

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

Monday, July 31, 2023

5:00 pm

Council Chambers and Video Conference

Meetings may be viewed live on the City's YouTube channel
<https://www.youtube.com/user/SaultSteMarieOntario>

	Pages
1. Land Acknowledgement	
I acknowledge, with respect, that we are in Robinson-Huron Treaty territory, that the land on which we are gathered is the traditional territory of the Anishinaabe and known as Bawating. Bawating is the home of Garden River First Nation, Batchewana First Nation, the Historic Sault Ste. Marie Metis Council.	
2. Adoption of Minutes	12 - 32
Mover Councillor L. Dufour Secunder Councillor M. Bruni Resolved that the Minutes of the Regular Council Meeting of July 10, 2023 be approved.	
3. Questions and Information Arising Out of the Minutes and not Otherwise on the Agenda	
4. Declaration of Pecuniary Interest	
5. Approve Agenda as Presented	
Mover Councillor L. Vezeau-Allen Secunder Councillor S. Kinach Resolved that the Agenda for July 31, 2023 City Council Meeting as presented be approved.	

- 6. Presentations**
- 6.1 Homelessness Update** 33 - 46
- Mike Nadeau, Executive Director, Sault Ste. Marie District Social Services Administration Board
- Annette Katajamaki, Chied Executive Officer, Canadian Mental Health Association Algoma
- Dorothy Coad, Niigaaniin Services
- 6.2 Queen Street Value Management Opportunities** 47 - 66
- Carl Rumiell, Director of Engineering
- 7. Communications and Routine Reports of City Departments, Boards and Committees – Consent Agenda**
- Mover Councillor L. Dufour
Seconder Councillor M. Bruni
Resolved that all the items listed under date July 31, 2023 – Agenda item 7 – Consent Agenda be approved as recommended.
- 7.1 Second Quarter Financial Report – June 30, 2023** 67 - 71
- A report of the Manager of Finance is attached for the consideration of Council.
- Mover Councillor L. Vezeau-Allen
Seconder Councillor M. Bruni
Resolved that the report of the Manager of Finance dated July 31, 2023 concerning Second Quarter Financial Report to June 30, 2023 be received as information
- 7.2 Seniors Active Living Transit Pilot** 72 - 73
- A report of the Director of Community Services is attached for the consideration of Council.
- Mover Councillor L. Vezeau-Allen
Seconder Councillor M. Bruni
Resolved that the report of the Director, Community Services dated July 31, 2023, concerning the Seniors Active Living Transit Pilot be received and that the six month pilot be approved.
- 7.3 Tales from the Void: Noise By-Law 4100 Exemption** 74 - 76
- A report of the Film, TV and Digital Media Coordinator is attached for the

consideration of Council.

The relevant By-law 2023-132 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

7.4 Tourism Development Fund Applications – June and July 2023 77 - 81

A report of the Manager of Travel and Tourism is attached for the consideration of Council.

Mover Councillor L. Vezeau-Allen

Seconder Councillor S. Kinach

Resolved that the report of the Manager of Travel and Tourism dated July 31, 2023 concerning Tourism Development Fund Applications for June and July 2023 be received and that the recommendation of the Tourism Sault Ste. Marie Board of Directors to allocate \$9,000 as detailed below be approved:

1. Canadian Bushplane Heritage Centre Holiday Craft Show – \$5,000
2. APR Welding Academy Welding Competition – \$2,000
3. ARCH Great Bucket List Cycle – \$2,000

7.5 Multi-Year Replacement Plan – Small Engine Machinery 82 - 85

A report of the Deputy CAO, Public Works and Engineering Services is attached for the consideration of Council.

Mover Councillor L. Vezeau-Allen

Seconder Councillor S. Kinach

Resolved that the report of the Deputy CAO of Public Works and Engineering Services dated July 31, 2023 concerning the feasibility of replacing any small engine equipment with electric small engine equipment as it reaches the end of useful life be received as information.

7.6 Sault Ste. Marie Housing Needs Assessment 2023-2025 86 - 127

A report of the Junior Planner is attached for the consideration of Council.

Mover Councillor L. Dufour

Seconder Councillor S. Kinach

Resolved that the report of the Junior Planner dated July 31, 2023 concerning the Sault Ste. Marie Housing Needs Assessment 2023-2025 be received and that staff be directed to submit an application to the CMHC Housing Accelerator Fund.

7.7 Notice of Circular Material Ontario's Recycling Contractor for Sault Ste. Marie – GFL 128 - 129

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

Council.

Mover Councillor L. Dufour

Seconder Councillor M. Bruni

Resolved that the report of the Director of Public Works dated July 31, 2023 concerning further details about the transition of the City's recycling program and the notification of the contract between Circular Materials Ontario and GFL Environmental Inc. for all recycling services in Sault Ste. Marie following the City's transition date of September 30, 2023 be received as information.

7.8 Scrap Metal Facility Licensing By-law

130 - 150

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

Mover Councillor L. Dufour

Seconder Councillor M. Bruni

Resolved that the report of the Solicitor/Prosecutor dated July 31, 2023 concerning a Scrap Metal Facility Licensing By-law and the attached draft By-law be received as information.

8. Reports of City Departments, Boards and Committees

8.1 Administration

8.2 Corporate Services

8.3 Community Development and Enterprise Services

8.4 Public Works and Engineering Services

8.4.1 Queen Street – Value Management Opportunities

151 - 164

A report of the Director of Engineering is attached for the consideration of Council.

Mover Councillor L. Vezeau-Allen

Seconder Councillor M. Bruni

Resolved that the report of the Director of Engineering dated July 31, 2023 concerning Queen Street – Value Management Opportunities be received and that Council approve, in principle, the conceptual design of Queen Street between Pim Street and Gore Street.

Recommendations for Queen Street Improvements to be included in the next Five-Year Capital Transportation Program will appear on the August 28, 2023 Council Agenda.

8.5 Fire Services

- 8.6 Legal**
- 8.7 Planning** 165 - 175

A report of the Planner is attached for the consideration of Council.

- 8.7.1 A-7-23-Z 16 Caesar Road (786211 Ontario Limited c/o Mark A. Lepore)** 176 - 186

A report of the Planner is attached for the consideration of Council.

Mover Councillor L. Dufour

Seconder Councillor S. Kinach

Resolved that the report of the Planner dated July 31, 2023 concerning Rezoning Application A-7-23-Z be received and that Council rezone a 0.55 metre strip of land, shown as 'area to be rezoned' on the attached subject property map, from Medium Density Residential Zone (R4.S 419) with special exception 419 to General Commercial Zone (C4.S 419) with Special Exception 419, which permits:

1. A parking lot in association with 149 Trunk Road only;
2. Access from Trunk Road only; and
3. No other uses for a C4 zone.

And that the 0.55 metre strip being rezoned on 16 Caesar Road be deemed subject to 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.

- 8.7.2 A-5-23-Z and 57T-23-501 92 Manitou Drive (Manitou Developments Inc.)** 187 - 378

A report of the Planner is attached for the consideration of Council.

Mover Councillor L. Dufour

Seconder Councillor S. Kinach

Resolved that the report of the Planner dated July 31, 2023 concerning Draft Plan of Subdivision 57T 23-501 to create 12 low-density residential lots (Lots 1-12), a medium density residential development block (Block 4), pedestrian access (Block 1), stormwater management (Block 2), and parkland to be transferred to the City as part of Parkland Dedication Requirements (Block 3), be approved subject to the conditions of draft approval outlined in Appendix A; and that the subject property be rezoned in the following manner:

1. Lots 1 to 12: Rezone from Institutional Zone (I) to Low Density Residential Zone (R3.S) with a "Special Exception" to, in addition to those uses permitted in an R3 zone:
 - a. Permit one parking space in an exterior side yard setback for Lot 3;

- b. Reduce the front yard setback from 7.5 metres to 6 metres;
 - c. Reduce the rear yard setback from 10 metres to 9 metres; and
 - d. Reduce the required number of parking spaces from 1.25 to 1 space for any semi-detached dwelling unit; and
2. Blocks 1, 2 and 4: Rezone from Institutional Zone (I) to Medium Density Residential Zone (R4.S)H with a Holding Provision, subject to the following special exceptions:
 - a. Restrict the number of dwelling units to no greater than 20 units;
 - b. Restrict the height of any apartment building to no greater than 3 storeys;
 - c. As per the Holding Provision, restrict any development until such a time that a stormwater management plan and a servicing study are submitted to the satisfaction of City Council.
 3. Block 3: Rezone from Institutional Zone (I) to Parks and Recreation Zone (PR).

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

8.7.3 A-4-23-Z 188 Bloor Street (Brahm Verhoeckx)

379 - 393

A report of the Junior Planner is attached for the consideration of Council.

Mover Councillor L. Vezeau-Allen

Seconder Councillor M. Bruni

Resolved that the report of the Junior Planner dated July 21, 2023 concerning Zoning By-law Amendment Application A-4-23-Z be received and that Council approve the application, subject to the following:

Rezone the subject property from Low Density Residential (R3) to Low Density Residential Zone (R3.S) with a special exception to, in addition to those uses permitted in a R3 zone:

1. Permit a Triplex;
2. Reduce the required exterior side yard setback from 4.5 metres to 3.0 metres for the triplex only;
3. Reduce the required number of parking spaces from 4 to 3 for the triplex only.

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

8.7.4 A-6-23-Z 1281 Great Northern Road (CS Engineers)

394 - 407

A report of the Junior Planner is attached for the consideration of Council.

Mover Councillor L. Dufour

Seconder Councillor S. Kinach

Resolved that the report of the Junior Planner dated July 31, 2023 concerning Zoning By-law Amendment Application A-6-23-Z be received and that Council approve the application, subject to the following:

Rezone the subject property from Highway Zone with special exception (HZ.S.160) to Highway Zone with an amended special exception (HZ.S.160 Amended) to, in addition to those uses permitted in a Highway Zone,

1. Permit Professional Scientific and Technical Services; and
2. Waive the surface treatment requirements outlined in Zoning By-law 2005-150, Section 5.2.2 for the Professional Scientific and Technical Services parking only.

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

8.8 Boards and Committees

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

9.1 Downtown Security Patrols

Mover Councillor L. Vezeau-Allen

Seconder Councillor L. Dufour

Whereas from 2020 to 2022, the Downtown Association undertook overnight downtown security patrols in their business improvement area; and

Whereas in 2022, the City of Sault Ste. Marie took over responsibility for the cost of the downtown security patrols as a 6-month pilot project, (known as the Downtown Security Pilot Program – or DSPP); and

Whereas the DSPP was not funded on a permanent basis when it expired in the fall/winter of 2022; and

Whereas the cost of continuing the DSPP on an ongoing basis was \$105,378 per annum, as set out in the Council report of December 12, 2022, with a contribution from the Downtown Association; and

Whereas dynamic patrols undertaken by the Sault Ste. Marie Police Service have been successful since implemented in June 2023, but are only expected to be conducted throughout the summer months; and

Whereas the success of the downtown police dynamic patrols has highlighted the need for a permanent security or police presence in the downtown; and

Whereas the presence of police or security in the downtown area will assist in the feeling of safety residents have when in the downtown, and encourage

more people to patronize downtown businesses;

Now Therefore Be It Resolved that staff be requested to bring forward a report, by August 28, 2023 including:

1. Options for in-year funding of the Downtown Security Patrols for the remainder of 2023 once the dynamic police patrols end;
2. Recommended hours of operation for the downtown security patrols;
3. The Downtown Association's willingness to participate in and fund a portion of the patrols; and
4. A referral of the ongoing cost of the program to the 2024 budget.

9.2 Queen Street Improvements

Mover Councillor S. Spina

Seconder Councillor S. Hollingsworth

Whereas the City of Sault Ste. Marie continues to work with citizens, partners and businesses to revitalize the downtown core creating downtown as a "place to go" rather than a place to "go through"; and

Whereas the 1.8-kilometer area of Queen Street East from Pim Street to Gore Street has not had a significant upgrade or change in almost 50 years; and

Whereas strategic investments in the revitalization of this area will support commercial business, residential densification, and increased tourism in Sault Ste. Marie; and

Whereas a report regarding a proposed plan to reconstruct this section of Queen Street was presented to City Council by staff on July 10, 2023; and

Whereas that report stimulated meaningful conversation regarding the project with additional ideas for the reconstruction of this area proposed by stakeholders and community members; and

Now Therefore Be It Resolved that staff be directed to continue work on the Queen Street reconstruction plan and present Council with a number of options to consider for the redevelopment of this area. The plan(s) should include items for discussion such as but not limited to;

- A plan for 2-way traffic on Queen Street;
- A plan to remove all parking from Queen Street and move it to perpendicular streets and existing parking lots;
- A plan to include areas for delivery vehicles to use side streets or cut-in sections on Queen Street in front of businesses;
- A plan to increase the use of outdoor patios/commercial space for businesses;
- A plan to use the existing infrastructure such as the Hub Trail and the Bay Street multi-use path, connecting links in the downtown core,

back lots, and north-south streets to be identified as cycling/pedestrian routes to connect businesses and city services to the path moving them away from conflict with motor vehicles;

- A plan to make downtown more friendly to pedestrians block by block to promote easier and multiple commercial visits;
- A plan to use trial periods for ideas such as reduced speed limits, two-way traffic and cycle/pedestrian routes to gauge their success before implementing the full plan;
- A plan to increase residential/rental housing units in the downtown core,

Further Be It Resolved that this/these report(s) come back to Council in January of 2024.

9.3 Rainbow Bridge Proposal

Mover Councillor A. Caputo

Seconder Councillor S. Spina

Whereas pets and pet owners are among some of the most avid users of our outdoor amenities and walking trails; and

Whereas our pets play a vital role in the family dynamic in many households; and

Whereas memorializing our loved ones is an important tradition that provides many with closure and peace; and

Whereas "Crossing The Rainbow Bridge" is a widely used term associated with the passing of a beloved pet;

Now Therefore Be It Resolved that staff be requested to report back to Council on dedicating a bridge within the Hub Trail system as "The Rainbow Bridge". This bridge will be adorned with a plaque reading The Rainbow Bridge poem and will be equipped to allow citizens to hang their departed pet's tags to memorialize them, while granting their owner's a spot to fondly remember them.

9.4 Dolly Parton's Imagination Library

Mover Councillor A. Caputo

Seconder Councillor R. Zagordo

Whereas Dolly Parton's Imagination Library is a book gifting program that mails free, high quality books to children from birth to age five, no matter their family's income and was recently expanded to include Canadian cities; and

Whereas the government of Canada website states that removing barriers to literacy would greatly improve all children's chances at success, encourage children to take more initiative, have higher self esteem, stretch their imagination, and show that books are an important way to get information; and

Whereas supporting this initiative aligns with the corporate strategic goal to promote quality of life advantages within our youngest demographic; and

Whereas investing in our youth is a key to continued growth within our community that will have positive impacts on our citizens for generations;

Now Therefore Be It Resolved that staff review and complete the process of enrolling The City of Sault Ste Marie in Dolly Parton's Imagination Library;

Further it be resolved that staff seek a possible partnership with not for profit organization(s) to help finance this initiative.

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

11. Adoption of Report of the Committee of the Whole

12. Consideration and Passing of By-laws

Mover Councillor L. Dufour

Seconder Councillor S. Kinach

Resolved that all By-laws under item 12 of the Agenda under date July 31, 2023 be approved.

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

12.1.1 By-Law 2023-132 (Regulations) Noise Exemption Film Production Tales from the Void 408 - 410

A report from the Film, TV and Digital Media Coordinator is on the Agenda.

Mover Councillor L. Vezeau-Allen

Seconder Councillor S. Kinach

Resolved that By-Law 2023-132 being a by-law to exempt the various locations of filming the production *Tales From the Void Season One*, between August and September 2023 from the Noise Control By-law 80-200 be passed in open Council this 31st day of July, 2023.

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

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

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

14. Closed Session

Mover Councillor L. Dufour

Secunder Councillor M. Bruni

Resolved that this Council move into closed session to discuss one item concerning proposed disposition of land; and one item relating to a plan to be applied to negotiations;

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

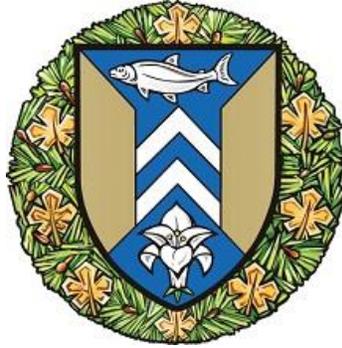
(Municipal Act section 239(2)(c) a proposed or pending acquisition or disposition of land by the municipality or local board; section 239(2)(k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)

15. Adjournment

Mover Councillor L. Vezeau-Allen

Secunder Councillor S. Kinach

Resolved that this Council now adjourn.



REGULAR MEETING OF CITY COUNCIL MINUTES

Monday, July 10, 2023

5:00 pm

Council Chambers and Video Conference

Present: Mayor M. Shoemaker, Councillor S. Hollingsworth, Councillor S. Spina, Councillor L. Dufour, Councillor L. Vezeau-Allen, Councillor A. Caputo, Councillor R. Zagordo, Councillor M. Bruni, Councillor S. Kinach, Councillor C. Gardi, Councillor M. Scott

Officials: M. White, R. Tyczinski, L. Girardi, T. Vair, K. Fields, S. Schell, P. Johnson, N. Ottolino, S. Hamilton Beach, P. Tonazzo, C. Rumiel B. Lamming, J. King, L. Perry, V. McLeod, F. Coccimiglio, T. Vecchio, M. Zuppa

14. Closed Session

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor M. Bruni

Resolved that this Council move into closed session to discuss one item regarding a trade secret supplied in confidence to the municipality;

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

(Municipal Act section 239(2)(i) a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or

interfere significantly with the contractual or other negotiations of a person, group of persons, or organization)

Carried

1. Land Acknowledgement

2. Adoption of Minutes

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor M. Bruni

Resolved that the Minutes of the Regular Council Meeting of June 19, 2023 be approved.

Carried

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

4. Declaration of Pecuniary Interest

4.1 Councillor S. Spina – Municipal Law and By-Law Enforcement Officers

Employer is contracted by the City.

4.2 Councillor S. Spina – By-law 2023-129 (Parking) Municipal Law Enforcement Officers

Employer is contracted by the City.

4.3 Councillor S. Spina – By-law 2023-130 (Parking) By-Law Enforcement Officers

Employer is contracted by the City.

4.4 Councillor L. Dufour – By-law 2023-111 (Official Plan Amendment) 1692 Peoples Road (Stray Dog Investments Ltd. – Luke Barban)

Employee of the applicant.

4.5 Councillor L. Dufour – By-law 2023-112 (Zoning) 1692 Peoples Road (Stray Dog Investments Ltd. – Luke Barban)

Employee of the applicant.

4.5 Councillor L. Dufour – By-law 2023-113 (Development Control) 1692 Peoples Road (Stray Dog Investments Ltd. – Luke Barban)

Employee of the applicant.

5. Approve Agenda as Presented

Moved by: Councillor L. Dufour

Seconded by: Councillor S. Kinach

Resolved that the Agenda for July 10, 2023 City Council Meeting as presented be approved.

Carried

6. Presentations

6.1 PUC Group of Companies – Report to Shareholder 2022

Andy McPhee, Chair, and Rob Brewer, President and CEO were in attendance.

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

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that all the items listed under date July 10, 2023 – Agenda item 7 – Consent Agenda be approved as recommended.

Carried

7.1 Outstanding Council Resolutions

7.2 Construction for West End Splash Pad Manzo Park

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

The relevant By-law 2023-131 is listed under item 12 of the Minutes.

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor M. Bruni

Resolved that the report of the Manager of Purchasing dated July 10, 2023 concerning the West End Splash Pad Manzo Park be received and that the 2022 capital budget of \$625,000 be increased to \$770,225 with the additional funds coming from the Asset Management Reserve.

The relevant By-law 2023-127 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

Carried

7.3 Equipment Purchase – 1/2-Ton 4X4 Pickup Trucks Landfill

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

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor S. Kinach

Resolved that the report of the Manager of Purchasing dated July 10, 2023 concerning two (2) 1/2-ton 4X4 pickup trucks as required by Public Works and Engineering Services Landfill Division be received and that the quotations for supply and delivery be awarded to Maitland Ford Lincoln for a total amount of \$134,118 plus HST;

Further that the shortfall of funding be accommodated from the deferral of roll-off containers until 2024 budget, and the balance from the Landfill Reserve.

Carried

7.4 Mill Market NOHFC Agreement

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

The relevant By-law 2023-131 is listed under item 12 of the Minutes.

7.5 73 Brock Street Municipal Capital Facility

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

The relevant By-law 2023-124 is listed under item 12 of the Minutes.

7.6 Arena Air Quality

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

Moved by: Councillor L. Dufour

Seconded by: Councillor S. Kinach

Resolved that the report of the Director of Community Services dated July 10, 2023 concerning Arena air quality testing be received as information.

Carried

7.7 Alcohol Risk Management Policy Updates 2023

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

The relevant By-law 2023-126 is listed under item 12 of the Minutes.

7.9 MOU between Parks Canada and City of Sault Ste. Marie

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

The relevant By-law 2023-115 is listed under item 12 of the Minutes.

7.10 East End Wastewater Treatment Plant Mixing Upgrades

The report of the Manager, Development and Environmental Engineering was received by Council.

The relevant By-laws 2023-103 and 2023-116 are listed under item 12 of the Minutes.

7.11 Miscellaneous Construction/Paving – Contract 2023-9E

A report of the Municipal Services and Design Engineer was received by Council.

The relevant By-law 2023-118 is listed under item 12 of the Minutes.

7.12 Resurfacing Contract – 2023-10E

The report of the Municipal Services and Design Engineer was received by Council.

The relevant By-law 2023-119 is listed under item 12 of the Minutes.

7.13 Sherwood Heights Subdivision – Land Use Agreement

The report of the Municipal Services and Design Engineer was received by Council.

The relevant By-law 2023-120 is listed under item 12 of the Minutes.

7.14 Contract 2023-8E Carmen’s Way Resurfacing Change Order

A report of the Municipal Services and Design Engineer was received by Council .

The relevant By-law 2023-121 is listed under item 12 of the Minutes.

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that the report of the Municipal Services and Design Engineer dated July 10, 2023 concerning the resurfacing of Carmen’s Way be received and that Council authorize an increase to the construction contract with Pioneer Construction Incorporated to \$3,673,345 plus applicable HST to provide funding for costs related to the extension of the project scope.

The relevant By-law 2023-121 authorizing the intermittent road closure of the Carmen’s Way from Queen Street West to Second Line from July 11, 2023 to October 31, 2023 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

Carried

7.15 Emergency Management Program and Emergency Response Plan

The report of the Community Emergency Management Coordinator was received by Council.

The relevant By-law 2023-114 is listed under item 12 of the Minutes.

7.16 80 Glasgow Avenue and Lane Declare Surplus

The report of the Solicitor was received by Council.

The relevant By-laws 2023-117 and 2023-184 are listed under item 12 of the Minutes.

7.17 CFO Delegated Authority By-law for Gas Tax funds for Public Transportation

The report of the Solicitor was received by Council.

The relevant By-law 2023-122 is listed under item 12 of the Minutes.

7.18 Amend Schedule U to Traffic By-law 77-200

The report of the Solicitor was received by Council.

The relevant By-law 125 is listed under item 12 of the Minutes.

7.19 Housekeeping – Amendments to Plastics By-law 2022-143

The report of the Solicitor was received by Council.

The relevant By-law 2023-128 is listed under item 12 of the Minutes.

7.8 Municipal Law and By-Law Enforcement Officers

Councillor S. Spina declared a conflict on this item. (Employer is contracted by the City.)

A report of the Manager of Transit was received by Council.

The relevant By-laws 2023-129 and 2023-130 are listed under item 12 of the Minutes.

8. Reports of City Departments, Boards and Committees

8.1 Administration

8.2 Corporate Services

8.3 Community Development and Enterprise Services

8.4 Public Works and Engineering Services

8.4.1 Queen Street Improvements Update

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

Bill Grawbarger, Sault Trails Advocacy Committee and Algoma Public Health was in attendance to make a presentation.

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor M. Bruni

Resolved that the report of the Director of Engineering and the Director of Planning dated July 10, 2023 concerning Queen Street Improvements Update be received and that Council approve, in principle, the conceptual design of Queen Street between Pim Street and Gore Street.

Recommendations for Queen Street Improvements to be included in the next Five-Year Capital Transportation Program will be brought to Council at the July 31, 2023 meeting.

Postponed

Amendment:

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that a decision regarding Queen Street improvements be postponed to July 31, 2023 pending further consultation with the Downtown Association.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			
Councillor S. Spina	X			
Councillor L. Dufour	X			
Councillor L. Vezeau-Allen	X			
Councillor A. Caputo	X			
Councillor R. Zagordo	X			
Councillor M. Bruni	X			
Councillor S. Kinach	X			
Councillor C. Gardi	X			
Councillor M. Scott	X			
Results	11	0	0	0

Carried

8.5 Fire Services

8.6 Legal

8.7 Planning

8.8 Boards and Committees

8.8.1 PUC Inc. and PUC Services Inc.

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor M. Bruni

Resolved that City Council is now authorized to meet in open session as the sole shareholder of PUC Inc. and PUC Services Inc.; and

Further Be It Resolved that City Council appoints Mayor Matthew Shoemaker as Council's proxy to vote on the resolutions of the shareholder of PUC Inc. and PUC Services Inc.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			
Councillor S. Spina	X			
Councillor L. Dufour	X			
Councillor L. Vezeau-Allen	X			
Councillor A. Caputo	X			
Councillor R. Zagordo	X			
Councillor M. Bruni	X			
Councillor S. Kinach	X			
Councillor C. Gardi	X			
Councillor M. Scott	X			
Results	11	0	0	0

Carried

8.8.2 PUC Inc. and PUC Services Inc. Shareholders Resolutions

Resolution of the Shareholder of PUC Inc.

Financial Statements

Be It Resolved That the financial statements of PUC Inc. (the Corporation) for the fiscal year ended on December 31st, 2022, together with the report of the auditors thereon, as placed before the undersigned, are hereby approved.

Appointment of Auditors

Be It Resolved That the firm of KPMG LLP, Chartered Accountants, is hereby appointed Auditor of the Corporation until the close of the next annual meeting of the shareholder or until their successors are duly appointed at a remuneration to be fixed by the directors, the directors being hereby authorized to fix such remuneration.

Appointment of Board Members

Be It Resolved That the following individual(s) are recommended for appointment for a 3-year term:

1. Paul Skeggs is recommended for appointment to commence a 3-year term on the Board.
2. Carla Barone is recommended for appointment to commence a 3-year term on the Board.

Board members currently within their term limits are Andy McPhee, Ila Watson, Jim Boniferro, Elaine Pitcher, Neil Strom, Bob Giroux and Scott Seabrook.

The undersigned being the sole Shareholder of the Corporation hereby signs each and every one of the foregoing resolutions pursuant to the provisions of the *Ontario Business Corporations Act*.

Resolution of the Shareholder of PUC Services Inc.

Financial Statements

Be It Resolved That the financial statements of PUC Services Inc. (the Corporation) for the fiscal year ended on December 31st, 2022, together with the report of the auditors thereon, as placed before the undersigned, are hereby approved.

Appointment of Auditors

Be It Resolved That the firm of KPMG LLP, Chartered Accountants, is hereby appointed Auditor of the Corporation until the close of the next annual meeting of the shareholder or until their successors are duly appointed at a remuneration to be fixed by the directors, the directors being hereby authorized to fix such remuneration.

Appointment of Board Members

Be It Resolved That the following individual(s) are recommended for appointment for a 3-year term:

3. Paul Skeggs is recommended for appointment to commence a 3-year term on the Board.
4. Carla Barone is recommended for appointment to commence a 3-year term on the Board.

Board members currently within their term limits are Andy McPhee, Ila Watson, Jim Boniferro, Elaine Pitcher, Neil Strom, Bob Giroux and Scott Seabrook.

The undersigned being the sole Shareholder of the Corporation hereby signs each and every one of the foregoing resolutions pursuant to the provisions of the *Ontario Business Corporations Act*.

8.8.2.1 PUC 2022 Sustainability Report

8.8.3 Sault Ste. Marie Innovation Centre Board Appointment

Moved by: Councillor L. Dufour

Seconded by: Councillor S. Kinach

Resolved that Asima Vezina, Ron Common, and Lori Naccarato be nominated to the Sault Ste. Marie Innovation Centre Board of Directors.

Carried

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

9.1 Homelessness

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor C. Gardi

Whereas homelessness and housing has been a critical issue nationally, provincially and in our community; and

Whereas the provincial government through the Homelessness Prevention Program raised funding locally to support the District Social Services Board homelessness and housing supports; and

Whereas many other organizations support our most vulnerable in various ways through food banks, mental health supports and other outreach services; and

Whereas such groups are essential to assist and service those experiencing housing and food insecurity;

Now Therefore Be It Resolved that staff request the CEO of the District Social Services Board to present a comprehensive update of the state of homelessness in our community at the Monday July 31, 2023 City Council meeting and coordinate with other agencies and invite them to participate.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			

Councillor S. Spina	X
Councillor L. Dufour	X
Councillor L. Vezeau-Allen	X
Councillor A. Caputo	X
Councillor R. Zagordo	X
Councillor M. Bruni	X
Councillor S. Kinach	X
Councillor C. Gardi	X
Councillor M. Scott	X

Results	11	0	0	0
				Carried

9.2 Short Term Rentals

Moved by: Councillor S. Kinach
 Seconded by: Councillor M. Bruni

Whereas the current short term rental by-law was passed on September 20, 2022; and

Whereas the short term rental market is vital to the health of the city by offering transitional housing for new residents, international students, contract workers and tourists;

Now Therefore Be It Resolved that staff be requested to provide Council with an update regarding licensing of short term rentals including: rental of rooms in private homes vs. rental of complete properties, insurance implications and any recommendations which might streamline the licensing process.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			
Councillor S. Spina	X			
Councillor L. Dufour	X			
Councillor L. Vezeau-Allen	X			
Councillor A. Caputo	X			

Councillor R. Zagordo	X			
Councillor M. Bruni	X			
Councillor S. Kinach	X			
Councillor C. Gardi		X		
Councillor M. Scott	X			
Results	10	1	0	0
				Carried

9.3 Bellevue Park Urban Beach

Moved by: Councillor M. Scott
 Seconded by: Councillor S. Spina

Whereas Bellevue Park is Sault Ste. Marie’s signature park, with 17 hectares of green space and numerous features for residents to enjoy, including passive and active recreational offerings, picturesque landscapes and access to the John Rowswell Hub Trail; and

Whereas building on successful existing attractions by expanding the offerings at those attractions is a driver of even greater activity, and capitalizes on existing infrastructure for the most efficient delivery of municipal services; and

Whereas studies have shown that investing in recreation has significant economic benefits; and

Whereas there is currently no beach in the urban core of Sault Ste. Marie, and the concept of urban beaches has proven successful in communities across the world, with benefits for residents and tourists; and

Whereas urban beaches offer an accessible space that simulate a public beachfront through the utilization of sand, beach, volleyball courts and other related features; and

Whereas Sault Ste. Marie’s activated waterfront is the result of public investment, environmental remediation and a long-term vision for a people-focused waterfront; and

Now Therefore Be It Resolved that staff be directed to report on the feasibility, steps required, location and potential costs to develop an urban beach at Bellevue Park.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			

Councillor S. Spina	X
Councillor L. Dufour	X
Councillor L. Vezeau-Allen	X
Councillor A. Caputo	X
Councillor R. Zagordo	X
Councillor M. Bruni	X
Councillor S. Kinach	X
Councillor C. Gardi	X
Councillor M. Scott	X

Results	11	0	0	0
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Carried

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

11. Adoption of Report of the Committee of the Whole

12. Consideration and Passing of By-laws

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that all By-laws under item 12 of the Agenda under date July 10, 2023 save and except By-laws 2023-111, 2023-112, 29230113, 2023-129 and 2023-130 be approved.

Carried

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

12.1.1 By-law 2023-103 (Engineering) Contract 2023-7E – Cecchetto and Sons Ltd.

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-103 being a by-law to authorize the execution of the Contract between the City and Cecchetto and Sons Ltd. for East End WWTP Mixing Upgrades (Contract 2023-7E) be passed in open Council this 10th day of July, 2023.

Carried

12.1.5 By-law 2023-114 (Fire Services) Emergency Management Program and Emergency Response Plan

Moved by: Councillor L. Dufour
Seconded by: Councillor M. Bruni

Resolved that By-law 2023-114 being a by-law to adopt an Emergency Management Program and Emergency Response Plan and to meet other Requirements under the *Emergency Management and Civil Protection Act* and to repeal By-law 2017-236 be passed in open Council this 10th day of July, 2023.

Carried

12.1.6 By-law 2023-115 (Agreement) Parks Canada Agency MOU

Moved by: Councillor L. Dufour
Seconded by: Councillor M. Bruni

Resolved that By-law 2023-115 being a by-law to authorize the execution of the Agreement between the City and Parks Canada Agency for a memorandum of understanding (MOU) for a three (3) year term be passed in open Council this 10th day of July, 2023.

Carried

12.1.7 By-law 2023-116 (Engineering) Fee Addendum Authorization

Moved by: Councillor L. Dufour
Seconded by: Councillor M. Bruni

Resolved that By-law 2023-116 being a by-law to authorize the execution of the Fee Addendum Authorization between the City and AECOM Canada Ltd. to change the Scope of Work for the East End WWTP Mixing Upgrades Project to provide integration and programming services during construction be passed in open Council this 10th day of July, 2023.

Carried

12.1.8 By-law 2023-117 (Surplus Property) 80 Glasgow Avenue and Abutting Lane

Moved by: Councillor L. Dufour
Seconded by: Councillor M. Bruni

Resolved that By-law 2023-117 being a by-law to declare the City owned property legally described as PIN 31609-0252 (LT) LT 309 PL 1598 KORAH; SAULT STE. MARIE and PIN 31609-0266 (LT) LANE PL 1598 KORAH ABUTTING LTS 276-282 & 309 PL 1598 EXCEPT PT 1-6 1R10788; SAULT STE. MARIE being civic 80 Glasgow Avenue and an abutting lane, as surplus to the City's needs and to authorize the disposition of the said property.

Carried

12.1.9 By-law 2023-118 (Engineering) Ellwood Robinson Inc. – Contract 2023-9E

Moved by: Councillor L. Dufour

Seconded by: Councillor C. Gardi

Resolved that By-law 2023-118 being a by-law to authorize the execution of the Contract between the City and Ellwood Robinson Inc. for miscellaneous construction/paving be passed in open Council this 10th day of July, 2023.

Carried

12.1.10 By-law 2023-119 (Engineering) Resurfacing Wallace Terrace Avery Construction Limited Contract 2023-10E

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-119 being a by-law to authorize the execution of the Contract between the City and Avery Construction Limited for the resurfacing of Wallace Terrace from Allen's Side Road to Goulais Avenue (Contract 2023-10E) be passed in open Council this 10th day of July, 2023.

Carried

12.1.11 By-law 2023-120 (Agreement) Sherwood Heights Subdivision Land Use Agreement

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-120 being a by-law to authorize the execution of the Agreement between the City and Sault Ste. Marie Region Conservation Authority and Smooth Rock Properties Inc. for the Sherwood Heights Subdivision land use agreement be passed in open Council this 10th day of July, 2023.

Carried

12.1.12 By-law 2023-121 (Temporary Street Closing) Carmen's Way

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-121 being a by-law to permit the intermittent road closure of Carmen's Way from Queen Street West to Second Line from July 11, 2023 to October 31, 2023 for Carmen's Way resurfacing be passed in open Council this 10th day of July, 2023.

Carried

12.1.13 By-law 2023-122 (Delegation to Chief Financial Officer CFO) Dedicated Gas Tax Funds for Public Transportation Program

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-122 being a by-law to delegate to the CFO or his/her designate, the authority to enter, execute letters of agreement on behalf of The Corporation of The City of Sault Ste. Marie regarding funding provided by His Majesty the King in right of the Province of Ontario, as represented by the Minister of Transportation Program for any year the funds and program related to the Dedicated Gas Tax Funds for Public Transportation Program are available to the City be passed in open Council this 10th day of July, 2023.

Carried

12.1.14 By-law 2023-124 (Agreement) Municipal Capital Facility Mill Market Sault Ste. Marie

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-124 being a by-law to authorize an agreement between the City and the Mill Market Sault Ste. Marie for the provision of a Municipal Capital Facility at the Mill Market, 73 Brock Street be passed in open Council this 10th day of July, 2023.

Carried

12.1.15 By-law 2023-125 (Traffic) By-law 77-200 Amend Schedule "U"

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-125 being a by-law to amend Schedule "U" to Traffic By-law 77-200 be passed in open Council this 10th day of July, 2023.

Carried

12.1.16 By-law 2023-126 (Policy) Alcohol Risk Management

Moved by: Councillor L. Dufour

Seconded by: Councillor C. Gardi

Resolved that By-law 2023-126 being a by-law to approve the Alcohol Risk Management Policy and to repeal By-law 2005-184 be passed in open Council this 10th day of July, 2023.

Carried

12.1.17 By-law 2023-127 (Agreement) West End Splash Pad – Steel Speed

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-127 being a by-law to authorize the execution of the Agreement between the City and Steel Speed Civil Inc. for the West End Splash Pad be passed in open Council this 10th day of July, 2023.

Carried

12.1.18 By-law 2023-128 (Plastics) Amendment to By-law 2022-143 Single Use Plastics

Moved by: Councillor L. Dufour
Seconded by: Councillor M. Bruni

Resolved that By-law 2023-128 being a by-law to amend By-law 2022-143 (the use of Single-Use Plastics By-law for The Corporation of the City of Sault Ste. Marie) be passed in open Council this 10th day of July, 2023.

Carried

12.1.21 By-law 2023-131 (Agreement) NOHFC and Mill Market

Moved by: Councillor L. Dufour
Seconded by: Councillor M. Bruni

Resolved that By-law 2023-131 being a by-law to authorize the execution of the Agreement between the City and Northern Ontario Heritage Fund Corporation and Mill Market Sault Ste. Marie for funding for the relocation and rebranding of the Mill Market Farmers Market Project be passed in open Council this 10th day of July, 2023.

Carried

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

12.1.2 By-law 2023-111 (Official Plan Amendment) 1692 Peoples Road (Stray Dog Investments Ltd. - Luke Barban)

Councillor L. Dufour declared a conflict on this item. (Employee of the applicant.)

Moved by: Councillor L. Vezeau-Allen
Seconded by: Councillor M. Bruni

Resolved that By-law 2023-111 being a by-law to adopt Amendment No. 246 to the Official Plan for the City of Sault Ste. Marie (Stray Dog Investments Ltd. – Luke Barban – 1692 Peoples Road) be passed in open Council this 10th day of July, 2023.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			

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Councillor S. Spina	X			
Councillor L. Dufour			X	
Councillor L. Vezeau-Allen	X			
Councillor A. Caputo	X			
Councillor R. Zagordo	X			
Councillor M. Bruni	X			
Councillor S. Kinach	X			
Councillor C. Gardi	X			
Councillor M. Scott	X			
Results	10	0	1	0
				Carried

12.1.3 By-law 2023-112 (Zoning) 1692 Peoples Road (Stray Dog Investments Ltd. – Luke Barban)

Councillor L. Dufour declared a conflict on this item. (Employee of the applicant.)

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-112 being a by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 1692 Peoples Road (Stray Dog Investments Ltd. – Luke Barban) be passed in open Council this 10th day of July, 2023.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			
Councillor S. Spina	X			
Councillor L. Dufour			X	
Councillor L. Vezeau-Allen	X			
Councillor A. Caputo	X			
Councillor R. Zagordo	X			

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Councillor M. Bruni	X			
Councillor S. Kinach	X			
Councillor C. Gardi	X			
Councillor M. Scott	X			
Results	10	0	1	0
				Carried

12.1.4 By-law 2023-113 (Development Control) 1692 Peoples Road (Stray Dog Investments Ltd. – Luke Barban)

Moved by: Councillor L. Dufour
 Seconded by: Councillor M. Bruni

Resolved that By-law 2023-113 being a by-law to designate the lands located at 1692 Peoples Road an area of site plan control (Stray Dog Investments Ltd. – Luke Barban – 1692 Peoples Road) be passed in open Council this 10th day of July, 2023.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			
Councillor S. Spina	X			
Councillor L. Dufour			X	
Councillor L. Vezeau-Allen	X			
Councillor A. Caputo	X			
Councillor R. Zagordo	X			
Councillor M. Bruni	X			
Councillor S. Kinach	X			
Councillor C. Gardi	X			
Councillor M. Scott	X			
Results	10	0	1	0
				Carried

12.1.19 By-law 2023-129 (Parking) Municipal Law Enforcement Officers

Councillor S. Spina declared a conflict on this item. (Employer is contracted by the City.)

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-129 being a by-law to appoint Municipal Law Enforcement Officers to enforce the by-laws on various private properties and to amend Schedule "A" to By-law 90-305 be passed in open Council this 10th day of July, 2023.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			
Councillor S. Spina			X	
Councillor L. Dufour	X			
Councillor L. Vezeau-Allen	X			
Councillor A. Caputo	X			
Councillor R. Zagordo	X			
Councillor M. Bruni	X			
Councillor S. Kinach	X			
Councillor C. Gardi	X			
Councillor M. Scott	X			
Results	10	0	1	0
				Carried

12.1.20 By-law 2023-130 (Parking) By-Law Enforcement Officers

Councillor S. Spina declared a conflict on this item. (Employer is contracted by the City.)

Moved by: Councillor L. Dufour

Seconded by: Councillor M. Bruni

Resolved that By-law 2023-130 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 10th day of July, 2023.

	For	Against	Conflict	Absent
Mayor M. Shoemaker	X			
Councillor S. Hollingsworth	X			
Councillor S. Spina			X	
Councillor L. Dufour	X			
Councillor L. Vezeau-Allen	X			
Councillor A. Caputo	X			
Councillor R. Zagordo	X			
Councillor M. Bruni	X			
Councillor S. Kinach	X			
Councillor C. Gardi	X			
Councillor M. Scott	X			
Results	10	0	1	0

Carried

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

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

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

15. Adjournment

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor M. Bruni

Resolved that this Council now adjourn.

Carried

Mayor

City Clerk

Homelessness Prevention

Investment Plan 2023-2024

Sault Ste. Marie City Council Presentation

July 31, 2023



Historical Overview

2013

- No women's or men's homeless shelter in the community. Rooms were booked at organizations providing monthly room and board service.

2014

- Pauline's Place began operating as a youth and women's shelter (23 beds).
- St. Vincent's began operating as a men's shelter (14 beds).



Homelessness System at a Glance

- The Homelessness Prevention Team (HPT) provides a Housing First approach, with wrap around intensive housing based case management to those who are experiencing homelessness and those who are at risk of homelessness.
- The homelessness system includes the use of shelters, supportive housing services, rent/utility bank, rent supplements and case management services.
- Social Services receives funding from municipalities, Ontario and Canada uses these resources to fund a variety of community partners.



Mandate

- Social Services is mandated to provide affordable housing and provide services to those who are homeless or at risk of becoming homeless.
- People are not and cannot be mandated to stay in shelters or supportive housing units.



Good News!

- In 2022/23 our provincial Homeless Prevention Program (HPP) budget was \$1,841,100
- This was wholly inadequate to meet the challenges the community is facing. In September 2022 management advised the DSSMSSAB that we needed an additional \$6.8M in annual funding to service the existing community members who were homeless or at risk of becoming homeless.
- In March 2023 we received notice that our HPP budget was increased from \$1,841,100 to \$5,123,300 – an increase of **\$3,282,200**. This is well below the identified need; however it will make a positive impact in our community.

2023/24 HPP Investment Plan



- Increase Supportive Housing Units
- Increase Funding for the Indigenous Community
- Increase Homelessness Prevention Team Supports
- Increase Housing Assistance
- Capital Investments/Retrofits

Strengthening Homelessness Prevention

1. Increase Housing Bank from \$112,500 to \$547,005

- The Housing Stability Bank provides financial assistance to eligible applicants, for rental/utility arrears.

2. New Youth Portable Housing Benefit - \$300,000

- High intensity Housing Benefit intended to support approximate 25 youth who are homeless or at risk of becoming homeless. The plan is to work closely with Child Welfare Agencies.

3. Tenant Support Worker - \$95,000

- *Continued* funding for DSSMSSAB staff members and Tenant Support Workers who will continue to provide assessment and community referrals and connections for individuals residing within Social Housing communities to ensure those who are at risk of homelessness remain housed.

Strengthening Homelessness Prevention

4. Indigenous Support Services - \$550,000

- Provide culturally appropriate services/programs to various locations including both emergency shelters, Bridge Units, Social Housing Community Hubs, and the Community Resource Centre situated at 721 Wellington.

5. Case Management Support Services - \$130,000

- Increase case management services to provide support to community members who are experiencing homelessness or who are at risk of homelessness.

6. Downtown Ambassador Program (DAP)- \$27,400

- Extend hours of operation for the Canadian Mental Health Association's DAP program later into the evening and on the weekend.

Strengthening Homelessness System

1. Pauline's Place - \$575,000

- Pauline's Place acts as a 24/7 youth, women and family shelter and has up to 30 shelter beds and 8 transition/bridge unit.

2. Community Resource Centre Shelter – \$893,694

- The shelter located within the CRC will be operated by CMHA and house 22 men. The shelter will be open from 4:30 pm-8:30 am when the CRC is open and 24/7 when the CRC is closed (weekends and holidays). This model includes staff and security.

3. Harvest Algoma - \$118,320

- Harvest Algoma provides meals for shelter guests.

Supportive Housing

1. 137 East Street- \$180,000 (13 units)

- Increasing support hours to 8 hours per day, 365 days a year for the 13 semi-supported spaces at 137 East Street.

2. Pauline's Place – \$85,460 (8 units)

- Increasing support hours by 35 each week to provide supports on evenings and weekends to help participants attain housing stability.

3. Community Resource Centre (CRC) - \$768,923 (22 units)

- The new CRC will accommodate 22 transition/bridge units, in addition to 22 shelter beds (44 total). The units will be supported 24/7 to help participants attain housing stability.

Capital Investments

One time Capital Investments are also being made this year.

Capital Investments are being made to position the assets to be able to accommodate current and future needs and to better support our homelessness system.

Capital Investments

1. 101 Chapple Avenue - \$100,000

- Renovating the common area to allow for a wing to transition to supportive housing in future.

2. 187 Anna Street - \$100,000

- Renovations to this home are being recommended to accommodate Niigaaniin's Aftercare Supportive Housing Program.

3. Community Resource Centre - \$276,500

- Ground preparations and operating budget to maintain the facility.

4. Closing the current Men's Shelter - \$99,883

- Renovations are required to close the current shelter.

5. Pauline's Place - \$275,000

- Renovations to allow families to have separate space.

Encampments

Our Homeless Prevention Team (HPT) responds to encampments as they are identified. The HPT is a multi agency/disciplinary team that conducts encampment outreach, with the goal of having individuals engage in health, social and housing services.

QUESTIONS ???



Queen Street Improvements



July 31, 2023

Introduction

This presentation and accompanying Council report provide additional information to the Queen Street project:

- Project Rationale
- Project Benefits
- Public Consultation and Process to Date
- Design Overview
- Phasing Alternatives and Considerations
- Cost Analysis
- Spring Street Project
- Summary and Recommendations

Project Rationale – Queen Street

The rationale for the Queen Street project includes:

- Surface, boulevards and walkways along Queen Street have outlived their useful life and are due for replacement
- Streetlight infrastructure need to be replaced on Queen Street
- Trees have been removed from Queen Street due to disease and need to be replaced
- Queen Street streetscaping was last completed over 40 years ago – it is time for an update

Project Rationale – Queen Street (cont'd)

- Queen Street is:
 - The community's most important downtown thoroughfare and the heart of the downtown
 - One of the most visible impressions of our community for tourists, residents, businesses and students
 - Home to hundreds of local businesses including restaurants, bars, hotels, gift shops and services

The health and vitality of Queen Street is inextricably linked to the health and vitality of the community

Project Rationale – Queen Street (cont'd)

- Downtown is the only geographic area specifically mentioned in the 2016-2021 Corporate Strategic Plan:

“Vibrant Downtown Areas – We are striving to create a vibrant and attractive downtown that contributes to the vitality and resiliency of our City. Downtown areas play a central role in defining the character of our City.”

- Downtown revitalization was also identified as an overarching goal in the FutureSSM Community Development strategy



Project Benefits – Queen Street

- Enhance accessibility, incorporate active transportation features and activate the downtown
- Modernize and enhance downtown aesthetics
- Provide merchants greater opportunities to activate the boulevard spaces in front of businesses
- Create unique treatments for key areas including downtown entrance way and plaza area

Consultation and Process to Date

The process to develop the Queen Street project included:

- Request for Proposal to select a firm and AECOM selected as lead consultant
- Queen Street review and analysis
- Conceptual design developed
- Three formal neighborhood meetings held
 - May 11, 2022
 - June 22, 2022
 - June 13, 2023
- Refinement of design based on feedback
- Design concept presented to Council July 10th, 2023



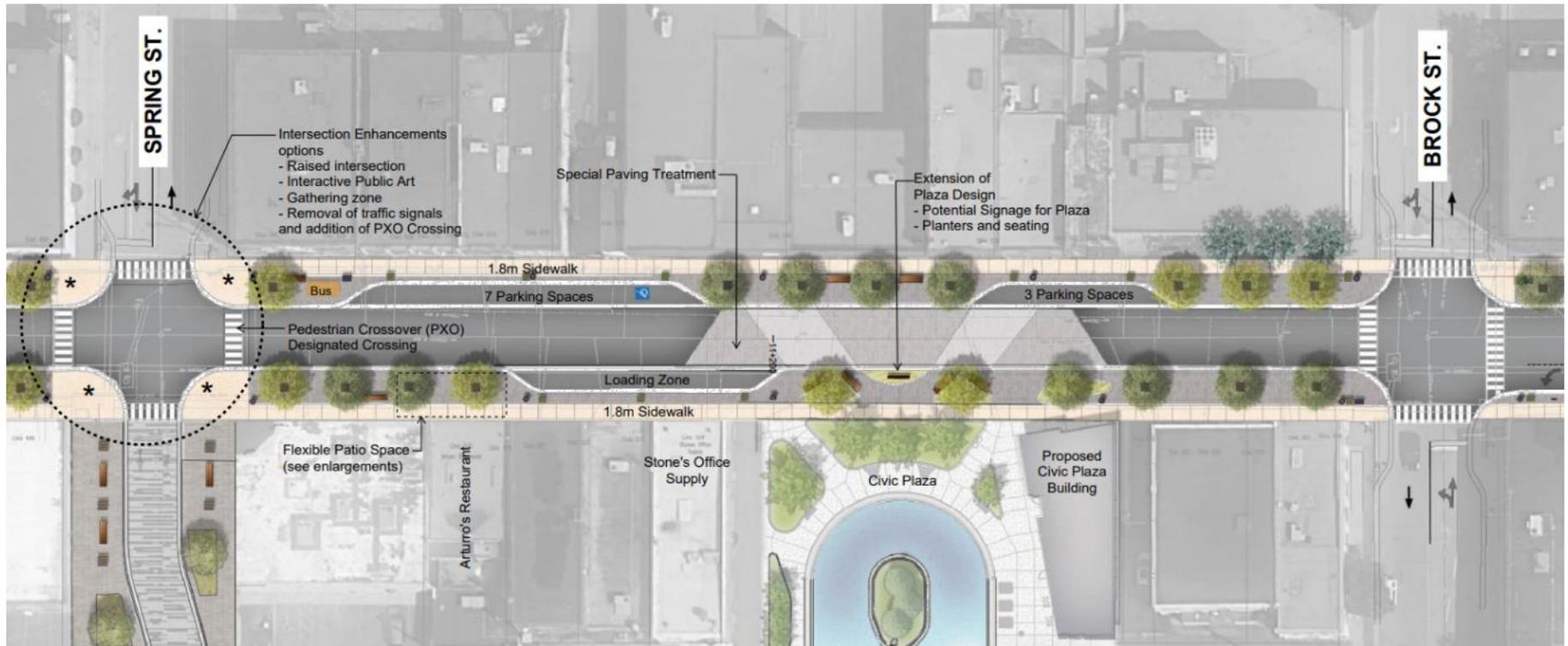
Design Overview

The design includes a number of required improvements and upgrades to Queen Street including new:

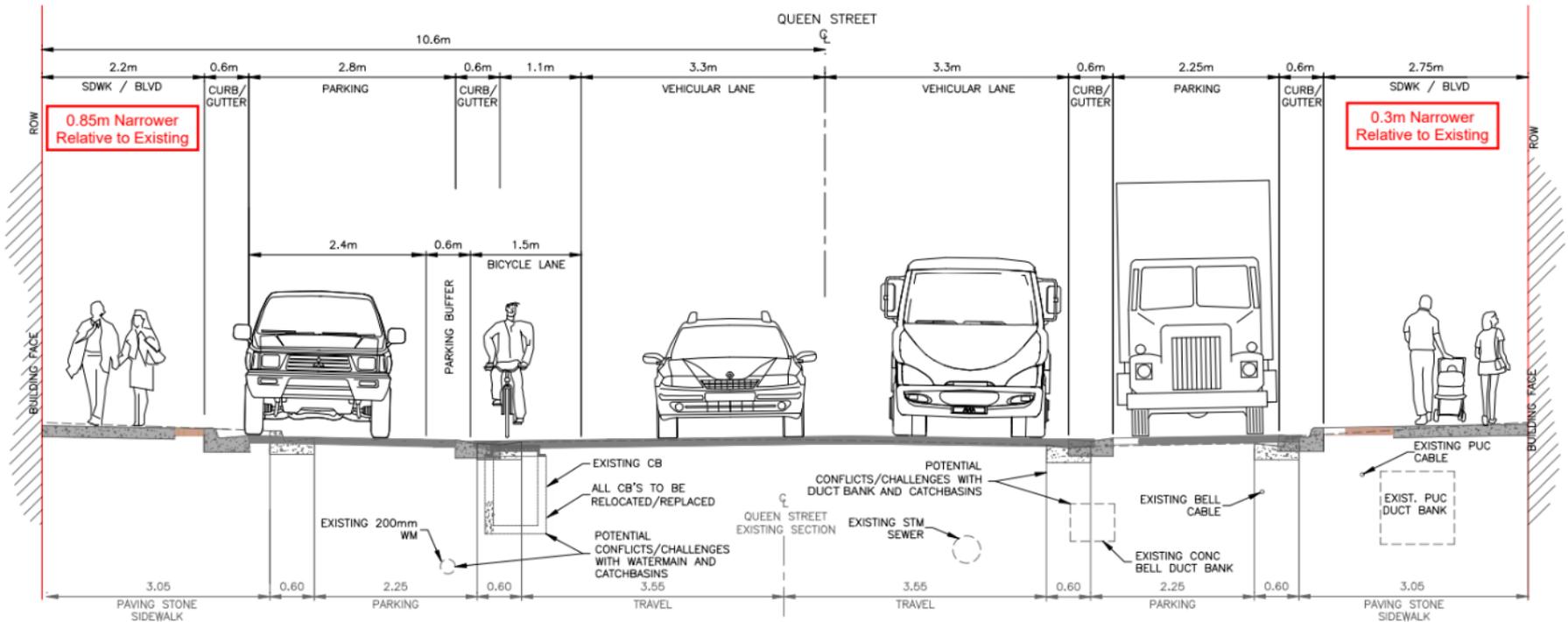
- Asphalt, curb and sidewalks
- Paving stone in boulevard areas
- Planters, street furnishings, trees
- Streetlighting
- Traffic signals upgrades
- Storm and sanitary sewers (some repairs)



Design Sample Section

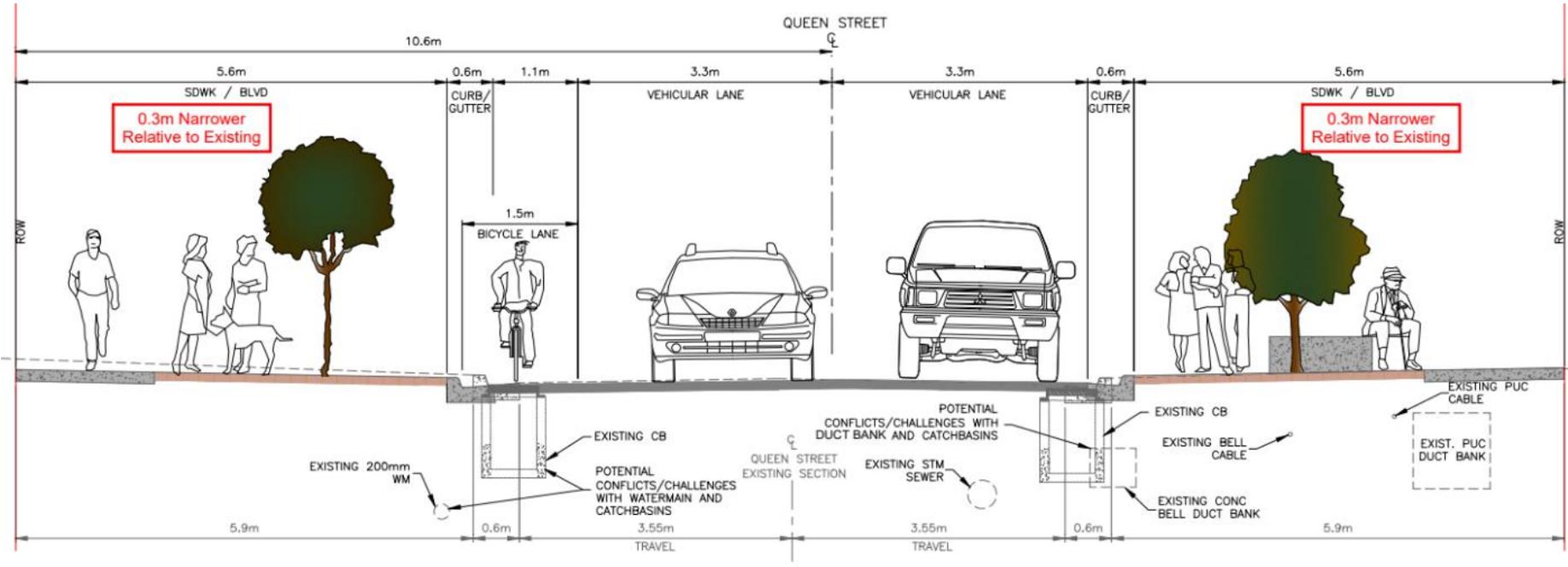


Design Overview – At Parking Bays



TYPICAL SECTION (AT PARKING BAYS)
BICYCLE LANE OPTION

Design Overview – Outside Parking Bays



TYPICAL SECTION (OUTSIDE PARKING BAYS)
BICYCLE LANE OPTION

Phasing Alternatives

- The July 10th , 2023 Council report suggested phasing the improvements to Queen Street over three years
- This is not critical and the project could be broken up into larger or smaller projects
- Staff recommend the first phase be approximately the middle section from Bruce to Brock Streets (to line up with the opening of the downtown plaza)
- Other phases could be shorter and pushed back to reduce impact to budget years
- Council may wish to start the middle section (approximately \$6M) in 2024 and schedule other phases in future Capital Transportation Programs or when other funding opportunities become available

Other Considerations

- Street Lighting
 - Recommendation of the PUC to replace all poles, cables and luminaires between East Street and Gore Street
 - Staff can look at opportunities to value manage this item (some luminaires may be reused) and new decorative poles on block between Pim Street and East Street will be reused
- Lane Configuration
 - Staff is of the opinion that reducing Queen Street to one lane is not a viable alternative (City buses, delivery vehicles, emergency services would bring traffic to a stop)
 - Staff can explore further discussion regarding temporary closure of lanes for additional width for bicycles and pedestrians

Other Considerations (cont'd)

- Streetscaping and Parking
 - Staff will continue to refine the design in the detailed design phase and work with merchants to accurately locate areas that require parking and those that require additional space for patios
 - Staff will also review areas where streetscaping is proposed and potentially identify other areas of savings through this process (this could include removal of some proposed paving brick and replacement with concrete)
 - Council will have future opportunities to make decisions prior to awarding contracts

Other Considerations (cont'd)

- Two way vs. One way Traffic
 - In 2017-2018 the City completed the Downtown Traffic Study conducted as a Municipal Class Environmental Assessment (EA)
 - An evaluation of six alternatives was completed which accounted for vehicular transportation, active transportation, the socioeconomic environment, economic development, the cultural environment, the natural environment, engineering and costs
 - As a result of the evaluation and input from public consultation, it was determined that the preferred alternative was to maintain one way traffic on the east-west arterial roads in the downtown, reduce Bay Street to two lanes with a multi-use path and incorporate streetscape improvements on both Queen and Bay.

www.saultstemarie.ca/downtowntrafficstudy

Impacts of 2-Way Conversion

- Two-way conversion on Queen Street will:
 - Result in an imbalance of east/west lanes between Bay Street and Queen Street
 - Require widening at several locations on Queen Street to accommodate dedicated turn lanes, buses, delivery trucks and added width for bi-directional traffic resulting in reduced area for parking, bicycle lanes, patio space and trees
 - Result in increased construction cost to accommodate traffic signals at all four quadrants of intersections
 - Require staff to re-open the EA study from 2017. This would involve public consultation, re-examining of alternatives and re-posting of a preferred alternative (keeping in mind Bay Street would require significant redesign for two-way)

Cost Analysis

Summary of Project Costs - Queen Street (Gore to Pim)		% of Project
Roadworks (removals, grading, granulars, concrete curb & sidewalk, unit paver blvd, asphalt)	\$ 7.9M	44%
Streetscape (conc. planter curbs/seats, furnishings, plantings)	\$ 4M	22%
Street Lighting (light poles & luminaires, u/g conduit & conductors, power supply, receptacles)	\$ 2.9M	16%
Traffic Signals (APS signals, pole relocations & upgrades)	\$ 0.4M	2%
Storm Sewers (upgrades & relocations)	\$ 0.4M	2%
Sanitary Sewers (sewer replacements and lateral upgrades)	\$ 0.5M	3%
Utilities (relocations)	\$ 0.1M	1%
Total Estimated Construction Costs (excl. HST)	\$ 16.2M	
Engineering Allowance (12%) \$1,926,329	\$ 1.9M	11%
TOTAL ESTIMATED PROJECTS COSTS (excl. HST)	\$ 18.1M	100%

Spring Street

- Spring Street is seen as an important linkage from the waterfront to the downtown core
- Staff will be working on funding applications to support the development of the pedestrian street (woonerf) concept and other activation opportunities
- A concept plan was developed by AECOM and will be further refined and return to Council in the future
- Timing of work will be considered based on funding support and annual capital plans

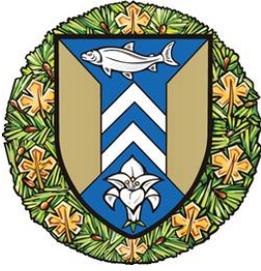
Summary and Recommendation

- Queen Street is the heart of the downtown
- Many upgrades are required and the City needs to approach work in a strategic and thoughtful manner
- Extensive design, planning and community consultation has already been completed
- Staff recommend implementation of the Queen Street conceptual design presented on July 10 as it follows the approved EA recommendation that began in 2017



**SAULT
STE. MARIE**

Questions?



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

COUNCIL REPORT

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Steve Facey, Manager of Finance
DEPARTMENT: Corporate Services
RE: Second Quarter Financial Report – June 30, 2023

Purpose

The purpose of this report is to provide Council the second quarter financial report for 2023.

Background

Council reviews unaudited financial reports on a quarterly basis. The previous quarterly report can be found [here](#).

Analysis

The second quarter financial results are presented for Council's information and provides an update from the information presented in May 2023. The results of six months of actual expenditures are not indicating a significant variance at this time. Departments are generally trending on budget which is apparent in Appendix A.

Corporately, salaries and benefits are trending slightly under budget based on the first six months of actuals. It should be noted that these amounts will move closer to budget as the impacts of settled negotiations with various bargaining units start taking effect which will be in August of 2023.

It should also be highlighted that actual expenditures for Fire Services are trending closer to budget than in previous years. During 2023 budget deliberations, Council approved the hiring of four firefighters, offset with a reduction of budgeted overtime costs, in an attempt to mitigate additional overruns. The four firefighters were hired and on a platoon in May/June of 2023. The third quarter financial report will depict a better idea of where overtime costs are compared to budget.

Staff is able to provide an update on the 2022/23 winter season as more costs have been recorded and accounted for. Based on activity between January and June 2023, Winter Control is anticipated to be overspent by approximately \$972,000 by the end of the year. This projection includes an estimated expenditure for November and December. For the first two quarters, the majority of the overspending is in snow removal, which was reduced during previous budget deliberations. Other activities are close to budget. This deficit can be mitigated by

lower than anticipated snowfall and less winter events in the last two months of the year.

The second quarter represents a positive assessment growth as highlighted in Appendix B. In addition to this, building permits value approximately \$63.7 million compared to \$143 million in 2022.

Finally, a summary of the 2023 capital program is included for Council's information. This data reflects an actual expenditure and commitment of 47% of the 2023 Capital Budget.

Financial Implications

The intent of the quarterly financial reports is to provide actual expenditures, both operating and capital, for the given period of time. Staff, if able to do so, also try to provide Council a projected position at the end of the year.

A significant variance is not anticipated for the 2023 year-end at this time. Staff will continue to provide additional information to Council in future reports.

Strategic Plan / Policy Impact / Climate Impact

This financial reporting is not an activity directly related to the strategic plan or climate action plan.

Recommendation

It is therefore recommended that Council take the following action:

That the report of the Manager of Finance dated July 31, 2023 concerning Second Quarter Financial Report to June 30, 2023 be received as information

Respectfully submitted,

Steve Facey

Manager of Finance

705.759.5356

s.facey@cityssm.on.ca

City of Sault Ste. Marie - Second Quarter Ended June 30, 2023

FISCAL YEAR REMAINING% :	YTD	Budget	Variance	Percentage	2022	2022	Budget	Percentage
	Actual	2023		Budget-Rem	Actual To:	Actual	2022	Budget-Rem
				50.00%	June	Year End		YTD 2022
REVENUE								
Taxation	(\$134,970,848.17)	(\$136,832,579.00)	(\$1,477,530.83)	1.36%	(\$128,921,708.08)	(\$131,033,783.12)	(\$130,256,397.01)	1.02%
Payment in lieu of taxes	(\$2,247,940.85)	(\$4,573,680.00)	(\$2,325,739.15)	50.85%	(\$2,459,533.47)	(\$4,578,570.06)	(\$4,501,741.00)	45.36%
Fees and user charges	(\$17,191,137.38)	(\$30,517,261.00)	(\$13,710,323.62)	43.67%	(\$14,451,100.00)	(\$30,478,816.17)	(\$28,924,536.25)	50.04%
Government grants	(\$11,610,647.34)	(\$20,330,845.00)	(\$8,720,197.66)	42.89%	(\$12,263,503.50)	(\$22,202,229.52)	(\$19,443,963.00)	36.93%
Interest and investment income	(\$3,285,512.15)	(\$4,780,000.00)	(\$1,494,487.85)	31.27%	(\$1,730,996.12)	(\$4,463,016.04)	(\$4,320,000.00)	59.93%
Contribution from own funds		(\$2,125,143.00)	(\$2,125,143.00)	100.00%	(\$102,476.40)	(\$2,318,967.37)	(\$1,697,143.75)	93.96%
Other income	(\$1,576,856.19)	(\$2,962,354.00)	(\$1,385,497.81)	46.77%	(\$851,693.43)	(\$3,626,905.33)	(\$2,875,986.85)	70.39%
Change in future employee benefits						\$1,695,562.99		
	(\$170,882,942.08)	(\$202,121,862.00)	(\$31,238,919.92)	15.46%	(\$160,781,011.00)	(\$197,006,724.62)	(\$192,019,767.86)	16.27%
EXPENDITURES								
Salaries	\$24,412,346.78	\$51,624,164.00	\$27,211,817.22	52.71%	\$25,156,251.16	\$50,855,522.57	\$51,325,347.97	50.99%
Benefits	\$7,342,000.70	\$15,435,563.00	\$8,093,562.30	52.43%	\$7,002,023.30	\$12,185,947.36	\$14,385,939.65	51.33%
TOTAL SALARIES/BENEFITS	\$31,754,347.48	\$67,059,727.00	\$35,305,379.52	52.04%	\$32,158,274.46	\$63,041,469.93	\$65,711,287.62	51.06%
Travel and training	\$218,008.00	\$572,357.00	\$354,349.00	61.91%	\$115,571.99	\$294,324.14	\$543,499.12	78.74%
Vehicle allowance, maintenance and repairs	\$2,902,594.45	\$3,765,223.00	\$862,628.55	22.91%	\$2,335,269.68	\$4,841,626.62	\$3,570,669.20	34.60%
Utilities and fuel	\$5,363,928.85	\$11,715,586.00	\$6,351,657.15	54.22%	\$4,761,816.54	\$10,697,703.60	\$10,891,632.82	56.28%
Materials and supplies	\$3,346,655.72	\$6,452,127.00	\$3,105,471.28	48.13%	\$2,473,295.31	\$6,344,752.33	\$5,303,684.32	53.37%
Maintenance and repairs	\$1,717,052.75	\$2,737,886.00	\$1,020,833.25	37.29%	\$1,577,436.04	\$2,754,598.00	\$2,643,590.00	40.33%
Program expenses	\$429,191.45	\$916,195.00	\$487,003.55	53.16%	\$440,885.70	\$936,393.32	\$933,328.21	52.76%
Goods for resale	\$297,342.05	\$641,171.00	\$343,828.95	53.63%	\$174,031.26	\$529,753.54	\$556,996.00	68.76%
Rents and leases	\$97,415.53	\$172,557.00	\$75,141.47	43.55%	\$151,503.89	\$352,026.17	\$307,557.00	50.74%
Taxes and licenses	\$2,481,214.21	\$2,552,803.00	\$71,588.79	2.80%	\$2,146,326.39	\$2,117,628.29	\$2,311,660.00	7.15%
Financial expenses	\$1,274,492.94	\$2,597,621.00	\$1,323,128.06	50.94%	\$997,007.05	\$1,595,373.00	\$2,699,071.37	63.06%
Purchased and contracted services	\$5,738,195.85	\$11,060,089.00	\$5,321,893.15	48.12%	\$4,720,724.25	\$10,762,833.41	\$10,325,103.46	54.28%
Grants to others	\$36,334,631.84	\$61,384,243.00	\$25,049,611.16	40.81%	\$30,621,454.42	\$60,106,298.58	\$58,973,187.94	48.08%
Long term debt		\$1,866,135.00	\$1,866,135.00	100.00%	\$35,530.38	\$955,237.25	\$1,502,314.00	97.63%
Transfer to own funds	\$1,699,572.44	\$28,482,578.00	\$26,783,005.56	94.03%	\$707,422.00	\$32,723,346.81	\$25,650,323.56	97.24%
Capital expense	\$237,698.19	\$400,694.00	\$162,995.81	40.68%	\$145,083.63	\$369,100.34	\$350,993.24	58.66%
Depreciation			\$0.00	0.00%		\$17,769,897.77		
Gain/Loss on disposal of capital assets			\$0.00	0.00%		\$317,026.44		
Clearing accounts			\$0.00	0.00%	\$0.25			
Less: recoverable costs	(\$120,903.73)	(\$255,130.00)	(\$134,226.27)	52.61%	(\$140,500.68)	(\$336,161.53)	(\$255,130.00)	44.93%
TOTAL OTHER EXPENSES	\$62,017,090.54	\$135,062,135.00	\$73,045,044.46	54.08%	\$51,262,858.10	\$153,131,758.08	\$126,308,480.24	59.41%
	\$93,771,438.02	\$202,121,862.00	\$108,350,423.98	53.61%	\$83,421,132.56	\$216,173,228.01	\$192,019,767.86	56.56%
NET (REVENUE)/EXPENDITURE	(\$77,111,504.06)	\$0.00	\$77,111,504.06	0.00%	(\$77,359,878.44)	\$19,166,503.39	\$0.00	0.00%
Mayor and Council	333,362.89	738,059.00	404,696.11	55%				
Chief Administrative Officer	203,051.37	409,995.00	206,943.63	50%				
Corporate Services	3,218,412.08	6,990,864.00	3,772,451.92	54%				
Legal	3,624,340.50	5,065,287.00	1,440,946.50	28%				
Fire Services	7,468,400.24	15,720,623.00	8,252,222.76	52%				
Public Works and Engineering	20,079,561.33	45,735,130.00	25,655,568.67	56%				
Community Development and Enterpri:	6,725,106.38	19,534,365.00	12,809,258.62	66%				
Levy Board	17,359,441.58	23,509,890.00	6,150,448.42	26%				
Outside Agencies	18,912,556.83	38,240,853.00	19,328,296.17	51%				
Corporate	(155,035,737.26)	(165,003,405.00)	(9,967,667.74)	6%				
Capital and Debt	-	9,058,339.00	9,058,339.00	100%				

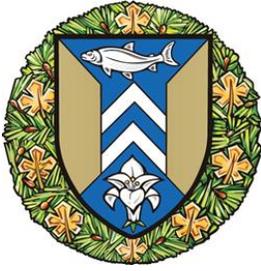
Appendix B

Net Assessment Growth to March 31, 2023

Class	2023 Total Assessment Based on Returned Roll		2023 Total Assessment to March 31, 2023		Difference Between Returned Roll and Year End		Difference Between Municipal Revenue and Year End	
	CVA	Municipal	CVA	Municipal			Municipal	
					\$	%	\$	%
Taxable								
Residential	5,631,920,816	83,759,719	5,631,855,716	83,758,745	-65,100	0.00%	-974	0.00%
New Multi-residential	17,434,000	282,194	17,434,000	282,194	0	0.00%	0	0.00%
Multi-residential	434,774,784	7,037,221	434,774,784	7,037,221	0	0.00%	0	0.00%
Com. Occupied	701,253,592	21,119,020	701,253,592	21,119,020	0	0.00%	0	0.00%
Com. Exc. Land	4,760,360	99,850	4,760,360	99,850	0	0.00%	0	0.00%
Shopping Occ.	142,269,506	4,554,566	142,269,506	4,554,566	0	0.00%	0	0.00%
Office Occupied	17,117,438	717,622	17,117,438	717,622	0	0.00%	0	0.00%
Parking/Vac. Land	24,393,400	543,367	24,393,400	543,367	0	0.00%	0	0.00%
Ind. Occupied	43,737,172	2,808,990	43,182,172	2,772,993	-555,000	-1.27%	-35,997	-1.28%
Ind. Exc. Land	1,015,900	42,301	1,015,900	42,301	0	0.00%	0	0.00%
Ind. Vac. Land	6,125,100	257,878	6,125,100	257,878	0	0.00%	0	0.00%
Large Ind. Occ.	60,165,200	6,930,617	60,165,200	6,930,617	0	0.00%	0	0.00%
Large Ind. Exc.	245,200	18,359	245,200	18,359	0	0.00%	0	0.00%
Pipelines	26,929,000	809,635	26,929,000	809,635	0	0.00%	0	0.00%
Farm	1,662,600	5,988	1,662,600	5,988	0	0.00%	0	0.00%
Managed Forests	2,704,400	9,730	2,704,400	9,730	0	0.00%	0	0.00%
Commercial Total Taxable	889,794,296	27,034,425	889,794,296	27,034,425	0	0.00%	0	0.00%
Industrial Total Taxable	111,288,572	10,058,146	110,733,572	10,022,149	-555,000	-0.50%	-35,997	-0.36%
Total Taxable	7,116,508,468	128,997,059	7,115,888,368	128,960,088	-620,100	-0.01%	-36,971	-0.03%

APPENDIX C - 2023 Q1 - SUMMARY OF CAPITAL PROJECTS

	2023 Approved Capital Budget	% of Total	Council Approved/ Costs Incurred to Date	Remaining
Roads/Bridges/Storm Sewer	24,084,061	40.01%	4,930,185	19,153,876
Landfill Upgrades, Fleet & Equipment	3,456,198	5.74%	-	3,456,198
Public Works Fleet & Equipment	3,964,000	6.59%	171,770	3,792,230
Transit Fleet & Equipment	8,800,428	14.62%	-	8,800,428
Building Capital Maintenance	4,825,187	8.02%	24,116	4,801,071
Fire Fleet & Equipment	2,400,000	3.99%	-	2,400,000
Corporate Equipment	227,566	0.38%	-	227,566
Sanitary Sewer	12,437,585	20.66%	-	12,437,585
Total	60,195,025	100.00%	5,126,071	55,068,954



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

C O U N C I L R E P O R T

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Brent Lamming, Director Community Services
DEPARTMENT: Community Development and Enterprise Services
RE: Seniors Active Living Transit Pilot

Purpose

The purpose of this report is to seek Council approval to implement a six month pilot to authorize a discounted rate on Transit passes to seniors participating in programming at both Active55+ Centres.

Background

Community Services staff from both Transit Services and Seniors Active 55+ Living have been collaborating on ways to increase access to programming. Some seniors do not drive and staff want to ensure Transit is promoted as an easy-to-use service that is accessible to everyone.

Analysis

Staff would like to provide greater awareness to seniors for Transit Services available and provide for a pilot for the next round of programming occurring September 1 to February 29, 2024. The pilot will entail the following.

1. Education and Awareness.
 - A bus will be brought to the Bay Street Seniors Active Living Centre.
 - Transit staff will explain to participants the features of the bus.
 - Explain the resources from print and online available for guidance.
 - Plan a trip including route(s) required.
 - Tap Technology orientation – For the June and July seniors’ calendar there was a program called Tech Time. The sessions were dedicated to teaching participants how to add Umo to their phones as well as educate on how to navigate through the app (once the app is launched). Staff will continue to do this in the fall.
2. Transit Trip
 - Participants will take the bus on the planned outing to experience the bus firsthand to alleviate any concerns and preconceived perceptions.
 - The Transit trainer will explain how to determine what route to use, any transfers if required and how to call for a stop.

3. Pilot Commences (September to February 2024)
 - a. Any senior wishing to take the bus to any seniors' program during the pilot timeframe will receive a senior 12-ride pass at \$5 which represents a discount of 75% off the regular price of \$19.40.
 - b. Passes will be made available at both Senior Active Living Centres (Bay Street and Northern Community Centre) for ease of use.
 - c. A news release will be issued for communication purposes and postings on the bulletin boards in both Centres will be completed. The opportunity will be explained to existing program participants to promote the opportunity.

Financial Implications

The financial impact is estimated to be less than \$2,000 and can be accommodated within the existing operating budget.

Strategic Plan / Policy Impact / Climate Impact

The recommendation supports the focus area of the Corporate Strategic Plan for 2021-2024 in a number of ways.

- Under Fiscal responsibility, we will manage municipal finances in a responsible and prudent manner.
- Within the Service Delivery focus area, it continues to assist in delivering excellent customer service to citizens.
- Additionally, it is in alignment with promoting municipal services and the development of community partnerships and providing accessible services to our diverse community.

Relating to Climate Impact, promoting Transit Services will decrease the need for personal vehicle use in the community, and contributes to the reduction of emissions, which aligns with actions in the transportation pillar of the Sault Ste. Marie Community Green House Gas Reduction plan: 2020 – 2030.

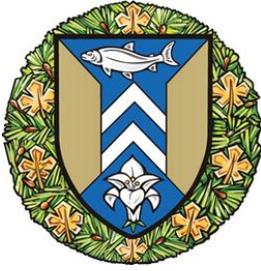
Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Director, Community Services dated July 31, 2023, concerning the Seniors Active Living Transit Pilot be received and that the six month pilot be approved.

Respectfully submitted,

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



The Corporation of the
City of Sault Ste. Marie
COUNCIL REPORT

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Josh Rogers, Film, TV & Digital Media Coordinator
DEPARTMENT: Community Development and Enterprise Services
RE: Tales from the Void: Noise By-Law 4100 Exemption

Purpose

This report provides recommendations for an exemption to By-Law 4100 to allow for *Tales from the Void* season one to film at night.

Background

The horror series *Tales from the Void* season one is filming in Sault Ste. Marie in August and September of this year. The script for the production contains numerous nighttime filming. The dates, activities and location of filming are provided below. The production has provided a list of dates, activities, and locations for where filming will take place.

Analysis

Tales from the Void will be in production for approximately one month and will result in ~40 full time jobs to local workers. The series, in its first season, is expected to continue into future seasons, with Sault Ste. Marie identified as their preferred filming location. Staff view the production as an opportunity to expand capacity of local crew, increasing the appeal for future productions. Municipal support for productions such as *Tales from the Void* is important as it demonstrates a business friendly environment which will enhance our communities ability to attract more film productions.

Details on dates and locations requiring exemption from By-Law 4100 are provided below.

- Thursday, August 17th – Currently considering Church Street
 - Slight yelling from an argument in one scene.
- Saturday, August 18th – Currently considering Church Street
 - The outdoor scene is silent (the production is filming from outside the house through a window.)
- Wednesday, August 23rd – Currently examining Algoma University
- Thursday, August 24th – Currently considering Algoma University
 - Most of the scenes will be outside. Single location.

