 4225	carolcorbett@shaw.ca	✓

REFERENCE: APPLICATION NO: A-12-21-Z

In reference to the above the following residents would prefer to have the area as a single dwelling subdivision and oppose the re-zoning of said property.

NAME. ADDRESS. PHONE NUMBER. EMAIL. ~~YES~~

Britney Troch <i>Britney Troch</i>	47 North Eden SSM	(705) 257-9691	btrach@hotmail.com	✓
COREY DONOFRIO <i>Corey Off</i>	47 N-EDEN	(705) 206-7422	cdonof9@hotmail.com	✓
CHRISTINE DONOFRIO <i>Christine Donofrio</i>	47 N-EDEN	(705) 206-7422	beverlyt96@hotmail.com	✓
AARON LUCAS <i>Aaron Lucas</i>	7 NORTH EDEN	(705) 297-4306	aaronlucas1969@gmail.com	✓
Cheryl NOTT <i>Cheryl Nott</i>	153 Roose- velt Ave	705 946-4448	canott1@shaw.ca	✓
Roger Nott <i>Roger Nott</i>	153 Roosevelt Ave	705 989-7887	r2nott1@gmail.com	✓
Tracey Richards <i>Tracey Richards</i>	164 Roosevelt Ave	705 759-1524	tracey.richards@shaw.ca	✓
Ryan Richards <i>Ryan Richards</i>	164 Roosevelt Ave	705 987-3838	ryan.richards@shaw.ca	✓

REFERENCE: APPLICATION NO: A-12-21-Z

In reference to the above the following residents would prefer to have the area as a single dwelling subdivision and oppose the re-zoning of said property.

NAME. ADDRESS. PHONE NUMBER. EMAIL. YES

Fern Amvrazino A-	180 Roosevelt	705 257-1909		✓
Dee Dee Thibodeau D. Thibodeau BRIAN THIBODEAU Brian Thibodeau	171 Roosevelt Ave	705-253-3179	bmrthib@shaw.ca	✓
C Barber C Barber	176 Roosevelt Ave	705-987-9626		✓
Tiffany Lemcke Lynne Lemcke Lynne Lemcke	163 Roosevelt Ave	705-987-0955 705-942-8170	tiff_pierman@hotmail.com	✓
Ashley Richards a. Richards Scott Richards S. Richards	158 Roosevelt	705-255-81079 705-255-8106	wiseman.a@gmail.com	✓
Melody Zalewski Machio	177 Roosevelt	705-254-9826		✓
Gloria Little Gloria Little	40 North Eden	705-943-2766		✓
Bob Welch Bob Welch	40 North Eden	705-941-8009	welchbob@gmail.com	✓

REFERENCE: APPLICATION NO: A-12-21-Z

In reference to the above the following residents would prefer to have the area as a single dwelling subdivision and oppose the re-zoning of said property.

NAME. ADDRESS. PHONE NUMBER. EMAIL. ~~YES~~

DAVID WEBB <i>David Webb</i>	32 North Eden	765-946-9663	davidjwebb@live.ca	✓
Renee Lemcke <i>Renee Lemcke</i>	39 North Eden St	705-989-6496 (cell) 705-942-6163 (home)	renee.dance@hotmail.com	✓
Don Lemcke <i>Don Lemcke</i>	39 N EDEN	Don, Lemcke@sympatico.ca		✓
Erin Sinclair <i>ESinclair</i>	31 North Eden	erin sinclair 28@gmail.com		✓
Kevin Sinclair <i>Kevin Sinclair</i>	31 North Eden	Kevin Sinclair 18@gmail.com		✓
Don Parisien <i>Don Parisien</i>	Don Parisien 16 North Eden	254-3779		✓
Chuck Cloutier Maxine Hurdle	55 N. Eden	256-2487 Maxine Hurdle Charles Cloutier		✓
Caleb McMillan <i>Caleb McMillan</i>	31 eden St	255-2722		✓

REFERENCE: APPLICATION NO: A-12-21-Z

In reference to the above the following residents would prefer to have the area as a single dwelling subdivision and oppose the re-zoning of said property.

NAME.	ADDRESS.	PHONE NUMBER.	EMAIL.	YES
PETER PYYKONEN <i>Peter P</i>	175 ROOSEVELT AVE	253-9591		✓
Toni Pyykonen <i>Toni P</i>	175 Roosevelt Ave.	705 542-3075	peter.pyykonen@live.ca	✓
MARIO SACCHETTA <i>Mario Sacchetta</i>	189 Roosevelt Ave	705-942 3373		✓
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
Nenad Tomas <i>Nenad Tomas</i>	875 Second Line West			✓
Madison McMillan <i>Mad. Man</i>	31 Eden Square	705-989-6239	madisonmcmillan1997@hotmail.com	✓
MAR/Sidley <i>Deborah. Sidley</i>	15 North Eden	705-942-2143	Debbie - Sidley@hotmail.com	✓

[illegible]

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2021-92

ZONING: A by-law to amend Sault Ste. Marie Zoning By-law 2005-150 concerning lands located at 177 Brock Street (Sault Ste. Marie Housing Corporation).

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c. P.13 and amendments thereto, **ENACTS** as follows:

1. **177 BROCK STREET; LOCATED ON THE WEST SIDE OF BROCK STREET, 40M SOUTH OF THE BROCK STREET AND WELLINGTON STREET EAST INTERSECTION; CHANGE FROM CT2 TO C2.**

The zone designation on the lands having civic address 177 Brock Street shown as "Subject Property" on the map attached to this by-law, which property is shown on Map 7/1-2 of Schedule "A" to By-law 2005-150 is changed from CT2 (Commercial Transitional) zone to C2 (Central Commercial) zone.

2. **SCHEDULE "A"**

Schedule "A" hereto forms a part of this by-law.

3. **CERTIFICATE OF CONFORMITY**

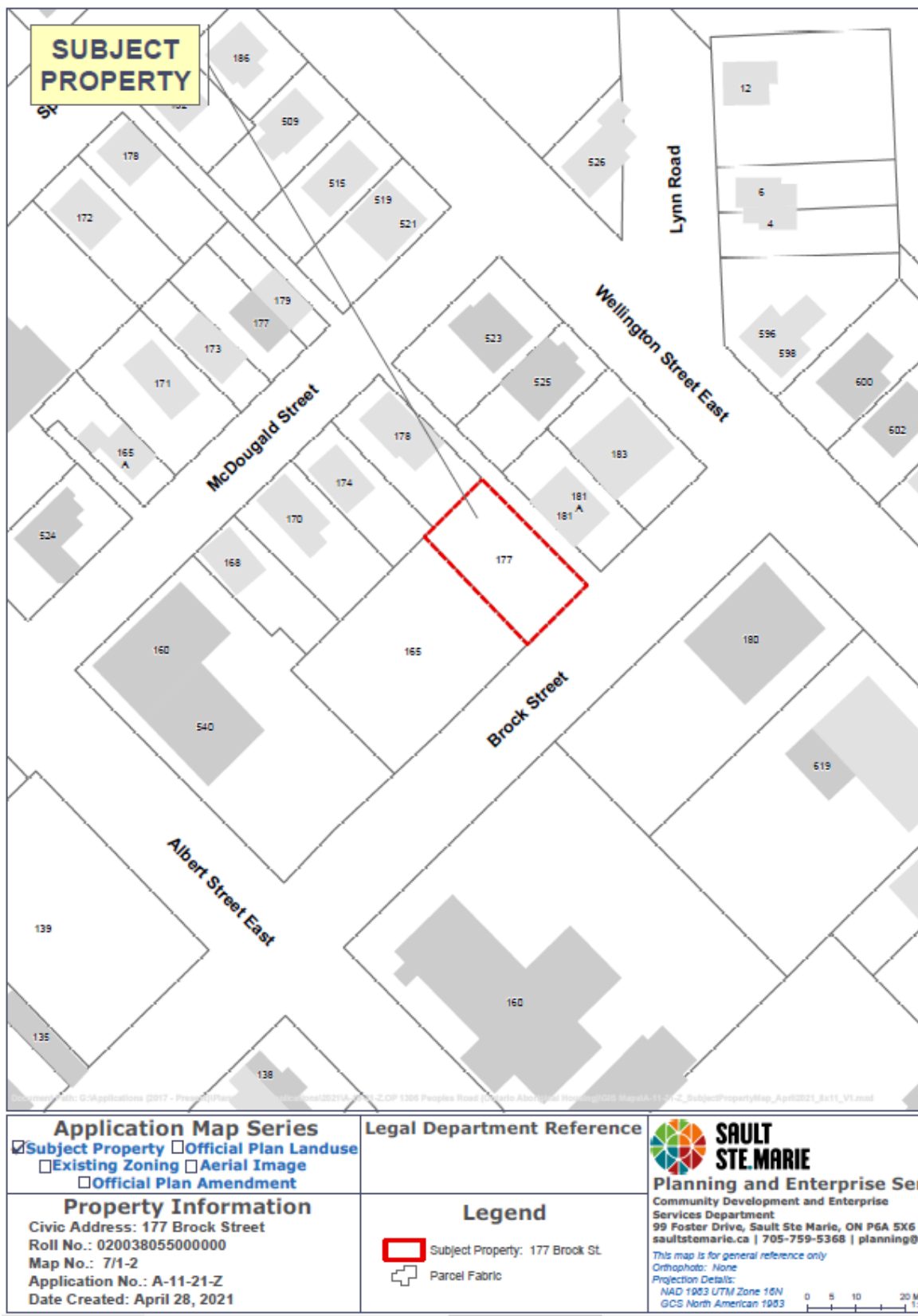
It is hereby certified that this by-law is in conformity with the Official Plan for the City of Sault Ste. Marie authorized and in force on the day of the passing of this by-law.