- Characters talking at normal levels
- Friday, August 25th – Currently considering Algoma University
 - All outdoor scenes. Single location.
 - Brief yelling scene
- Saturday, August 26th – Currently Considering Algoma University
 - All outdoor scenes. Single location.
 - Scene includes a crowd of people yelling at a character as he is dragged away.
- Wednesday, August 30th – Summit Avenue
 - All indoor scenes. Single location.
 - No loud noises.
- Thursday, August 31st – Summit Avenue
 - All indoor scenes. Single location.
 - No loud noises.
- Friday, September 1st – Central United Church at 160 Spring
 - All indoor scenes but one. Single location.
 - Filming vehicle driving along Spring Street.
- Wednesday, September 6th – Mary Avenue
 - All indoor scenes. Single location.
 - No loud noises
- Thursday, September 7th – Millcreek Drive
 - All outdoor scenes. Will make Millcreek Drive look like multiple street locations.
 - In two separate scenes, boys yell in pandemonium and then loudly make jokes
- Friday, September 8th – Millcreek Drive
 - All outdoor scenes. Will make Millcreek Drive look like multiple street locations.
 - Boys laugh and a woman will cry in distress during these scenes
- Saturday, September 9th – Bellevue Park
 - All outdoor scenes. Optimally Bellevue Park (backups are Hiawatha Park & North Street Park) and the woods by 75 Village Court
 - No loud noises, just children talking in one scene
- Thursday, September 14th – 300 block MacDonald Ave
 - All indoor scenes. Single location.
 - No loud noises
- Friday, September 15th – 300 block MacDonald
 - All outdoor scenes.
 - No loud noises.
- Thursday, September 21st – location TBD
 - Outdoor scenes in a single location.
 - Filming vehicle

Financial Implications

There are no financial implications associated with this report.

Strategic Plan / Policy Impact / Climate Impact

This item supports the Corporate Strategic Plans Focus Area:

- Community Development and Partnership focus of Maximizing Economic Development and Investment with the commitment to maintain financial viability.
- Community Development – Develop partnerships with key stakeholders and reconciliation

There are no green house gas or climate change impacts associated with this report.

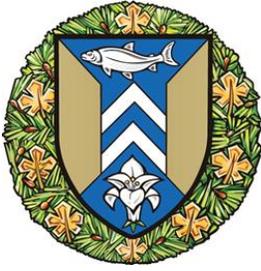
Recommendation

It is therefore recommended that Council take the following action:

The relevant By-law 2023-132 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

Respectfully submitted,

Josh Rogers
Film, TV & Digital Media
Coordinator
705.989.5741
j.rogers@cityssm.on.ca



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

C O U N C I L R E P O R T

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Alana Kenopic, Manager Travel and Tourism
DEPARTMENT: Community Development and Enterprise Services
RE: Tourism Development Fund Applications – June and July
2023

Purpose

This report provides recommendations to City Council from City staff and the Tourism Sault Ste. Marie Board of Directors for the distribution of Tourism Development Funds.

Background

The Tourism Development Fund (TDF) was implemented June 1, 2021 to provide financial support to the broader tourism sector in different two streams – Festivals and Special Events and Attractions and Product Development. The funds for both streams of the TDF are generated from revenue collected by the Municipal Accommodation Tax (MAT).

Consideration is given to support initiatives that produce positive results in at least one of the following criteria:

- Development quality tourism products and events;
- Increase in overnight stays and visitor spending in Sault Ste. Marie;
- Enhancement of the Sault’s tourism product offerings;
- Support of the city’s reputation and position as a first-rate visitor destination;
- Fulfill a gap in the tourism visitor experience landscape; and
- Encourage private sector tourism investment in SSM

Upon receipt of a TDF application, Tourism staff review the application for eligibility and assessment criteria and bring a recommendation forward to the Tourism Sault Ste. Marie Board of Directors. The Tourism Sault Ste. Marie Board of Directors further evaluates the applications and makes a recommendation to City Council for the distribution of the grant funds.

Analysis

Tourism Development Fund applications are permitted with ongoing intake and are reviewed monthly at the Tourism Sault Ste. Marie Board of Directors meetings. At

the Tourism Sault Ste. Marie Board of Director's meeting, June 20, 2023 two applications were reviewed with the following recommendation:

1. Canadian Bushplane Heritage Centre Holiday Craft Show (\$5,000)
2. APR Welding Academy Welding Competition (\$2,000)

At the Tourism Sault Ste. Marie Board of Director's meeting July 18, 2023, one application was reviewed with the following recommendation:

1. ARCH The Great Bucket List Cycle (\$2,000)

Canadian Bushplane Heritage Centre Holiday Craft Show

For over a decade, the Canadian Bushplane Heritage Centre has organized an annual Holiday Gift and Craft Show. The show originally started with just one weekend but grew so significantly and now spans two weekends November 4-5 and November 11-12, 2023. The show attracts 80+ unique vendors and 5,000 attendees over the two weekends with 10% travelling from over 40km.

In 2023, the organizing committee is changing how they sell and market the show. A larger emphasis will be placed on vendor's offerings "hand-crafted" goods. This strategy aligns with the increased consumer demand for maker market type events. The CBHC Holiday Gift and Craft show will be marketed as the "Biggest Craft Show in Northern Ontario". The TDF support requested is intended to support digital marketing in the US, Northern Ontario and Southern Ontario. The visitation goal is to attract 5,000 guests with 10% from 40km outside of Sault Ste. Marie.

Visitation Projections and Goals:

Local: 5,200

Regional visitors: 575

Ontario visitors: 50

USA: 10

Economic Impact:

635 out of town visitors x 2 days = 1,270 Visitor Days x \$150= \$190,500

Vendors generate between \$500 – \$2,000 in sales over the weekend which stays in local economy (\$80,000 – \$320,000 in economic stimulation)

In recognition of the positive impact the 2023 Holiday Craft Show will have on the local tourism industry the Board of Tourism Sault Ste. Marie passed the following resolution:

“Be it resolved that Tourism Sault Ste. Marie recommend a contribution of \$5,000 through the Tourism Development Fund – Conferences and Special Events Stream to support the Canadian Bushplane Heritage Centre Holiday Craft and Gift Show and that a report be submitted to City Council for consideration and approval.”

APR Welding Academy Welding Competition

The event is a one-day welding competition being held on August 12, 2023. The intent of the 2023 competition is to initiate an event that will become annual and grow in size in future years. The event will begin with welders who will be given instructions and guidelines of a blueprinted assignment that will be judged by a panel. The event will have three heats, with three categories: beginners, intermediate and journeyman. The panel of judges recommend who is eliminated and who will move forward. Vendors will be on site and have visuals of the new technology, machines, supplies and products to sell. After the three heats, a winner for each category will be named.

While the focus of this event is to generate interest in the welding trade, there is a real opportunity to build the event into one that attracts larger numbers of visitors in future years. Globally there is a National Welding Competition and popular on TV are shows such as Forged in Fire and Clash of the Trades. With ample planning and marketing, this event has potential to bring in larger numbers of tourists in future years. As such, the Tourism Sault Ste. Marie Board of Directors supports this project with the goal of helping to build a larger scale event supporting the trades and tourism industry together.

Visitor Projections

Participants/ Visitation Projections

Locals: 211

Regional visitors: 32

Ontario visitors: 31

USA: 28

Economic Impact

91 out of town visitors x \$150pp/pd = \$13,650 (one day event for year one)

In recognition of the positive impact, the APR Welding Academy 2023 Welding Competition will have on the local tourism industry the Board of Tourism Sault Ste. Marie passed the following resolution:

“Be it resolved that Tourism Sault Ste. Marie recommend a contribution of \$2000 through the Tourism Development Fund – Conferences and Special Events Stream to support the APR Welding Academy Welding Competition August 12, 2023 and that a report be submitted to City Council for consideration and approval.”

ARCH Great Bucket List Cycle

The Great Bucket List Cycle is scheduled for Sunday, August 27 on St. Joseph Island. The event brings cyclists together to support ARCH Hospice with multiple

races including a Gran Fondo of 100 km, along with a 70 km and 40 km ride option. This year there will also be a 20 km ride for those who still want to participate, but are new to the cycling world. Tourism Sault Ste. Marie has identified cycle tourism as a high area of growth and values the role the Bucket List cycle has in creating an awareness of cycle events in our region. As such, the recommendation of support is specific to out of town marketing for the event to continue to bring awareness to the area for potential cycle tourists. The goal is to grow the event by 20% including increasing out of town registration.

Participants/ Visitation Projections for 2023

Visitor projections are based on previous year's registrations.

Locals: 523

Regional visitors: 160

Ontario visitors: 120

Canada:

USA: 50

Economic Impact (out of town visitation only)

330 out of town visitors x 2 days x \$150 = \$99,000

In recognition of the positive impact, the 2023 ARCH Great Bucket List Cycle will have on the local tourism industry the Board of Tourism Sault Ste. Marie passed the following resolution:

"Be it resolved that Tourism Sault Ste. Marie recommend a contribution of \$2000 through the Tourism Development Fund – Conferences and Special Events Stream to support the ARCH Bucket List Cycle August 27, 2023 and that a report be submitted to City Council for consideration and approval."

Financial Implications

No new funds would be required. The Tourism Development Fund currently has \$384,237.95 uncommitted for the purposes of financial assistance within the tourism sector.

Strategic Plan / Policy Impact / Climate Impact

This item supports the Corporate Strategic Plans Focus Area:

- Community Development and Partnership focus of Maximizing Economic Development and Investment with the commitment to maintain financial viability.
- Community Development – Develop partnerships with key stakeholders and reconciliation

There are no GHG or Climate Change impacts associated with this report.

Recommendation

It is therefore recommended that Council take the following action:

Tourism Development Fund Applications June – July 2023

July 31, 2023

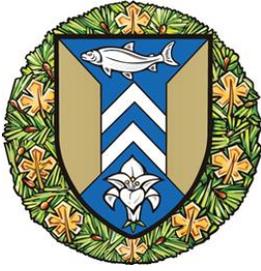
Page 5.

Resolved that the report of the Manager of Travel and Tourism dated July 31, 2023 concerning Tourism Development Fund Applications June-July 2023 be received and that the recommendation of the Tourism Sault Ste. Marie Board of Directors to allocate, \$9,000 as detailed below be approved:

1. Canadian Bushplane Heritage Centre Holiday Craft Show – \$5,000
2. APR Welding Academy Welding Competition – \$2,000
3. ARCH Great Bucket List Cycle – \$2,000

Respectfully submitted,

Alana Kenopic
Manager, Travel and Tourism
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a.kenopic@cityssm.on.ca



The Corporation of the
City of Sault Ste. Marie
COUNCIL REPORT

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Larry Girardi, Deputy CAO, Public Works and Engineering Services
DEPARTMENT: Public Works and Engineering Services
RE: Multi-Year Replacement Plan-Small Engine Machinery

Purpose

The purpose of this report is to address the January 22, 2022 resolution of Council, which reads:

Whereas the City of Sault Ste. Marie has pledged to use resources wisely to maintain and create a sustainable city for future generations; and

Whereas Public Works uses a substantial number of small engine machinery, including, but not limited to, ride-on lawn mowers, push lawn mowers and weed eaters;

Now Therefore Be It Resolved that staff be requested to report to Council on the feasibility of replacing any small engine equipment with electric small engine equipment as the existing equipment reaches the end of its useful life.

Background

Traditionally, the following pieces of equipment used by Public Works would be considered small engine machinery, which is the topic of the resolution above:

- **Works Operations Equipment** – tampers, concrete saws, asphalt saws, pumps, concrete core drills, air compressors; and
- **Parks Operations Equipment** – hand operated lawn mower, hand operated snow blower, chain saws, leaf blowers, grass trimmers.

Analysis

As per the request of Council, Public Works have contacted industry leaders that provide the required small engine equipment used by Public Works and the following criteria was used to determine what battery operated equipment could replace small engine gas equipment:

- General availability of battery operated equipment;
- Cost to purchase battery operated in comparison to its gas alternative;
- Determination of “demand” on equipment;

- Battery life compared to gas and ability to meet typical demand.

Table No. 1 attached outlines each type of equipment and the information collected to assess feasibility.

After gathering information and evaluating the feasibility of its use for the equipment traditionally used by Public Works, it was determined there was limited opportunity to purchase battery-operated alternatives that could sustain the daily use of staff in both Works/Operations and Parks.

PW remains open to various suppliers providing demonstrations of their products and have tested for short periods of time various battery operated pieces of equipment for suitability. These types of “pilots” will continue and conversions will take place where suitable. Currently, Parks has added an electric leaf blower to its inventory and will test for suitability.

Financial Implications

For most equipment, the price difference for battery-operated equipment is at least two to three times more than gas operated. Purchasing battery-operated equipment would require an increase in budget for both initial purchase and maintenance of an adequate amount of alternate batteries and charger systems. The effect on the overall efficiencies and accomplishments has to be considered as schedules require a certain amount of work to be done in a typical day.

Strategic Plan / Policy Impact / Climate Impact

Purchasing battery-operated/electric small engine equipment is linked to the environmental component of the Corporate Strategic Plan.

This is a high importance for the Division and purchases of small equipment will be regularly assessed as technology advances in this area.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Deputy CAO of Public Works and Engineering Services dated July 31, 2023 concerning the feasibility of replacing any small engine equipment with electric small engine equipment as it reaches the end of useful life be received as information.

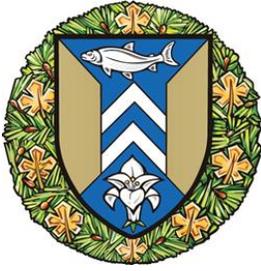
Respectfully submitted,

Larry Girardi
Deputy CAO
Public Works and Engineering Services
705.759.5206.
l.girardi@cityssm.on.ca

Table No. 1 – Assessment of Feasibility for the Replacement of Small Engine Equipment

Type of Equipment	Area of Use	Number in Service	Number of Hours Typically Used Daily	Cost per Unit		Run Time if Battery Operated	Notes	Feasible	
				Gas	Electric/Battery			Yes	No
Plate Tampers	Works	10	8 (when required)	\$1,500 - \$1,800	\$11,800	Limited (ie. 1 – 2 hours)	In order to purchase and have full day use of equipment - budget would need to be increased 10 times to provide similar operating time and/or additional units would need to be purchased.		X
Heavy Industrial Duty Pumps	Works	4 (2 Gas, 2 Electric)	On demand	\$12,000-\$15,000	\$500	Extensive when required	PW has 2 small electric sump pumps, gas powered generator is required to run these. Larger industrial pumps are diesel powered. Access to electricity is not always possible given requirement of these pumps; battery operated are not available; often 'emergency' response.		X
Concrete Core Drills	Works	5	On demand		\$4,000	1-2 hours	Currently used by Public Works	X	
Compressors	Works		On demand	TBD	\$200 - \$600 portable		Portable compressors are electric but not battery powered; Generators are required to provide a power source; often 'emergency' response. PW only has large stationary compressors for industrial use (Electric) Small compressors are not required as most pneumatic hand tools are now battery powered.	X	X
Hand Lawn Mowers	Parks	5	8	\$300 - \$500	\$800 - \$1,500	Limited 2 – 4 hours	Battery technology restrictive at this time – would require two to three times the budget for initial purchase and would either require multiple batteries per unit or mobile charging station.		X

Type of Equipment	Area of Use	Number in Service	Number of Hours Typically Used Daily	Cost per Unit		Run Time if Battery Operated	Notes	Feasible	
				Gas	Electric/Battery			Yes	No
Commercial Ride Zero Turn Mower	Parks	11	8	\$20,000 - \$25,000	\$38,000 - \$40,000	Limited 3 – 4 hours	Battery costs are \$425 - \$500 and multiple batteries would be required for a full work day		X
Hand Operated Snow Blowers	Parks	4	8				Battery operated available but for much smaller sizes than required by PW.		X
Chainsaws	Parks/ Carpentry	12 (11 – Parks; 1 – Carpentry)	8 (On demand for Carpentry)	\$800 - \$1,000	\$800 - \$1,000	Limited 3 – 4 hours	Batteries sold separately \$425; More than one battery required for full work day if to be considered for Parks – not cost effective or reliable given extent of tree cutting work. Currently Parks is using a battery powered professional small trimming chainsaw, it has adequate power, but not suitable for all tree trimming work.	X (Carpentry)	X (Parks)
Leaf Blowers	Parks	10	7	\$250	\$550	Limited 3 – 4 hours	PW has one battery unit and as gas blowers come to their end of life will consider replacement with battery Parks uses leaf blowers extensively, as replacement is necessary, we will purchase a battery-powered unit to try. Pilot underway.	X	
Grass Trimmers	Parks	22	8	\$450	\$940	Limited 1 – 2 hours	Battery operated grass trimmers are available and comparable in price; Lost time for gas fill up still better than recharging time and cost of an additional battery and or batteries per unit; As technology improves Parks will shift to battery-operated units.		X (to be considered as technology advances)
Hand tools	PW	Numerous					Most small hand tools are battery operated	X	



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

C O U N C I L R E P O R T

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Steve Zuppa, Junior Planner
DEPARTMENT: Community Development and Enterprise Services
RE: Sault Ste. Marie Housing Needs Assessment 2023-2025

Purpose

The purpose of this report is to present Council with the Sault Ste. Marie Housing Needs Assessment 2023-2025 and to request approval to apply for the Canada Mortgage and Housing Corporation (CMHC) Housing Accelerator Fund (HAF).

Background

The application window for the HAF opened in early July 2023. The HAF provides incentive funding to eligible municipalities that hold landuse and development approval authority, encouraging initiatives aimed at increasing housing supply. The total budget for HAF is \$4 billion with the goal of producing an additional 100,000 housing units across Canada over the next four years.

The HAF application process is points-based, in that the more points awarded to applicants, the greater the likelihood to receive funding. The HAF application process requires several components, one of which is a completed Housing Needs Assessment. Although an applicant may request this requirement to be deferred, applications that include a completed Housing Needs Assessment will be awarded more points than those that do not.

The Housing Needs Assessment will also assist the Affordable Housing Task Force in the development of a municipal Housing Action Plan, which will provide the goals and strategic actions for ensuring an adequate supply of housing in the community.

Furthermore, the Housing Needs Assessment will support the identification of a locally appropriate Housing Target and the development of a Municipal Housing Pledge as requested by the Ministry of Municipal Affairs and Housing.

Analysis

The Housing Needs Assessment is attached to this report. It contains the most up to date data on population, household sizes and types, local housing stock, as well as an analysis on housing supply, demand, and affordability. Population and housing projections up to 2036 are included to assist in determining the future housing needs for the community.

Key findings of the Housing Needs Assessment are as follows:

- Sault Ste. Marie has experienced population growth since 2018;
- Growth is projected to continue with an additional 8,400 persons by 2036;
- Household sizes are decreasing. There are many one-person households living in 3+ bedroom homes;
- Most of the local housing stock was built before 1980 and many units are in need of major repairs;
- Household incomes are increasing but not as fast as those in the province;
- There is an increasing need for supportive housing and subsidized housing;
- Housing resale prices have risen much faster than household incomes;
- Rental rates are growing quickly, creating an affordability gap for the “missing middle”;
- Rental households are more likely to be in situations of core housing need than owner-occupied households;
- Rental housing stock has not kept up with demand and vacancy rates are low; and
- More rental and freehold housing is required to meet current and future demands.

Next Steps

Staff will proceed with an application to the HAF by August 18, 2023. It is anticipated that the Affordable Housing Task Force will release a Housing Action Plan in fall 2023.

Financial Implications

There are no financial implications related to this report. A successful HAF application will provide the City with additional funds to undertake the initiatives to be identified in the Housing Action Plan.

Strategic Plan / Policy Impact / Climate Impact

This item aligns with the Corporate Strategic Plan in the focus area of Quality of Life: Promoting Quality of Life Advantages, as access to adequate, suitable and affordable housing has an influence on a person’s well-being and life satisfaction.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Junior Planner dated July 31, 2023 concerning the Sault Ste. Marie Housing Needs Assessment 2023-2025 be received and that staff be directed to submit an application to the CMHC Housing Accelerator Fund.

Respectfully submitted,

Steve Zuppa

Junior Planner

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City of Sault Ste. Marie
Housing Needs Assessment
2023 to 2025

Planning & Enterprise Services, City of Sault Ste. Marie
July 2023



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Executive Summary

In Canada, the passing of the *National Housing Strategy Act* in 2019 recognized housing as a human right. In recent years, housing supply and affordability have become a challenge across Canada, including Sault Ste. Marie.

The City's Planning Department has undertaken this Housing Needs Assessment to review and quantify current and future needs in the local housing system. This Housing Needs Assessment will assist in:

- the development of a municipal Housing Action Plan, which will provide the goals and strategic actions for ensuring an adequate supply of housing in the community;
- developing benchmarks for measuring future progress and success of the Housing Action Plan; and
- justifying the local housing need for applications to federal and/or provincial funding programs.

Key Findings

The population is growing – The population of Sault Ste. Marie began to grow in 2018 after a long period of decline. Migrants from other parts of Ontario and Canada, international immigrants and non-permanent residents are responsible for the city's population growth. The population is projected to grow by an additional 8,400 persons over the next 13 years.

Household sizes are decreasing – There has been an increase in the proportion of one-person households in the past decade, mainly due to an aging population, but as well as a shift in living arrangements of younger working age adults. As such, there are many “over-housed” households; one-person households living in homes with two or more surplus bedrooms, many of which are seniors aged 75+. A focus on the construction of units geared to seniors may contribute to an increase in the turnover rate of larger 3+ bedroom homes. This will bring larger homes to the market to meet the needs of households that require additional space for their growing families, or to accommodate families migrating to Sault Ste. Marie.

Local housing stock is old – Sault Ste. Marie's housing stock is old compared to the province and many homes are in need of major repairs. Nearly two-thirds of the housing stock of the city is comprised of single-detached houses, the majority of which were built before 1980. Over the past decade, the market is producing less single-detached houses and more row houses; a reflection of the changing needs of the city.

Household incomes are increasing but not as fast as the province – Median household incomes are increasing in Sault Ste. Marie, but the increase is proportionally less than the province. COVID-19 income support programs had a significant impact on income levels during the pandemic; however, this impact was only temporary.

Housing resale prices have risen much faster than household incomes – Between 2017 and 2022, housing resale prices grew by approximately 80%, far outpacing the growth in household income during this time. In 2022, only the households with an income near 70th percentile or higher would be able to afford the average single-detached house in the city.

Rental rates are growing quickly and are creating an affordability gap – The number of primary rental market units has grown slightly in the past decade and vacancy rates are currently at their lowest level since 2014. Rental rates have grown 56.1% between 2011 and 2022, outpacing the rate of inflation. Rental households with incomes below the 60% percentile (for all rental households) are not able to afford the average market rent for available units in 2022. Many of these households do not qualify for subsidized housing and are therefore required to spend more than 30% of their gross income on housing costs. This group represents the “missing middle”.

There is an increasing need for supportive housing and subsidized housing – Homelessness and emergency shelter usage are trending upwards; there is a high and growing need for permanent supportive housing. Between 2018 and 2021, homelessness increased by 163% based on Point-in-Time count numbers. Experts have recommend that supportive housing for homeless community members be increased by 700% to meet current demand. There were 1,700 households on the centralized waitlist for subsidized housing at the end of March 2023.

Rental households are much more likely to be in core housing need than owner occupied households – About 14% of all rental households that do not receive a subsidy are in core housing need. More than one-third of all rental households in Sault Ste. Marie are spending more than 30% of their gross household income on shelter costs. Nearly all households in core housing needs were facing affordability challenges.

Rental housing stock has not kept up with demand – Few rental units were built between 2016 and 2021, contributing to supply challenges. New rental unit supply is needed and should be a mix of purposely-built “affordable” units and moderately priced units within walkable and well-connected urban neighbourhoods. If the supply of moderately priced rental units are regularly built, some portion of rental units in older buildings will filter down-market and become affordable for households with lower incomes. Furthermore, the secondary rental market (such as accessory dwelling units) should be encouraged to grow through regulatory flexibility as well as financial incentives to offset some of the increases in costs of construction.

More freehold housing will be required – Market ownership housing has not kept up with demand, largely due to the rising costs of construction. To meet the demands of a growing population, approximately 3,115 new units will be needed in Sault Ste. Marie by 2036. Dillon Consulting estimates that as the Baby Boomer generation retires, migrants will be required to replace them in the workforce, and many will bring their families to the city. It is critical that the city has enough housing supply to accommodate this growth, both affordable and market rate.

Current and future housing needs as identified in this report:

It is important to note that the number of units provided for each need are not meant to be summed into overall housing target, as there may be significant overlap between needs. Cells shaded in orange are specifically related to housing affordability challenges.

Timeline	Description of Housing Need	# Units Needed
Current	Replacement of enough housing units in need of major repairs to bring Sault Ste. Marie to the provincial average for inadequate housing:	455
Current	Renters in core housing need that exceed the affordability threshold and are not receiving housing subsidies:	1,090
Current	Homeowners in core housing need who cannot afford acceptable housing:	620
Current	Number of new permanent supportive housing units needed	70
Current	Number of households on the waitlist for subsidized housing:	1,700
Current	Number of freehold (homeowner occupied) dwellings required to make up for the lack of housing starts between 2016 and 2021:	250
Current	Number of vacant purpose-built market rental units needed to bring the vacancy rate up to 3% to 5%:	52 to 155
Future	Projected new units to meet population demand to the end of 2026:	779
Future	Approximate number of rental households that cannot afford market rental rates, do not qualify for subsidized housing, and will likely move to a new rental unit in the next 3 years:	680
Future	Rental units geared to over-housed seniors to increase the turnover rate of larger 3+ bedroom homes:	500

1 Introduction

1.1 Purpose

The purpose of this Housing Needs Assessment is to review and quantify the housing situation in Sault Ste. Marie and assist in developing benchmarks for measuring progress. This report contains data on population, household sizes and types, local housing stock, as well as analysis on housing supply, demand and affordability. Population and housing projections up to 2036 are included to assist in determining the future housing needs for our changing city.

This report will also assist the City’s Affordable Housing Task Force in developing recommendations for a municipal Housing Action Plan, which will provide the goals and strategic actions for ensuring an adequate supply of housing exists for all residents of Sault Ste. Marie. The Housing Action Plan will include transformative actions to address issues such as development costs, land availability, and regulatory barriers.

Measuring the success of the Housing Action Plan will rely on much of the data presented here. As such, this report should be refreshed every two years to measure and analyze the impact of the Housing Action Plan on the local housing system.

The Housing Needs Assessment will also serve as a justification report for funding applications, such as the Canada Mortgage and Housing Corporation (CMHC) Housing Accelerator Fund (Summer 2023). Funding streams such as the Housing Accelerator Fund will allow for more robust initiatives and incentives aimed at increasing housing supply in Sault Ste. Marie.

1.2 Scope: The Focus of this Report

A successful housing system provides an appropriate range and mix of housing options to meet the needs of current and future residents of the community. The Housing Continuum ranges from emergency shelters to market rate homeownership (Figure 1). There is need across the housing continuum in Sault Ste. Marie.

Figure 1: The Housing Continuum



The primary focus of this Housing Needs Assessment is on the last three housing types in the continuum: affordable housing, market rental housing, and market home ownership. The District of Sault Ste. Marie Social Services Administration Board (DSSMSSAB) is the Service System Manager responsible for overseeing and planning for shelters, supportive housing, and subsidized housing. Both the City and the DSSMSSAB have overlapping responsibilities in the area of affordable housing, and as such it is recommended that the City and DSSMSSAB coordinate planning efforts to address housing affordability needs in Sault Ste. Marie.

1.3 Affordable Housing Definition

A key change of the Ontario’s proposed Provincial Planning Statement (2023) is the removal of the definition of “affordable” as it applies to housing. According to the definition within the Provincial Policy Statement (PPS 2020) and the City’s Draft Official Plan, “affordable housing” for Sault Ste. Marie is defined as:

In the case of **ownership housing**, “affordable” means housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

Affordable ownership housing in Sault Ste. Marie in 2022 was a purchase price of **\$281,300** or below.

In the case of **rental housing**, “affordable” means a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Affordable rental housing in Sault Ste. Marie in 2022 was a monthly rental rate of **\$1,015** or below (including utilities).

Please note that an alternative definition of affordable housing is also used in the core housing needs analysis section of this report. This is the definition used by CMHC.

2 Housing Demand: Population Trends and Projections

Key Points:

- The population of Sault Ste. Marie began to grow in 2018 after a long period of decline. Growth was interrupted by the onset of the COVID-19 pandemic, but most recent population figures indicate the City is growing once again.
- Migrants from other parts of Ontario and Canada, international immigrants and non-permanent residents are responsible for the City’s population growth.
- There has been recent growth in the population of younger working age adults and children under the age of 15.
- The population of the City is projected to grow by approximately 8,400 persons over the next 13 years. It is critical that the City has enough housing supply to accommodate this growth.

2.1 Population Counts

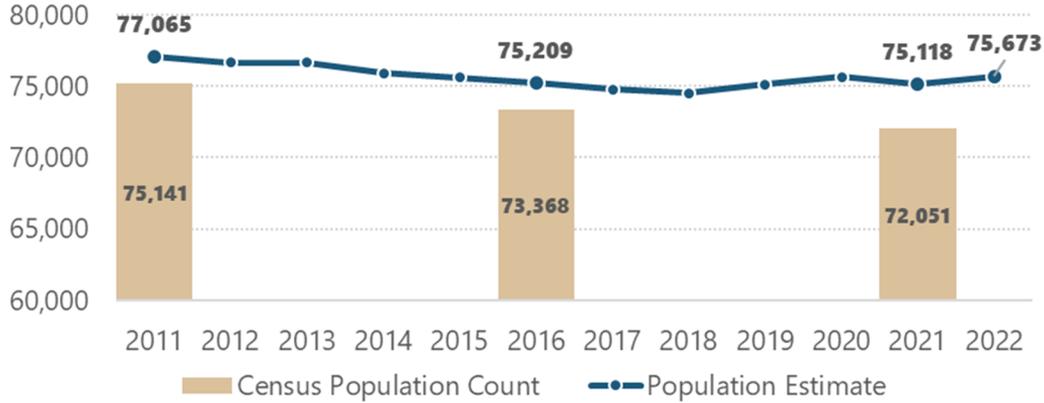
This report contains both Statistics Canada’s Census counts and Annual Demographic Estimates for Subprovincial Areas (ADEs) for Sault Ste. Marie. Census data is used in this report to determine current needs for the community as the dataset contains many housing related socio-demographic variables. Similarly, population projections presented in this report are based on Census data. ADEs are used in this report to measure the evolution of the population between censuses and provide explanations behind the population growth.

There are however differences between the two datasets. Census data may be prone to undercounts for a variety of reasons. ADEs are based on Census data with adjustments for migration, births, deaths, and Census undercounts. Therefore, the estimated population figures of the ADEs are typically higher than the Census population counts for their respective years.¹

¹ Please see <https://www.statcan.gc.ca/en/hp/estima> for more details.

According to Statistics Canada’s ADEs there were 75,673 people living in Sault Ste. Marie in 2022, down 1.9% from 2011 but up 0.6% from 2016 (Figure 2).

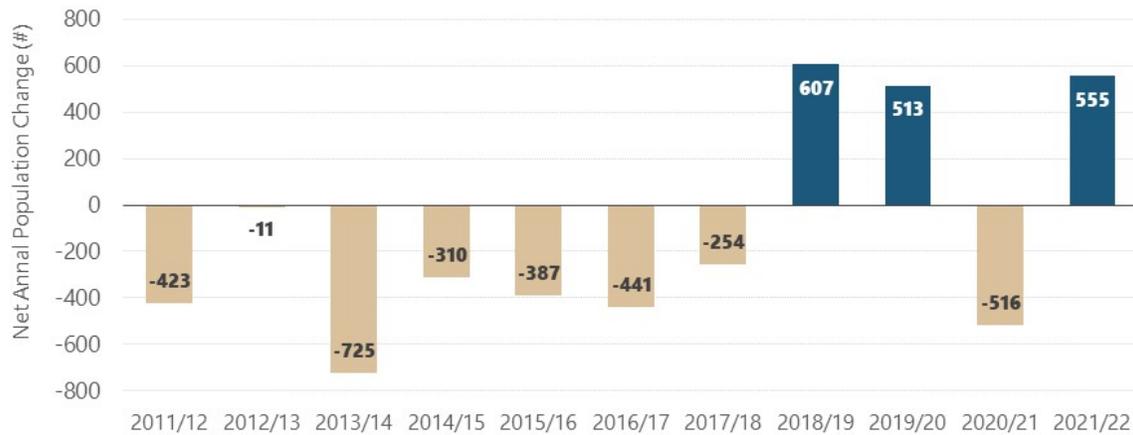
Figure 2: Annual Population Estimates and Census Population Counts – Sault Ste. Marie, 2011 to 2022



Source: Statistics Canada. Table 17-10-0142-01 and the Censuses of Canada, 2011, 2016 and 2021.

Figure 3 shows the estimated change in population year-over-year in Sault Ste. Marie. After a period of population decline, Sault Ste. Marie started to grow in 2018. Growth was interrupted during the first year of the COVID pandemic (between 2020 and 2021) as the city experienced a population loss of 516 people. The following year saw a return to growth with 555 additional people.

Figure 3: Estimated Annual Change in Population – Sault Ste. Marie, 2011/12 to 2021/22



Source: Statistics Canada. Table 17-10-0142-01

2.2 Components of Population Change

Figure 4 shows the estimated annual change in population broken down by key components for the Sault Ste. Marie area from 2011/12 to 2021/22. Components include:

- **Natural change** refers to difference between the number of live births and the number of deaths during the year;

- **Immigration** refers to the difference between the total number of international immigrants (includes persons who are landed immigrants or permanent residents) and emigrants;
- **Internal Migration** refers to the difference between the total number interprovincial and intraprovincial in-migrants and out-migrants for the year; and
- **Non-permanent Residents** include persons from another country with a usual place of residence in Canada and who have a work or study permit or who have claimed refugee status. Family members of those persons are included as well unless these family members are already Canadian citizens, landed immigrants or permanent residents.

A value below zero in the chart refers to a net loss of that population group, while a value above zero refers to a net gain of that population group for the year.

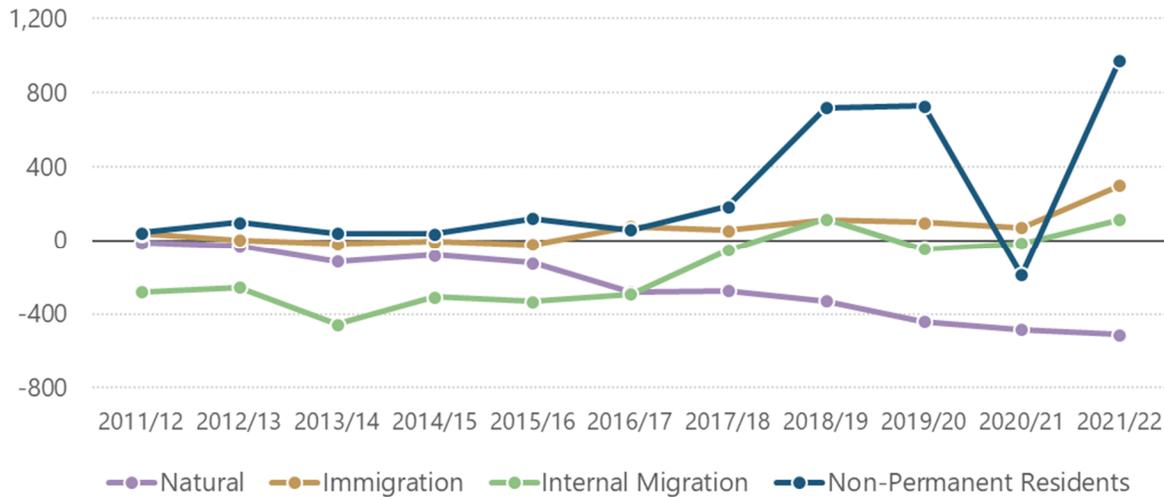
Figure 4 shows that the population of Sault Ste. Marie is not growing naturally, as deaths outnumbered births by almost 2 to 1 in 2021/22. The gap between the number of deaths and the number of births in Sault Ste. Marie has widened year-over-year since 2011/12. This means Sault Ste. Marie must rely on internal migration, immigration, and the arrival of non-permanent residents to make up for the natural decrease in population.

Between 2011/12 and 2016/17 internal out-migration was the main driver of population loss for the city. This means Sault Ste. Marie typically had more out-migration to other parts of Ontario/Canada than in-migration from those places. Internal migration moved to net-positive in 2018/19 after a long period of net-losses, reversing this trend. The year 2021/22 also showed a net-positive year in internal migration. Part of the attraction to relocate in Sault Ste. Marie is due to education and employment opportunities (including the opportunity to work remotely). Comparatively cheaper house prices, especially compared to southern Ontario is also an attraction. This pressure on housing supply has been a contributor in driving both house prices and rents up.

Sault Ste. Marie has also become a draw for immigrants and non-permanent residents. Non-permanent residents have been the largest contributor to population growth since 2017/18; however, the COVID-19 pandemic did interrupt this growth in 2020/21. The growth in non-permanent residents represents a considerable change for Sault Ste. Marie, as non-permanent residents are more likely to rent their home and are typically in the 20 to 35 year age group.²

² Statistics Canada. "A portrait of non-permanent residents in Canada". June 2023. Accessed online via: <https://www150.statcan.gc.ca/n1/pub/11-627-m/11-627-m2023039-eng.htm>.

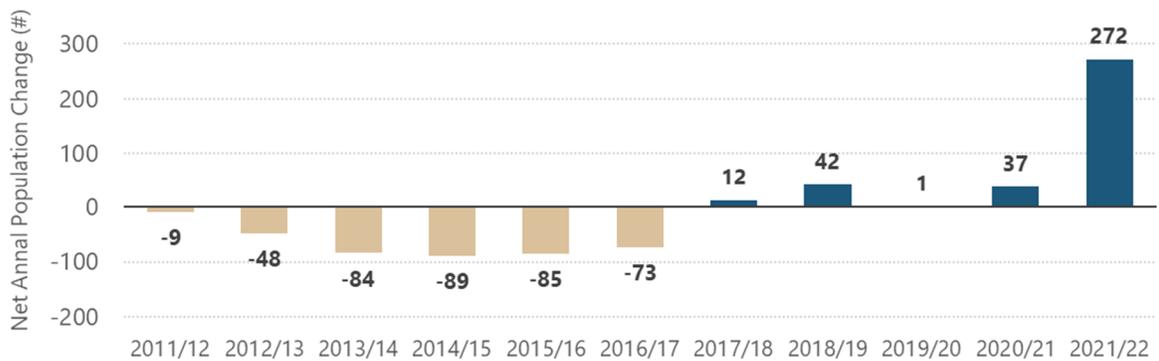
Figure 4: Components of Population Change – Sault Ste. Marie CA, 2011/12 to 2021/22



Source: Statistics Canada. Table 17-10-0136-01

Historically, persons aged 25 to 34 years old tended to migrate away from Sault Ste. Marie. Since 2017/18, there has been a net increase in this age group as a result of a shift in migration trends and the influx of non-permanent residents (Figure 5). This age group is significant in starting households and in starting families. Their impact on the housing market is on the rental and first-time buyers' market.

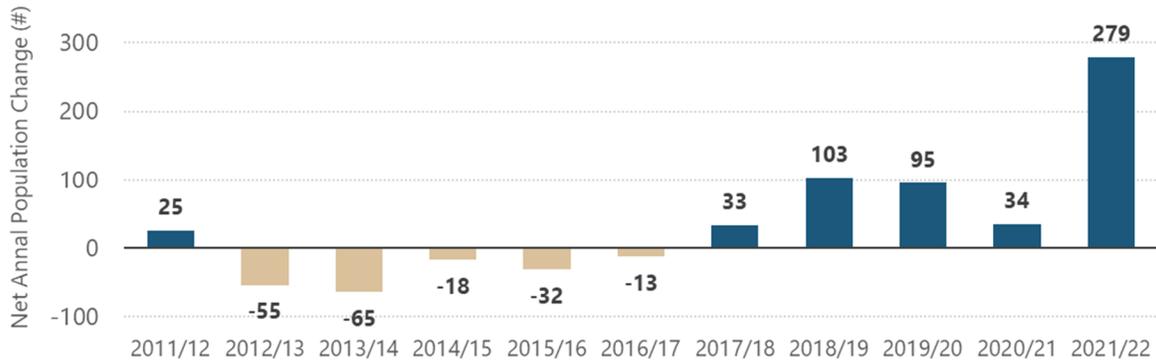
Figure 5: Estimated Net Internal Migrants, Immigrants and Non-Permanent Residents, 25 to 34 Years Old – Sault Ste. Marie CA, 2011/12 to 2021/22



Source: Statistics Canada. Table 17-10-0136-01

Similarly, there has been a net increase of children age 0 to 14 in Sault Ste. Marie since 2017/18 (Figure 6). This indicates more families are moving to the city from other parts of Ontario/Canada as well as from international locations. Families with children aged 0 to 14 require larger dwellings, typically those with two or more bedrooms.

Figure 6: Estimated Net Internal Migrants, Immigrants and Non-Permanent Residents, 0 to 14 Years Old – Sault Ste. Marie CA, 2011/12 to 2021/22

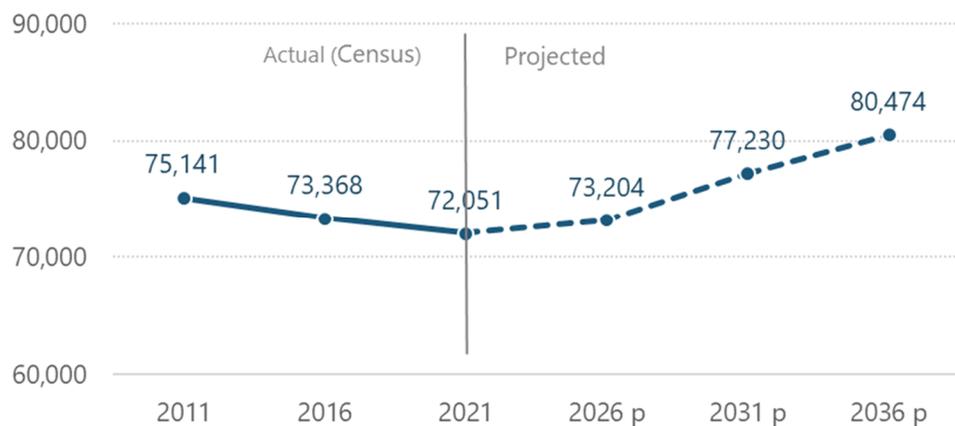


Source: Statistics Canada. Table 17-10-0136-01

2.3 Growth Forecasts

Population projections are typically based on Census counts rather than ADEs as they factor in economic, employment, and migration trends. In 2018, Dillon Consulting produced a detailed population projection for the City of Sault Ste. Marie entitled: “The City of Sault Ste. Marie: Population, Housing and Employment Projections – Commercial and Industrial Land Needs Analysis – Final Report”. This study projected the city to experience population growth between 2016 and 2036, with the most significant period of growth occurring between 2026 and 2031.³ The population was projected to grow by 1.6% between 2016 and 2021, however as shown in the ADE data, the COVID-19 pandemic had a profound effect on growth in 2020/21. The City’s Planning Department have verified that Dillon’s projections were on track (but were interrupted by the onset of the pandemic) and have therefore adjusted these projections based on 2021 Census population statistics (Figure 7). Note that the revised projections project a population of 80,474 by 2036.

Figure 7: Population Projection – Sault Ste. Marie, 2026, 2031 and 2036



Sources: Statistics Canada, Dillon Consulting and the City of Sault Ste. Marie Planning Department

³ Dillon Consulting. “The City of Sault Ste. Marie: Population, Housing and Employment Projections – Commercial and Industrial Land Needs Analysis – Final Report.” September 2018. Available online via: <https://shapethesault.ca/land-use>.

Population growth is expected to be moderate between 2021 and 2026, increasing by 1,153. The city is expected to experience a higher growth rate between 2026 and 2036 as the last of the baby boomer generation moves into retirement. Many baby boomers will remain in the city and will require local services. There will be a need to replace many of the retiring baby boomers in the workforce, which will result in annual flows of positive net in-migration and an overall increase in the population.⁴ This will have a significant impact on the housing needs of the community.

3 Household and Dwellings

Key Points:

- The average household size in Sault Ste. Marie is less than that of the province.
- There has been an increase in the proportion of one-person households in the past decade; mainly due to an aging population, but as well as a shift in living arrangements of younger working age adults. More than half of all rental households in Sault Ste. Marie are one-person households.
- The rate of homeownership is falling in the City, albeit at a slower rate than the province.
- There are many one-person households living in homes with two or more surplus bedrooms, many of which are seniors aged 75+. These households can be considered “over-housed”. An increase in 1 to 2 bedroom apartment units may contribute to an increase in the turnover rate of larger homes.
- Nearly two-thirds of the housing stock of the City is comprised of single-detached houses.
- Sault Ste. Marie’s housing stock is old compared to the province. Relatively few homes have been built since the 2000’s.
- Many homes are in need of major repairs, particularly rented single-detached, semi-detached and row houses.

3.1 Average Household Size

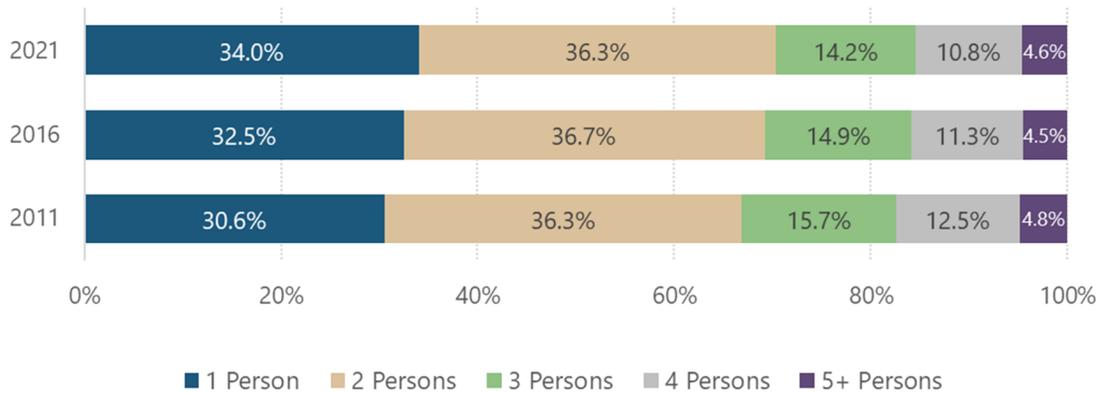
In 2021, there were 32,530 occupied dwellings in Sault Ste. Marie, down slightly from 32,635 in 2016. The average household size in Sault Ste. Marie was 2.2 persons per household in 2016 and 2021. This was below the average household size in Ontario 2021 (2.6 persons per household).

Figure 8 shows there has been growth in the proportion of one-person households in Sault Ste. Marie between 2011 and 2021. This trend is expected to continue as the last of the baby boomer generation moves into their senior years and the prevalence of living alone remains highest at older ages.⁵ In contrast, there were also more younger adults aged 25 to 34 living alone in 2021 than in the two past census years (approximately 1,175 persons in 2021 as opposed to 905 persons in 2011).

⁴ Dillon Consulting, 2018.

⁵ Statistics Canada. Table 98-10-0134-01.

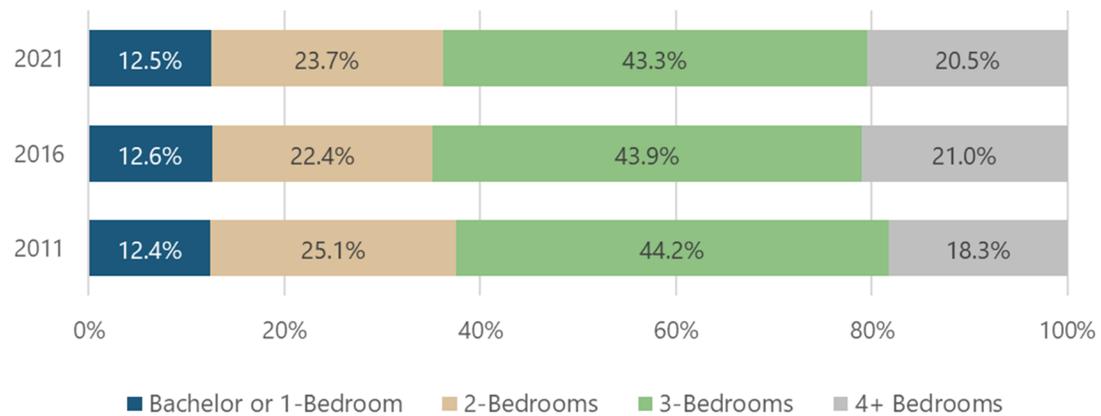
Figure 8: Household Size as a Percentage of Total Households – Sault Ste. Marie, 2011, 2016 and 2021



Source: Statistics Canada, Census Profiles, 2011, 2016 and 2021

Although, just over 70% of households had two persons or less, Figure 9 shows that nearly two-thirds of dwellings in Sault Ste. Marie in 2021 had three or more bedrooms. This indicates that the dwelling composition does not align with current household sizes in Sault Ste. Marie. Therefore, it is important that a sufficient supply of smaller units exists for those that wish to downsize or those who cannot afford a larger unit than required.

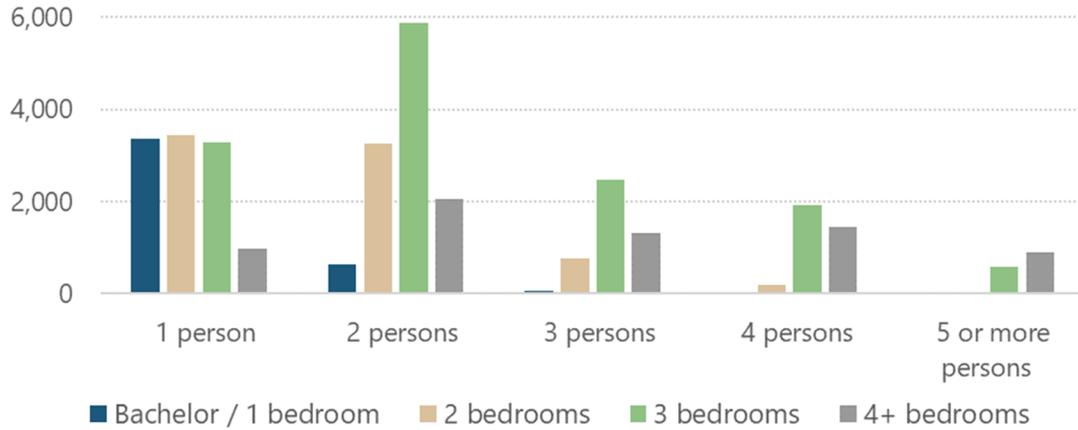
Figure 9: Number of Bedrooms per Occupied Dwelling – Sault Ste. Marie, 2011, 2016 and 2021



Source: Statistics Canada, Table: 98-10-0237-01.

Furthermore, Figure 10 shows in 2021 there were 4,255 one-person households living in homes with three or more bedrooms in Sault Ste. Marie.

Figure 10: Household Size by Number of Bedrooms – Sault Ste. Marie, 2021

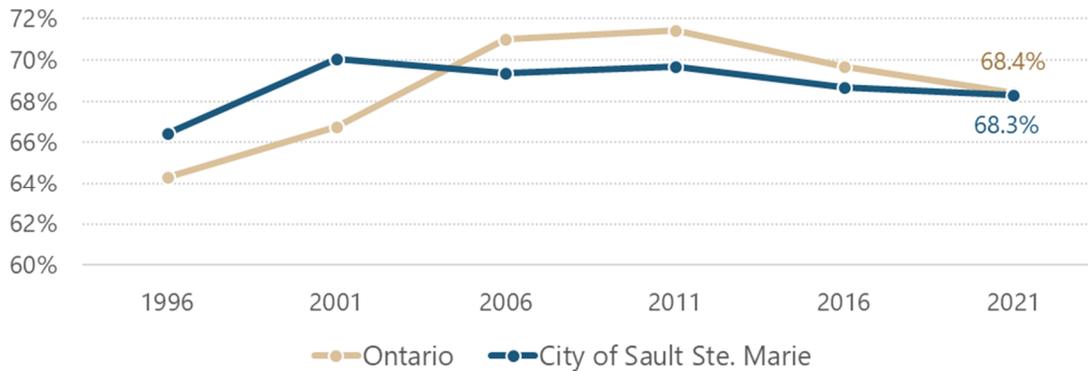


Source: Statistics Canada, Table: 98-10-0237-01.

3.2 Household Tenure

In general, the rate of homeownership has been declining in recent years. Prior to 2006, the rate of homeownership was higher in Sault Ste. Marie than in Ontario. In 2006, Sault Ste. Marie’s homeownership rate fell below the province, but the most recent Census shows the city on par with the province.⁶

Figure 11: Change in Homeownership Rates – Sault Ste. Marie and Ontario, 1996 to 2021



Source: Statistics Canada, Cat. #95F0200XDB96001 (1996) and Census Profiles, 2001 to 2021

The map in Figure 12 shows percentage of households that are renters by Census Tract (CT). The map shows that the majority of dwellings in the downtown area are rented. Other areas, typically east of Great Northern Road, have a higher concentration of rental dwellings than the average for the city. This includes the CT containing Sault College, the Pine/Allard area, and the P-Patch (47.7% renters).

⁶ Statistics Canada. “To buy or to rent: The housing market continues to be reshaped by several factors as Canadians search for an affordable place to call home” September 2022. Accessed online via: <https://www150.statcan.gc.ca/n1/daily-quotidien/220921/dq220921b-eng.htm>.

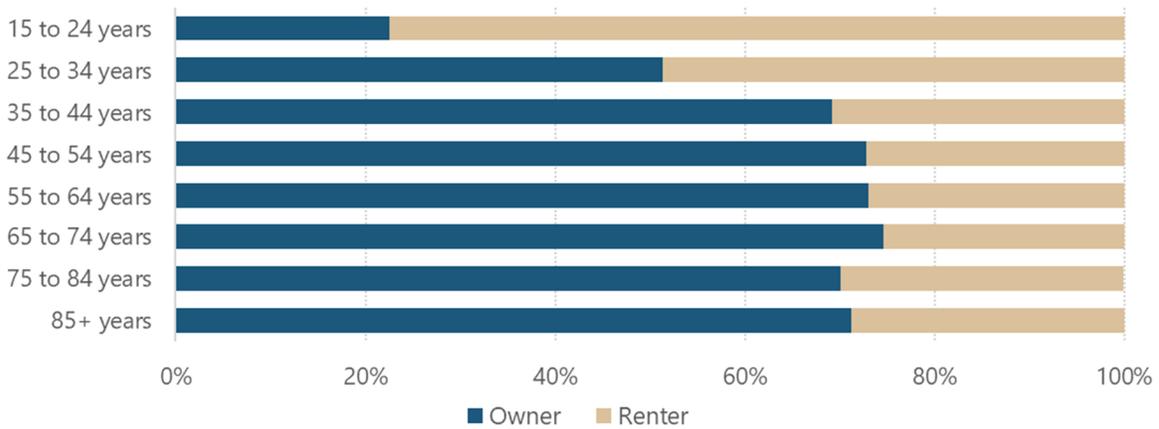
household where two or more people are listed as household maintainers, the first person listed is chosen as the primary household maintainer (Statistics Canada).

Figure 14 shows that younger households are more likely to rent than older households. For households with a primary maintainer aged 15 to 24, 77.4% were renters in Sault Ste. Marie in 2021. This age group represents students and young working age persons.

The age group 25 to 34 is significant in starting households and in starting families. Figure 5 indicated that this age group has started to grow in Sault Ste. Marie as migration trends have shifted in recent years. In 2021, just over half (51.4%) of households led by this age group were owned.

Figure 14 also shows that rate of homeownership for those aged 75+ is similar to the city-wide average of 68.3%, indicating that many seniors are choosing to not enter the rental market as they age.

Figure 14: Age of Primary Household Maintainer by Tenure – Sault Ste. Marie, 2021

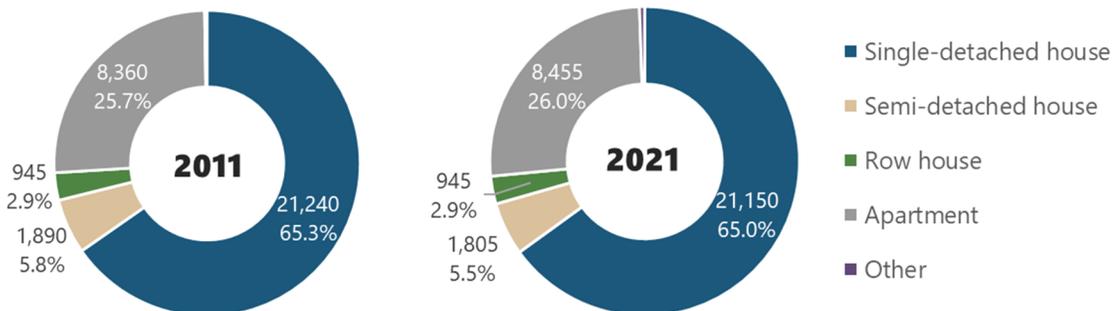


Source: Statistics Canada. Table 98-10-0232-01.

3.4 Dwellings by Type

The majority of occupied dwellings in Sault Ste. Marie are single-detached houses (65% in 2021). This is 11.4 percentage points higher than Ontario as a whole (53.6%). There has been very little change in the number and proportions of dwellings types between 2011 and 2021 in Sault Ste. Marie.

Figure 15: Occupied Dwellings by Structural Type – Sault Ste. Marie, 2011 and 2021



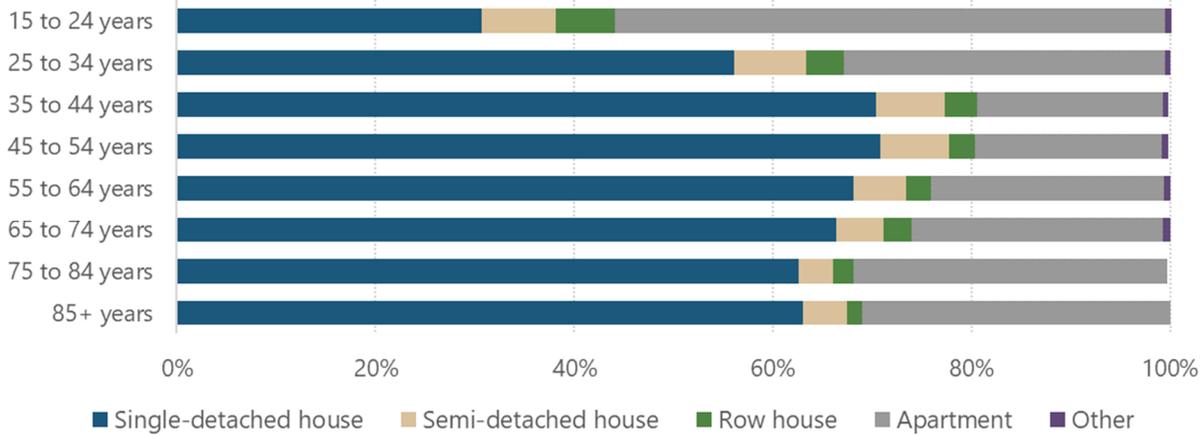
Source: Statistics Canada, Census Profiles 2011 and 2021.

Similar to Figure 14, Figure 16 shows that senior-led households are most likely to be within single-detached houses in Sault Ste. Marie (66.3% for age 65-74, 62.6% for 75-84 and 63% for 85+). Seniors are less likely to be the primary maintainer of semi-detached homes or row houses than other age groups.

Overall, 16.5% (5,375) of households in Sault Ste. Marie were maintained by a person aged 75+ in 2021. Just over one quarter of these households were non-census family households within single-detached house (*note: non-census-family households are either one person living alone or a group of two or more persons who live together but do not constitute a census family*).

Furthermore, 5% (1,580) of all households in Sault Ste. Marie were headed by a person aged 85+ in 2021. Just over one-third of these households were non-Census family households living in a single-detached house.

Figure 16: Age of Primary Household Maintainer by Dwelling Type – Sault Ste. Marie, 2021



Source: Statistics Canada. Table 98-10-0232-01.

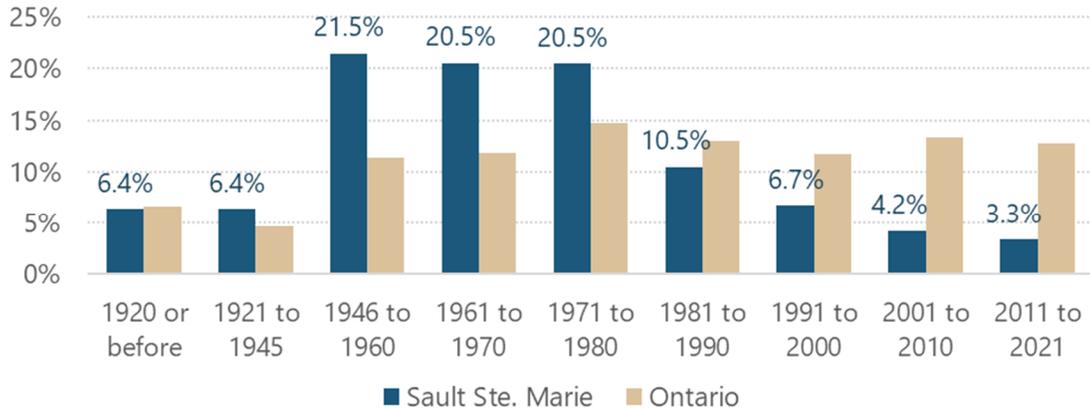
The data suggests that seniors are “aging-in-place” in Sault Ste. Marie, often within dwelling units that have more bedrooms than required to suit the size and composition of their households. This may be simply be that seniors prefer to age-in-place in larger homes, but could also indicate a lack of available rental housing that meets the needs of seniors. As a result, a portion of the housing supply “is inaccessible to younger generations who may require additional space for their growing families”.⁷

3.5 Age of Housing Stock

The housing stock in Sault Ste. Marie is quite old compared to Ontario, with 75% of dwellings built before 1980 (Figure 17). The city entered a building boom in the post-World War II era, ending in 1980. Comparatively, there have been relatively few dwellings built in the city in the most recent decades.

⁷ R-LABS. “Overhousing & Underhousing in Canadian Real Estate”. Accessed online via: <https://rlabs.ca/overhousing-underhousing-in-canadian-real-estate/>.

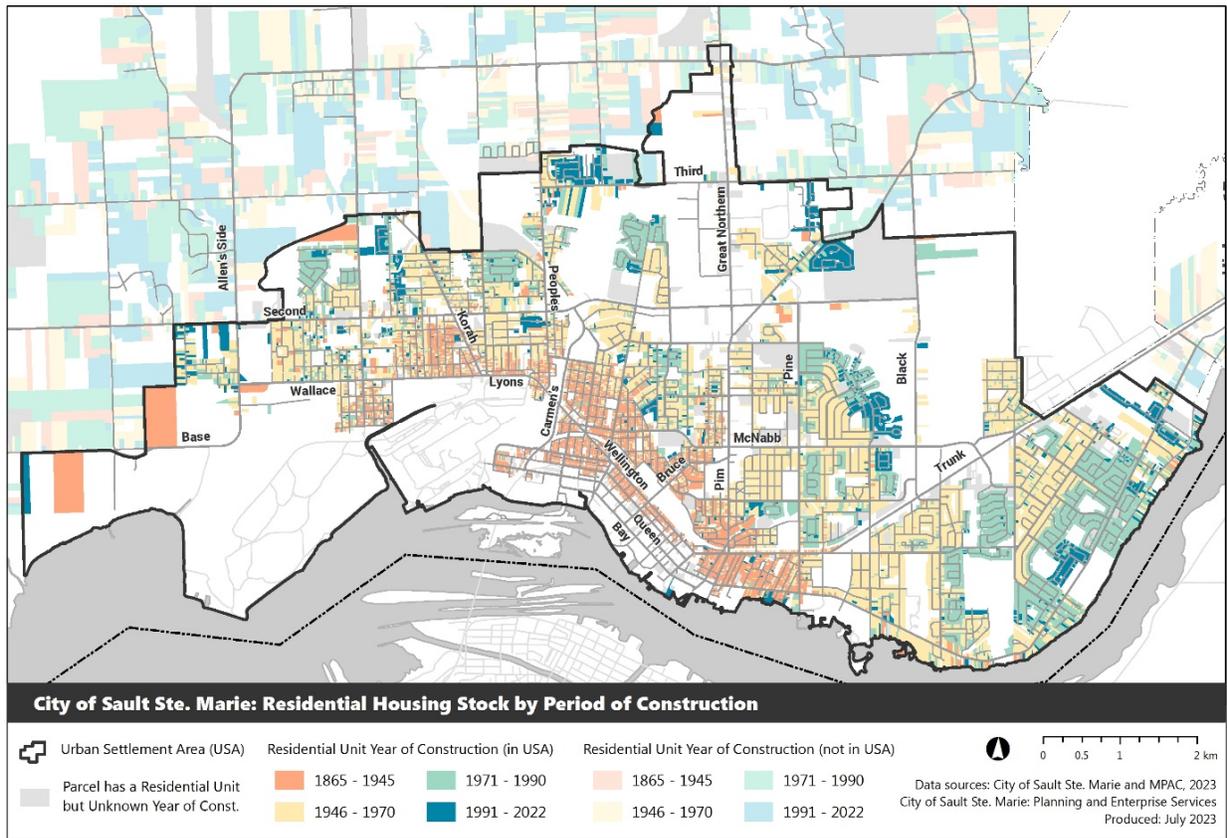
Figure 17: Dwellings by Period of Construction – Sault Ste. Marie and Ontario, 1920 to 2021



Source: Statistics Canada. Table 98-10-0233-01.

The map in Figure 18 shows residential growth by period of construction, focusing specifically on the Urban Settlement Area of the city. Dwellings built before 1946 are mainly located within the first neighbourhoods of the city. Except for some infill developments, newer housing units (built after 1990) are generally located in the suburban area of the city or near the edge of the Urban Settlement Area.

Figure 18: Residential Housing Stock by Period of Construction – Sault Ste. Marie



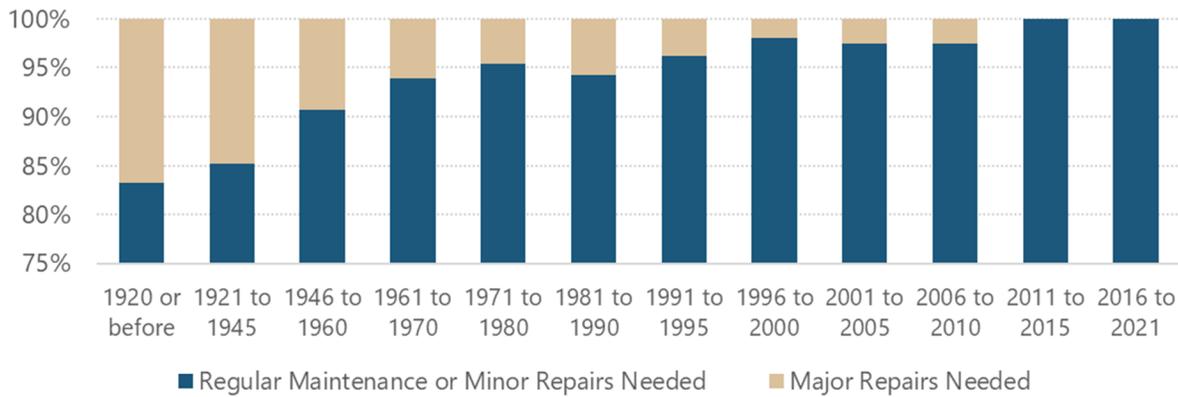
Source: City of Sault Ste. Marie and MPAC, 2023.

3.6 Dwellings Requiring Major Repairs

Living in a dwelling that requires major repair affects the quality of life for the occupants. The classification “major repairs needed” includes dwellings with defective plumbing or electrical wiring and dwellings needing structural repairs to walls, floors or ceilings. This is also referred to as “inadequate” housing by the Canada Mortgage and Housing Corporation (CMHC).

Approximately 7.1% of all dwellings in Sault Ste. Marie (2,315 dwellings) were in need of major repairs in 2021. This is comparatively higher than the Ontario average of 5.7% of dwellings. Nearly one-third of Sault Ste. Marie homes requiring major repairs (650 dwellings) were built before 1945 (Figure 19). This is typical as older buildings may require more investment to maintain. As seen in Figure 18, many of these dwellings are located downtown or within the first neighbourhoods of the city.

Figure 19: Condition of Housing by Period of Construction – Sault Ste. Marie, 2021

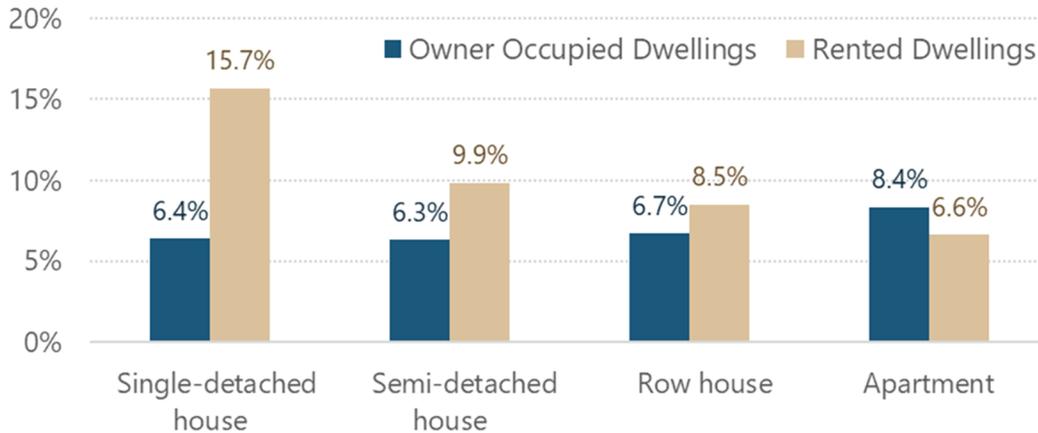


Source: Statistics Canada. Table 98-10-0233-01.

A larger proportion of rental dwellings (8.5%) required major repairs in Sault Ste. Marie in 2021 than owner occupied dwellings (6.4%). Figure 20 shows that rented single detached, semi-detached or row house dwellings were more likely to need major repairs than owner occupied dwellings of the same type. There were 260 rented single-detached dwellings (15.7% of all rented single-detached homes) in need of major repairs in 2021. Within the Apartment category, 9.6% of all rented apartments within a duplex were in need of major repairs.

The higher than average number of rented dwellings in Sault Ste. Marie in need of major repairs is likely related to the age of the housing stock but also could be related to lower-income levels, high costs for repairs, or the unwillingness of landlords to provide necessary repairs to their rental units.

Figure 20: Percent of Dwellings Requiring Major Repair by Tenure and Type – Sault Ste. Marie, 2021



Source: Statistics Canada. Table 98-10-0233-01.

4 Household Income

Key Points:

- Median household incomes are increasing in Sault Ste. Marie, but the increase is proportionally less than the province. COVID-19 income support programs had a significant impact on income levels in 2020 and 2021; however, this impact was only temporary.
- There has been considerable growth in the number of high-income households (earning over \$150,000) between 2011 and 2021.
- There were far fewer households earning less than \$40,000 annually in 2021 than in 2016; however, this does not indicate housing affordability is improving due to the rising cost of living, high rates of inflation, as well as the end of temporary pandemic relief programs.
- Rental household incomes are typically half of those that own their home. Rental household incomes grew somewhat quicker than those who own their home between 2017 and 2022, however more than two-thirds of rental households had an annual before-tax income of less than \$55,000 in 2022.

4.1 Average and Median Household Income

The COVID-19 pandemic and the income support programs put in place in 2020 had a significant impact on the income profile of Canadians. A comparison between the Censuses of 2016 and 2021 shows a stronger than expected growth in household incomes, due to temporary relief programs. This growth is not expected to continue, as the driving force behind the recent increase was temporary in nature.⁸ Therefore, the growth in income statistics between pre-pandemic years and 2021/22 should be interpreted with some caution.

⁸ Statistics Canada, The Daily “Pandemic benefits cushion losses for low income earners and narrow income inequality”. July 2022. Accessed online via: <https://www150.statcan.gc.ca/n1/daily-quotidien/220713/dq220713d-eng.htm>.

Table 1 shows the change in median incomes for all households, one-person households, and two-or-more person households in Sault Ste. Marie and Ontario from 2011, 2016 and 2021. Median incomes for all types of households are typically lower in Sault Ste. Marie than Ontario.

For all households, the change between 2016 and 2020 was 19.6% in Sault Ste. Marie and 22.5% in Ontario. This growth outpaced the rate of inflation (calculated using the all-items Consumer Price Index) for Ontario over the same period, which was 9.5%.⁹

Table 1: Median Before-Tax Household Income – Sault Ste. Marie and Ontario, 2011, 2016 and 2021

Year	Sault Ste. Marie		Ontario	
	Median Income	% Change	Median Income	% Change
<i>All households</i>				
2011	\$56,051	-	\$66,358	-
2016	\$61,020	8.9%	\$74,287	11.9%
2021	\$73,000	19.6%	\$91,000	22.5%
<i>One-person households</i>				
2011	\$26,910	-	\$33,243	-
2016	\$29,747	10.5%	\$36,900	11.0%
2021	\$37,600	26.4%	\$43,600	18.2%
<i>Two-or-more person households</i>				
2011	\$74,196	-	\$80,967	-
2016	\$81,696	10.1%	\$90,967	12.4%
2021	\$97,000	18.7%	\$111,000	22.0%

Source: Statistics Canada, Census Profiles, 2011, 2016 and 2021

4.2 Total Households by Broad Income Range

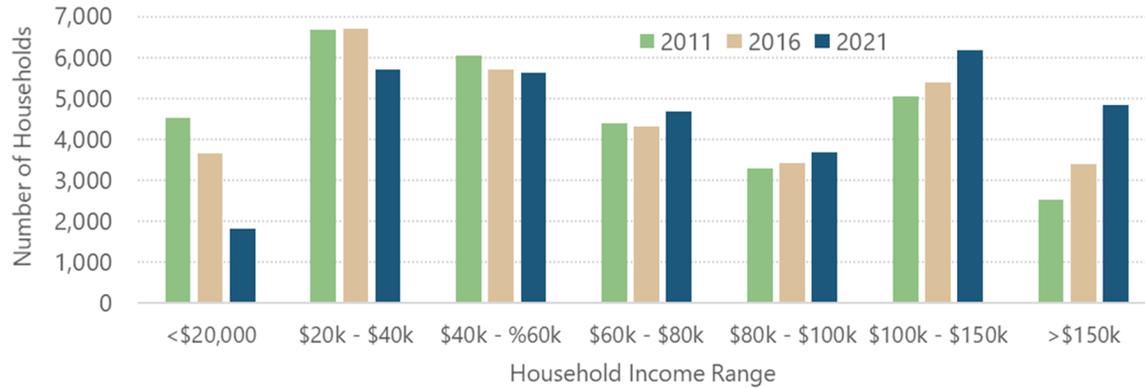
Figure 21 shows the household income distribution for all households in Sault Ste. Marie in 2011, 2016, and 2021. The largest changes were in the lowest and highest income ranges between 2011 and 2021. There was not as much change in the mid-income ranges, particularly those earning \$40,000 to \$100,000 per year.

Households earning more than \$150,000 per year have nearly doubled, while households earning less than \$20,000 per year has decreased from 14% of households in 2011 (4,540 households) to 5.5% of households in 2021 (1,800 households). However, this does not indicate that housing affordability is improving due to the rising cost of living, high rates of inflation, as well as the end of temporary pandemic relief programs.

⁹ Note: The CPI represents changes in prices as experienced by consumers by measuring the price change of a fixed basket of goods and services over time. It is widely used as an indicator of the change in the general level of consumer prices or the rate of inflation.

Statistics Canada. "Consumer Price Index (CPI)" May 2023. Accessed online via: <https://www23.statcan.gc.ca/imdb/p2SV.pl?Function=getSurvey&SDDS=2301>.

Figure 21: Household Income Distribution - Sault Ste. Marie, 2011, 2016 and 2021



Source: Statistics Canada. Censuses of Canada 2011, 2016 and 2021

4.3 All Households and Rental Households by Income Percentile

Rental household incomes in Sault Ste. Marie are typically around half of the incomes of all households. Table 2 shows that 60% of renter households earned less than \$55,000 in 2022. Between 2017 and 2022, rental incomes grew at a faster pace than the incomes of owner households; however, the actual increases (in dollar amounts) for rental households were lower than all households in every income percentile.

Table 2: Income Growth for All Households and Rental Households – Sault Ste. Marie, 2017 to 2022

Income percentile	2017 Income		2022 Income		Change 2017 to 2022			
	All Households	Rental Households	All Households	Rental Households	All Households		Rental Households	
					\$	%	\$	%
10th	\$19,400	\$12,900	\$27,400	\$18,600	\$8,000	41.2%	\$5,700	44.2%
20th	\$29,500	\$16,500	\$40,700	\$26,100	\$11,200	38.0%	\$9,600	58.2%
30th	\$40,500	\$21,100	\$52,600	\$31,800	\$12,100	29.9%	\$10,700	50.7%
40th	\$51,500	\$25,400	\$65,800	\$38,900	\$14,300	27.8%	\$13,500	53.1%
50th	\$63,900	\$31,100	\$81,200	\$46,400	\$17,300	27.1%	\$15,300	49.2%
60th	\$79,400	\$37,600	\$98,300	\$54,800	\$18,900	23.8%	\$17,200	45.7%
70th	\$99,200	\$47,400	\$120,400	\$66,700	\$21,200	21.4%	\$19,300	40.7%
80th	\$122,100	\$58,600	\$146,900	\$81,200	\$24,800	20.3%	\$22,600	38.6%
90th	\$157,100	\$81,000	\$190,000	\$105,000	\$32,900	20.9%	\$24,000	29.6%

Source: Ministry of Municipal Affairs and Housing, 2018-2023.

5 Housing Costs and Affordability

Key Points:

- Housing resale prices are well above pre-pandemic levels, reaching a peak benchmark price of \$320,700 in May 2022 but receding slightly since then. Between 2017 and 2022, housing resale prices grew by approximately 80%, far outpacing the growth in household income during this time.
- Resale inventory is down from its long-term average, indicating high demand and low supply. Residential sales activity was very high in 2021 and 2022.
- In 2022, only the households with an income near 70% percentile or higher would be able to afford the average single-detached house in the City.
- The number of primary rental market units has grown very slightly in the past decade and vacancy rates are currently at their lowest level since 2014. Sault Ste. Marie would need to add 52 to 155 vacant purpose built rentals to the market to rise to a vacancy rate of 3% to 5%.
- Rental rates are growing faster than the rate of inflation; rising by 56.1% between 2011 and 2022.
- Rental households with incomes between the 40th and 70th percentile (for all rental households) are not able to afford the current market rent for available units in 2022. Many of these households do not qualify for subsidized housing and are therefore required to spend more than 30% of their gross income on shelter costs. This group represents the “missing middle”.

5.1 Ownership Housing

5.1.1 Resale Data

The MLS® Home Price Index (HPI) tracks price trends for a “typical” house for the area. The overall MLS® HPI composite/single-family benchmark price for the Sault Ste. Marie area was \$287,600 in May 2023 (not seasonally adjusted). Between May 2017 and May 2023, the benchmark price for the Sault Ste. Marie area increased by 82.4%.

Figure 22 shows monthly resale price growth trends for Sault Ste. Marie over the period from January 2013 to May 2023 based on Canadian Real Estate Association (CREA) sales data for all resale house types (blue line). The beige bars show the percent change from the same month in the previous year.

Price growth was relatively flat between 2013 and 2019; however, it increased steadily throughout 2020 and reached a peak in May 2022 with a benchmark price of \$320,700 (not seasonally adjusted). Prices have decreased somewhat since then, indicating the market may be starting to stabilize.

Figure 22: MLS® Home Price Index (HPI) – Monthly Composite Benchmark Price (\$) and Change from the Previous Year (%) – Sault Ste. Marie Real Estate Board, Jan. 2013 to May 2023



Source: CREA, 2023.

5.1.2 Months of inventory

Months of inventory is an important measure of the balance between sales and the supply of listings. It represents how long it would take to liquidate current inventories at the current rate of sales activity. According to the Sault Ste. Marie Real Estate Board, months of inventory numbered 2.1 at the end of March 2023, up from the 0.7 months recorded at the end of March 2022 but well below the long-run average of 4.9 months for this time of year.¹⁰ The years of 2021 and 2022 had very low residential months of inventory compared to the recent average, indicating a high demand and low supply.

5.2 Affordable Ownership Gap Analysis

Table 3 shows income percentiles (or deciles) for all households as well as the maximum affordable house price for each income percentile for Sault Ste. Marie as calculated by the Ministry of Municipal Affairs and Housing (MMAH) as well as minimum wage (\$15.50/hour) and a living wage (\$19.70/hour) as calculated by the Ontario Living Wage Network.¹¹ Each income decline is compared to the “affordable” housing price for the city according to the PPS 2020 (\$281,300) and the estimated average value of each dwelling type captured in the Census of 2021 (adjusted for 2022). Cells shaded in orange indicate that a household in this decile cannot afford to purchase a home at that price. Cells shaded in green indicate that a household in this decile can afford to purchase a home at that price. Cells shaded in orange and green lines means that most households in this decile cannot afford to purchase a home.