PASSED in Open Council this 14th day of June, 2021.

MAYOR - CHRISTIAN PROVENZANO

CITY CLERK - RACHEL TYCZINSKI

SCHEDULE "A" TO BY-LAW 2021-92



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2021-117

SUBDIVISION CONTROL: (PR6) A by-law to deem not registered for purposes of subdivision control certain lots in the **Parkinworth Subdivision PH II**, pursuant to section 50(4) of the *Planning Act*.

WHEREAS section 50(4) of the *Planning Act* authorizes the Council of a municipality to designate by a by-law any plan of subdivision or part thereof that has been registered for 8 years or more as not being a plan of subdivision for subdivision control purposes; and

WHEREAS a plan of the **Parkinworth Subdivision PH II** was registered in the Land Titles Division on **September 10, 1979 as Plan M384**; and

WHEREAS it is deemed expedient that a by-law be enacted pursuant to the said section 50(4) to designate part of the **Parkinworth Subdivision PH II** as being not a registered plan of subdivision;

NOW THEREFORE THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 50(4) of the *Planning Act*, R.S.O. 1990, Chapter P.13 and amendments thereto, **ENACTS** as follows:

1. **PART OF PARKINWORTH SUBDIVISION PH II DEEMED NOT REGISTERED**

PCL 9352 SEC AWS; LT 63 PL M384 RANKIN LOCATION; SAULT STE. MARIE and PCL 9391 SEC AWS; BLK 102 PL M384 RANKIN LOCATION; SAULT STE. MARIE, Parkinworth Subdivision PH II, registered in the Land Titles Division for the District of Algoma are hereby designated to be part of a plan of subdivision which shall be deemed not to be a registered plan of subdivision pursuant to section 50(4) of the *Planning Act*. The said lots together are hereby designated an area of subdivision control.

2. **EXECUTION OF DOCUMENTS**

The Mayor and City Clerk are hereby authorized for and in the name of the Corporation to execute and to affix the seal of the Corporation to all documents required to give effect to this by-law.

3. **EFFECTIVE DATE**

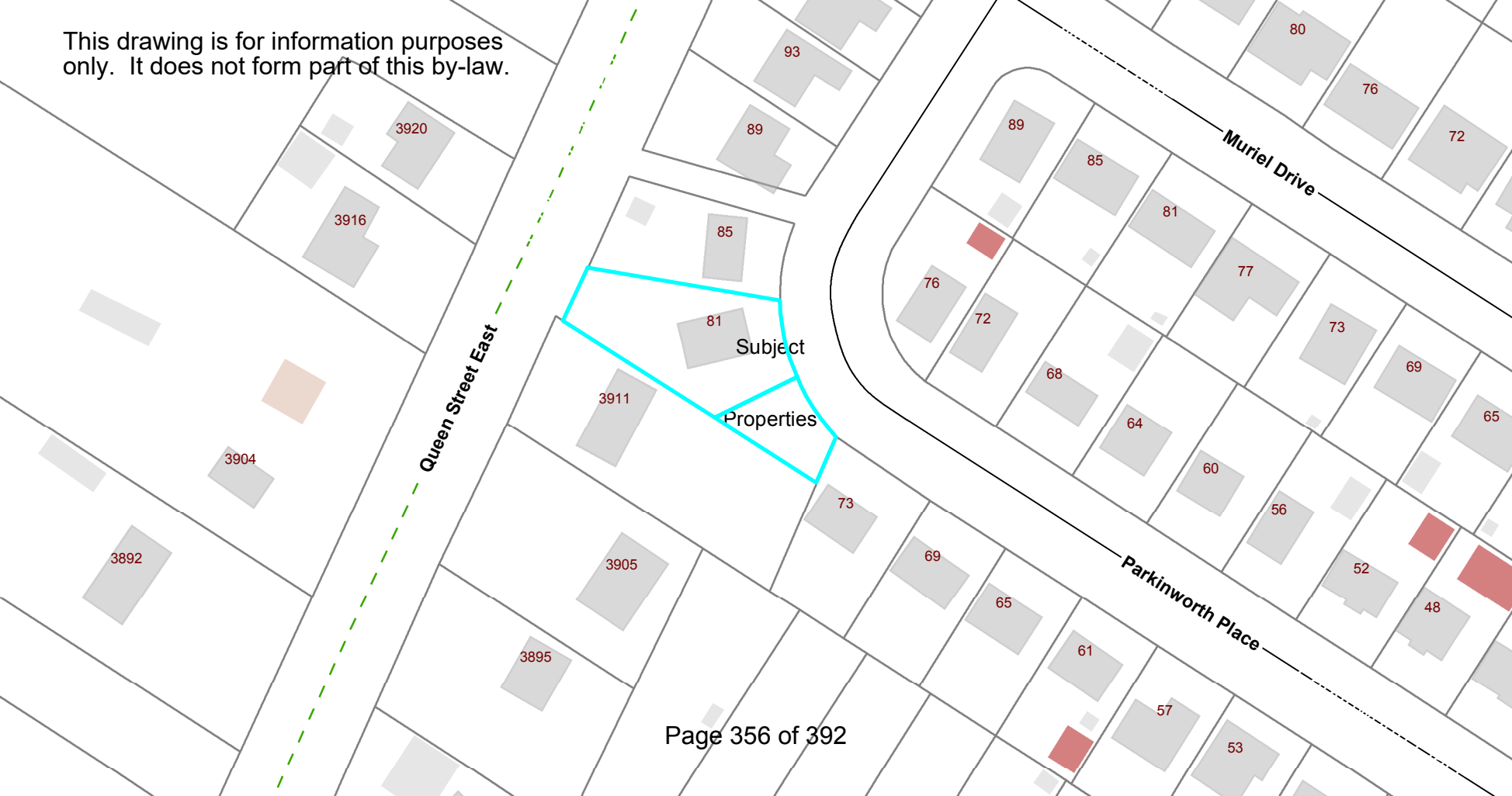
This by-law takes effect on the day that this by-law is registered in the Land Titles system pursuant to section 50(28) of the *Planning Act*.

PASSED in open Council this 14th day of June, 2021.

MAYOR – CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI

This drawing is for information purposes only. It does not form part of this by-law.



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2021-119

PROPERTY: A by-law to declare the City owned property legally described as PIN 31578-0215 (LT) PT LT 12 S/S SUPERIOR ST PL TOWN PLOT OF ST. MARY'S AS IN T430377; SAULT STE. MARIE being civic 499 Queen Street West, as surplus to the City's needs and to authorize the disposition of the said property.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to the *Municipal Act, 2001*, S.O. 2001, c. 25, **ENACTS** as follows:

1. **LANDS DECLARED SURPLUS**

The lands more particularly described in Schedule "A" to this by-law are surplus to the requirements of the municipality.

2. **SALE AUTHORIZED**

The Corporation of the City of Sault Ste. Marie shall sell the lands more particularly described in Schedule "A" hereto.

3. **SCHEDULE "A"**

Schedule "A" hereto forms part of this by-law.

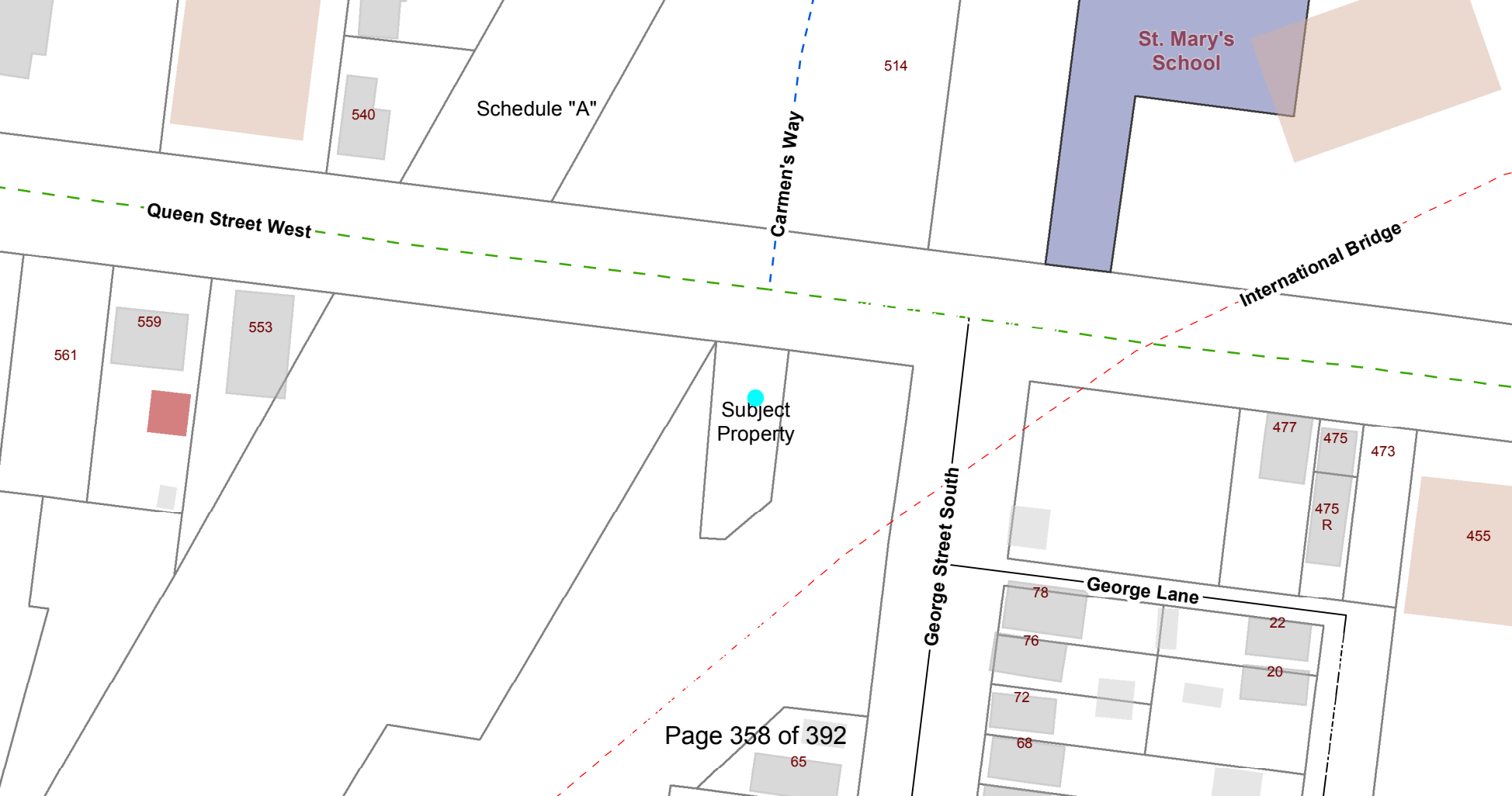
4. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 14th day of June, 2021.

MAYOR - CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI



St. Mary's
School

514

Schedule "A"

540

Queen Street West

Carmen's Way

International Bridge

561

559

553

Subject
Property

477

475

475
R

473

455

George Street South

George Lane

78

76

72

68

65

22

20

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THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2021-120

SMOKING: A by-law to amend By-law 2019-200 (a by-law to regulate smoking in public places).

THE COUNCIL of the Corporation of the City of Sault Ste. Marie pursuant to Section 115 of the Municipal Act, 2001, S.O. 2001, c. 25 and amendments thereto **ENACTS** as follows:

1. **AMENDMENTS TO BY-LAW 2019-200**

Part 1 of By-law 2019-200 is amended by adding the following section:

- 1.24 “Officer” means any Municipal Law Enforcement Officer or other person appointed by Council pursuant to an appointment by-law.

Part 6 of By-law 2019-200 is amended as follows:

PART VI

6.0. ENFORCEMENT

- 6.1 by adding after inspectors, the words “or an Officer”.
- 6.2 by adding after Inspector, the words “or an Officer”.
- 6.3 by adding after Inspector, the words “or Officer”.
- 6.4 by adding after Inspector, the words “or Officer”.
- 6.5 by adding after Inspector, the words “or Officer”.

Schedule “D” of By-law 2019-200 is repealed and replaced with Schedule “D” attached hereto to this amending By-law.

2. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 14th day of June, 2021.

MAYOR – CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI

Schedule "D"

CITY OF SAULT STE. MARIE			
PART 1 - PROVINCIAL OFFENCES ACT			
BY-LAW 2019-200: SMOKING BY-LAW			
ITEMS	COLUMN 1	COLUMN 2	COLUMN 3
	SHORT FORM WORDING	PROVISION CREATING/ DEFINING OFFENCE	SET FINE
1	Smoke or vape a Prohibited Product or Substance in a City Building	3.1	\$250.00
2	Smoke or vape a Prohibited Product or Substance within (9) metre form a City Building entrance	3.1	\$250.00
3	Smoke or vape a Prohibited Product or Substance in a Public Place	3.2	\$250.00
4	Smoke or vape a Prohibited Product or Substance in Parkland	3.5	\$250.00
5	Smoke or vape a Prohibited Product or Substance under the Roberta Bondar Pavilion Tent	3.10	\$250.00
6	Smoke or vape a Prohibited Product or Substance or within (15) metres of the Roberta Bondar Pavilion Tent	3.10	\$250.00
7	Smoke or vape a Prohibited Product or Substance on the Sault Area Hospital Site	3.11	\$250.00
8	Smoke or vape a Prohibited Product or Substance upon the John Rowswell Hub Trail	3.12	\$250.00
9	Smoke or vape a Prohibited Product or Substance on the Algoma Public Health site	3.13	\$250.00
10	Proprietor - fail to post prescribed signs - Public Place	3.14(ii)	\$300.00
11	Proprietor - fail to post prescribed signs - Enclosed Public Place	3.14(ii)	\$300.00
12	Proprietor - fail to ensure no ashtrays or similar Equipment - Public Place	3.14(iv)	\$300.00
13	Proprietor - failure to ensure no ashtrays or similar Equipment - Enclosed Public Place	3.14(iv)	\$300.00
14	Fail to leave area upon notice or direction to leave area by Proprietor for smoking or vaping a Prohibited Product or Substance	3.15	\$250.00
15	Enter or use area after prohibited entry or use by a Proprietor for smoking or vaping a Prohibited Product or Substance	3.16	\$250.00
16	Remove, cover up or alter a sign posted pursuant to Section 5 of By-law 2019-200	5.4	\$250.00
17	Fail to provide sufficient identification upon request	6.4	\$250.00
18	Hinder, obstruct or interfere with an Officer or Inspector	6.5	\$250.00
"NOTE: The penalty provision for the offences indicated above is section 7.1 of By-law No. 2019-200, a certified copy of which has been filed."			

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2021-121

APPOINTMENT: A by-law to appoint by-law enforcement officers to enforce provisions of by-law 2019-200 of The Corporation of the City of Sault Ste. Marie on the Sault Ste. Marie Area Hospital, known civically as 750 Great Northern Road, Sault Ste. Marie and any public or municipal property abutting thereto.

THE COUNCIL of the Corporation of the City of Sault Ste. Marie pursuant to section 15 of the *Police Services Act*, R.S.O. 1990, chapter p. 15 and amendments thereto, **ENACTS** as follows:

1. **SCHEDULE “A”**

Schedule “A” forms part of this by-law.

2. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 14th day of June, 2021.

MAYOR – CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI

Schedule "A" to by-law 2021-121

Andrew Aitken: Security Guard # 1123181 Bylaw # 666
Brandon Armstrong: Security Guard # 11229320
Daniel Bacon: Security Guard # 11216731
Mike Bruni: Security Guard # 11099857
Dan Bougie: Security Guard # 57680 Bylaw # 460
Alex Desando: Security guard # 11035691 Bylaw # 714
Jordan Foucher: Security Guard # 11225942
Jenna Mackenzie: Security Guard # 11220186 Bylaw # 762
Gurpreet Singh: Security Guard # 11242691
Manbir Singh: Security Guard # 11236161
Ray Sleeman: Security Guard # 10779905 Bylaw # 459

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2021-122

AGREEMENT: A by-law to authorize the execution of the Amending Agreement between the City and Patron Solutions, L.P. dba Paciolan, LLC for the GFL Memorial Gardens call in functionality for ticket purchases.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 9 of the *Municipal Act, 2001*, S.O. 2001, c. 25, **ENACTS** as follows:

1. **EXECUTION OF DOCUMENT**

The Mayor and City Clerk are hereby authorized for and in the name of the Corporation to execute and affix the seal of the Corporation to the Amending Agreement dated June 14, 2021 between the City and Patron Solutions, L.P. dba Paciolan LLC, a copy of which is attached as Schedule "A" hereto. This Amending Agreement is for the GFL Memorial Gardens call in functionality for ticket purchases.

2. **SCHEDULE "A"**

Schedule "A" forms part of this by-law.

3. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 14th day of June, 2021.

MAYOR - CHRISTIAN PROVENZANO

CITY CLERK - RACHEL TYCZINSKI

This Amending Agreement is made effective the 14th day of June, 2021.