Households with incomes in the 70th percentile or above would be able to afford an average house of any type within Sault Ste. Marie. Households with incomes in the 40th percentile could afford average priced semi-detached units only. Low-income households (including those with one minimum wage earner or one living wage earner) would likely not be able to purchase a home in Sault Ste. Marie and would rely on the rental market or on subsidized housing.

¹⁰ Canadian Real Estate Association. “Sault Ste. Marie Real Estate Board”. May 2023. Accessed online via: <https://creastats.crea.ca/board/saul>.

¹¹ Ontario Living Wage Network. Rates. November 2022. Accessed online via: <https://www.ontariolivingwage.ca/rates>.

Table 3: Ownership Housing Affordability in Sault Ste. Marie, 2022

Income Group	Income decile	Maximum HH Income 2022	Max Affordable House Price	MMAH 10% below average	Estimated Average Value of Dwelling (based on Census 2021)				
					Total	Single	Semi	Townhouse	Apartment /Condo
				\$281,300	\$325,675	\$335,809	\$223,412	\$333,967	\$287,902
Low Income	10th	\$27,400	\$94,300						
	20th	\$40,700	\$139,900						
	30th	\$52,600	\$180,900						
Moderate Income	40th	\$65,800	\$226,500						
	50th	\$81,200	\$279,400						
	60th	\$98,300	\$338,300						
High Income	70th	\$120,400	\$414,300						
	80th	\$146,900	\$505,500						
	90th	\$190,000	\$653,800						
	100th	\$190,001+	\$653,801+						
Min. Wage	-	\$28,210*	\$103,780						
Living Wage	-	\$35,845*	\$131,868						

*assumes a 35 hour work week for 52 weeks

Sources: Ministry of Municipal Affairs and Housing 2023 and Statistics Canada 2022.

5.3 Rental Housing

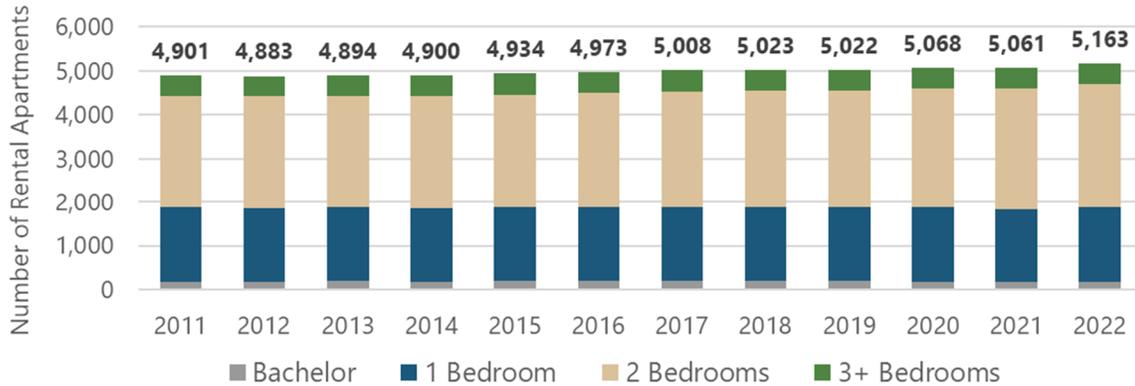
Rental housing comprises 31.7% of all households in Sault Ste. Marie, including the primary and secondary rental market as well as subsidized units (such as those owned by the DSSMSSAB). Rental housing has traditionally been a more affordable option than purchasing a house in Sault Ste. Marie and Ontario; however, rental rates have grown faster than the rate of inflation and the supply of primary market rental units has not kept pace with recent demand.

5.3.1 Number of Primary Market Rental Units (Supply)

The primary rental market consist of units in purpose-built rental structures of three units or more. The number of primary market rental units in Sault Ste. Marie has grown by 5.3% since 2011; however, there was little change between 2018 and 2021 (Figure 23). This time-period is notable as it marks the beginning of the influx of non-permanent residents to the city (whom typically rely on the rental market).

The growth in rental units was almost exclusively in 2-bedroom apartments (+255 units), as the number of bachelor, 1-bedroom, and 3+ bedroom units remained nearly the same.

Figure 23: Number of Primary Market Rental Units by Number of Bedrooms - Sault Ste. Marie, 2011 to 2021

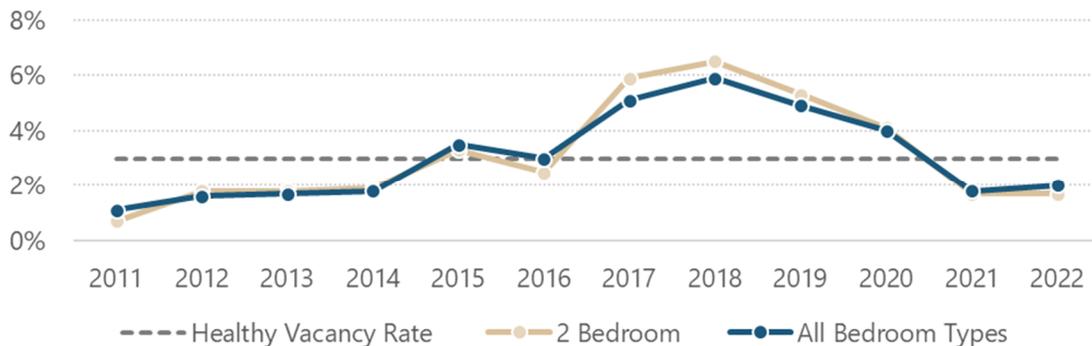


Source: CMHC Primary Market Rental Reports 2011 to 2022.

5.3.2 Vacancy Rate for Primary Rental Units

Apartment and row house vacancy rates fluctuated between 2011 and 2022, from a low of 1.1% in 2011 to a high of 5.9% in 2018 (Figure 24). The most recent data shows a primary market vacancy rate of 2% for apartments and row houses combined. High demand for rental units and limited construction during this time has contributed to the vacancy rate falling below the 3% to 5% that is considered a balanced or “healthy” vacancy rate.¹² Sault Ste. Marie would need to add 52 to 155 vacant purpose built rentals to the market to rise to a vacancy rate of 3% to 5%.

Figure 24: Apartment and Row House Vacancy Rate – Sault Ste. Marie, 2011 to 2022



Source: CMHC, 2011 to 2022.

5.3.3 Primary Market Rental Rates

CMHC annually publishes average monthly rental rates for Sault Ste. Marie apartments. This data includes all rental apartments, which includes newly leased apartments as well as long-term units that are rent controlled. Therefore, these rates do not represent actual current market rental rates of newly leased units.

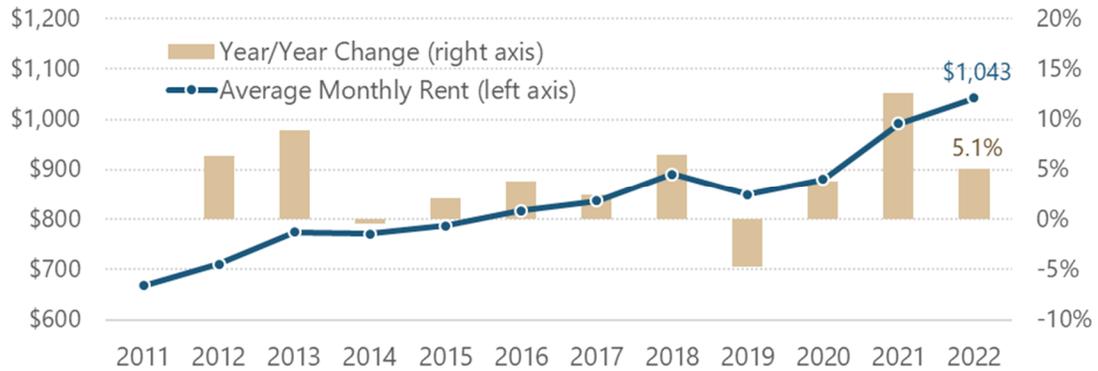
Figure 25 shows the average primary market rental rates increased year-over-year between 2011 and 2022, with a slight decrease in 2014 and a 4.7% decrease in 2019. The highest one-year

¹² Advocacy Centre for Tenants Ontario. “Tenant Protection and Rent Regulation in Ontario”. March 2021. Accessed online via: https://www.acto.ca/production/wp-content/uploads/2019/07/Factsheet_March2021.pdf.

increase took place between 2020 and 2021 when average rates increased 12.9% from \$881/month to \$992/month. This increase, coupled with the drop in vacancy rate from 4% to 1.8% indicates a high demand for rental units during this time.

Overall, average rental rates have increased by 56.1% in Sault Ste. Marie between 2011 and 2022; at a lower rate than the income growth of all households as shown in Table 1. This likely indicates that renters are required to pay a greater share of their gross income on rents over time, leaving less for other necessities, discretionary spending, and/or savings.

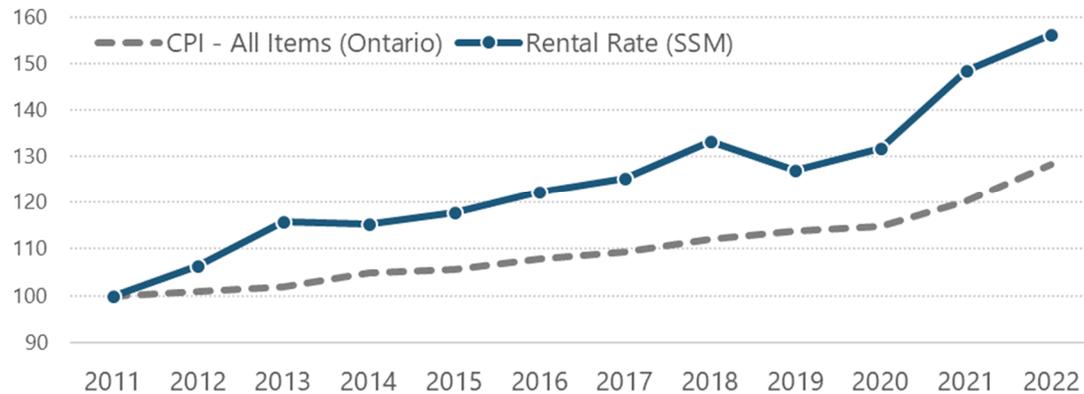
Figure 25: Apartment/Row House Rental Rates (\$) and Annual Growth (%) – Sault Ste. Marie, 2011 to 2022



Source: CMHC, 2011 to 2022.

Furthermore, average rental rates in Sault Ste. Marie outpaced the rate of inflation between 2011 and 2022. Figure 26 shows the average rental rate for Sault Ste. Marie and the Consumer Price Index (All Items), both indexed to 2011. The gap between the increase in rental rates and the CPI has widened over time.

Figure 26: Annual Rental Rates and Consumer Price Index (Indexed to 2011), 2011 to 2022



Source: CMHC and Statistics Canada, 2011 to 2022.

5.4 Affordable Rental Gap Analysis

Households in lower income percentiles may qualify for subsidized housing depending on the number of bedrooms required. Table 4 shows the income limits for subsidized housing by bedroom count for Sault Ste. Marie for 2020 and 2021. It is important to note that there is a long waitlist for subsidized housing in Sault Ste. Marie through the DSSMSSAB as well as other

providers such as Ontario Aboriginal Housing Services (OAHS). Those who qualify for subsidy may spend a significant period of time waiting.

Table 4: Subsidized Household Income Limits for Sault Ste. Marie, 2021 and 2022

Unit Type	Household Income Limit 2021	Household Income Limit 2022
Bachelor	\$27,500	\$27,500
1 Bedroom	\$33,000	\$34,000
2 Bedrooms	\$39,500	\$40,500
3 Bedrooms	\$43,500	\$45,000
4+ Bedrooms	\$59,500	\$59,500

Source: Housing Services Act, 2011, Ontario Regulation 370/11

Table 5 shows rental household income percentiles (or deciles) along with the maximum affordable monthly rent for each income percentile for Sault Ste. Marie as calculated by MMAH. It also shows the average rental rates for apartments and row houses by number of bedrooms. Similar to the ownership analysis, orange cells indicate the rental price is unaffordable and green cell indicate affordable rent. Cells with an “S” indicate that a household in this income percentile would qualify for a housing subsidy.

Table 5: Rental Housing Affordability in Sault Ste. Marie, 2022

Income Group	Income percentile	Renter HH Income 2022	Max Affordable Monthly Rent 2022	CMHC Average Rents for Apartments and Row Houses (2022)				
				Total	Bachelor	1 BR	2 BRs	3+ BRs
				\$1,043	\$746	\$917	\$1,092	\$1,226
Low Income	10th	\$18,600	\$460	S	S	S	S	S
	20th	\$26,100	\$650	S	S	S	S	S
	30th	\$31,800	\$800	S		S	S	S
Moderate Income	40th	\$38,900	\$970	S			S	S
	50th	\$46,400	\$1,160					
	60th	\$54,800	\$1,370					
High Income	70th	\$66,700	\$1,670					
	80th	\$81,200	\$2,030					
	90th	\$105,000	\$2,620					
	100th	\$105,001+	\$2,621+					
Min. Wage	-	\$28,210*	\$704	S		S	S	S
Living Wage	-	\$35,845*	\$895				S	S

*assumes a 35 hour work week for 52 weeks

Source: MMAH and CMHC

It is important that rental rates provided by CMHC include those who have been in a rent-controlled unit for many years. The rates shown in this table do not reflect current market prices for available units.

For current market rates for available units, market rental reports are available online. These reports aggregate rental rate data from numerous rental listings websites and only factor in units that are available to rent at that given time. Table 6 uses the same income and maximum affordable rent data as Table 5, but uses Rent Panda’s Market Rental Report for December 2022

rather than CMHC average rents. As expected, market rental rates are significantly higher than the CMHC Average Rents.

Many households between the 40th and 70th percentiles cannot afford market rental rates and do not qualify for subsidy. This is a rental affordability gap. There are approximately 1,032 households within each of the income percentiles shown in Table 6; meaning there are approximately 2,064 rental households in the city that do not qualify for rent subsidy and would not be able to afford the current market rental rates.

Table 6: Current Market Rate Rental Housing Affordability in Sault Ste. Marie, 2022

Income Group	Income percentile	Renter HH Income 2022	Max Affordable Monthly Rent 2022	Market Rental Report (Median 2022)					
				1 BR – Apart.	1 BR – All	2 BRs – Apart.	2 BRs – All	3+ BRs – All	3+ BRs – Houses
				\$1,250	\$1,275	\$1,400	\$1,550	\$1,850	\$1,800
Low Income	10th	\$18,600	\$460	S	S	S	S	S	S
	20th	\$26,100	\$650	S	S	S	S	S	S
	30th	\$31,800	\$800	S	S	S	S	S	S
Moderate Income	40th	\$38,900	\$970			S	S	S	S
	50th	\$46,400	\$1,160						
	60th	\$54,800	\$1,370						
High Income	70th	\$66,700	\$1,670						
	80th	\$81,200	\$2,030						
	90th	\$105,000	\$2,620						
	100th	\$105,001+	\$2,621+						
Min. Wage	-	\$28,210*	\$704	S	S	S	S	S	S
Living Wage	-	\$35,845*	\$895			S	S	S	S

**assumes a 35 hour work week for 52 weeks*

Source: Rent Panda, Market Rental Reports December 2022.

New migrants to the city and persons who must move to a new unit may have difficulty in finding a rental unit that they can afford. The general mobility rate of the city in 2021 was 11%; meaning just over 1 in 10 households in Sault Ste. Marie indicated they lived at a different residence one-year prior to the 2021 Census reference date. Many households are therefore required to either spend more than 30% of their income on rent or live in inadequate or less than ideal accommodations.

5.5 Non-Market Housing Supply

There are a number of non-market housing providers in Sault Ste. Marie. The DSSMSSAB is the local service manager that oversees affordable housing and homelessness prevention programs. The DSSMSSAB uses funding from all levels of government to meet local housing needs through programs and services including rent supplements.

Ontario Aboriginal Housing Services (OAHS) is a non-profit housing provider with a focus on the Indigenous communities and individuals. OAHS provides rent-geared-to-income (RGI), affordable rent, and affordable homeownership programs.

Habitat for Humanity Sault Ste. Marie and Area provides an option for affordable homeownership. Habitat is involved in building and improving homes in partnership with individuals and families in

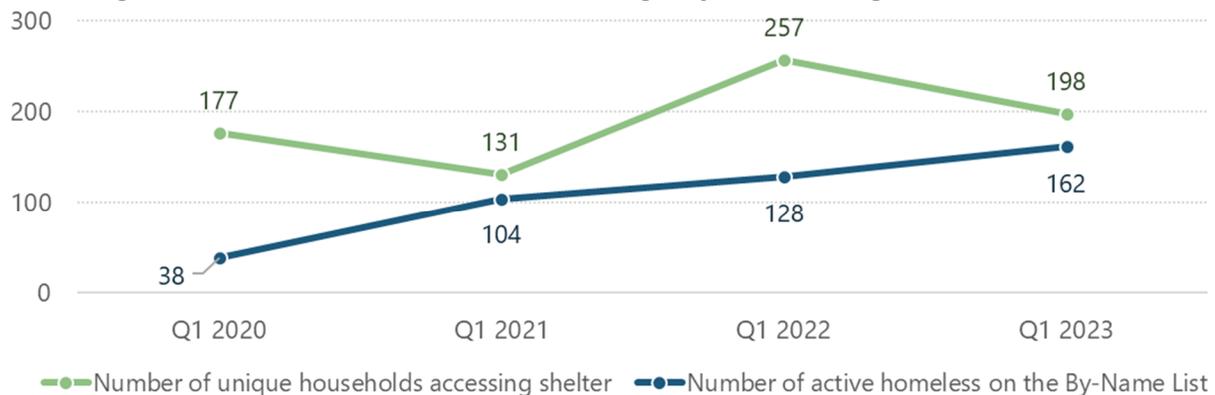
need of a decent and affordable place to live. Habitat builds several homes per year in Sault Ste. Marie.¹³

5.5.1 Homelessness, Emergency Shelters and Supportive Housing

Despite being a small city, Sault Ste. Marie still faces its share of need for social housing to address homelessness and precarious housing. A point-in-time count conducted in October 2021 identified 244 individuals that were either homeless or in a precarious housing situation, compared to 93 in April 2018 (an increase of 163%). It is recognized that this point-in-time count likely understates the number of homeless individuals.

Figure 27 shows a snapshot of the number of unique households accessing any one of the emergency shelters in Sault Ste. Marie as well as the number of active homeless individuals on the local By-Name List at the end of the first quarter in 2020 to 2023. The By-Name List is a real-time list of all known people experiencing homelessness in the community. Both the number of homeless individuals and the number of those accessing the emergency shelters have been trending upwards since 2020.

Figure 27: Homelessness Counts and Emergency Shelter Usage, Q1 2020 to Q1 2023



Source: DSSMSSB, 2023.

Furthermore, there is a need for supportive housing in Sault Ste. Marie. Supportive housing is intended for those who experience chronic homelessness and are unable to exit homelessness on their own due to multiple barriers. According to a consultant’s report from May 2022, it was estimated that Sault Ste. Marie requires a minimum of 80 permanent supportive housing units.¹⁴

As of July 2023, there were 10 permanent supportive housing units in the city. There are an additional 8 bridge units at Pauline’s Place and will be 22 bridge units opening at a new men’s shelter in 2023. These bridge units will temporarily fill a gap until more permanent supportive housing is built.

5.5.2 Subsidized Housing

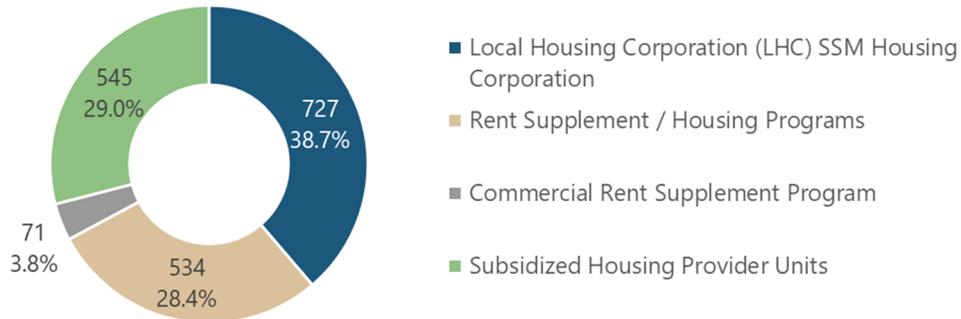
Subsidized housing options in Sault Ste. Marie include: community housing owned by the Sault Ste. Marie Housing Corporation (SSMHC), rent supplement programs (including the Portable

¹³ Habitat for Humanity Sault Ste. Marie & Area. “Our Builds”. Accessed online via: <https://habitatsault.ca/blogs/our-builds>.

¹⁴ DSSMSSAB. Homelessness Prevention Program Investment Plan 2023-24. June 2023. Accessed online via: <https://socialservices-ssmd.ca/wp-content/uploads/2023/06/June-2023-DSSAB-Board-Package-Updated-1.pdf>.

Housing Benefit), subsidized housing owned by a non-profit provider, co-operatives, and other programs. As the service managers for the Sault area, the DSSMSSAB is required to provide at least 1,869 social housing subsidies as per the *Housing Services Act*, 2011. Figure 28 shows a breakdown of the types of subsidies provided by the DSSMSSAB. At the end of March 2023, there were 727 subsidized units operated by the SSMHC and 545 RGI units operated by 14 other non-profit and co-operative housing organizations within the Sault Ste. Marie area.

Figure 28: Types of Subsidized Housing Units – Sault Ste. Marie, March 2023



Source: DSSMSSAB, 2023

6 Current Unmet Needs

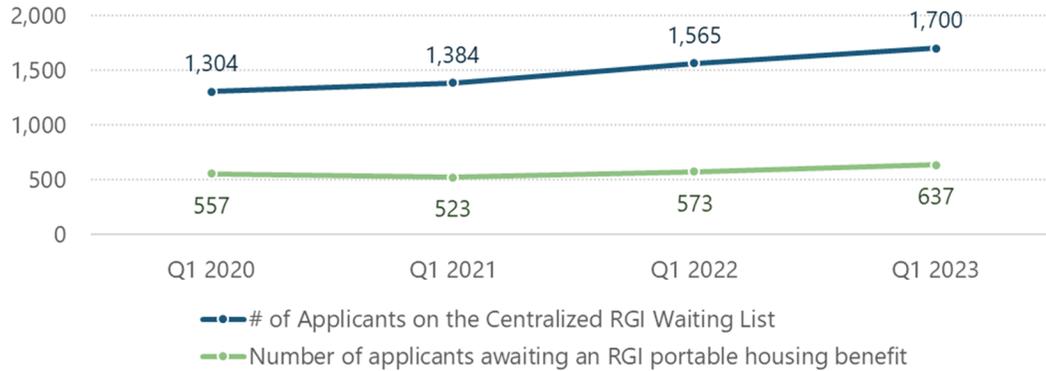
Key Points:

- The waitlist for subsidized housing has been increasing in recent years. At the end of March 2023, there were 1,700 households on the DSSMSSAB waitlist for subsidized housing, representing 5.2% of all households in the City.
- The percentage of households in core housing need has declined between 2016 and 2021; however, this may only be temporary as many households were relying on pandemic-related government transfers in 2020/21.
- Rental households are much more likely to be in core housing need than owner occupied households. About 14% of all rental households that do not receive a subsidy are in core housing need.
- More than one-third of all rental households in Sault Ste. Marie are spending more than 30% of their gross household income on shelter costs. Nearly all households in core housing needs were facing affordability challenges.

6.1 Waitlists for Subsidized Housing

Demand for subsidized housing in Sault Ste. Marie exceeds supply. At the end of quarter 1 of 2023, there were 1,700 households waiting for subsidy (Figure 29). This represents 5.2% of all households in the city. The waitlist is up by 30.4% (+396 units) from end of quarter 1 of 2020. About two-thirds of those waiting for a unit are seeking a one-bedroom unit and approximately one-third of those on the waitlist are seniors (60+). In some cases, those on the waitlist may already occupy a subsidized unit and are wishing to move to a different unit to better suit their needs. OAHS has also indicated they have a substantial waitlist for housing, particularly for 1 and 2 bedroom units; however, those figures are not included in the following chart.

Figure 29: Waitlist for Housing Subsidies – Sault Ste. Marie, 2020 to 2023



Source: DSSMSSB, 2023

6.2 Core Housing Need

A commonly used measure of the need for affordable housing is to look at the number or percentage of households in core housing need. This measure is useful in identifying households living in precarious housing circumstances due to limited means. According to the CMHC, households in core housing need live in an unsuitable, inadequate or unaffordable dwelling and their income levels are such that they could not afford acceptable housing in their community.

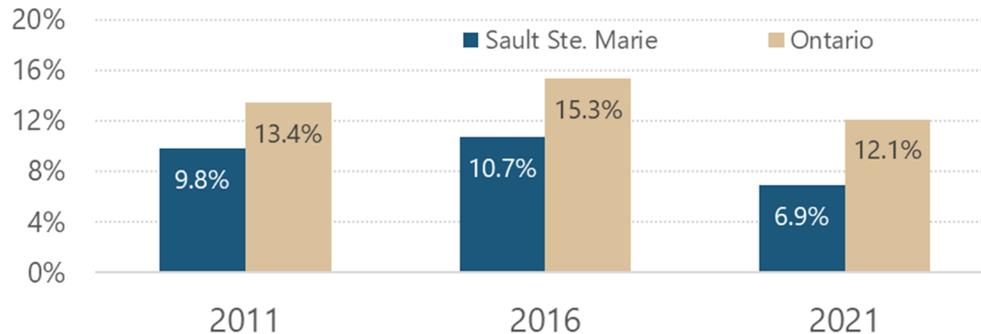
Unsuitable housing: A household that does not have enough bedrooms according to the National Occupancy Standards.

Inadequate housing: A household that lives in a dwelling in need of major repairs.

Unaffordable housing: A household that spends more than 30% of its income on shelter costs and is unable to afford alternative housing in the community.

It is important to note that CMHC’s definition of ‘affordable housing’ differs from that of the Provincial Policy Statement 2020. Figure 30 shows that generally, the prevalence of core housing need in Sault Ste. Marie (6.9% of households) is lower than that of Ontario (12.1% of households province-wide). Core housing need dropped between 2016 and 2021; however, this may only be temporary as many households were relying on pandemic-related government transfers in 2021. With the end of those programs, many households may experience a decrease in household income.

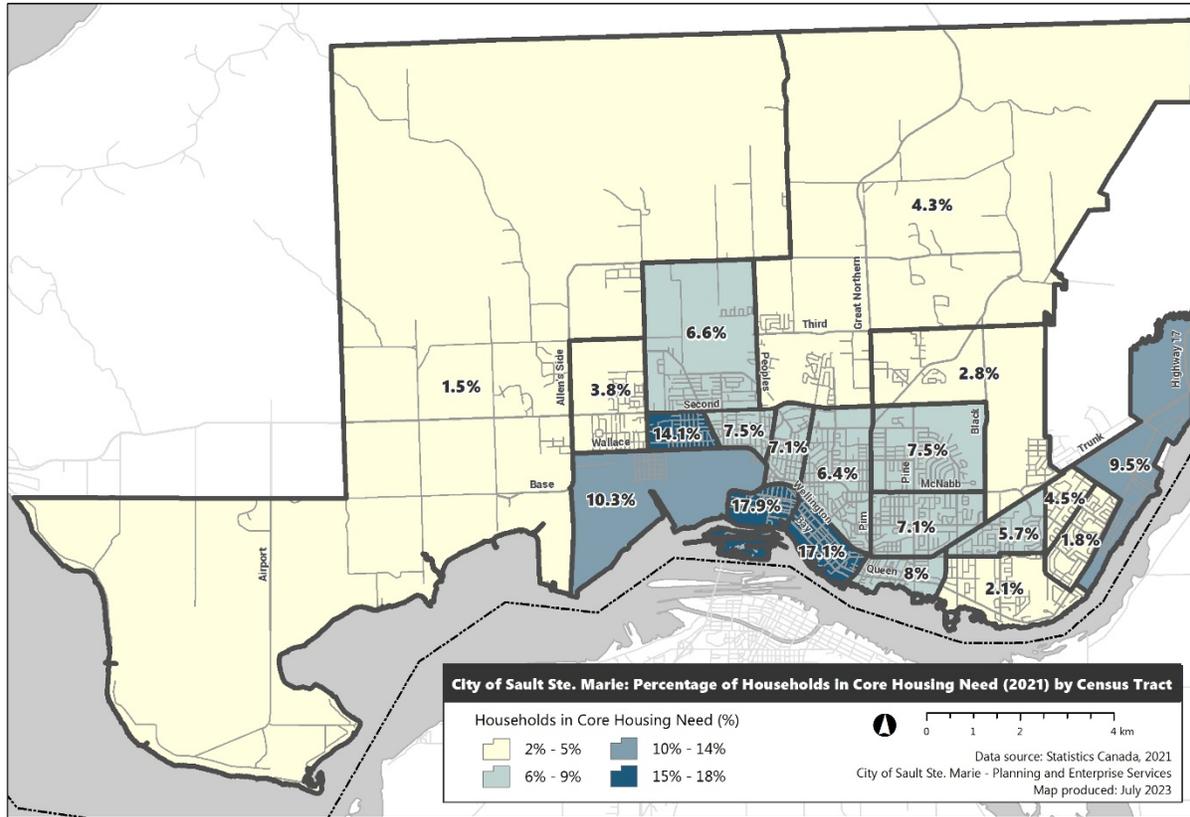
Figure 30: Households in Core Housing Need (%) – Sault Ste. Marie and Ontario, 2011, 2016 and 2021



Source: Statistics Canada. Censuses of Canada, 2016 and 2021, and NHS, 2011.

There are areas within the city with higher concentrations of households in core housing need including the downtown and the Buckley neighbourhood in the urban west end (Figure 31). Approximately 17-18% of all households in the downtown area were in core housing need.

Figure 31: Percentage of Households in Core Housing Need, by Census Tract – 2021



Sources: CMHC and Statistics Canada 2021 Census of Population.

Rental households are more likely to be in core housing need than owner households (Table 7). In 2021, 15.9% of rental households (1,605 households) in Sault Ste. Marie were in core housing need compared to 2.8% of owner households (620 households).

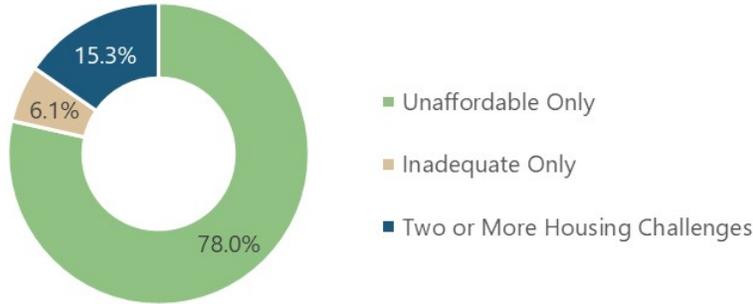
Table 7: Households in Core Housing Need by Tenure Type – Sault Ste. Marie and Ontario, 2021

Indicator	Households in Core Housing Need 2021		
	Sault Ste. Marie (#)	Sault Ste. Marie (%)	Ontario (%)
All Households	2,225	6.9%	12.1%
Owner Households	620	2.8%	6.3%
Renter Households	1,605	15.9%	24.9%
Renters in Subsidized Housing	510	22.6%	30.2%
Renters Not in Subsidized Housing	1,090	13.9%	24.1%

Sources: CMHC and Statistics Canada 2021 Census of Population.

This chart shows the proportion of Sault Ste. Marie households that were in core housing need in 2021 due to each of the three underlying housing standards/dimensions. Nearly all households in core housing need were facing affordability challenges (93.1%), many of which were only were facing affordability challenges (78%).

Figure 32: Core Housing Need by Housing Standards – Sault Ste. Marie, 2021



Source: Statistics Canada. Table 98-10-0247-01.

6.2.1 Housing Affordability

Compared to Ontario, Sault Ste. Marie has a smaller proportion of households who are in unaffordable homes. Census data shows that homeownership costs in Sault Ste. Marie are significantly less than in other parts Ontario. However, rental affordability is similar to the rest of Ontario, despite cheaper average rent in the city. This is due to the lower income levels of renters in Sault Ste. Marie than Ontario. Table 8 shows that the percentage of households spending more than 30% on housing but not in core housing need is comparable in Sault Ste. Marie (34.2%) and Ontario (38.4%).

Table 8: Households Spending More than 30% of their Income on Shelter – Sault Ste. Marie and Ontario, 2021

Household Tenure	Housing Affordability Indicator (2021)	Sault Ste. Marie	Ontario
All Households	Spending <30% on shelter	83.9%	75.8%
	Spending >30% on shelter but not in Core Housing Need	16.1%	24.2%
	Spending >30% on shelter and in Core Housing Need	6.4%	10.9%
Owner Households	Spending <30% on shelter	92.3%	82.3%
	Spending >30% on shelter but not in Core Housing Need	7.7%	17.7%
	Spending >30% on shelter and in Core Housing Need	2.5%	5.9%
Renter Households	Spending <30% on shelter	65.8%	61.6%
	Spending >30% on shelter but not in Core Housing Need	34.2%	38.4%
	Spending >30% on shelter and in Core Housing Need	14.8%	22.0%

Statistics Canada. 2023. Census Profile 2021.

7 Recent Housing Development and Projected Future Supply

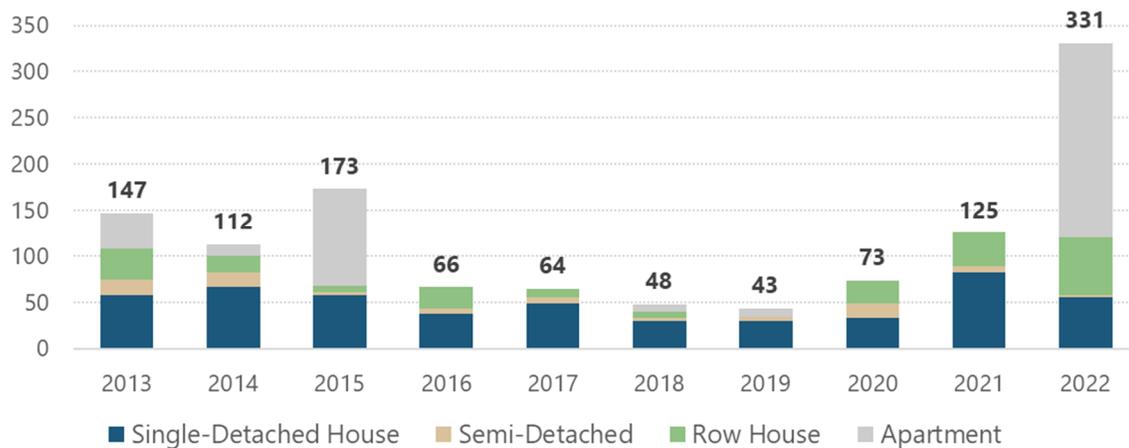
Key Points:

- In 2022, there were 331 building permits issued for new units; the highest number of building permits issued for new units of any year in the past decade. This included 211 permits for apartment units.
- Over the past decade, the market is producing less single-detached houses and more row houses and apartments than what is seen in the overall housing stock of the City. This reflects a change in needs from previous decades.
- Relatively few rental units were built between 2016 and 2021. The lack of new units and the recent growth in population have caused a drop in vacancy rates and the rise in market rental rates.
- The current construction costs of housing are prohibitive to the development of new affordable housing.
- To meet the demands of a growing population, approximately 3,115 new units will be needed in Sault Ste. Marie by 2036. The mix of units is difficult to project and will rely on many factors; however, the demands on the rental market will likely be higher than forecasted in 2018.

7.1 Market Housing Development

In terms of new construction, 2022 saw the highest number of building permits issued for new units in the past decade (Figure 33). This included 211 permits for new apartment units. Between 2016 and 2020, few permits were issued for new construction in the city, and nearly no permits were issued for new apartment units. The lack of purpose-built rental apartments, coupled with the growth in population, has contributed to the drop in vacancy rates and the rise in market rental rates in the city.

Figure 33: Number of Building Permits for New Construction by Unit Type - Sault Ste. Marie, 2013 to 2021

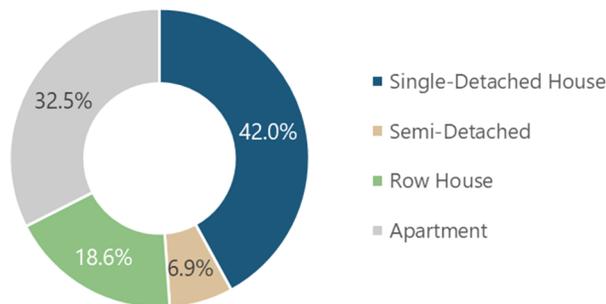


Source: City of Sault Ste. Marie Building Department.

New construction in the past decade has seen a proportionally different mix of housing types compared to the overall mix of housing stock in the city. This is due to a change in housing type needs from the majority of the city’s housing stock was built (1946-1980).

Row houses accounted for 18.6% of all new building permits for new construction, a significant difference from the overall housing stock of the city (2.9% of all housing units in the city were row houses in 2021). Proportionally fewer single-detached houses were built in the past decade (42% of new construction compared to 65% of the overall local housing stock). This may reflect a change in housing affordability in the local market, and may indicate that new single-detached housing has become unaffordable for much of the population due to rising construction costs.

Figure 34: New Construction Permits by Dwelling Type over the Past Decade – Sault Ste. Marie

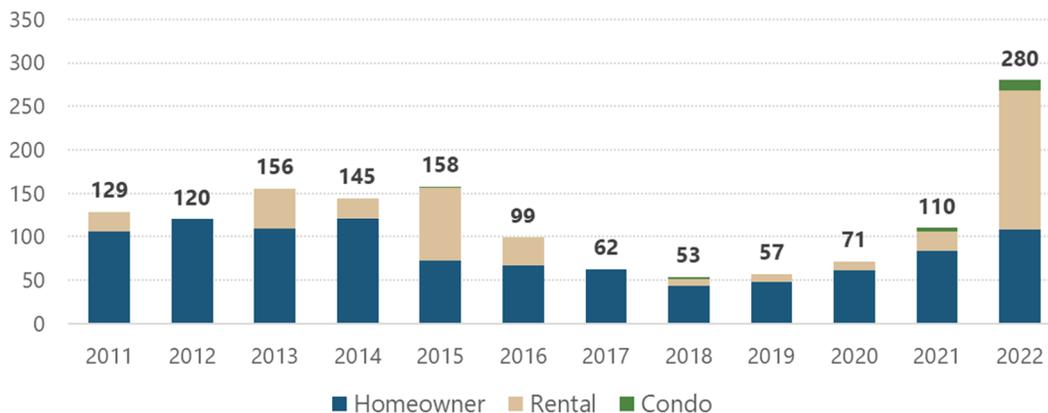


Source: City of Sault Ste. Marie Building Department.

7.2 Housing Starts by Intended Tenure Type

Figure 35 shows housing starts by intended tenure type from 2011 to 2022. Housing starts are a commonly used economic indicator that reflect the number of residential dwelling units that were constructed over a specific length of time.

Figure 35: Housing Unit Starts by Intended Tenure Type - Sault Ste. Marie, 2011 to 2022



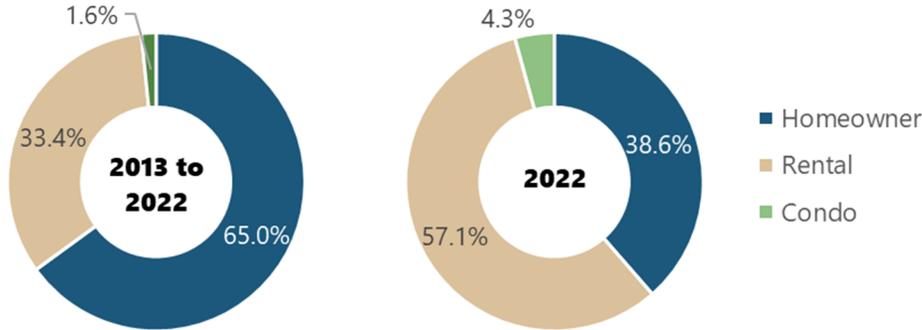
Source: Statistics Canada. Table 34-10-0148-01.

In 2022, the largest share of housing starts were purpose-built rental units. This matches a national trend which shows that recently built dwellings are increasingly likely to be occupied by renters;¹⁵ however, this is atypical for Sault Ste. Marie as nearly two-thirds of housing units built

¹⁵ Statistics Canada. September 2022.

during the past decade have been owner occupied dwellings (Figure 36). Locally, few purpose-built rental units were constructed between 2017 and 2021.

Figure 36: Housing Unit Starts by Intended Tenure Type over the Past Decade – Sault Ste. Marie



Source: Statistics Canada. Table 34-10-0148-01.

7.3 Construction Costs

The City’s Planning Department surveyed local private housing developers in 2023 regarding housing costs. Respondents indicated that over the past two years their average all-in costs of construction were approximately \$640,000 per single-detached unit, \$310,000 per row-house unit and \$260,000 per apartment unit. Nearly all survey respondents indicated that they would be very unlikely to build affordable housing (either single-detached ownership housing or multi-unit rental housing) according to the PPS 2020 definition without a significant funding incentive per unit. The reasons cited were the high costs of construction materials and labour.

7.4 Projected Future Housing Supply

In 2018, Dillon Consulting estimated the number of additional dwellings needed in Sault Ste. Marie by 2036 to account for the forecasted growth in population. Similar to the population growth forecasts provided above, the City’s Planning Department has adjusted Dillon’s dwelling needs estimates based on 2021 Census counts (Table 9). Dillon has assumed that this growth will be primarily single-detached, semi-detached, or row houses and has assumed that new dwellings will have on average 2.7 persons per household.

Table 9: Projected Number of Additional Dwellings Needed - City of Sault Ste. Marie, 2021 to 2036

Number of Dwellings Needed	2021 to 2026	2026 to 2031	2031 to 2036	2021 to 2036
Population Growth	+1,153	+4,026	+3,244	+8,423
Additional Units Needed	475	1,520	1,120	3,115
Single-detached, Semi-detached, or Row House (Range)	300 to 350	950 to 1,100	705 to 815	1,955 to 2,265
Apartment (Range)	125 to 175	420 to 570	305 to 415	850 to 1,160

Sources: Statistics Canada, Dillon Consulting and the City of Sault Ste. Marie Planning Department.

These estimates for dwelling types may not take into account several key factors mentioned in this report; therefore, the demands on the rental market may be understated in the Dillion projections. An example of this is the number of “overhoused” senior households (their dwelling has more bedrooms than required to suit the size and composition of their households) and the impact on the housing market should an effort be put on increasing the number of geared-to-senior rental units in the city.

8 Summary and Key Findings

8.1 Summary

The residential needs of Sault Ste. Marie that have been discussed in this report are summarized in Table 10. It is important to note that the number of units provided for each need are not meant to be summed into overall housing target, as there may be significant overlap between needs. Cells shaded in orange are specifically related to housing affordability challenges.

Table 10: Summary of Current and Future Housing Needs – City of Sault Ste. Marie

Timeline	Description of Housing Need	# Units Needed
Current	Replacement of enough housing units in need of major repairs to bring Sault Ste. Marie to the provincial average for inadequate housing:	455
Current	Renters in core housing need that exceed the affordability threshold and are not receiving housing subsidies:	1,090
Current	Homeowners in core housing need who cannot afford acceptable housing:	620
Current	Number of new permanent supportive housing units needed	70
Current	Number of households on the waitlist for subsidized housing:	1,700
Current	Number of freehold (homeowner occupied) dwellings required to make up for the lack of housing starts between 2016 and 2021:	250
Current	Number of vacant purpose-built market rental units needed to bring the vacancy rate up to 3% to 5%:	52 to 155
Future	Projected new units to meet population demand to the end of 2026:	779
Future	Approximate number of rental households that cannot afford market rental rates, do not qualify for subsidized housing, and will likely move to a new rental unit in the next 3 years:	680
Future	Rental units geared to over-housed seniors to increase the turnover rate of larger 3+ bedroom homes:	500

8.2 Key Findings

Recent population growth, the increase in the number of one-person households, over-housed seniors aging-in-place, and limited housing construction over the past several years have contributed to an undersupply of housing in Sault Ste. Marie. Future population growth in the city

will place increased pressure on affordability if the housing supply does not adequately grow and respond to these needs.

There has been a disproportionate increase in the cost of homeownership (purchase price of resale housing) compared to rise in household incomes in recent years. As such, resale prices have become unaffordable for many households and the demand on the rental market has increased. This has caused low vacancy rates, an increase in rental rates, and an increase in the need for subsidized housing in the city. Current market rental rates are not affordable for many households. There is a significant need for an increase in the supply of new rental housing that is affordable to households below the 60th income percentile.

Furthermore, existing subsidized housing programs are not meeting needs of all lower income households, as the waitlist for subsidized housing reached 1,700 households in early 2023. Homelessness is increasing, including those who are chronically homeless, thereby exacerbating the need for permanent supportive housing units.

The growth in the supply of rental units should be encouraged and incentivized to reduce the gap between rental demand and supply. New rental units should be a mix of purposely-built “affordable” units and moderately priced units within walkable and well-connected urban neighbourhoods. If the supply of moderately priced rental units are regularly built, some portion of rental units in older buildings will filter down-market and become affordable for families with lower incomes. A focus on residential infill and intensification within key sites in the Urban Settlement Area such as the older inner core of the city (First Neighbourhoods) and areas within the retail and services nodes of the city will reduce the future need for greenfield housing development.

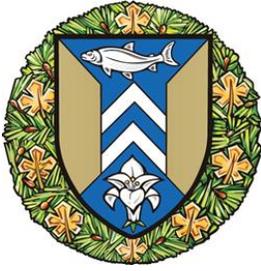
The secondary rental market (such as accessory dwelling units) should be encouraged to grow through regulatory flexibility as well as financial incentives to offset some of the increases in costs of construction. An increase in the supply of affordable ownership housing should also be pursued as a secondary objective to the increase of rental housing.

A focus on the construction of units geared to seniors may contribute to an increase in the turnover rate of larger 3+ bedroom homes. This will bring larger homes to the market to meet the needs of households who require additional space for their growing families, or to accommodate families migrating to Sault Ste. Marie.

Finally, market ownership housing has not kept up with demand, in part due to the rising costs of construction. Dillon Consulting has projected that as the Baby Boomer generation retires, migrants will be required to replace them in the workforce, and many will bring their families to the city. As the city grows, it is imperative that there is an adequate supply of market ownership housing available. A lack of housing may have an impact on the recruitment of migrants to the city and will ultimately affect growth.

9 Scheduled Review Date

This Housing Needs Assessment will be reviewed and updated with new data on a biennial basis to track population growth and housing development in the city. Data provided in this report will be used to measure the impact of any Housing Action Plan initiative undertaken to increase the housing supply. The next review of this document will take place in July 2025.



The Corporation of the
City of Sault Ste. Marie

COUNCIL REPORT

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Susan Hamilton Beach, P. Eng.
DEPARTMENT: Public Works and Engineering Services
RE: GFL – Circular Materials Ontario’s Contractor for the City of Sault Ste. Marie

Purpose

The purpose of this report is to provide Council with an update on the planned transition of the recycling program on September 30, 2023.

Background

As Council has been periodically updated regarding the recycling program transition, notification has been received on March 15, 2023 that Circular Materials Ontario (CMO) is contracting GFL Environmental Inc. for both the processing and receiving facility for recyclables as well as collection.

Analysis

This confirmation has staff confident that the transition of the program should be seamless on September 30, 2023 and throughout the transition period.

It has also been confirmed through conversations with CMO and GFL that ineligible properties (under the new legislation) ie. small businesses may continue with servicing in the same manner as in the past with no changes to the collection arrangements and processing is possible at GFL’s material recovery facility.

The cardboard collection depot at the City’s landfill has also been arranged as a collection stop for GFL and it will continue to divert recyclable material that is brought to the landfill.

The City has also entered into an agreement with CMO and payment will be received by them for all promotion and education (‘P&E’) materials related to the City’s recycling program. All communications and the P&E program will be done hand in hand with corporate communications.

Financial Implications

Beginning September 30, 2023 it is our understanding that the City of Sault Ste. Marie shall no longer be responsible for payment for the recycling program and full producer responsibility shall be effected.

CMO Contractor – GFL Environmental Inc.

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Page 2.

To date, the recycling program has been operated and funded by the municipality and GFL. The transition allows for the producers of the recyclable material to pay for collection and processing. This may result in an overall cost savings to the municipality which would materialize during budget deliberations and/or be highlighted to Council in a future report.

Strategic Plan / Policy Impact / Climate Impact

This is an operational matter not articulated in the corporate Strategic Plan.

The Waste Management By-law shall be reviewed following this transition to ensure that all terms of the by-law are up to date and reflect the current status.

Overall, the goal of the full producer responsibility program is to reduce packaging and expand the list of items that shall be collected in all municipalities throughout the province (following the transition period). This should ultimately have a positive effect on the environment although it will take a number of years to fully implement the regulations.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Director of Public Works dated July 31, 2023 regarding further details about the transition of the City's recycling program and the notification of the contract between Circular Materials Ontario and GFL Environmental Inc. for all recycling services in Sault Ste. Marie following the City's transition date of September 30, 2023 be received as information.

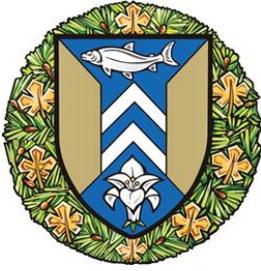
Respectfully submitted,

Susan Hamilton Beach, P. Eng.

Director, Public Works

705.759.5201

s.hamiltonbeach@cityssm.on.ca



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

C O U N C I L R E P O R T

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Jenna Ricard, Solicitor/Prosecutor
DEPARTMENT: Legal Department
RE: Scrap Metal Facility Licensing By-law

Purpose

The purpose of this report is to provide information to Council regarding a Scrap Metal Facility Licensing By-law.

Background

On December 13, 2021, Council passed the following resolution:

Whereas residents in the area of AIM Recycling on Carpin Beach Road have registered numerous complaints with AIM Recycling, city councillors and staff as well as the Ministry of the Environment, Conservation and Parks (MECP) concerning issues with the operations on site, including but not exclusive to noise, emissions, site plan control and traffic; and

Whereas the Ministry and AIM Recycling are working on an environmental approval process that should address some of the issues but take a lengthy time to be completed; and

Whereas a number of Ontario municipalities control some aspects of salvage yard operations through business licensing bylaws; and

Whereas the move by Algoma Steel Inc. to electric arc steelmaking will result in an increased need for scrap metal as an input and may result in increased salvage/metal processing operations in Sault Ste. Marie;

Now Therefore Be It Resolved that staff review whether a business licensing approach can be used to address some of the concerns noted by residents in the area of AIM Recycling and, by extension, the community at large concerning existing or future salvage metal processing operations.

On August 8, 2022, staff reported to Council that a business licensing by-law can assist in relieving complaints in the area of AIM Recycling and other residential

areas that are near scrap metal facilities. It was determined that a business licensing by-law can address noise emitted by such a business by limiting hours of operation. Further, a licensing by-law can require various studies to be conducted and measures be implemented to mitigate concerns prior to the issuance of a licence. In this report, staff stated that the legal framework for licensing scrap yards is set out in the *Municipal Act*, 2001, S. O. 2001, c. 25. Section 131 of the *Municipal Act* enables the municipality to prohibit and regulate the use of any land for storage of used motor vehicles for the purpose of wrecking or dismantling them or salvaging parts from them for sale or other disposition.

On August 8, 2022, Council passed the following resolution:

Now Therefore Be It Resolved that the report of the Solicitor dated August 8, 2022 concerning Salvage Yard Licensing By-law be received, and staff from Legal, Clerk's, Building, and Planning be directed to develop a salvage yard licensing by-law for City Council's consideration.

There is provincial legislation that governs scrap yards, which came into effect on September 30, 2016. The Ministry of Environment, Conservation and Parks (MECP) requires businesses that process more than two end-of-life vehicles to register on the Environmental Activities Sector Registry (EASR) and to meet the operating standards set out by MECP.

Analysis

The City has the legal authority under the *Municipal Act* to implement a business licensing by-law regulating and governing Scrap Metal Facilities. A licence would be required to operate this type of business within the municipal boundary of Sault Ste. Marie. Given there is provincial legislation through MECP for scrap yards, before the issuing of a licence, the business would be required to provide proof that they have met the MECP's requirements and regulations including being registered on the EASR.

The proposed By-law defines a Scrap Metal Facility as a business that processes more than two end-of-life vehicles and different types of scrap metal from various sources for the purpose of storing, sorting, processing, or dismantling the material, which may involve the use of machinery or equipment and includes any junkyard or salvage dealer. This proposed by-law defines a junkyard as a premise where more than two end-of-life vehicles are stored, and any other scrap is collected. The definition of salvage dealer in the proposed By-law is a business which is engaged in buying, selling, exchanging, collecting, receiving, or storing any material defined as salvage.

There are approximately five stakeholders currently operating in the municipal boundary of Sault Ste. Marie that fit within the above definition of a Scrap Yard Facility and the related activities of Junkyards and Salvage Dealers.

Action or inaction taken by other Municipalities:

Several municipalities within Ontario have implemented a business licensing by-law to regulate and govern scrap yards.

Large urban communities in southern Ontario including Hamilton, Toronto, Ottawa, Waterloo, Oakville, and Niagara have implemented a business licensing by-law for salvage yards.

Northern municipalities, such as North Bay, Sudbury, Thunder Bay and Sault Ste. Marie's current approach, regulate Scrap Metal Facilities through the Zoning By-law. In Sault Ste. Marie, salvage yard and recycling centres are permitted in a Heavy Industrial Zone (M3) subject to an Environmental Impact Assessment (EIA) which includes:

1. Site Plan – outlining all exterior details of the development including but not limited to building, stationary and mobile equipment locations, any buffering measures, access, parking, and storage;
2. Land Use Compatibility Study – with special consideration to the MECP's D-Series Guidelines and NPC300 as they relate to the off-site impacts including noise, dust, odour, and vibration to nearby existing sensitive receptors; and,
3. Operational Plan – with special consideration for how vehicular fluids are removed and stored.

It is noted, however, that as per the *Planning Act*, R.S.O. 1990, c. P.13, zoning by-laws cannot be retroactive and therefore, legally existing and legal non-confirming scrap metal facilities do not fall into these zoning regulations.

Involvement with MECP:

City Staff and the MECP have held meetings regarding complaints involving AIM Recycling. MECP continues to work with AIM Recycling to mitigate complaints, particularly noise. MECP advised they have implemented short-term mitigation tools. MECP have the equipment necessary to conduct acoustic assessments. MECP is keeping City staff informed of any progress with the most recent meeting conducted on June 9, 2023.

City staff and MECP will continue to work collaboratively with one another. In addition to the requirements of the proposed licensing by-law, any stakeholder is required to meet compliance with the provincial legislation and regulations implemented by MECP for scrap yards. MECP has the jurisdiction to regulate scrap yards; however, this is not being addressed effectively.

Implementing the proposed by-law would highlight the MECP requirements being the streamlined EASR process and add particular conditions upon the defined businesses.

Consultation with City Staff:

Meetings with staff from Planning, Building, Clerk's, and Legal have occurred to determine the appropriate conditions of the licence and the internal process for the handling of the applications for a Scrap Metal Facility licence.

The proposed licensing by-law would regulate existing Scrap Metal Facilities by imposing conditions set out in the City's Zoning By-law and creating hours of operation.

The City has the authority to regulate a licensing by-law that would govern the hours of operation; however, during the hours that the businesses operate the same noise and vibration may occur. Noise levels and acoustic assessment is the MECP's jurisdiction as the City cannot enforce this, and does not have the equipment to conduct such assessments.

New businesses that commence operation of a Scrap Metal Facility as of any date after 2005 are captured by the requirements of the Zoning By-law 2005-150. For this reason, there is duplication within the proposed licensing by-law and the City's Zoning By-law to implement conditions on pre-2005 businesses that are legally existing and legally non-conforming as defined in the proposed by-law.

Staff consultation confirmed that the five stakeholders are all currently zoned appropriately for the activities related to collecting and processing metal.

Consultation with Stakeholders:

A letter was sent to known stakeholders within Sault Ste. Marie for the purposes of engaging in consultation and advising that City staff received direction from Council to regulate scrap yards. A questionnaire was enclosed seeking information regarding each of the known stakeholder's operations, including steps taken to reduce noise, vibration, and odours resulting from the operation, the process for storing materials, the process for removing fluids from motor vehicles, and hours of operation.

To date, Legal has received a response from five known stakeholders being:

- AIM Recycling;
- Triple M Metal Inc.;
- King and Son Salvage Ltd.;

- Lakeway Trucking Centre; and,
- Frankie's Towing.

AIM Recycling is concerned that scrap yards are currently regulated through provincial licensing, which is correct. A licensing by-law may result in complaints being directed to the City which should appropriately be addressed by the MECP.

Triple M Metal: advised they generally have no concerns with the proposed operating hours to be regulated by a licensing by-law; however, with being a critical supplier to Algoma Steel Inc. that they will ensure the continuity of operations by sourcing scrap metal and other iron units to meet Algoma Steel's ongoing business needs, including in connection with its transformation to electric arc steelmaking. Triple M Metal advised as operational capacity increases this may necessitate the expansion of operating hours to ensure no disruption in supply.

After reviewing the responses to the questionnaire received from the stakeholders, further consultation with the known stakeholders before the By-law takes effect may be required. It is recommended that the effective date for the Scrap Metal Facility Licensing By-law be January 1, 2024. This will provide an opportunity for further consultation prior to the By-law taking effect. If any amendments to the By-law are required after further consultation with stakeholders, a housekeeping amendment will be prepared informing Council of the resulting changes from the further consultation.

Public Consultation:

To date, there has been no consultation with the public conducted; however, this will occur in the coming weeks.

Any future Zoning By-law amendments will require consultation. Planning staff will recommend these amendments at a later date.

Licence Application and Renewal Process:

Planning would be responsible for managing the initial application for the licence as a result of the technical requirements that may be required to receive a licence, which are as follows:

1. Site Plan – outlining all exterior details of the development including but not limited to building, stationary and mobile equipment locations, any buffering measures, access, parking, and storage.
2. Land Use Compatibility Study – with special consideration to the MECP's D-Series Guidelines and NPC300 as they relate to the off-site impacts including noise, dust, odour, and vibration to nearby existing sensitive

receptors including how such impacts will be appropriately mitigated to achieve MECP standards; and,

3. Operational Plan – with special consideration for how vehicular fluids are removed and stored.

While all junkyards/scrap yards and salvage dealers captured within the definition would require a licence under the proposed Licensing By-law, the process and conditions may vary depending upon the activities conducted at the property. A business whose activity is storing scrap metal and therefore has potential environmental and aesthetic concerns may have a different process and conditions than a business that is engaging in crushing and utilizing a bailer, which has potential environmental, noise, traffic, and aesthetic concerns.

Each business submitting an application for a Scrap Metal Facility licence under the proposed By-law would provide the required documents to Planning for review. Planning will then circulate to the other appropriate City Departments for completeness.

Once Planning has approved the application, the Applicant would be required to submit the applicable fees as set out in the City's User Fee By-law to the Clerk's Department to have the licence issued.

The proposed licensing by-law has the Clerk's Department being responsible for managing the renewal of the Scrap Metal Facility licence. At the time of renewal, the business would submit to the Clerk a signed declaration stating that the business has met all the requirements and possesses the required documents of the initial application. No submission of physical documents is required for renewal of the licence.

When there is a renewal application submitted for a Scrap Metal Facility licence, the Clerk's Department will circulate to the Planning Department and the Building Department as well as any other appropriate City Department to determine if the Licensee is in compliance with the conditions and there are no outstanding enforcement orders before the re-issuance of the licence with a signed declaration.

Proposed Licensing Requirements:

Licensing is a component utilized to address concerns for both existing and future scrap metal facilities. This proposed licensing by-law would address concerns of environmental, noise, dust, vibration, and aesthetics. Without licensing, enforcement would be difficult. Further, failure to meet licence requirements can result in a scrap metal facility having their licence revoked or cancelled by the City.

The recommendation of this licensing by-law is to licence the activities and not the use as per the Zoning By-law. The activities captured under the proposed licensing by-law are storing, sorting, processing, or dismantling.

Staff is proposing that licences be valid for a period of three calendar years, upon which scrap metal facilities will be required to renew their licence by way of providing a signed declaration to the Clerk. Licences will not be transferable.

This licensing by-law proposes that there be scrap metal facility operational obligations implemented. This includes regulating operating hours for Scrap Metal Facilities to mitigate noise complaints. The proposed hours of operation are:

- (a) Monday through Friday 8:00 a.m. to 6:00 p.m.
- (b) Saturday 9:00 a.m. to 3:00 p.m.
- (c) No operation on Sunday or any statutory holiday.

To determine the proposed operating hours the following occurred:

1. a review of other municipalities that have passed a similar licencing by-law to determine what they implemented as operating hours; and,
2. a review of the responses received from the known stakeholders with respect to their operating hours.

The proposed licensing by-law has a requirement that all scrap metal facilities must erect and maintain an enclosure that completely encloses the area where the scrap metal or salvage is being stored. The type of enclosure required will be determined during the initial application, which may consider the outcome of the site plan, and land use compatibility study.

This licensing by-law recommends that all materials on the premise are stored in a safe manner within the enclosed area. Further, the storage of materials and removal of all motor vehicle fluids is to be done in an environmentally safe manner in accordance with all municipal By-laws as well as applicable Provincial and Federal legislation.

The City's By-law Enforcement Officers and the Sault Ste. Marie Police Service would be responsible for the enforcement of this proposed licensing by-law. Consultation with Sault Ste. Marie Police Service confirmed their assistance with enforcement when the City's By-law Enforcement Officers are off-duty; however, these complaints will be a lower priority and responded to according to available resources. The limited in-service hours for By-law Enforcement Officers and the need for Sault Ste. Marie Police Service to respond to more urgent situations may delay investigations regarding any complaints made.

Summary and Next Steps:

Scrap yards are currently regulated by the MECP. For any new scrap metal facility that commences operation in Sault Ste. Marie any concerns can be addressed under the City's Zoning By-law.

The draft By-law is attached. City staff will now be conducting public consultation, with a final By-law returning at the next meeting.

Financial Implications

Staff internally prepared the information component and the By-law recommended as part of this report and therefore this does not have significant financial impacts.

The implementation of a new by-law would see additional responsibility on administration and enforcement resources, which may have a financial impact. These will be raised in the next report. Additional enforcement staff is a consideration as the types of licensed businesses by the City continue to expand.

The *Municipal Act* allows the City to recover administration costs only in relation to a Licensing By-law.

The proposed application fee for new and renewed licences for each type of business are as follows:

Scrap Metal Facility:

1. Licensing fee, payable to Clerks Department – \$2,000
2. Licence Renewal fee, payable to Clerks Department – \$500
3. Building Department Scrap Metal Facility on-site inspection fee – \$129.11.

Junkyard/Scrap Yard:

1. Licensing fee, payable to Clerks Department – \$1,000
2. Licence Renewal fee, payable to Clerks Department – \$250
3. Building Department Scrap Metal Facility on-site inspection fee – \$129.11.

Salvage Dealer:

1. Licensing fee, payable to Clerks Department – \$750
2. Licence Renewal fee, payable to Clerks Department – \$200
3. Building Department Scrap Metal Facility on-site inspection fee – \$129.11.

A late renewal fee of \$500 will be added to the renewal fee of any application submitted outside the prescribed renewal timeline.

The aforementioned fees include taxes and are subject to annual updates to the City's User Fee By-law.

Strategic Plan / Policy Impact / Climate Impact

The passing of a licensing by-law to regulate Scrap Metal Facilities is not directly articulated in the Corporate Strategic Plan; however, it does touch upon Community Development.

Climate Impact

Climate impact is addressed by requiring all materials stored and the removal of motor vehicle fluids to be completed in an environmentally safe manner in compliance with the required Provincial and Federal regulations.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Solicitor/Prosecutor dated July 31, 2023, concerning a Scrap Metal Facility Licensing By-law and the attached draft By-law be received as information.

Respectfully submitted,

Jenna Ricard
Solicitor/Prosecutor
705.541.7397
j.ricard@cityssm.on.ca

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW XXXX-XXX

SCRAP METAL FACILITIES: A By-law to licence, regulate and govern scrap metal facilities including junkyards and salvage dealers within the City of Sault Ste. Marie.

WHEREAS Section 8(1) of the *Municipal Act*, 2001, S.O. 2001, c. 25 as amended (the "Municipal Act") provides that the powers of a municipality shall be interpreted broadly so as to confer broad authority on a municipality to

- (a) Enable it to govern its affairs as it considers appropriate, and
- (b) Enhance its ability to respond to municipal issues;

AND WHEREAS Section 9 of the *Municipal Act* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the *Municipal Act* or any other Act;

AND WHEREAS Section 10(2) of the *Municipal Act* provides that a municipality may pass by-laws respecting: in paragraph 5, Economic, social and environmental well-being of the municipality; in paragraph 6, Health, safety and well-being of persons, in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1); in paragraph 8, Protection of persons and property; in paragraph 11 Business Licensing;

AND WHEREAS Section 131 of the *Municipal Act* provided that, without limiting sections 9 and 10, a local municipality may prohibit and regulate the use of any land for the storage of used motor vehicles for the purpose of wrecking or dismantling them or salvaging parts from them for sale or other disposition;

AND WHEREAS Section 151(1) of the *Municipal Act* provides that, without limiting sections 9 and 10, a municipality may provide for a system of licences with respect to a business and may,

- (a) prohibit the carrying on or engaging in the business without a licence;
- (b) refuse to grant a licence or to revoke or suspend a licence;
- (c) impose conditions as a requirement of obtaining, continuing to hold or renewing a licence;
- (d) impose special conditions on a business in a class that have not been imposed on all of the businesses in that class in order to obtain, continue to hold or renew a licence;
- (e) impose conditions, including special conditions, as a requirement of continuing to hold a licence at any time during the term of the licence;
- (f) Licence, regulate or govern real and personal property used for the business and the persons carrying it on or engaged in it.

AND WHEREAS Section 151(5) of the Municipal Act provides that subsections 151(1) to (4) apply with necessary modifications to a system of licences with respect to any activity, matter or thing for which a by-law may be passed under sections 9 and 10, as if it were a system of licences with respect to a business;

AND WHEREAS Section 425(1) of the Municipal Act provides that a municipality may pass by-laws providing that a person who contravenes a by-law of the municipality passed under the Act is guilty of an offence;

AND WHEREAS Section 426(1) that no person shall hinder or obstruct, or attempt to obstruct, any person who is exercising a power or performing a duty under this Act or under a by-law passed under the Act;

AND WHEREAS Section 429(1) of the Municipal Act provides for the municipality to establish a system of fines for offences under a by-law of the municipality passed under the Municipal Act;

AND WHEREAS Section 431 of the Municipal Act provides that if any by-law of the municipality is contravened and a conviction entered, in addition to any other remedy and to any penalty imposed by the by-law, the court in which the conviction has been entered and any court of competent jurisdiction thereafter may make an order to prohibit the continuation or repetition of the offence by the person convicted;

AND WHEREAS the Council of the City of Sault Ste. Marie deems the licensing of scrap metal facilities and the regulation of all related activity to be in the interest of public safety, community well-being and nuisance control. The licensing will regulate and control any visual, noise, environmental, fire safety, health hazard and property standard nuisance caused by scrap metal facilities, junkyards, and salvage dealers;

AND WHEREAS Section 444 and 445 of the Municipal Act amended respectfully, provide for the municipality to make an order requiring a person who contravenes a by-law or who causes or permits the contravention or the owner or occupier of land on which a contravention occurs to discontinue the contravening activity or do work to correct a contravention;

NOW THEREFORE the Council of the Corporation of the City of Sault Ste. Marie enacts this By-law to licence Scrap Metal Facilities and to regulate all related activity within the jurisdictional boundaries of the City of Sault Ste. Marie.

1. **DEFINITIONS AND INTERPRETATION**

“Applicant” means a person applying for a licence or renewal of a licence thereof under this By-law;

“Authorized Agent” means a person duly appointed and that may provide proof satisfactory to the Clerk that they act for the person, a partnership, or corporation;

“City” means the Corporation of the City of Sault Ste. Marie;

“Council” means the Council of the City of Sault Ste. Marie;

“Clerk” means the City Clerk for the Corporation of the City of Sault Ste. Marie, a delegate or assigned;

“Licence” means the certificate issued under this By-law as proof of licensing under this By-Law;

“Licencee” means a person licensed under this By-law or a person required to be licensed under this By-law;

“Officer” means the Sault Ste. Marie Police Service and the City’s Municipal By-law Enforcement Officer(s), or a designate responsible for the enforcement of this By-law;

“Person(s)” includes an individual, partnership, corporation, and the heirs, executors, administrators or other legal representatives of a person to whom the context can apply according to law;

“Planning Department” means the Director of Planning for the Corporation of the City of Sault Ste. Marie, a delegate or assigned;

“Salvage” means used and discarded material including the following:

- (a) a dismantled motor vehicle or any part or tires thereof;
- (b) a dismantled kitchen appliance or any part thereof;
- (c) scrap aluminum, brass, copper, metal or steel; and,
- (d) Any other scrap material.

“Scrap Metal” means the combination of waste metal, metallic material, and any product that contains metal, either ferrous or non-ferrous, that is discarded due to end-of-life and is capable of being recycled and reprocessed. Types of scrap metal include iron, steel, aluminum, copper, brass, nickel, titanium, and zinc.

“Scrap Metal Facility” means a business that processes more than two end-of-life vehicles and different types of scrap metal from various sources for the purpose of storing, sorting, processing or dismantling the material, which may involve the use of machinery

or equipment and includes any junkyard or salvage dealer. Where this By-law or any other City By-law, is specific to a Junkyard/Scrap Yard or Salvage Dealer, those terms are used.

“Junkyard/Scrap Yard” means a premise where more than two end-of-life vehicles are stored and any other scrap is collected.

“Salvage Dealer” means a business which is engaged in buying, selling, exchanging, collecting, receiving, or storing any material defined as salvage.

2. PROHIBITIONS

(1) No person shall operate or carry on the business of a Scrap Metal Facility or permit a person to carry on the business, or hold themselves out as being licensed to carry on the business of a Scrap Metal Facility:

- (a) without a licence to do so issued under this By-law;
- (b) under any other name than the one endorsed on their licence issued under this By-law; or
- (c) except in accordance with the regulations of this By-law.

(2) No person shall,

- (a) transfer or assign a licence issued under this By-law;
- (b) obtain a licence by providing mistaken, false or incorrect information;
- (c) enjoy a vested right in the continuance of a licence and upon the issue, renewal, transfer, cancellation or suspension thereof, the licence shall be the property of the City; or
- (d) operate a Scrap Metal Facility within the City of Sault Ste. Marie municipal boundary without a licence.

3. LICENSING REQUIREMENTS

3.1 Application Requirements

(1) Where the applicant is a corporation, the application for a Scrap Metal Facility licence or the application for a renewal of Scrap Metal Facility licence shall be made by a duly authorized director or officer of that corporation.

(2) Where the applicant is a partnership, the application for a Scrap Metal Facility or the application for renewal of Scrap Metal Facility licence shall be made by one or more of the partners.

- (3) Applicants for a Scrap Metal Facility Licence or renewal of Scrap Metal Facility Licence must:
 - (a) In the case of individuals, be permanent residents in Canada;
 - (b) In the case of a partnership, have at least one partner be either a permanent resident in Canada or a corporation incorporated in Canada;
 - (c) In the case of a corporation, be incorporated in Canada.

- (4) Despite section 3.1(1) and 3.1(2) above, an application for a Scrap Metal Facility Licence or an application for renewal of a Scrap Metal Facility Licence thereof may be made in person by an authorized agent, provided that they have written authorization to do so from the applicant and provides one piece of Canadian government photo identification, both to the satisfaction of the City.

- (5) Every person making an initial application for a Scrap Metal Facility licence under this By-law shall submit the following to the Planning Department:
 - (a) the address or location of the lands or premises for the Scrap Metal Facility within the jurisdictional boundaries of the City of Sault Ste. Marie;
 - (b) a completed application for a Licence in the form prescribed by the City, signed by the applicant or an authorized agent for the applicant;
 - (c) where the applicant is a corporation, the complete articles of incorporation, including the names and addresses of all directors, and officers of the corporation, as at the time of application;
 - (d) where the applicant is a partnership, a copy of the record of registration of the partnership under the *Business Names Act*, R. S. O. 1990 c.B.17 or the *Limited Partnerships Act*, R.S.O 1990 c.L. 16;
 - (e) a criminal record check for the named applicant, to wit review of relevant infractions for which a pardon was not granted will be assessed;
 - (f) proof of valid general liability commercial insurance in the amount of at least \$5,000,000 naming the Corporation of the City of Sault Ste. Marie as an additional insurer; and,
 - (g) any other information required to be provided under the By-law or as may be requested by the Planning Department.

- (6) Every person making an initial application for a Scrap Metal Facility licence under this By-law must submit any of the following as required by the Planning Department:
 - (a) a Site Plan outlining all exterior details of the development including but not limited to building, stationary and mobile equipment locations, any buffering measures, access, parking, and storage;
 - (b) a Land Use Compatibility Study with special consideration to the Ministry of Environment, Conservation, and Parks D-Series Guidelines and NPC300 or any regulations and guidelines as amended as they relate to off-site impacts including noise, dust, odour, and vibration to nearby existing sensitive receptors

- and how such impacts will be appropriately mitigated to achieve MECP standards; and,
- (c) an Operational Plan with special consideration for how vehicular fluids are removed and stored.

- (7) The Planning Department has the right to have any of the required documents noted above peer-reviewed.
- (8) Once the application is approved by the Planning Department, the Applicant must submit the applicable fees as set out in the City's User Fee By-law to the Clerk to have the licence issued.

3.2 Powers of the Clerk

- (1) The Clerk shall:

- (a) issue licences and renew licences, either conditionally or unconditionally, to any person who meets the requirements of the By-law except where:
- i. the conduct of an applicant affords reasonable grounds for belief that the applicant or authorized agent for the applicant has not carried on, or will not carry on the business in accordance with the law;
 - ii. there are reasonable grounds for belief that the carrying on of the business may be adverse to the public interest; or,
 - iii. the applicant is indebted to the City in respect of fines, penalties, judgments, outstanding property taxes, or any other amounts owing, proof of the contrary to be provided by the applicant;
- (b) with respect to subsection (1)(a)(ii), include the Clerk's consideration, any record of offence that is less than (3) years and relevant to the nature of the business, or any record of offence that directly affects the applicant's or licensee's ability to competently and responsibly carry on that business;
- (c) make or cause to be made all investigations deemed necessary relative to the applicable application so received;
- (d) maintain complete records showing all licences issued;
- (e) may cancel or revoke a licence in accordance with Section 6 of the By-law; and,
- (f) perform all the administrative functions conferred upon them by this By-law.

- (2) Licences issued pursuant to this By-law are conditional on compliance by the licensee with all municipal Bylaws including but not limited to, the City's Zoning By-law, the City's Property Standards By-law, the City's Noise By-law, and compliance with all Provincial and Federal legislation. A confirmed violation of any of the aforesaid legislation and By-laws shall result in revoking of a licence.

3.3 Responsibilities of Licensee

- (1) Every person obtaining a Licence under this By-law, where the same applies to a place or premises used in the carrying on of the business, shall keep the Licence posted up in a conspicuous place on the business premises in respect of which the Licence is issued and every person so Licensed shall, when so requested by any member of the Sault. Ste. Marie Police Service, a Municipal By-Law Enforcement Officer, or any person authorized by the City, produce a Licence for inspection.
- (2) The issuance of a licence under this By-law shall not be construed as a right to engage in activities regulated under this by-law unless such activities are a permitted use within the applicable zoning for the property the Scrap Metal Facility, the Junkyard/Scrap Yard, or Salvage Dealer is operating on pursuant to the City's Zoning By-law.

3.4 Renewal of Licence

- (1) The Clerk is responsible for managing the renewal of the Scrap Metal Facility licence. The Licensee shall submit to the Clerk's Department at the time of renewal a signed declaration stating that the Licensee has met all the requirements and possesses the required documents of the initial application. No submission of physical documents is required for renewal of the licence.

4. SCRAP METAL FACILITY OPERATIONAL REGULATIONS

4.1 Enclosure for Scrap Metal Facility

- (1) No Licensee shall operate a Scrap Metal Facility or hold a Scrap Metal Facility Licence without erecting and maintaining an enclosure that completely encloses the area where the scrap metal or salvage is being stored. The type of enclosure required will be determined during the initial application which considers the outcome of the site plan and land use compatibility study.
- (2) Any enclosure required, which includes a fence or a berm, shall be kept in good repair at all times abiding the City's Property Standards By-law and any site plan.
- (3) No person or business shall enclose a Scrap Metal Facility with a sound attenuation barrier unless designed by a qualified professional including an Architect or Engineer.
- (4) All driveways or openings that allow entrance to or egress from a Scrap Metal Facility shall be kept in good repair at all times and clear of obstructions in order for it to be opened fully at all times.

4.2 Requirements for Storage of Material

- (1) Every Licencee shall ensure materials are stored in an environmentally safe manner in compliance with the required Provincial and Federal regulations within the enclosed area.
- (2) All storage containers and other materials belonging to the person, or used for the Scrap Metal Facility operation, on the premise are kept within the enclosed area or an enclosed building.
- (3) All motor vehicle fluids are removed and stored in an environmentally safe manner in accordance with the required Provincial and Federal regulations.

4.3. Operating Hours for Scrap Metal Facilities

- (1) No person shall operate or allow any work in connection with the Scrap Metal Facility operation outside the following hours:
 - (a) Monday through Friday 8:00 a.m. to 6:00 p.m.
 - (b) Saturday 9:00 a.m. to 3:00 p.m.
- (2) No person shall operate or allow any work in connection with the Scrap Metal Facility operation on a statutory holiday.

5. TERM OF LICENCE

- (1) A licence issued under the provisions of the By-law shall expire on the third (3rd) calendar year after being issued. Therefore, a licence obtained by March 1, 2024 will expire on December 31, 2027 and need to renewed between January 1, 2028 and before March 1, 2028 for the licensed Scrap Metal Facility to continue to be in good standing within the City. Delayed renewal may result in non-issuance by the Clerk or require payment of a late renewal fee.

6. CANCELLATION AND REVOCATION OF LICENCE

- (1) Any Licence issued pursuant to the provisions of this By-law may be cancelled or revoked at any time by the Clerk, without notice, subject to the provisions of the *Statutory Powers Procedures Act*, R. S. O. 1990, c. S. 22 and the *Municipal Act*, 2001, S. O. 2001, c. 25:
 - (a) for any reason that would disentitle the holder of the Licence if he or she were an Applicant;
 - (b) if the information in the application is false;
 - (c) if the operation of the Licencee's business is or will not be carried on in compliance with the law;
 - (d) If the conduct of the Licencee is calculated to mislead, deceive or intimidate the public, or in a manner contrary to the provisions of this By-law.

- (2) Upon cancellation or revocation of a Licence, the Licencee shall return to the Clerk or their designate, all Licence certificates issued by the City with reference to such Licence.

7. ADMINISTRATION AND ENFORCEMENT

7.1 Enforcement Agency

- (1) The Sault Ste. Marie Police Service and the City's Municipal By-law Enforcement Officer(s), or a designate, shall be responsible for the enforcement of this By-law.

7.2. Inspections and Re-inspections

- (1) The Sault Ste. Marie Police Service, a Municipal By-law Enforcement Officer or any person acting under those persons, or any person authorized by the City may at reasonable times during business hours inspect as much of the place or premises carrying on any business in respect of which a person has or is required to have a Licence.
- (2) Every person who holds a licence under this By-law shall allow the Sault Ste. Marie Police Service, a Municipal By-law Enforcement Officer or any person acting under those persons, or any person authorized by the City at any reasonable time, to inspect their Scrap Metal Facility therein, for compliance with this By-law.
- (3) When a re-inspection is required to confirm compliance with the provisions of this By-law or any other By-law, a fee in the amount set out in the Corporation of the City of Sault Ste Marie's User Fee By-law shall be charged.
- (4) 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.
- (5) 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.
- (6) No person shall knowingly furnish false information to the City or an officer with respect to this By-law.

7.3 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 or any court has been complied with or to perform any remedial work authorized by this By-law.

- (2) An officer shall have the inspection powers described in Section 436 of the Municipal Act.

7.4 Orders, Notice, and Non-compliance

- (1) Where person or licensee is in contravention of any provisions of this By-law or another City By-law, an officer, in addition to any other action, may send a notice in the form of a letter or email, to the Applicant or Licensee, 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 Applicant, Licensee, or Owner of the property (according to the last revised assessment roll of the property); or,
 - (d) by being posted on the subject property/premise.
- (3) Where any person fails to comply with an Order issued in addition to any prosecutorial action or legal remedies, the Clerk shall forthwith revoke the licensee's Scrap Metal Facility Licence.

7.5 Offences and Penalties

- (1) Subject to subsections 7.5(2) and 7.5(3), every person who contravenes any provision of this By-law is guilty of an offence and upon conviction is liable to a fine as provided for by the *Provincial Offences Act*, R.S.O. 1990, c. P. 33.
- (2) Notwithstanding subsection 7.5(1), every person who contravenes any provision of this By-law is guilty of an offence and upon conviction is liable to a minimum fine of \$500 and a maximum fine not exceeding \$100,000.00 as provided for by Section 429 of the *Municipal Act*, 2001, S. O. 2001, c. 25.
- (3) Notwithstanding subsection 7.5(1), every director of a corporation who concurs in such contravention by the corporation is guilty of an offence and upon conviction is liable to a maximum penalty of \$50,000 for the first offence and \$100,000 for any subsequent offence.
- (4) For the purposes of this section, a separate violation shall be deemed to have been committed for each and every day during which such violation continues, and

conviction in respect of a violation shall not operate as a bar to further prosecution if such violation continues.

- (5) Pursuant to Section 447 of the *Municipal Act*, 2001, S. O. 2001, c. 25 where an owner is convicted of knowingly carrying on or engaging in a business in respect of any premises or any part of any premises without a licence required by this Bylaw, or a person is convicted of any other contravention of this Bylaw and the court determines that the applicant, licensee, or owner of the premises or part of the premises in respect of which the conviction was made knew or ought to have known of the conduct which formed the subject-matter of the conviction or of any pattern of similar conduct, the court may order that the premises or part of the premises be closed to any use for a period not exceeding two (2) years.
- (6) If any provision of this By-Law is contravened and a conviction entered, in addition to any other remedy and to any penalty imposed by this By-Law, 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.

8. Collection of Unpaid Fines

- (1) Pursuant to Section 441 of the *Municipal Act* 2001, S. O. 2001, c. 25 if any part of a fine for a contravention of a business licensing by-law remains unpaid after the fine becomes due and payable under Section 66 of the *Provincial Offences Act*, R.S.O. 1990, c. P. 33, including any extension of time for payment ordered under that Section, the City may give the person against whom the fine was imposed a written notice specifying the amount of the fine payable and the final date on which it is payable, which shall be not less than 21 days after the date of the notice. If the fine remains unpaid after the final date specified in the notice, the fine is deemed to be unpaid taxes pursuant to Section 351 of the *Municipal Act* and may be added to the person's tax roll and collected in the same manner as property taxes.

9. ENACTMENT

9.1 Interpretation

- (1) In this By-law, unless the context otherwise requires, words importing the singular member shall include the plural.
- (2) Reference in this By-law to any legislation or City By-law means as may be amended or replaced from time to time and include any regulations thereunder.

9.2 Conflict

- (1) In the case of a conflict between the provisions of this By-law and any other City By-law, the more stringent provision shall prevail.

9.3 Severances

- (1) If any section, subsection, sentence, clause, phrase, or provision of this By-law is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of the By-law. The City hereby declares that it would be passed this By-law and each section, subsection, sentence, clause, phrase and provision herein, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or provisions be declared invalid.

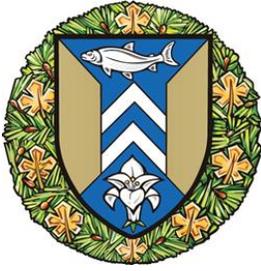
9.5 Effective Date

- (1) This By-law shall be effective on January 1, 2024. Any Scrap Metal Facility, as defined within this By-law, within the City of Sault Ste. Marie shall have until March 1, 2024 to be in possession of a fully issued and valid Scrap Metal Facility licence and be in compliance with all the requirements within this By-law and other applicable City By-laws.

PASSED in open Council this XX day of XXXX, 2023.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI



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

C O U N C I L R E P O R T

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Carl Rumiel, Director of Engineering
DEPARTMENT: Public Works and Engineering Services
RE: Queen Street – Value Management Opportunities

Purpose

The purpose of this report is to provide Council with additional information related to construction phasing options and value management opportunities for the proposed improvements to Queen Street in the downtown.

Background

At the July 10, 2023 meeting of Council, staff presented a comprehensive report outlining the conceptual design process and the preferred design alternatives. This report requested that Council approve, in principle, the conceptual design of Queen Street between Pim Street and Gore Street. With this approval staff would then bring the next Five-Year Capital Transportation Program to Council with the Queen Street Improvements included in that program. Council deferred making a decision on that report until the July 31 meeting.

Analysis

Presentation of the next Five-Year Capital Transportation Program will be moved forward to the August 28, 2023 meeting since the improvements to Queen Street have an impact on the road reconstruction program.

Below are some additional points which may help Council in their decision on accepting the conceptual design of Queen Street presented at the July 10 meeting.

1. Phasing Alternatives:

The report of July 10 suggested phasing the improvements to Queen Street over three years. This is not critical and the project could be broken up into larger or smaller projects. Staff do recommend that the first phase be the middle section from Bruce to Brock Streets to line up with the opening of the downtown plaza, but other phases could be shorter and pushed back to reduce impact to budget years.

Council may wish to start the middle section (approximately \$6M) in 2024 and schedule other phases in future Capital Transportation Programs or when other funding opportunities become available.

2. Street Lighting:

The overall project cost of \$18M includes an allowance for upgraded street lighting. This is a recommendation of the PUC to replace all poles, cables and luminaires between East Street and Gore Street. Staff can look at opportunities to value manage this item recognizing that the poles and cables require replacement, but some luminaires may be reused. On the block between Pim Street and East Street, there are new decorative poles that will be reused.

3. Lane Configuration:

At the meeting of July 10, Council heard from the Sault Trails Advocacy Committee (STAC). Discussions with STAC have been productive although staff is of the opinion that reducing Queen Street to one lane is not a viable alternative. Staff are not aware of any arterial roads elsewhere in the province that are single-lane, one-way roads that accommodate the current traffic volumes of Queen Street over a distance of approximately 2km. If Queen Street were reduced to one lane, City buses, delivery vehicles, emergency services and broken-down vehicles would bring traffic to a stop. Staff is still committed to further discussion regarding temporary closure of lanes for additional width for bicycles and pedestrians; however, at this time staff do not support alternatives that would permanently reduce Queen Street to one lane.

4. Streetscaping and Parking:

Staff is recommending that the conceptual design presented in the July 10 report be approved in principle. Staff will continue to refine this in the detailed design phase and will work with merchants to accurately locate areas that require parking and those that require additional space for patios. Staff will also review areas where streetscaping is proposed and potentially identify other areas of savings through this process. This could potentially be the removal of some of the proposed paving brick and replacement with concrete. It is important to note that Council will have other opportunities to make decisions prior to awarding contracts.

Financial Implications

There are no further immediate financial implications to this report not presented in the July 10 report.

Strategic Plan / Policy Impact / Climate Impact

This report is linked to the new infrastructure and quality of life focus areas of the strategic plan.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Director of Engineering dated July 31, 2023 concerning Queen Street – Value Management Opportunities be received and that Council approve, in principle, the conceptual design of Queen Street between Pim Street and Gore Street.

Queen Street – Value Management Opportunities

July 31, 2023

Page 3

Recommendations for Queen Street Improvements to be included in the next Five-Year Capital Transportation Program will on the August 28, 2023 Council agenda.

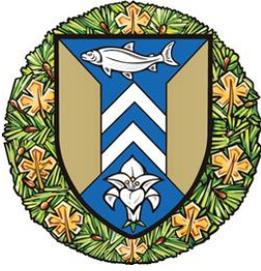
Respectfully submitted,

Carl Rumié, P. Eng.

Director of Engineering

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

C O U N C I L R E P O R T

July 10, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Carl Rumiel, Director of Engineering
Peter Tonazzo, Director of Planning
DEPARTMENT: Public Works and Engineering Services
RE: Queen Street Improvements Update

Purpose

The purpose of this report is to present the preferred conceptual design and preliminary cost estimates for improvements to Queen Street through the downtown as well as to obtain approval to present the preferred alternatives in the next Five-Year Capital Transportation Program which will be presented to Council on July 31, 2023.

Background

In 2021, the City initiated a project to develop a conceptual design for Queen Street East between Pim and Gore Streets and Spring Street from Foster Drive to Queen Street. The surface, boulevards and walkways along Queen Street have outlived their useful life and are due for replacement to enhance accessibility, incorporate active transportation features and restore acceptable service levels. In addition, many of the trees have succumbed to disease and the downtown would benefit from aesthetic enhancements to encourage increased activity. Spring Street is proposed as a shared street or 'woonerf', where vehicles, cyclists and pedestrians equally share the street. This will facilitate Spring Street as a critical pedestrian link between the waterfront and Queen Street.

At the July 12, 2021 meeting, Council approved retaining AECOM to provide engineering and urban design services associated with proposed Queen Street East improvements within the downtown between Gore Street and Pim Street as well as improvements to Spring Street between Queen Street and Foster Drive.

Analysis

The Queen Street corridor, between Pim and Gore Streets, represents Sault Ste. Marie's 'Main Street'. The health and vitality of Queen Street is inextricably linked to the health and vitality of the community. Impressions of the community are often based upon the overall health of the downtown. Over the past several years, the City has contributed millions of dollars towards downtown rejuvenation, much of it directly on Queen Street, including grants to property owners through the

Downtown CIP, the construction of the Downtown Plaza and the relocation of the Mill Market to name a few. This investment is in addition to and augments private sector downtown investment in excess of \$121M. Upgrading Queen Street represents a significant step in making Queen Street a true destination.

The purpose of this report will focus on Queen Street. The Tourism and Community Development Division of the City are currently reviewing opportunities to activate the waterfront and link it to the downtown which may include improvements to Spring Street. However, this is a significant project that will be phased over multiple years. Reconstruction of Spring Street would be an additional phase of construction at a cost of \$3-4M. Should Council wish to prioritize improvements to Spring Street higher, it can direct staff to do so.

Key Project Objectives – Queen Street

The 2016 Downtown Strategy¹ aims to transform the Downtown into a vibrant and mixed-use neighbourhood that serves as the Sault's centre for entertainment, culture and retail activity. In short, Queen Street should be viewed as more of a destination than a through corridor.

With this in mind, the key objectives for the Queen Street project are:

1. To replace the surface works from building face to building face, including asphalt, curbs, boulevards, sidewalk surfaces, trees and street furniture.
2. To enhance accessibility, particularly along sidewalk surfaces and at intersections.
3. To create an appealing environment that will encourage visits and activities and create a comfortable environment for all users.
4. To grant merchants greater opportunities to activate the boulevard spaces in front of businesses.
5. To create a complete street that balances the interests of various users and property owners.
6. To recognize input from the entire community, with special regard for specific input of Queen Street property owners and merchants.

Proposed Roadway Design

As a result of three public open houses and other community feedback, the proposed roadway design is attached and consists of the following::

1. Two one-way lanes of traffic, with lane widths reduced from 3.55m to 3.3m.
2. A 1.5m westbound bike lane, located on the north side of the road.
3. A 0.5m buffer between the bike lane and any on-street parking stalls on the north side of the road, where such on-street parking is proposed.
4. Paving stone boulevards with a continuous 1.8m concrete sidewalk.
 - a. The overall width of the boulevard depends upon the presence of on-street parking. Where there is no on-street parking, boulevard widths

¹ [Downtown \(shapethesault.ca\)](http://shapethesault.ca)

(building face to curb) will be reduced by 0.3m from current and where there is parking, the north boulevard will be reduced by an additional 0.55m.

- b. A continuous concrete sidewalk will improve accessibility by providing a smoother surface to roll on and a more distinctly identifiable pedestrian surface.
5. Boulevard trees, utilizing soil cell systems to ensure growth in urban setting such as Queen Street.
 - a. A variety of local species will be planted to mitigate against disease.
6. Elimination of right and/or left turn lanes at some intersections to reduce pedestrian crossing widths.
7. A reduced speed limit to 30km/hr along Queen Street, between Pim and Gore Streets.
8. Maintain parking to suit the needs of merchants and eliminate parking in areas that require patio space.

The attached plans are preliminary designs. Actual locations for parking, patio opportunities and streetscape features will be determined in the detailed design with continued input from the merchants.

It is staff's opinion that the proposed design adheres to the project objectives and represents an appropriate balancing of comments received from various stakeholders, with special regard for Queen Street merchants.

The proposed design does not preclude alterations within the proposed roadway cross-section and provides some flexibility to experiment or permanently alter the configuration to facilitate separated bike lanes, two-way bike lanes and mid-block crosswalks. Furthermore, Planning and Engineering staff are willing to commit to ongoing conversations with the Downtown Association to undertake potential pilot projects to experiment with the aforementioned alternative designs. Experimentation within the ROW can be undertaken at minimal cost, however it is recognized that the Downtown Association is an important partner, and that such pilots would need to occur over a number of weeks or months so that impacts can be appropriately measured.

Public Outreach

To date, three formal neighbourhood meetings have been held:

1. May 11, 2022
2. June 22, 2022
3. June 13, 2023

At the first round of consultation in 2022, attendees were presented with an option, which from a road cross-section standpoint, was largely consistent with what currently exists, two westbound travel lanes, staggered on-street parking and significantly enhanced streetscaping features. After the 2022 consultation, many in the cycling community were of the opinion that further could be done to better accommodate cycling and the overall comfort level of all pedestrians using Queen Street.

City staff worked with the consultant to review a number of potential options, including a shared bike lane, a painted bike lane and a physically separated bike lane.

An additional public meeting was held on June 13, 2023 where a number of options were presented, including speed reductions to 40km/hr or 30km/hr. Also, throughout the time between the first public meetings in 2022 and the drafting of this report, Planning and Engineering staff have consulted with numerous stakeholders to gather additional feedback on a wide variety of options and suggestions.

What We Heard

The following is a summary and discussion of the high-level comments and suggestions that have been received.

Speed Reduction to 30km/hr

At the June 13, 2023 public meeting, the overwhelming majority of attendees supported reduced speed, with 30km/hr being slightly more favourable than 40km/hr. A limited number of people are not supportive of reduced speeds on the basis that it will increase their travel times or result in additional traffic on Wellington Street to avoid the reduced speeds. To put this into perspective, a speed reduction from 50 to 30km/hr would add approximately one to two minutes travel time through the downtown corridor.

The impact of increased vehicular travel time is minimal when compared to significant gains in safety and comfort for pedestrians, cyclists and those visiting Queen Street. Numerous studies, including work done by the World Health Organization, have concluded that a pedestrian has a 90% chance of surviving a vehicular collision where the vehicle is travelling at 30km/hr, a 70% chance at 40km/hr and only a 15% chance at 50km/hr.

The reduced speeds also support a rethinking of Queen Street to that of a destination, rather than a thoroughfare taking motorists from east to west.

Two-Way Traffic

In 2018, the City completed a Schedule B Municipal Class Environmental Assessment to decide whether or not to convert the downtown street back to two-way operation. The decision was to remain one-way.

One Westbound Vehicular Lane with a Separated Two-Way Cycling Lane

Many in the cycling community support a single westbound vehicular lane with a separated, 2-way bike lane. Most merchants that attended the June 13, public open house were not supportive of this option. Queen Street currently accommodates approximately 7,000 vehicles per day, and while a single lane may have adequate capacity to accommodate current daily and peak hour traffic

volumes, merchants indicated they rely on this traffic for business exposure. Furthermore, such a configuration would significantly alter the overall functioning of the roadway. For example, City bus stops, a broken down vehicle or delivery (where rear access is not available) would result in traffic stopping. From an accessibility perspective, those with mobility challenges, requiring a drop-off in close proximity to their destination could also create significant traffic delays, not to mention the discomfort of stopping traffic while they exit their vehicle.

On-Street Parking

Most merchants have been adamant that maintaining on-street parking is critical to the ongoing viability of their business. As part of the preliminary design, on-street parking has been located in a staggered configuration on both sides of the road. The on-street parking has also been staggered to accommodate existing patios, however it is recognized that patio locations may move over time. Adequate barrier free spaces will be incorporated into the final design following input from the Accessibility Committee.

CIMA+ is currently undertaking an analysis of downtown parking, to determine if there is enough municipal parking (on-street and within municipal lots), and if such parking is appropriately distributed throughout the Downtown to accommodate demand. Preliminary data suggests there is a surplus of municipal parking throughout the entire Downtown; however, it is recognized that parking supply and demand is the most acute in the eastern portion of the Downtown between East and Pim Streets. It is certainly recognized that many Municipalities are either eliminating downtown parking spaces or charging fair market pricing for such spaces; however, it is very difficult to simply ignore the comments from local merchants indicating that on-street parking is critical to their business. Furthermore, as part of this parking analysis, it is anticipated that, in the near future, Planning staff will be recommending zoning amendments that have the effect of eliminating minimum parking requirements for most new development in the Downtown. It is hoped that this will result in increased densities, which will place additional demand for on-street and public parking spaces.

On-Street Parking on the South Side of Queen Only

There have been suggestions that parking be located on the south side of Queen Street only, with the bike lane on the north side. This would eliminate the need for a 0.5m buffer between the bike lane and 2.75m parking stalls, thus reducing impacts to boulevard widths. From an accessibility standpoint, this would reduce access to businesses on the north side of the road. Finally, Queen Street merchants have been quite adamant about maintaining a consistent approach to on-street parking.

Phasing and Access During Construction

While most merchants are excited about the Queen Street project, it is recognized that there will be construction impacts. The overall phasing of the project is anticipated to be over three years. To the greatest extent possible, efforts will be

made to ensure that access remains for businesses during construction. Staff are committed to a comprehensive communications plan so that merchants and the public are well aware of construction details so that they can plan accordingly.

Specific Streetscaping Features and Furniture

There have also been a number of comments and suggestions with regards to specific streetscaping features and furniture, which will be determined through the detailed design exercise. From an accessibility standpoint, a continuous 1.8m concrete sidewalk on both sides of Queen Street is proposed.

Raised Intersections and Mid-Block Crosswalks

A variety of features such as raised intersections and mid-block crosswalks have also been suggested.

Staff is not supportive of raised intersections at this time. While they may provide a traffic calming effect, they are quite costly, requiring a complete redesign of stormwater infrastructure, where underground infrastructure is not being reconstructed as part of this project. Furthermore, raised intersections are not conducive to cycling or snow removal operations.

Mid-block crosswalks are not recommended as existing signalized intersections provide adequate crossing opportunities of Queen Street.

Financial Implications

The cost estimate for the preferred alternative for Queen Street is approximately \$18M. Staff recommend that work be incorporated into the Five-Year Capital Transportation Program over three phases, costing \$6M per section. Currently, the City receives an additional \$2.5M per year in OCIF funding which will continue until 2026. This added OCIF will help absorb some of the cost of the Queen Street work so that the Capital Transportation Program can still address other road work requirements across the City. Staff are reviewing other funding options, including discussions with funding agencies which has the potential to reduce the cost of the overall project. The funding options will be provided with the 2024 Capital Budget and Forecast for Council's consideration.

Strategic Plan / Policy Impact / Climate Impact

This report is linked to the new infrastructure and quality of life focus areas of the strategic plan.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Director of Engineering and the Director of Planning dated July 10, 2023 concerning Queen Street Improvements Update be received and that Council approve, in principle, the conceptual design of Queen Street between Pim Street and Gore Street.

Queen Street Improvements Update

July 10, 2023

Page 7

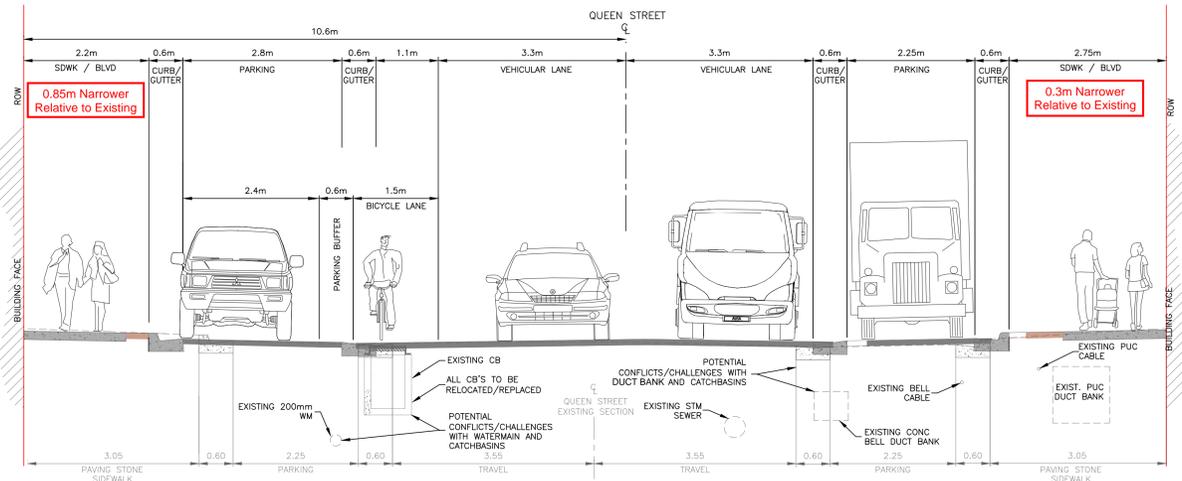
Recommendations for Queen Street Improvements to be included in the next Five-Year Capital Transportation Program will be brought to Council at the July 31, 2023 meeting.

Respectfully submitted

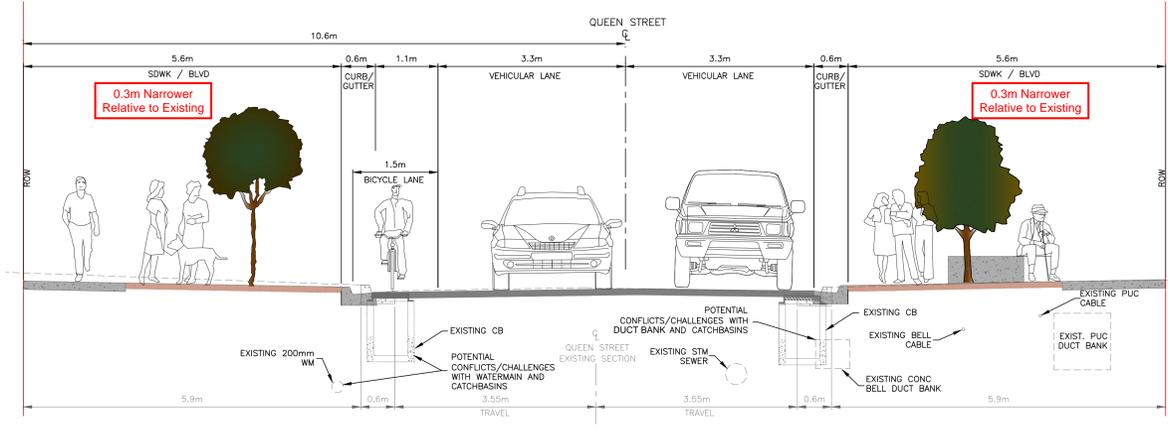
Carl Rumié, P. Eng
Director of Engineering
705.759.5379
c.rumiel@cityssm.on.ca

Respectfully submitted

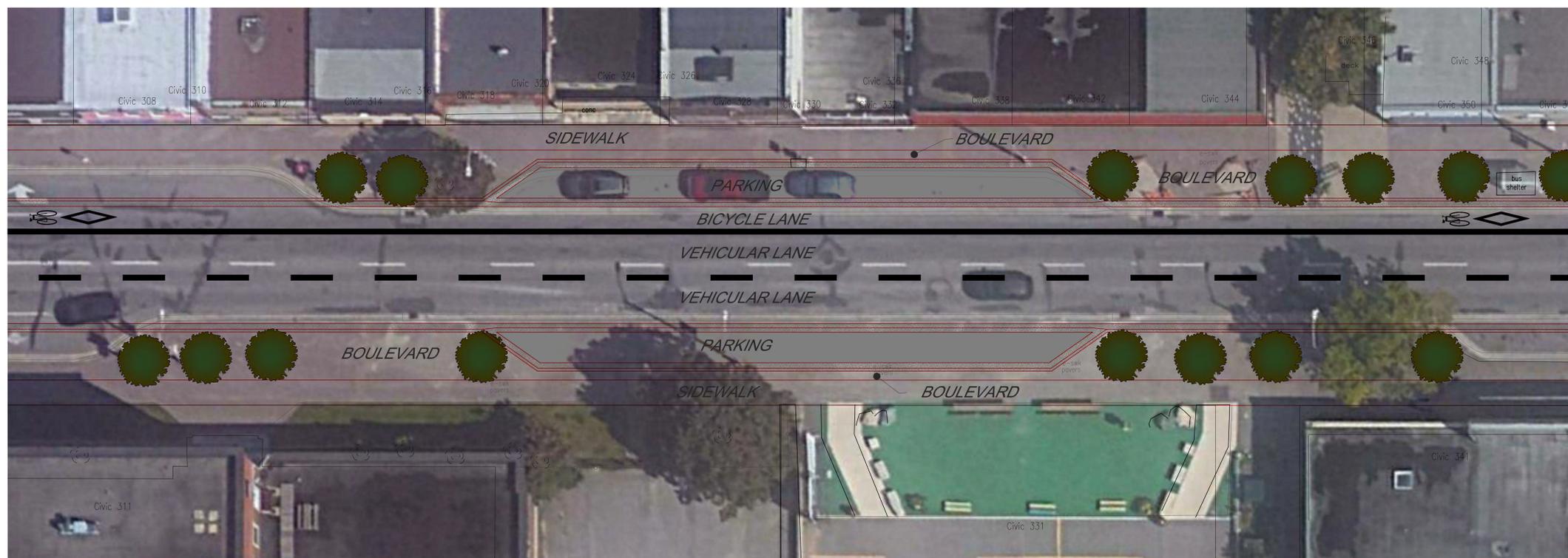
Peter Tonazzo, MCIP, RPP
Director of Planning
705.759.2780
p.tonazzo@cityssm.on.ca



TYPICAL SECTION (AT PARKING BAYS)
BICYCLE LANE OPTION

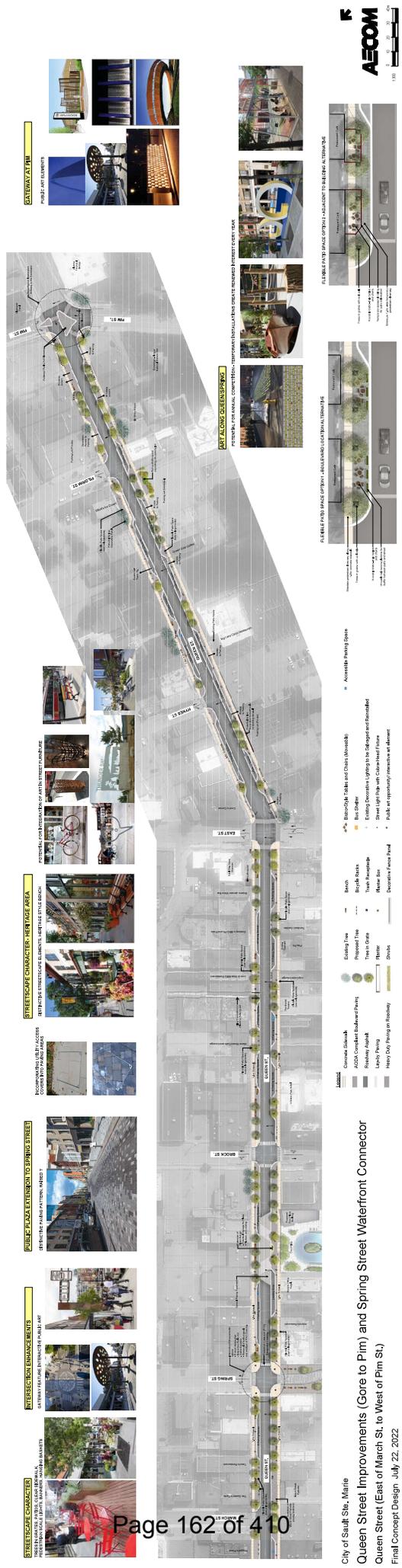


TYPICAL SECTION (OUTSIDE PARKING BAYS)
BICYCLE LANE OPTION



City of Sault Ste. Marie
Queen Street Improvements (Gore to Pim)
 Streetscape Enlargement - STA 10+700
 Concept Design with Bicycle Lane Option - June 6, 2023





Subject: FW: July 10 Council Meeting Agenda Item 8.4.1 Comments from STAC

Dear Mayor Shoemaker, Members of City Council and Planning Department:

We appreciate the depth of the Council report and the willingness to pilot options in design using current best practice. We share the city's vision of a downtown that is an exciting and vibrant destination; safe and welcoming to everyone in the community and attractive to visitors.

Further, the city has repeatedly recognized that we face an unprecedented climate crisis that requires policymakers of all levels and stripes to make meaningful changes. Luckily for our city and for us as residents, we've already made significant investments in active transportation. Building upon this momentum should include making the heart of our downtown as accessible, inclusive and safe as possible for those who bike, walk, use public transportation, or have limited mobility.

Perhaps the easiest way to make Queen Street more accessible and safe is eliminating all traffic lights and replacing them with four-way stop signs. This would drastically reduce speeding and its negative impact on safety and drastically improve the downtown experience for pedestrians, who would have an automatic right of way. Similarly, removing turning lanes and including mid-block crosswalks could add additional space for other street users and improve their downtown experience.

To make the downtown as safe as possible for cyclists, a two-way segregated path would be best. This could virtually eliminate the problem of cyclists using sidewalks and creating a risk for all street users. Although concerns have been raised about the clearing of snow and bus stops on Queen Street with such infrastructure in place, there is ample time and space to find a creative plan that satisfies the needs of all street users and conserves finite city resources.

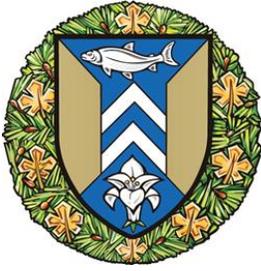
It may also be possible to reduce (or even remove) most of the parking on one side of Queen Street (the one adjacent to two-way cyclists and pedestrians). Based on current statistics, our downtown core has an overabundance of parking spots, with around 10,000 spots that cover almost 40% of available land. According to one urban planning resource - Parking Reform Network - our community has one of the highest percentages of its downtown dedicated solely to parking in all of North America. Therefore, we suggest the city continues to examine the issue as a part of its broader downtown revitalization strategy and especially borrow best practices from other communities that have developed more efficient management systems for downtown parking.

Above all, we believe that one lane of vehicular traffic can easily handle existing volumes on Queen Street. Based on the current design, Queen Street can be an overwhelming experience for other street users, routinely seeing aggressive driving, speeding, and a commensurate decrease in overall accessibility and safety.

Thankfully, the city has been receptive and responsive to community input. Therefore, we would like to offer some of these suggestions as an invitation to consideration. Perhaps engaging additional experts in design would be beneficial in order to get this element of downtown planning right. Considering the importance of Queen Street to our downtown and our entire community, we see this as an element of local planning that requires as much attention and care as possible.

An accessible, rejuvenated, and vibrant downtown can also have derivative effects that satisfy pressing policy problems, like crime prevention through community presence, more active lifestyles and community health, potential incentives for dense housing developments, and a positive economic environment for downtown merchants.

We thank you for your consideration.
STAC – Sault Trails Advocacy Committee



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

C O U N C I L R E P O R T

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Salvatore Marchese, Junior Planner
DEPARTMENT: Community Development and Enterprise Services
RE: A-7-23-Z 16 Caesar Road (786211 Ontario Limited c/o
Mark A. Lepore)

PURPOSE

The applicant, 786211 Ontario Limited (c/o Mark Lepore) wishes to rezone a 0.55 metre strip of 16 Caesar Road to permit commercial parking for 149 Trunk Road. Access to the proposed parking spaces will only be granted via Trunk Road. This application follows a previous application and represents a minor adjustment to the area to be rezoned, to reflect that of the property's reference plan.

PROPOSED CHANGE

The applicant is seeking Council's approval to rezone a 0.55 metre strip of land, shown as 'area to be rezoned' on the attached subject property map, from Medium Density Residential Zone (R4.S 419) with special exception 419 to General Commercial Zone (C4.S 419) with Special Exception 419, which permits:

1. A parking lot in association with 149 Trunk Road only;
2. Access from Trunk Road only; and
3. No other uses for a C4 zone.

Subject Property:

- Location: Located on the North side of Caesar Road, at the intersection of Caesar Road and Angelina Avenue.
- Approximate Size:
 - Subject property: 15.24 metres (50 feet) of frontage along Caesar Road with a depth of 40.17 metres (131.79 feet). Total area is 0.061 hectares (.151 acres).
 - Area to be rezoned: 15.24 metres (50 feet) width with a depth of 0.55 metres (1.81 feet). Total area is 8.38 square metres (90.20 sq. feet).
- Present Use: Triplex.
- Owner: 786211 Ontario Limited (c/o Mark Lepore).

BACKGROUND

In 1978, the subject property was rezoned to permit a triplex.

In 2022, the northern 6 metres of the subject property was redesignated from Residential to Commercial on Land Use Schedule C of the Official Plan through Official Plan Amendment #237, and the northern 5.18 metres of the subject property was rezoned to facilitate additional parking associated with 149 Trunk Road.

In 2022 the Committee of Adjustment approved a severance application to convey the northern 5.18 metres of the subject property to 149 Trunk Road. The reference plan included an additional 0.55 metres that was not part of the previous rezoning. The Committee granted approval of the conveyance conditional upon rezoning the additional 0.55 metres.

ANALYSIS

Conformity with Official Plan

The general intent of the Official Plan supports the nominal expansion of existing commercially designated lands in an effort to improve functionality in a manner that does not conflict with neighbouring sensitive uses.

The proposed rezoning would bring the 'area to be rezoned' portion of the subject property in line with Land Use Schedule C of the Official Plan by redesignating it from Residential to Commercial.

Conformity with Provincial Policy Statement 2020

This application is consistent with the policies of the PPS that address matters such as the protection of land uses from one another and efficiently using municipally serviced land.

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.*
- b) Avoiding development and land use patterns which may cause environmental or public health and safety concerns.*

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

This application is requesting the rezoning of 0.55 metres of the subject property to be in line with where a fence has been installed to separate 16 Caesar Road from 149 Trunk Road. The portion of rezoned land would be used to facilitate the

expansion of parking for 149 Trunk Road, which is directly behind the subject property.

Planning staff recommend that the application be approved subject to Site Plan Control to ensure that there will be no negative impacts on the adjacent residential properties along Caesar Road. Site plan control would require:

- The submission of a grading plan to the satisfaction of Engineering Services prior to any development. This area has a history of drainage complaints due to surface water and snow storage. An approved grading plan would improve the drainage situation. The parking area will also be required to be paved.

CONSULTATION

Public notices were mailed to all neighbouring properties within 120m (400') of the subject property on July 7, 2023. The notice that was mailed to property owners is attached to this report. The notice was also advertised on the City website and in the Sault Star on July 4, 2023.

Public Comments

At the time of writing this report, no public comments have been received.

Application Circulation

As part of the application review, this proposal was circulated to City departments and external agencies for detailed technical review and comment. The following departments/agencies commented on this application:

Engineering Services commented that the area has a history of drainage complaints due to surface water and snow storage. It is recommended that this property be subject to Site Plan Control and that a grading plan be submitted to the satisfaction of the Director of Engineering or his designate.

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 linked to any policies within the Corporate Strategic Plan. There is no significant climate change impacts anticipated from this application.

SUMMARY

This application is requesting to rezone 0.55 metres of the subject property to facilitate additional parking for the commercial property located at 149 Trunk Road. This application is a minor alteration to a previous application in 2022 and adjusts the area to be rezoned to reflect that of the property's reference plan.

Planning staff anticipate no impact, but have recommended site plan control be applied to the area to be rezoned, to ensure there are no adverse effects on the neighbouring residential properties.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Resolved that the report of the Planner dated July 31, 2023 concerning Rezoning Application A-7-23-Z be received and that Council rezone a 0.55 metre strip of land, shown as 'area to be rezoned' on the attached subject property map, from Medium Density Residential Zone (R4.S 419) with special exception 419 to General Commercial Zone (C4.S 419) with Special Exception 419, which permits:

1. A parking lot in association with 149 Trunk Road only;
2. Access from Trunk Road only; and
3. No other uses for a C4 zone.

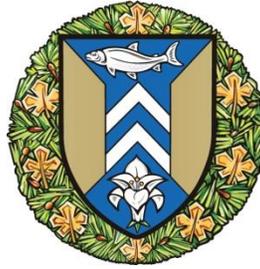
And that the 0.55 metre strip being rezoned on 16 Caesar Road be deemed subject to site plan control as per section 41 of the *Planning Act*.

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

Respectfully submitted,

Salvatore Marchese
Junior Planner
705.759.5445
s.marchese@cityssm.on.ca

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



Public Works & Engineering Services

Maggie McAuley, P. Eng.
Municipal Services & Design Engineer

2023 07 11

MEMO TO: Peter Tonazzo, RPP
Director of Planning

RE: A-7-23-Z
16 Caesar Great Northern Road
786211 Ontario Limited

The Engineering Division has reviewed the above noted application and provides the following:

- This area has a history of drainage complaints due to surface water and snow storage.
- It is recommended that this property be subject to Site Plan Control and that a grading plan be submitted 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'.

Maggie McAuley, P.Eng.
Municipal Services & Design Engineer
Public Works and Engineering Services
705.759.5385
m.mcauley@cityssm.on.ca

MM/

c. Susan Hamilton Beach P.Eng., Public Works

Subject Line
Date
Page x of x

F:\ENGINEERING DATA\REZONING\2023\A-6-23-Z 1281 Great Northern Road 2023 07 05.docx



SUBJECT PROPERTY

PREVIOUSLY REZONED

TO BE REZONED

Application A-7-23-Z: Aerial Image

Property Information

SAULT STE. MARIE
Planning and Enterprise Services
 Community Development and Enterprise Services Department
 99 Foster Drive, Sault Ste Marie, ON P6A 5X6
 saultstемarie.ca | 705-759-5368 | planning@cityssm.on.ca

- Subject Property: 16 Caesar Road
- Area to be Rezoned
- Previously Rezoned
- Parcel Fabric

Civic Address: 16 Caesar Road
 Roll No.: 010006066000000
 Map No.: 21/1-20
 Date Created: June 26, 2023

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 This map is for general reference only
 Orthophoto: 2022





Application A-7-23-Z: Subject Property

Property Information



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

- Subject Property: 16 Caesar Road
- Area to be Rezoned
- Previously Rezoned
- Parcel Fabric

Civic Address: 16 Caesar Road
 Roll No.: 010006066000000
 Map No.: 21/1-20
 Date Created: June 26, 2023





SUBJECT PROPERTY

PREVIOUSLY REZONED

TO BE REZONED

Application A-7-23-Z: Existing Zoning

Property Information



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

- Subject Property: 16 Caesar Road
- Area to be Rezoned
- Previously Rezoned
- Parcel Fabric

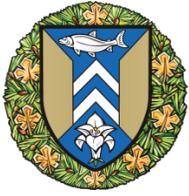
- C1 - Traditional Commercial Zone
- C2 - Central Commercial Zone
- CT2 - Commercial Transitional Zone
- C3 - Riverfront Zone; C3hp
- C4 - General Commercial Zone; C4hp
- C5 - Shopping Centre Zone
- HZ - Highway Zone
- M1 - Light Industrial Zone
- M2 - Medium Industrial Zone; M2hp
- M3 - Heavy Industrial Zone
- R1 - Estate Residential Zone
- R2 - Single-Family Residential Zone; R2hp

- R3 - Low Density Residential Zone
- R4 - Medium Density Residential Zone
- R5 - High Density Residential Zone
- R6 - Mobile Home Residential Zone
- I - Institutional Zone
- EM - Environmental Management Zone
- PR - Parks and Recreation Zone
- RA - Rural Area Zone
- RP - Rural Precambrian Uplands Zone
- REX - Rural Aggregate Extraction Zone
- AIR - Airport Zone
- Named Use - Commercial Dock

Civic Address: 16 Caesar Road
 Roll No.: 010006066000000
 Map No.: 21/1-20
 Date Created: June 26, 2023



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 This map is for general reference only.



The Corporation of the City of Sault Ste. Marie
 99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
 saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

NOTICE OF APPLICATION & PUBLIC MEETING

16 Caesar Road
Application No.: A-7-23-Z
Applicant: 786211 Ontario Inc. (Mark Lepore)

Date: Monday, July 31, 2023
Time: 5:00 PM

Location: City of Sault Ste. Marie
Civic Centre, Council Chambers
99 Foster Drive

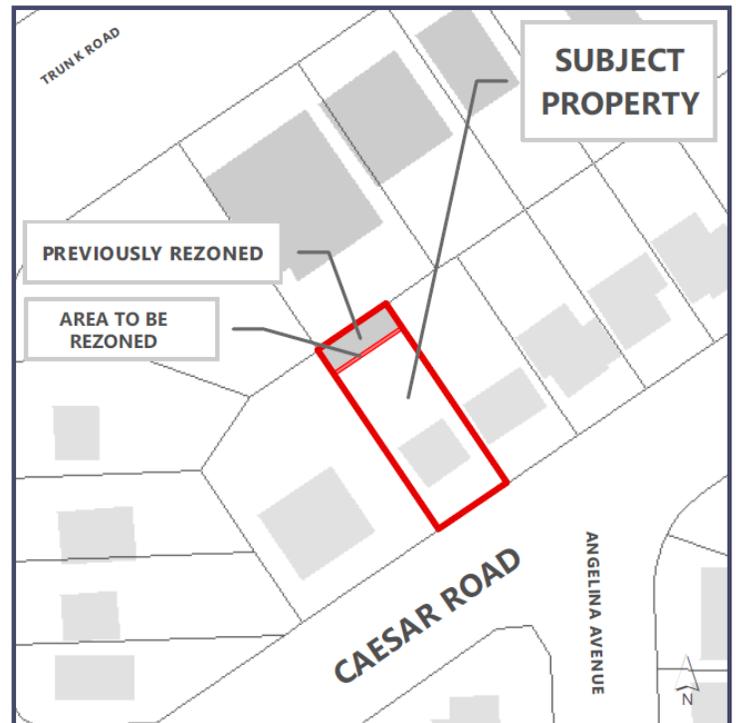
PURPOSE

The applicant, 786211 Ontario Limited (c/o Mark Lepore) wishes to rezone a 0.55 metre strip of 16 Caesar Road to permit commercial parking for 149 Trunk Road. Access to the proposed parking spaces will only be granted via Trunk Road. This application follows a previous application and adjusts the area to be rezoned to reflect that of the property's reference plan.

PROPOSED CHANGE

To rezone a 0.55 metre strip of land, shown as 'area to be rezoned' on the map, from Medium Density Residential Zone (R4.S 419) with special exception 419 to General Commercial Zone (C4.S 419) with Special Exception 419, which permits:

1. A parking lot in association with 149 Trunk Road only;
2. Access from Trunk Road only; and,
3. No other uses for a C4 Zone.



HAVE YOUR SAY

Input on the proposed Zoning By-Law 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, July 31, 2023 at 5:00 p.m. to consider a Zoning By-law Amendment (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 may do so electronically or in person. Electronic participants must contact the City Clerk at cityclerk@cityssm.on.ca or 705-759-5388 to register as a presenter. Registered presenters will be provided with instructions as to how to join the meeting in advance Any written submissions received in advance of the meeting will be included with Council's Agenda.

MORE INFORMATION

The application may be reviewed upon request. The report of the Planning Division will be available on Friday July 28, 2023 as part of City Council's Agenda. Please contact Salvatore Marchese at 705.759.5445 or s.marchese@cityssm.on.ca to request a digital copy. Please refer to the application file number.

WRITTEN SUBMISSION

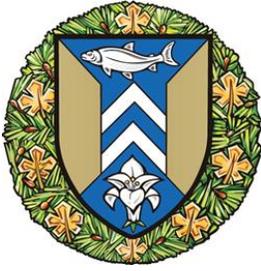
To provide input in writing, or request notice if the proposed application is approved, please submit a letter to Salvatore Marchese, 99 Foster Drive, Sault Ste. Marie, ON P6A 5X6, or e-mail to s.marchese@cityssm.on.ca with your name, address and application file number on or before **Monday, July 31, 2023**.

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 Ontario Land 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 Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.



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

C O U N C I L R E P O R T

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Salvatore Marchese, Junior Planner
DEPARTMENT: Community Development and Enterprise Services
RE: A-7-23-Z 16 Caesar Road (786211 Ontario Limited c/o
Mark A. Lepore)

PURPOSE

The applicant, 786211 Ontario Limited (c/o Mark Lepore) wishes to rezone a 0.55 metre strip of 16 Caesar Road to permit commercial parking for 149 Trunk Road. Access to the proposed parking spaces will only be granted via Trunk Road. This application follows a previous application and represents a minor adjustment to the area to be rezoned, to reflect that of the property's reference plan.

PROPOSED CHANGE

The applicant is seeking Council's approval to rezone a 0.55 metre strip of land, shown as 'area to be rezoned' on the attached subject property map, from Medium Density Residential Zone (R4.S 419) with special exception 419 to General Commercial Zone (C4.S 419) with Special Exception 419, which permits:

1. A parking lot in association with 149 Trunk Road only;
2. Access from Trunk Road only; and
3. No other uses for a C4 zone.

Subject Property:

- Location: Located on the North side of Caesar Road, at the intersection of Caesar Road and Angelina Avenue.
- Approximate Size:
 - Subject property: 15.24 metres (50 feet) of frontage along Caesar Road with a depth of 40.17 metres (131.79 feet). Total area is 0.061 hectares (.151 acres).
 - Area to be rezoned: 15.24 metres (50 feet) width with a depth of 0.55 metres (1.81 feet). Total area is 8.38 square metres (90.20 sq. feet).
- Present Use: Triplex.
- Owner: 786211 Ontario Limited (c/o Mark Lepore).

BACKGROUND

In 1978, the subject property was rezoned to permit a triplex.

In 2022, the northern 6 metres of the subject property was redesignated from Residential to Commercial on Land Use Schedule C of the Official Plan through Official Plan Amendment #237, and the northern 5.18 metres of the subject property was rezoned to facilitate additional parking associated with 149 Trunk Road.

In 2022 the Committee of Adjustment approved a severance application to convey the northern 5.18 metres of the subject property to 149 Trunk Road. The reference plan included an additional 0.55 metres that was not part of the previous rezoning. The Committee granted approval of the conveyance conditional upon rezoning the additional 0.55 metres.

ANALYSIS

Conformity with Official Plan

The general intent of the Official Plan supports the nominal expansion of existing commercially designated lands in an effort to improve functionality in a manner that does not conflict with neighbouring sensitive uses.

The proposed rezoning would bring the 'area to be rezoned' portion of the subject property in line with Land Use Schedule C of the Official Plan by redesignating it from Residential to Commercial.

Conformity with Provincial Policy Statement 2020

This application is consistent with the policies of the PPS that address matters such as the protection of land uses from one another and efficiently using municipally serviced land.

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.*
- b) Avoiding development and land use patterns which may cause environmental or public health and safety concerns.*

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

This application is requesting the rezoning of 0.55 metres of the subject property to be in line with where a fence has been installed to separate 16 Caesar Road from 149 Trunk Road. The portion of rezoned land would be used to facilitate the

expansion of parking for 149 Trunk Road, which is directly behind the subject property.

Planning staff recommend that the application be approved subject to Site Plan Control to ensure that there will be no negative impacts on the adjacent residential properties along Caesar Road. Site plan control would require:

- The submission of a grading plan to the satisfaction of Engineering Services prior to any development. This area has a history of drainage complaints due to surface water and snow storage. An approved grading plan would improve the drainage situation. The parking area will also be required to be paved.

CONSULTATION

Public notices were mailed to all neighbouring properties within 120m (400') of the subject property on July 7, 2023. The notice that was mailed to property owners is attached to this report. The notice was also advertised on the City website and in the Sault Star on July 4, 2023.

Public Comments

At the time of writing this report, no public comments have been received.

Application Circulation

As part of the application review, this proposal was circulated to City departments and external agencies for detailed technical review and comment. The following departments/agencies commented on this application:

Engineering Services commented that the area has a history of drainage complaints due to surface water and snow storage. It is recommended that this property be subject to Site Plan Control and that a grading plan be submitted to the satisfaction of the Director of Engineering or his designate.

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 linked to any policies within the Corporate Strategic Plan. There is no significant climate change impacts anticipated from this application.

SUMMARY

This application is requesting to rezone 0.55 metres of the subject property to facilitate additional parking for the commercial property located at 149 Trunk Road. This application is a minor alteration to a previous application in 2022 and adjusts the area to be rezoned to reflect that of the property's reference plan.

Planning staff anticipate no impact, but have recommended site plan control be applied to the area to be rezoned, to ensure there are no adverse effects on the neighbouring residential properties.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Resolved that the report of the Planner dated July 31, 2023 concerning Rezoning Application A-7-23-Z be received and that Council rezone a 0.55 metre strip of land, shown as 'area to be rezoned' on the attached subject property map, from Medium Density Residential Zone (R4.S 419) with special exception 419 to General Commercial Zone (C4.S 419) with Special Exception 419, which permits:

1. A parking lot in association with 149 Trunk Road only;
2. Access from Trunk Road only; and
3. No other uses for a C4 zone.

And that the 0.55 metre strip being rezoned on 16 Caesar Road be deemed subject to 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,

Salvatore Marchese
Junior Planner
705.759.5445
s.marchese@cityssm.on.ca

SKETCH TO ILLUSTRATE PROPOSED SEVERANCE AND PARKING
 149 TRUNK ROAD & 16 CAESAR ROAD
 CITY OF SAULT STE. MARIE
 TULLOCH GEOMATICS INC., O.L.S.
 SCALE 1:500



CAUTION:
 THE PROPERTY BOUNDARIES ILLUSTRATED ON THIS PLAN HAVE BEEN COMPILED FROM LAND REGISTRY PLANS AND HAVE NOT BEEN CONFIRMED.

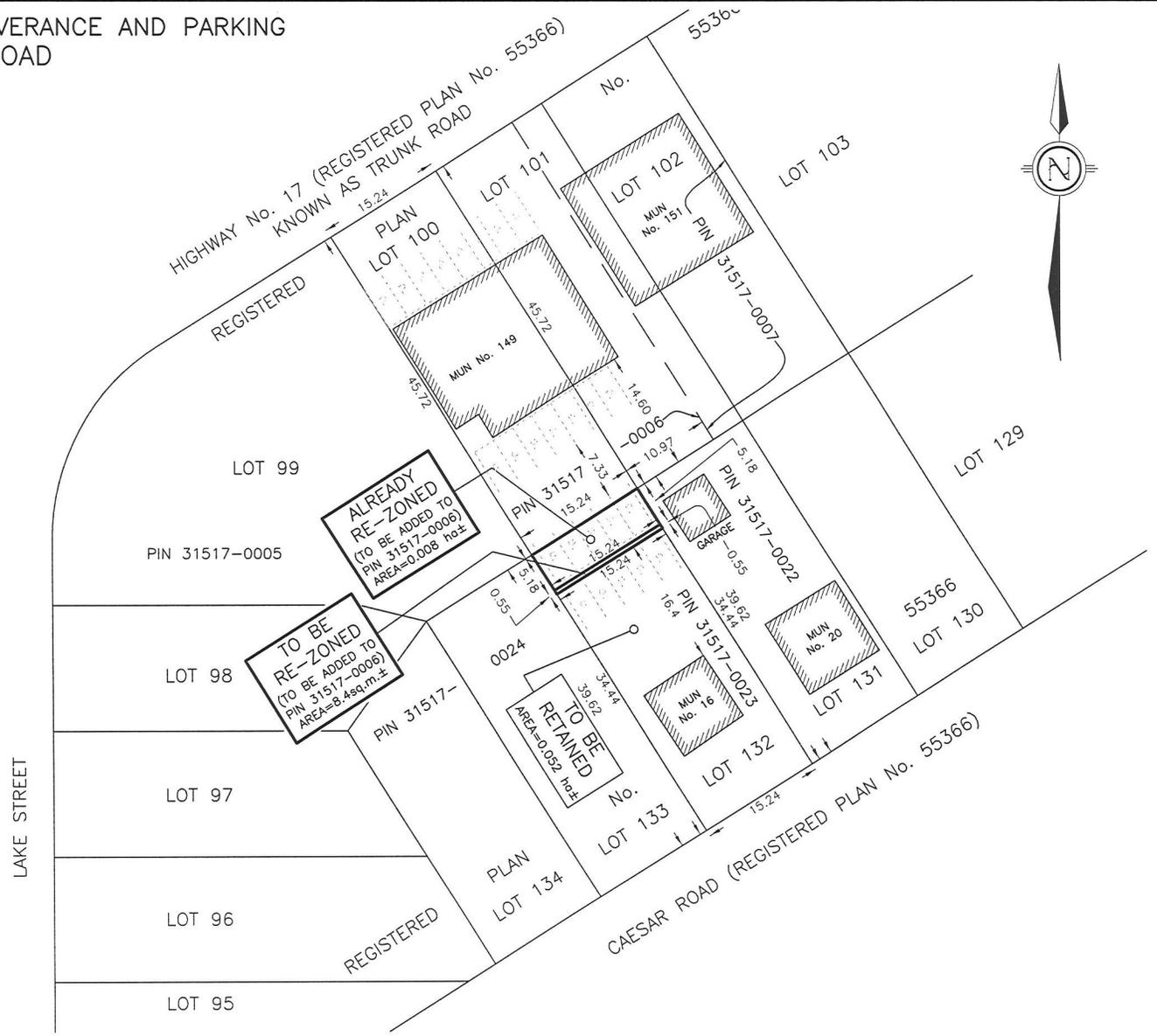
LOCATIONS OF ALL BUILDINGS AND STRUCTURES ARE APPROXIMATE ONLY AND HAVE NOT BEEN CONFIRMED.

THIS SKETCH IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED EXCEPT FOR THE PURPOSE INDICATED IN THE TITLE.

NO PERSON MAY COPY, REPRODUCE, DISTRIBUTE OR ALTER THIS PLAN IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF TULLOCH GEOMATICS. © TULLOCH GEOMATICS INC., 2021.

METRIC:
 DISTANCES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

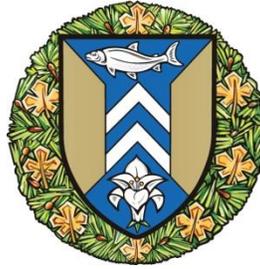
LEGEND:
 MUN DENOTES MUNICIPAL
 No. DENOTES NUMBER
 PIN DENOTES PROPERTY IDENTIFICATION NUMBER
 DENOTES PROPOSED PARKING SPOT (2.75m X 5.8m)



	TULLOCH GEOMATICS INC.	
	71 BLACK ROAD	T. 705 949.1457
	UNIT 8	F. 705 949.9606
	SAULT STE MARIE	866 806.6602
	P6B 0A3	
	saultstmarie@tulloch.ca	
	DRAWN BY: EM	FILE: 21-3054

ACAD FILE:SSM\Projects\2021\Geomatics\213054 149 Truck Road\GEOMATICS\001-Project Drawings\21-3054 SKETCH.DWG

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



Public Works & Engineering Services

Maggie McAuley, P. Eng.
Municipal Services & Design Engineer

2023 07 11

MEMO TO: Peter Tonazzo, RPP
Director of Planning

RE: A-7-23-Z
16 Caesar Great Northern Road
786211 Ontario Limited

The Engineering Division has reviewed the above noted application and provides the following:

- This area has a history of drainage complaints due to surface water and snow storage.
- It is recommended that this property be subject to Site Plan Control and that a grading plan be submitted 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 'M. McAuley', is written over a light blue horizontal line.

Maggie McAuley, P.Eng.
Municipal Services & Design Engineer
Public Works and Engineering Services
705.759.5385
m.mcauley@cityssm.on.ca

MM/

c. Susan Hamilton Beach P.Eng., Public Works

Subject Line
Date
Page x of x

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SUBJECT PROPERTY

PREVIOUSLY REZONED

TO BE REZONED

Application A-7-23-Z: Aerial Image

Property Information



Planning and Enterprise Services

Community Development and Enterprise Services Department
 99 Foster Drive, Sault Ste Marie, ON P6A 5X6
 saultstmarie.ca | 705-759-5368 | planning@cityssm.on.ca

- Subject Property: 16 Caesar Road
- Area to be Rezoned
- Previously Rezoned
- Parcel Fabric

Civic Address: 16 Caesar Road
 Roll No.: 010006066000000
 Map No.: 21/1-20
 Date Created: June 26, 2023

0 10 20 m 1:1,000
 This map is for general reference only
 Orthophoto: 2022





Application A-7-23-Z: Subject Property

Property Information



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

- Subject Property: 16 Caesar Road
- Area to be Rezoned
- Previously Rezoned
- Parcel Fabric

Civic Address: 16 Caesar Road
 Roll No.: 010006066000000
 Map No.: 21/1-20
 Date Created: June 26, 2023





SUBJECT PROPERTY

PREVIOUSLY REZONED

TO BE REZONED

Application A-7-23-Z: Existing Zoning

Property Information



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

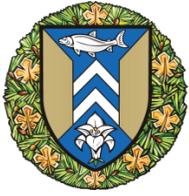
- Subject Property: 16 Caesar Road
- Area to be Rezoned
- Previously Rezoned
- Parcel Fabric

- C1 - Traditional Commercial Zone
- C2 - Central Commercial Zone
- CT2 - Commercial Transitional Zone
- C3 - Riverfront Zone; C3hp
- C4 - General Commercial Zone; C4hp
- C5 - Shopping Centre Zone
- HZ - Highway Zone
- M1 - Light Industrial Zone
- M2 - Medium Industrial Zone; M2hp
- M3 - Heavy Industrial Zone
- R1 - Single Residential Zone
- R2 - Single Residential Zone; R2hp

- R3 - Low Density Residential Zone
- R4 - Medium Density Residential Zone
- R5 - High Density Residential Zone
- R6 - Mobile Home Residential Zone
- I - Institutional Zone
- EM - Environmental Management Zone
- PR - Parks and Recreation Zone
- RA - Rural Area Zone
- RP - Rural Precambrian Uplands Zone
- REX - Rural Aggregate Extraction Zone
- AIR - Airport Zone
- Named Use - Commercial Dock

Civic Address: 16 Caesar Road
 Roll No.: 010006066000000
 Map No.: 21/1-20
 Date Created: June 26, 2023





The Corporation of the City of Sault Ste. Marie
 99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
 saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

NOTICE OF APPLICATION & PUBLIC MEETING

16 Caesar Road
Application No.: A-7-23-Z
Applicant: 786211 Ontario Inc. (Mark Lepore)

Date: Monday, July 31, 2023
Time: 5:00 PM

Location: City of Sault Ste. Marie
Civic Centre, Council Chambers
99 Foster Drive

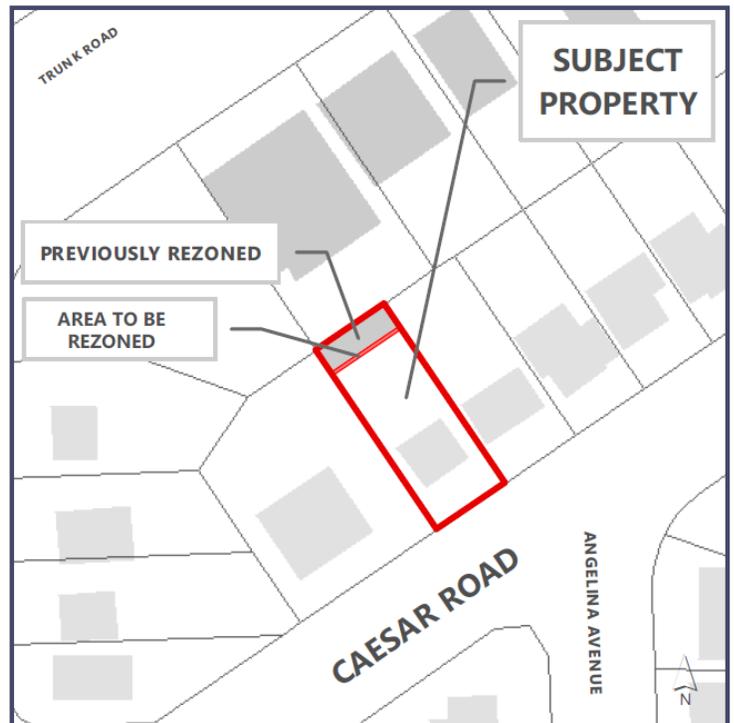
PURPOSE

The applicant, 786211 Ontario Limited (c/o Mark Lepore) wishes to rezone a 0.55 metre strip of 16 Caesar Road to permit commercial parking for 149 Trunk Road. Access to the proposed parking spaces will only be granted via Trunk Road. This application follows a previous application and adjusts the area to be rezoned to reflect that of the property's reference plan.

PROPOSED CHANGE

To rezone a 0.55 metre strip of land, shown as 'area to be rezoned' on the map, from Medium Density Residential Zone (R4.S 419) with special exception 419 to General Commercial Zone (C4.S 419) with Special Exception 419, which permits:

1. A parking lot in association with 149 Trunk Road only;
2. Access from Trunk Road only; and,
3. No other uses for a C4 Zone.



HAVE YOUR SAY

Input on the proposed Zoning By-Law 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, July 31, 2023 at 5:00 p.m. to consider a Zoning By-law Amendment (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 may do so electronically or in person. Electronic participants must contact the City Clerk at cityclerk@cityssm.on.ca or 705-759-5388 to register as a presenter. Registered presenters will be provided with instructions as to how to join the meeting in advance Any written submissions received in advance of the meeting will be included with Council's Agenda.

MORE INFORMATION

The application may be reviewed upon request. The report of the Planning Division will be available on Friday July 28, 2023 as part of City Council's Agenda. Please contact Salvatore Marchese at 705.759.5445 or s.marchese@cityssm.on.ca to request a digital copy. Please refer to the application file number.

WRITTEN SUBMISSION

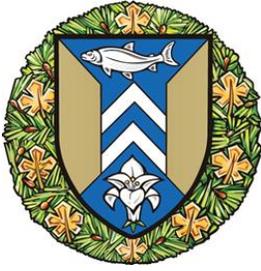
To provide input in writing, or request notice if the proposed application is approved, please submit a letter to Salvatore Marchese, 99 Foster Drive, Sault Ste. Marie, ON P6A 5X6, or e-mail to s.marchese@cityssm.on.ca with your name, address and application file number on or before **Monday, July 31, 2023**.

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 Ontario Land 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 Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.



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

COUNCIL REPORT

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Jonathan Kircal, Planner
DEPARTMENT: Community Development and Enterprise Services
RE: A-5-23-Z and 57T-23-501 92 Manitou Drive (Manitou
Developments Inc.)

PURPOSE

The applicant is requesting approval of a Draft Plan of Subdivision and the rezoning of the subject property to facilitate the development of a subdivision consisting of 12 lots designated Low Density Residential Zone (R3), one Medium Density Residential Zoned (R4) block with a pedestrian access and stormwater management block, one block to be transferred to the City to satisfy Parkland Dedication Requirements.

PROPOSED CHANGE

The following approvals have been requested:

Approve a Draft Plan of Subdivision to create 12 low-density residential lots (Lots 1-12), a Medium Density Residential Zoned (R4) development block (Block 4), pedestrian access (Block 1), stormwater management (Block 2), and parkland to be transferred to the City as part of Parkland Dedication Requirements (Block 3).

Rezone the subject property in the following manner:

1. Lots 1 to 12: Rezone from Institutional Zone (I) to Low Density Residential Zone (R3.S) with the following special exceptions:
 - a. Reduce the front yard setback from 7.5 metres to 6 metres for Lots 1, 4, 6 and 8;
 - b. Reduce the required number of parking spaces from 1.25 to 1 space for any semi-detached dwelling unit; and
 - c. Permit one parking space in an exterior side yard setback for Lot 3.
2. Blocks 1, 2 and 4: Rezone from Institutional Zone (I) to Medium Density Residential Zone (R4.S) with the following special exceptions:
 - a. Restrict the number of dwelling units to no greater than 20 units; and
 - b. Restrict the height of any apartment building to no greater than 3 storeys.

3. Block 3: Rezone from Institutional Zone (I) to Parks and Recreation Zone (PR).

Subject Property:

- Location: Located on the east side of Manitou Drive, approximately 47 metres north of Greene Street.
- Approximate Size: 235 metres of frontage along Manitou Drive, 245m along Amy Avenue, and 95m along Greene Street. Lot area: 2.279 hectares (22,790 square metres; 5.6 acres).
- Present Use: Vacant.
- Owner: Manitou Developments Inc. (c/o Dan Nogalo, Bud Jones and Andrea Zavitz).

BACKGROUND

No previous applications exist for this property.

ANALYSIS

Conformity with Official Plan

The Official Plan identifies the subject property as Residential.

The Official Plan's overall objectives and goals for residential development is to achieve neighbourhoods with a variety of different housing types and tenures to better respond to the changing needs of citizens. Compact development forms that efficiently utilize land is also envisioned.

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.

This development represents an increase in density that is compatible with the surrounding neighbourhood of single-detached dwellings. Compatibility includes setback standards, landscaping, buffering, traffic, and the ability for municipal services to accommodate increased use.

It has been noted by City staff and the applicant's consultant that additional detailed studies will be required for the proposed apartment block to fully understand site limitations. These studies will be required prior to the development of the apartments. Consequently it is recommended that Blocks 1, 2 and 4 be subject to the removal of a Holding Provision.

Housing

HO.1: Opportunities for a full range of housing types shall be provided to meet the present and expected future needs of the community.

Note that policy HO.6, which requires affordable housing provision for developments greater than 50 units is not applicable for this application. 49 residential dwelling units are being proposed and therefore, the affordable housing threshold is not met. The prior development plan had proposed 73 units, however, upon both the applicant and consultant's more comprehensive review of stormwater management constraints, combined with the concerns raised by surrounding neighbourhoods, the development plan has been revised and reduced in scale.

Energy

E.2: Infill development to maximize the use of existing services shall be encouraged in all new development.

The application is therefore consistent with the Official Plan.

Conformity with Provincial Policy Statement 2020

The PPS contains policies that speak to providing for an appropriate range and mix of housing options and densities. Policies further speak to the efficient use of land through the incorporation of compact development that can be accommodated by existing municipal services.

This application proposes compact development forms, including semis, townhouses and apartment units to be constructed on vacant land that is both within the urban settlement area, and that can be appropriately accommodated by municipal water, sewer and roads.

Therefore, this proposal is consistent with the PPS.

Conformity with Growth Plan for Northern Ontario 2011

This application does not conflict with the policies contained within the Growth Plan for Northern Ontario.

Sault Ste. Marie is defined as an economic and service hub, and as such, is intended to accommodate a significant portion of future population and employment growth in Northern Ontario. In order to accommodate this growth, sufficient housing must be available.

COMMENTS

This report addresses two concurrent Planning Act applications with respect to 92 Manitou Drive: an application to rezone the property, and an application for Draft Plan of Subdivision approval. The subject property was formerly the

Manitou Park Public School. In 2017, the school board sold the property to a private entity. The school was then at some point demolished.

The rezoning application requests to change the property’s zoning from Institutional Zone (I) to Low and Medium Density Residential Zones (R3 and R4) for the purposes of permitting a combination of semi-detached and multiple-attached units (e.g. townhouses) along the perimeter of the property. The interior lands would facilitate the development of walk-up apartment buildings. Other portions of the property are proposed to be used for pedestrian access, stormwater management and to satisfy the parkland dedication requirements by deeding land to the City to expand Manitou Park.

The draft plan of subdivision is to divide the property into new parcels for the purposes of development.

Project statistics and parcel allocation by use table:

Use	Number of Individual Dwelling Units	Number of Parcels	Parcel Number	Proposed Zoning
Nine semi-detached buildings	18	9	Lot 3, 4, 5, 6, 7, 8, 9, 11 and 12	R3
Three multiple-attached buildings	11	3	Lot 1, 2 and 10	R3
Two 3-storey apartment buildings	20	1	Block 4	R4
Pedestrian access paths	0	1	Block 1	R4
Stormwater management	0	1	Block 2	R4
Parkland dedication	0	1	Block 3	PR
Total	49 total dwelling units	16 parcels of land to be created	N/A	

Rezoning the perimeter lands to permit semis and multiple-attached units

The subject property is centrally located within the neighbourhood and is both a corner lot and a through-lot, hence it has a high degree of visual exposure from surrounding neighbours.

The property’s three frontages are along Manitou Drive, Amy Avenue and Greene Street. All of the proposed semis and multiple-attached dwellings will be located along these frontages.

To enhance the visual interest of the streetscape, the applicant is proposing to build the structures in a staggered arrangement, where every other structure would be offset from the front and rear lot lines. While the public notice specifically outlines a minor reduction to the required front yard setback from 7.5m to 6m on every second lot to accommodate the staggered approach, upon further discussion with the applicants' consultants, it is recommended that the reduction apply to all of the R3 lots. This a minor change that is within the character of the area and will permit additional flexibility in creating a pleasing streetscape. Upon the further discussions with the applicants' consultant, they are also requesting a rear yard reduction from 10m to 9m to aid in staggering the facades. This reduction is minor and has no impact on the surrounding area.

The zoning by-law requires 1.25 parking spaces per semi-detached dwelling unit. The applicant is requesting to reduce this to 1 in order to provide 2 parking spaces per semi-detached parcel rather than the required 3. Given that the parking area is proposed to be located in the sideyard setback with minimal impact to the landscape potential of the front yard, this variance is appropriate. Any excess parking demands can be accommodated by extending the length of the driveway to facilitate a stacked parking arrangement.

The parking ratio for the multiple-attached dwellings is 1 space per dwelling unit. This parking requirement will be met by providing space within an integrated garage.

Parking for Lot 3, which is a corner lot, is proposed to be located in the exterior side yard abutting Manitou Drive. Exterior side yards contribute to the streetscape of an abutting road, therefore, the zoning by-law prohibits parking in these locations. However, in this situation, the exterior side yard is wide enough to accommodate both a parking space and a landscape buffer that complements the Manitou Drive streetscape.

The development that is proposed along the frontages completes the streetscape by adding in low-density residential development that is compatible with the surrounding single-detached homes. The proposed alternating front yard setbacks will establish a visual enhancement that better frames space along the streetscape. The submitted site plan also identifies landscaping along the frontages of Amy Avenue and Manitou Drive, which will further add to the aesthetic of the area.

Rezoning lots 1 to 12 from Institution Zone to Low-Density Residential Zone is therefore supported.

Rezoning the interior lands to permit walk-up apartments

The interior lands are identified as Blocks 1, 2 and 4. This is a large parcel that is proposed to accommodate two walk-up apartments that will be no higher than 3-

storeys and no greater than 10 dwelling units per building.

The depth of the interior land combined with the large building setbacks, low building height and plentiful landscaping make the proposed apartments well concealed from the streetscape and existing residential neighbours. The driveway entrance is located along Greene Street, between Manitou Park and the proposed Lot 12. The proposed paths, identified as Block 1, will facilitate pedestrian-only access off Manitou Drive, refining the overall development's connectivity. Block 2 is proposed to be used for stormwater management purposes.

The apartment block proposal has been the more contentious issue raised by neighbours. At the time of the neighbourhood information session, a 44-unit, 5 storey apartment building was being proposed. Since then, the applicant and their consultants have reviewed neighbourhood comments and have reduced the scale of the apartments to two 10-unit apartments of no greater than three storeys. The cap of 20 apartment units was proposed in part to satisfy neighbour concerns.

The consultant has noted that the total unit count faces engineering limitations which may restrict its development potential. This is further discussed in the **Technical Studies** section of the report below.

Rezoning the apartment block and pedestrian paths from Institutional Zone to Medium Density Residential Zone is therefore supported.

The overall development will occur over a three-phased approach spanning 3 to 7 years. Development of the interior block is expected to occur last.

As noted in the **Technical Studies** section of the report, more detailed stormwater management studies and sanitary sewer capacity analysis are required for the apartments (Block 4). The developers have decided not to undertake the significant costs associated with detailed studies at this time because the apartment proposal would occur at a much later development phase. Further, the City is currently working on a city-wide sanitary sewer capacity study which will greatly aid in determining the downstream capacity for sewage flows.

From a land use perspective, Planning staff support apartments at this location, however, at this point in time, detailed servicing and stormwater management designs are unknown for the apartment block. Rather than postpone the entire development proposal, a Holding Provision is recommended to prohibit the development of the apartment until such a time that the required detailed studies are completed to the satisfaction of staff and City Council. This also supports a comment made by the Engineering Division as discussed in the **Application**

Circulation section of the report. In order to develop the apartments, the Holding Provision will need to be removed. Removal requires a similar process as a rezoning: public notice followed by a decision made by City Council.

Parkland Dedication

As per the Planning Act, a municipality can require up to 5% of the subject lands be transferred to the City for park purposes. The applicant is proposing to transfer 3.8% to the City (0.088 hectares / 9,472 square feet), with the balance to be satisfied through cash-in-lieu of parkland. This payment to the City will be used towards park development.

The portion of the land that will be transferred to the City is identified as Block 3 and will expand the size of Manitou Park. Rezoning Block 3 from Institutional Zone to Parks and Recreation Zone is supported.

At present, Manitou Park is 0.188 hectares in size (20,236 square feet). After the land transfer, the park will be enlarged to 1.068 hectares in size.

Planning and Parks staff support the proposed parkland dedication.

Plan of Subdivision

The proposed lot pattern conforms to the character of the area and meets the lot size requirements as per the R3 and R4 zone.

Technical matters such as engineering plans, financial requirements and legal agreements are attached to this report as Conditions of Draft Approval.

Technical Studies

As part of the rezoning and subdivision application, the applicant's consultant conducted and prepared the following documents which are also attached to the report.

Planning Justification Report (Tulloch Engineering)

The overview, purpose and effect of the application, in addition to establishing a professional planning rationale on how the proposed development conforms to applicable planning policy documents and good planning principles was provided to Planning staff.

Servicing Study Report (Tulloch Engineering)

The Servicing Study details proposed infrastructure design, including sanitary sewers, water supply for fire protection, electrical servicing, natural gas and communication services.

Overall, the report finds no concerns, but notes the following:

- The sanitary sewer along Amy Avenue dead ends in front of Lot 7, therefore, the sewer will need to be extended to Lots 8, 9 and 10 at the

developer's expense, alternatively a low pressure sewer system can be designed.

- The study did not factor in the apartment development. The proposed apartments are part of the longer range phasing plan and therefore, an additional study would be more appropriate at that future time. Further, the City is currently developing a citywide model of the sanitary sewer system which would greatly aid in determining the downstream capacity for the apartment. A detailed study for the apartment block will be required prior to the removal of the Holding Provision.

Preliminary Stormwater Management Report (Tulloch Engineering)

Semi-detached homes and townhomes

According to Tulloch Engineering, Stormwater will drain directly into the municipal roadway ditches. Manitou Drive and Greene Street would see increases in peak flow from development, however, this increase would be a negligible amount. Overall, no impacts on municipal infrastructure or private property is anticipated.

City staff confirmed that the stormwater would ultimately be conveyed to the storm sewer located along South Market Street.

Apartments (Block 4)

An existing issue within Block 4 is that stormwater is creating flooding issues in the backyards of the homes along Greene Street. The application is proposing to address this current situation by constructing a drainage swale along the south lot line and directing drainage flows to the Greene Street ditch through the proposed drainage block (Block 2). This will be added as a condition of Draft Approval.

The report notes that traditional stormwater management methods such as dry ponds or infiltration trenches are impractical due to the surrounding municipal roadways being a Class B standard (i.e. shallow roadside ditches), thereby limiting storage depths. The area's high water table also presents additional challenges.

A final drainage design and stormwater management plan will be submitted to satisfy conditions of the Holding Provision.

Traffic Impact Study (JD Northcote Engineering)

According to JD Northcote Engineering, it is estimated that there will be 33 and 42 additional trips during the peak AM and PM hours. No major traffic impacts, such as delay or congestion are anticipated from the proposed development. Note that this study was based on a denser development comprising of 73 units as opposed to the current 49 units.

As part of its network operation analysis, the study recommends that the intersection of Adeline Street and McNabb/Frontenac be converted into a 4-way controlled stop to address existing deficiencies in the road network. This intersection is approximately 450 metres south of the subject property.

The Engineering Division has reviewed this study and will consider its future implementation.

CONSULTATION

Public notices were mailed to all neighbouring property owners within 120m (400') of the subject property. The notice that was mailed to property owners is attached to this report. The notice was also advertised on the City website and in the Sault Star.

The initial notice of application that the City mailed out to property owners referenced an incorrect meeting date. On Monday, July 17, a follow-up letter to correct this was mailed out. The notice on the City website was also updated on Wednesday, July 19. The notice in the newspaper did not have this error. As per O.Reg 545/06 of the Planning Act, publishing a notice in a newspaper fulfills the statutory requirements of the public notice of a Council meeting. The mail-outs and City website ad are beyond the minimum requirements of the Planning Act.

The applicant hosted a neighbourhood information session on May 25th, 2023. Property owners within 120 metres of the subject property received an invite to this session. Approximately 45 individuals attended, in addition to ward councillors, planning staff, the applicant and their consultants. News of this proposal and session was shared to the greater neighbourhood by a resident via social media and a petition.

The concerns and questions raised during the meeting, as well as from the eight individuals who contacted planning staff at the time of writing this report are summarized below. Much of the concerns and issues raised are addressed above in the **Comments** section of this report.

The technical studies, including the Planning Justification Report, Servicing Study Report, Preliminary Stormwater Management Report, and Traffic Study were sent to all individuals who contacted Planning Staff. This was further shared by residents on social media.

Overall concerns

Many expressed concerns with the scale of the development, particularly the proposed apartment building that included 44-units at the time. Since this session, the applicant has revised plans and provided additional details.

While this proposal represents an increase in residential density through infill and intensification, it is still compatible with the surrounding neighbourhood. Semis and townhouses are not a major departure from what is already permitted in the residential neighbourhood, and the interior lands where the walk-up apartments are proposed are large enough to effectively buffer the development from the backyards of adjacent properties. The submitted traffic study identified no traffic impacts as a result of development. Servicing and drainage studies noted no issue with respect to the semis and townhomes. Additional detailed studies will be required for the apartment block prior to the issuance of any building permit on Block 4.

Further, Provincial policy identifies residential intensification that is compatible to its surrounding area as good planning and requires that municipalities support this type of growth and development.

Traffic impacts

The traffic study estimated 33 and 42 additional trips during the peak AM and PM hours, respectively. This was based on the initial, denser proposal. No major traffic impacts, such as delay or congestion are anticipated from the proposed development.

Sewer and water supply servicing

The applicants' preliminary servicing study report detailed sanitary water supply capacity and found no concerns. The study however did not factor in the apartments because they are part of the later phase in the multi-year development plan. An additional study to evaluate sewer and water supply impacts will be required in order to remove the Holding Provision and prior to proceeding with the apartment building.

Stormwater Management

With the exception of the apartment proposal, development will not result in negative impacts on municipal infrastructure or third-party private property. An existing issue is excess drainage from the interior lands (Block4) into the backyards of the homes along Greene Street. As part of the proposed development, a drainage swale will be constructed along the south lot line to redirect storm flows that will ultimately end up in the storm sewer located at McNabb Street and South Market Street. This should improve the situation.

Similarly with servicing studies, a detailed stormwater management plan that is to the satisfaction of City staff will be required prior to the issuance of a building permit and with respect to the apartments, to remove the Holding Provision.

Parking impacts

With the exception of the semi-detached units, the development conforms to the parking standards as prescribed in the zoning by-law.

Each of the 18 semi-detached dwelling units require 1.25 parking spaces per unit. The applicant is proposing to reduce this to 1. Overall, this represents a parking reduction from 23 to 18 spaces. The deficiency of 5 spaces is not anticipated to lead to any major on-street parking impacts.

Parkland space

Neighbours suggested that the overall park space would be inefficient for the higher density development.

To satisfy parkland dedication requirements, a combination of transferring land to the City to expand Manitou Park and cash-in-lieu of land has been accepted by City staff. Cash-in-lieu is spent on a variety of parkland projects, such as purchasing or upgrading equipment.

There is sufficient private amenity space on the subject property to meet additional recreational needs from the proposed development. No major impacts on Manitou Park are anticipated.

Timeline of development

A three-phased approach spanning 3 to 7 years is anticipated. Development of the interior block is expected to occur last.

Notice of applicant's information session

Notice of the applicant's information session was mailed to all property owners within 120 metres of the subject property, rather than the entire Manitou Drive neighbourhood. Some neighbours expressed concerns over this. The Planning Act specifies a 120 metre notice distance for statutory letters, and while information sessions are not statutory, the Planning Act is used to provide guidance.

Some individuals expressed concern that the mailed envelopes were addressed to "Property Owner" rather than identifying the owner's name. As per the usage agreement with the property information provider, MPAC, the owner's name cannot be utilized unless the mail-out is part of a statutory requirement specified under the Planning Act.