BETWEEN:

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

(hereinafter referred to as the "City")

– and –

Patron Solutions, L.P. dba Paciolan, LLC

(hereinafter referred to as the "Paciolan")

WHEREAS the City has an agreement with Paciolan for a Service and Usage Agreement which commenced on August 15, 2007;

AND WHEREAS the parties have amended the agreement twice before and wish to amend it further for a Third Amendment;

AND WHEREAS Paciolan now desires to further amend the Agreement in order to terminate Paciolan's provision of telephone sales/call center services to the City;

AND WHEREAS the City agrees to amend the Agreement;

NOW THEREFORE the parties agree as follows:

1. **Termination of Call Center/Telephone Sales/Services.** Notwithstanding anything to the contrary set forth in the Agreement, the parties hereby agree that, as of the Amendment Effective Date, Paciolan shall be under no obligation to provide any telephone sales/call center services to Customer. Accordingly, notwithstanding anything to the contrary in the Agreement, Paciolan shall be under no obligation to conduct telephone sales on Customer's behalf nor will Paciolan be under any obligation to establish or staff a call center on behalf of Customer. Any obligations of Customer with respect to Paciolan's provision of any telephone sales/call center services shall have no further force or effect. Paciolan hereby agree that any fees, including transaction fees, set forth in the Agreement for Paciolan's provision of telephone sales/call center services shall be deemed waived and shall have no further force or effect. Accordingly, Customer may perform telephone sales on behalf of itself, and determine an applicable per ticket/item fee for such telephone sales by Customer, to be paid by the consumer purchaser and retained by Customer, provided that any such telephone sales per ticket/item fee determined by Customer shall not be lower than the applicable fee for internet sales. For the avoidance of doubt, any per order fees (and any mailing/handling/delivery fees and charges for orders fulfilled by Paciolan) set forth in the

Agreement shall remain in full force and effect, and will be payable to Paciolan in accordance with the Agreement: and

2. **General.** Except as amended by this Amendment, all terms and conditions, including the defined terms, set forth in the Agreement shall remain in full force and effect. If there is any conflict between the terms of this Amendment and the Agreement, then the terms of this Amendment shall prevail.

IN WITNESS WHEREOF, the Parties have executed this Amending Agreement effective as of the date written above

**THE CORPORATION OF THE CITY OF
SAULT STE. MARIE**

Per:

MAYOR – CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI

PATRON SOLUTIONS L.P.

Per:

NAME:

TITLE:

NAME:

TITLE:

I/We have the authority to bind the Corporation

THE CORPORATION OF THE CITY OF SAULT STE.MARIE

BY-LAW 2021-123

OFFICIAL PLAN AMENDMENT: A by-law to adopt Amendment No. 233 to the Official Plan for the City of Sault Ste. Marie (Ontario Aboriginal Housing Support Services Corporation – 1306 Peoples Road).

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 17 of the *Planning Act*, R.S.O. 1990, c. P.13 and amendments thereto, **ENACTS** as follows:

1. The Council hereby adopts Amendment No. 233 to the Official Plan for the Sault Ste. Marie planning area in the form attached hereto.
2. Subject to any referrals under the Planning Act, this by-law shall come into force on the date of its final passing.

PASSED in open Council this 14th day of June, 2021

MAYOR – CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI

**AMENDMENT NO. 233
TO THE
SAULT STE. MARIE OFFICIAL PLAN**

PURPOSE

This Amendment is an amendment to Schedule "C" of the Official Plan.

LOCATION

PIN 31566-0326 (LT) PT SEC 24 Korah PT 2 1R104141306, having Civic # 1306 Peoples Road, located on the east side of Peoples Road, directly east of its intersection with Tallack Boulevard.

BASIS

This Amendment is necessary in view of the request to rezone the subject property to permit the lands to be utilized for urban serviced residential purposes.

The proposal does not conform to the existing Rural policies as they relate to the subject property.

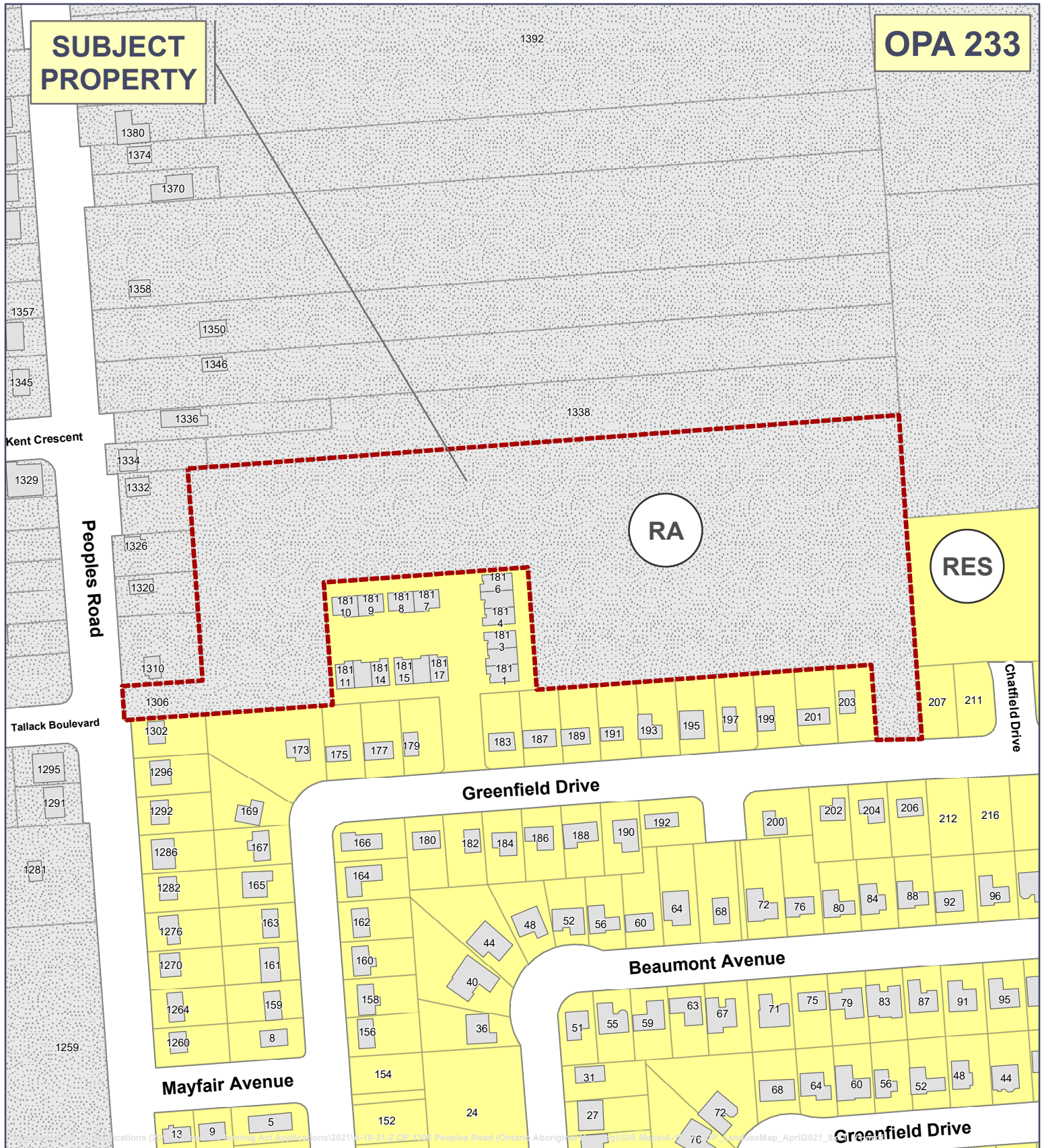
Council now considers it desirable to amend the Official Plan re-designating the subject properties from "Rural Area" to "Residential".

DETAILS OF THE ACTUAL AMENDMENT & POLICIES RELATED THERETO

Schedule "C" to the Sault Ste. Marie Official Plan is hereby amended re-designating the property described as PIN 31566-0326 (LT) PT SEC 24 Korah PT 2 1R104141306, having Civic # 1306 Peoples Road, located on the east side of Peoples Road, directly east of its intersection with Tallack Boulevard., from "Rural Area" to "Residential".

INTERPRETATION

The provisions of the Official Plan as amended from time to time will apply to this Amendment.



Application Map Series ☐ Subject Property ☒ Official Plan Land Use ☐ Existing Zoning ☐ Aerial Image ☐ Official Plan Amendment Property Information Civic Address: 1306 Peoples Road Roll No.: 050070002010000 Map No.: 110/1-125 Application No.: A-10-21-ZOP Date Created: April 21, 2021	Legend Subject Property: 1306 Peoples Rd Residential Commercial Institutional Parks Recreation Industrial Rural Area Airport Lands Parcel Fabric	SAULT STE. MARIE 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 <i>This map is for general reference only</i> Orthophoto: None Projection Details: NAD 1983 UTM Zone 16N GCS North American 1983 0 12.5 25 50 Meters 1:2,500 Page 369 of 392
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THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2021-124

ZONING: A by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 1306 Peoples Road (Ontario Aboriginal Housing Support Services Corporation).