While not applicable to applicant-hosted information sessions, the Planning department is working on revising statutory public notice for Council meetings. Such revisions may incorporate the use of a billboard on a subject property to increase neighbourhood awareness of an application.

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 divisions/agencies commented on this application:

Accessibility Advisory Committee (AAC)

The AAC made the following recommendations with respect to the apartment block.

- Zoning by-law standards should be reviewed to ensure that the proposed barrier-free parking standards and design be in conformity to the regulations.
- Parking area circulation should be designed in a manner that would enable the parabus to enter and exit without reversing. If this is not possible, Sault Transit should be consulted with prior to site plan control approval.

As part of the site plan control process, Planning staff will ensure that these items are addressed. The AAC will also be circulated during the site plan approval process to provide them an opportunity to review and comment.

Canada Post

For the purposes of providing Canada Post with an opportunity to review mailbox facility design and placement, they have requested that they be notified on this development's progress.

Bell Canada

The property owner should convey any easements that are necessary for Bell to service the new development.

The Conditions of Draft Subdivision Approval reflect this request from Bell Canada.

Building Division

A Record of Site Condition is not required. Ontario Building Code clearances will be required for any new buildings within close proximity to overhead power lines.

Engineering and Public Works Division (consolidated)

A number of technical recommendations were made in regards to securing the appropriate servicing and grading standards. These comments will be addressed through the removal of the Holding Provision, site plan control stage, the lot development agreement, and the subdivision agreement.

Engineering has reviewed the traffic study, preliminary servicing study, and the conceptual stormwater management plan that was completed by the applicant's consultant. Prior to the development of the apartment block, the applicant will be required to conduct additional analysis to confirm that downstream sanitary sewer capacity exists and that post-development stormwater flows do not exceed pre-development flows. This request will be added as a condition to remove the Holding Provision.

The consultant's traffic study performed a network analysis and recommended that the intersection of Adeline Street and McNabb/Frontenac be converted into a 4-way controlled stop to address existing deficiencies in the road network. The Engineering division noted that it would consider this for future implementation.

PUC

Evaluation of easements, infrastructure and servicing plans will be required at the site plan control stage. The property owner is also advised to contact PW to discuss electrical and water servicing requirements prior to finalizing their design.

No issues or comments

- Conservation Authority.
- Community Development and Enterprise Services.
- Economic Development.
- Legal Division.

FINANCIAL IMPLICATIONS

Approval of this application will not result in any incremental changes to municipal finances.

STRATEGIC PLAN / POLICY IMPACT / CLIMATE CHANGE

Approval of this application is not directly linked to any strategic directions contained with the corporate strategic plan, or to any significant environmental impacts. Infill development and intensification is associated with reduced greenhouse gas emissions as it enables people to live closer to existing employment and services. The proximity of the Eastside bus route provides an alternative form of transportation to the personal automobile, which is also associated with lower carbon emissions.

SUMMARY

Planning staff is recommending that this rezoning and subdivision application be approved by City Council.

The combined development application proposes to construct a series of semis and townhouses along the perimeter of the property facing Greene Street, Manitou Drive and Amy Avenue. The interior lands will accommodate two low-rise apartment buildings.

The application represents a compatible form of infill intensification development that is not anticipated to have impacts on the surrounding neighbourhood. The design and lot layout has been reviewed, and the servicing, traffic and stormwater reports that have been submitted identified no major concerns. A planning justification report has also been submitted that demonstrates conformity with provincial and municipal policies and plans.

45 neighbours attended the applicant-hosted neighbourhood meeting. Most attendees had concerns with the proposal, particularly with respect to the apartment component. Since then, the applicant has revised the plan to better respond to comments received as well as introduced a cap on the number of apartment dwelling units. Further, there is an understanding that there are stormwater management constraints on the site given the area's high water table and shallow ditches.

A Holding Provision will be placed on Blocks 4, 2 and 1 to prevent the construction of the proposed apartments until such a time that detailed studies for stormwater management and servicing are submitted to the satisfaction of City Council. Similar to a rezoning application, an application to remove the Holding Provision must be approved by Council.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Resolved that the report of the Planner dated July 31, 2023 concerning Draft Plan of Subdivision 57T 23-501 to create 12 low-density residential lots (Lots 1-12), a medium density residential development block (Block 4), pedestrian access (Block 1), stormwater management (Block 2), and parkland to be transferred to the City as part of Parkland Dedication Requirements (Block 3), be approved subject to the conditions of draft approval outlined in Appendix A; and that the subject property be rezoned in the following manner:

1. Lots 1 to 12: Rezone from Institutional Zone (I) to Low Density Residential Zone (R3.S) with a "Special Exception" to, in addition to those uses permitted in an R3 zone:
 - a. Permit one parking space in an exterior side yard setback for Lot 3;
 - b. Reduce the front yard setback from 7.5 metres to 6 metres;
 - c. Reduce the rear yard setback from 10 metres to 9 metres; and
 - d. Reduce the required number of parking spaces from 1.25 to 1 space for any semi-detached dwelling unit; and
2. Blocks 1, 2 and 4: Rezone from Institutional Zone (I) to Medium Density Residential Zone (R4.S)H with a Holding Provision, subject to the following special exceptions:
 - a. Restrict the number of dwelling units to no greater than 20 units;
 - b. Restrict the height of any apartment building to no greater than 3 storeys;
 - c. As per the Holding Provision, restrict any development until such a time that a stormwater management plan and a servicing study are submitted to the satisfaction of City Council.
3. Block 3: Rezone from Institutional Zone (I) to Parks and Recreation Zone (PR).

A-5-23-Z and 57T-23-501 92 Manitou Drive (Manitou Developments Inc.) July
31, 2023
Page 15.

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

APPENDIX A – Conditions of Draft Approval – Manitou Park Subdivision

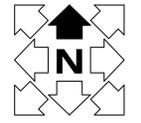
Reference: 57T-23-501, dated June 22, 2023.

1. That prior to registration, the subdivider enter into a Subdivision Agreement with respect to, but not limited to streets, corner roundings, in-ground services, sidewalks, drainage, snowplow turnarounds etc., and that such infrastructure be designed and constructed to the satisfaction of the Deputy CAO of Public Works and Engineering or his/her designate.
2. That as part of the Subdivision Agreement, the developer dedicate Block 3 to the City for parkland purposes, and that cash in-lieu of parkland in the amount of 1.8% be paid for the deficiency in dedicated park space.
3. That as part of the Subdivision Agreement, the developer merge Blocks 1, 2 and 4 into one contiguous parcel, and that it be maintained as private.
4. That as part of the Subdivision Agreement, the developer will construct a drainage swale along the south lot line of Blocks 4 and 2 to the satisfaction of the Deputy CAO of Public Works and Engineering or his/her designate.
5. That prior to the finalization of the Subdivision Agreement, a per-lot fee, the amount to be determined by the Director of Engineering Services or designate, will be collected from the developer for tree plantings.
6. That prior to the finalization of the Subdivision Agreement, a phasing plan be completed to the satisfaction of the Deputy CAO of Public Works and Engineering or designate, which outlines the phasing of the development with respect to lot creation and servicing.
7. That prior to the finalization of the Subdivision Agreement, a plan be submitted, to the satisfaction of the Deputy CAO of Public Works and Engineering or designate, showing details of the park and open space areas, including walking/cycling paths, storm water management areas and landscaping features.
8. That prior to the finalization of the Subdivision Agreement, the applicant submit the information prescribed by the Engineering Department, as outlined in their letter dated June 30, 2023 (attached to this report), and that no work commence without the approval of the Deputy CAO of Public Works and Engineering or his/her designate, and that any work which requires approvals from the City and the Ministry of Environment Conservation and Parks, not commence until such approvals and agreements are endorsed.

9. That the developer determine if the proposed development will impact the downstream capacity within the existing trunk sanitary sewer system prior to the finalization of the subdivision agreement.
10. That all future servicing infrastructure be to current City standards.
11. That prior to the finalization of the Subdivision Agreement, the developer be required to carry out an engineering assessment and design of the water distribution system to ensure the provision of fire flows required to meet City requirements without compromising the existing distribution system.
12. That the developer be required to enter into a Subdivision Agreement with the PUC regarding underground electrical and water services.
13. That prior to the finalization of the Subdivision Agreement, the developer confirm any existing wells that are to be decommissioned, and if any, these wells be decommissioned as per Provincial Guidelines.
14. That as part of the subdivision agreement, the Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.
15. That as part of the subdivision agreement, the Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

CONCEPTUAL DESIGN FOR ILLUSTRATIVE PURPOSES ONLY

- LOTS 1 –12 PROP. TO BE REZONED TO R3-SPECIAL
- BLOCKS 1,2 & 4 PROP. TO BE REZONED TO R4-SPECIAL
- BLOCK 3 PROP. TO BE REZONED TO PR



KEY PLAN



ENGINEER'S SEAL:

DATE	REV.	REVISION	BY	APP'D

CLIENT:



PROJECT TITLE:
MANITOU DEVELOPMENTS

DRAWING TITLE:
CONCEPTUAL DESIGN FOR REZONING

DRAWN	DESIGNED	CHECKED	APPROVED
1:350		JUNE 2023	
SCALE		DATE	

21-1882	0	C1
PROJECT No.	REVISION	DRAWING



PLANNING JUSTIFICATION REPORT

92 Manitou Drive

CITY OF SAULT STE MARIE

JULY 2023

Prepared for: Manitou Developments Inc.

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1.0 INTRODUCTION

PURPOSE

TULLOCH Engineering has been retained by Manitou Developments Inc. to prepare a planning justification report in support of amending the City of Sault Ste Marie Zoning By-Law. This report provides both planning analysis and justification to rezone the existing 'Institutional (I) Zone' to 'Low Density Residential Zone (R3) Special' and 'Medium Density Residential Zone (R4) Special' to permit a mixed housing form residential subdivision.

This report will review the application in the context of the applicable policies found within the documents noted below:

- 2020 Provincial Policy Statement (PPS)
- *Growth Plan for Northern Ontario, 2011 (GPNO)*
- *City of Sault Ste Marie Official Plan, 1996 (OP)*
- *City of Sault Ste Marie Zoning By-law 2005-150*

Overall, the proposal represents an appropriate location for residential development and is compatible with the surrounding context given the proposed built form, proposed setbacks, and special height provisions requested. This proposed residential infill development is in close proximity to institutional, commercial, services, and parks and has immediate access to public transit, and existing municipal sanitary and water infrastructure. The applications propose the flexibility to add additional housing forms to the area which will in turn contribute to the housing options in Sault Ste Marie.

The author finds that the proposed zoning by-law amendment and plan of subdivision application conform with the *City of Sault Ste Marie Official Plan*, is consistent with the *2020 Provincial Policy Statement*, does not conflict with the *Growth Plan for Northern Ontario* and represents good planning.

2.0 SITE DESCRIPTION AND SURROUNDING CONTEXT

SUBJECT LANDS

The subject property is municipally known as 92 Manitou Drive and is hereby referred to as the 'subject lands'. The subject lands are located in the Manitou Park neighbourhood in the City of Sault Ste Marie and is bordered by Amy Avenue to the north, Manitou Drive to the west, and Greene Street to the south and east. The subject lands have an overall area of +/-2.30-hectares (See *Figure 1*).

The subject lands formerly housed an elementary school (Manitou Park Public School) which has been demolished. The site is currently undeveloped and consists of grassed and treed areas, with some gravelled areas. Topographically the lands are generally level and slope south to southeast from Amy Avenue to Greene Street. There are no natural features, hazards or environmental constraints associated with these

lands according to *OP Schedules A and B*.

The site is serviced by the existing local road network which provides connections to Trunk Road which is categorized as a major arterial road to the south and to Frontenac Street/McNabb Street which is categorized as an urban collector also to the south. The site is well served by transit services and the greater active transportation network which provides two bus routes in the immediate area (East-side Route #1 and Riverside/McNabb #5 – *See Figure 4*).

The No.1 (East-side) bus route provides service along Trunk Road and Frontenac Street and the No.5 (Riverside/McNabb) bus route provides service along Manitou Drive, McNabb Street, South Market Street, Adeline Avenue and Trunk Road. The closest bus stop to the proposed development for the No. 1 bus route is at the southeast corner of Manitou Drive/Amy Avenue intersection (0.0-metres).

The closest bus stop to the proposed development for the No. 5 bus route is at the northeast corner of the Adeline Avenue/McNabb Street and Frontenac Street intersection (500.0-metres) and the southeast corner of Adeline Avenue and Boundary Road/Trunk Road intersection (550.00-metres) for the westbound and eastbound directions respectively. There are 2 bus stops located on Manitou Drive adjacent to the subject lands at the intersections of Amy Street and Greene Street.

There is an existing 10.0-metre wide watermain and gas easement located on the easterly portion of the subject lands. As part of the development proposal the watermain easement will be reduced and the gas easement released.

Figure 1 illustrates the approximate boundary of the subject lands.



Figure 1: Approximate Boundary of Subject Lands

SURROUNDING CONTEXT

The subject lands are located in Sault Ste Marie’s northeasterly Manitou Park neighbourhood. The subject lands are situated in a predominantly low density residential neighbourhood, centrally located within 500.0-metres of a major commercial area, park and open spaces, and many educational institutions (See *Figure 2*).

The subject property is bounded by the following:

- NORTH:** Low density residential, Batchewana First Nation Rankin Reserve
- EAST:** Manitou Park and low density residential, institutional uses, Batchewana First Nation Rankin Reserve
- SOUTH:** Low density residential (immediate), medium density residential, Trunk Road, industrial and commercial uses
- WEST:** Low density residential, Punkari Park, vacant land

The subject lands are in proximity to a major commercial and industrial areas located along Trunk Road, McNabb Street, Frontenac Street, and Black Road. These areas feature large scale retail, home improvement, and grocery stores, financial institutions, local businesses, and restaurants as seen in *Figure 2*.

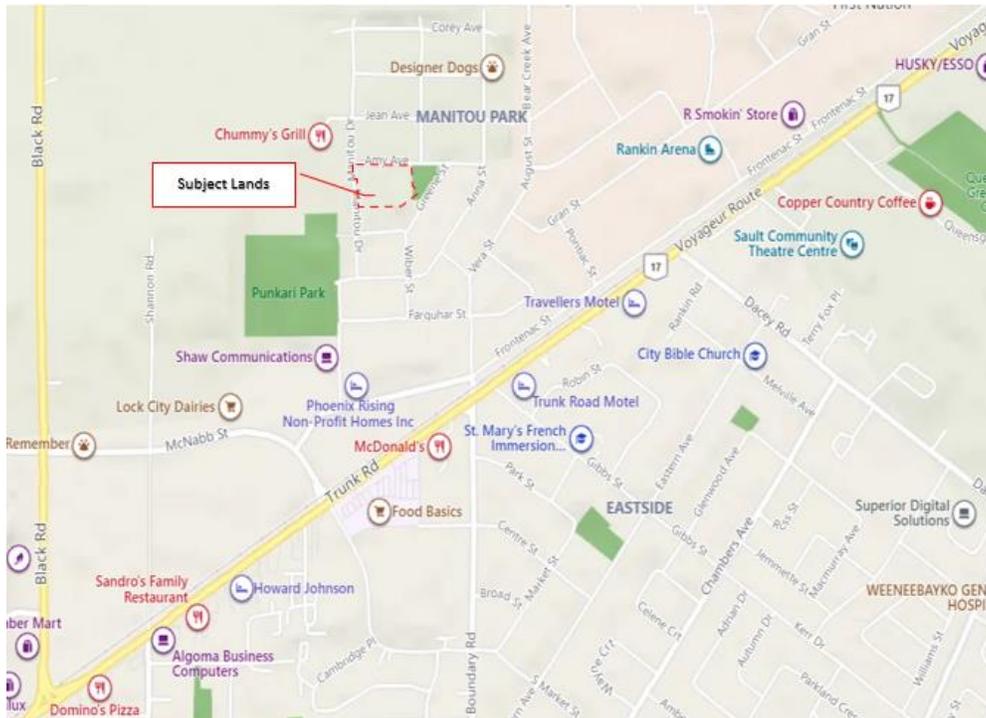


Figure 2: Surrounding Area

3.0 PROPOSED DEVELOPMENT AND APPLICATIONS

The lands are intended to be developed through a plan of subdivision to facilitate a range of housing types which will include the development of two 4-unit townhomes blocks (8-units total), one 3-unit townhouse block (3-units total), nine semi-detached dwellings (18-units total) and a maximum of 20-units within the internal block for a total of 49-units (*See Figure 4*).

The lands are presently zoned 'Institutional (I)' and as a result a Zoning By-Law Amendment is required to permit the development. Lots 1-12 are proposed to be rezoned to 'Low Density Residential Zone (R3-Special)', Blocks 1, 2 and 4 are proposed to be rezoned to 'Medium Density Residential Zone (R4-Special)' and Block 3 is proposed to be rezoned to Parks and Recreation Zone (PR) (*See Figure 4*).

The following reliefs from the zoning by-law are requested:

- To permit a front yard setback of 6.0-metres where 7.50-metres is required (proposed R3 lots only);
- To permit a rear yard setback of 9.0-metres where 10.0-metres is required (proposed R3 lots only);
- To permit both the side and other side yard setback for 1.80-metres where 1.80-metres and 3.0-metres is required reduced (for townhomes only R3 lots only);
- To permit 1.0 parking space for all residential uses where 1.25 parking spaces are required; and,
- To permit corner side yard parking over lot 3.

To enhance land use compatibility of the R4 block with the surrounding residential subdivision, the following site-specific standards are proposed as part of the zoning by-law amendment:

- To permit a maximum height of 3-storeys (11.0-metres) (for proposed R4 block only); and,
- To permit up to 20-units (for proposed R4 block only).

As part of the application, it is requested that the internal block (Block 1, 2, and 4) Greene Street frontage be deemed its front lot line given the pedestrian connection along Manitou Drive. A holding symbol is also proposed to be applied to the internal block until such a time full sanitary capacity is confirmed.

The above setback reliefs are requested to provide flexibility for building size, and building placement, as varying setbacks will create visual interest and a more natural built form in the existing established neighbourhood as supported in policy **D.1** of the Official Plan. The R4 block is proposed to be rezoned to permit up to 20-units and to permit multiple attached or apartment building housing types. A site plan control application would be required for future development over the interior block.

The development is proposed to occur in a phased approach with the initial phase being the development of the lots along Greene Street, Manitou Drive, and Amy Avenue which will be subject to future part lot control applications. The second phase would include the development of the internal block via lifting of the holding symbol and a site plan control application.

The proposed development is anticipated to consist of the following:

Table 1: Development Proposal by Lot/Block

	Intended Use or Housing Type	Proposed Zoning
Lot 1	4-Unit Townhouse	R3 Special
Lot 2	4-Unit Townhouse	R3 Special
Lot 3	2-Unit Semi Detached Dwelling	R3 Special
Lot 4	2-Unit Semi Detached Dwelling	R3 Special
Lot 5	2-Unit Semi Detached Dwelling	R3 Special
Lot 6	2-Unit Semi Detached Dwelling	R3 Special
Lot 7	2-Unit Semi Detached Dwelling	R3 Special
Lot 8	2-Unit Semi Detached Dwelling	R3 Special
Lot 9	2-Unit Semi Detached Dwelling	R3 Special
Lot 10	3-Unit Townhouse	R3 Special
Lot 11	2-Unit Semi Detached Dwelling	R3 Special
Lot 12	2-Unit Semi Detached Dwelling	R3 Special
BLOCK 1	Future Pedestrian Connection/ Stormwater Management	R4 Special (Holding)
BLOCK 2	Stormwater Management	R4 Special (Holding)
BLOCK 3	Parkland Dedication	PR
BLOCK 4	20 Units and a maximum of 3-storeys	R4 Special (Holding)

EXISTING EASEMENTS

As noted previously, there is an existing 10.0-metre wide watermain easement located on the easterly portion of the subject lands. The southerly portion of the existing 150mm watermain is proposed to be realigned perpendicular to Greene Street. Block 3 on the draft plan illustrates the proposed new configuration of the easement. A pedestrian link connection from Manitou Street into the interior apartment block will be provided (Block 1). Block 2 will be created as an overland stormwater drainage easement. See *Figure 3*. As part of the development the existing gas easement will be released.

PARKLAND

As part of the development 0.088-hectares of land (representing 3.8%) are proposed to be added to Manitou Park through parkland dedication with the remainder of the parkland provided via cash-in-lieu (see *Figure 4*). Such would be rezoned to PR to match Manitou Park’s existing zoning.

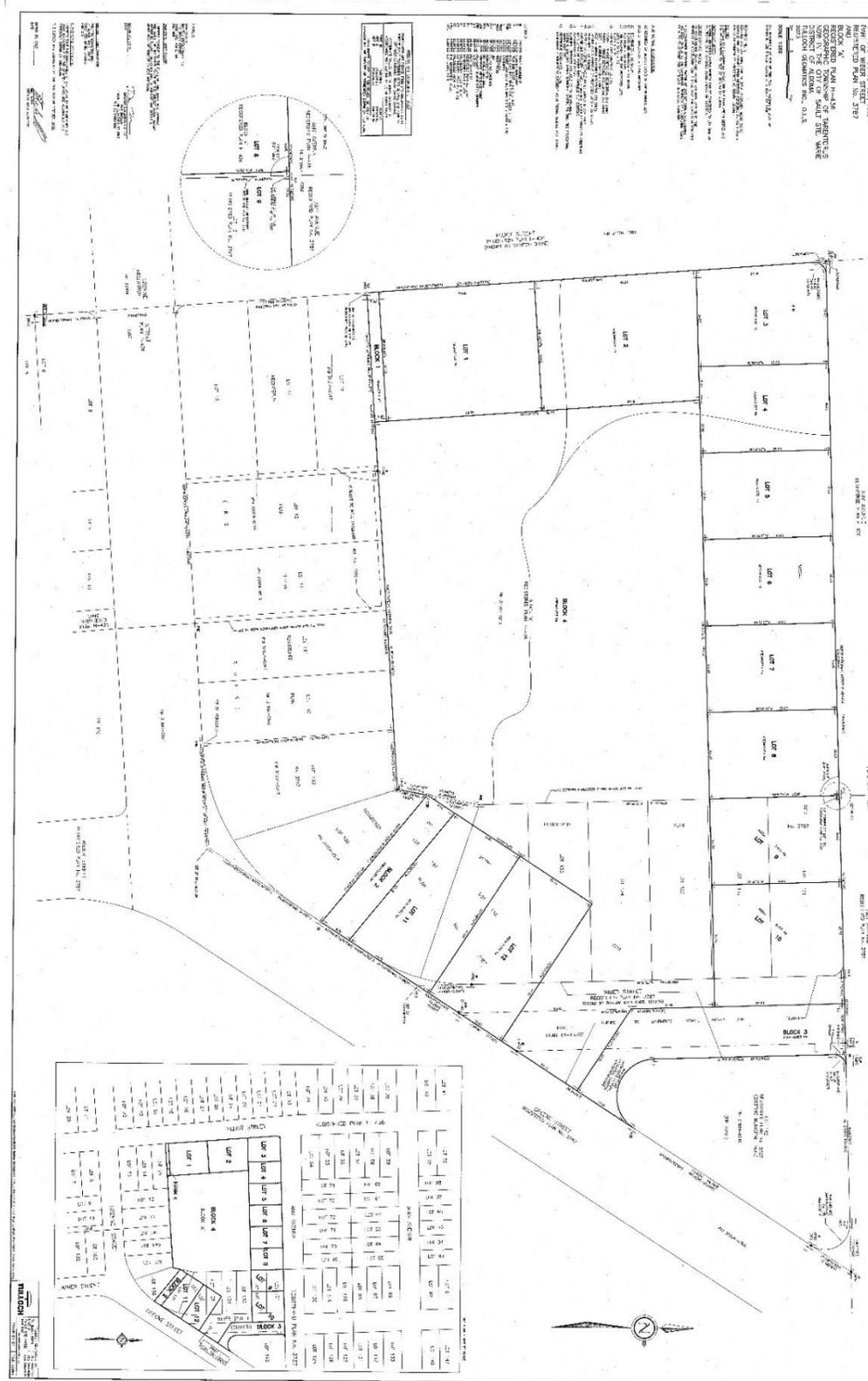


Figure 3: Signed Draft Plan

PA\2021\Subdiv\Engineering\211882 Manitou Development SSD\PLANNING\DRAWINGS\Conceptual Design June 23.dwg



Figure 4: Conceptual Design for Rezoning

4.0 PUBLIC CONSULTATION

A Public Information Session was held on May 25th, 2023. The public information session was well attended by the neighbourhood. At the time the development proposal included the development of two 4-unit townhomes blocks (8-units total), one 3-unit townhouse block (3-units total), nine semis (18-units total) and permission for 44-units apartment units and up to 5-storeys within the R4 block. Such resulted in 73-units being proposed across the subject lands.

A maximum of 44-units in the R4 block was proposed given the property's overall parking carrying capacity, positive traffic study findings at the proposed 73 units, the use of appropriate and context sensitive-setbacks, and supportable planning policy for a range of housing types in this location. All technical studies (servicing, traffic impact etc.) were conducted with the above unit calculations.

At the public information session majority of the concerns expressed by residents were related to the permission for up to 44-units in a 5-storey apartment building and as well as concerns over the introduction of rental units. Other concerns included:

- Loss of perceived greenspace
- Surrounding servicing capacity (drainage, water and sewer capacity)
- Increase in traffic resulting from the development

Following the information session, the development proposal was revised to the present proposal.

5.0 TECHNICAL STUDIES

The following technical studies were prepared in support of the development and are summarized below:

- Servicing Study Report
- Preliminary Stormwater Management Report
- Traffic Impact Study

SERVICING STUDY REPORT

TULLOCH Engineering Inc was retained to complete a Preliminary Servicing Study Report for the proposed subdivision, detailing sanitary and storm sewerage, water and electrical servicing, natural gas and communication services. Overall, such report has found no concerns with servicing the proposed subdivision, pending reasonable infrastructure construction and improvements. The report recommended that Block 4 be placed under Development Control subject to a down stream capacity study.

STORMWATER MANAGEMENT REPORT

TULLOCH Engineering was retained to complete a Preliminary Stormwater Management Report for the proposed subdivision. The report addressed matters related to storm systems, stormwater management, and water quantity.

The report states that a *'net decrease in total runoff from the site can be expected from pre-development to post-development conditions. Manitou Drive and Greene Street will experience negligible increases in direct runoff from the development up to and including a 1:100 year return event storm. Both traditional and low impact development stormwater management techniques are impractical on this site due to the existing municipal roadways being constructed to Class B standards (no- storm sewars, ditches) and a high-water table. The interior centre block at the development should be subject to site plan control and stormwater management measures designed specifically to the development proposed at the time. A drainage outlet from the centre block to the municipal right of way should be retained for the construction of a drainage swale there by alleviating all rear yard drainage issues which may or may not be presently occurring and to address future development of the interior block. Provided the above recommendations are incorporated, TULLOCH is of the opinion that drainage from the development will not negatively impact municipal infrastructure or third-party private property'*.

TRAFFIC IMPACT STUDY

A Traffic Impact Study (TIS) was conducted by JD Northcote Engineering Inc to evaluate the potential traffic impacts of the proposed development on the surrounding neighbourhood and road infrastructure. At the time the TIS was conducted the development proposal included two 4-unit townhomes blocs (8-units total), one 3-unit townhouse block (3-units total), nine semis (18-units total) and 44-apartment units within the R4 block, for a total of 73-units across the subject lands.

The scope of this analysis includes a review of the following intersections:

- Greene Street / Site Access (functional review only);
- South Market Street / McNabb Street;
- Adeline Avenue / McNabb Street & Frontenac Street; and
- Adeline Avenue & Boundary Road / Trunk Road.

Overall, the study concluded that:

1. The proposed development is expected to generate a total of 33 AM and 42 PM peak hour trips.
2. Detailed turning movement traffic and pedestrian counts for the South Market Street/McNabb Street, Adeline Avenue/McNabb Street & Frontenac Street and Adeline Avenue & Boundary Road/Trunk Road intersections were collected.
3. An intersection operation analysis was completed at the study area intersections, using the existing (2022) and background (2025 and 2030) traffic volumes. This enabled a review of the existing and future traffic deficiencies that would be present without the influence of the proposed development. The following infrastructure improvements are recommended:

Adeline Avenue / McNabb Street & Frontenac Street;
Existing (2022) Traffic Volumes

- i. Convert intersection to all-way stop controlled.
4. An intersection operation analysis was completed under total (2025 and 2030) traffic volumes with the proposed development operational at the study area intersections. No additional geometric lane improvements or traffic signal improvements are recommended within the study area.
5. There is an opportunity to increase northbound traffic capacity by adding a northbound left turn lane; however, it is recommended that the City continue to monitor traffic operations at this intersection, prior to implementing this improvement.
6. Although beyond the scope of this analysis, it is suggested that the City investigate option of removing the northbound section of Adeline Avenue between Trunk Road and Frontenac Street/McNabb Street, as part of future transportation master plan updates.
7. The Site Access at Greene Street will operate efficiently as a full-movement access, with one-way stop control for eastbound movements. A single eastbound and westbound lane at the Site Access will provide the necessary capacity to service the proposed development.
8. The sight distance available for the Site Access driveway meets the minimum stopping and intersection sight distance requirements.
9. In summary, the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

In summary, the Traffic Impact Study determined that the proposed development will not cause any operational issues and will not add a notable delay or congestion to the local roadway network.

6.0 PLANNING ANALYSIS

The following section sets out the relevant planning policy framework to assess the appropriateness of the proposed applications in the context of Provincial and Municipal policies and regulations. Each sub-section will outline relevant policies and provide a planning analysis with respect to how the zoning by-law amendment and plan of subdivision application is consistent with or conforms to such policy.

2020 PROVINCIAL POLICY STATEMENT

The *2020 Provincial Policy Statement (PPS)* provides high-level provincial policy direction for planning approval authorities in preparing municipal planning documents, and in making decisions on *Planning Act* applications. Municipal Official Plans must be consistent with the provincial policy statement. Policies applicable to the proposed zoning by-law amendment are outlined and discussed below.

PPS **Section 1.0** speaks to building strong healthy communities by managing and directing land use to achieve efficient and resilient development and land use development patterns which support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

PPS **Section 1.1.1** states, in part:

1.1.1

Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

...

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

The proposed development promotes efficient development and land use patterns by proposing development on a site well suited for the proposed residential infill use per **policy 1.1.1(a)(g)**. This is owing to the lands being serviced by full municipal servicing and benefitting from access to existing transportation networks. In the past, low-density single detached neighbourhoods housed more residents than in present day. This is owed to shrinking family sizes and changing demographics which have reduced populations in neighbourhoods that have existing servicing and infrastructure meant to accommodate more residents. The proposed mix of built forms (being semi-detached dwellings, townhomes, and apartment units) utilize such existing servicing infrastructure which thereby promotes the financial well-being of the City of Sault Ste Marie and the Province per **policies (1.1.1(a)(e))**.

Municipalities shall also accommodate an appropriate range and mix of residential types to meet long-term needs. Pursuant to **policy 1.1.1(b)(e)(f)** the proposed development accomplishes this by proposing a mix of residential housing (semi-detached dwellings, townhouses and apartment units) built forms that meet the needs of varying demographics. The *City of Sault Ste Marie's Official Plan Review Background Report* found that Sault Ste. Marie's neighbourhoods should contain a broader range of housing options. Further it highlighted that the availability of a wide variety of good housing options is also critical in attracting and retaining young families, skilled workers and new immigrants to Sault Ste. Marie. The addition of a mix of housing options (such as semi-detached and townhouses dwellings) which are compatible in scale with single-family homes increase housing access and represents an appropriate range and mix of market-based residential dwellings per **(1.1.1(b))**.

The development promotes the integration of good land use planning, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, the optimization of transit investments, and standards to minimize land consumption and servicing costs given that it proposes residential infill on a vacant site in an established neighbourhood, adjacent to public transit on existing soft and hard municipal services and infrastructure per **(1.1.1(e))**.

Per **policy 1.1.1(f)** the application aims to improve accessibility for persons with disabilities and older persons and seeks to assist in addressing land use barriers which restrict their full participation in society by facilitating appropriate residential development near employment, parks, institutional, and other uses. Further, the proposed built forms are more conducive to seniors-living than traditional large single detached dwellings especially for those wishing to downsize based on their future housing needs and/or affordability.

Section 1.1.3 of the PPS states that Settlement Areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.

1.1.3.1 *Settlement areas shall be the focus of growth and development;*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

...

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed

1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.*

1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety;*

1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

Per **policy 1.1.3.1** the subject application promotes growth within the City's existing settlement area, which is suitable for and effectively uses existing infrastructure, public service facilities and incorporates a mix of housing types in an area surrounded by single-detached dwellings. The proposal is consistent with **1.1.3.2** given the development represents the efficient use of land, infrastructure, and resources at a density of 21.3 units per hectare that is cost-effectively utilizes existing soft and hard municipal services, including active transportation and public transit.

The application supports policies **1.1.3.3**, **1.1.3.4**, **1.1.3.6** related to the redevelopment of an old school site as it proposes intensification in an existing built-up area near major commercial, residential, parks spaces, and transit with a compact form and a mix of housing types and densities that allow for the efficient use of existing infrastructure and public service facilities without posing risks to public health and safety (given no natural or human-made hazards are identified and the road network will not be negatively impacted).

Section 1.4 of the PPS provides direction to municipalities on accommodating a suitable range and mix of housing types and densities that meet the anticipated requirements for existing and future residents. It states that:

1.4.3

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new reside of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The *Shape the Sault –Population, Housing and Employment Projections Report* states that Sault Ste Marie’s population is expected to increase from 73,400 residents in 2016 to 83,300 residents by 2036. The City’s *Population Projections and Land Need’s Analysis* report indicates for the year 2018, 32,968 dwelling units existed and in 2038 approximately 36,912 dwelling units will be needed in the municipality. To accommodate this increase in population, approximately 3994 new dwellings will need to be created. The proposal seeks to add a total of 49 units (29 units in Phase 1 and 20 units in Phase 2), which will assist in alleviating some future pressures related to an undersupply of housing supply and housing types.

Section 1.4.3 directs municipalities to have provisions for an appropriate range of housing types and densities to meet the projected needs of current and future residents by facilitating forms of residential intensification and development that promote densities for new housing that efficiently use land, resources, infrastructure, and public service facilities whilst supporting active living. This development represents the introduction of an appropriate and varied mix of housing tenure to the area, which efficiently uses land and infrastructure through a context-sensitive and compatible density of 21.3 units per hectare. This development will aid in providing an appropriate and varied mix of housing types to the area through the addition of semi-detached dwellings, townhouses and apartment buildings. Further, the *City of Sault Ste Marie's Community Profile of Housing, January 2020 Report* identifies that:

"Many of Sault Ste. Marie's residential neighbourhoods have little variations in housing types, resulting in limited housing choices in these areas.... Neighbourhoods with a diverse mix of housing forms provide choices to suit a wider range of people. For example, if within the same neighbourhood there are single-detached homes, townhouses and apartments, residents can more easily stay in the same neighbourhood while progressing through different life stages, because they can live in homes suited to different needs; this is known as aging in place".

Additionally, the applications propose development which is in keeping with PPS **1.4.3** policies related to new housing development as it:

- Directs development of new housing to a location where appropriate levels of infrastructure and public service facilities are available;
- Efficiently uses land through redevelopment of a vacant site;
- Proposes location-appropriate density in proximity to commercial and institutional uses whilst efficiently using resources, infrastructure and public service facilities;
- Proposes a built form compatible with the surrounding neighbourhood (being 1-storey semi-detached dwellings and townhomes with similar setbacks) and enhances land use compatibility through a maximum 3-storey apartment building height (see *Figure 4*);
- Provides for adequate parking for all uses as demonstrated in *Figure 4*;
- Leverages active transportation and public transit infrastructure as it is in proximity to public transit, and parks; and;
- Proposes new residential development which aims to assist in minimizing the cost of housing by facilitating a more compact form and mix of residential types for varying socio-economic groups.

Section 1.5.1 of the PPS states in-part:

1.5.1 *Healthy and active communities should be promoted by:*

- a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.*

The proposed development is immediately adjacent to a municipal neighbourhood park (Manitou Park) and near Punkari Park (100.0-metres) which is located on the west side of Manitou Drive. The subject lands are also in proximity to public facilities such as the Rankin Arena and the Hub Trail along the south side of McNabb Street, which will provide recreational opportunities for future residents. As part of the plan of subdivision parkland dedication requirements the development proposes to dedicate 0.08-hectare of land (3.8% of the total parcel area) abutting Manitou Park to increase the neighbourhood parks size for existing and future residents. The remainder of the parkland will be provided via cash-in-lieu. Further the addition of new residents and resulting increase in pedestrian activity will enhance passive surveillance of the streetscape, leading to safer streets and further social interaction.

As supported by **Section 1.5.1**, the proposed development will contribute to the increased use of nearby transit networks given the subject lands are located adjacent to the No.1 (East-side) bus route.

Section 1.6.6 of the PPS deals with sewage, water and stormwater services, and states in part that:

1.6.6.1 *Planning for sewage and water services shall:*

a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*

1. *municipal sewage services and municipal water services.*

1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

The proposed development will be connected to full municipal water, storm and sanitary services, which is the preferred method of servicing settlement areas. Preliminary servicing reports indicate no capacity issues in servicing the development. However, the proposed R4 Block will be placed under a holding symbol until such a time sanitary capacity is confirmed. Overall, the proposal is consistent with **Section 1.6.6** policies as it promotes the efficient use of existing municipal servicing infrastructure given that it proposes residential infill on a vacant site in an established neighborhood with existing municipal sewer and water services.

1.6.6.7 *Planning for stormwater management shall:*

a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*

b) *minimize, or, where possible, prevent increases in contaminant loads;*

- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The stormwater report prepared as part of the development application states that a ‘*net decrease in total runoff from the site can be expected from pre-development to post-development conditions. Manitou Drive and Greene Street will experience negligible increases in direct runoff from the development up to and including a 1:100 year return event storm. Both traditional and low impact development stormwater management techniques are impractical on this site due to the existing municipal roadways being constructed to Class B standards (no- storm sewars, ditches) and a high-water table. The interior centre block at the development should be subject to site plan control and stormwater management measures designed specifically to the development proposed at the time.*’ Provided the above recommendation is incorporated, the development proposal is consistent with **Section 1.6.6.7** policies related to stormwater management best practices.

The PPS also provides direction for matters related to transportation in **Section 1.6.7**. The 2020 PPS states that:

- 1.6.7.4** *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Locating residential developments with direct access to public transit and active transportation networks enhance connectivity, lessens vehicle dependency, and encourages the use of other modes of travel including walking, cycling, and public transit usage as supported in **1.6.7.4**. The subject lands are well served by the existing transit and transportation network and is located next to two (2) public transit stops and a short distance from the Trunk Road commercial area (see *Figure 2*). The development also supports **policy 1.6.7.4** as it introduces a density and a mix of housing types in proximity to major commercial, employment, parks and open spaces, institutional and other residential areas thereby assisting to minimize the length and number of vehicle trips taken by future residents. Additionally, the TIS determined that the proposed development will not cause any operational issues and will not add a notable delay or congestion to the local roadway network.

Section 1.7 provides policy direction for municipalities to achieve long-term economic prosperity. The following policies are relevant:

1.7.1

Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.*

The application is consistent with **1.7.1(a)(b)** as it promotes opportunities for economic development and community investment readiness by using the lands efficiently and appropriately to respond to changing market demands for a range of housing types/built-forms. The development actively responds to market-based needs for a range of housing options as discussed in the *City of Sault Ste Marie’s Community Profile of Housing, January 2020 Report*—which notes that the existing lack of variation in housing types has resulted in limited housing choice in residential areas. Further the report concludes that a diverse mix of housing forms is needed to provide housing choices for wider range of residents transitioning throughout all life stages. The proposed development thereby assists in responding to market-based demands by providing both necessary housing supply and a range of housing options including semi-detached, townhouse and apartment housing (**1.7.1(b)**). As previously discussed, the proposed development efficiently and optimally uses lands, municipal infrastructure, and the existing transportation network, as supported by **Section 1.7.1(c)** and will not result in operational issues to such.

The development will also build upon Manitou Park’s strong sense of place through the addition of increased foot traffic as supported by **1.7.1(e)**, and the activity such inherently brings.

Section 1.8 of the PPS speaks to energy conservation, air quality and climate change. It states in part:

1.8.1

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*

b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

...

f) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The development proposal is consistent with **Section 1.8.1** of the PPS as it proposes to construct housing which is compact and efficiently uses land and servicing and promotes the use of active transportation and public transit between residential, commercial and institutional areas. The subject lands are in close proximity St. Mary's French Immersion Elementary School on Boundary Road and White Pines Collegiate and Vocational School on Dacey Road (both within a distance of less than 1.0-km). Commercial uses and parks/recreational areas are also in proximity (See *Figure 2*).

The application will assist in mitigating greenhouse gas emissions and preparing for the impacts of changing climate through the use of complete community planning principles which promote the development of housing in proximity to public and private facilities/uses. Further, the application encourages residential development which is transit-supportive given its proximity to such networks and seeks to improve the housing types, shorten commutes, and decrease traffic congestion as supported in **Section 1.8.1(f)**.

GROWTH PLAN FOR NORTHERN ONTARIO (2011)

The *Growth Plan for Northern Ontario* (GPNO) is a 25-year plan that provides guidance in aligning provincial decisions and investment in Northern Ontario. It contains policies to guide decision-making surrounding growth that promotes economic prosperity, sound environmental stewardship, and strong, sustainable communities that offer northerners a high quality of life. It also recognizes that a holistic approach is needed to plan for growth in Northern Ontario.

Section 3.4.3 of the GPNO promotes a diverse mix of land uses within northern communities and states that:

3.4.3 *Municipalities are encouraged to support and promote healthy living by providing for communities with a diverse mix of land uses, a range and mix of employment and housing types, high-quality public open spaces, and easy access to local stores and services.*

As discussed, the subject development assists in diversifying the existing mix of housing types given that the surrounding area predominantly features single-detached dwellings and promotes intensification and the efficient use of infrastructure by providing for a variety of housing types on a site that will be serviced by full municipal infrastructure. Further, the subject lands are in proximity to a mix of land uses including employment and commercial areas along Trunk Road, Black Road, and McNabb Road and recreational opportunities at the nearby Rankin Arena, local neighbourhood parks, and elementary and secondary educational institutions as demonstrated in *Figure 2*. As such, the proposal conforms to and does not conflict with the GPNO.

SAULT STE. MARIE OFFICIAL PLAN (1996)

Sault Ste Marie's Official Plan guides and directs the physical change and development of the community and its related effects on the social, economic, and natural environment. The applications have been reviewed for conformity with the City's Official Plan.

The subject property is designated 'Residential' per *Land Use Schedule 'C'* of the *City of Sault Ste Marie Official Plan*. Lands designated 'Residential' are '*primarily intended to include buildings to be utilized as dwellings. Other uses associated and accessory to the residential uses that contribute to the completeness of the neighbourhood but do not depreciate or affect the amenity of the residential environment are permitted*'.

- R.1** *A mixture of housing types and diversity of ownership and tenure forms shall be encouraged in new development.*
- R.2** *Low and high density development should be integrated and compatible in density, height and building setbacks... Generally, high density development shall be restricted to major arterial streets and areas abutting the downtown core.*
- 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 development proposal is consistent with **R.1** and **R.2** of the Official Plan by offering a mixture of housing types and diversity of tenure in an area featuring predominantly single-detached dwellings. The proposed residential dwelling uses will be compatible in density, height and building setbacks with the existing residential character of the area given the proposed built form, proposed building heights (1-3 storeys), appropriately sized lot areas, and sufficient and comparable setbacks.

The proposed zoning by-law amendment seeks permission for low to medium density housing forms such to semis, townhomes, and smaller apartment style buildings as permitted in **R.3**. This proposal can be considered to be a small-scale residential infill development project given its low density (21.3 units per hectare) and built form thereby aligning the development with the intent of policy **R.4** and **R.5**.

Section 2.1 of the Official Plan deals with urban design elements:

- D.1** *The physical form of the community shall be friendly and accessible to all users and development shall respect and reinforce the human scale. New development should be designed to integrate with the existing urban fabric. Development or redevelopment should replicate and/or respond to existing colour, texture, scale, and massing in order to harmonize with the existing streetscape rhythm and the*

relationship of uses;

D.8 *Site design shall consider the impact on street functions and pedestrian, cycling and vehicular access. The effects of traffic noise, vibration and odour shall be assessed.*

D.9 *Pedestrian and cycling access to parks, bus stops and schools shall be encouraged.*

The subdivision design provides a lot fabric complimentary to surrounding residential properties (which have front yard setbacks ranging from 6.0 to 10.0-metres and 15.0-metres lot frontages) thereby maintaining the human scale along the existing streetscape. Further, the height, massing, location, and future spacing of buildings will be harmonized with the existing streetscape and provide for a positive relationship with the surrounding single-detached dwellings given the proposed 1-3 storey building heights, similar building setbacks, and landscaped open space as called for in **D.1**. Given this, the applications propose community development with a physical form that is friendly, accessible, and reinforces human scale.

This site is located within proximity to many local parks, transit stops and schools all within walking distance, including:

- *Manitou Park (0.0-metres) (abutting to the east fronting on Amy Street)*
- *Batchewana Learning Centre (175.0-metres)*
- *Punkari Park (100.0-metres)*
- *Rankin Arena (750.0-metres)*
- *White Pines Collegiate and Vocational School (1.25 km)*
- *St. Mary's French Immersion Catholic Elementary School (600.0-metres)*

Therefore, the proposal promotes both pedestrian and cycling access to parks, bus stops and schools, and encourages the promotion of recreation and leisure to enhance the health and quality of life of residents as supported in **D.8 and D.9**. The site's proximity to these amenities and other facilities as shown in *Figure 2* demonstrates that this site is appropriate for residential development and supports the intent of **D.9**. This increase in pedestrian traffic will also assist in enhancing the vitality and vibrancy of the streetscape and nearby parks.

Section 2.2 of the OP outlines policies related to Leisure and Recreation. It states in part that:

LR.1 *Promote the value of recreation and leisure to the health and quality of life; and develop diverse recreation opportunities for citizens and visitors.*

As outlined above, the subject property directly abuts a city owned park (Manitou Park) and is within walking distance to other parks and recreational opportunities thereby promoting recreation and leisure to enhance health, quality of life, and complete communities. The development proposal also seeks to increase the size of Manitou Park (via parkland dedication) thereby enhancing recreational opportunities for existing and future residents.

Section 2.3 of the Official Plan deals with matters related to land use compatibility.

R.1 *A mixture of housing types and diversity of ownership and tenure forms shall be encouraged in new development.*

The current neighborhood is categorized by predominantly single-detached dwellings, thus the neighbourhood lacks the mixture of housing types as desired in **R.1** of the OP (and as supported by various PPS policies). To address this the development proposes the creation of a wider range of housing types (semi-detached dwellings, townhomes, and apartment units) and forms suitable to meet the housing needs of current and future residents who may require a variety of housing types.

Section 2.5 of the Official Plan relates to housing within the municipality. Relevant policies include:

HO.1 *Opportunities for a full range of housing types shall be provided to meet the present and expected needs of the community;*

HO.4 *Medium and high density – including affordable housing – will be encouraged to be built before or at the same time as low density units;*

The proposed development contributes to a range of residential uses to meet the present and future housing needs of Sault Ste Marie, while also encouraging a range and mix of housing types given the surrounding area is dominated by freehold single-detached dwellings as supported in OP policy **HO.1**. The proposed housing in this location supports the creation of complete communities by added a mix of housing options inclusive of varying ages and abilities and meets the daily and lifetime needs of a diversity of residents. The application proposes medium density residential uses within the R4 block at the same time as proposing low density residential uses along the parcel's street lines therefore supporting **HO.4**.

Section 2.4 of the OP deals with municipal services:

S.6 *New lots in the Urban Area shall be serviced by both municipal water and sewer.*

The proposed subdivision development will be connected to full municipal water and sewage services.

Section 2.4 of the OP also deals with transportation policies and states in-part that:

TR.8 *New Development Proposals – Transportation impact will be considered as part of the development approval process for major residential, commercial, institutional and industrial projects.*

- 1. In reviewing proposals for major development within the City, consideration of the potential impact on safety, efficiency and volume of traffic on abutting streets shall be considered. For these developments, the City may require a transportation impact study to determine the potential impact of the development on the transportation network in the*

surrounding area. In addition, developers may be required to contribute to the costs of infrastructure improvements, which, in the opinion of Council, are necessary to provide safe pedestrian and vehicular access to and from the site. These improvements may include: turning lanes, traffic signals, medians, sidewalks, signage, paved curb lanes and bicycle facilities.

The Traffic Impact Study determined that the proposed development will not cause any operational issues and will not add a notable delay or congestion to the local roadway network. Therefore, the development is consistent with **TR.8.1**.

ZONING BY-LAW 2005-150

EXISTING ZONING

The subject lands are currently zoned 'Institutional Zone' per *Zoning By-Law 2005-150* (See Figure 5). With the primary intent of the zone to be for public and quasi-public land uses which generally operate on a non-profit basis. Given the uses permitted by the existing zone, a zoning by-law amendment is required to permit the plan of subdivision.



Figure 5: Existing Zoning

PROPOSED ZONING

A zoning by-law amendment is required to rezone the lands to Low Density Residential Zone (R3-Special), Medium Density Residential Zone (R4-Special) Holding and, Parks and Recreation (PR).

The following reliefs from the zoning by-law are requested:

- To permit a front yard setback of 6.0-metres where 7.50-metres is required (proposed R3 lots only);
- To permit a rear yard setback of 9.0-metres where 10.0-metres is required (proposed R3 lots only);
- To permit both the side and other side yard setback for 1.80-metres where 1.80-metres and 3.0-metres is required reduced (for townhomes only R3 lots only);
- To permit 1.0 parking space for all residential uses where 1.25 parking spaces are required; and,
- To permit corner side yard parking over lot 3.

Such reliefs are requested to provide flexibility for building size and placement, as the ability to have varying building setbacks along street lines will add visual interest and facilitate a natural built form which will more well integrate into the already established neighbourhood.

The City's zoning by-law requires 1.25 parking spaces for all residential uses. The requested parking relief to permit 1.0 spaces per unit is seen as appropriate as many of the units will include garages and/or have side yards sufficient to accommodate vehicles as seen in *Figure 4*.

Blocks 1, 2 and 4 are proposed to be rezoned to Medium Density Residential Zone (R4-Special)' to permit up to 20-units with a maximum building height of 3-storeys. Such zone will assist in facilitating multiple attached, or apartments style-built forms in future. Any future development over the R4 block will be subject to site plan control. The internal blocks amending zoning by-law will include a holding symbol that may only be removed from the lands once a technical study demonstrates appropriate municipal sanitary sewer capacity is available.

The proposed application to amend the zoning by-law would implement OP policies related to land use, housing, and provide for a varied built form that is contextually appropriate for the surrounding established Manitou Park neighbourhood. Based on the foregoing, it is the author's opinion that the proposed amendment to the zoning by-law is appropriate.

7.0 CONCLUSION

Overall, the proposed development is respectful of and compatible with the existing neighbourhood character through context sensitive built form, setbacks, and height restrictions. The development provides a broader range and mix of housing choice within the municipality and is in an area close to amenities, public services, and employment. The development represents appropriate intensification on a vacant site and utilizes the property's existing services/infrastructure more efficiently. Further, the development has good connectivity as it is located adjacent to public transit, active transportation and has direct access to an appropriate municipal road network.

Given the analysis contained herein, it is the author's opinion that the subject zoning by-law amendment and draft plan of subdivision applications are consistent with the 2020 PPS, conform with the intent of the Sault Ste Marie's Official Plan, and represent good planning.

Respectfully submitted,

Prepared By:



Vanessa Smith, M.Pl., RPP
Land Use Planner

Reviewed By:



Kevin Jarus, M.Pl., RPP
Project Manager | Senior Land Use Planner
Sr. Associate

May 30, 2023
211882

City of Sault Ste. Marie
Engineering Department
99 Foster Dr.
Sault Ste. Marie ON P6A 5X6

Attention: Dan Perri, P.Eng

**Re: Preliminary Servicing Study
Manitou Drive Draft Plan of Subdivision**

Dear Mr. Perri,

Provided herein we present information with respect to both existing and proposed municipal infrastructure servicing for the above noted proposed Draft Plan of Subdivision Application. As part of our review, we provide discussion with respect to sanitary sewer infrastructure, domestic and fire protection water, electrical servicing, natural gas and communication services. Information on storm water is provided separately within our preliminary Storm Water Management Report.

BACKGROUND

The proposal development is located on the site of the existing Manitou Park School. The school has been relatively recently demolished since ceasing operations. The site fronts onto three (3) municipal right of ways; Manitou Drive along the west side of the subject property, Amy Avenue along the northside and Greene Street running parallel to the east side of the subject property. The rear of lots fronting along the east-west leg of Greene Street abuts the southern edge of the property.

Manitou Park School once operated on the subject site and was serviced with municipal sanitary servicing and domestic water, fire protection, electrical servicing, natural gas and communication services. The peak occupancy of the school, including both students and staff, was approximately 300 in accordance in discussions with Algoma District School Board staff (Mr. David Steele).

SANITARY SERVICING

The existing school once supported a student and staff population of approximately 300 people, equating to an existing services load of:

$$Q(d) = \frac{P * q * M}{86.4} + IA$$

Where $Q(d)$ = peak domestic sewage flow (including extraneous flows) in L/S

P = design population in 1000's

q = average daily per capita domestic flow in L/CAP/day (exclusive of extraneous flows)

I = unit of peak extraneous flow, in L/S ha

A = gross tributary area in hectares

M = peaking factor (as determined from Harmon or Babbit formula)

Sault Ste. Marie Office

71 Black Rd. Unit 8, Sault Ste. Marie, ON. P6B 0A3
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tulloch.ca
saultstемarie@tulloch.ca

Babbitt formula

$$M = \left(\frac{5}{p^{0.2}} \right); \frac{5}{0.3^{0.2}} = 6.36$$

$$Q(d) = \left(\frac{0.3 * 125 * 6.36}{86.4} \right) + (0.35)(2.283)$$

Note a peak extraneous flow rate of 0.35 L/ha was selected based on the age of the subdivision, water table and soil conditions. Actual rates may vary.

$$Q(d) = 3.6 \text{ L/S}$$

This flow rate represents the existing sewage generation conditions. In discussions with the City of Sault Ste. Marie, there are no known downstream capacity issues. The Amy Avenue (more discussion on the sanitary sewer along Amy Avenue will follow) sanitary sewers flows westerly towards Manitou Drive. The Manitou Drive sanitary sewer flows northerly to Corey Avenue, then easterly towards Anna Avenue, then southerly ultimately making its way southerly within the Adeline Street right of way before entering the Trunk Road sewer on Kerr Avenue. Both the northern and western legs of Greene Street are collected at the intersection of Wiber Avenue and again discharges into the Anna Street sanitary sewer.

The proposed development excluding the interior Block (Block 4) is proposed to consist of up to two (2) 4-plex's, one (1) triplex and nine (9) duplex residential units. Assuming an average of 3.2 persons per dwelling unit, results in a total population of approximately 93 persons excluding the development of interior lands.

The resulting total sewage generation from the proposed development is thus calculated to be:

$$M = \frac{5}{0.1^{0.2}} = 7.9$$

$$Q(d) = \left(\frac{0.1 * 300 * 7.9}{86.4} \right) + (0.35)(2.283) = 3.5 \text{ L/S}$$

Therefore, the total sewage generation for the site will be less than the previous use of the site.

Lateral connections will be made to the existing sanitary sewer. Both the sanitary sewer on Amy Avenue and along each leg of Greene Street are both short dead ends and 250mm in diameter therefore capacity is not an issue. We note that the sanitary sewer along Amy Avenue dead ends in front of Lot 7 on the proposed draft plan, therefore the sewer will be required to either be extended or Lots 8,9, and 10 or to be serviced with a low-pressure sewer system. Detailed design will determine the most appropriate servicing option of these three (3) lots. For the purpose of this report and at this time, it is our recommendation to proceed with a low-pressure force main sewer system for each individual dwelling unit with its own pump. The pumps are recommended to be 'E-One' pumps in accordance with standard city practices.

We further would recommend the interior Block (Block 4) be placed under Development Control subject to a downstream capacity study when this Block is proposed for the development at some time in the future. It is our understudy that the City of Sault Ste. Marie is currently developing a citywide model of the sanitary sewer system which would greatly aid to the determination of downstream capacity for the future development of the interior Block 4. In the immediate current situation, the proposed development sewage flows do not exceed predevelopment conditions and we are therefore of the opinion the sewer has the downstream capacity to support the development.

DOMESTIC AND FIRE PROTECTION

The proposed development site is currently serviced by an existing 150 mm diameter watermain.

The 2020 Fire Underwriters Survey (FUS) "Water Supply for Public Fire Protection" method of calculating required fire flow allowances was used to determine the required supply to the property. The FUS method determined the required fire flow allowance to be approximately 137 L/s.

Detailed design of the watermain servicing into the property must consider both fire demands and domestic consumption. Careful consideration to water quality and residual management must be allotted.

Flow test results indicate that at 20 psi residual, approximately 146.6 L/s is available in the Manitou Drive watermain. Flow test results are provided herein. We note the flow test did not achieve the required 5% drop in pressure per NFPA standards, however we were able to flow the required flow rate without dropping the system pressure to less than 20psi.

We are therefore of the opinion, the water distribution system in the area is robust and provides the required domestic demands and fire flows to support the proposed development.

UTILITIES

Overhead utilities currently exist along the three (3) right of ways surrounding the proposed development site, consisting of 3-phase power with pole mounted step-down transformers.

Upgrades to the existing electrical services are not expected to be needed at this time.

NATURAL GAS

Enbridge Gas has been contacted to inform them of the planned development. A 420kPa natural gas service line has been indicated within the three (3) right of ways abutting the proposed development site and is suitable to service the proposed units.

COMMUNICATION SERVICES

Bell Canada has been contacted to inform them of the planned development. An existing conduit exists along the south side of Amy Avenue in addition to a buried cable along the west side of Manitou Drive.

REPORT LIMITATIONS AND GUIDELINES FOR USE

We have prepared this report for the exclusive use of our client, the Municipality of Manitoulin, and their authorized agents for the Draft Plan of Subdivision Application. The report is only applicable to the project described herein. Any change to the project requires a review by TULLOCH to ensure compatibility as described in this report.

CLOSURE

We trust that the information and recommendations in this report will be found to be complete and adequate in support of the Draft Plan of Subdivision Application. Should further elaboration be required for any portion of this project, we would be pleased to provide assistance.

Sincerely,

TULLOCH



John McDonald, P.Eng
Project Manager

bg/JM



CALCULATION SHEET

Project: <u>Manitou Park Development</u>	Job No.: <u>211882</u>	1 of 6
Description: <u>Preliminary FUS Calculations (semi)</u> Date: <u>May 1, 2023</u>		

$$RFF = 220 \sqrt{A}$$

Construction Coefficient = 1.5 (Wood Frame Construction) Type V

Total Effective Area (A) = 227 m² → confirm

$$RFF = 220 (1.5) \sqrt{227 \text{ m}^2}$$

$$RFF = 4971.95 \text{ L/min} \leftarrow \text{round to nearest 1000}$$

$$RFF = 5000 \text{ L/min.}$$

Occupancy and Contents Adjustment Factor.

Limited Combustible Contents -15%

$$5000 \text{ L/min} (0.15) = 750 \text{ L/min}$$

$$5000 \text{ L/min} - 750 \text{ L/min} = 4250 \text{ L/min.}$$

Automatic Sprinkler Protection = ϕ → no sprinkler.

Exposure Adjustment Charge:

Front: N/A

Back: 14m, exposed building is Type V, length-height = 12.5m °. 10%.

Left: 6.0m, exposed building is Type V, length-height = 14.0m °. 15%.

Right: 6.0m, exposed building is Type V, length-height = 14.0m °. 15%.

$$\text{Sum} = 40\%$$

CALCULATION SHEET

Project: Manitou Park Development

Job. No.: 211882

Description: Preliminary FUS Calculations (semi)

Date: May 1, 2023

2
of 6

Total Required Fire Flow: $4250 \text{ L/min} (0.4) = 1700 \text{ L/min}$

$4250 \text{ L/min} + 1700 \text{ L/min}$

$= 5950 \text{ L/min}$ ← round to nearest 1000

$\approx 6000 \text{ L/min}$

or

100 L/s.

- since the building area is less than 600m^2 and less than 3 stories, the OBC does not require fire flow.

Accounting for Daily Domestic Consumption

375 L/(cap.d) for an estimated population of 93 persons and an estimated peak hour factor of 8.6

$= 0.4 \text{ L/s} \times 8.6 = \text{an additional } 3.44 \text{ L/s}$

∴ Total Required Fire Flow = $100 \text{ L/s} + 3.44 \text{ L/s}$

$\approx \underline{104 \text{ L/s}}$ for semi.

CALCULATION SHEET

Project: Manitou Park Development

Job. No.: 211882

3

Description: Preliminary FUS Calculations (3 plex)

Date: May 1, 2023

of 6

$$RFF = 220 C \sqrt{A}$$

Construction Coefficient (C) = 1.5 for Type V Wood Frame Construction.

$$\text{Total Effective Area (A)} = 337.5 \text{ m}^2$$

$$RFF = 220 (1.5) \sqrt{337.5 \text{ m}^2}$$

$$RFF = 6062.48 \text{ L/min} \leftarrow \text{round to nearest 1000}$$

$$RFF = 6000 \text{ L/min}$$

Occupancy and Contents Adjustment Factor

Limited Combustible Contents = 15%

$$6000 \text{ L/s} (0.15) = 900 \text{ L/min}$$

$$(6000 - 900) \text{ L/s} = 5100 \text{ L/min}$$

Automatic Sprinkler Protection = \emptyset \rightarrow no sprinkler

Exposure Adjustment Charge:

Front: N/A

Back: 60m, exposed building is Type V, length-height = N/A \therefore 0%

Left: 5m, exposed building is Type V, length-height = 14.0m \therefore 15%

Right: N/A

$$\text{Sum} = 15\%$$

CALCULATION SHEET

Project: Manitou Park Development Job. No.: 211882

Description: Preliminary FWS Calculations (3plex) Date: May 1, 2023

4
of 6

$$\text{Total Required Fire Flow: } 5100 \text{ L/min } (0.15') = 765 \text{ L/min}$$

$$5100 \text{ L/min} + 765 \text{ L/min}$$

$$= 5865 \text{ L/min} \leftarrow \text{round to nearest 1000}$$

$$\approx 6000 \text{ L/min}$$

or

$$100 \text{ L/s}$$

- since the building area is less than 600m^2 and less than 3 stories, the OBC does not require fire flow.

Accounting for Daily Domestic Consumption

375 L/cap.d for an estimated population of 93 persons and an estimated peak hour factor of 8.6.

$$0.4 \text{ L/s} \times 8.6 = \text{an additional } 3.44 \text{ L/s}$$

$$\text{Total Required Fire Flow} = 100 \text{ L/s} + 3.44 \text{ L/s}$$

$$= \underline{\underline{104 \text{ L/s}}}$$

CALCULATION SHEET

Project: <u>Manitou Park Development</u>	Job. No.: <u>211882</u>	<div style="border: 1px solid black; padding: 5px; width: 100px; height: 100px; margin: 0 auto;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">5</div> <div style="position: absolute; bottom: 0; left: 0; text-align: left;">of</div> <div style="position: absolute; bottom: 0; right: 0; text-align: right;">6</div> </div>
Description: <u>Preliminary Fus Calculations (4plex)</u>	Date: <u>May 2, 2023</u>	

$$RFF = 220 C \sqrt{A}$$

Construction Coefficient (C) = 1.5 (Wood Frame Construction) Type V.

Total Effective Area (A) = 444 m²

$$RFF = 220 (1.5) (\sqrt{444 \text{ m}^2})$$

$$RFF = 6953.5 \text{ L/min} \quad \leftarrow \text{round to nearest 1000}$$

$$RFF = 7000 \text{ L/min}$$

Occupancy and Contents Adjustment Factor

Limited Combustible Contents - 15%

$$7000 \text{ L/min} (0.15) = 1050 \text{ L/min}$$

$$7000 \text{ L/min} - 1050 \text{ L/min} = 5950 \text{ L/min}$$

Automatic Sprinkler Protection = \emptyset \rightarrow no sprinkler.

Exposure Adjustment Charge:

Front: > 30m \therefore N/A.

Back: > 30m \therefore N/A.

Left: 7.3m, exposed building is Type V, length-height = 9 \therefore 15%

Right: 3.9m, exposed building is Type V, length-height = 12.5 \therefore 15%.

$$\text{Sum} = 30\%$$

CALCULATION SHEET

Project: Manitou Park Development Job. No.: 211882

Description: Preliminary FUS Calculations (4plex) Date: May 2, 2023

6
of 6

Total Required Fire Flow: $5950 \text{ L/min} (0.3) = 1785 \text{ L/min}$.

$$5950 \text{ L/min} + 1785 \text{ L/min}$$

$$= 7735 \text{ L/min} \leftarrow \text{round to nearest 1000}$$

$$= 8000 \text{ L/min}$$

$$\approx \underline{\underline{133.3 \text{ L/s}}}$$

- since the building area is less than 600 m^2 and less than 3 stories, the OBC does not require fire flow

Accounting for Daily Domestic Consumption:

$375 \text{ L/cap}\cdot\text{d}$ for an estimated population of 93 persons and an estimated peak hour factor of 8.6.

$$= 0.40 \times 8.6 = \text{an additional } 3.44 \text{ L/s}$$

$$\therefore \text{Total Required Fire Flow} = 133.3 \text{ L/s} + 3.44 \text{ L/s} = 136.74 \text{ L/s}$$

$$\approx \underline{\underline{137 \text{ L/s}}}$$

WATER FLOW TEST REPORT



PROJECT #: 21-1882
 DATE (dd/mm/yr): 26-May-23
 TIME OF DAY: 9:00 AM
 WEATHER: Sunny +13 C

TEST BY: JM, BG, TP
 CHECKED BY: JM

TEST LOCATION:

WATER SUPPLIED BY: MUNICIPAL SYSTEM PRIVATE SYSTEM WELL Unknown
 TEST TYPE: FIRE FLOW WATERMAIN CAPACITY HYDRANT CAPACITY
 MAIN DIAMETER: 4 in. or less 6 in. 8 in. 10" 12" 16" or larger Unknown
 PIPE MATERIAL: PVC DUCTILE IRON CAST IRON Unknown

DATA

STATIC/RESIDUAL HYDRANT #

D11-12

FLOW HYDRANT(S)

E11-4

PITOT ORAFICE DIA.

3.05

COEFFICIENT:

1.355

PITOT READING:

11

USGPM:

1247

0

0

TOTAL FLOW DURING TEST:

1247

USGPM

STATIC READING:

58

PSI

RESIDUAL READING:

46

PSI

RESULTS:	<i>AT 20 PSI RESIDUAL</i>	<u>2324</u>	USGPM	<i>AT 0 PSI</i>	<u>2920</u>	USGPM
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MIN. OF FLOW:

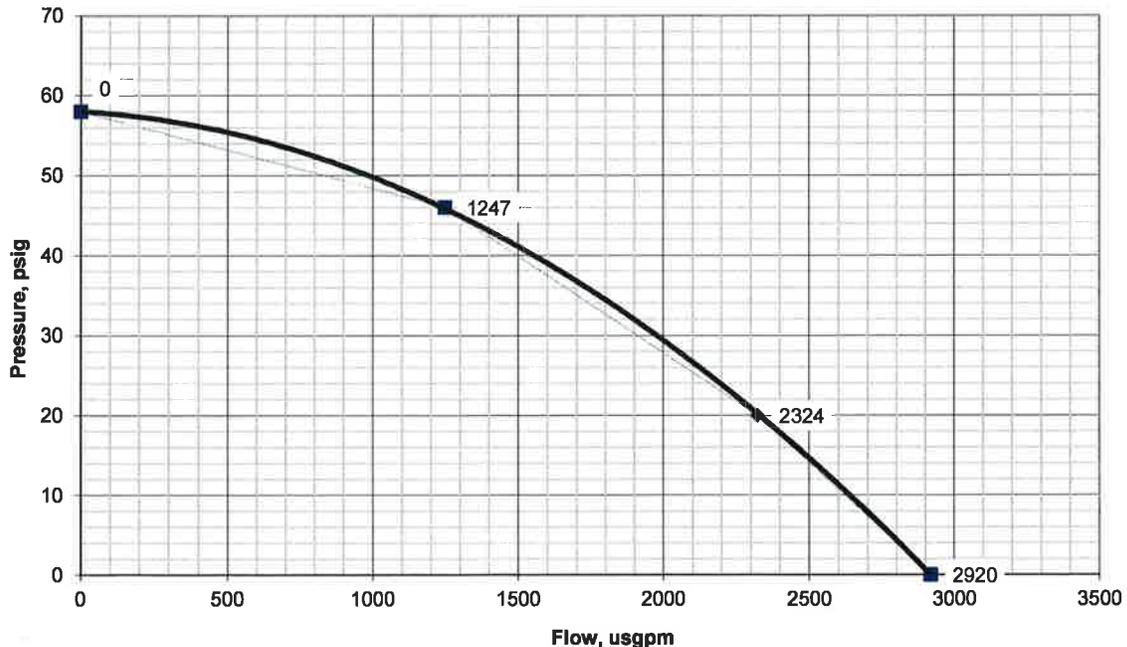
5

ESTIMATED CONSUMPTION:

6235

USGAL.

REMARKS: Test meets requirements of NFPA 291 Test achieves 10% practical pressure drop
 Test accuracy diminished due to inability to obtain satisfactory drop in system pressure



WATER FLOW TEST REPORT



PROJECT #: 21-1882
 DATE (dd/mm/yr): 26-May-23
 TIME OF DAY: 9:30 AM
 WEATHER: Sunny +13 C

TEST BY: JM, BG, TP
 CHECKED BY: JM

TEST LOCATION:

WATER SUPPLIED BY: MUNICIPAL SYSTEM PRIVATE SYSTEM WELL Unknown
 TEST TYPE: FIRE FLOW WATERMAIN CAPACITY HYDRANT CAPACITY
 MAIN DIAMETER: 4 in. or less 6 in. 8 in. 10" 12" 16" or larger Unknown
 PIPE MATERIAL PVC DUCTILE IRON CAST IRON Unknown

DATA

STATIC/RESIDUAL HYDRANT # E12-7

FLOW HYDRANT(S) E12-8

PITOT ORAFICE DIA. 2.50

COEFFICIENT: 0.906

PITOT READING: 14

USGPM: 632 0 0

TOTAL FLOW DURING TEST: 632 USGPM

STATIC READING: 54 PSI

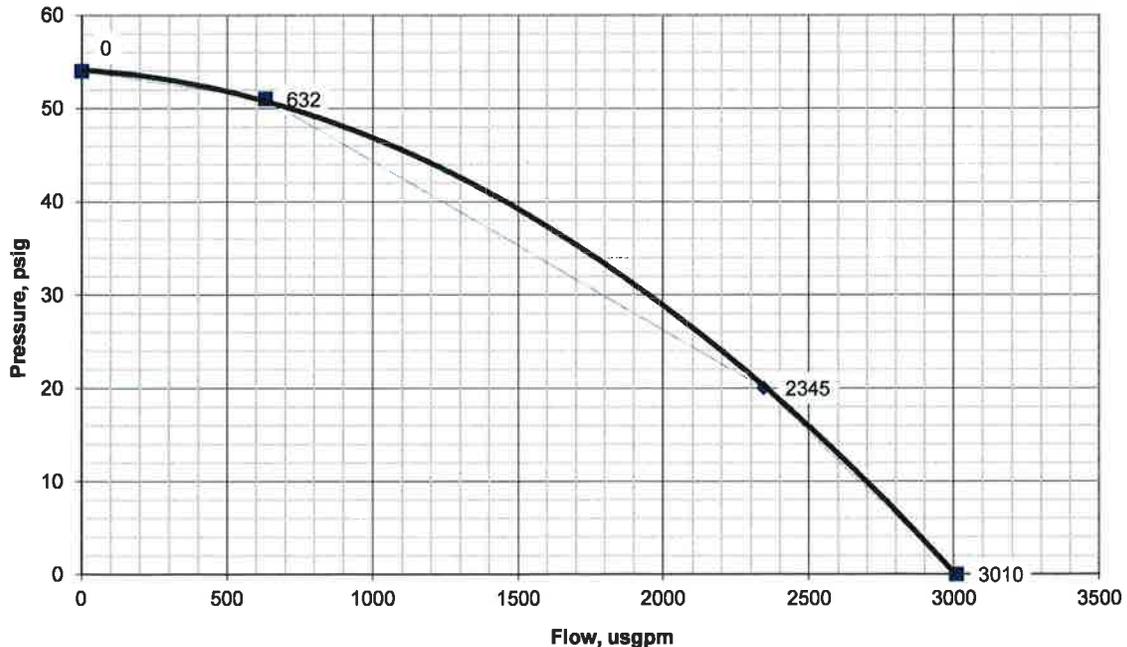
RESIDUAL READING: 51 PSI

RESULTS:	<i>AT 20 PSI RESIDUAL</i>	<u>2345</u>	USGPM	<i>AT 0 PSI</i>	<u>3010</u>	USGPM
-----------------	---------------------------	-------------	-------	-----------------	-------------	-------

MIN. OF FLOW: 3

ESTIMATED CONSUMPTION: 1896 USGAL.

REMARKS: Test meets requirements of NFPA 291 Test achieves 10% practical pressure drop
 Test accuracy diminished due to inability to obtain satisfactory drop in system pressure



March 16, 2023
Project No.: 211882

Dan Perri, P.Eng
Municipal Services and Design Engineer
Corporation of the City of Sault Ste. Marie
Civic Centre - Level 5
99 Foster Drive
Sault Ste. Marie, ON P6A 5X6

Re: Conceptual Stormwater Management Plan
Subdivision Draft Plan Application for the Manitou Park Development

Dear Mr. Perri,

In support of the draft plan of subdivision application for the above noted development, we have prepared this conceptual stormwater management plan which analyses the predevelopment drainage conditions and provides recommendations and preliminary analysis for the design of the stormwater management measures in accordance with the City of Sault Ste. Marie stormwater management policies and design standards. This report is intended to satisfy the City that the subdivision of land can be developed in adherence to current drainage management policies and engineering practices.

Summary of Existing Conditions

The subject property proposed for the redevelopment is 2.283 hectares. A copy of the proposed draft plan is provided for the reference. The site was formerly of institutional use with the former Manitou Park Public School operating on the site. The City of Sault Ste. Marie provided email correspondence indicating four (4) residential houses where once located along the now closed extension of Wiber Street. For the purposes of calculating the predevelopment runoff conditions, an impervious area of 120m² per residential unit was assumed, and includes driveways, patios and accessory structures. The impervious area of the existing school and playground areas were also considered in the analysis.

The general drainage characteristics of the existing conditions follow the local landform topography with drainage being to the south and east. Area fronting along Manitou Drive, Amy Avenue and Greene Drive expectedly drains directly to municipal roadway ditches. Drawing SK1 presents the existing drainage conditions and is herein provided for reference. Area 103 (per attached SK1) is the centre portion of the subject area and drains towards the side of lot #15 (Manitou Drive) and the rear lots (12, 11, 141 and 140) of Greene Street. No rear yard ditch is present nor can any drainage facility be located. It is believed the majority of stormwater ponds and infiltrates in this area. The rear yards of the above noted lots may be experiencing drainage issues.

Predeveloped runoff hydrographs for each area was completed using the Standard Hydrograph Method in Visual OTTHYMO Version 6.1. Geotechnical borehole information on-file in support of the former school (1968) classifies the NRCS Hydrological Soil Group as Group 'A' with the water table ~0.8 metres below grade. We however suspect that the groundwater table may now be lower due to housing subdrains and sump pumps artificially lowering the water table.

Hydrological parameters input into the model are as follows:

Table 1.1: Predevelopment Conditions

Area ID	Area (m ²)	% Impervious	CN	Peak Runoff (L/S)
100 (drains to Manitou Dr.)	1878	22.6%	70	8 (2yr) 20 (100yr)
101 (drains to Amy Ave.)	1976	81.9%	70	30 (2yr) 75 (100yr)
102 (drains to Greene St.)	12436	10%	58	22 (2yr) 58 (100yr)
103 (no outlet – rear yard)	6522	15%	62	1 (2yr) 17 (100yr)

Post Development Conditions

Drawing SK2 attached herein presents the proposed post development conditions. The proposed development consists of townhomes along Manitou Drive, semi and triplexes along Amy Avenue and Greene Drive. The interior block of the property is proposed to remain a block and develop at some time in the future as the market conditions warrant.

The post development hydrograph runoffs were computed similar to the predevelopment conditions. The runoff draining to each municipal road and the interior of the property parcel were individually computed in accordance with the conceptual grading plan. The final drainage design and stormwater management plan will be submitted as part of satisfying draft plan conditions. There remains an area (area 203) on the interior of the property that does not drain to a municipal road at the present time, however you will note in the following table the post development runoff conditions are less than predeveloped. Additionally, a drainage block (block #2) has been retained along the south property line out to Greene Street to allow the future construction of a drainage swale. We propose any development within the interior block to be subject to site plan control and will thus require stormwater management to be designed to the specific development scenario/conditions.

Table 2.1: Post Development Conditions

Area ID	Area (m ²)	% Impervious	CN	Peak Runoff (L/S)	Difference Pre – Post Development
200 (drains to Manitou Dr.)	1786	35.2%	77	12 (2yr) 30 (100yr)	+4 (2yr) +10 (100yr)
201 (drains to Amy Ave.)	2840	33.7%	70	17 (2yr) 44 (100yr)	-13 (2yr) -31 (100yr)
202 (drains to Greene St.)	11472	9.35%	70	19 (2yr) 61 (100yr)	-3 (2yr) +3 (100yr)
203 (no outlet)	6705	10.9%	39	0 (2yr) 6 (100yr)	-1 (2yr) -11 (100yr)

Discussion

The results indicate that the net flow to the municipal right of ways will decrease. This is consistent with the reduction in overall imperviousness of the site in general. Increases in peak flow rates occur to the municipal ditches along both Manitou Drive and Greene Street are (10 L/S and 3 L/S for the 1:100 yr return event) however both are negligible. Initially of primary concern was the runoff from the interior block (block #4) parcel of land draining southerly into the rear backyards of the abutting lots. However, the reduction in imperviousness has reduced the anticipated runoff from this area and with the introduction of a drainage swale along the south property line draining to the Greene Street ditches would address any rear yard drainage concerns.

Incorporating traditional quantity management techniques ie. dry ponds or infiltration trenches, are impractical due to the surrounding municipal roadways being constructed to Class B standards (ie. roadside ditches) thereby limiting storage depths. Requirements to maintain 1m above water table from any sort of infiltration gallery further restrict quantity control measures. Although both Manitou Drive and Greene Street would receive increased peak flow runoff from the development (10 L/S and 3 L/S on a 1:100 yr return period storm) both are negligible amounts, and we further note that the total runoff from the site decreases from its predevelopment conditions. The preceding holds true without the development of the interior block, which will need to be dealt with on an individual basis and thus site plan control should be coveted as part of the conditions of land subdivision.

Conclusion

A net decrease in total runoff from the site can be expected from predevelopment to post development conditions. Manitou Drive and Greene Street will experience negligible increases in direct runoff from the development up to and including a 1:100 yr return event storm. Both traditional and low impact development stormwater management techniques are impractical on this site due to the existing municipal roadways being constructed to Class B standards (no-storm sewars, ditches) and a high water table. The interior centre block at the development should be subject to site plan control and stormwater management measures designed specifically to the development proposed at the time. A drainage outlet from the centre block to the municipal right of way should be retained for the construction of a drainage swale there by alleviating all rear yard drainage issues which may or may not be presently occurring and to address future development of the interior block.

Provided the above recommendations are incorporated, TULLOCH is of the opinion drainage from the development will not negatively impact municipal infrastructure or third-party private property.