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c. P.13 and amendments thereto, **ENACTS** as follows:

1. **1306 PEOPLES ROAD; LOCATED ON THE EAST SIDE OF PEOPLES ROAD OPPOSITE TO ITS INTERSECTION WITH TALLACK BLVD. CHANGE FROM RA TO R3.S WITH A “SPECIAL EXCEPTION”**

The zone designation on the lands described in Section 2 of this by-law, which lands are shown on Map 110 of Schedule “A” to By-law 2005-150, is changed from RA (Rural Area) zone to R3.S (Low Density Residential) zone with a “Special Exception”.

2. **BY-LAW 2005-151 AMENDED**

Section 2 of By-law 2005-151 is amended by adding the following subsection 2(413) and heading as follows:

“2(413) 1306 Peoples Road

Despite the provisions of By-law 2005-150, the zone designation on the lands located on the east side of Peoples Road opposite to its intersection with Tallack Blvd. and having civic no. 1306 Peoples Road and outlined and marked “Subject Property” on the map attached as Schedule 413 hereto is changed from RA (Rural Area) zone to R3.S (Low Density Residential) zone with a “Special Exception” to:

Reduce the required frontage from 20m to 16m.

2. **SCHEDULE “A”**

Schedule “A” hereto forms a part of this by-law.

3. **CERTIFICATE OF CONFORMITY**

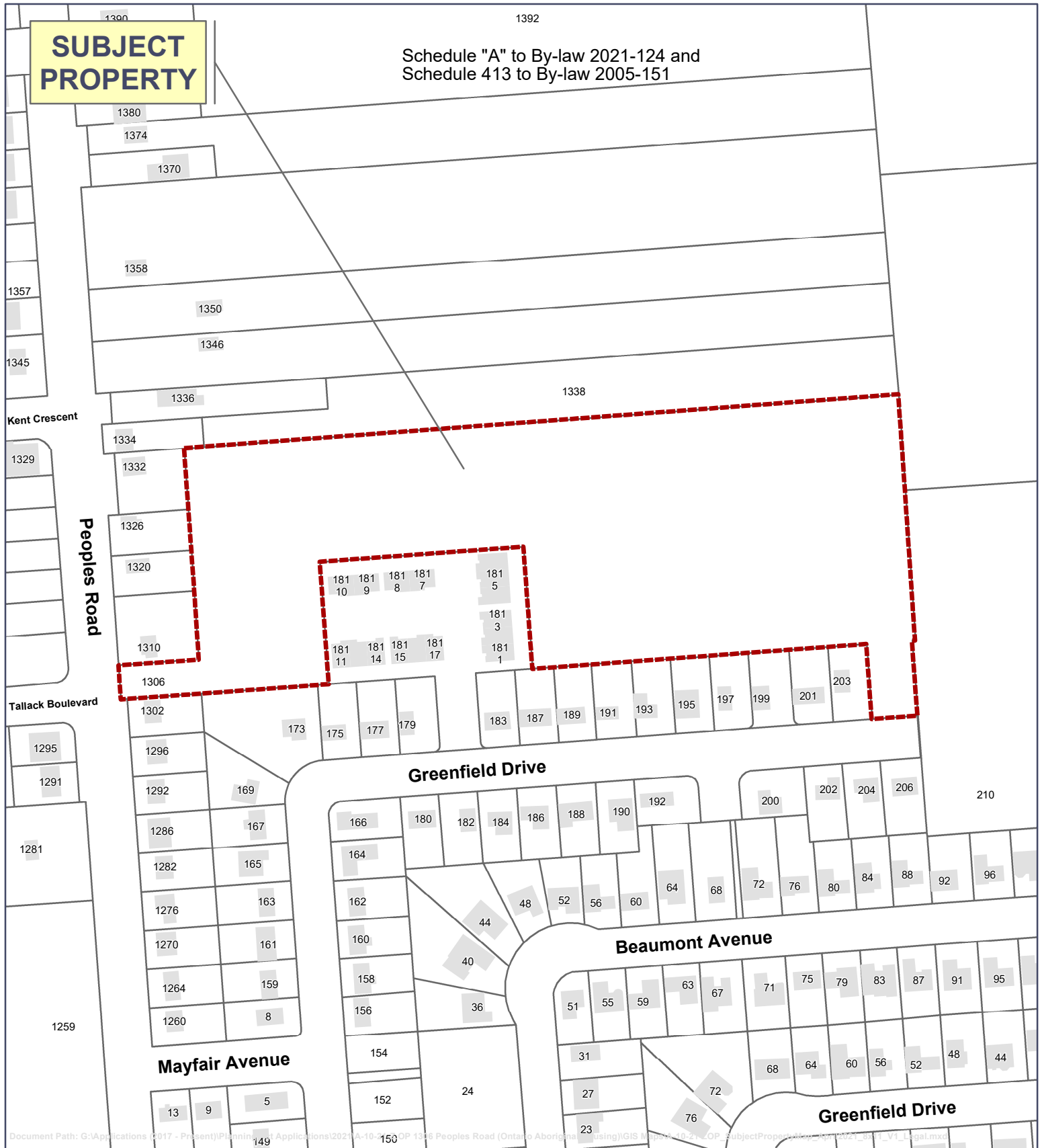
It is hereby certified that this by-law is in conformity with the Official Plan for the City of Sault Ste. Marie authorized and in force on the day of the passing of this by-law as amended by Official Plan Amendment No. 233.

PASSED in Open Council this 14th day of June, 2021.

MAYOR – CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI

da legal\Staff\LEGAL\ZONING\2021\Peoples Road, 1306\2021-124 ZONING BY-LAW.docx



Application Map Series ☒ Subject Property ☐ Official Plan Landuse ☐ Existing Zoning ☐ Aerial Image ☐ Official Plan Amendment	Legal Department Reference Schedule "A"	 SAULT STE. MARIE 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 <i>This map is for general reference only</i> Orthophoto: None Projection Details: NAD 1983 UTM Zone 16N GCS North American 1983
Property Information Civic Address: 1306 Peoples Road Roll No.: 050070002010000 Map No.: 110/1-125 Application No.: A-10-21-ZOP Date Created: April 21, 2021	Legend  Subject Property: 1306 Peoples Rd  Parcel Fabric Page 372 of 392	

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2021-125

AGREEMENT: A by-law to authorize the execution of the Emergency Services Training and Registration Agreement between the City and Her Majesty the Queen in Right of Ontario as represented by the Solicitor General operating through the Ontario Fire College for fire service training.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 9 of the *Municipal Act, 2001*, S.O. 2001, c. 25, **ENACTS** as follows:

1. **EXECUTION OF DOCUMENT**

The Mayor and City Clerk are hereby authorized for and in the name of the Corporation to execute and affix the seal of the Corporation to the Agreement between the City and Her Majesty the Queen in Right of Ontario as represented by the Solicitor General operating through the Ontario Fire College, a copy of which is attached as Schedule "A" hereto. This Agreement is for fire service training.

2. **SCHEDULE "A"**

Schedule "A" forms part of this by-law.

3. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 14th day of June, 2021.

MAYOR - CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI

SCHEDULE "A"

EMERGENCY SERVICES TRAINING AND REGISTRATION AGREEMENT in effect as of

BETWEEN:

The Corporation of the City of Sault Ste. Marie (the “Town”)

- and –

Her Majesty the Queen in Right of Ontario as represented by the Solicitor General operating through the Ontario Fire College (the “OFC”)

WHEREAS:

- The OFC is mandated in the *Fire Protection and Prevention Act, 1997*, as part of the Office of the Fire Marshal, to develop and provide training programs to improve practices relating to fire protection services;
- The Town owns and operates a Facility suitable for training firefighters, including firefighters from other fire departments;
- Both Parties recognize that this Agreement promotes the Parties’ shared interest and mandate in providing training, for the benefit of the citizens of Ontario;
- The Town agrees to offer the Facility to the OFC at no charge to the OFC, based on the terms and conditions prescribed herein;

NOW THEREFORE THE PARTIES AGREE AS FOLLOWS:

Part 1: Definitions and Interpretation

1.01 *Definitions* - In this Agreement, the following terms have the following meanings:

“**Agreement**” means the body of this Agreement, and any appendices attached hereto;

“**Course**” means a course offered by the OFC, as prescribed in the Course calendar in Appendix “A” herein;

“**Facility**” means the premises situated at 65 Old Garden River Rd. Sault Ste. Marie ON P6B 5A5, which is owned and operated by the Town;

“**OFC Address**” and “**OFC Representative**” mean: 25 Morton Shulman, Toronto, Ontario, M3M 0B1

Attn: Guy Degagne, Assistant Deputy Fire Marshal
Tel: 705-644-2260; Email: Guy.Degagne@ontario.ca;

“**Party**” means the OFC or the Town and “**Parties**” means both of them; and,

“**Town Address**” and “**Town Representative**” mean: *Fire Chief*

Attn: Peter Johnson

Fire Chief

The Corporation of the City of Sault Ste. Marie

705-949-3333 extension 2225; Email: p.johnson@cityssm.on.ca

1.02 *No indemnities created* - Notwithstanding anything else in this Agreement, any express or implied reference to the OFC providing an indemnity or any other form of indebtedness or contingent liability that would directly or indirectly increase the indebtedness or contingent liabilities of the Government of Ontario, whether at the time of execution of the Agreement or at any time during the Term of the Agreement, is contrary to the Ontario *Financial Administration Act*, and shall be void and of no legal effect. Additionally, the Town will not have any indemnification obligations to either OFC, its employees, contractors or agents and any third party.