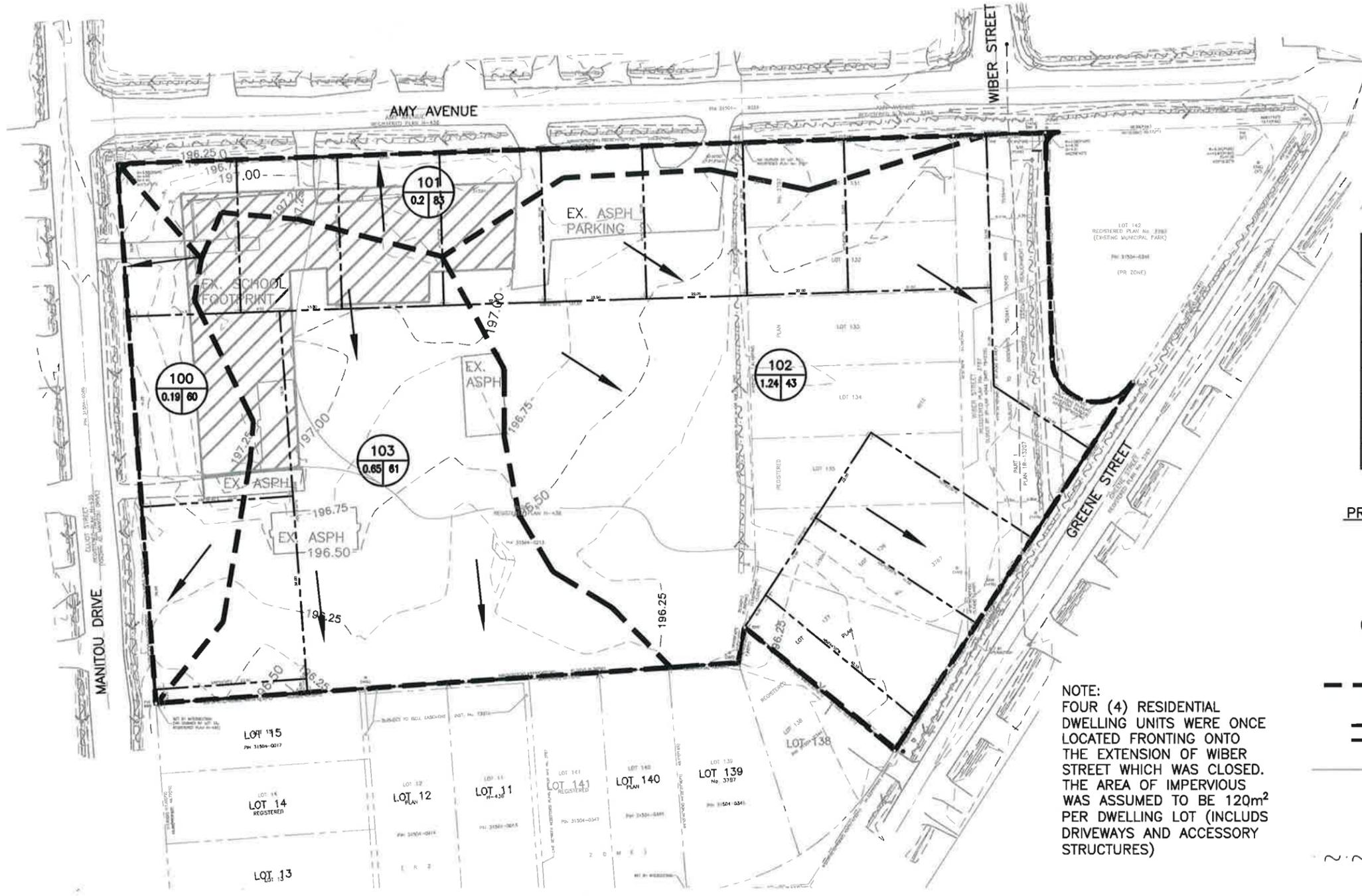
Respectfully submitted,



John McDonald, P.Eng
Project Manager

le/JM





PRE DEVELOPMENT		
AREA ID	TOTAL AREA (m2)	IMPERVIOUS AREA (m2)
AREA 100	1878	418
AREA 101	1976	1619
AREA 102	12436	1238
AREA 103	6514	974
SUM	22804	

PRE-DEVELOPMENT CATCHMENT AREA LEGEND

- ID # AREA ID
 X.XX XX CN VALUE
 AREA (Hectares)
- PRE-DEVELOPMENT CATCHMENT BOUNDARY
- DRAINAGE DIRECTION
- EXISTING STM MAIN
- EXISTING CATCHBASIN
- EXISTING STM MANHOLE
- EXISTING DITCH
- GENERAL GRADING/SLOPE ARROW

NOTE:
FOUR (4) RESIDENTIAL DWELLING UNITS WERE ONCE LOCATED FRONTING ONTO THE EXTENSION OF WIBER STREET WHICH WAS CLOSED. THE AREA OF IMPERVIOUS WAS ASSUMED TO BE 120m² PER DWELLING LOT (INCLUDES DRIVEWAYS AND ACCESSORY STRUCTURES)

P:\2021\Sturby\Engineering\211882 Manitou Development\SSA_ENG\ENR\211882 Manitou Dev RD 2023.15.03 SK1.dwg

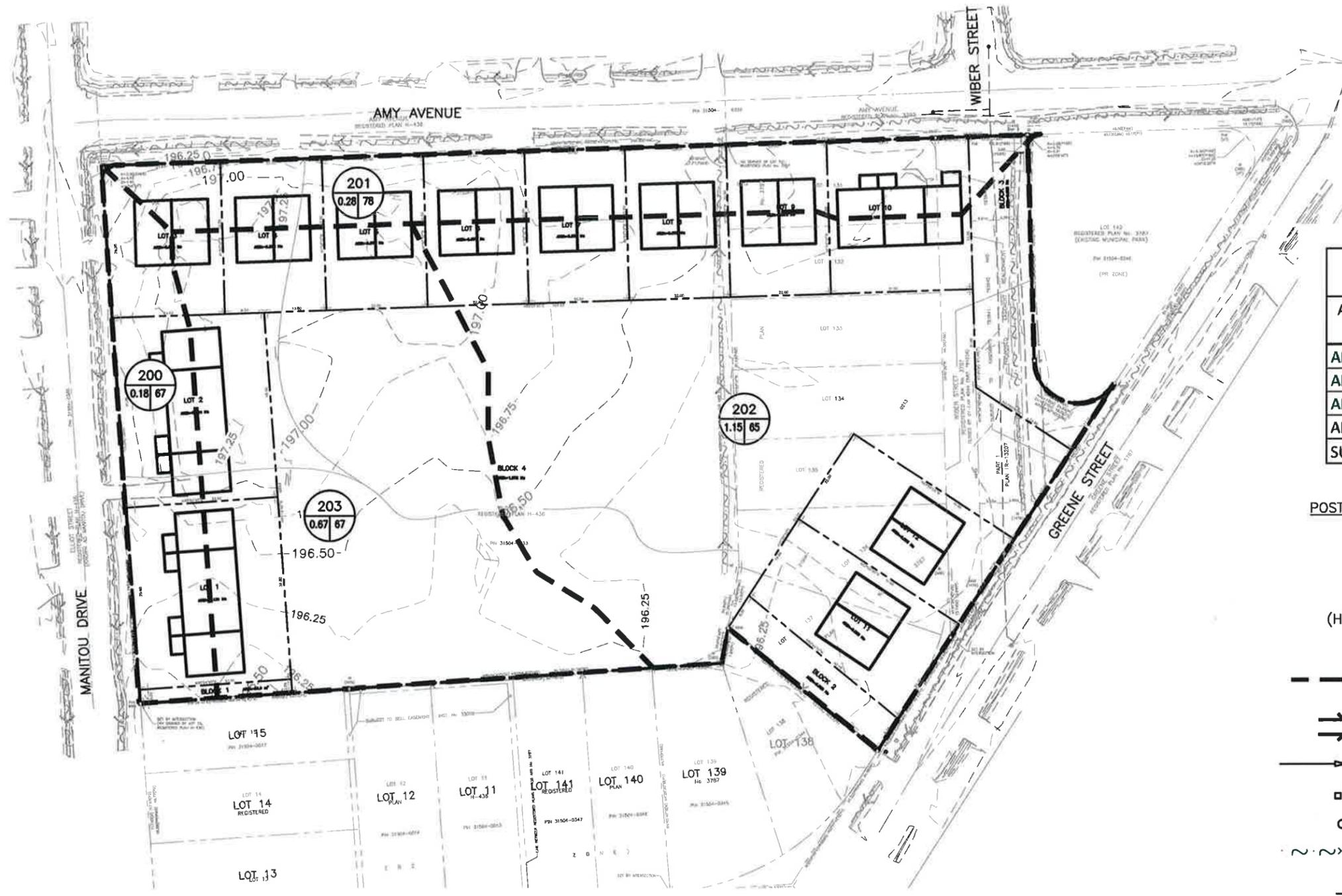
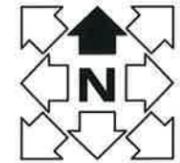
No.	DATE	BY	ISSUES / REVISIONS
0	12.12.2022	KG	ISSUED FOR REPORT



DRAWING:
PRE-DEVELOPMENT CATCHMENT AREAS

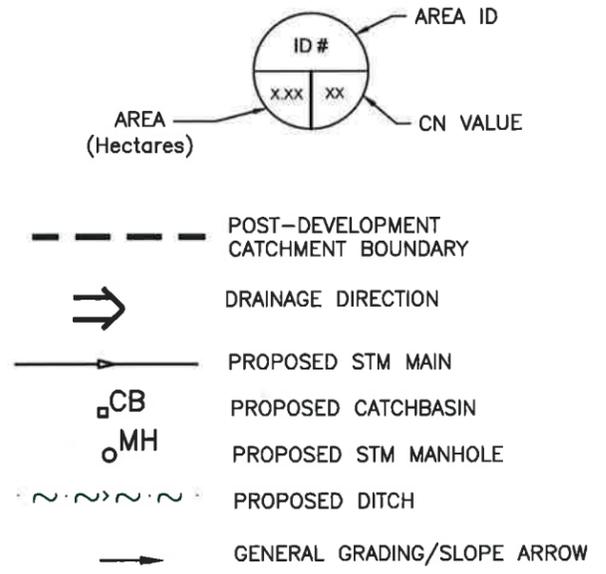
PROJECT:
MANITOU DEVELOPMENT

DRAWN BY: KG	CHECKED BY: JM	PROJECT No.: 211882	
DESIGNED BY: KG	APPROVED BY: JM	DRAWING No.	REVISION No.
SCALE: 1:1000	DATE: DEC 12, 2022	SK1	0



POST DEVELOPMENT		
AREA ID	TOTAL AREA (m2)	IMPERVIOUS AREA (m2)
AREA 200	1786	628
AREA 201	2840	956
AREA 202	11471	1073
AREA 203	6706	728
SUM	22804	

POST-DEVELOPMENT CATCHMENT AREA LEGEND



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92 Manitou Drive

City of Sault Ste. Marie

Traffic Impact Study for Tulloch Engineering

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Executive Summary

This report summarizes the traffic impact study prepared for the proposed residential development, municipally known as 92 Manitou Drive, located on the east side of Manitou Drive, north of Greene Street in the City of Sault Ste. Marie [City]. The report assesses the impact of traffic related to the development on the adjacent roadway and provides recommendations to accommodate this traffic in a safe and efficient manner.

The proposed development is anticipated to consist of a total of 11 townhouse units, 18 semi-detached units and 44 units in three two-story buildings.

The proposed development is anticipated to include a full-movement access driveway onto Greene Street for the 44 units in three two-storey buildings. The fourteen semi-detached and three townhouse units will have driveways directly onto Amy Avenue. The eight townhouse units will have driveways directly onto Manitou Drive and the four semi-detached units will have driveways directly onto Greene Street.

The scope of this analysis includes a review of the following intersections:

- Greene Street / Site Access (functional review only);
- South Market Street / McNabb Street;
- Adeline Avenue / McNabb Street & Frontenac Street; and
- Adeline Avenue & Boundary Road / Trunk Road.

Conclusions

1. The proposed development is expected to generate a total of 33 AM and 42 PM peak hour trips.
2. Detailed turning movement traffic and pedestrian counts for the South Market Street / McNabb Street, Adeline Avenue / McNabb Street & Frontenac Street and Adeline Avenue & Boundary Road / Trunk Road intersections were obtained from Tulloch Engineering.
3. An intersection operation analysis was completed at the study area intersections, using the existing (2022) and background (2025 and 2030) traffic volumes. This enabled a review of the existing and future traffic deficiencies that would be present without the influence of the proposed development. The following infrastructure improvements are recommended:

Adeline Avenue / McNabb Street & Frontenac Street;

Existing (2022) Traffic Volumes

- Convert intersection to all-way stop controlled.
4. An estimate of the amount of traffic that would be generated by the proposed development was prepared and assigned to the study area streets and intersections.
 5. An intersection operation analysis was completed under total (2025 and 2030) traffic volumes with the proposed development operational at the study area intersections. No additional geometric lane improvements or traffic signal improvements are recommended within the study area.
 6. There is an opportunity to increase northbound traffic capacity by adding a northbound left turn lane; however, it is recommended that the City continue to monitor traffic operations at this intersection, prior to implementing this improvement.

7. Although beyond the scope of this analysis, it is suggested that the City investigate option of removing the northbound section of Adeline Avenue between Trunk Road and Frontenac Street / McNabb Street, as part of future transportation master plan updates.
8. The Site Access at Greene Street will operate efficiently as a full-movement access, with one-way stop control for eastbound movements. A single eastbound and westbound lane at the Site Access will provide the necessary capacity to service the proposed development.
9. The sight distance available for the Site Access driveway meets the minimum stopping and intersection sight distance requirements.
10. In summary, the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

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1 Introduction

1.1 Background

Tulloch Engineering [Tulloch] is the project manager for the proposing development of a property municipally known as 92 Manitou Drive, located on the east side of Manitou Drive, north of Greene Street in the City of Sault Ste. Marie [City].

The proposed development is anticipated to consist of the following:

- 14 semi-detached and three townhouse units with driveways onto Amy Avenue;
- Eight townhouse units with driveways onto Manitou Drive;
- Four semi-detached units with driveways onto Greene Street; and
- 44 units in three two-storey buildings with a shared driveway [Site Access] onto Greene Street.

Tulloch has retained **JD Northcote Engineering Inc.** [JD Engineering] to prepare this traffic impact study in support of the proposed development.

1.2 Study Area

Figure 1 illustrates the location of the subject site and study area intersections in relation to the surrounding area. The Concept Plan by Tulloch is provided in **Appendix A**.

The subject site is bound by Greene Street and Manitou Park to the east, Amy Avenue to the north, Manitou Drive to the west and existing residential lands and Greene Street to the south.

The following intersections will be analyzed as part of the study:

- Greene Street / Site Access (functional review only);
- South Market Street / McNabb Street;
- Adeline Avenue / McNabb Street & Frontenac Street; and
- Adeline Avenue & Boundary Road / Trunk Road.

Figure 1 – Proposed Site Location and Study Area



1.3 Study Scope and Objectives

The purpose of this study is to identify the potential impacts to traffic flow at the site access and on the surrounding roadway network. The study analysis includes the following tasks:

- Consult with the City to address any traffic-related issues or concerns they have with the proposed development;
- Determine existing traffic volumes and circulation patterns;
- Estimate future traffic volumes if the proposed development was not constructed, including the impact of additional proposed developments in the area;
- Complete level-of-service [LOS] analysis of horizon year (without the proposed development) traffic conditions and identify operational deficiencies;
- Estimate the amount of traffic that would be generated by the proposed development and assign to the roadway network;
- Complete LOS analysis of horizon year (with the proposed development) traffic conditions and identify additional operational deficiencies;
- Identify improvement options to address operational deficiencies; and
- Document findings and recommendations in a final report.

1.4 Analysis Periods

Traffic scenarios for the existing year (2022), build-out year (2025), and 5-year post-build-out horizon year (2030) were selected for analysis of traffic operations in the study area. The weekday morning [AM] and weekday afternoon [PM] peak hours have been selected as the analysis periods for this study.

2 Information Gathering

2.1 Street and Intersection Characteristics

Trunk Road is a five-lane urban arterial road with an urban cross section within the study area. Trunk Road has a sidewalk on the south side of the road, a posted speed limit of 60km/h and is under the jurisdiction of the City within the study area.

McNabb Street is a two-lane urban arterial road. McNabb Street has a rural cross section, no sidewalks and an asphalt or gravel shoulder on both sides of the road east of Manitou Drive and an urban cross section and sidewalk on the southeast side of the road west of Manitou Drive. McNabb Street has an assumed (unposted) speed limit of 50km/h and is under the jurisdiction of the City.

South Market Street is a five-lane urban arterial road north of Trunk Road and a two-lane urban collector road south of Trunk Road. South Market Street has an urban cross-section, a sidewalk on the east side of the road and a multi-use-trail on the west side of the road within the study area. South Market Street has a posted speed limit of 50km/h and is under the jurisdiction of the City.

Adeline Avenue is an urban local road north of McNabb Street and an urban arterial road south of McNabb Street. Adeline Avenue is a two lane road with a generally has a rural cross-section, a sidewalk on the east side of the road and a gravel shoulder on both sides of the road. Adeline Avenue has an assumed (unposted) speed limit of 50km/h and is under the jurisdiction of the City.

Boundary Road is a two-lane urban collector road with an urban cross-section and a sidewalk on both sides of the road within the study area. Boundary Road has an assumed (unposted) speed limit of 50km/h and is under the jurisdiction of the City.

Frontenac Street is a two-lane urban local road with a rural cross-section, no sidewalks and a gravel shoulder on both sides of the road within the study area. Frontenac Street has a posted speed limit of 50km/h and is under the jurisdiction of the City within the study area.

Greene Street is a two-lane urban local road with a rural cross-section and no sidewalks or gravel shoulders. Greene Street has an assumed (unposted) speed limit of 50km/h and is under the jurisdiction of the City.

Amy Avenue is a two-lane urban local road with a rural cross-section and no sidewalks or gravel shoulders. Amy Avenue has an assumed (unposted) speed limit of 50km/h and is under the jurisdiction of the City.

Manitou Drive is a two-lane urban local road with a rural cross-section and no sidewalks or gravel shoulders. Manitou Drive has an assumed (unposted) speed limit of 50km/h and is under the jurisdiction of the City.

The existing intersection spacing and lane configuration within the study area is illustrated in **Figure 2**.

2.2 Transit Access

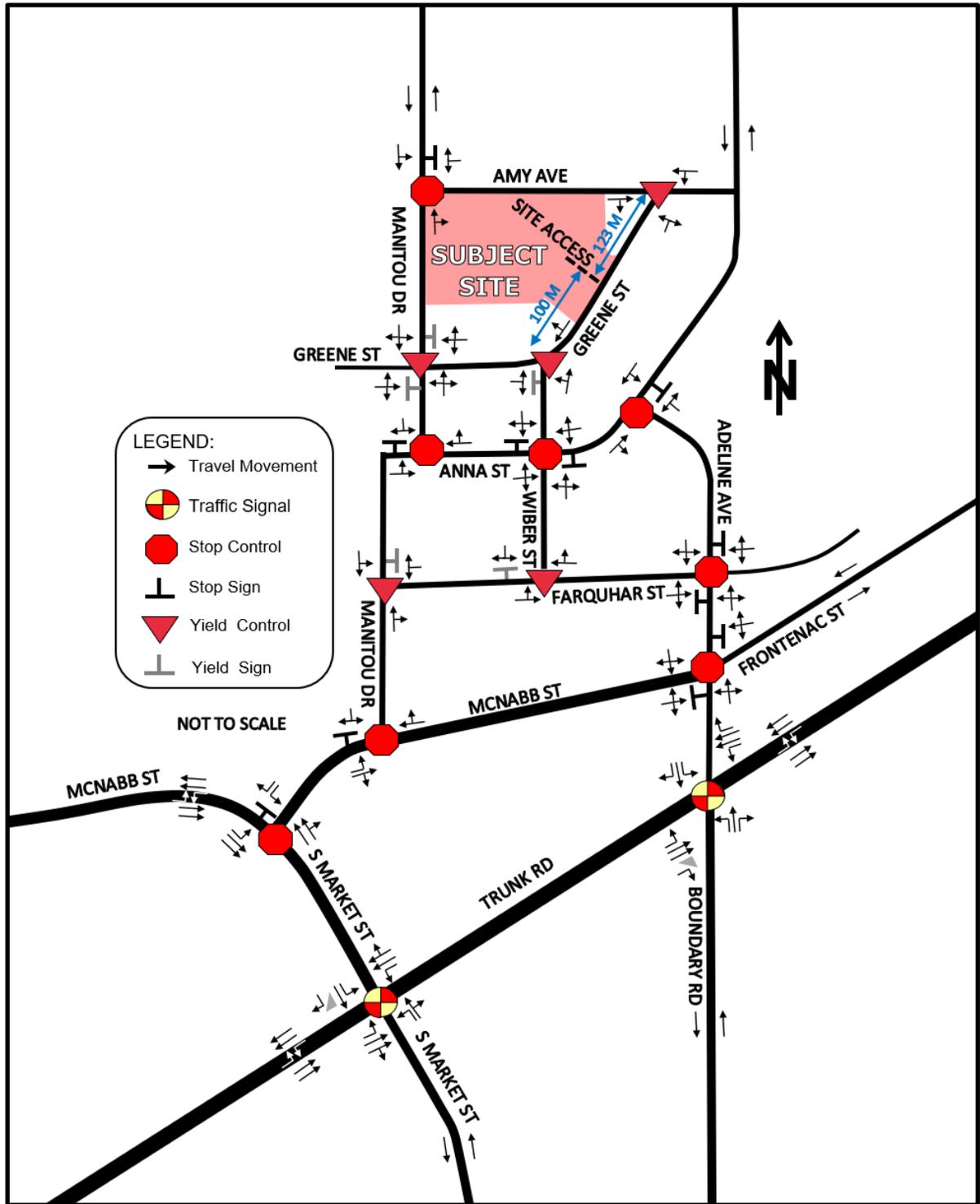
The City's transit provider, Sault Ste. Marie Transit Services, provides two bus routes within the study area; the No.1 (Eastside), No.5 (Riverside / McNabb). The No.1 (Eastside) bus route provide service along Trunk Road and Frontenac Street within the study area and the No.5 (Riverside / McNabb) bus route provides service along Manitou Drive, McNabb Street, South Market Street, Adeline Avenue and Trunk Road within the study area.

The No.1 bus route operates between 06:00– 24:00 on weekdays with daytime service every 30 minutes, between 06:15 – 19:10 on Saturdays with service every 60 minutes and between 07:15 – 19:10 on Sundays with service every 60 minutes. The closest bus stops to the proposed development for the No. 1 bus route is located in the southeast corner of Manitou Drive / Amy Avenue intersection.

The No.5 bus route operates between 05:50 – 23:55 on weekdays with daytime service every 30 minutes, between 06:15 – 19:15 on Saturdays with service every 60 minutes and between 07:15 – 19:15 on Sundays with service every 60 minutes. The closest bus stops to the proposed development for the No. 5 bus route is located in the northeast corner of the Adeline Avenue / McNabb Street & Frontenac Street intersection and the southeast corner of Adeline Avenue & Boundary Road / Trunk Road intersection for the westbound and eastbound directions respectively.

Figure 3 illustrates the above noted bus routes within the study area.

Figure 2 – Existing Lane Configuration within Study Area



2.3 Local Road Improvements

Based on the City's Transportation Master Plan (2015) [TMP], the City's Capital Budget (2022) [CB], the City's Official Plan (Revised in 2006) [OP] and the City's 2022 road construction projects webpage, there are no infrastructure improvements planned within the study area.

2.4 Other Developments within the Study Area

Based on the City's webpage, there is one adjacent development nearby the study area that will impact the traffic within the study area; 204 South Market Street.

For the purposes of this study, it has been assumed that all traffic generated by the 204 South Market Street within the study area will be new traffic and would not be in the study area if the 204 South Market Street development was not constructed.

The 204 South Market Street development is located on the east side of South Market Street. The 204 South Market Street development includes 376 unit residential units and a Personal Storage Facility with 38,750 sq.ft GFA. For the purpose of this study, it has been assumed that the 204 South Market Street development will be fully occupied by the 2025 horizon year.

The traffic generation for the 204 South Market Street development has been calculated based on ITE Trip Generation Manual. The following ITE land uses have been applied to estimate the traffic from the 204 South Market Street development:

- ITE land use 151 (Mini-Warehouse) – General Urban / Suburban Setting.
- ITE land use 221 (Multifamily Housing (Mid-Rise)) – General Urban/Suburban Setting.

The estimated trip generation of the 204 South Market Street development is illustrated below in **Table 1**. The AM and PM peak traffic generation for the 204 South Market Street development is not expected to exactly align with the AM and PM peak hour in the traffic counts; consequently, we have applied the peak hour of adjacent street traffic values provided in the ITE Trip Generation Manual.

Table 1 – Estimated Traffic Generation – 204 South Market Street

Land Use	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Mini-Warehouse ITE Land Use: 151	38,750 sq.ft.	2	2	4	3	3	6
Multifamily Housing (Mid-Rise) ITE Land Use: 221	376 units	35	119	154	90	57	147

The traffic assignment for the 204 South Market Street development has been estimated based on the distribution of the existing traffic volumes within the study area as illustrated in Section 4.2.

Figure 4 illustrates the 204 South Market Street development traffic within the study area.

2.5 Background Traffic Growth

Based on our review of the Ontario Ministry of Transportation [MTO] historical Average Annual Daily Traffic [AADT] data within the study area for Highway #17, a background traffic growth rate of 2.0% was selected for the study area roads.

2.6 Traffic Counts

Detailed turning movement traffic counts for the South Market Street / McNabb Street, Adeline Avenue / McNabb Street & Frontenac Street and Adeline Avenue & Boundary Road / Trunk Road intersections were obtained from the Tulloch.

Table 2 summarizes the traffic count data collection information.

Table 2 – Traffic Count Data

Intersection (N-S Street / E-W Street)	Count Date	AM Peak Hour	PM Peak Hour	Source
South Market Street / McNabb Street	Wednesday, October 5, 2022	07:15 – 08:15	16:00 – 17:00	Tulloch
Adeline Avenue / McNabb Street & Frontenac Street	Tuesday, October 4, 2022	07:45 – 08:45	16:00 – 17:00	Tulloch
Adeline Avenue & Boundary Road / Trunk Road	Thursday, October 6, 2022	07:45– 08:45	16:00 – 17:00	Tulloch

Detailed traffic count data can be found in **Appendix B**. The peak hour of traffic generation for the study area intersections is generally aligned with the anticipated peak hour of traffic generation by the proposed development.

Heavy vehicle percentages from the traffic count data have also been included in the Synchro analysis.

2.6.1 Calculation of Existing (2022) Traffic Volumes

2.6.1.1 Seasonal Variation Adjustment

Based on MTO historical AADT and SADT for Trunk Road, there is seasonal variation within the study area with traffic volumes approximately 22% higher during summer months. Consequently, in order to be conservative with our analysis, we have increased the through traffic volumes on McNabb Street and Trunk Road by 22%.

Figure 5 illustrates the existing (2022) AM and PM peak hour traffic volumes within the study area.

2.7 Horizon Year Traffic Volumes

In addition to the adjacent development traffic volumes discussed in Section 2.4, the background traffic growth rate discussed in Section 2.5 has been applied to the existing (2022) traffic volumes to estimate the background (2025 and 2030) horizon year traffic volumes within the study area.

Figures 6 and **7** illustrate the background (2025 and 2030) horizon year AM and PM peak hour traffic volumes in the study area.

3 Intersection Operation without Proposed Development

3.1 Introduction

Existing year operational conditions were established to determine how the street network within the study area is currently functioning without the proposed development. This provides a base case scenario to compare with future development scenarios. Traffic operations within the study area were evaluated using the 2022 traffic volumes with the existing road configuration and traffic control. The intersection performance was measured using the traffic analysis software, Synchro 11, a deterministic model that employs Highway Capacity Manual and Intersection Capacity Utilization methodologies for analyzing intersection operations. These procedures are accepted by provincial and municipal agencies throughout North America.

Synchro 11 enables the study area to be graphically defined in terms of streets and intersections, along with their geometric and traffic control characteristics. The user is able to evaluate both signalized and unsignalized intersections in relation to each other, thus not only providing level of service for the individual intersections, but also enabling an assessment of the impact the various intersections in a network have on each other in terms of spacing, traffic congestion, delay, and queuing.

3.2 Intersection Capacity Analysis Criteria

Individual turning movements with a volume-to-capacity [V/C] ratio of 0.85 or greater are considered to be critical movements and have been highlighted in the LOS tables.

The intersection operations were also evaluated in terms of the LOS. LOS is a common measure of the quality of performance at an intersection and is defined in terms of vehicular delay. This delay includes deceleration delay, queue move-up time, stopped delay, and acceleration delay. LOS is expressed on a scale of A through F, where LOS A represents very little delay (i.e. less than 10 seconds per vehicle) and LOS F represents very high delay (i.e. greater than 50 seconds per vehicle for a stop sign controlled intersection and greater than 80 seconds per vehicle for a signalized intersection).

The LOS criteria for signalized and stop sign-controlled intersections are shown in **Table 3**. A description of traffic performance characteristics is included for each LOS.

Table 3 – Level of Service Criteria for Intersections

LOS	LOS Description	Control Delay (seconds per vehicle)	
		Signalized Intersections	Stop Controlled Intersections
A	Very low delay; most vehicles do not stop (Excellent)	less than 10.0	less than 10.0
B	Higher delay; more vehicles stop (Very Good)	between 10.0 and 20.0	between 10.0 and 15.0
C	Higher level of congestion; number of vehicles stopping is significant, although many still pass through intersection without stopping (Good)	between 20.0 and 35.0	between 15.0 and 25.0
D	Congestion becomes noticeable; vehicles must sometimes wait through more than one red light; many vehicles stop (Satisfactory)	between 35.0 and 55.0	between 25.0 and 35.0
E	Vehicles must often wait through more than one red light; considered by many agencies to be the limit of acceptable delay	between 55.0 and 80.0	between 35.0 and 50.0
F	This level is considered to be unacceptable to most drivers; occurs when arrival flow rates exceed the capacity of the intersection (Unacceptable)	greater than 80.0	greater than 50.0

3.3 Existing (2022) Intersection Operation

The results of the LOS analysis under existing (2022) traffic volumes during the AM and PM peak hour can be found below in **Table 4**. Existing intersection geometry and traffic control have been utilized for this scenario. Detailed output of the Synchro analysis can be found in **Appendix C**.

Table 4 – Existing (2022) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour			Weekday PM Peak Hour		
	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS
South Market Street / McNabb Street (unsignalized)	-	4.5	A	-	3.5	A
WBL	0.22	35.3	E	0.07	20.2	C
WBR	0.58	23.3	C	0.38	13.1	B
Adeline Avenue / McNabb Street & Frontenac Street (unsignalized)	-	18.0	B	-	37.8	C
EB	0.49	22.4	C	0.56	23.9	C
WB	0.80	63.3	F	1.14	153.9	F
Adeline Avenue & Boundary Road / Trunk Road (signalized)	0.62	26.9	C	0.53	26.2	C
EBL	0.44	19.8	B	0.41	18.9	B
EBT	0.73	32.0	C	0.72	30.8	C
EBR	0.11	22.2	C	0.15	22.1	C
WBL	0.25	20.1	C	0.24	19.6	B
WBT	0.65	30.5	C	0.60	28.8	C
WBR	0.10	23.0	C	0.10	22.5	C
NBL	0.52	21.6	C	0.36	21.0	C
NBT	0.29	24.8	C	0.24	25.8	C
NBR	0.04	21.9	C	0.04	23.5	C
SBL	0.25	20.4	C	0.31	20.5	C
SBT	0.17	24.3	C	0.17	24.9	C
SBR	0.07	23.2	C	0.07	23.8	C

The results of the LOS analysis indicate that the control delay and V/C ratio for westbound movements at the Adeline Avenue / McNabb Street & Frontenac Street intersection are operating outside the typical design limits noted in Section 3.2. It is recommended that the Adeline Avenue / McNabb Street & Frontenac Street intersection is converted to all-way stop controlled (AWSC) to improve traffic operations the westbound movements. **Table 5** illustrates the results of the LOS analysis with the above noted improvement. Detailed output of the Synchro analysis can be found in **Appendix C**.

Table 5 – Existing (2022) LOS with Improvements

Location (N-S Street / E-W Street)	Weekday AM Peak Hour			Weekday PM Peak Hour		
	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS
Adeline Avenue / McNabb Street & Frontenac Street (unsignalized)	-	12.7	B	-	15.7	C
EB	0.31	11.4	B	0.40	13.3	B
WB	0.31	11.9	B	0.42	14.2	B
NB	0.53	14.4	B	0.66	19.3	C
SB	0.41	12.2	B	0.42	13.4	B

The results of the LOS analysis indicate that all study area intersections are operating within the typical design limits noted in Section 3.2.

A queuing analysis is provided in Section 6.0 for the critical total (2030) scenario.

An analysis was completed for left turn movements at the study area unsignalized intersections, based on the criteria outlined in Appendix 9A of the Ontario Ministry of Transportation Design Supplement for TAC Geometric Design Guide for Canadian Roads June 2017 [MTO DS]. According to the above-noted criteria a left turn lane is not warranted (results are provided in **Appendix F**).

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at the unsignalized study area intersections (results are provided in **Appendix G**).

A review of the need for auxiliary right lanes at the study area unsignalized intersections was completed as part of our analysis. The results of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended.

No additional infrastructure improvements are recommended within the study area.

3.4 Background (2025) Intersection Operation

The results of the LOS analysis under background (2025) traffic volumes during the AM and PM peak hour can be found below in **Table 6**. Existing intersection geometry and traffic control have been utilized for this scenario with the intersection control improvements noted in Section 3.3. Detailed output of the Synchro analysis can be found in **Appendix D**.

Table 6 – Background (2025) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour			Weekday PM Peak Hour		
	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS
South Market Street / McNabb Street (unsignalized)	-	5.5	A	-	3.6	A
WBL	0.28	44.3	E	0.09	22.2	C
WBR	0.67	29.5	D	0.42	14.0	B
Adeline Avenue / McNabb Street & Frontenac Street (unsignalized)	-	13.8	B	-	18.0	D
EB	0.35	12.1	B	0.45	14.6	B
WB	0.34	12.5	B	0.46	15.7	C
NB	0.58	16.0	C	0.73	23.4	C
SB	0.45	13.1	B	0.47	14.8	B
Adeline Avenue & Boundary Road / Trunk Road (signalized)	0.67	27.9	C	0.57	27.0	C
EBL	0.50	20.5	C	0.47	19.5	B
EBT	0.79	34.3	C	0.77	32.6	C
EBR	0.12	22.3	C	0.16	22.2	C
WBL	0.31	20.7	C	0.33	20.5	C
WBT	0.69	31.6	C	0.64	29.8	C
WBR	0.10	23.1	C	0.11	22.6	C
NBL	0.56	22.3	C	0.38	21.2	C
NBT	0.31	25.1	C	0.26	26.0	C
NBR	0.05	22.0	C	0.05	23.5	C
SBL	0.27	20.5	C	0.33	20.7	C
SBT	0.18	24.4	C	0.18	25.1	C
SBR	0.07	23.2	C	0.07	23.8	C

The results of the LOS analysis indicate that all study area intersections are operating within the typical design limits noted in Section 3.2.

A queuing analysis is provided in Section 6.0 for the critical total (2030) scenario.

An analysis was completed for left turn movements at the study area unsignalized intersections, based on the criteria outlined in Appendix 9A of the MTO DS. According to the above-noted criteria a left turn lane is not warranted (results are provided in **Appendix F**).

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at the unsignalized study area intersections (results are provided in **Appendix G**).

A review of the need for auxiliary right lanes at the study area unsignalized intersections was completed as part of our analysis. The results of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended.

No infrastructure improvements are recommended within the study area.

3.5 Background (2030) Intersection Operation

The results of the LOS analysis under background (2030) traffic volumes during the AM and PM peak hour can be found below in **Table 7**. Existing intersection geometry and traffic control have been utilized for this scenario with the intersection control improvements noted in Section 3.3. Detailed output of the Synchro analysis can be found in **Appendix D**.

Table 7 – Background (2030) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour			Weekday PM Peak Hour		
	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS
South Market Street / McNabb Street (unsignalized)	-	8.2	A	-	3.9	A
WBL	0.42	69.8	F	0.11	25.7	D
WBR	0.82	45.5	E	0.48	15.5	C
Adeline Avenue / McNabb Street & Frontenac Street (unsignalized)	-	16.8	C	-	26.9	D
EB	0.41	13.8	B	0.55	18.7	C
WB	0.40	14.3	B	0.57	19.9	C
NB	0.68	20.6	C	0.88	40.4	E
SB	0.53	15.7	C	0.57	19.0	C
Adeline Avenue & Boundary Road / Trunk Road (signalized)	0.73	29.3	C	0.64	28.9	C
EBL	0.58	22.4	C	0.56	21.6	C
EBT	0.84	36.5	D	0.85	36.8	D
EBR	0.13	21.8	C	0.21	22.7	C
WBL	0.37	21.0	C	0.41	21.8	C
WBT	0.73	32.3	C	0.71	31.5	C
WBR	0.11	22.6	C	0.12	22.7	C
NBL	0.64	25.7	C	0.43	21.6	C
NBT	0.37	27.8	C	0.28	26.4	C
NBR	0.06	23.7	C	0.05	23.6	C
SBL	0.31	20.5	C	0.37	21.0	C
SBT	0.21	25.4	C	0.20	25.3	C
SBR	0.08	24.0	C	0.08	23.9	C

The results of the LOS analysis indicate that the control delay for the westbound left turn movement at the South Market Street / McNabb Street intersection is operating outside the typical design limits noted in Section 3.2 during the AM peak hour; however, no improvements are recommended as the movements are only marginally outside design limits and as noted below, traffic signals are not warranted at this intersection.

The results of the LOS analysis indicate that all other study area intersections are operating within the typical design limits noted in Section 3.2.

A queuing analysis is provided in Section 6.0 for the critical total (2030) scenario.

An analysis was completed for left turn movements at the study area unsignalized intersections, based on the criteria outlined in Appendix 9A of the MTO DS. According to the above-noted criteria a left turn lane is not warranted (results are provided in **Appendix F**).

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at the unsignalized study area intersections (results are provided in **Appendix G**).

A review of the need for auxiliary right lanes at the study area unsignalized intersections was completed as part of our analysis. The results of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended.

No infrastructure improvements are recommended within the study area.

4 Proposed Development Traffic Generation and Assignment

4.1 Traffic Generation

The traffic generation for proposed development has been calculated based on the data provided in the ITE Trip Generation Manual. The following ITE land use has been applied to estimate the traffic for the proposed development:

- ITE land use 210 (Single-Family Detached Housing) – General Urban / Suburban Setting;
- ITE land use 215 (Single-Family Attached Housing) – General Urban/Suburban Setting; and
- ITE land use 220 (Multifamily Housing (Low-Rise)) – General Urban / Suburban Setting.

The estimated trip generation of the proposed development is illustrated below in **Table 9**. The AM and PM peak traffic generation for the proposed development is not expected to exactly align with the AM and PM peak hour in the traffic counts; consequently, we have applied the peak hour of adjacent street traffic values provided in the ITE Trip Generation Manual.

Table 8 – Estimated Traffic Generation of Proposed Development

Land Use	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Detached Housing ITE Land Use: 210	3 units	1	2	3	3	1	4
Single-Family Attached Housing ITE Land Use: 215	10 units	2	3	5	3	3	6
Multi-Family Housing (Low-Rise) ITE Land Use: 220	59 units	6	19	25	20	12	32
TOTAL TRIP GENERATION*		9	24	33	26	16	42

*The traffic generation noted in the Table 8 is based on a previous iteration of the Site Plan, which included almost the same number of units with only one unit lower than the current version of the Site Plan (11 townhouse units, 18 semi detached units and 44 residential units) The variation in the number of units will have a negligible impact on the modeling, analysis and recommendations.

No transportation modal split has been applied to the above-noted traffic generation calculation.

4.2 Traffic Assignment

For the purposes of this study, it has been assumed that all traffic generated by the proposed development will be new traffic and would not be in the study area if the development was not constructed.

In Section 4.1, the anticipated percentage of new traffic entering and exiting during the peak hour was established. The distribution of traffic entering at each access location is based on our review of the internal road network, in conjunction with the external traffic distribution.

The distribution of traffic for the proposed development is based on the distribution of the existing traffic volumes within the study area. **Table 9** illustrates the calculation of the distribution of ingress and egress traffic for the proposed development.

Table 9 – Proposed Development Traffic Distribution

Travel Direction (to / from)	AM Peak Hour		PM Peak Hour	
	Ingress	Egress	Ingress	Egress
North via South Market Street	19%	28%	22%	20%
South via South Market Street	22%	15%	13%	16%
West via Trunk Road	23%	23%	28%	22%
South via Boundary Road	13%	9%	10%	11%
East via Trunk Road	19%	20%	20%	23%
East via Frontenac Road	4%	5%	7%	8%
TOTAL	100%	100%	100%	100%

Using the traffic distribution pattern noted above, the traffic assignment for the proposed development was calculated for the AM and PM peak hour and are illustrated in **Figures 7**.

4.3 Total Horizon Year Traffic Volumes with the Proposed Development

For the total (2025 and 2030) horizon year traffic volumes, the proposed development traffic was added to the background (2025 and 2030) traffic volumes. The resulting total (2025 and 2030) horizon year traffic volumes for the AM and PM peak hour are illustrated in **Figures 8** and **9**.

5 Intersection Operation with Proposed Development

5.1 Total (2025) Intersection Operation

The results of the LOS analysis under total (2025) traffic volumes during the AM and PM peak hour can be found below in **Table 10**. Existing intersection geometry and traffic control have been utilized for this scenario with the intersection control improvements noted in Section 3.3. Detailed output of the Synchro analysis can be found in **Appendix E**.

Table 10 – Total (2025) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour			Weekday PM Peak Hour		
	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS
South Market Street / McNabb Street (unsignalized)	-	5.9	A	-	3.7	A
WBL	0.31	46.8	E	0.10	22.7	C
WBR	0.69	31.0	D	0.42	14.1	B
Adeline Avenue / McNabb Street & Frontenac Street (unsignalized)	-	14.4	B	-	19.5	D
EB	0.35	12.4	B	0.46	15.1	C
WB	0.35	12.8	B	0.48	16.2	C
NB	0.59	16.7	C	0.76	26.2	C
SB	0.48	13.9	B	0.49	15.5	D
Adeline Avenue & Boundary Road / Trunk Road (signalized)	0.66	27.3	C	0.57	27.0	C
EBL	0.49	19.9	B	0.50	19.8	B
EBT	0.76	32.6	C	0.77	32.6	C
EBR	0.12	21.7	C	0.16	22.2	C
WBL	0.30	20.0	B	0.33	20.5	C
WBT	0.67	30.3	C	0.64	29.8	C
WBR	0.10	22.5	C	0.11	22.6	C
NBL	0.57	24.0	C	0.38	21.2	C
NBT	0.34	27.2	C	0.26	26.1	C
NBR	0.05	23.6	C	0.05	23.5	C
SBL	0.28	20.3	C	0.34	20.8	C
SBT	0.19	25.2	C	0.19	25.1	C
SBR	0.08	23.9	C	0.07	23.8	C

The results of the LOS analysis indicate that all study area intersections are operating within the typical design limits noted in Section 3.2.

A queuing analysis is provided in Section 6.0 for the critical total (2030) scenario.

An analysis was completed for left turn movements at the study area unsignalized intersections, based on the criteria outlined in Appendix 9A of the MTO DS. According to the above-noted criteria a left turn lane is not warranted (results are provided in **Appendix F**).

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at the unsignalized study area intersections (results are provided in **Appendix G**).

A review of the need for auxiliary right lanes at the study area unsignalized intersections was completed as part of our analysis. movements of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended.

No infrastructure improvements are recommended within the study area.

5.2 Total (2030) Intersection Operation

The results of the LOS analysis under total (2030) traffic volumes during the AM and PM peak hour can be found below in **Table 11**. Existing intersection geometry and traffic control have been utilized for this scenario with the intersection control improvements noted in Section 3.3. Detailed output of the Synchro analysis can be found in **Appendix E**.

Table 11 – Total (2030) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour			Weekday PM Peak Hour		
	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS
South Market Street / McNabb Street (unsignalized)	-	8.9	B	-	4.1	A
WBL	0.46	75.3	F	0.13	26.4	D
WBR	0.84	49.1	E	0.49	15.7	C
Adeline Avenue / McNabb Street & Frontenac Street (unsignalized)	-	17.5	C	-	31.1	D
EB	0.42	14.1	B	0.57	19.6	C
WB	0.41	14.6	B	0.58	21.0	C
NB	0.69	21.7	C	0.93	49.4	E
SB	0.56	16.7	C	0.60	20.6	C
Adeline Avenue & Boundary Road / Trunk Road (signalized)	0.73	29.3	C	0.64	28.9	C
EBL	0.60	22.8	C	0.59	22.5	C
EBT	0.84	36.5	D	0.85	36.8	D
EBR	0.13	21.8	C	0.21	22.7	C
WBL	0.37	21.0	C	0.41	21.8	C
WBT	0.73	32.3	C	0.71	31.5	C
WBR	0.12	22.6	C	0.13	22.7	C
NBL	0.64	25.7	C	0.43	21.6	C
NBT	0.37	27.8	C	0.29	26.4	C
NBR	0.06	23.7	C	0.05	23.6	C
SBL	0.32	20.6	C	0.38	21.1	C
SBT	0.21	25.4	C	0.20	25.3	C
SBR	0.08	24.0	C	0.08	23.9	C

The results of the LOS analysis indicate that the V/C ratio for the northbound movements at the Adeline Avenue / McNabb Street & Frontenac Street intersection is operating outside the typical design limits noted in Section 3.2 during the PM peak hour; however, no improvements are recommended as the movements are marginally outside design limits. There is an opportunity to increase northbound traffic capacity by adding a northbound left turn lane; however, it is recommended that the City continue to monitor traffic operations at this intersection, prior to implementing this improvement.

Although beyond the scope of this analysis, it is suggested that the City investigate option of removing the northbound section of Adeline Avenue between Trunk Road and Frontenac Street / McNabb Street, as part of future transportation master plan updates.

The results of the LOS analysis indicate that the control delay for the westbound left turn movement at the South Market Street / McNabb Street intersection is operating outside the typical design limits noted in Section 3.2 during the AM peak hour; however, no improvements are recommended as the movements are only marginally outside design limits and as noted below, traffic signals are not warranted at this intersection.

The results of the LOS analysis indicate that all other study area intersections are operating within the typical design limits noted in Section 3.2.

A queuing analysis is provided in Section 6.0 for the critical total (2030) scenario.

An analysis was completed for left turn movements at the study area unsignalized intersections, based on the criteria outlined in Appendix 9A of the MTO DS. According to the above-noted criteria a left turn lane is not warranted (results are provided in **Appendix F**).

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at the unsignalized study area intersections (results are provided in **Appendix G**).

A review of the need for auxiliary right lanes at the study area unsignalized intersections was completed as part of our analysis. The results of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended.

No infrastructure improvements are recommended within the study area.

5.3 Sight Distance Review

A review of the available sight distance for the proposed site access driveway was completed as part of this analysis.

The sight distance south of the Site Access (approximately 140 meters) meets the minimum stopping sight distance requirements identified in the Transportation Association of Canada *Design Guide for Canadian Roads* (2017) [TAC Guidelines] for a design speed of 70km/h (105 metres)

The sight distance north of the Site Access (approximately 105 meters) just meets the minimum stopping sight distance requirements identified in the Transportation Association of Canada *Design Guide for Canadian Roads* (2017) [TAC Guidelines] for a design speed of 70km/h (105 metres); however, the sight distance ends at the Amy Avenue / Greene Street intersection and vehicles turning onto Greene Street from Amy Avenue will do so at slower speeds, the sight distance is acceptable for the intended use.

There are no issues with the sight distance available for the proposed Site Access driveway.

5.4 Site Access

The Site Access at Greene Street will operate efficiently as a full-movement access, with one-way stop control for eastbound movements. No lane improvements are recommended on Greene Street at the Site Access. A single eastbound and westbound lane at the Site Access will provide the necessary capacity to service the proposed development.

The proposed spacing between the Site Access and Amy Avenue (approximately 115 metres, measured edge of road to edge of driveway) and between the Site Access and the Greene Street / Wiber Street intersection (approximately 85 metres, measured edge to edge of driveways) meets the suggested driveway spacing guidelines as identified in the TAC Guidelines – Figure 8.8.2 (Suggested Minimum Corner Clearances to Accesses or Public Lanes at Major Intersections) – 15 metres for the unsignalized condition.

5.5 Impact to Greene Street / Site Access Intersection

Based on our review of the development density and road network in the study area, the existing volume of traffic on Greene Street is consistent with a typical local road. Based on the proposed development access, as outlined in this report, only traffic generation from 44 units in the three two-storey buildings and the three single detached units will primarily gravel via Greene Street.

The traffic generation for the critical total (2030) scenario at the Greene Street / Site Access intersection will be 18 AM and 23 PM peak hour trips.

Based on our review of the study area, the existing local road network, including the proposed Greene Street / Site Access intersection, can safely and efficiently accommodate the anticipated additional traffic from the proposed development. No improvements are recommended at this intersection.

6 Queuing Analysis

As part of this analysis, we have completed a review of the anticipated 95th percentile queue length for all intersections within the study area for the critical total (2030) horizon scenario (results included in **Appendix E**). The results of our analysis are summarized in **Table 12**. The storage length for the auxiliary turn lanes in the study area are based on existing and proposed infrastructure.

Table 12 – Queuing Analysis Summary – Total (2030) Traffic Volumes

Location (N-S Street / E-W Street)	Storage	AM Peak Hour - 95 th % Queue	PM Peak Hour - 95 th % Queue
South Market Street / McNabb Street (unsignalized)	-	-	-
WBL	35	16	3
WBR	-	63	22
Adeline Avenue / McNabb Street & Frontenac Street (unsignalized)	-	-	-
EB	-	5	11
WB	-	2	3
NB	-	2	4
SB	-	3	4
Adeline Avenue & Boundary Road / Trunk Road (signalized)	-	-	-
EBL	65	28	29
EBT	-	114	123
EBR	55	15	21
WBL	45	16	16
WBT	-	86	83
WBR	55	15	15
NBL	45	62	41
NBT	-	49	38
NBR	35	1	-
SBL	-	27	35
SBT	-	29	29
SBR	-	7	7

The anticipated 95th percentile queue lengths are generally accommodated by the available storage lengths for all intersections; however, the anticipated 95th percentile queue length for some specific movements will temporarily block access to the adjacent auxiliary turn lanes in the study area. The following sections provide a review of the impact of the anticipated queue 95th percentile queue.

6.1 South Market Street / McNabb Street

It is recommended that the existing pavement markings on McNabb Street are adjusted to provide a 70 metre storage length and a 20 metre taper length for the auxiliary westbound left turn lane. This can be accommodated within the existing road platform. No road widening is required.

6.2 Adeline Avenue / McNabb Street & Frontenac Street

There are no issues anticipated as a result of the anticipated queue 95th percentile queue lengths.

6.3 Adeline Avenue & Boundary Road / Trunk Road

The eastbound through movement, westbound through movement and northbound through movement at this intersection is anticipated to extend beyond the storage length of the associated auxiliary left turn lanes; however, vehicles can still access the auxiliary turn lanes via the taper length.

The northbound left movement at this intersection is anticipated to extend beyond the storage length of the associated auxiliary turn lanes; however, vehicles can be accommodated via taper length.

7 Summary

Tulloch Engineering retained **JD Engineering** to prepare this traffic impact study in support of the proposed development, municipally known as 92 Manitou Drive, located on the east side of Manitou Drive, north of Greene Street in the City of Sault Ste. Marie [City]. The Site Plan is shown in **Appendix A**. This chapter summarizes the conclusions and recommendations from the study.

The proposed development is anticipated to consist of a total of 11 townhouse units, 18 semi-detached units and 44 units in three two-story buildings.

1. The proposed development is expected to generate a total of 33 AM and 42 PM peak hour trips.
2. Detailed turning movement traffic and pedestrian counts for the South Market Street / McNabb Street, Adeline Avenue / McNabb Street & Frontenac Street and Adeline Avenue & Boundary Road / Trunk Road intersections were obtained from Tulloch Engineering.
3. An intersection operation analysis was completed at the study area intersections, using the existing (2022) and background (2025 and 2030) traffic volumes. This enabled a review of the existing and future traffic deficiencies that would be present without the influence of the proposed development. The following infrastructure improvements are recommended:

Adeline Avenue / McNabb Street & Frontenac Street;

Existing (2022) Traffic Volumes

- Convert intersection to all-way stop controlled.
4. An estimate of the amount of traffic that would be generated by the proposed development was prepared and assigned to the study area streets and intersections.
 5. An intersection operation analysis was completed under total (2025 and 2030) traffic volumes with the proposed development operational at the study area intersections. No additional geometric lane improvements or traffic signal improvements are recommended within the study area.
 6. There is an opportunity to increase northbound traffic capacity by adding a northbound left turn lane; however, it is recommended that the City continue to monitor traffic operations at this intersection, prior to implementing this improvement.
 7. Although beyond the scope of this analysis, it is suggested that the City investigate option of removing the northbound section of Adeline Avenue between Trunk Road and Frontenac Street / McNabb Street, as part of future transportation master plan updates.
 8. The Site Access at Greene Street will operate efficiently as a full-movement access, with one-way stop control for eastbound movements. A single eastbound and westbound lane at the Site Access will provide the necessary capacity to service the proposed development.

9. The sight distance available for the Site Access driveway meets the minimum stopping and intersection sight distance requirements.
10. In summary, the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

Figure 3 – Transit Service within Study Area

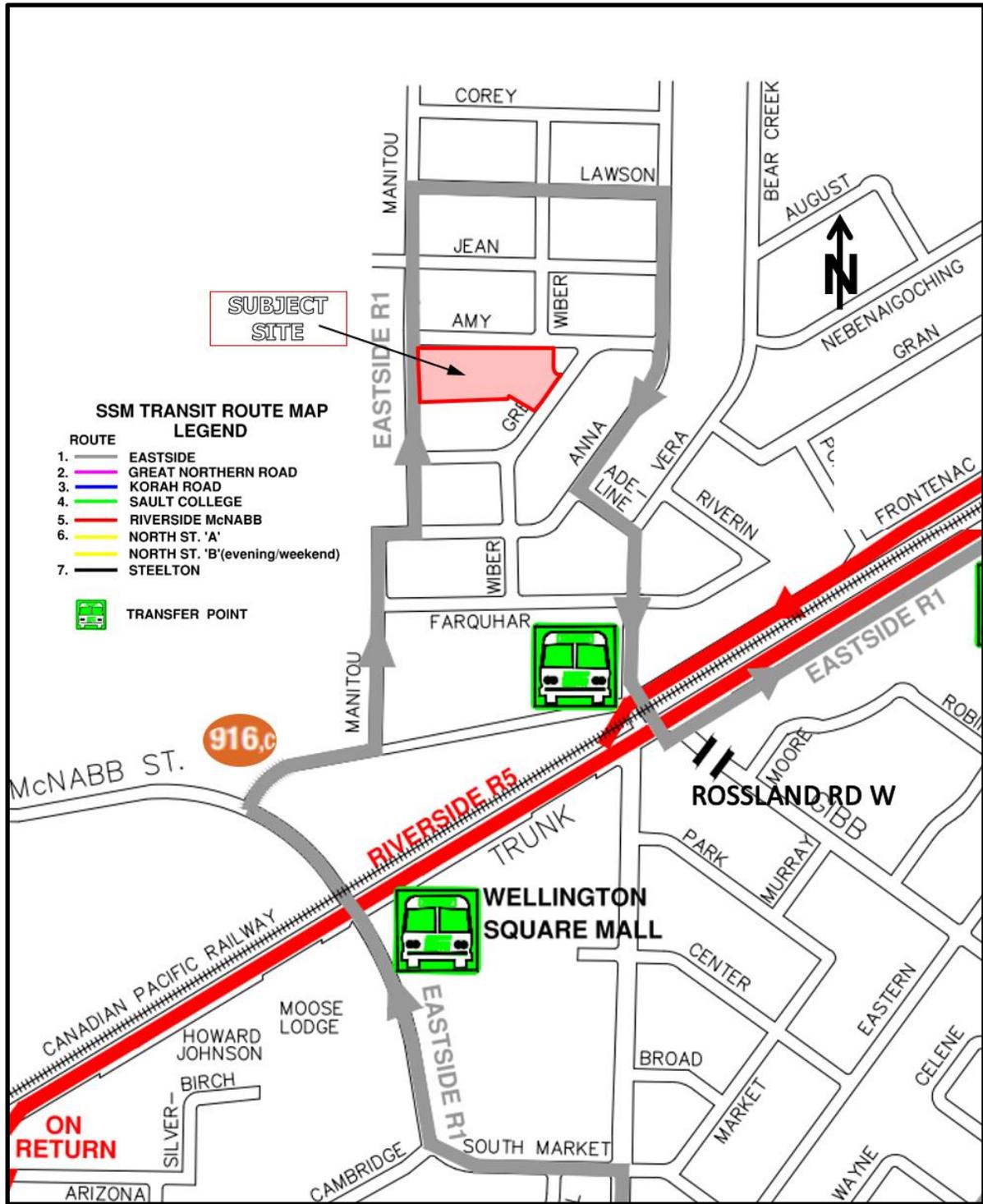


Figure 4 – 204 South Market Street Traffic Volumes within Study Area

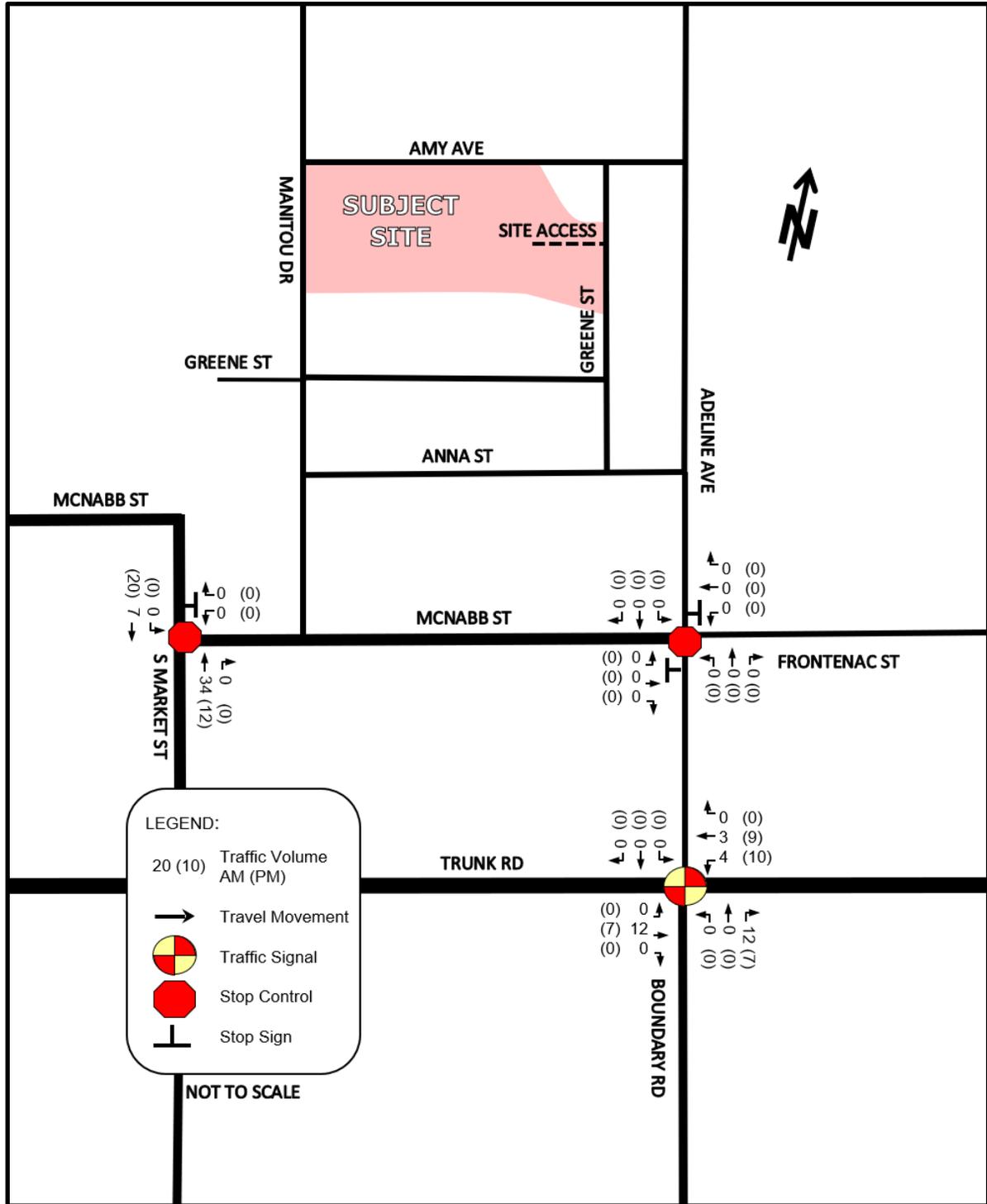


Figure 5 – Existing (2022) Traffic Volumes

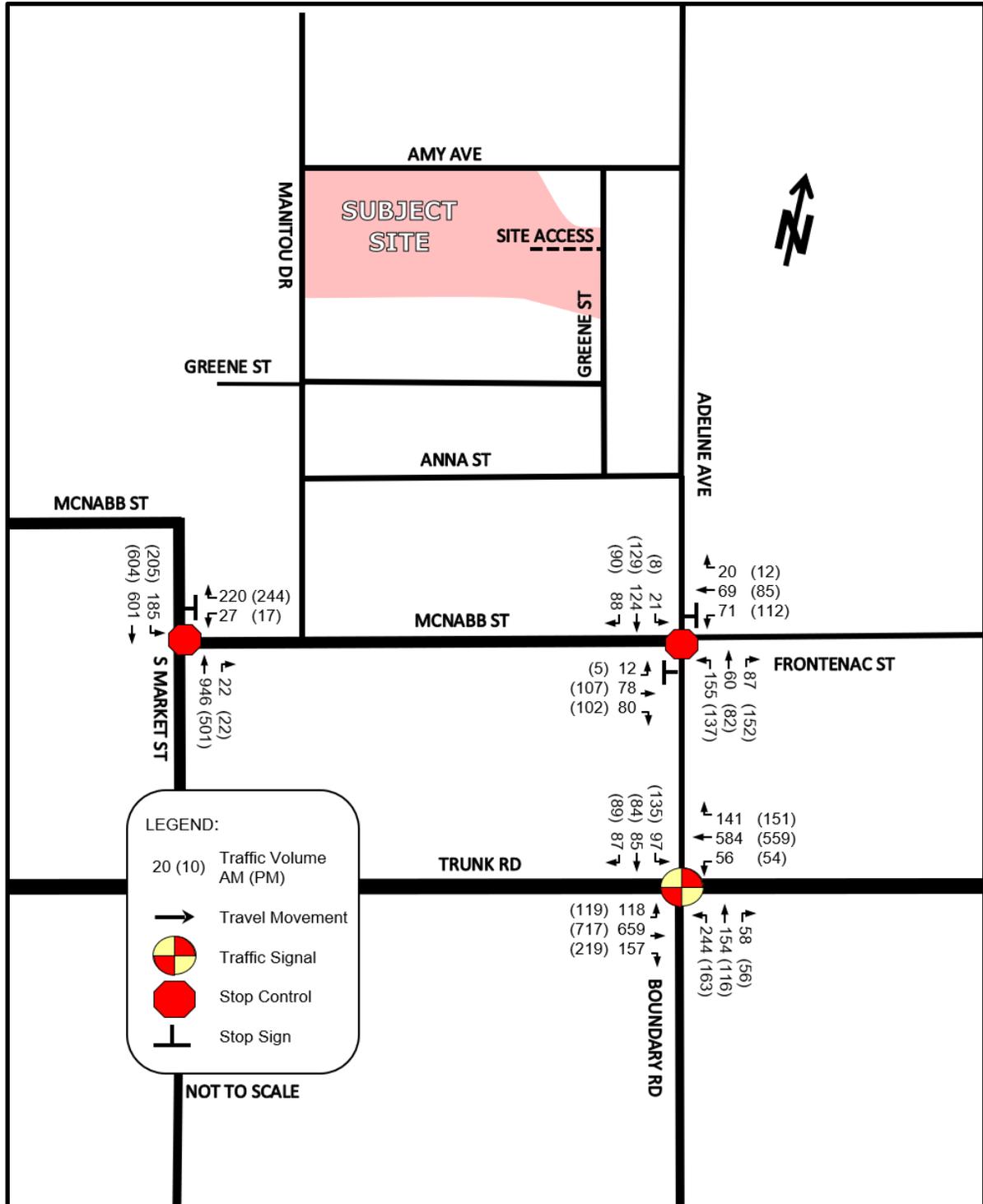


Figure 6 – Background (2025) Traffic Volumes

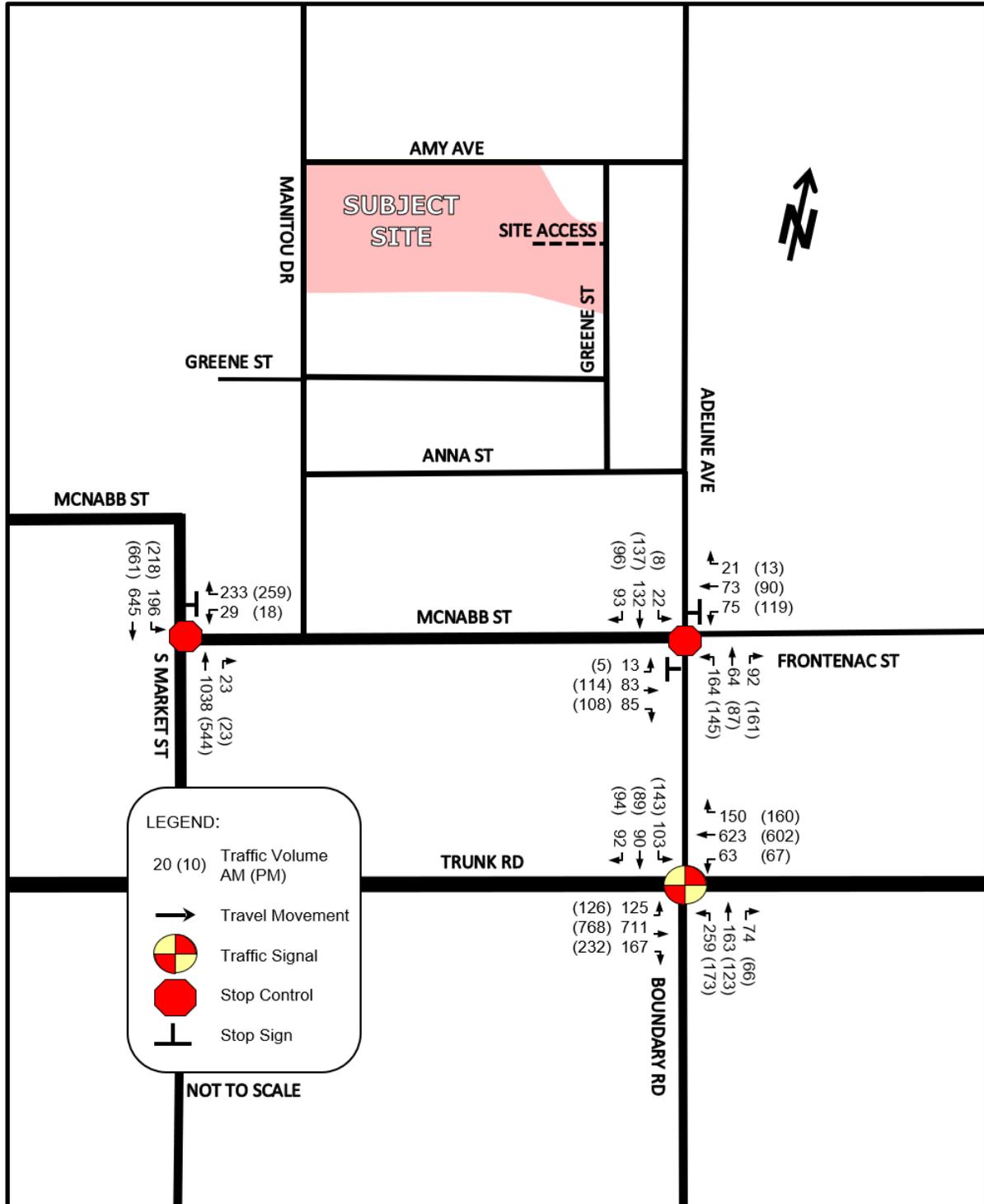


Figure 7 – Background (2030) Traffic Volumes

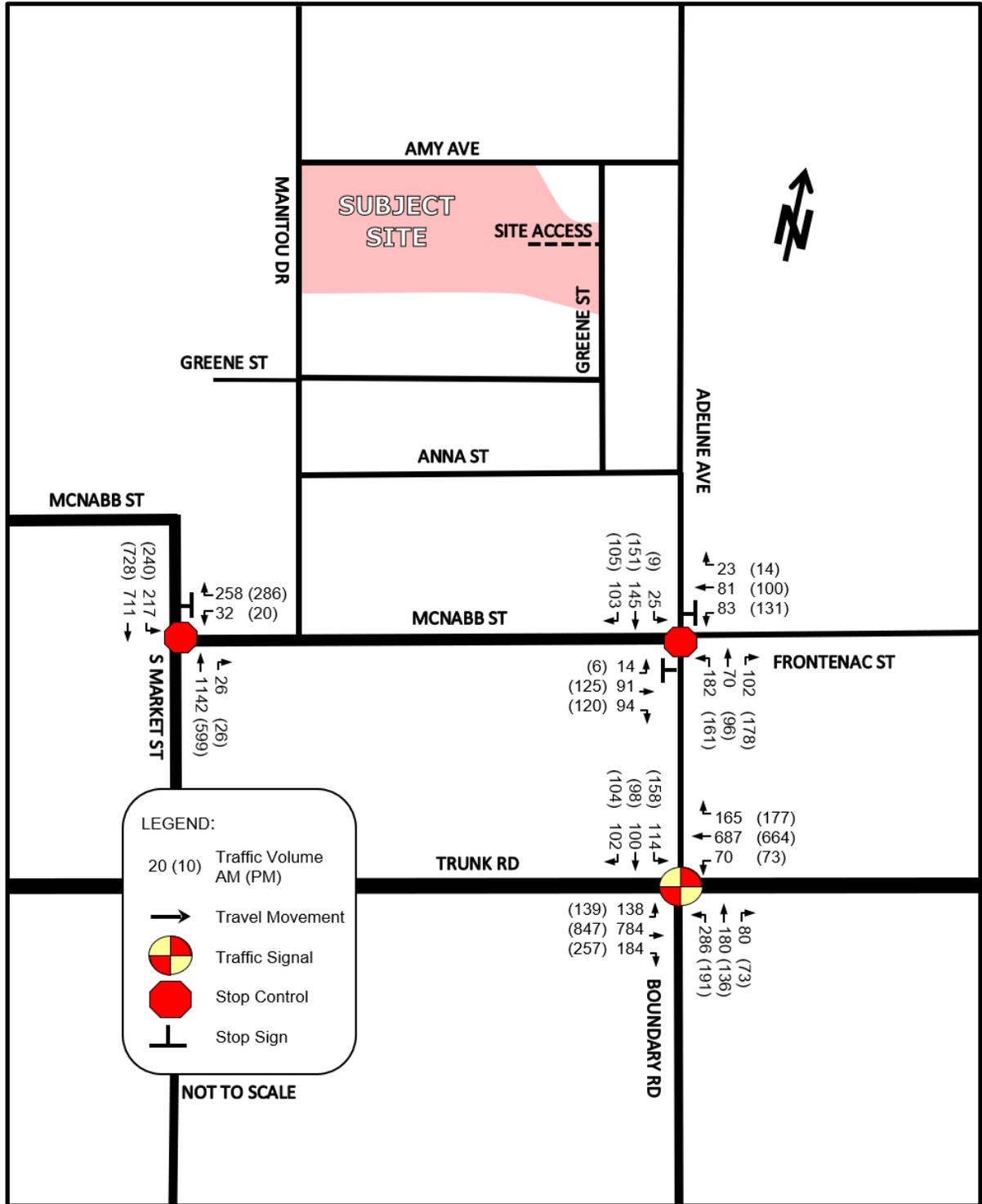


Figure 8 – Proposed Development Traffic Assignment

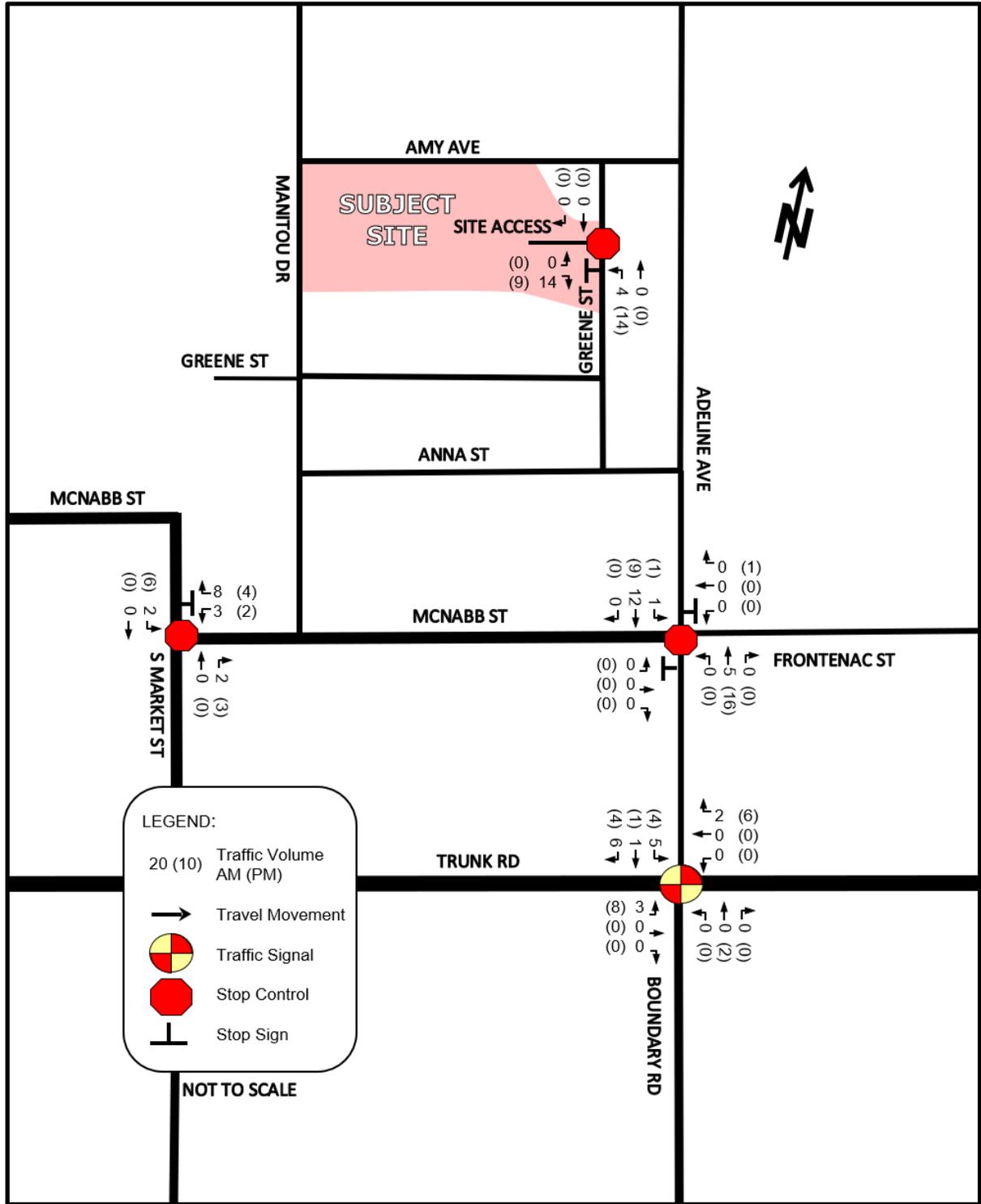


Figure 9 –Total (2025) Traffic Volumes

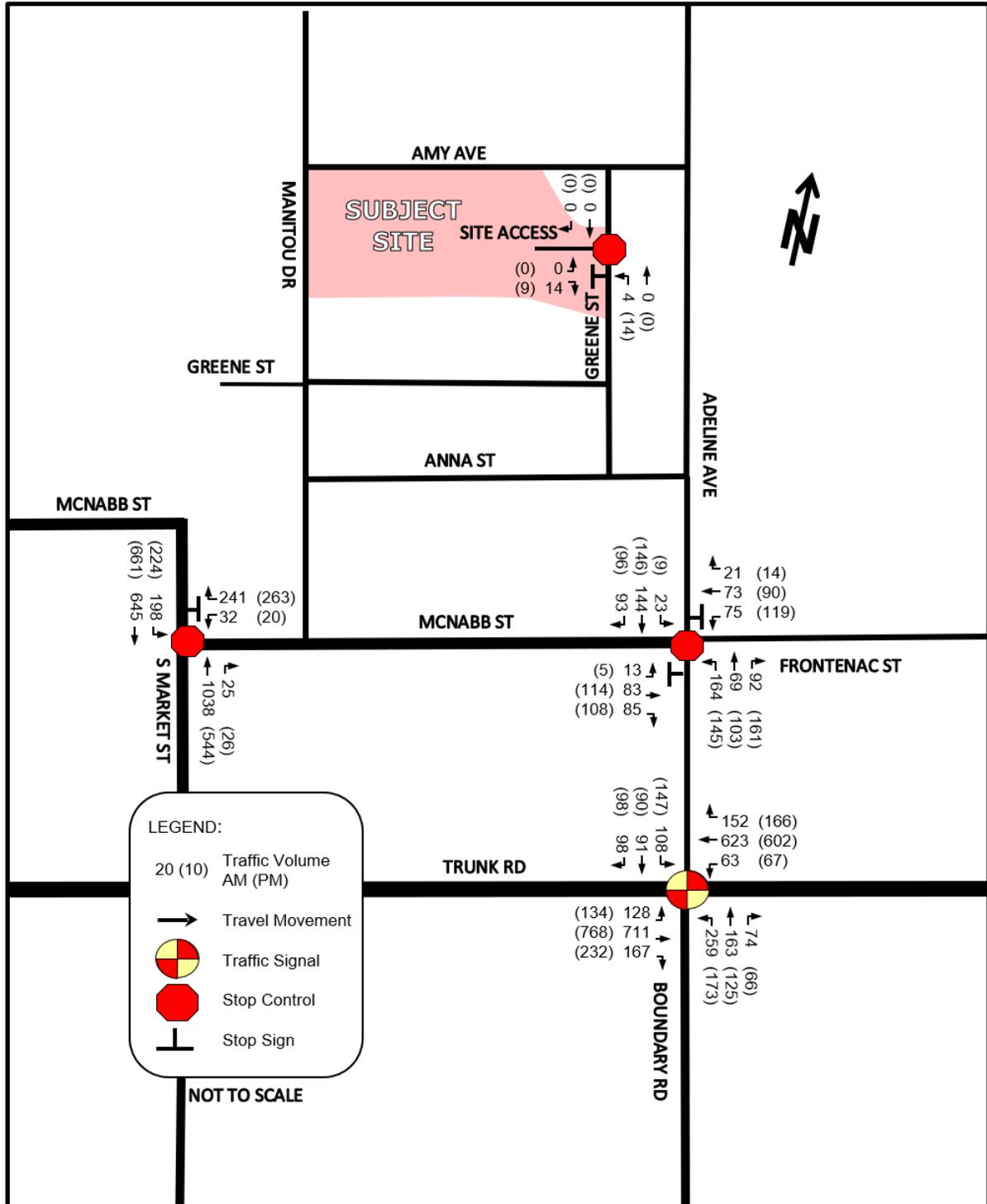
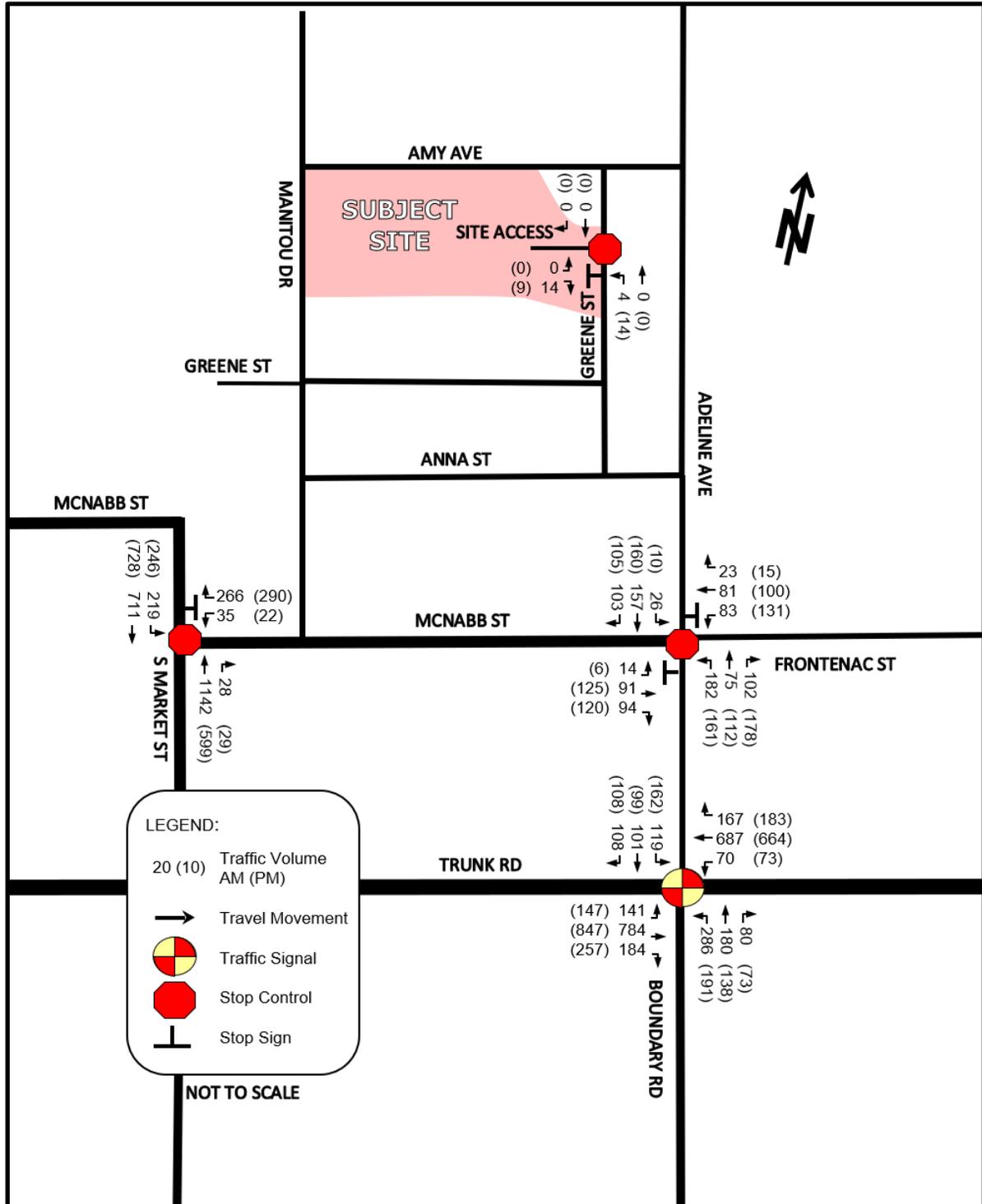