1.03 *Entire Agreement* - This Agreement, including Appendix “A”, embodies the entire agreement between the Parties with regard to the subject matter herein and supersedes any prior understanding or agreement, collateral, oral or otherwise, existing between the Parties at the date of execution of the Agreement.

1.04 *Enforceability of Agreement* - If any term or condition of this Agreement, or the application thereof to the Parties or to any persons or circumstances, is to any extent invalid or unenforceable, the remainder of this Agreement, and the application of such term or condition to the Parties, persons or circumstances other than those to which it is held invalid or unenforceable, shall not be affected thereby.

1.05 *Force Majeure* - Neither Party shall be liable for damages caused by delay or failure to perform its obligations under this Agreement where such delay or failure is caused by an event beyond its reasonable control. The Parties agree that an event shall not be considered beyond one’s reasonable control if a reasonable business person applying due diligence in the same or similar circumstances under the same or similar obligations as those contained in the Agreement would have put in place contingency plans to either materially mitigate or negate the effects of such event. Without limiting the generality of the foregoing, the Parties agree that force majeure events shall include natural disasters and acts of war, insurrection and terrorism, shortage of water, power, labour disputes, strikes, lockouts, fire, flood, explosion and public health emergencies. If a Party seeks to excuse itself from its obligations under this Agreement due to a force majeure event, that Party shall immediately notify the other Party of the delay or nonperformance, the reason for such delay or non-performance and the anticipated period of delay or non-performance.

1.06 *Notices* - Notices shall be in writing and shall be delivered by postage-prepaid envelope, personal delivery facsimile, or by email and shall be addressed to, respectively, the OFC Address to the attention of the OFC Representative and to the Town Address to the attention of the Town Representative. Notices shall be deemed to have been given: (a) in the case of postage-prepaid envelope, five (5) business days after such notice is mailed; or (b) in the case of personal delivery, email or facsimile one (1) business day after such notice is received by the other Party. In the event of a postal disruption, notices must be given by personal delivery, email or by facsimile. Unless the Parties expressly agree in writing to additional methods of notice, notices may only be provided by the methods contemplated in this paragraph.

1.07 *Changes By Written Amendment Only* – Except for Appendix “A” herein, any changes to this Agreement shall be by written amendment signed by the Parties. No changes shall be effective or shall be carried out in the absence of such an amendment.

PART 2: Delivery of Courses

2.01 *Delivery of Courses* - The OFC agrees to offer one or more Courses at the Facility, in accordance with this Agreement. The Courses offered shall be from the list of courses contained in the OFC Annual Calendar, which is attached as Appendix “A”, and which may be amended by the OFC from time to time, without prior notice.

2.02 *Criteria for Establishing Delivery of Courses* - The OFC shall solely determine, in its sole discretion, upon consultation with the Town:

- (a) Which Courses the OFC will offer at the Facility;
- (b) Which instructor or instructors the OFC will use to offer the Course;
- (c) Who will be eligible to register for a Course, and without limiting the generality of the foregoing, whether non-firefighters and non-Town employees shall be eligible to register for a Course;
- (d) In which locations in, or parts of the Facility a Course will be offered;
- (e) What equipment and materials will be used by the OFC during the Course; and,
- (f) At which times will a Course be offered.

2.03 *Inspection of Facility, etc.* - The OFC shall have the opportunity to inspect the Facility prior to the commencement of the Course to ensure the Facility is appropriate for its intended use. The Town shall notify the OFC forthwith of any changes to the Facility, which in the Town’s sole opinion, may affect the offering of a Course.

2.04 *Fee* - The OFC shall charge the Town a fee for each employee of a Town who is enrolled in a Course, at a cost of 65 dollars (CAD) per employee registered for a Course. This fee may be amended by the OFC from time to time, with reasonable notice to the Town.

2.05 *Registration* - The OFC shall require the Town to register any employee of the Town, who is enrolled in a Course, using the OFC's registration system.

2.06 *Cancellation of Course* - The OFC reserves the right to cancel a Course at any time, at its sole discretion, and without the OFC incurring any costs or being liable for any damages. The OFC shall make its best effort to provide the Town with at least thirty (30) days' notice should a Course be cancelled.

2.07 *OFC Instructors* - The OFC will be responsible for the recruitment, screening (including criminal record and other background checks that the OFC may choose to conduct), selection and supervision of the OFC Instructors. The OFC shall ensure that the OFC Instructors are appropriately qualified, competent and skilled to instruct the Courses.

2.08 *Workplace Safety and Insurance* - The OFC is part of the Ministry of the Solicitor General. This precludes any employee of the OFC from being construed to be employees or agents of the Town. The OFC hereby confirms that it is registered with the Workplace Safety and Insurance Board ("WSIB") as a Schedule 2 Employer. As a Schedule 2 Employer, the OFC is self-insured for all related WSIB claims and is directly and solely responsible for the costs of its claims. For greater clarity, the parties recognize that for the purposes of the Workplace Safety Insurance Act, 1997, the OFC shall be responsible for any WSIB related claim for OFC Adjunct Instructors or any of its other employees.

PART 3: Obligations and Authorities of Town

3.01 *Obligations* - The Town shall:

- (a) Make its Facility available for each Course that is offered, in compliance with the requirements of the OFC as authorized and established herein;
- (b) Ensure that the Facility is fit for the purpose of providing training as authorized herein, including by providing equipment and materials as directed by the OFC;
- (c) Ensure that it obtains the written consent of the Town's employees, prior to disclosing the Town's employees' personal information to the OFC for registration or any other authorized purposes; and,

(d) Ensure that the individual designated as the Town Representative is available for the purpose of complying with the Town's obligations as set out herein.

3.02 *Fee* - The Town may set fees for any firefighter to attend the Course, who is not an employee of the Town, provided such fees are reflective of the costs incurred by the Town in providing the Course.

PART 4: Term and Termination

4.01 *Term* - This Agreement shall commence on the date first written above and shall be for a three (3) year term. Unless terminated earlier in accordance with s. 4.02 of this Agreement, the Agreement will expire at the end of the three (3) year term.

4.02 *Termination* - This Agreement shall terminate upon one Party providing the other with thirty (30) days prior written notice.

PART 5: Confidentiality

5.01 *Confidentiality of Information* – The Parties, including the OFC Instructors shall treat all information they receive from the other Party (including all written, recorded, electronic or oral information) as confidential, unless otherwise directed by the other Party.

5.02 *Freedom of Information Requests* – Both Parties acknowledge that they are subject to freedom of information legislation which governs the records that they have custody or control over. In the event that either of the Parties receives a freedom of information request for this Agreement or for the records that belong to the other Party and that have been shared pursuant to the Agreement, they shall forthwith notify the other Party. Both Parties agree to make every reasonable effort to assist the other Party in complying with its respective obligation under the applicable freedom of information legislation.

PART 6: Insurance

6.01 *Insurance* - The OFC, as their sole cost and expense, will obtain and keep in full force and effect during the term of the agreement and any renewals thereof, the following forms of insurance with insurers licensed and approved to operate in the province of Ontario:

- Commercial General Liability insurance including premises and all operations in an amount of not less than five million dollars (\$5,000,000) for claims arising out of one occurrence, for third party bodily injury and property damage, products and completed operations, contractual liability, owners and contractors protective coverage, non owned

automobile and contain a cross liability and severability of interests clause adding the Town as additional protected person.

- Automobile Liability Insurance in respect to licensed vehicles owned and / or leased, with limits of not less than two million dollars (\$2,000,000) inclusive per occurrence for bodily injury, death and damage to property

The OFC's certificate of insurance form shall be completed by OFC's insurance broker or insurer and a copy of same, evidencing that the insurance requirements described above is in full force and effect shall be provided to the Town within seven days of executing this Agreement.

It is further agreed that the OFC shall endeavor to not change, amend or cancel the policies specified herein unless the OFC has provided thirty (30) days prior written notice to the Town and such change or amendment has been approved by the Town.

PART 7: General

7.01 *Parties Power to Contract* - The Parties represent and warrant that they have the full right and power to enter into this Agreement and there is no agreement with any other person or any law that would in any way interfere with the rights of the Parties under this Agreement.

7.02 *Representatives May Bind the Parties* - The Parties represent that their respective representatives have the authority to legally bind them.

7.03 *Parties Not a Partner or Employee of Each Other* - The Parties shall have no power or authority to bind one another or to assume or create any obligation or responsibility, express or implied, unless expressly set out in this Agreement. Neither Party shall hold itself out as an agent, partner or employee of the other Party. Nothing in this Agreement shall have the effect of creating an employment, or partnership relationship between the Parties (or any of the Parties directors, officers, employees, agents, partners, affiliates, volunteers or subcontractors).