Figure 10 –Total (2030) Traffic Volumes



Appendix A – Site Plan

Appendix B – Traffic Count Data

Day 3 - Adeline Ave & Boundary Rd/Trunk Rd (x2) Oct 6th

Time	North Approach									South Approach									West Approach									East Approach								
	CARS			TRUCKS			BUS			CARS			TRUCKS			BUS			CARS			TRUCKS			BUS			CARS			TRUCKS			BUS		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00	29	9	6	1						9	7	11				1			1	3	49	6		10				5	55	22	2	7			2	
7:15	40	18	7	1						8	7	9	1		1	2			1	16	86	14		8				5	59	21	1	12			2	
7:30	69	19	8							15	13	22				1			1	20	117	18		4			1	12	56	23		12			2	
7:45	73	32	12	2				1		9	21	10				1			1	17	146	52		8			2	31	90	36		5			2	
8:00	64	38	16	1				1	2	15	21	12				2			2	6	104	35		4			1	27	86	32	1	15			9	1
8:15	52	49	17				1			19	19	17	1	1		4			5	11	115	29		4		1	3	27	81	25		7			5	1
8:30	65	30	8	3			1			27	22	27	1	1	1	2			3	18	105	38		10				28	146	57	1	16			3	2
8:45	57	36	13	1					1	25	21	19				1			1	18	117	39		13		2	3	32	149	38	2	19			4	1

Time	North Approach									South Approach									West Approach									East Approach								
	CARS			TRUCKS			BUS			CARS			TRUCKS			BUS			CARS			TRUCKS			BUS			CARS			TRUCKS			BUS		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
16:00	51	27	15				3	1		20	18	20				1			1	10	76	33		8				11	105	33	2	9	2			1
16:15	42	24	10	1						25	20	13	1			2			1	15	106	47		7			3	22	125	54		10				
16:30	45	27	12	1						42	30	22							1	8	119	39		8				37	145	63		12				6
16:45	44	35	11	2			1			33	19	25	2						2	11	100	27		9				31	144	60	2	11				3
17:00	27	29	23		1					30	15	24							1	20	96	38		10				27	132	42						
17:15	52	37	19							27	13	23				1				10	71	39		7				12	130	29	1	6				2
17:30	39	19	16							34	18	14				1				17	127	28		4				21	141	39		7				1
17:45	36	35	15		2					27	11	23				1				6	79	20		8			1	17	107	37		12				
18:00	45	21	9							14	22	20				1				9	65	13		5			1	19	90	28		9				2
18:15	48	12	8							16	19	24				1				13	74	30		9			1	22	78	38		8				
18:30	45	20	6							12	12	26								7	71	15		9				16	77	42		8				1
18:45	39	12	5							13	16	22								9	70	17		6			1	16	79	40		7				1

Intersection Location:	Trunk Rd @ Boundary Rd	
Control Type:	Coordinated and Actuated	
Signal Timing Plan Effect Day:	Monday to Sunday	
If Coordinated		
Coordinate Street:	Trunk Rd	
Offset (s):	13	
Cycle Length (s):	90	
Signal Timing effect Time period :	6:00 am - 10:00 pm	
Northbound Direction Street Name:	Boundary Rd	
Total Split (s):	41	
Arrow Green		
Minimum(s):	7	
Extension (s):	4	
Maximum(s):	20-40	
Arrow Amber Time (s):	3.5	
Arrow All-Red Time (s)	1.2	
Through Green		
Minimum (s):	15	
Extension (s):	4	
Maximum(s):	30-50	
Through Amber (s):	4.3	
Through All Red (s):	1.7	
Pedestrian Walk (s)	7	
Pedestrian Flash-Do Not Walk (s)	20	
Southbound Direction Street Name:	Boundary Rd	
Total Split (s)	41	
Arrow Green		
Minimum Green Time (s):	7	
Extension (s):	4	
Max Green Time(s):	20-40	
Arrow Amber Time (s):	3.5	
Arrow All-Red Time (s)	1.2	
Through Green		
Minimum (s):	15	
Extension (s):	4	
Maximum(s):	30-50	
Through Amber (s):	4.3	
Through All Red (s):	1.7	
Pedestrian Walk (s)	7	
Pedestrian Flash-Do Not Walk (s)	20	
Eastbound Direction Street Name:	Trunk Rd	
Total Split (s)	49	
Arrow Green		
Minimum Green Time (s):	7	
Extension (s):	4	
Max Green Time(s):	20-40	
Arrow Amber Time (s):	3.5	

Arrow All-Red Time (s)	1.2
Through Green	
Minimum (s):	20
Extension (s):	4
Maximum(s):	35-50
Through Amber (s):	5.4
Through All Red (s):	1.6
Pedestrian Walk (s)	7
Pedestrian Flash-Do Not Walk (s)	20
Westbound Direction Street Name:	Trunk Rd
Total Split (s)	49
ArrowGreen	
Minimum Green Time (s):	7
Extension (s):	4
Max Green Time(s):	20-40
Arrow Amber Time (s):	3.5
Arrow All-Red Time (s)	1.2
Through Green	
Minimum (s):	20
Extension (s):	4
Maximum(s):	35-45
Through Amber (s):	5.4
Through All Red (s):	1.6
Pedestrian Walk (s)	7
Pedestrian Flash-Do Not Walk (s)	20

Intersection Location:	
Control Type:	
Signal Timing Plan Effect Day:	
If Coordinated	
Coordinate Street:	
Offset (s):	
Cycle Length (s):	
Signal Timing effect Time period :	
Northbound Direction Street Name:	
Total Split (s):	
Arrow Green	
Minimum(s):	
Extension (s):	
Maximum(s):	
Arrow Amber Time (s):	
Arrow All-Red Time (s)	
Through Green	
Minimum (s):	
Extension (s):	
Maximum(s):	
Through Amber (s):	
Through All Red (s):	
Pedestrian Walk (s)	
Pedestrian Flash-Do Not Walk (s)	
Southbound Direction Street Name:	
Total Split (s)	
Arrow Green	
Minimum Green Time (s):	
Extension (s):	
Max Green Time(s):	
Arrow Amber Time (s):	
Arrow All-Red Time (s)	
Through Green	
Minimum (s):	
Extension (s):	
Maximum(s):	
Through Amber (s):	
Through All Red (s):	
Pedestrian Walk (s)	
Pedestrian Flash-Do Not Walk (s)	
Eastbound Direction Street Name:	
Total Split (s)	
Arrow Green	
Minimum Green Time (s):	
Extension (s):	
Max Green Time(s):	
Arrow Amber Time (s):	

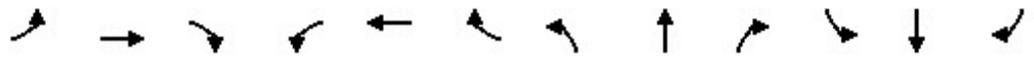
Arrow All-Red Time (s)	
Through Green	
Minimum (s):	
Extension (s):	
Maximum(s):	
Through Amber (s):	
Through All Red (s):	
Pedestrian Walk (s)	
Pedestrian Flash-Do Not Walk (s)	
Westbound Direction Street Name:	
Total Split (s)	
ArrowGreen	
Minimum Green Time (s):	
Extension (s):	
Max Green Time(s):	
Arrow Amber Time (s):	
Arrow All-Red Time (s)	
Through Green	
Minimum (s):	
Extension (s):	
Maximum(s):	
Through Amber (s):	
Through All Red (s):	
Pedestrian Walk (s)	
Pedestrian Flash-Do Not Walk (s)	

Appendix C – Synchro Analysis Output – Existing Traffic Volumes

92 Manitou Drive
 11: S Market Street & McNabb Street

HCM Unsignalized Intersection Capacity Analysis
 Existing (2022) AM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations			 			 	
Traffic Volume (veh/h)	27	220	946	22	185	601	
Future Volume (Veh/h)	27	220	946	22	185	601	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Hourly flow rate (vph)	33	265	1140	27	223	724	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	1962	584			1167		
vC1, stage 1 conf vol	1154						
vC2, stage 2 conf vol	808						
vCu, unblocked vol	1962	584			1167		
tC, single (s)	7.2	6.9			4.3		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.3		
p0 queue free %	78	42			59		
cM capacity (veh/h)	152	455			541		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	33	265	760	407	223	362	362
Volume Left	33	0	0	0	223	0	0
Volume Right	0	265	0	27	0	0	0
cSH	152	455	1700	1700	541	1700	1700
Volume to Capacity	0.22	0.58	0.45	0.24	0.41	0.21	0.21
Queue Length 95th (m)	6.3	29.0	0.0	0.0	16.0	0.0	0.0
Control Delay (s)	35.3	23.3	0.0	0.0	16.3	0.0	0.0
Lane LOS	E	C			C		
Approach Delay (s)	24.7		0.0		3.8		
Approach LOS	C						
Intersection Summary							
Average Delay			4.5				
Intersection Capacity Utilization			50.4%	ICU Level of Service	A		
Analysis Period (min)			15				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	12	78	80	71	69	20	155	60	87	21	124	88
Future Volume (Veh/h)	12	78	80	71	69	20	155	60	87	21	124	88
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	14	90	92	82	79	23	178	69	100	24	143	101
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)								57				
pX, platoon unblocked	0.91	0.91		0.91	0.91	0.91				0.91		
vC, conflicting volume	779	766	194	854	767	119	244			169		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	709	695	194	791	696	0	244			40		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.3	2.2			2.2		
p0 queue free %	94	68	89	50	72	98	87			98		
cM capacity (veh/h)	218	283	845	165	280	995	1334			1443		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	196	184	347	268								
Volume Left	14	82	178	24								
Volume Right	92	23	100	101								
cSH	399	230	1334	1443								
Volume to Capacity	0.49	0.80	0.13	0.02								
Queue Length 95th (m)	21.0	47.4	3.7	0.4								
Control Delay (s)	22.4	63.3	4.7	0.8								
Lane LOS	C	F	A	A								
Approach Delay (s)	22.4	63.3	4.7	0.8								
Approach LOS	C	F										
Intersection Summary												
Average Delay			18.0									
Intersection Capacity Utilization			61.9%		ICU Level of Service				B			
Analysis Period (min)			15									

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

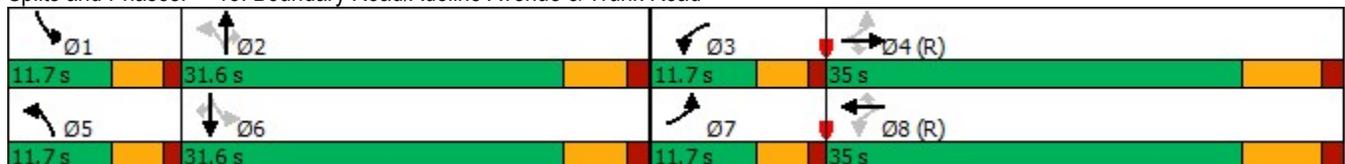
Queues
Existing (2022) AM Peak Hour

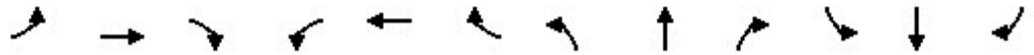
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	659	157	56	584	141	244	154	58	97	85	87
Future Volume (vph)	118	659	157	56	584	141	244	154	58	97	85	87
Lane Group Flow (vph)	131	732	174	62	649	157	271	171	64	108	94	97
Turn Type	pm+pt	NA	Perm									
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag									
Lead-Lag Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.42	0.69	0.27	0.21	0.62	0.26	0.52	0.29	0.11	0.24	0.18	0.19
Control Delay	18.4	30.6	5.0	15.3	29.7	5.2	23.2	26.5	0.4	17.4	25.4	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	30.6	5.0	15.3	29.7	5.2	23.2	26.5	0.4	17.4	25.4	1.5
Queue Length 50th (m)	13.2	62.3	0.0	6.0	52.7	0.0	32.3	24.4	0.0	11.7	12.9	0.0
Queue Length 95th (m)	24.1	83.8	14.2	13.1	71.5	13.4	51.9	42.0	0.0	22.2	25.3	2.2
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	311	1067	643	290	1040	610	518	584	580	458	529	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.69	0.27	0.21	0.62	0.26	0.52	0.29	0.11	0.24	0.18	0.19

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	659	157	56	584	141	244	154	58	97	85	87
Future Volume (vph)	118	659	157	56	584	141	244	154	58	97	85	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3167	1568	1719	3343	1615	1770	1881	1509	1626	1863	1417
Flt Permitted	0.28	1.00	1.00	0.26	1.00	1.00	0.66	1.00	1.00	0.65	1.00	1.00
Satd. Flow (perm)	508	3167	1568	468	3343	1615	1232	1881	1509	1111	1863	1417
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	131	732	174	62	649	157	271	171	64	108	94	97
RTOR Reduction (vph)	0	0	119	0	0	110	0	0	44	0	0	68
Lane Group Flow (vph)	131	732	55	62	649	47	271	171	20	108	94	29
Heavy Vehicles (%)	3%	14%	3%	5%	8%	0%	2%	1%	7%	11%	2%	14%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	35.5	28.5	28.5	32.7	27.1	27.1	34.9	27.9	27.9	32.1	26.5	26.5
Effective Green, g (s)	35.5	28.5	28.5	32.7	27.1	27.1	34.9	27.9	27.9	32.1	26.5	26.5
Actuated g/C Ratio	0.39	0.32	0.32	0.36	0.30	0.30	0.39	0.31	0.31	0.36	0.29	0.29
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	297	1002	496	247	1006	486	519	583	467	428	548	417
v/s Ratio Prot	c0.03	c0.23		0.02	0.19		c0.04	0.09		0.02	0.05	
v/s Ratio Perm	0.14		0.04	0.08		0.03	c0.16		0.01	0.07		0.02
v/c Ratio	0.44	0.73	0.11	0.25	0.65	0.10	0.52	0.29	0.04	0.25	0.17	0.07
Uniform Delay, d1	18.4	27.3	21.8	19.3	27.3	22.6	20.4	23.6	21.7	19.9	23.6	22.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	4.7	0.5	0.7	3.2	0.4	1.2	1.3	0.2	0.4	0.7	0.3
Delay (s)	19.8	32.0	22.2	20.1	30.5	23.0	21.6	24.8	21.9	20.4	24.3	23.2
Level of Service	B	C	C	C	C	C	C	C	C	C	C	C
Approach Delay (s)		28.8			28.4			22.7			22.5	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.62	
Actuated Cycle Length (s)	90.0	Sum of lost time (s) 22.4
Intersection Capacity Utilization	68.7%	ICU Level of Service C
Analysis Period (min)	15	
c Critical Lane Group		

92 Manitou Drive
11: S Market Street & McNabb Street

HCM Unsignalized Intersection Capacity Analysis
Existing (2022) PM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations			 			 	
Traffic Volume (veh/h)	17	244	501	22	205	604	
Future Volume (Veh/h)	17	244	501	22	205	604	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	19	268	551	24	225	664	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	1345	288			575		
vC1, stage 1 conf vol	563						
vC2, stage 2 conf vol	782						
vCu, unblocked vol	1345	288			575		
tC, single (s)	7.2	6.9			4.1		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.2		
p0 queue free %	93	62			78		
cM capacity (veh/h)	256	709			1001		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	19	268	367	208	225	332	332
Volume Left	19	0	0	0	225	0	0
Volume Right	0	268	0	24	0	0	0
cSH	256	709	1700	1700	1001	1700	1700
Volume to Capacity	0.07	0.38	0.22	0.12	0.22	0.20	0.20
Queue Length 95th (m)	1.9	14.1	0.0	0.0	6.9	0.0	0.0
Control Delay (s)	20.2	13.1	0.0	0.0	9.6	0.0	0.0
Lane LOS	C	B			A		
Approach Delay (s)	13.6		0.0		2.4		
Approach LOS	B						
Intersection Summary							
Average Delay			3.5				
Intersection Capacity Utilization			39.2%		ICU Level of Service		A
Analysis Period (min)			15				

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	107	102	112	85	12	137	82	152	8	129	90
Future Volume (Veh/h)	5	107	102	112	85	12	137	82	152	8	129	90
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	118	112	123	93	13	151	90	167	9	142	99
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)								57				
pX, platoon unblocked	0.90	0.90		0.90	0.90	0.90				0.90		
vC, conflicting volume	744	768	192	856	734	174	241			257		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	664	691	192	788	653	33	241			125		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	59	87	18	70	99	89			99		
cM capacity (veh/h)	234	290	855	150	305	946	1314			1333		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	235	229	408	250								
Volume Left	5	123	151	9								
Volume Right	112	13	167	99								
cSH	421	202	1314	1333								
Volume to Capacity	0.56	1.14	0.11	0.01								
Queue Length 95th (m)	26.6	89.1	3.1	0.2								
Control Delay (s)	23.9	153.9	3.7	0.3								
Lane LOS	C	F	A	A								
Approach Delay (s)	23.9	153.9	3.7	0.3								
Approach LOS	C	F										
Intersection Summary												
Average Delay			37.8									
Intersection Capacity Utilization			70.8%		ICU Level of Service				C			
Analysis Period (min)			15									

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

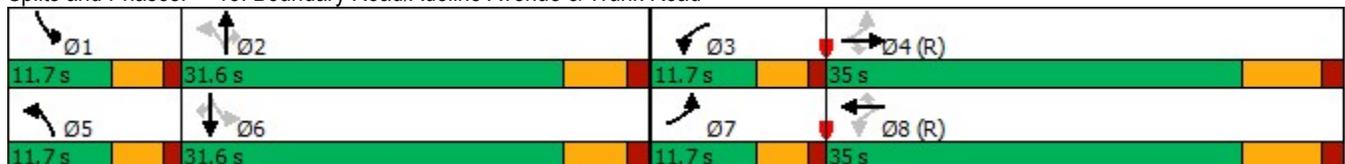
Queues
Existing (2022) PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	717	219	54	559	151	163	116	56	135	84	89
Future Volume (vph)	119	717	219	54	559	151	163	116	56	135	84	89
Lane Group Flow (vph)	132	797	243	60	621	168	181	129	62	150	93	99
Turn Type	pm+pt	NA	Perm									
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag									
Lead-Lag Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.40	0.70	0.34	0.21	0.60	0.27	0.35	0.24	0.11	0.30	0.17	0.18
Control Delay	17.8	30.7	4.7	15.3	29.1	5.1	19.2	26.2	0.4	18.3	25.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	30.7	4.7	15.3	29.1	5.1	19.2	26.2	0.4	18.3	25.3	1.6
Queue Length 50th (m)	13.3	68.3	0.0	5.8	49.9	0.0	20.4	18.0	0.0	16.6	12.7	0.0
Queue Length 95th (m)	24.3	90.7	16.4	12.8	67.9	14.0	34.9	32.7	0.0	29.4	24.9	2.8
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	332	1137	705	284	1040	618	520	535	575	502	540	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.70	0.34	0.21	0.60	0.27	0.35	0.24	0.11	0.30	0.17	0.18

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	717	219	54	559	151	163	116	56	135	84	89
Future Volume (vph)	119	717	219	54	559	151	163	116	56	135	84	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3374	1615	1805	3343	1615	1752	1881	1615	1736	1900	1524
Flt Permitted	0.30	1.00	1.00	0.23	1.00	1.00	0.70	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	561	3374	1615	428	3343	1615	1285	1881	1615	1232	1900	1524
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	132	797	243	60	621	168	181	129	62	150	93	99
RTOR Reduction (vph)	0	0	164	0	0	116	0	0	44	0	0	71
Lane Group Flow (vph)	132	797	79	60	621	52	181	129	18	150	93	28
Heavy Vehicles (%)	2%	7%	0%	0%	8%	0%	3%	1%	0%	4%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Effective Green, g (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Actuated g/C Ratio	0.40	0.33	0.33	0.37	0.31	0.31	0.36	0.28	0.28	0.36	0.28	0.28
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	320	1102	527	245	1040	502	501	535	459	485	540	433
v/s Ratio Prot	c0.03	c0.24		0.02	0.19		c0.03	0.07		0.02	0.05	
v/s Ratio Perm	0.13		0.05	0.08		0.03	c0.10		0.01	0.09		0.02
v/c Ratio	0.41	0.72	0.15	0.24	0.60	0.10	0.36	0.24	0.04	0.31	0.17	0.07
Uniform Delay, d1	17.7	26.7	21.5	18.9	26.2	22.1	20.4	24.7	23.3	20.0	24.2	23.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	4.1	0.6	0.7	2.5	0.4	0.6	1.1	0.2	0.5	0.7	0.3
Delay (s)	18.9	30.8	22.1	19.6	28.8	22.5	21.0	25.8	23.5	20.5	24.9	23.8
Level of Service	B	C	C	B	C	C	C	C	C	C	C	C
Approach Delay (s)		27.7			26.9			23.1			22.7	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	26.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.53	
Actuated Cycle Length (s)	90.0	Sum of lost time (s) 22.4
Intersection Capacity Utilization	56.1%	ICU Level of Service B
Analysis Period (min)	15	
c Critical Lane Group		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	78	80	71	69	20	155	60	87	21	124	88
Future Volume (vph)	12	78	80	71	69	20	155	60	87	21	124	88
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	14	90	92	82	79	23	178	69	100	24	143	101

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	196	184	347	268
Volume Left (vph)	14	82	178	24
Volume Right (vph)	92	23	100	101
Hadj (s)	-0.22	0.10	-0.06	-0.17
Departure Headway (s)	5.8	6.1	5.5	5.5
Degree Utilization, x	0.31	0.31	0.53	0.41
Capacity (veh/h)	541	522	616	602
Control Delay (s)	11.4	11.9	14.4	12.2
Approach Delay (s)	11.4	11.9	14.4	12.2
Approach LOS	B	B	B	B

Intersection Summary

Delay	12.7
Level of Service	B
Intersection Capacity Utilization	61.9%
ICU Level of Service	B
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	12	78	80	71	69	20	155	60	87	21	124	88
Future Vol, veh/h	12	78	80	71	69	20	155	60	87	21	124	88
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	3	6	6	0	0	2	1	0	4	0
Mvmt Flow	14	90	92	82	79	23	178	69	100	24	143	101
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	11.8	14.2	12
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	7%	44%	9%
Vol Thru, %	20%	46%	43%	53%
Vol Right, %	29%	47%	12%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	302	170	160	233
LT Vol	155	12	71	21
Through Vol	60	78	69	124
RT Vol	87	80	20	88
Lane Flow Rate	347	195	184	268
Geometry Grp	1	1	1	1
Degree of Util (X)	0.519	0.307	0.309	0.4
Departure Headway (Hd)	5.384	5.652	6.039	5.38
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	666	631	592	664
Service Time	3.448	3.727	4.116	3.449
HCM Lane V/C Ratio	0.521	0.309	0.311	0.404
HCM Control Delay	14.2	11.2	11.8	12
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	3	1.3	1.3	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	107	102	112	85	12	137	82	152	8	129	90
Future Volume (vph)	5	107	102	112	85	12	137	82	152	8	129	90
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	118	112	123	93	13	151	90	167	9	142	99

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	235	229	408	250
Volume Left (vph)	5	123	151	9
Volume Right (vph)	112	13	167	99
Hadj (s)	-0.25	0.14	-0.13	-0.20
Departure Headway (s)	6.2	6.6	5.8	6.0
Degree Utilization, x	0.40	0.42	0.66	0.42
Capacity (veh/h)	508	482	586	529
Control Delay (s)	13.3	14.2	19.3	13.4
Approach Delay (s)	13.3	14.2	19.3	13.4
Approach LOS	B	B	C	B

Intersection Summary			
Delay		15.7	
Level of Service		C	
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	107	102	112	85	12	137	82	152	8	129	90
Future Vol, veh/h	5	107	102	112	85	12	137	82	152	8	129	90
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	4	0	4	4	0	4	0	3	0	3	0
Mvmt Flow	5	118	112	123	93	13	151	90	167	9	142	99
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.2	14.2	19.3	13.2
HCM LOS	B	B	C	B

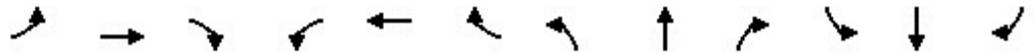
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	2%	54%	4%
Vol Thru, %	22%	50%	41%	57%
Vol Right, %	41%	48%	6%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	371	214	209	227
LT Vol	137	5	112	8
Through Vol	82	107	85	129
RT Vol	152	102	12	90
Lane Flow Rate	408	235	230	249
Geometry Grp	1	1	1	1
Degree of Util (X)	0.656	0.4	0.416	0.415
Departure Headway (Hd)	5.794	6.119	6.526	5.982
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	624	586	551	601
Service Time	3.838	4.173	4.58	4.033
HCM Lane V/C Ratio	0.654	0.401	0.417	0.414
HCM Control Delay	19.3	13.2	14.2	13.2
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4.8	1.9	2	2

Appendix D – Synchro Analysis Output – Background Traffic Volumes

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations			 			 	
Traffic Volume (veh/h)	29	233	1038	23	196	645	
Future Volume (Veh/h)	29	233	1038	23	196	645	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Hourly flow rate (vph)	35	281	1251	28	236	777	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	2126	640			1279		
vC1, stage 1 conf vol	1265						
vC2, stage 2 conf vol	860						
vCu, unblocked vol	2126	640			1279		
tC, single (s)	7.2	6.9			4.3		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.3		
p0 queue free %	72	33			52		
cM capacity (veh/h)	126	418			487		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	35	281	834	445	236	388	388
Volume Left	35	0	0	0	236	0	0
Volume Right	0	281	0	28	0	0	0
cSH	126	418	1700	1700	487	1700	1700
Volume to Capacity	0.28	0.67	0.49	0.26	0.48	0.23	0.23
Queue Length 95th (m)	8.5	38.4	0.0	0.0	20.8	0.0	0.0
Control Delay (s)	44.3	29.5	0.0	0.0	19.1	0.0	0.0
Lane LOS	E	D			C		
Approach Delay (s)	31.1		0.0		4.5		
Approach LOS	D						
Intersection Summary							
Average Delay			5.5				
Intersection Capacity Utilization			53.6%	ICU Level of Service	A		
Analysis Period (min)			15				

92 Manitou Drive
 13: Adeline Avenue & McNabb Street/Frontenac Street

HCM Unsignalized Intersection Capacity Analysis
 Background (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	83	85	75	73	21	164	64	92	22	132	93
Future Volume (vph)	13	83	85	75	73	21	164	64	92	22	132	93
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	15	95	98	86	84	24	189	74	106	25	152	107

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	208	194	369	284
Volume Left (vph)	15	86	189	25
Volume Right (vph)	98	24	106	107
Hadj (s)	-0.22	0.10	-0.06	-0.17
Departure Headway (s)	6.0	6.3	5.6	5.7
Degree Utilization, x	0.35	0.34	0.58	0.45
Capacity (veh/h)	521	492	601	574
Control Delay (s)	12.1	12.5	16.0	13.1
Approach Delay (s)	12.1	12.5	16.0	13.1
Approach LOS	B	B	C	B

Intersection Summary			
Delay		13.8	
Level of Service		B	
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	83	85	75	73	21	164	64	92	22	132	93
Future Vol, veh/h	13	83	85	75	73	21	164	64	92	22	132	93
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	3	6	6	0	0	2	1	0	4	0
Mvmt Flow	15	95	98	86	84	24	189	74	106	25	152	107
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.9	12.5	15.6	12.9
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	7%	44%	9%
Vol Thru, %	20%	46%	43%	53%
Vol Right, %	29%	47%	12%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	320	181	169	247
LT Vol	164	13	75	22
Through Vol	64	83	73	132
RT Vol	92	85	21	93
Lane Flow Rate	368	208	194	284
Geometry Grp	1	1	1	1
Degree of Util (X)	0.565	0.337	0.336	0.437
Departure Headway (Hd)	5.53	5.831	6.224	5.541
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	647	610	573	644
Service Time	3.609	3.927	4.32	3.627
HCM Lane V/C Ratio	0.569	0.341	0.339	0.441
HCM Control Delay	15.6	11.9	12.5	12.9
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.5	1.5	1.5	2.2

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

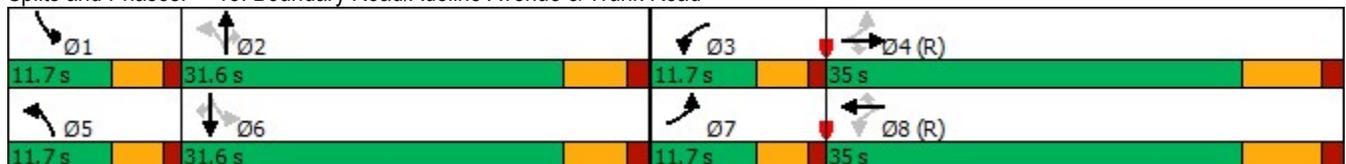
Queues
Background (2025) AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	711	167	63	623	150	259	163	74	103	90	92
Future Volume (vph)	125	711	167	63	623	150	259	163	74	103	90	92
Lane Group Flow (vph)	139	790	186	70	692	167	288	181	82	114	100	102
Turn Type	pm+pt	NA	Perm									
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag									
Lead-Lag Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.47	0.74	0.29	0.26	0.67	0.27	0.56	0.31	0.14	0.25	0.19	0.20
Control Delay	19.9	32.4	4.9	16.1	30.7	5.1	24.2	26.7	0.5	17.6	25.6	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	32.4	4.9	16.1	30.7	5.1	24.2	26.7	0.5	17.6	25.6	1.9
Queue Length 50th (m)	14.1	69.0	0.0	6.8	57.2	0.0	34.7	26.0	0.0	12.4	13.7	0.0
Queue Length 95th (m)	25.5	92.2	14.6	14.4	76.8	13.8	55.5	44.3	0.0	23.4	26.5	3.2
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	294	1067	651	269	1040	617	517	584	580	455	529	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.74	0.29	0.26	0.67	0.27	0.56	0.31	0.14	0.25	0.19	0.20

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road



92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

HCM Signalized Intersection Capacity Analysis
Background (2025) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	711	167	63	623	150	259	163	74	103	90	92
Future Volume (vph)	125	711	167	63	623	150	259	163	74	103	90	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3167	1568	1719	3343	1615	1770	1881	1509	1626	1863	1417
Flt Permitted	0.25	1.00	1.00	0.22	1.00	1.00	0.66	1.00	1.00	0.64	1.00	1.00
Satd. Flow (perm)	456	3167	1568	401	3343	1615	1225	1881	1509	1101	1863	1417
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	139	790	186	70	692	167	288	181	82	114	100	102
RTOR Reduction (vph)	0	0	127	0	0	117	0	0	57	0	0	72
Lane Group Flow (vph)	139	790	59	70	692	50	288	181	25	114	100	30
Heavy Vehicles (%)	3%	14%	3%	5%	8%	0%	2%	1%	7%	11%	2%	14%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	35.5	28.5	28.5	32.7	27.1	27.1	34.9	27.9	27.9	32.1	26.5	26.5
Effective Green, g (s)	35.5	28.5	28.5	32.7	27.1	27.1	34.9	27.9	27.9	32.1	26.5	26.5
Actuated g/C Ratio	0.39	0.32	0.32	0.36	0.30	0.30	0.39	0.31	0.31	0.36	0.29	0.29
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	280	1002	496	227	1006	486	517	583	467	425	548	417
v/s Ratio Prot	c0.04	c0.25		0.02	0.21		c0.04	0.10		0.02	0.05	
v/s Ratio Perm	0.16		0.04	0.09		0.03	c0.17		0.02	0.08		0.02
v/c Ratio	0.50	0.79	0.12	0.31	0.69	0.10	0.56	0.31	0.05	0.27	0.18	0.07
Uniform Delay, d1	18.7	28.0	21.8	19.6	27.7	22.7	20.7	23.7	21.8	20.0	23.7	22.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	6.3	0.5	1.1	3.8	0.4	1.6	1.4	0.2	0.5	0.7	0.3
Delay (s)	20.5	34.3	22.3	20.7	31.6	23.1	22.3	25.1	22.0	20.5	24.4	23.2
Level of Service	C	C	C	C	C	C	C	C	C	C	C	C
Approach Delay (s)		30.6			29.2			23.2			22.6	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			27.9		HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)			22.4				
Intersection Capacity Utilization			71.0%		ICU Level of Service			C				
Analysis Period (min)			15									
c Critical Lane Group												

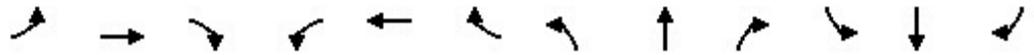
92 Manitou Drive
11: S Market Street & McNabb Street

HCM Unsignalized Intersection Capacity Analysis
Background (2025) PM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	18	259	544	23	218	661	
Future Volume (Veh/h)	18	259	544	23	218	661	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	20	285	598	25	240	726	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	1454	312			623		
vC1, stage 1 conf vol	610						
vC2, stage 2 conf vol	843						
vCu, unblocked vol	1454	312			623		
tC, single (s)	7.2	6.9			4.1		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.2		
p0 queue free %	91	58			75		
cM capacity (veh/h)	230	684			961		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	20	285	399	224	240	363	363
Volume Left	20	0	0	0	240	0	0
Volume Right	0	285	0	25	0	0	0
cSH	230	684	1700	1700	961	1700	1700
Volume to Capacity	0.09	0.42	0.23	0.13	0.25	0.21	0.21
Queue Length 95th (m)	2.3	16.5	0.0	0.0	7.9	0.0	0.0
Control Delay (s)	22.2	14.0	0.0	0.0	10.0	0.0	0.0
Lane LOS	C	B			A		
Approach Delay (s)	14.5		0.0		2.5		
Approach LOS	B						
Intersection Summary							
Average Delay			3.6				
Intersection Capacity Utilization			41.2%	ICU Level of Service	A		
Analysis Period (min)			15				

92 Manitou Drive
 13: Adeline Avenue & McNabb Street/Frontenac Street

HCM Unsignalized Intersection Capacity Analysis
 Background (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	114	108	119	90	13	145	87	161	8	137	96
Future Volume (vph)	5	114	108	119	90	13	145	87	161	8	137	96
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	125	119	131	99	14	159	96	177	9	151	105

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	249	244	432	265
Volume Left (vph)	5	131	159	9
Volume Right (vph)	119	14	177	105
Hadj (s)	-0.25	0.14	-0.13	-0.20
Departure Headway (s)	6.5	6.9	6.0	6.3
Degree Utilization, x	0.45	0.46	0.73	0.47
Capacity (veh/h)	487	463	567	504
Control Delay (s)	14.6	15.7	23.4	14.8
Approach Delay (s)	14.6	15.7	23.4	14.8
Approach LOS	B	C	C	B

Intersection Summary			
Delay		18.0	
Level of Service		C	
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	114	108	119	90	13	145	87	161	8	137	96
Future Vol, veh/h	5	114	108	119	90	13	145	87	161	8	137	96
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	4	0	4	4	0	4	0	3	0	3	0
Mvmt Flow	5	125	119	131	99	14	159	96	177	9	151	105
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.5	15.6	23.2	14.6
HCM LOS	B	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	2%	54%	3%
Vol Thru, %	22%	50%	41%	57%
Vol Right, %	41%	48%	6%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	393	227	222	241
LT Vol	145	5	119	8
Through Vol	87	114	90	137
RT Vol	161	108	13	96
Lane Flow Rate	432	249	244	265
Geometry Grp	1	1	1	1
Degree of Util (X)	0.721	0.443	0.46	0.459
Departure Headway (Hd)	6.012	6.387	6.79	6.242
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	600	561	527	575
Service Time	4.076	4.462	4.866	4.316
HCM Lane V/C Ratio	0.72	0.444	0.463	0.461
HCM Control Delay	23.2	14.5	15.6	14.6
HCM Lane LOS	C	B	C	B
HCM 95th-tile Q	6	2.3	2.4	2.4

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

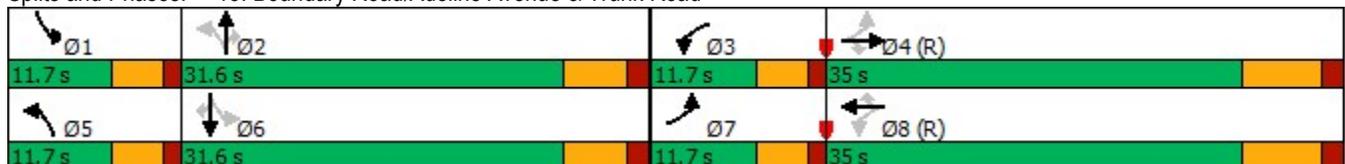
Queues
Background (2025) PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	768	232	67	602	160	173	123	66	143	89	94
Future Volume (vph)	126	768	232	67	602	160	173	123	66	143	89	94
Lane Group Flow (vph)	140	853	258	74	669	178	192	137	73	159	99	104
Turn Type	pm+pt	NA	Perm									
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag									
Lead-Lag Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.45	0.75	0.36	0.28	0.64	0.28	0.37	0.26	0.13	0.32	0.18	0.19
Control Delay	19.1	32.5	4.7	16.4	30.1	5.0	19.6	26.5	0.5	18.6	25.5	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	32.5	4.7	16.4	30.1	5.0	19.6	26.5	0.5	18.6	25.5	1.9
Queue Length 50th (m)	14.2	74.7	0.0	7.2	54.7	0.0	21.8	19.2	0.0	17.6	13.6	0.0
Queue Length 95th (m)	25.6	98.5	16.9	15.0	74.0	14.3	36.9	34.6	0.0	31.0	26.3	3.6
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	311	1137	715	263	1040	625	518	535	575	500	540	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.75	0.36	0.28	0.64	0.28	0.37	0.26	0.13	0.32	0.18	0.19

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road



92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

HCM Signalized Intersection Capacity Analysis
Background (2025) PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	126	768	232	67	602	160	173	123	66	143	89	94
Future Volume (vph)	126	768	232	67	602	160	173	123	66	143	89	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3374	1615	1805	3343	1615	1752	1881	1615	1736	1900	1524
Flt Permitted	0.27	1.00	1.00	0.19	1.00	1.00	0.69	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	502	3374	1615	366	3343	1615	1278	1881	1615	1223	1900	1524
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	140	853	258	74	669	178	192	137	73	159	99	104
RTOR Reduction (vph)	0	0	174	0	0	123	0	0	52	0	0	74
Lane Group Flow (vph)	140	853	84	74	669	55	192	137	21	159	99	30
Heavy Vehicles (%)	2%	7%	0%	0%	8%	0%	3%	1%	0%	4%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Effective Green, g (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Actuated g/C Ratio	0.40	0.33	0.33	0.37	0.31	0.31	0.36	0.28	0.28	0.36	0.28	0.28
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	301	1102	527	226	1040	502	499	535	459	482	540	433
v/s Ratio Prot	c0.04	c0.25		0.02	0.20		c0.03	0.07		0.03	0.05	
v/s Ratio Perm	0.15		0.05	0.10		0.03	c0.11		0.01	0.09		0.02
v/c Ratio	0.47	0.77	0.16	0.33	0.64	0.11	0.38	0.26	0.05	0.33	0.18	0.07
Uniform Delay, d1	17.9	27.3	21.5	19.3	26.7	22.1	20.6	24.9	23.3	20.2	24.3	23.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	5.3	0.6	1.2	3.1	0.4	0.7	1.2	0.2	0.6	0.7	0.3
Delay (s)	19.5	32.6	22.2	20.5	29.8	22.6	21.2	26.0	23.5	20.7	25.1	23.8
Level of Service	B	C	C	C	C	C	C	C	C	C	C	C
Approach Delay (s)		29.0			27.6			23.3			22.8	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			27.0		HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)			22.4				
Intersection Capacity Utilization			67.8%		ICU Level of Service			C				
Analysis Period (min)			15									
c Critical Lane Group												

92 Manitou Drive
11: S Market Street & McNabb Street

HCM Unsignalized Intersection Capacity Analysis
Background (2030) AM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations			 			 	
Traffic Volume (veh/h)	32	258	1142	26	217	711	
Future Volume (Veh/h)	32	258	1142	26	217	711	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Hourly flow rate (vph)	39	311	1376	31	261	857	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	2342	704			1407		
vC1, stage 1 conf vol	1392						
vC2, stage 2 conf vol	950						
vCu, unblocked vol	2342	704			1407		
tC, single (s)	7.2	6.9			4.3		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.3		
p0 queue free %	58	18			40		
cM capacity (veh/h)	92	380			433		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	39	311	917	490	261	428	428
Volume Left	39	0	0	0	261	0	0
Volume Right	0	311	0	31	0	0	0
cSH	92	380	1700	1700	433	1700	1700
Volume to Capacity	0.42	0.82	0.54	0.29	0.60	0.25	0.25
Queue Length 95th (m)	13.9	58.6	0.0	0.0	30.9	0.0	0.0
Control Delay (s)	69.8	45.5	0.0	0.0	25.2	0.0	0.0
Lane LOS	F	E			D		
Approach Delay (s)	48.2		0.0		5.9		
Approach LOS	E						
Intersection Summary							
Average Delay			8.2				
Intersection Capacity Utilization			57.8%	ICU Level of Service	B		
Analysis Period (min)			15				

92 Manitou Drive
 13: Adeline Avenue & McNabb Street/Frontenac Street

HCM Unsignalized Intersection Capacity Analysis
 Background (2030) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	91	94	83	81	23	182	70	102	25	145	103
Future Volume (vph)	14	91	94	83	81	23	182	70	102	25	145	103
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	16	105	108	95	93	26	209	80	117	29	167	118

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	229	214	406	314
Volume Left (vph)	16	95	209	29
Volume Right (vph)	108	26	117	118
Hadj (s)	-0.22	0.11	-0.06	-0.17
Departure Headway (s)	6.4	6.8	6.0	6.1
Degree Utilization, x	0.41	0.40	0.68	0.53
Capacity (veh/h)	484	461	568	539
Control Delay (s)	13.8	14.3	20.6	15.7
Approach Delay (s)	13.8	14.3	20.6	15.7
Approach LOS	B	B	C	C

Intersection Summary			
Delay		16.8	
Level of Service		C	
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	16.6
Intersection LOS	C

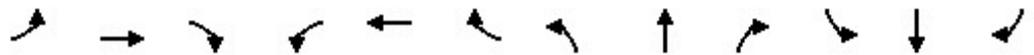
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	91	94	83	81	23	182	70	102	25	145	103
Future Vol, veh/h	14	91	94	83	81	23	182	70	102	25	145	103
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	3	6	6	0	0	2	1	0	4	0
Mvmt Flow	16	105	108	95	93	26	209	80	117	29	167	118
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.6	14.3	20.3	15.5
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	7%	44%	9%
Vol Thru, %	20%	46%	43%	53%
Vol Right, %	29%	47%	12%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	354	199	187	273
LT Vol	182	14	83	25
Through Vol	70	91	81	145
RT Vol	102	94	23	103
Lane Flow Rate	407	229	215	314
Geometry Grp	1	1	1	1
Degree of Util (X)	0.671	0.402	0.402	0.522
Departure Headway (Hd)	5.938	6.333	6.729	5.991
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	565	533	599
Service Time	3.991	4.399	4.795	4.05
HCM Lane V/C Ratio	0.672	0.405	0.403	0.524
HCM Control Delay	20.3	13.6	14.3	15.5
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	5.1	1.9	1.9	3

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

Queues
Background (2030) AM Peak Hour

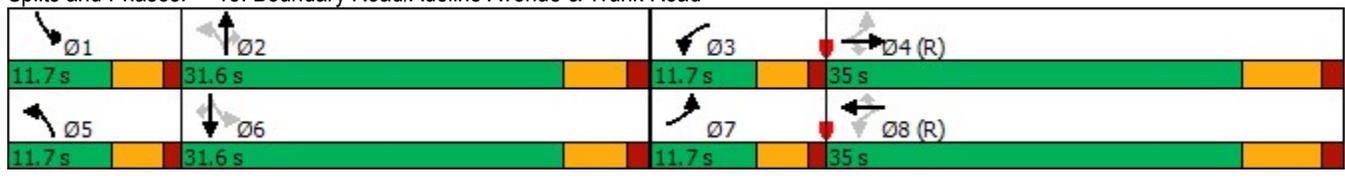


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	138	784	184	70	687	165	286	180	80	114	100	102
Future Volume (vph)	138	784	184	70	687	165	286	180	80	114	100	102
Lane Group Flow (vph)	153	871	204	78	763	183	318	200	89	127	111	113
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.56	0.82	0.31	0.32	0.73	0.29	0.61	0.37	0.16	0.30	0.21	0.22
Control Delay	23.2	35.9	4.9	17.2	32.7	5.0	26.0	28.3	0.8	18.4	25.8	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	35.9	4.9	17.2	32.7	5.0	26.0	28.3	0.8	18.4	25.8	2.5
Queue Length 50th (m)	15.6	78.7	0.0	7.6	64.8	0.0	39.1	29.0	0.0	13.9	15.3	0.0
Queue Length 95th (m)	27.8	#114.2	15.3	15.7	86.3	14.5	61.6	48.6	0.8	25.7	28.9	5.4
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	271	1067	663	245	1040	628	519	535	545	424	529	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.82	0.31	0.32	0.73	0.29	0.61	0.37	0.16	0.30	0.21	0.22

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road



92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

HCM Signalized Intersection Capacity Analysis
Background (2030) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	784	184	70	687	165	286	180	80	114	100	102
Future Volume (vph)	138	784	184	70	687	165	286	180	80	114	100	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3167	1568	1719	3343	1615	1770	1881	1509	1626	1863	1417
Flt Permitted	0.21	1.00	1.00	0.18	1.00	1.00	0.69	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	391	3167	1568	330	3343	1615	1277	1881	1509	995	1863	1417
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	153	871	204	78	763	183	318	200	89	127	111	113
RTOR Reduction (vph)	0	0	137	0	0	126	0	0	64	0	0	81
Lane Group Flow (vph)	153	871	67	78	763	57	318	200	25	127	111	32
Heavy Vehicles (%)	3%	14%	3%	5%	8%	0%	2%	1%	7%	11%	2%	14%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Effective Green, g (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Actuated g/C Ratio	0.40	0.33	0.33	0.37	0.31	0.31	0.36	0.28	0.28	0.36	0.28	0.28
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	263	1034	512	209	1040	502	500	535	429	409	529	403
v/s Ratio Prot	c0.05	c0.28		0.02	0.23		c0.05	0.11		0.02	0.06	
v/s Ratio Perm	0.19		0.04	0.12		0.04	c0.18		0.02	0.09		0.02
v/c Ratio	0.58	0.84	0.13	0.37	0.73	0.11	0.64	0.37	0.06	0.31	0.21	0.08
Uniform Delay, d1	18.6	28.1	21.3	19.5	27.7	22.1	22.7	25.8	23.4	19.9	24.5	23.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	8.3	0.5	1.5	4.6	0.5	3.0	2.0	0.3	0.6	0.9	0.4
Delay (s)	22.4	36.5	21.8	21.0	32.3	22.6	25.7	27.8	23.7	20.5	25.4	24.0
Level of Service	C	D	C	C	C	C	C	C	C	C	C	C
Approach Delay (s)		32.3			29.7			26.1			23.2	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.3	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				22.4				
Intersection Capacity Utilization			74.5%	ICU Level of Service				D				
Analysis Period (min)			15									
c Critical Lane Group												

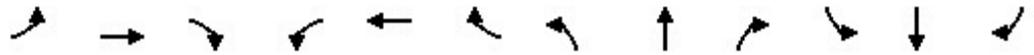
92 Manitou Drive
11: S Market Street & McNabb Street

HCM Unsignalized Intersection Capacity Analysis
Background (2030) PM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	20	286	599	26	240	728	
Future Volume (Veh/h)	20	286	599	26	240	728	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	22	314	658	29	264	800	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	1600	344			687		
vC1, stage 1 conf vol	672						
vC2, stage 2 conf vol	928						
vCu, unblocked vol	1600	344			687		
tC, single (s)	7.2	6.9			4.1		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.2		
p0 queue free %	89	52			71		
cM capacity (veh/h)	196	652			910		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	22	314	439	248	264	400	400
Volume Left	22	0	0	0	264	0	0
Volume Right	0	314	0	29	0	0	0
cSH	196	652	1700	1700	910	1700	1700
Volume to Capacity	0.11	0.48	0.26	0.15	0.29	0.24	0.24
Queue Length 95th (m)	3.0	21.0	0.0	0.0	9.7	0.0	0.0
Control Delay (s)	25.7	15.5	0.0	0.0	10.6	0.0	0.0
Lane LOS	D	C			B		
Approach Delay (s)	16.2		0.0		2.6		
Approach LOS	C						
Intersection Summary							
Average Delay			3.9				
Intersection Capacity Utilization			44.0%	ICU Level of Service	A		
Analysis Period (min)			15				

92 Manitou Drive
 13: Adeline Avenue & McNabb Street/Frontenac Street

HCM Unsignalized Intersection Capacity Analysis
 Background (2030) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	6	125	120	131	100	14	161	96	178	9	151	105
Future Volume (vph)	6	125	120	131	100	14	161	96	178	9	151	105
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	7	137	132	144	110	15	177	105	196	10	166	115

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	276	269	478	291
Volume Left (vph)	7	144	177	10
Volume Right (vph)	132	15	196	115
Hadj (s)	-0.25	0.14	-0.13	-0.20
Departure Headway (s)	7.2	7.6	6.6	7.0
Degree Utilization, x	0.55	0.57	0.88	0.57
Capacity (veh/h)	450	430	527	466
Control Delay (s)	18.7	19.9	40.4	19.0
Approach Delay (s)	18.7	19.9	40.4	19.0
Approach LOS	C	C	E	C

Intersection Summary			
Delay		26.9	
Level of Service		D	
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	26.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	125	120	131	100	14	161	96	178	9	151	105
Future Vol, veh/h	6	125	120	131	100	14	161	96	178	9	151	105
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	4	0	4	4	0	4	0	3	0	3	0
Mvmt Flow	7	137	132	144	110	15	177	105	196	10	166	115
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.4	19.8	39.8	18.6
HCM LOS	C	C	E	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	2%	53%	3%
Vol Thru, %	22%	50%	41%	57%
Vol Right, %	41%	48%	6%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	435	251	245	265
LT Vol	161	6	131	9
Through Vol	96	125	100	151
RT Vol	178	120	14	105
Lane Flow Rate	478	276	269	291
Geometry Grp	1	1	1	1
Degree of Util (X)	0.874	0.543	0.56	0.562
Departure Headway (Hd)	6.584	7.089	7.491	6.942
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	550	508	479	518
Service Time	4.648	5.165	5.568	5.017
HCM Lane V/C Ratio	0.869	0.543	0.562	0.562
HCM Control Delay	39.8	18.4	19.8	18.6
HCM Lane LOS	E	C	C	C
HCM 95th-tile Q	9.7	3.2	3.4	3.4

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

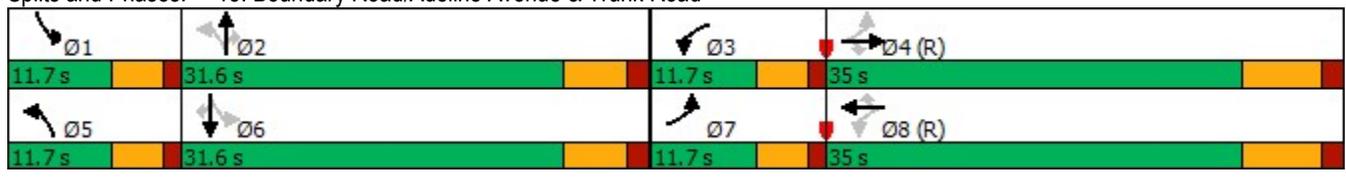
Queues
Background (2030) PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	847	257	73	664	177	191	136	73	158	98	104
Future Volume (vph)	139	847	257	73	664	177	191	136	73	158	98	104
Lane Group Flow (vph)	154	941	286	81	738	197	212	151	81	176	109	116
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.54	0.83	0.40	0.35	0.71	0.31	0.41	0.28	0.14	0.35	0.20	0.21
Control Delay	22.1	36.1	5.9	17.9	31.9	5.0	20.4	26.9	0.5	19.3	25.7	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	36.1	5.9	17.9	31.9	5.0	20.4	26.9	0.5	19.3	25.7	2.6
Queue Length 50th (m)	15.7	85.4	2.8	7.9	62.0	0.0	24.4	21.3	0.0	19.7	15.0	0.0
Queue Length 95th (m)	27.9	#122.6	20.9	16.2	83.1	15.0	40.6	37.6	0.0	34.2	28.4	5.8
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	284	1137	719	233	1040	638	514	535	575	496	540	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.83	0.40	0.35	0.71	0.31	0.41	0.28	0.14	0.35	0.20	0.21

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road



92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

HCM Signalized Intersection Capacity Analysis
Background (2030) PM Peak Hour

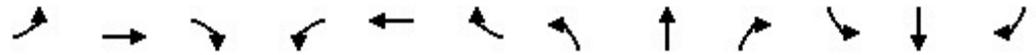
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	847	257	73	664	177	191	136	73	158	98	104
Future Volume (vph)	139	847	257	73	664	177	191	136	73	158	98	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3374	1615	1805	3343	1615	1752	1881	1615	1736	1900	1524
Flt Permitted	0.23	1.00	1.00	0.15	1.00	1.00	0.69	1.00	1.00	0.66	1.00	1.00
Satd. Flow (perm)	422	3374	1615	276	3343	1615	1267	1881	1615	1208	1900	1524
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	154	941	286	81	738	197	212	151	81	176	109	116
RTOR Reduction (vph)	0	0	178	0	0	136	0	0	58	0	0	83
Lane Group Flow (vph)	154	941	108	81	738	61	212	151	23	176	109	33
Heavy Vehicles (%)	2%	7%	0%	0%	8%	0%	3%	1%	0%	4%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Effective Green, g (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Actuated g/C Ratio	0.40	0.33	0.33	0.37	0.31	0.31	0.36	0.28	0.28	0.36	0.28	0.28
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	275	1102	527	198	1040	502	496	535	459	478	540	433
v/s Ratio Prot	c0.04	c0.28		0.03	0.22		c0.03	0.08		0.03	0.06	
v/s Ratio Perm	0.18		0.07	0.13		0.04	c0.12		0.01	0.10		0.02
v/c Ratio	0.56	0.85	0.21	0.41	0.71	0.12	0.43	0.28	0.05	0.37	0.20	0.08
Uniform Delay, d1	18.4	28.3	21.9	19.9	27.4	22.2	20.8	25.1	23.4	20.4	24.4	23.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	8.5	0.9	1.9	4.1	0.5	0.8	1.3	0.2	0.7	0.8	0.3
Delay (s)	21.6	36.8	22.7	21.8	31.5	22.7	21.6	26.4	23.6	21.0	25.3	23.9
Level of Service	C	D	C	C	C	C	C	C	C	C	C	C
Approach Delay (s)		32.2			29.0			23.6			23.0	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.9	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				22.4				
Intersection Capacity Utilization			71.0%	ICU Level of Service				C				
Analysis Period (min)			15									
c Critical Lane Group												

Appendix E – Synchro Analysis Output – Total Traffic Volumes

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	32	241	1038	25	198	645	
Future Volume (Veh/h)	32	241	1038	25	198	645	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Hourly flow rate (vph)	39	290	1251	30	239	777	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	2132	640			1281		
vC1, stage 1 conf vol	1266						
vC2, stage 2 conf vol	866						
vCu, unblocked vol	2132	640			1281		
tC, single (s)	7.2	6.9			4.3		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.3		
p0 queue free %	69	31			51		
cM capacity (veh/h)	124	418			487		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	39	290	834	447	239	388	388
Volume Left	39	0	0	0	239	0	0
Volume Right	0	290	0	30	0	0	0
cSH	124	418	1700	1700	487	1700	1700
Volume to Capacity	0.31	0.69	0.49	0.26	0.49	0.23	0.23
Queue Length 95th (m)	9.9	41.2	0.0	0.0	21.3	0.0	0.0
Control Delay (s)	46.8	31.0	0.0	0.0	19.3	0.0	0.0
Lane LOS	E	D			C		
Approach Delay (s)	32.9		0.0		4.5		
Approach LOS	D						
Intersection Summary							
Average Delay			5.9				
Intersection Capacity Utilization			53.8%	ICU Level of Service	A		
Analysis Period (min)			15				

92 Manitou Drive
 13: Adeline Avenue & McNabb Street/Frontenac Street

HCM Unsignalized Intersection Capacity Analysis
 Total (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	83	85	75	73	21	164	69	92	23	144	93
Future Volume (vph)	13	83	85	75	73	21	164	69	92	23	144	93
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	15	95	98	86	84	24	189	79	106	26	166	107

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	208	194	374	299
Volume Left (vph)	15	86	189	26
Volume Right (vph)	98	24	106	107
Hadj (s)	-0.22	0.10	-0.06	-0.16
Departure Headway (s)	6.1	6.4	5.7	5.7
Degree Utilization, x	0.35	0.35	0.59	0.48
Capacity (veh/h)	513	484	595	571
Control Delay (s)	12.4	12.8	16.7	13.9
Approach Delay (s)	12.4	12.8	16.7	13.9
Approach LOS	B	B	C	B

Intersection Summary			
Delay		14.4	
Level of Service		B	
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	83	85	75	73	21	164	69	92	23	144	93
Future Vol, veh/h	13	83	85	75	73	21	164	69	92	23	144	93
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	3	6	6	0	0	2	1	0	4	0
Mvmt Flow	15	95	98	86	84	24	189	79	106	26	166	107
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	12.8	16.6	13.7
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	7%	44%	9%
Vol Thru, %	21%	46%	43%	55%
Vol Right, %	28%	47%	12%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	325	181	169	260
LT Vol	164	13	75	23
Through Vol	69	83	73	144
RT Vol	92	85	21	93
Lane Flow Rate	374	208	194	299
Geometry Grp	1	1	1	1
Degree of Util (X)	0.59	0.347	0.345	0.473
Departure Headway (Hd)	5.682	6.007	6.401	5.695
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	639	597	561	634
Service Time	3.695	4.057	4.452	3.71
HCM Lane V/C Ratio	0.585	0.348	0.346	0.472
HCM Control Delay	16.6	12.2	12.8	13.7
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.9	1.5	1.5	2.5

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

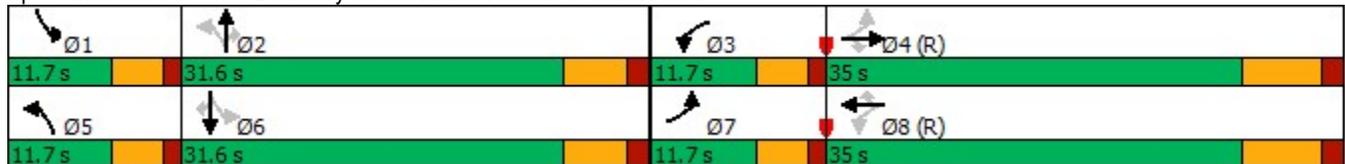
Queues
Total (2025) AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	711	167	63	623	152	259	163	74	108	91	98
Future Volume (vph)	128	711	167	63	623	152	259	163	74	108	91	98
Lane Group Flow (vph)	142	790	186	70	692	169	288	181	82	120	101	109
Turn Type	pm+pt	NA	Perm									
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag									
Lead-Lag Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.47	0.74	0.29	0.26	0.67	0.27	0.55	0.34	0.15	0.27	0.19	0.21
Control Delay	19.9	32.4	4.9	16.0	30.7	5.1	24.0	27.7	0.6	17.9	25.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	32.4	4.9	16.0	30.7	5.1	24.0	27.7	0.6	17.9	25.6	2.3
Queue Length 50th (m)	14.4	69.0	0.0	6.8	57.2	0.0	34.7	26.0	0.0	13.1	13.9	0.0
Queue Length 95th (m)	25.9	92.2	14.6	14.4	76.8	14.0	55.5	44.3	0.0	24.5	26.7	4.5
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	299	1067	651	273	1040	618	522	535	545	440	529	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.74	0.29	0.26	0.67	0.27	0.55	0.34	0.15	0.27	0.19	0.21

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road



92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

HCM Signalized Intersection Capacity Analysis
Total (2025) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	128	711	167	63	623	152	259	163	74	108	91	98	
Future Volume (vph)	128	711	167	63	623	152	259	163	74	108	91	98	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1752	3167	1568	1719	3343	1615	1770	1881	1509	1626	1863	1417	
Flt Permitted	0.25	1.00	1.00	0.23	1.00	1.00	0.69	1.00	1.00	0.61	1.00	1.00	
Satd. Flow (perm)	470	3167	1568	415	3343	1615	1288	1881	1509	1049	1863	1417	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	142	790	186	70	692	169	288	181	82	120	101	109	
RTOR Reduction (vph)	0	0	125	0	0	116	0	0	59	0	0	78	
Lane Group Flow (vph)	142	790	61	70	692	53	288	181	23	120	101	31	
Heavy Vehicles (%)	3%	14%	3%	5%	8%	0%	2%	1%	7%	11%	2%	14%	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6	
Effective Green, g (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6	
Actuated g/C Ratio	0.40	0.33	0.33	0.37	0.31	0.31	0.36	0.28	0.28	0.36	0.28	0.28	
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	289	1034	512	236	1040	502	504	535	429	424	529	403	
v/s Ratio Prot	c0.04	c0.25		0.02	0.21		c0.04	0.10		0.02	0.05		
v/s Ratio Perm	0.16		0.04	0.09		0.03	c0.16		0.02	0.08		0.02	
v/c Ratio	0.49	0.76	0.12	0.30	0.67	0.10	0.57	0.34	0.05	0.28	0.19	0.08	
Uniform Delay, d1	18.1	27.2	21.2	19.0	26.9	22.1	22.1	25.5	23.4	19.8	24.4	23.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.8	5.4	0.5	1.0	3.4	0.4	1.9	1.7	0.2	0.5	0.8	0.4	
Delay (s)	19.9	32.6	21.7	20.0	30.3	22.5	24.0	27.2	23.6	20.3	25.2	23.9	
Level of Service	B	C	C	B	C	C	C	C	C	C	C	C	
Approach Delay (s)		29.1			28.1			25.0			23.0		
Approach LOS		C			C			C			C		
Intersection Summary													
HCM 2000 Control Delay			27.3									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.66										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	22.4
Intersection Capacity Utilization			71.0%									ICU Level of Service	C
Analysis Period (min)			15										
c	Critical Lane Group												

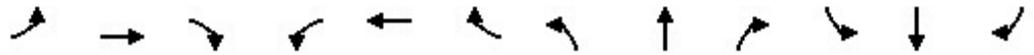
92 Manitou Drive
11: S Market Street & McNabb Street

HCM Unsignalized Intersection Capacity Analysis
Total (2025) PM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	20	263	544	26	224	661	
Future Volume (Veh/h)	20	263	544	26	224	661	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	22	289	598	29	246	726	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	1468	314			627		
vC1, stage 1 conf vol	612						
vC2, stage 2 conf vol	855						
vCu, unblocked vol	1468	314			627		
tC, single (s)	7.2	6.9			4.1		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.2		
p0 queue free %	90	58			74		
cM capacity (veh/h)	225	682			958		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	22	289	399	228	246	363	363
Volume Left	22	0	0	0	246	0	0
Volume Right	0	289	0	29	0	0	0
cSH	225	682	1700	1700	958	1700	1700
Volume to Capacity	0.10	0.42	0.23	0.13	0.26	0.21	0.21
Queue Length 95th (m)	2.6	16.9	0.0	0.0	8.2	0.0	0.0
Control Delay (s)	22.7	14.1	0.0	0.0	10.1	0.0	0.0
Lane LOS	C	B			B		
Approach Delay (s)	14.7		0.0		2.5		
Approach LOS	B						
Intersection Summary							
Average Delay			3.7				
Intersection Capacity Utilization			41.6%	ICU Level of Service	A		
Analysis Period (min)			15				

92 Manitou Drive
 13: Adeline Avenue & McNabb Street/Frontenac Street

HCM Unsignalized Intersection Capacity Analysis
 Total (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	114	108	119	90	14	145	103	161	9	146	96
Future Volume (vph)	5	114	108	119	90	14	145	103	161	9	146	96
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	125	119	131	99	15	159	113	177	10	160	105

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	249	245	449	275
Volume Left (vph)	5	131	159	10
Volume Right (vph)	119	15	177	105
Hadj (s)	-0.25	0.13	-0.12	-0.19
Departure Headway (s)	6.6	7.0	6.1	6.4
Degree Utilization, x	0.46	0.48	0.76	0.49
Capacity (veh/h)	473	451	553	497
Control Delay (s)	15.1	16.2	26.2	15.5
Approach Delay (s)	15.1	16.2	26.2	15.5
Approach LOS	C	C	D	C

Intersection Summary

Delay	19.5
Level of Service	C
Intersection Capacity Utilization	75.7%
ICU Level of Service	D
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	114	108	119	90	14	145	103	161	9	146	96
Future Vol, veh/h	5	114	108	119	90	14	145	103	161	9	146	96
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	4	0	4	4	0	4	0	3	0	3	0
Mvmt Flow	5	125	119	131	99	15	159	113	177	10	160	105
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15	16.1	26.1	15.4
HCM LOS	B	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	2%	53%	4%
Vol Thru, %	25%	50%	40%	58%
Vol Right, %	39%	48%	6%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	409	227	223	251
LT Vol	145	5	119	9
Through Vol	103	114	90	146
RT Vol	161	108	14	96
Lane Flow Rate	449	249	245	276
Geometry Grp	1	1	1	1
Degree of Util (X)	0.761	0.452	0.471	0.486
Departure Headway (Hd)	6.093	6.528	6.925	6.347
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	589	549	517	563
Service Time	4.162	4.615	5.012	4.43
HCM Lane V/C Ratio	0.762	0.454	0.474	0.49
HCM Control Delay	26.1	15	16.1	15.4
HCM Lane LOS	D	B	C	C
HCM 95th-tile Q	6.9	2.3	2.5	2.6

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

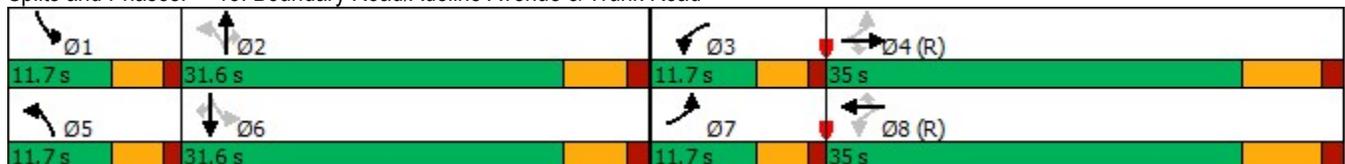
Queues
Total (2025) PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	768	232	67	602	166	173	125	66	147	90	98
Future Volume (vph)	134	768	232	67	602	166	173	125	66	147	90	98
Lane Group Flow (vph)	149	853	258	74	669	184	192	139	73	163	100	109
Turn Type	pm+pt	NA	Perm									
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag									
Lead-Lag Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.48	0.75	0.36	0.28	0.64	0.29	0.37	0.26	0.13	0.33	0.19	0.20
Control Delay	19.9	32.5	4.7	16.4	30.1	5.0	19.6	26.5	0.5	18.7	25.5	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	32.5	4.7	16.4	30.1	5.0	19.6	26.5	0.5	18.7	25.5	2.2
Queue Length 50th (m)	15.2	74.7	0.0	7.2	54.7	0.0	21.8	19.5	0.0	18.2	13.7	0.0
Queue Length 95th (m)	27.0	98.5	16.9	15.0	74.0	14.6	36.9	35.1	0.0	31.7	26.5	4.5
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	311	1137	715	263	1040	629	517	535	575	499	540	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.75	0.36	0.28	0.64	0.29	0.37	0.26	0.13	0.33	0.19	0.20

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road



92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

HCM Signalized Intersection Capacity Analysis
Total (2025) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	768	232	67	602	166	173	125	66	147	90	98
Future Volume (vph)	134	768	232	67	602	166	173	125	66	147	90	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3374	1615	1805	3343	1615	1752	1881	1615	1736	1900	1524
Flt Permitted	0.27	1.00	1.00	0.19	1.00	1.00	0.69	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	502	3374	1615	366	3343	1615	1277	1881	1615	1221	1900	1524
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	149	853	258	74	669	184	192	139	73	163	100	109
RTOR Reduction (vph)	0	0	174	0	0	127	0	0	52	0	0	78
Lane Group Flow (vph)	149	853	84	74	669	57	192	139	21	163	100	31
Heavy Vehicles (%)	2%	7%	0%	0%	8%	0%	3%	1%	0%	4%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Effective Green, g (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Actuated g/C Ratio	0.40	0.33	0.33	0.37	0.31	0.31	0.36	0.28	0.28	0.36	0.28	0.28
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	301	1102	527	226	1040	502	499	535	459	482	540	433
v/s Ratio Prot	c0.04	c0.25		0.02	0.20		c0.03	0.07		0.03	0.05	
v/s Ratio Perm	0.16		0.05	0.10		0.04	c0.11		0.01	0.10		0.02
v/c Ratio	0.50	0.77	0.16	0.33	0.64	0.11	0.38	0.26	0.05	0.34	0.19	0.07
Uniform Delay, d1	18.1	27.3	21.5	19.3	26.7	22.1	20.6	24.9	23.3	20.2	24.3	23.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	5.3	0.6	1.2	3.1	0.5	0.7	1.2	0.2	0.6	0.8	0.3
Delay (s)	19.8	32.6	22.2	20.5	29.8	22.6	21.2	26.1	23.5	20.8	25.1	23.8
Level of Service	B	C	C	C	C	C	C	C	C	C	C	C
Approach Delay (s)		29.0			27.6			23.3			22.8	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			27.0		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				22.4			
Intersection Capacity Utilization			67.8%		ICU Level of Service					C		
Analysis Period (min)			15									
c	Critical Lane Group											

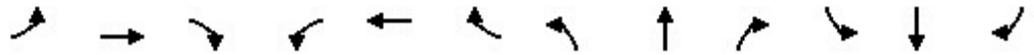
92 Manitou Drive
11: S Market Street & McNabb Street

HCM Unsignalized Intersection Capacity Analysis
Total (2030) AM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations			 			 	
Traffic Volume (veh/h)	35	266	1142	28	219	711	
Future Volume (Veh/h)	35	266	1142	28	219	711	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Hourly flow rate (vph)	42	320	1376	34	264	857	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	2350	705			1410		
vC1, stage 1 conf vol	1393						
vC2, stage 2 conf vol	956						
vCu, unblocked vol	2350	705			1410		
tC, single (s)	7.2	6.9			4.3		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.3		
p0 queue free %	54	16			39		
cM capacity (veh/h)	91	379			432		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	42	320	917	493	264	428	428
Volume Left	42	0	0	0	264	0	0
Volume Right	0	320	0	34	0	0	0
cSH	91	379	1700	1700	432	1700	1700
Volume to Capacity	0.46	0.84	0.54	0.29	0.61	0.25	0.25
Queue Length 95th (m)	15.7	63.0	0.0	0.0	31.8	0.0	0.0
Control Delay (s)	75.3	49.1	0.0	0.0	25.6	0.0	0.0
Lane LOS	F	E			D		
Approach Delay (s)	52.1		0.0		6.0		
Approach LOS	F						
Intersection Summary							
Average Delay			8.9				
Intersection Capacity Utilization			57.9%	ICU Level of Service	B		
Analysis Period (min)			15				

92 Manitou Drive
 13: Adeline Avenue & McNabb Street/Frontenac Street

HCM Unsignalized Intersection Capacity Analysis
 Total (2030) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	91	94	83	81	23	182	75	102	26	157	103
Future Volume (vph)	14	91	94	83	81	23	182	75	102	26	157	103
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	16	105	108	95	93	26	209	86	117	30	180	118

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	229	214	412	328
Volume Left (vph)	16	95	209	30
Volume Right (vph)	108	26	117	118
Hadj (s)	-0.22	0.11	-0.06	-0.16
Departure Headway (s)	6.5	6.9	6.1	6.1
Degree Utilization, x	0.42	0.41	0.69	0.56
Capacity (veh/h)	477	454	563	536
Control Delay (s)	14.1	14.6	21.7	16.7
Approach Delay (s)	14.1	14.6	21.7	16.7
Approach LOS	B	B	C	C

Intersection Summary			
Delay		17.5	
Level of Service		C	
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	91	94	83	81	23	182	75	102	26	157	103
Future Vol, veh/h	14	91	94	83	81	23	182	75	102	26	157	103
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	3	6	6	0	0	2	1	0	4	0
Mvmt Flow	16	105	108	95	93	26	209	86	117	30	180	118
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.9	14.5	21.3	16.4
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	7%	44%	9%
Vol Thru, %	21%	46%	43%	55%
Vol Right, %	28%	47%	12%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	359	199	187	286
LT Vol	182	14	83	26
Through Vol	75	91	81	157
RT Vol	102	94	23	103
Lane Flow Rate	413	229	215	329
Geometry Grp	1	1	1	1
Degree of Util (X)	0.688	0.408	0.407	0.552
Departure Headway (Hd)	5.998	6.427	6.823	6.044
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	602	558	524	595
Service Time	4.056	4.499	4.897	4.107
HCM Lane V/C Ratio	0.686	0.41	0.41	0.553
HCM Control Delay	21.3	13.9	14.5	16.4
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	5.4	2	2	3.4

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

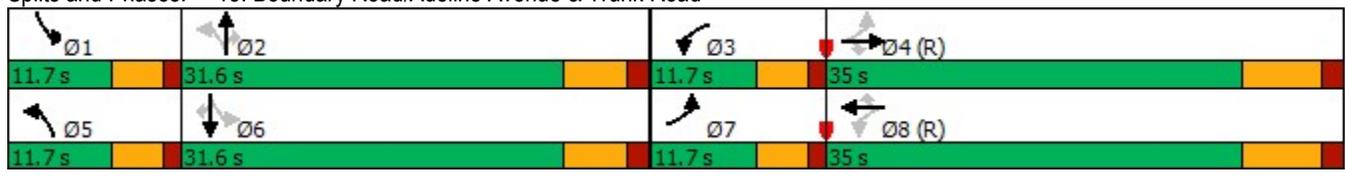
Queues
Total (2030) AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	784	184	70	687	167	286	180	80	119	101	108
Future Volume (vph)	141	784	184	70	687	167	286	180	80	119	101	108
Lane Group Flow (vph)	157	871	204	78	763	186	318	200	89	132	112	120
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.58	0.82	0.31	0.32	0.73	0.30	0.61	0.37	0.16	0.31	0.21	0.23
Control Delay	23.9	35.9	4.9	17.2	32.7	5.0	26.0	28.3	0.8	18.6	25.9	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	35.9	4.9	17.2	32.7	5.0	26.0	28.3	0.8	18.6	25.9	2.9
Queue Length 50th (m)	16.1	78.7	0.0	7.6	64.8	0.0	39.1	29.0	0.0	14.5	15.5	0.0
Queue Length 95th (m)	28.2	#114.2	15.3	15.7	86.3	14.6	61.6	48.6	0.8	26.7	29.1	6.6
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	271	1067	663	245	1040	630	519	535	545	424	529	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.82	0.31	0.32	0.73	0.30	0.61	0.37	0.16	0.31	0.21	0.23

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	784	184	70	687	167	286	180	80	119	101	108
Future Volume (vph)	141	784	184	70	687	167	286	180	80	119	101	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3167	1568	1719	3343	1615	1770	1881	1509	1626	1863	1417
Flt Permitted	0.21	1.00	1.00	0.18	1.00	1.00	0.68	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	391	3167	1568	330	3343	1615	1276	1881	1509	995	1863	1417
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	157	871	204	78	763	186	318	200	89	132	112	120
RTOR Reduction (vph)	0	0	137	0	0	128	0	0	64	0	0	86
Lane Group Flow (vph)	157	871	67	78	763	58	318	200	25	132	112	34
Heavy Vehicles (%)	3%	14%	3%	5%	8%	0%	2%	1%	7%	11%	2%	14%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Effective Green, g (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Actuated g/C Ratio	0.40	0.33	0.33	0.37	0.31	0.31	0.36	0.28	0.28	0.36	0.28	0.28
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	263	1034	512	209	1040	502	500	535	429	409	529	403
v/s Ratio Prot	c0.05	c0.28		0.02	0.23		c0.05	0.11		0.03	0.06	
v/s Ratio Perm	0.19		0.04	0.12		0.04	c0.18		0.02	0.09		0.02
v/c Ratio	0.60	0.84	0.13	0.37	0.73	0.12	0.64	0.37	0.06	0.32	0.21	0.08
Uniform Delay, d1	18.6	28.1	21.3	19.5	27.7	22.1	22.7	25.8	23.4	19.9	24.5	23.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.2	8.3	0.5	1.5	4.6	0.5	3.0	2.0	0.3	0.6	0.9	0.4
Delay (s)	22.8	36.5	21.8	21.0	32.3	22.6	25.7	27.8	23.7	20.6	25.4	24.0
Level of Service	C	D	C	C	C	C	C	C	C	C	C	C
Approach Delay (s)		32.3			29.7			26.1			23.2	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.3	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				22.4				
Intersection Capacity Utilization			74.5%	ICU Level of Service				D				
Analysis Period (min)			15									
c Critical Lane Group												

92 Manitou Drive
 11: S Market Street & McNabb Street

HCM Unsignalized Intersection Capacity Analysis
 Total (2030) PM Peak Hour

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations			 			 	
Traffic Volume (veh/h)	22	290	599	29	246	728	
Future Volume (Veh/h)	22	290	599	29	246	728	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	24	319	658	32	270	800	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			None			
Median storage veh	2						
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	1614	345			690		
vC1, stage 1 conf vol	674						
vC2, stage 2 conf vol	940						
vCu, unblocked vol	1614	345			690		
tC, single (s)	7.2	6.9			4.1		
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.3			2.2		
p0 queue free %	87	51			70		
cM capacity (veh/h)	192	651			907		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	24	319	439	251	270	400	400
Volume Left	24	0	0	0	270	0	0
Volume Right	0	319	0	32	0	0	0
cSH	192	651	1700	1700	907	1700	1700
Volume to Capacity	0.13	0.49	0.26	0.15	0.30	0.24	0.24
Queue Length 95th (m)	3.4	21.6	0.0	0.0	10.0	0.0	0.0
Control Delay (s)	26.4	15.7	0.0	0.0	10.6	0.0	0.0
Lane LOS	D	C			B		
Approach Delay (s)	16.5		0.0		2.7		
Approach LOS	C						
Intersection Summary							
Average Delay			4.1				
Intersection Capacity Utilization			44.4%	ICU Level of Service	A		
Analysis Period (min)			15				

92 Manitou Drive
 13: Adeline Avenue & McNabb Street/Frontenac Street

HCM Unsignalized Intersection Capacity Analysis
 Total (2030) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	6	125	120	131	100	15	161	112	178	10	160	105
Future Volume (vph)	6	125	120	131	100	15	161	112	178	10	160	105
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	7	137	132	144	110	16	177	123	196	11	176	115

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	276	270	496	302
Volume Left (vph)	7	144	177	11
Volume Right (vph)	132	16	196	115
Hadj (s)	-0.25	0.14	-0.12	-0.19
Departure Headway (s)	7.4	7.8	6.7	7.2
Degree Utilization, x	0.57	0.58	0.93	0.60
Capacity (veh/h)	447	428	524	466
Control Delay (s)	19.6	21.0	49.4	20.6
Approach Delay (s)	19.6	21.0	49.4	20.6
Approach LOS	C	C	E	C