7.04 *No Subcontracting or Assignment* – Neither party shall subcontract or assign the whole or any part of this Agreement.

7.05 *Responsibility for employees, etc* - Both Parties agree that they are responsible for ensuring that their representatives, employees and agents are aware of the obligations of the Parties under this Agreement.

IN WITNESS WHEREOF the Parties hereto have executed the Agreement effective as of the date first above written:

The Ontario Fire College

Signature:

Name: Guy Degagné

Title: Assistant Deputy Fire Marshal

Date of Signature:

I have authority to bind the OFC.

The Corporation of the City of Sault Ste. Marie

Signature:

Name: Christian Provenzano

Title: Mayor

Date of Signature: June 14, 2021

I have authority to bind the Town.

Signature:

Name: Rachel Tyczinski

Title: City Clerk

Date of Signature: June 14, 2021

I have authority to bind the Town

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2021-126

TAXES: A by-law to amend Final Tax By-law 2021-83.

THE COUNCIL of the Corporation of the City of Sault Ste. Marie **ENACTS** as follows:

1. **BY-LAW AMENDED**

Final Tax By-law 2021-83 is amended by waiving the property tax interest and penalty provisions until December 31, 2021.

2. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 14th day of June, 2021.

MAYOR – CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI

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THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2021-128

PROPERTY STANDARDS BY-LAW: A by-law to amend By-law 2012-9 (the Property Standards By-law for The Corporation of the City of Sault Ste. Marie).

THE COUNCIL of The Corporation of the City of Sault Ste. Marie pursuant to section 15.1 (3) of the *Building Code Act*, 1992, S.O. 1992, c.23, and amendments thereto, in addition to sections 8, 9, 10, 128, and 446 of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, ENACTS as follows:

1. BY-LAW 2012-9 AMENDED

- a) Delete the fees listed under Schedule “A” of by-law 2012-9.
- b) Delete and replace all reference to the word “Charter” and replace with the word “by-law”.
- c) Delete and replace all reference to the title “Chief Official” and replace with the title “Chief Building Official”.
- d) The below shall be added to the recitals of by-law 2012-9 directly below the last paragraph starting with “and whereas”:

AND WHEREAS the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, s. 8, provides that the powers of a municipality shall be interpreted broadly so as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate and to enhance the municipality’s ability to respond to municipal issues;

AND WHEREAS the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, s. 9, provides that a municipality has the capacity, rights, powers, and privileges of a natural person for the purpose of exercising its authority;

AND WHEREAS the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, s. 10, gives the municipality broad authority to pass by-laws respecting the health, safety, and well-being of persons;

AND WHEREAS the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, s. 128, provides that a local municipality may prohibit and regulate with respect to public nuisances, including matters that, in the opinion of Council, are or could become or cause public nuisances;

AND WHEREAS the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, s. 446 provides that where a municipality has the authority by any Act or By-law to direct or require a person to do a matter or thing, the municipality may also provide that, in default of it being done by the person directed or required to do so, the matter or thing shall be done at the person's expense and the municipality may recover the costs of doing the matter or thing from the person required to do it, by action or by adding the costs to the tax roll and collecting them in the same manner as taxes;

AND WHEREAS Municipal Council of The Corporation of the City of Sault Ste. Marie is of the opinion that vacant buildings that are not secured against unauthorized entry constitute public nuisances by attracting vandals and creating various safety hazards;

e) Subsection 1.01 (7), 1.01 (24) and subsection 1.01 (25) of By-law 2012-9 are hereby deleted and replaced with the following:

- 7) "Chief Building Official" means the Chief Building Official appointed under Section 3 of the *Building Code Act*, 1992, c. 23 and shall include the Property Standards Officer, and their designate.
- 24) "Officer" shall include the Chief Building Official, a Property Standards Officer or Property Standards Inspector, a Building Inspector, the Fire Chief, a Fire Prevention Officer or a Fire Prevention Inspector, a Police Officer, or a Municipal Law Enforcement Officer, as appointed;
- 25) "owner" shall include:
 - (a) the registered owner of the land on which the building is situated;
 - (b) the owner of a building;
 - (c) the person managing or receiving the rent of the land or the building, or who would receive the rent if the land and building were let, whether on the person's own account or as agent or trustee or receiver of any other person;
 - (d) a vendor of the building under an agreement for sale who has paid any municipal taxes thereon after the effective date of the agreement;
 - (e) the person for the time being receiving installments of the purchase price if the building were sold under an agreement for sale;
 - (f) a lessee or occupant of the property who, under the terms of a lease, is required to repair and maintain the building;
 - (g) an owner as defined by the *Condominium Act* 1998, S.O. 1998, c. 19, as amended and any successor legislation; and,

(h) any person having care and control of the land or building.

- f) Part 7 and Part 8 of By-law 2012-9 are hereby deleted and replaced with the following:

PART 7
Vacant – Demolished – Damaged Buildings

7.1 Definition applicable to Part 7 of this by-law:

1. “vacant building” means any Building pursuant to an Officer’s discretion that is vacant or appears to be vacant, partially vacant, or unoccupied, or that, by reason of its unfinished or dilapidated condition, is open to the elements and in a state such that there is little to no control over unauthorized entry, it may pose a risk to the health, safety, or well-being of a person, or be a nuisance by reason of people gaining entry, but does not include:
 - (a) A dwelling unit occupied by the owner on a seasonal basis but otherwise maintained throughout the year and is not in a dilapidated condition, open to the elements and in a state such that there is little to no control over unauthorized entry;
 - (b) A new construction until the stage of being weather tight;
 - (c) A Building, except a dwelling unit, on Property used as a farm; or,
 - (d) A Building that is owned by the City.
2. “Vacant land” means any property within the City of Sault Ste Marie without any dwelling or accessory building whatsoever.

7.2 BUILDING DAMAGED BY FIRE OR OTHER:

1. Where a vacant building or building is damaged by fire, an explosion, or any other means and is boarded or required to be boarded, the owner shall:
 - (a) use boarding materials with at least 12.7 mm (0.5 inch) weatherproof sheet plywood securely fastened to the building and painted a color compatible with the surrounding walls;
 - (b) boarding materials shall be installed to exclude rain and wind from entering the building and to secure the building from unauthorized entry, and shall be installed within the reveal of the opening frame or cladding, where feasible; and

(c) damaged or partially burned material shall be removed from the premises, except that such material may be temporarily stored within the barricaded damaged building or structure, provided that such storage does not exceed ninety (90) days from the date of any order or notice issued.

2. Fire damaged buildings, or portions thereof, shall be repaired to their original condition or shall be demolished accordingly within 90 days from the date order or notice issued.

7.3 DEMOLISH BUILDING:

1. Where a building, accessory building, fence or other structure is demolished and removed of all containments, the property shall be cleared of all rubbish, waste, refuse, masonry, lumber, wood, and other materials and left in a graded, and leveled condition. If directed by any officer to do so, four (4) inches of top soil and grass seed shall be added to the officer's satisfaction.

2. Where a building, accessory building, fence or other structure is being demolished, every precaution shall be taken to protect the adjoining property and members of the public. The precautions to be taken include the erection of fences, barricades, covered walkways for pedestrians and any other means of protection necessary for the protection of the adjoining property and members of the public.

3. All demolitions shall adhere to any applicable legislation.

7.4 OWNERS OF VACANT LAND OR VACANT BUILDING(S) RESPONSIBILITY

1. Every owner of vacant land as defined within this by-law shall ensure that the vacant land is maintained to the standards as described in Part 2, of this Bylaw.

2. Every owner of a vacant building as defined within this by-law or provided notice of being a vacant building by an Officer shall:

(a) ensure that the vacant building is secured against unauthorized entry;

(b) maintain appropriate liability insurance on the vacant building in an amount no lesser than \$2 million dollars;

(c) provide inspection/monitoring of the vacant building no less than on a monthly basis by a person or company familiar and qualified with matters pertaining to this By-law and keep all records of the same to be available upon demand by an Officer; and,

(d) protect the vacant building against the risk of fire, accident or other danger.

(e) ensure that all utilities serving the building are properly disconnected, terminated, or capped, unless such utilities are deemed necessary by the Officer for the health, safety, well-being of a person, or security of the vacant building, or unless such utilities are otherwise required by law to remain connected.

(f) should previously boarded or secured areas of a building become unsecured, re-secure such openings using materials and fasteners of greater strength, installed in such a manner to deter their destruction or removal; and,

(g) if a vacant building is so designated pursuant to the *Ontario Heritage Act*, bring the inclusion or heritage designation to the Officer's attention, to ensure compliance with all other laws or By-laws respecting the property.

7.5 OFFICERS REMEDIAL MEANS:

1. Notwithstanding the ability to write an Order to Remedy pursuant to section 15.2 of the Building Code for any infraction under this by-law against a vacant building, where an Officer reasonably believes that a vacant building poses a risk to the health, safety, or well-being of a person, is the cause of a nuisance, or is not of safe condition, the Officer may, in writing, require the owner of a vacant building to do any one or more of the following, within the timeframe specified by the Officer:

(a) provide the Building Division with a copy of a site location plan and floor plans of each storey of the vacant building, all drawn to scale and labeled to the satisfaction of the Chief Building Official or their designate;

(b) provide the Building Division with a copy of a report from a qualified person or, if deemed necessary by the Officer, from a Professional Engineer registered in Ontario, concerning the structural sufficiency of the vacant building, or concerning any matter related to the vacant building;

(c) provide the Building Division with a copy of the certificate of the insurance required in subsection 7.4 (2) (b) of this by-law;

(d) ensure that all combustible materials within a vacant building are removed to reduce any potential fire load, to the satisfaction of the City's Fire Chief or their designate;

(e) install security measures or devices to the satisfaction of the Officer, and such measures may include boarding of doors, windows, or other openings in accordance with subsection 7.2 (1) (a) of this by-law;

(f) maintain and provide the Building Division with a copy of a written record/log of any such inspections required in subsection 7.4 (2) (c) of this by-law, including the date and time of the inspection, and the contact information for the person performing the inspection; and

(g) do any work or repairs which, in the opinion of the Officer and provided in a written notice to the owner, are necessary to secure a vacant building from unauthorized entry or protect a vacant building against the risk of fire, accident or other danger.

2. Every owner of a vacant building shall comply with the written requirements of the Officer's notice in subsection 7.5 (1) of this by-law, within the timeframe specified.

3. A written notice shall specify:

- (a) the municipal address of the vacant building;
- (b) the contravention of the By-law, and its location;
- (c) the date of the inspection;
- (d) the work ordered to be completed; and
- (e) the date by which the work must be done.

4. Where an Officer, in his or her sole discretion, determines that measures taken pursuant to a notice or Order to Comply are insufficient, subsequent notices or Orders to Comply may be issued requiring additional measures to be taken by the owner.

5. Where the security measures of a vacant building are frequently breached, in spite of repeated attempts to re-secure, the Officer may elect to order:

- (a) that the building shall be demolished;
- (b) full time security personnel shall be provided on-site by the owner and at the owners sole expense, or,
- (c) that construction wire fencing be erected around the entire building in a manner as to prevent any access to the vacant building.

6. Where a vacant building is unsecure from unauthorized entry to the extent that it cannot, in the opinion of an Officer, be secured by boarding, fencing, or other means of repair, the building shall be demolished.

7. Where, in the opinion of the Officer, allowing a vacant building to remain unsecured for even a short period of time presents a safety risk, the City may cause the building to be secured against unauthorized entry and no prior notice or order to the owner shall be required. Notice of the action taken in these circumstances shall be posted at the subject property or hand delivered to the owner in a reasonable time thereafter.

7.6 COST RECOVERY

1. Where the City does or causes work to be done on a vacant building or a building damaged by fire, an explosion, or any other means to comply with Part 7 of this By-law, with or without notice, such work shall be done at the expense of the owner and shall be collected by the City in the same manner as property taxes by being added to the tax roll of any local property within the municipality owned by the owner or taking action to collect.

7.7 FEES

1. Where a vacant building is not in compliance with this By-law and requires an Officer to inspect the property to enforce compliance, an "inspection fee" shall be determined by the Officer after every inspection in accordance with Schedule "E" and the City of Sault Ste. Marie User Fee By-law and submitted to the owner.

2. Every owner shall pay the fees determined in subsection 7.7 (1) of this by-law, which become due and payable upon an Officer submitting a written request to an owner of the inspection amount per the City of Sault Ste. Marie User Fee By-law. If not paid forthwith, the City may add the cost to the tax roll of any local property within the municipality owned by the person in default and collect the amount in the same manner as property taxes.

PART 8
ADMINISTRATION AND ENFORCEMENT

8.0 ENFORCEMENT

1. This By-law shall be administered and enforced by an Officer who is hereby authorized to enforce the provisions of this By-law.
2. No person shall obstruct or hinder, or attempt to obstruct or hinder, an Officer, in the exercise of a power or the performance of a duty under this By-law.
3. No person shall refuse to produce any documents or things required by an Officer under this By-law, and every person shall assist any entry, inspection, examination, or inquiry by an Officer.
4. No person shall knowingly furnish false information to the City or an Officer with respect to this By-law.

8.1 OFFICERS RIGHT OF ACCESS

1. An Officer may enter upon and within, and inspect any land, property, building or structure at any time to determine if any section of this by-law is complied with, or to determine if any direction, notice or order issued pursuant to this By-law or the *Municipal Act*, 2001 as amended or any court has been complied with, or to perform any remedial work authorized by this By-law.
2. Notwithstanding subsection 8.1 (1), the Officer shall not enter or remain in any room or place actually used as a dwelling unless the provisions of Section 437 of the *Municipal Act*, 2001, as amended are complied with.
3. The Officer shall have inspection powers described in Section 436 of the *Municipal Act*, 2001, as amended.

8.2 ORDERS - NOTICE - NON-COMPLIANCE

1. Where an owner is in contravention of any provision of this By-law, an Officer, in addition to any other action, may send a notice, in the form of a letter or email, to the owner, describing the contravention.
2. Any notice or direction given under this By-law shall be deemed good and sufficient service if:
 - (a) personally delivered to the person to whom it is directed,
 - (b) provided by a previously established electronic means of communication

- (c) mailed by ordinary or registered mail, and delivery to the mailing address of the owner of the property, according to the last revised Assessment Roll of the property which does not comply with this By-law, or
- (d) by being posted on the subject property.

3. Where any person fails to comply with an order issued pursuant to section 15.2 of the Building Code, the municipality may cause the required work to be done at the cost of the person. The cost of such work may be recovered by action or by adding the costs to the tax roll of the subject property and collecting them in the same manner as property taxes.

8.3 PENALTY

1. Any person or owner who fails to comply with an order, notice, direction, or other requirement under this By-law, or contravenes this By-law is guilty of an offence and is liable upon conviction to a penalty recoverable under the *Provincial Offences Act*, R.S.O. 1990, c. P.33, as amended.
2. A director or officer of a corporation who knowingly concurs in the contravention of this By-law by the corporation is guilty of an offence and is liable upon conviction to a penalty recoverable under the *Provincial Offences Act*, R.S.O. 1990, c. P.33, as amended.
3. A person who is convicted of a continuing offence under this By-law is liable to a fine of not more than \$5,000 for each day or part of a day that the offence continues.
4. An owner who fails to comply with an order that is final and binding under this Bylaw is guilty of an offence under Section 36(1) of the Building Code Act, S.O. 1992, c.23, and is liable to a penalty or penalties as set out in Section 36 of that Act, as amended.

8.4 COLLECTION OF UNPAID FINES

1. Where a fine is in default, the City may proceed with civil enforcement against the person upon whom the fine has been imposed, pursuant to the *Provincial Offences Act*, R.S.O. 1990, c.P.3.
2. The City may make a request to the Treasurer of the City to add any part of a fine that is in default to the tax roll for any property in the local municipality for which all of the owners are responsible for paying the fine, and collect it in the same manner as municipal taxes.

8.5 CONTINUATION, REPETITION PROHIBITED BY ORDER

1. The Court in which the conviction has been entered and any court of competent jurisdiction thereafter may make an order prohibiting the continuation or repetition of the offence by the person convicted, and such order shall be in addition to any other penalty imposed on the person convicted.

PART 9 GENERAL PROVISIONS

9.1 Application - This Bylaw shall apply to all property within the limits of the municipality.

9.2 Measurements - The imperial measurements contained in this Bylaw are given for reference only.

9.3 Conflicting legislation - Where a provision of this by-law conflicts with the provisions of another by-law, Act Regulation in force within the municipality, the provision, which establishes the higher standards to protect the health, safety and welfare of the occupants and the general public, shall prevail.

9.4 Legislation - Nothing in this bylaw shall be deemed to grant relief from the requirements of the *Building Code Act*, 1992, the *Building Code*, the *Fire Protection and Prevention Act*, 1997, or the *Fire Code*. Nor shall this by-law be viewed as limiting the Officer's election to proceed under any of the said legislation wherein they have reasonable grounds that a violation exists.

9.5 Severability - It is hereby declared that each and every of the foregoing provisions of this by-law is severable and that, if any provisions of this by-law should, for any reason, be declared invalid by any Court, it is the intention and desire of this Council that each and every of the then remaining provisions hereof shall remain in full force and effect.

9.6 Validity - If any provision or article of this Bylaw is for any reason found to be invalid by a court of competent jurisdiction, the provision or article found to be invalid shall be severed from the Chapter and the remaining provisions or article shall remain in effect until repealed.

EFFECTIVE DATE

This by-law takes effect on the day of its final passing.

PASSED in open Council this 14th day of June, 2021.

MAYOR – CHRISTIAN PROVENZANO

CITY CLERK – RACHEL TYCZINSKI