Intersection Summary			
Delay		31.1	
Level of Service		D	
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	30.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	125	120	131	100	15	161	112	178	10	160	105
Future Vol, veh/h	6	125	120	131	100	15	161	112	178	10	160	105
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	4	0	4	4	0	4	0	3	0	3	0
Mvmt Flow	7	137	132	144	110	16	177	123	196	11	176	115
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19.2	20.8	48.1	20.2
HCM LOS	C	C	E	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	2%	53%	4%
Vol Thru, %	25%	50%	41%	58%
Vol Right, %	39%	48%	6%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	451	251	246	275
LT Vol	161	6	131	10
Through Vol	112	125	100	160
RT Vol	178	120	15	105
Lane Flow Rate	496	276	270	302
Geometry Grp	1	1	1	1
Degree of Util (X)	0.922	0.557	0.576	0.595
Departure Headway (Hd)	6.697	7.275	7.671	7.089
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	540	494	468	505
Service Time	4.772	5.366	5.762	5.177
HCM Lane V/C Ratio	0.919	0.559	0.577	0.598
HCM Control Delay	48.1	19.2	20.8	20.2
HCM Lane LOS	E	C	C	C
HCM 95th-tile Q	11.2	3.4	3.6	3.8

92 Manitou Drive
18: Boundary Road/Adeline Avenue & Trunk Road

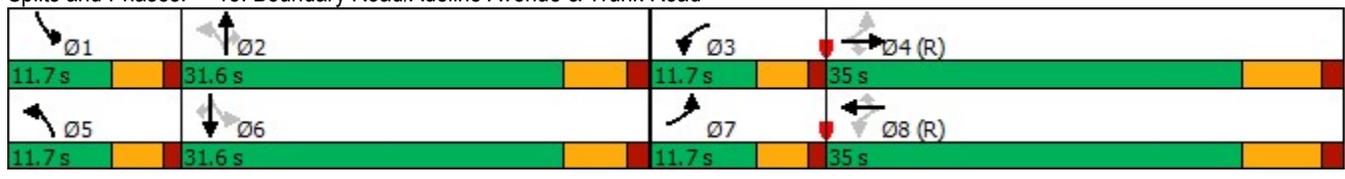
Queues
Total (2030) PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	847	257	73	664	183	191	138	73	162	99	108
Future Volume (vph)	147	847	257	73	664	183	191	138	73	162	99	108
Lane Group Flow (vph)	163	941	286	81	738	203	212	153	81	180	110	120
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.7	34.0	34.0	11.7	34.0	34.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (s)	11.7	35.0	35.0	11.7	35.0	35.0	11.7	31.6	31.6	11.7	31.6	31.6
Total Split (%)	13.0%	38.9%	38.9%	13.0%	38.9%	38.9%	13.0%	35.1%	35.1%	13.0%	35.1%	35.1%
Yellow Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	3.5	4.3	4.3	3.5	4.3	4.3
All-Red Time (s)	1.2	1.6	1.6	1.2	1.6	1.6	1.2	1.7	1.7	1.2	1.7	1.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
v/c Ratio	0.57	0.83	0.40	0.35	0.71	0.32	0.41	0.29	0.14	0.36	0.20	0.22
Control Delay	23.4	36.1	5.9	17.9	31.9	5.0	20.4	26.9	0.5	19.4	25.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	36.1	5.9	17.9	31.9	5.0	20.4	26.9	0.5	19.4	25.7	2.8
Queue Length 50th (m)	16.8	85.4	2.8	7.9	62.0	0.0	24.4	21.7	0.0	20.3	15.2	0.0
Queue Length 95th (m)	29.2	#122.6	20.9	16.2	83.1	15.1	40.6	38.1	0.0	34.9	28.5	6.6
Internal Link Dist (m)		377.2			538.4			320.8			33.3	
Turn Bay Length (m)	65.0		55.0	45.0		55.0	45.0		35.0			
Base Capacity (vph)	284	1137	719	233	1040	642	514	535	575	495	540	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.83	0.40	0.35	0.71	0.32	0.41	0.29	0.14	0.36	0.20	0.22

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Boundary Road/Adeline Avenue & Trunk Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	847	257	73	664	183	191	138	73	162	99	108
Future Volume (vph)	147	847	257	73	664	183	191	138	73	162	99	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3374	1615	1805	3343	1615	1752	1881	1615	1736	1900	1524
Flt Permitted	0.23	1.00	1.00	0.15	1.00	1.00	0.69	1.00	1.00	0.66	1.00	1.00
Satd. Flow (perm)	422	3374	1615	276	3343	1615	1266	1881	1615	1205	1900	1524
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	163	941	286	81	738	203	212	153	81	180	110	120
RTOR Reduction (vph)	0	0	178	0	0	140	0	0	58	0	0	86
Lane Group Flow (vph)	163	941	108	81	738	63	212	153	23	180	110	34
Heavy Vehicles (%)	2%	7%	0%	0%	8%	0%	3%	1%	0%	4%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Effective Green, g (s)	36.4	29.4	29.4	33.6	28.0	28.0	32.6	25.6	25.6	32.6	25.6	25.6
Actuated g/C Ratio	0.40	0.33	0.33	0.37	0.31	0.31	0.36	0.28	0.28	0.36	0.28	0.28
Clearance Time (s)	4.7	7.0	7.0	4.7	7.0	7.0	4.7	6.0	6.0	4.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	275	1102	527	198	1040	502	496	535	459	477	540	433
v/s Ratio Prot	c0.05	c0.28		0.03	0.22		c0.03	0.08		0.03	0.06	
v/s Ratio Perm	0.19		0.07	0.13		0.04	c0.12		0.01	0.11		0.02
v/c Ratio	0.59	0.85	0.21	0.41	0.71	0.13	0.43	0.29	0.05	0.38	0.20	0.08
Uniform Delay, d1	18.5	28.3	21.9	19.9	27.4	22.2	20.8	25.1	23.4	20.4	24.5	23.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.0	8.5	0.9	1.9	4.1	0.5	0.8	1.3	0.2	0.7	0.9	0.4
Delay (s)	22.5	36.8	22.7	21.8	31.5	22.7	21.6	26.4	23.6	21.1	25.3	23.9
Level of Service	C	D	C	C	C	C	C	C	C	C	C	C
Approach Delay (s)		32.2			29.0			23.6			23.1	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.9		HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)			22.4				
Intersection Capacity Utilization			71.0%		ICU Level of Service			C				
Analysis Period (min)			15									
c	Critical Lane Group											

Appendix F – MTO Left Turn Warrant

**Adeline Avenue / McNabb Street &
Frontenac Street**

Existing 2030 - Southbound

Weekday PM Peak

Exhibit 9A-2

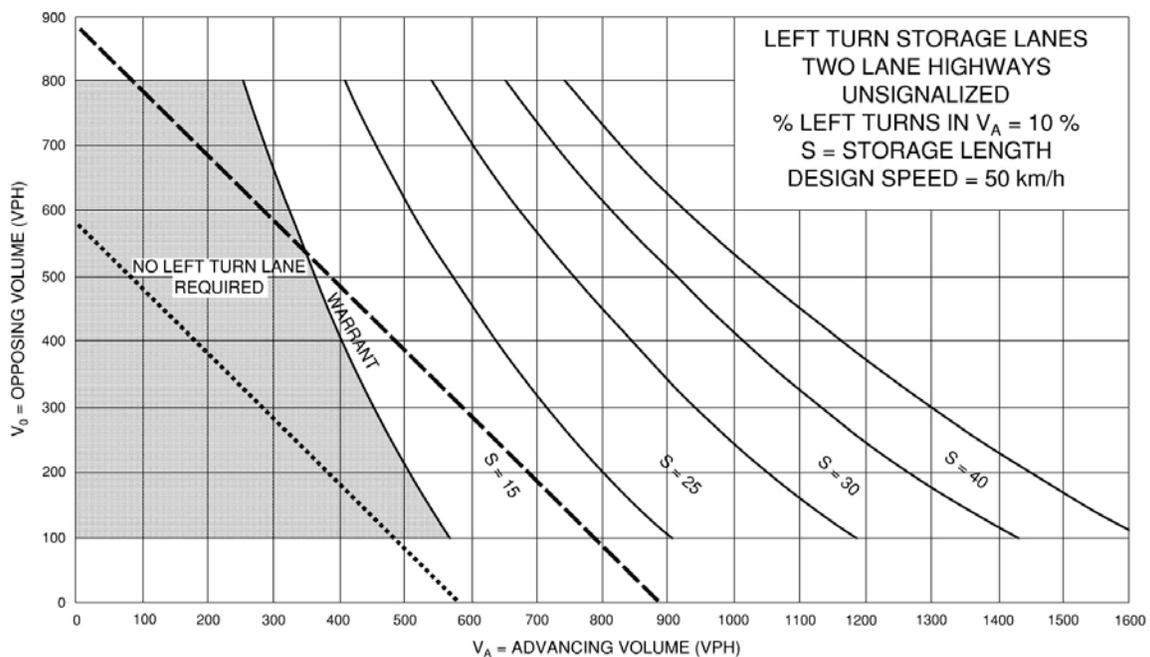
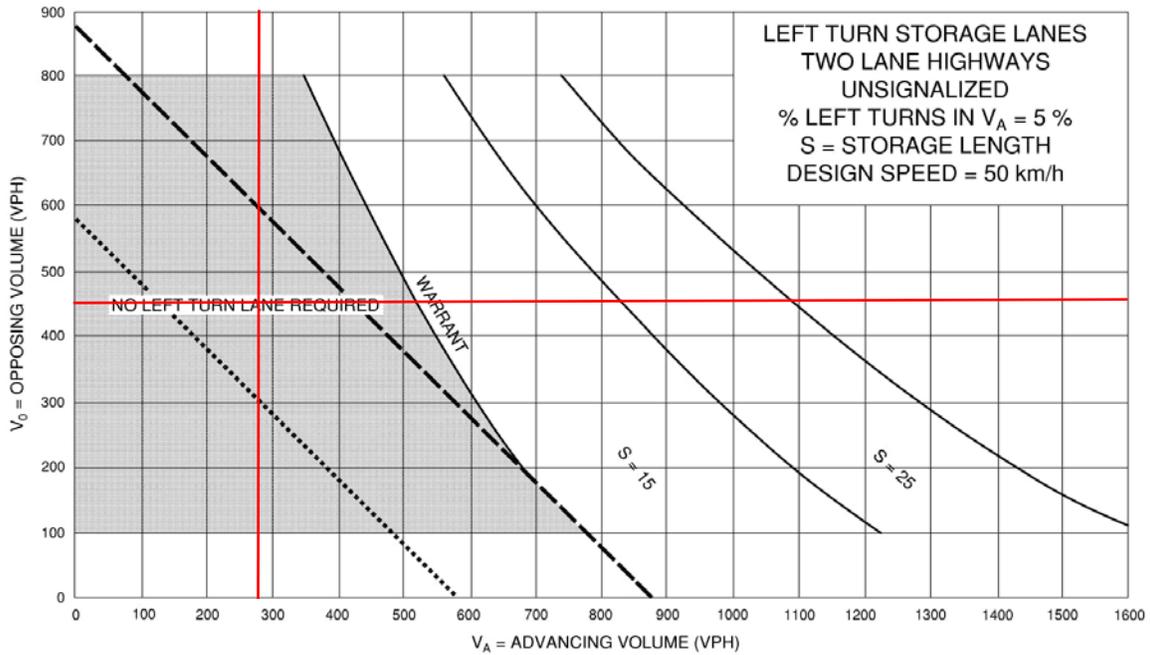
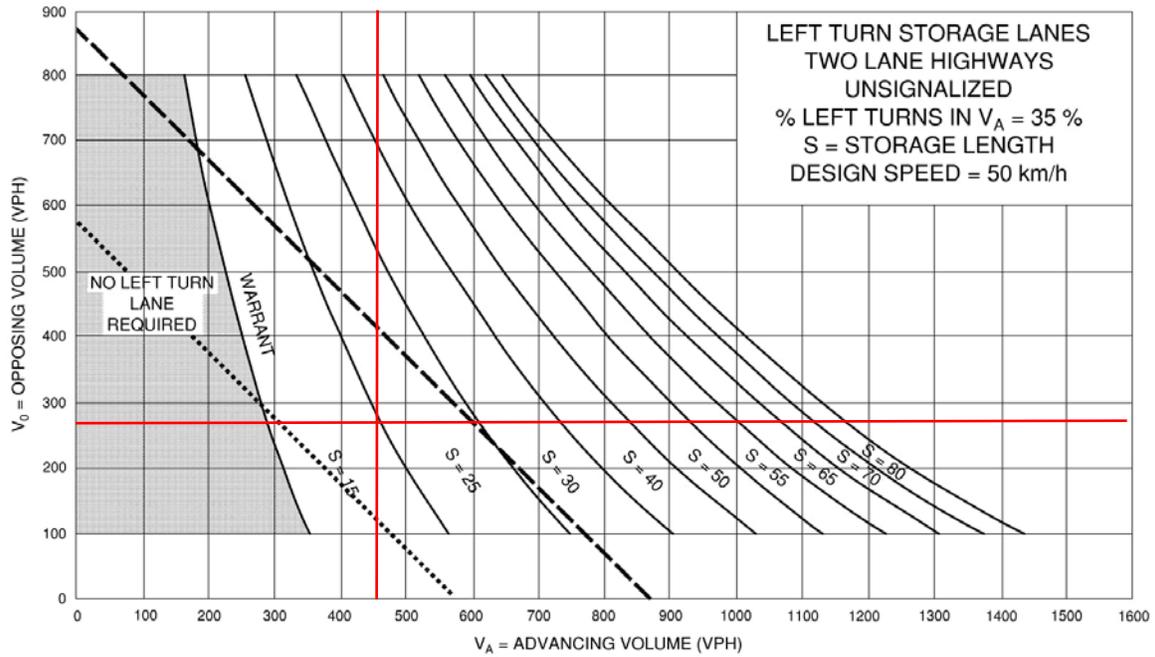
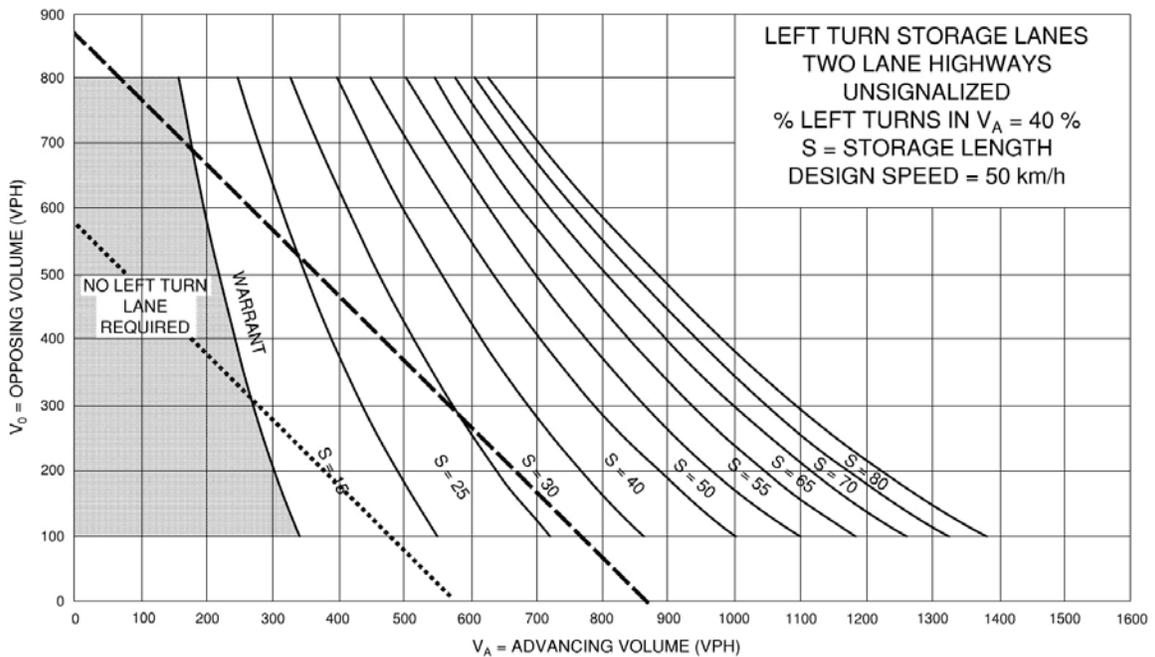


Exhibit 9A-5



- TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW
- TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS



Appendix G – OTM Signal Justification Sheets

Justification No. 7 - 2030 Total Traffic (Critical Case)

Adeline Avenue / McNabb Street & Frontenac Street

Justification	Description	Rest. Flow	Compliance		Entire %	Signal Warrant	Underground Provisions Warrant
			Sectional				
			Numerical	%			
1. Minimum Vehicluar Volume	A. Vehicle volume, all aproaches (average hour)	720	564	78%	65%	NO	NO
	B. Vehicle volume, along minor streets (average hour)	170	343	202%		YES	YES
2. Delay to cross traffic	A. Vehicle volume, major street (average hour)	720	158	22%	18%	NO	NO
	B. Combined vehicle and pedestrian volume crossing artery from minor streets (average hour)	75	174	232%		YES	YES

Justification No. 7 - 2030 Total Traffic (Critical Case)

South Market Street / McNabb Street

Justification	Description	Rest. Flow	Compliance		Entire %	Signal Warrant	Underground Provisions Warrant
			Sectional				
			Numerical	%			
1. Minimum Vehicluar Volume	A. Vehicle volume, all aproaches (average hour)	900	1078	120%	50%	NO	YES
	B. Vehicle volume, along minor streets (average hour)	255	153	60%		NO	NO
2. Delay to cross traffic	A. Vehicle volume, major street (average hour)	900	911	101%	7%	NO	YES
	B. Combined vehicle and pedestrian volume crossing artery from minor streets (average hour)	170	14	8%		NO	NO



March 21, 2022

Peter Tonazzo
Director of Planning & Enterprise Services

SUBJECT: Request for an amendment to the Zoning By-law - A-5-23-Z and 57T-23-501 92 Manitou Drive (Manitou Developments Inc.)

Dear Mr. Tonazzo,

The Accessibility Advisory Committee makes the following recommendations in respect of barriers to access for person with disabilities on the subject rezoning application.

Exterior

1. Parking: Ensure accessible parking complies with Zoning by-law for accessible parking layout and numbers
2. Walkways & Sidewalks:
3. Curb Cuts:
4. Ramping:
5. Transit Access: Please maintain drive through lane for Parabus access. If not able to maintain drive through lane, Transit must be consulted.
6. Lighting:
7. Signage: Ensure accessible parking signage complies with Highway Traffic Act
8. Other: AAC would like to review the site plan detail for the apartment buildings when they become available.

Sincerely,

A handwritten signature in black ink that reads 'Derrick Lavallee'.

Derrick Lavallee
Chair, Site Plan Sub Committee

A handwritten signature in black ink that reads 'Diane Morrell'.

Diane Morrell
Accessibility Coordinator

Jonathan Kircal

From: circulations@wsp.com
Sent: Tuesday, July 4, 2023 10:23 AM
To: Jonathan Kircal
Subject: ZBLA (A-5-23-Z) and Draft Plan of Subdivision (57T-23-501); 92 Manitou Dr., Sault Ste. Marie

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.

2023-07-04

Jonathan Kircal

Sault Ste. Marie
Sault Ste. Marie, Ontario, P6A 5N1

Attention: Jonathan Kircal

**Re: ZBLA (A-5-23-Z) and Draft Plan of Subdivision (57T-23-501); 92 Manitou Dr., Sault Ste. Marie;
Your File No. A-5-23-Z,57T-23-501**

To Whom this May Concern,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, **all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Juan Corvalan
Senior Manager - Municipal Liaison
Email: planninganddevelopment@bell.ca

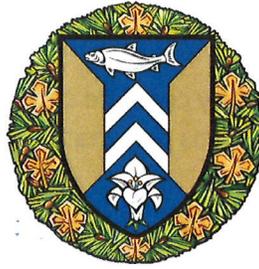
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-LAEmHhHzdJzBITWfa4Hgs7pbkI

For 92 Manitou Dr, I would need to be circulated should the zoning change be approved and the subdivision moves forward please.

Ray Theriault
Delivery Services Officer
613-793-2293
Raynald.theriault@canadapost.ca



2023 06 30

MEMO TO: Peter Tonazzo, RPP
Director of Planning

RE: A-5-23-Z & 57T-23-501
92 Manitou Drive
Manitou Developments Inc

The Engineering Services Division has reviewed the above noted application and provides the following:

- The applicant must enter into a Lot Development Agreement with the City for the installation of new services. All costs shall be attributable to the applicant;
- Plans and specifications showing final site grading and servicing should be reviewed and approved by the Director of Engineering or his designate. Lot grading plans should show existing contours, proposed grades, and buildable area for each lot. As constructed drawings should be modified to show only final grades;
- The applicant will be required to install the services for each lot and then re-pave the portion of the road that was excavated during the installation of services. Individual patches for each service connection will not be acceptable;
- A Preliminary Servicing Study was carried out by the applicant's consulting engineer. As per this study, there is sufficient capacity in the downstream sanitary sewer to accommodate the flows generated from the proposed R3 properties. Additional analysis is required to ensure that downstream capacity can be accommodated for the proposed R4 properties;
- A Conceptual Stormwater Management Plan was completed by the applicant's consulting engineer and post development flows for the proposed R3 properties will not exceed pre development flows for storms up to and including the 100-year event. Additional analysis is required to ensure that post development flows do not not exceed pre-development flows for storm events up to and including the 100-year storm and the regional storm for the proposed R4 properties;
- The applicant shall submit soil tests by an independent testing laboratory on the stability of the soil and its ability to sustain superimposed loads from building and filling operations

and to furnish at no cost to the City certified copies of the results thereof for examination by the Director of Engineering or his designate;

- A Traffic Impact Study was conducted by JD Northcote Engineering to evaluate potential traffic impacts due to the development. The report concluded that increased traffic will not add significant delay or congestion to the roadway network. City Traffic Engineering and Operations staff will take the minor recommendations provided in the report into consideration for future implementations where deemed appropriate;
- It is recommended that the property be subject to Site Plan Control to ensure servicing and drainage is addressed to the satisfaction of the Director of Engineering or his designate; and
- No work shall be commenced without the approval of the Director of Engineering or his designate. Any work which requires approvals from the City and the Ministry of the Environment, Conservation and Parks shall not commence until such approvals and agreements are endorsed.



Dan Perri, P.Eng.
Municipal Services & Design Engineer
Public Works and Engineering Services
705.759.5329
d.perri@cityssm.on.ca

DP/

c. Susan Hamilton Beach P.Eng., Public Works
Carl Rumiell, P.Eng., Engineering Services

July 11, 2023

Peter Tonazzo
Director of Planning
The Corporation of the
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 5X6

Email: s.perri@cityssm.on.ca

Dear Peter:

Re: Manitou Dr [92] – Application No. #A-5-23-Z and 57T-23-501

With regards to the above referenced rezoning application, please refer to the below comments:

PUC Distribution Inc. (Electric Utility)

- No concerns with the proposed rezoning.
- Any existing easements and infrastructure are to remain or be re-evaluated when a detailed site plan is provided.
- It is recommended that the owner contact PUC well in advance of finalizing their design to discuss electrical servicing requirements of the proposed development.

Public Utilities Commission of the City of Sault Ste. Marie (Water Utility)

- No concerns with the proposed rezoning.
- Please provide updated site servicing plans showing proposed services, existing services, and property boundaries.
- Any existing easements and infrastructure are to remain or be re-evaluated when a detailed site plan is provided.
- It is recommended that the owner contact PUC (Matt Ritchie) well in advance of finalizing their design to discuss water servicing requirements for the proposed development.

Yours truly,
PUC Services Inc.



Mitchell Paradis, P.Eng.
Manager, Electrical Engineering

MP*km

PUC SERVICES INC.

Page 1 of 1

Dear Mayor and City Councillor's,

I am a concerned long standing homeowner of 47 Jean Avenue in Manitou Park. I grew up in the Park and returned to raise my family in Manitou Park 28 year ago.

I am petitioning to stop the rezoning of 94 Manitou Park to an R4 zone. I believe the rezoning will change the character of the neighborhood, leading to more people, higher traffic concerns, safety issues, noise, as well as a possible reduction in property values.

Regards,

Heather Bentson

Dear Mayor and City Councillor's,

I am a concerned long standing homeowner (since 1958) of 71 Wiber Street in Manitou Park.

I am petitioning to stop the rezoning of 94 Manitou Park to an R4 zone. I believe the rezoning will change the character of the neighborhood, leading to more people, higher traffic concerns, safety issues, noise, as well as a possible reduction in property values.

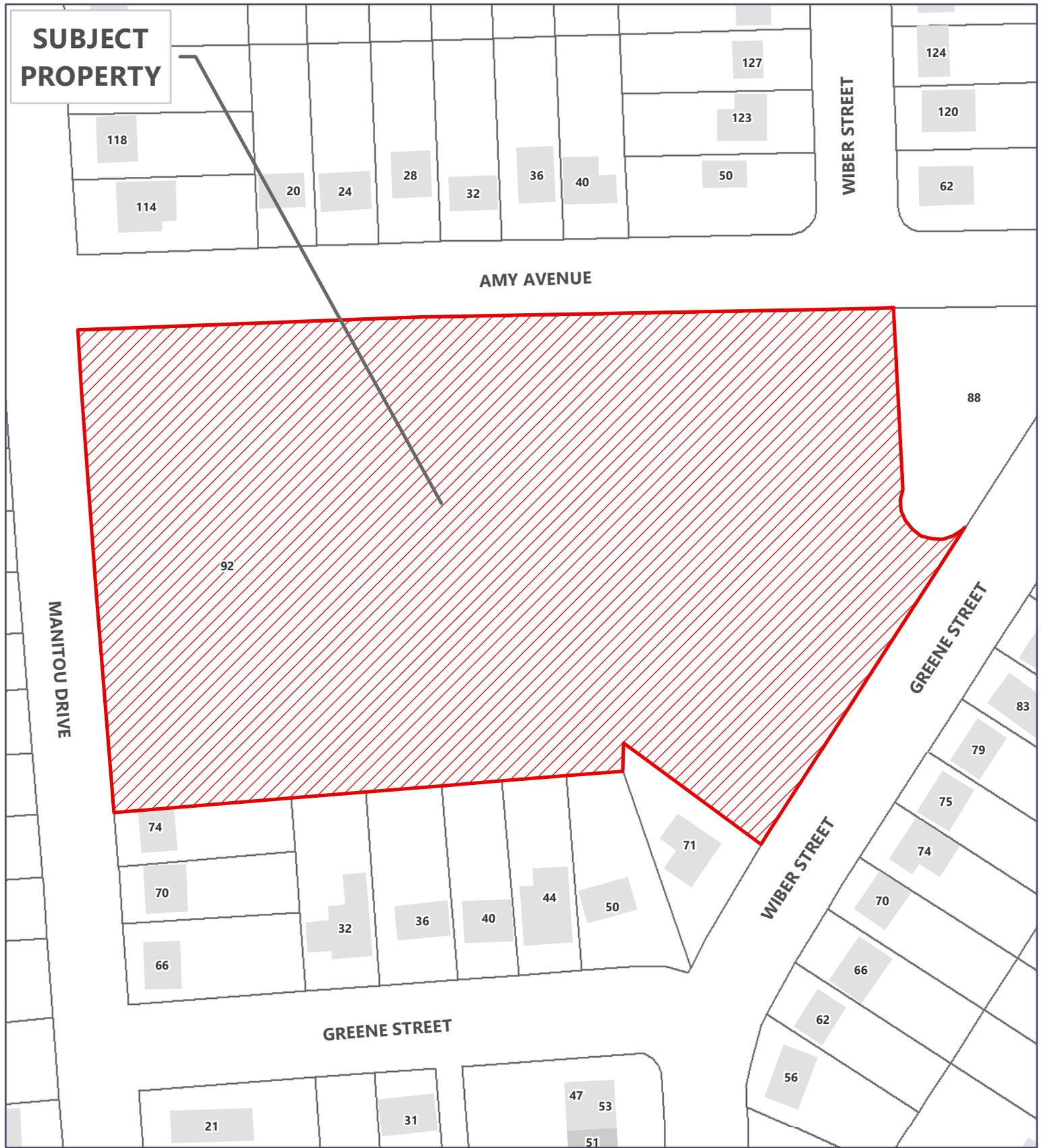
Regards,

Lois Bentson

Please stop the rezoning of 94 Manitou park to an R4 zone. Thanks

Unidentified Name

**SUBJECT
PROPERTY**



Application A-5-23-Z: Subject Property

Property Information



Planning and Enterprise Services

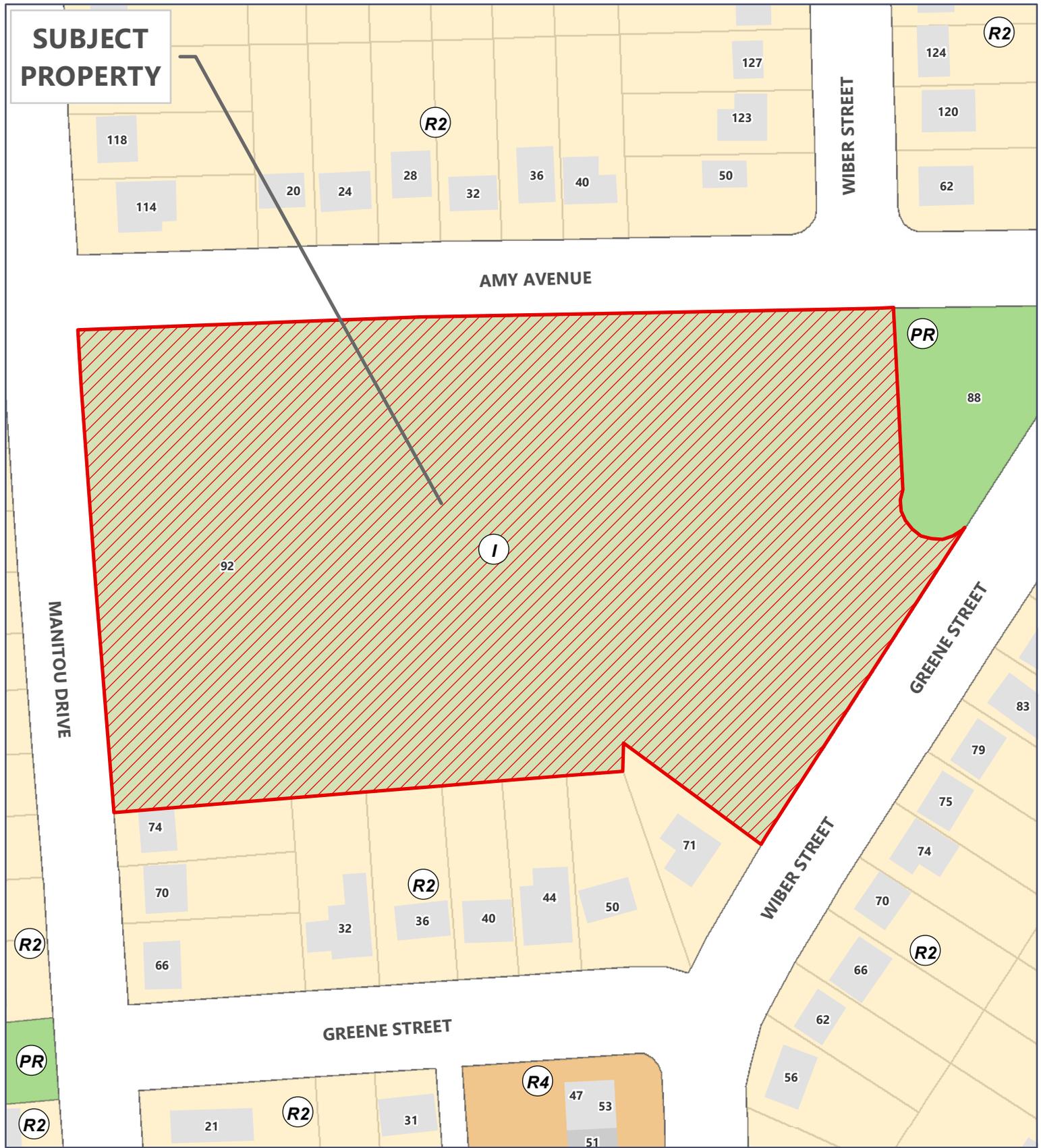
Community Development and Enterprise
Services Department
99 Foster Drive, Sault Ste Marie, ON P6A 5X6
saultstemarie.ca | 705-759-5368 | planning@cityssm.on.ca

-  Subject Property: 92 Manitou Drive
-  Parcel Fabric

Civic Address: 92 Manitou Drive
Roll No.: 030002032000000
Map No.: 46/1-65
Date Created: June 26, 2023



SUBJECT PROPERTY



Application A-5-23-Z: Existing Zoning

Property Information

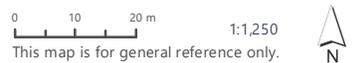


Planning and Enterprise Services

Community Development and Enterprise Services Department
 99 Foster Drive, Sault Ste Marie, ON P6A 5X6
 saultstmarie.ca | 705-759-5368 | planning@cityssm.on.ca

- Subject Property: 92 Manitou Drive
- Parcel Fabric
- C1 - Traditional Commercial Zone
- C2 - Central Commercial Zone
- CT2 - Commercial Transitional Zone
- C3 - Riverfront Zone; C3hp
- C4 - General Commercial Zone; C4hp
- C5 - Shopping Centre Zone
- HZ - Highway Zone
- M1 - Light Industrial Zone
- M2 - Medium Industrial Zone; M2hp
- M3 - Heavy Industrial Zone
- R1 - Estate Residential Zone
- R2 - Single Detached Residential Zone; R2hp
- R3 - Low Density Residential Zone
- R4 - Medium Density Residential Zone
- R5 - High Density Residential Zone
- R6 - Mobile Home Residential Zone
- I - Institutional Zone
- EM - Environmental Management Zone
- PR - Parks and Recreation Zone
- RA - Rural Area Zone
- RP - Rural Precambrian Uplands Zone
- REX - Rural Aggregate Extraction Zone
- A - Airport Zone
- Named Use - Commercial Dock

Civic Address: 92 Manitou Drive
 Roll No.: 030002032000000
 Map No.: 46/1-65
 Date Created: June 26, 2023



1:1,250
 This map is for general reference only.



NOTICE OF APPLICATION & PUBLIC MEETING

92 Manitou Drive

Application No.: A-5-23-Z and 57T-23-501
Applicant: Manitou Developments Inc.

Date: Monday, July 31, 2023
Time: 5:00 PM

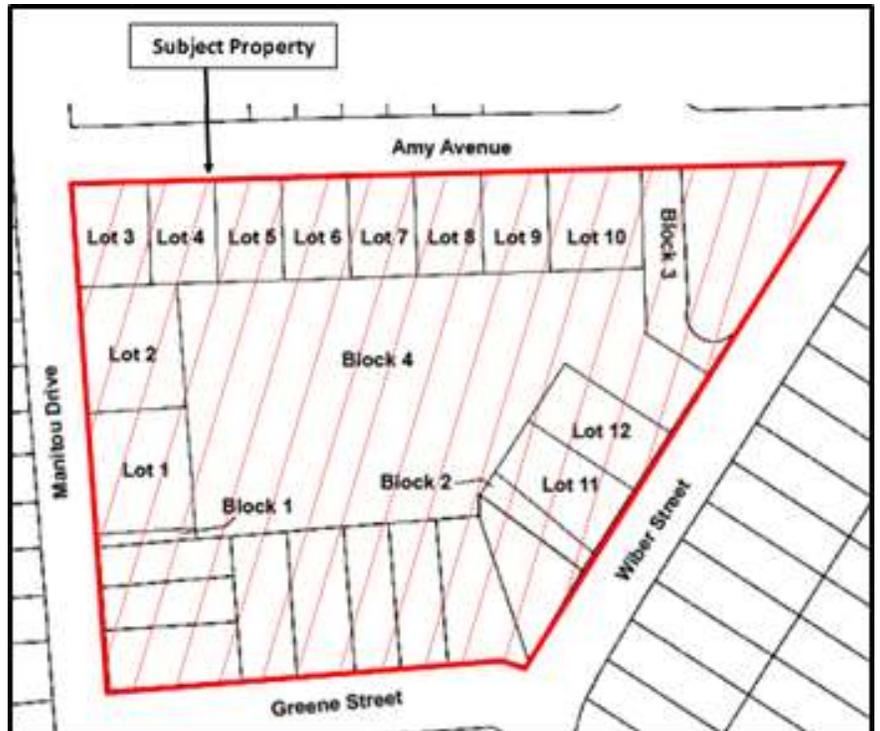
Location: City of Sault Ste. Marie
Civic Centre, Council Chambers
99 Foster Drive

PURPOSE

The applicant is requesting approval of a draft plan of subdivision and rezoning of the subject property to facilitate the development of a 13 lot subdivision consisting of 12 Low Density Residential Zone (R3) lots, 1 Medium Density residential Zone (R4) lot, 2 blocks for pedestrian access and 1 block to be transferred to the City for parkland dedication purposes. The 12 R3 lots are intended for the construction of semi-detached and multiple attached dwellings and the R4 parcel is intended for 2 10-unit, 3-storey apartment buildings.

PROPOSED CHANGE

The following approvals have been requested:



Approve a Draft Plan of Subdivision to create 12 low-density residential lots (Lots 1-12), 1 block for medium density residential development (Block 4), in addition to two blocks for pedestrian access (Blocks 1, 2), and 1 block to be transferred to the City as part of Parkland Dedication Requirements (Block 3)

Rezone the subject property in the following manner:

Lots 1 to 12: Rezone from Institutional Zone (I) to Low Density Residential Zone (R3.S) with the following special exceptions:

- Reduce the front yard setback from 7.5 metres to 6 metres for Lots 1, 4, 6 and 8;
- Reduce the required number of parking spaces from 1.25 to 1 space for any semi-detached dwelling unit; and
- Permit one parking space in an exterior side yard setback for Lot 3.

Blocks 1, 2 and 4: Rezone from Institutional Zone (I) to Medium Density Residential Zone (R4.S) with the following special exceptions:

- Restrict the number of dwelling units to no greater than 20 units; and
- Restrict the height of any apartment building to no greater than 3 storeys.

Block 3: Rezone from Institutional Zone (I) to Parks and Recreation Zone (PR).

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, July 31, 2023 at 5:00 p.m. to consider a Zoning By-law Amendment (under sections 34 and 51 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 may do so electronically or in person. Electronic participants must contact the City Clerk at cityclerk@cityssm.on.ca or 705-759-5388 to register as a presenter. Registered presenters will be provided with instructions as to how to join the meeting in

advance Any written submissions received in advance of the meeting will be included with Council's Agenda.

MORE INFORMATION

The application may be reviewed upon request. The report of the Planning Division will be available on Friday, July 28, 2023 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, July 31, 2023**.

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 Ontario Land 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 Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

Hello,

I am contacting you today as a resident of Manitou Park who is in support of development in our neighbourhood. The current 92 Manitou Drive lot is a prime location for development in a residential neighbourhood that has not seen significant development in years. The lot is currently zoned institutional and is unlikely to see development of that caliber. I feel the rezoning for residential development is a no brainer.

The property is directly on a public transit route, has access to walking trails, is about 1KM away from the hub trail and is within walking distance a new pharmacy, restaurants, grocery and more. The location has multiple traffic routes into the neighbourhood so the burden is not all on one residential street.

With goals of growth and a need for housing, existing residential neighbourhoods such as ours should be looked at. The current lot is somewhat of an eyesore and is a burden to maintain in the current state. An investment into this neighbourhood would help to clean it up and could inspire neighbouring houses to put investment or time into the curb appeal of their own properties.

It is with some optimism, that I encourage all parties involved to plan for and encourage a development that will be built to a certain standard and set at a certain price point, to diversify the neighbourhood, offer accessible units that may be a longterm solution to housing for the aging population, and attract middle-class or mid-level-income earners to ensure the neighbourhood continues to be a sought after area for families.

I ask city council to strongly consider the support of this investment and development and I am happy to speak further as a resident who supports this project.

Thank you,

Derek Jackson
176 Manitou Drive

Email Communication

As a tax payer and resident of Manitou Park .. myself and my husband are more concerned about the 'safety' aspect of allowing so many units to be built on this site.

We live on the last street, Corey Ave.

IF the oil tanks located near us were ever to take fire [never say never] we would have only ONE [1] exit to escape by ... which would be by way of Adeline .. AND if there are another 100 plus cars trying to exit as well ... where does that leave us at the back of Manitou Park?

We have lived here for 51 years and have enjoyed a quiet , peaceful neighbourhood .. can you really justify SO many more housing units in such a small area?

Trusting you will consider our concern ..

Bill and Gloria Mifflin

Hello council members of Sault Ste Marie,

My name is Jasmine Haines.

I respect your time and will try to keep this brief.
I have concerns with the idea of rezoning 92 Manitou Park.

I recently bought a home near here with one of the reasons being the neighbour hood. It is quiet and safe for my young children near this park. I don't want my children's safety at risk with busier roads. I also think it is not right to reduce the value of peoples homes by building apartment buildings. It would also look strange to have random apartment buildings in the middle of this neighbour hood.

I believe it is a great opportunity however.
The soccer field could be brought back to life and even a tennis court or track to encourage exercise. With the reserve close by, a local native artist could create a beautiful large art piece and or play structure. It's such a nice neighborhood. I do believe rezoning the area to R4 would change the character of the community.

Please consider these concerns and thank you for your time.

Jasmine Haines, a concerned young mom.

92 Manitou Drive Project

Concerns with planned subdivision:

- Front yard and rear yard setbacks should not be allowed. This will detract from the symmetry and character of the existing subdivision. With no firm plan in place for Block 4, there is ample space to leave these setbacks at the normal required distances. The plan calls for reducing parking spaces to 1 space from 1.25 spaces. This should not be allowed either.
- Side yard set-backs should not be reduced either as it will create snow removal issues in the winter when people try to clear driveways without putting snow on the street or on other peoples property.
- Most families have more than one vehicle in todays world. With short single car driveways, it will be difficult to park more than one vehicle in the space. This will result in on-street parking and traffic congesting on the streets, which is a safety concern. With the proposed 29 units, not counting the apartment building, there is the potential for 29 more vehicles using the street, and if each unit has two vehicles this would mean an additional 29 vehicles for a total of 58 vehicles. The street is Class C paving. Is it designed to handle the extra traffic and is it going to stand up?
- The subdivision is at least 75+ years old. Was the infrastructure in the existing subdivision designed to handle the extra traffic on the streets and is the sewer system designed to handle the load on it?
- How can I get a copy of the sewer study? I do not believe that, as stated at the meeting, that 300 kids in a school generate the amount of sewage that will be generated by this project. With 29 units and possibly 100+ people that are showering/bathing, washing laundry and dishes and flushing toilets. Tulloch stated that the sewers would be fine based on the school telling them how many kids went there.
- Tulloch also stated that traffic surveys indicated the extra traffic from this project would have no effect on existing traffic flow. How can I get a copy of the traffic study Tulloch did? I don't know what time of day or where the study was done but I do not believe there will be no impact on local traffic movement as I drive in and out of the park regularly and see the traffic back-ups and congestion that exists now. Without traffic control at the intersection of Lower McNabb, upper McNabb and South Market Street there is major traffic congestion there now both going west on McNabb and trying to turn east onto lower McNabb.
- Because of very poor drainage for storm water and snow melt runoff Amy Avenue floods now after heavy rains and in the spring. What effect is this project going to have on the area if the areas are paved. This will prevent water from soaking in and cause more flooding.

- This project will have a significant impact on existing property values as the sale price of the units is said to be in the range of \$400,000 plus each. This will trigger a reassessment of the existing homes and our property taxes will skyrocket as assessment takes the price of homes in the immediate area into account when putting a value on a home.
- Because there is a recurring brown water problem in this area each time the water system is disturbed, are existing homes going to be plagued with brown water once construction begins, and then again when tie-ins to the water system for this project take place?
- All costs resulting from any required infrastructure upgrades should be the Developers responsibility rather than forcing the existing homeowners to cover the costs.
- If and when a hold category is placed on Block 4 as the developers said they wanted to do, and a plan is submitted to the Planning Dept in the future, are the residents going to be given the opportunity to attend another information session and ask questions and air their concerns as we were with this proposal, or will it be strictly up to the city to decide?

Michael Nelson

92 Manitou Drive

Application No. : A-5-23-Z and 57T-23-501

Follow-up Comments to previous E-Mail of June 2, 2023: Concerns with Planned Subdivision :

- Rezoning of 92 Manitou Drive to R4 to allow for the construction of two 3 storey apartment buildings should not be permitted. These apartment buildings do not conform to the design and character of this subdivision.
- As there are no current plans in place regarding when or even if this project will be completed, there is no need to permit the R4 rezoning at this time.
- If it ever goes ahead, the apartment buildings should be limited to a maximum of two storeys maximum height.
- The subdivision consists of one and two storey single-family detached homes that provide a quiet, open and airy environment to live in. The construction of two apartment buildings in the centre of this development would block the view of neighbours and the neighborhood, and generally degrade the character and environment of the subdivision.
- The estimated construction time-line for this project is between 3 and 7 years. That means our quiet neighborhood is going to be turned into a major construction area for this period. This will create constant noise, dust, road closures and reduced lanes, traffic tie-ups and constant shaking and vibration from heavy equipment usage.
- Currently, there are no apartment buildings in Manitou Park proper. The one 3 story apartment building located approximately three and a half blocks away, on the south west corner of Manitou Park Subdivision, has commercial/industrial areas as neighbours across the streets. This 3 story building's roof design makes it equivalent to a 4 story building in height, which would be unacceptable in the current development area.
- This development will also add to the traffic congestion that already exists in the area of McNabb St., South Market St., Boundary Rd. and Adeline Ave. intersections, as witnessed daily by drivers using these intersections
- The traffic study performed during the final stages of the pandemic does not give a true picture of traffic and traffic flow in the area as many people were still working from home. Anyone that drive these areas regularly knows, there are traffic backups throughout the day on South Market, McNabb, Trunk Road intersections, even though the traffic study states the additional vehicles from this development will not have any impact on the area.
- The sewer report stated that the school had an occupancy of 300 staff and students, so the sewer has the required capacity. There would be a considerable difference in sewage requirements for three hundred students just using washrooms through the day, as compared to what would be required for 300 members of households using showers, toilets, doing laundry, kitchen and bathroom sinks, etc., considering the aging sewer infrastructure in this area.

1

Michael Nelson
32 Amy Avenue
Sault Ste Marie

To the members of the Sault Ste. Marie City Council and Mr. Kircal,

I am a resident of Manitou Park who lives at 72 Amy Avenue. As such, I have an interest in (and concern over) the proposed development for my neighbourhood.

In brief, it would be my strong preference that the large, central area under consideration for rezoning remain a green space as I believe it provides substantial social benefit to our neighbourhood.

Sadly, we live in a time where any sense of community is evaporating, people are turning inward, and there is a marked spike in substance abuse and mental illness.

Under such circumstances, there is something to be said for an area of genuine, organic community and neighbourhood interaction. There is something to be said for children playing and socializing outside, and for teens engaging in sports. There is something to be said for having space to move through, walk a dog, or meet a friend, as opposed to maximizing density and choking the streets with traffic.

More to this point, developing the area in a manner that leans into the existing community benefits of this space such as adding soccer fields and baseball diamonds would receive far less (if any) resistance from the local residents.

While I appreciate that this property was purchased by private interests, it has for years now (since at least 2019 when I purchased my home) served as a green space for the neighbourhood. This is a tremendous asset to the east end of our city, and not one that can be easily replicated. Once buildings are built, they are rarely unbuilt.

Further, the construction process itself is one that would present an undue hardship for the local residents. By the developer's own admission, this project could take 5-7 years to complete. That is a very long time to spend building a subdivision inside a subdivision. I think it's safe to say that no member of this council would vote for such a project if they were going to be living across the street from it.

I would also like to comment specifically on the desire to build apartment units. Though the most recent letter sent by the City describes a smaller-scale project than that set out by the developers at the May 25th meeting, this still seems to be an especially noxious suggestion. The proposed apartment units comprise the most contentious aspect of this plan and appear to represent genuine overreach. Not only will "two to three storey" buildings obliterate much of the greenspace and skyline of the neighbourhood, it will also worsen traffic and impose on the privacy of everyone who lives nearby – including the eventual owners of the "400k+ value" homes proposed by the developers.

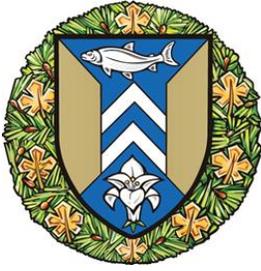
I was born and raised in Sault Ste. Marie. I left for a period to attend school in Hamilton, then returned upon completing my studies. I found a job, bought a home, and have become an engaged member of my community. I believe we, as a city and a community, are better than this. I believe we don't need to build on every square inch of land, and that we don't have to maximize profit at every turn. Rejecting this application to rezone would demonstrate that the voices of regular citizens and taxpayers matter and show that monied interests cannot simply do

as they please in our backyards. A no vote on this application would also send a message beyond the borders of Manitou Park to say all are welcome here, that there is green space where community can thrive, where children can play, and families can come together.

As a citizen and a voter, I encourage each council member to vote against this application for the above reasons, as well as the reasons raised by my friends and neighbours.

Sincerely and respectfully,

Shay Sweeney



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

C O U N C I L R E P O R T

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Nicholas Cicchini, Junior Planner
DEPARTMENT: Community Development and Enterprise Services
RE: A-4-23-Z 188 Bloor Street (Brahm Verhoeckx)

PURPOSE

The applicant, Brahm Verhoeckx, is requesting to amend Zoning By-law 2005-150, to permit a 2 storey triplex on the subject property in addition to the uses currently permitted in a Low Density Residential Zone (R3).

PROPOSED CHANGE

The applicant is seeking Council's approval to rezone the subject property from Low Density Residential (R3) Zone to Low Density Residential Zone (R3.S) with a special exception to permit, in addition to the uses currently permitted in a R3 zone, a triplex, subject to the following provisions:

1. Reduce the required exterior side yard setback from 4.5 metres to 3.0 metres for the triplex only.
2. Reduce the required number of parking spaces from 4 to 3 for the triplex only.

Subject Property:

- Location: Located on the North West corner of Bloor Street West and Parliament Street.
- Approximate Size: 40.13 metres (131.67 ft) frontage along Bloor Street West, 12.2 metres (39.9 ft) frontage along Parliament St, Area: 490 m² (5227 ft²)
- Present Use: Previously occupied by a duplex, destroyed by fire in 2022, the garage remains on site.
- Owner: Warmcrete Homes Inc.

BACKGROUND

No previous applications have been made for this property.

ANALYSIS

The former 2-storey duplex was destroyed in a fire and was demolished in April 2023. The existing garage remains on site. The applicant is proposing to reconstruct a 2-storey triplex (3 units). The additional unit would be located in the

basement. One (1) parking spot per unit (3 total) is provided on site in the garage.

Conformity with Official Plan

Schedule C (Land Use) of the Official Plan designates the property as Residential. The following 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.

HO.2: Innovative and alternative residential development standards supporting affordable housing and compact urban form shall be encouraged...

Residential

R.1: A mixture of housing types and diversity of ownership and tenure forms shall be encouraged in new development.

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. There are no physical constraints with the proposal and there is adequate infrastructure available to support the proposed triplex. This development represents small scale intensification.

Conformity with Provincial Policy Statement 2020

The Provincial Policy Statement 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Council's decision must be consistent with the policies contained in the PPS. The proposed amendment has been reviewed against these policies and is consistent as follows:

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, livable and safe communities are sustained by:

a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons) ...;

Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

Conformity with the Growth Plan for Northern Ontario 2011

The Growth Plan for Northern Ontario 2011 (GPNO) establishes a framework for managing growth in Northern Ontario. Council's decision must either conform or not conflict with the plan. The proposed amendment has been reviewed against the GPNO and is consistent as follows:

3.4.3 Municipalities are encouraged to support and promote healthy living by providing for communities a range and mix of housing types...

COMMENTS

The requested variance to reduce the required exterior side yard from 4.5 meters to 3.0 metres for the triplex only, is technical in nature and provides a practical solution that poses no neighbourhood impacts. This variance also reflects similar existing conditions of the property and neighbourhood.

The requested variance to reduce the required number of parking spaces from 4 to 3 spaces does not pose any impacts, while still maintaining 1 parking space per proposed unit.

The proposal is compatible with the character of the neighbourhood.

CONSULTATION

Public notices were mailed to all neighbouring property owners within 120m (400') of the subject property on Friday, July 07, 2023. The notice that was 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, July 08, 2023.

Public Comments

A neighbourhood meeting was held on June 29, 2023 from 5:00 PM – 6:00 PM at the subject property. The applicant, Planning Staff and three (3) neighbours attended. No land use concerns or comments were brought to the attention of the planning staff during the neighbourhood meeting.

At the time of writing this report, no additional comments from the public have been received by Planning Staff.

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 City divisions and external agencies had no comments or concerns: Accessibility Committee, Building, Engineering, Community Development and Enterprise Services, Economic Development, Legal, Public Works, Fire Services, and Canada Post.

The following is a summary of the comments received from city divisions and agencies:

PUC Services Inc. recommends that the owner contact PUC well in advance of finalizing their design to discuss electrical and water servicing requirements for the proposed development.

The Sault Ste. Marie Regional Conservation Authority notes, any development on the subject property will require a site plan review any may require a permit from the SSMRCA.

The formal comments are attached to this report.

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. There are no significant climate change impacts anticipated from this application.

SUMMARY

The applicant, Brahm Verhoeckx, is requesting to amend Zoning By-law 2005-150, to permit a 2 storey triplex on the subject property. The property was previously occupied by a duplex which sustained fire damage and was demolished in April 2023.

Provincial and municipal planning policy encourage infill and redevelopment that increases the availability and variety of housing types. The proposed development is compatible with the character of the surrounding neighbourhood.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Resolved that the report of the Junior Planner dated July 21, 2023 concerning Zoning By-law Amendment Application A-4-23-Z be received and that Council approve the application, subject to the following:

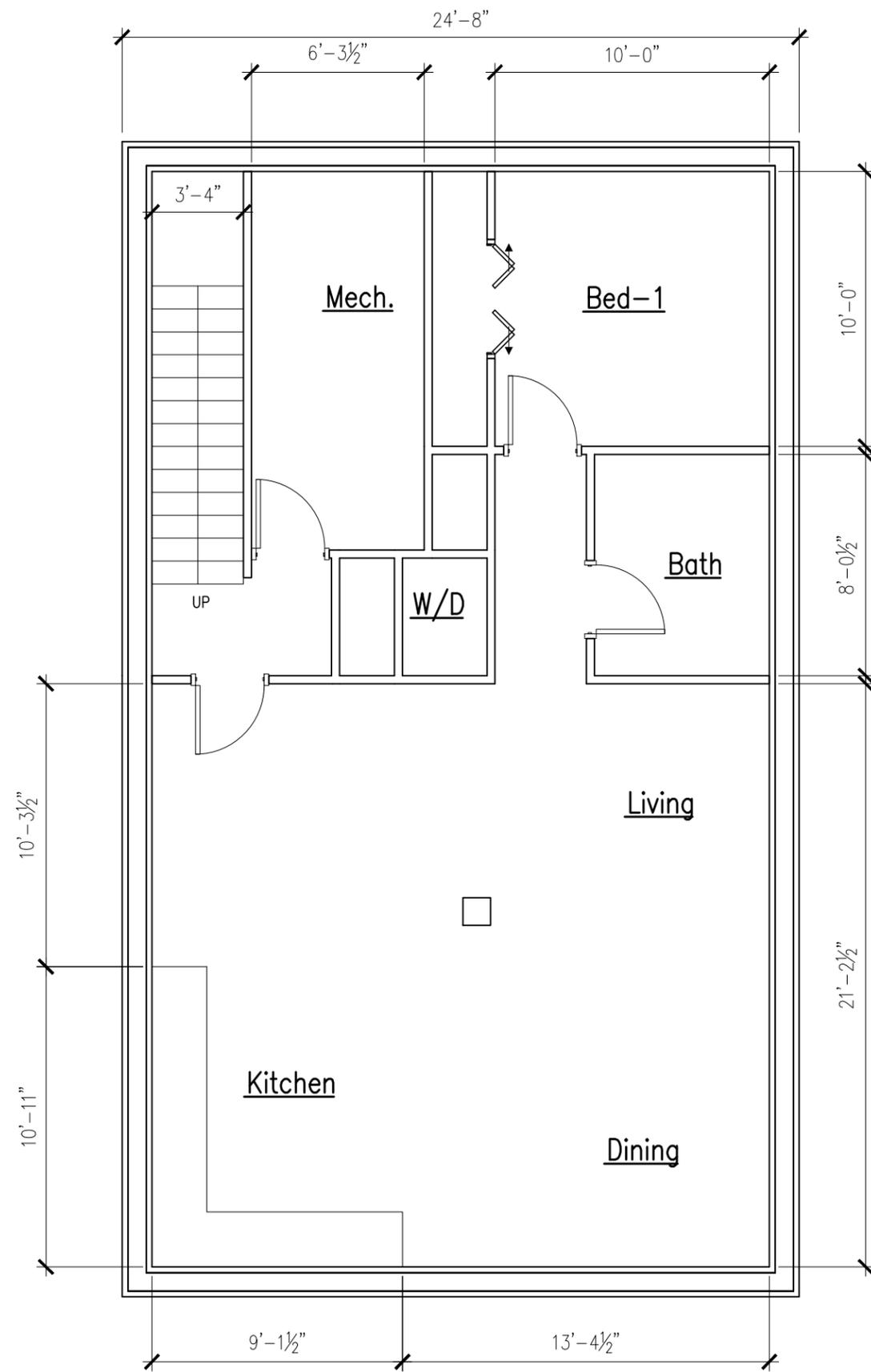
Rezone the subject property from Low Density Residential (R3) to Low Density Residential Zone (R3.S) with a special exception to, in addition to those uses permitted in a R3 zone:

1. Permit a Triplex;
2. Reduce the required exterior side yard setback from 4.5 metres to 3.0 metres for the triplex only;
3. Reduce the required number of parking spaces from 4 to 3 for the triplex only.

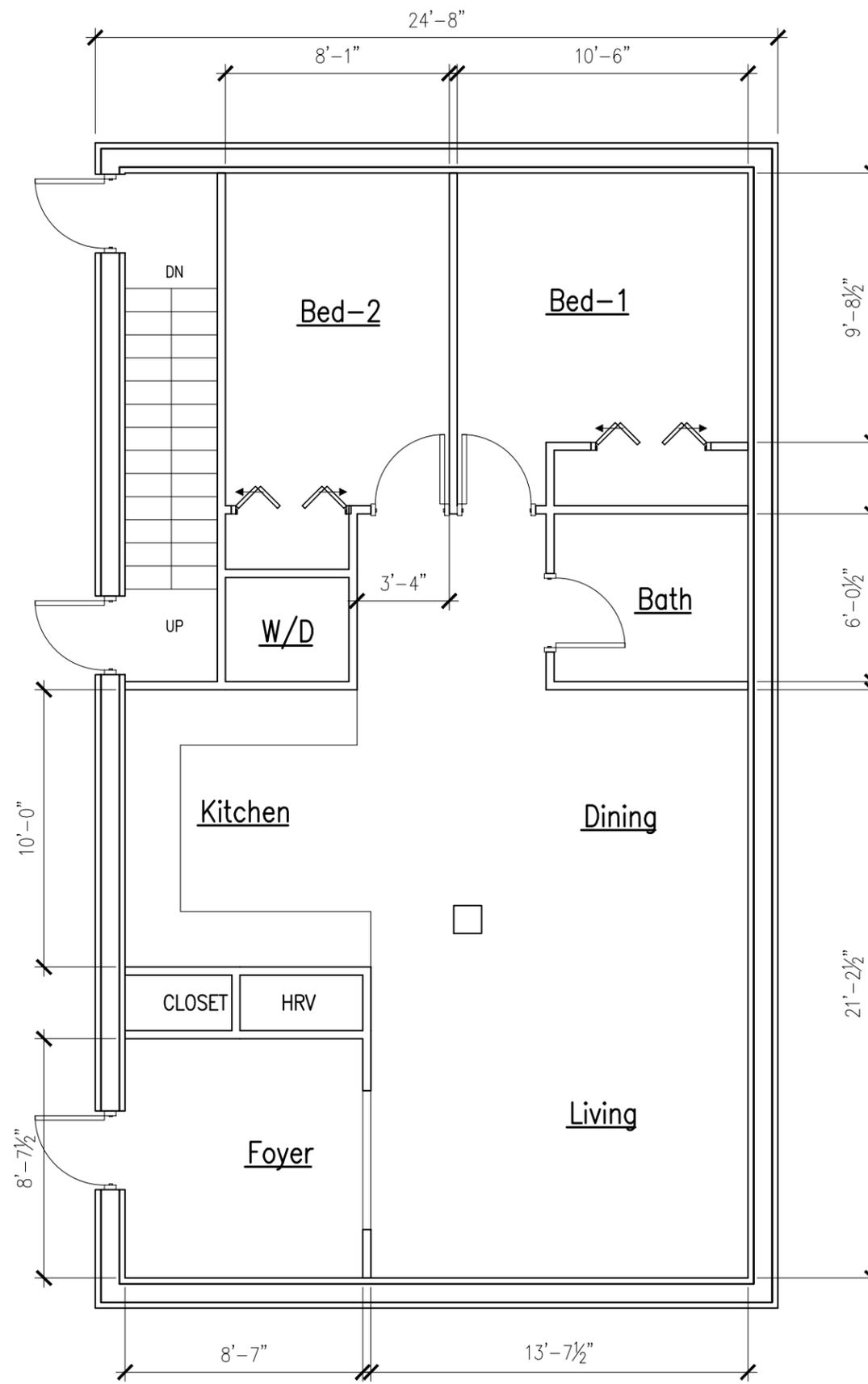
And that the Legal Department be requested to prepare the necessary by-law(s) to effect the same.

Respectfully submitted,

Nicholas Cicchini
Junior Planner
705.759.5375
n.cicchini@cityssm.on.ca



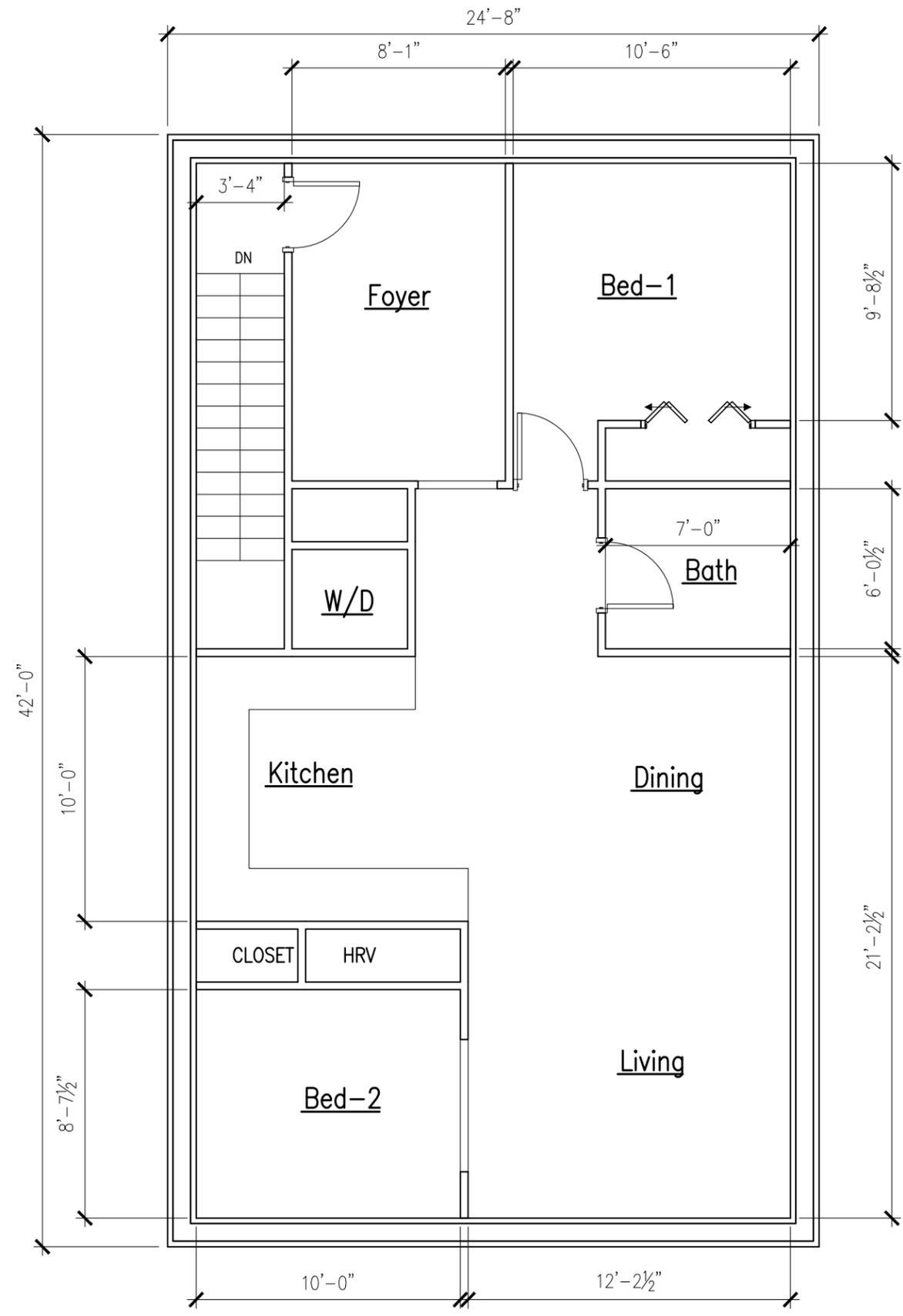
Basement Plan



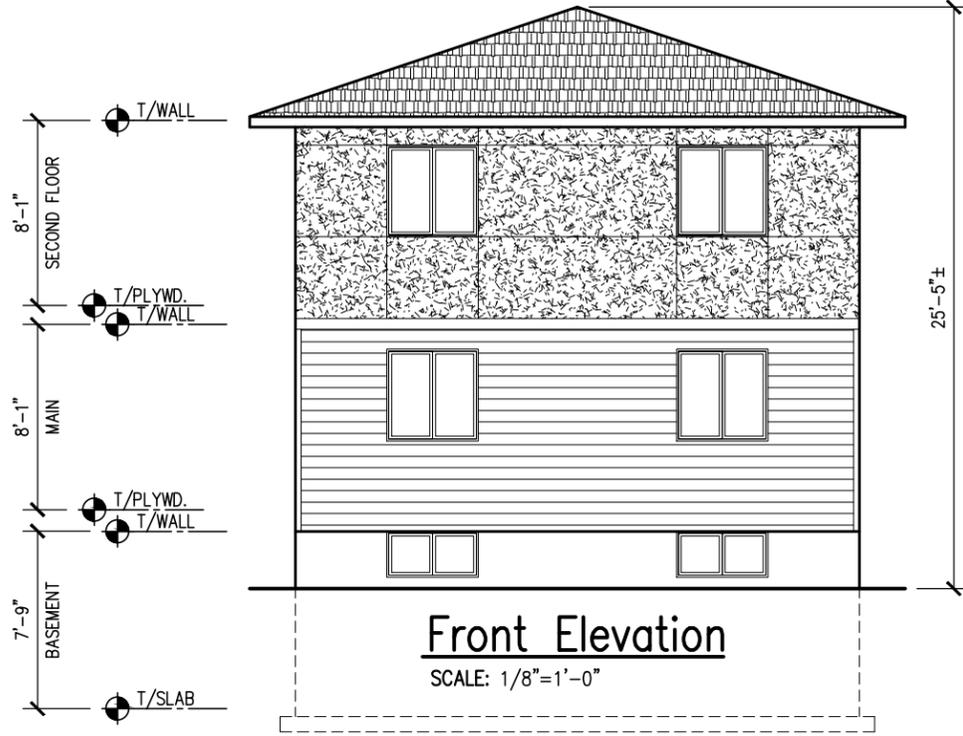
Main Floor Plan

PRELIMINARY

 <small>mcoru.tech@gmail.com</small>	PROJECT 188 Bloor Street W - Proposed Tri-Plex			DRAWING SK1
	DRAWING CONCEPTUAL PLANS			
	DATE 21 MAY 2023	FORM SIZE TABLOID	REFERENCE 2023-11	



Second Floor Plan



Front Elevation

PRELIMINARY

 <small>mcaru.tech@gmail.com</small>	PROJECT	188 Bloor Street W - Proposed Tri-Plex		
	DRAWING	CONCEPTUAL PLAN & EXTERIOR ELEVATION		
	DATE	21 MAY 2023	FORM SIZE	TABLOID
	REFERENCE	2023-11	DRAWING	SK2

July 11, 2023

Peter Tonazzo
Director of Planning
The Corporation of the
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 5X6

Email: s.perri@cityssm.on.ca

Dear Peter:

Re: Bloor St [188] – Application No. #A-4-23-Z

With regards to the above referenced rezoning application, please refer to the below comments:

PUC Distribution Inc. (Electric Utility)

- No concerns with the proposed rezoning.
- It is recommended that the owner contact PUC well in advance of finalizing their design to discuss electrical servicing requirements of the proposed development.

Public Utilities Commission of the City of Sault Ste. Marie (Water Utility)

- No concerns with the proposed rezoning.
- An Application for General Water Service is required to be submitted to PUC for servicing the proposed building with municipal water.
- Please provide a water site servicing plan showing proposed services, existing services, and property boundaries.
- It is recommended that the owner contact PUC well in advance of finalizing their design to discuss water servicing requirements for the proposed development.

Yours truly,
PUC Services Inc.



Mitchell Paradis, P.Eng.
Manager, Electrical Engineering

MP*km

Nicholas Cicchini

From: Gerard Lavoie <glavoie@ssmrca.ca>
Sent: June 27, 2023 1:12 PM
To: Stephanie Perri
Cc: Christine Ropeter; Marlene McKinnon
Subject: SSMRCA Response - Application # A-4-23-Z - 188 Bloor Street West

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.

June 27th, 2023

Peter Tonazzo
Planning Director
City of Sault Ste. Marie
P.O. Box 580
Sault Ste. Marie, ON P6A 5N1

Conservation Authority Comments:

Application # A-4-23-Z
Brahm Verhoeckx
188 Bloor Street West
Sault Ste. Marie

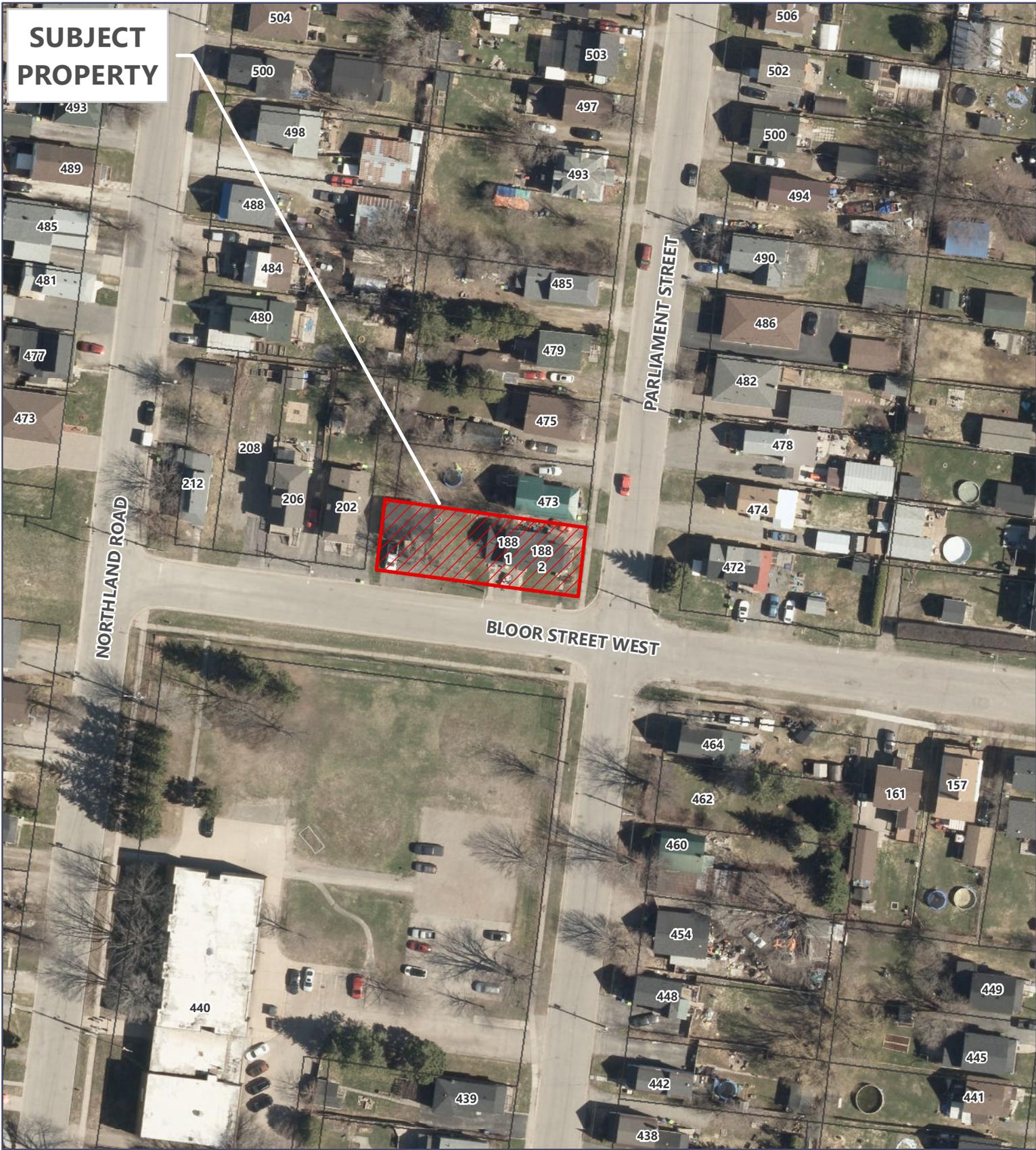
The subject property (as circulated) is located in an area under the jurisdiction of the Conservation Authority with regard to the Ont. Reg.176/06 Development, Interference with Wetlands and Alterations to Shoreline and Watercourses.

Any development on the subject property will require a site plan review and may require a permit from SSMRCA.

SSMRCA does not object to the application as circulated.

Kind regards,

Gerard Lavoie
GIS Technician
Sault Ste. Marie Region Conservation Authority
1100 Fifth Line East
Sault Ste. Marie ON P6A 6J8
GLavoie@ssmrca.ca
www.ssmrca.ca
Phone 705-946-8530



Application A-4-23-Z: Aerial Image

Property Information



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

-  Subject Property: 188 Bloor Street West
-  Parcel Fabric

Civic Address: 188 Bloor Street West
 Roll No.: 040006019000000
 Map No.: 57/1-59
 Date Created: June 7, 2023

0 10 20 m 1:1,000
 This map is for general reference only
 Orthophoto: 2022





Application A-4-23-Z: Subject Property

Property Information



Planning and Enterprise Services

Community Development and Enterprise
 Services Department
 99 Foster Drive, Sault Ste Marie, ON P6A 5X6
 saultstefmarie.ca | 705-759-5368 | planning@cityssm.on.ca

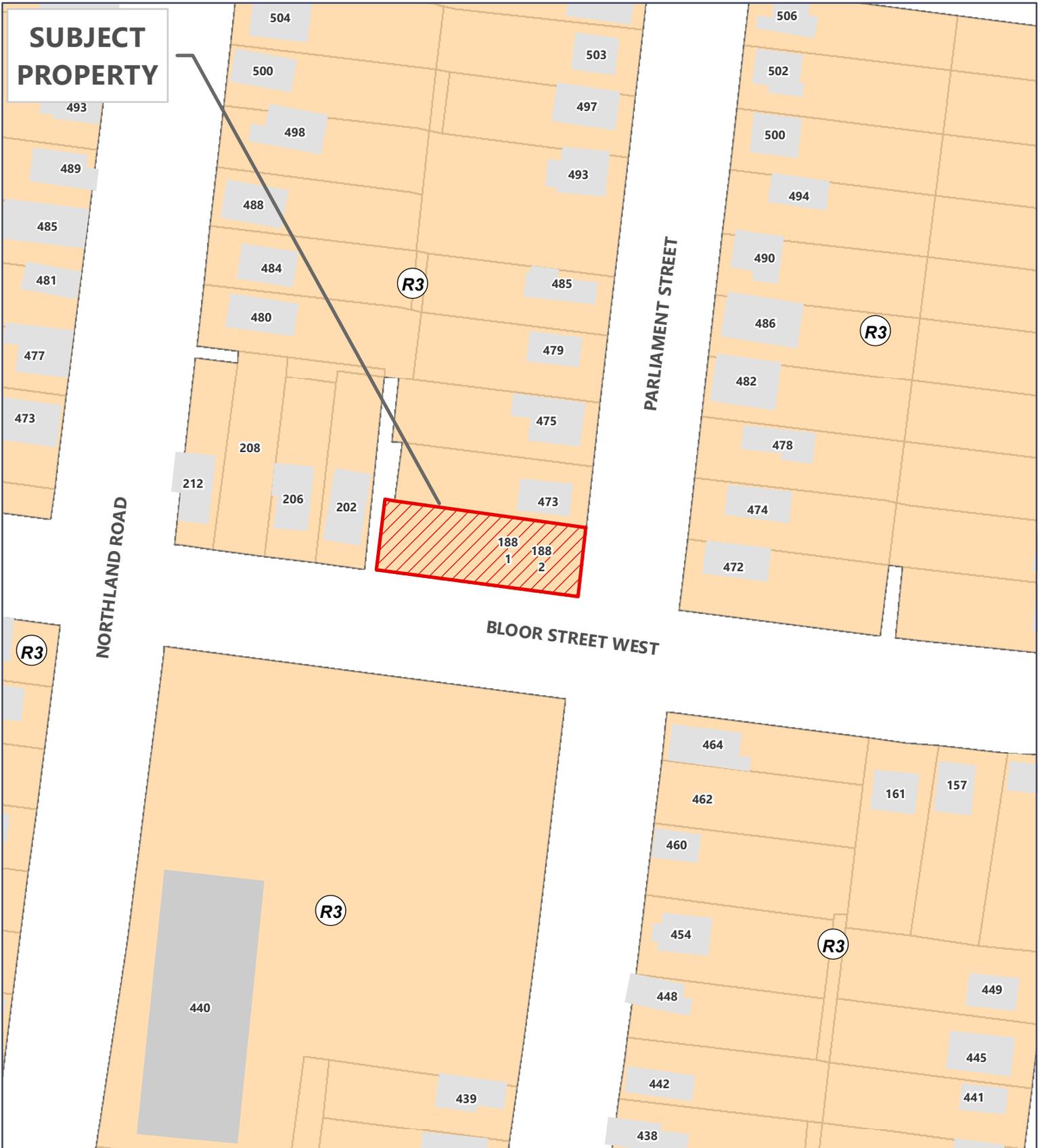
Legal Department Reference

Schedule "A"

-  Subject Property: 188 Bloor Street West
-  Parcel Fabric

Civic Address: 188 Bloor Street West
 Roll No.: 040006019000000
 Map No.: 57/1-59
 Date Created: June 7, 2023





Application A-4-23-Z: Existing Zoning

Property Information



Planning and Enterprise Services

Community Development and Enterprise Services Department

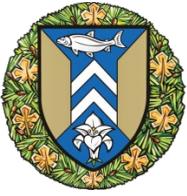
99 Foster Drive, Sault Ste Marie, ON P6A 5X6

saultstemarie.ca | 705-759-5368 | planning@cityssm.on.ca

Subject Property: 188 Bloor Street West	R2 - Single Detached Residential Zone; R2hp
Parcel Fabric	R3 - Low Density Residential Zone
C1 - Traditional Commercial Zone	R4 - Medium Density Residential Zone
C2 - Central Commercial Zone	R5 - High Density Residential Zone
CT2 - Commercial Transitional Zone	R6 - Mobile Home Residential Zone
C3 - Riverfront Zone; C3hp	I - Institutional Zone
C4 - General Commercial Zone; C4hp	EM - Environmental Management Zone
C5 - Shopping Centre Zone	PR - Parks and Recreation Zone
HZ - Highway Zone	RA - Rural Area Zone
M1 - Light Industrial Zone	RP - Rural Precambrian Uplands Zone
M2 - Medium Industrial Zone; M2hp	REX - Rural Aggregate Extraction Zone
M3 - Medium Industrial Zone; M3hp	AR - Airport Zone
R1 - Estate Residential Zone	Named Use - Commercial Dock

Civic Address: 188 Bloor Street West
 Roll No.: 040006019000000
 Map No.: 57/1-59
 Date Created: June 7, 2023





The Corporation of the City of Sault Ste. Marie
 99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
 saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

NOTICE OF APPLICATION & PUBLIC MEETING

188 Bloor Street West
Application No.: A-4-23-Z
Applicant: Brahm Verhoeckx

Date: Monday, July 31, 2023
Time: 5:00 PM

Location: City of Sault Ste. Marie
Civic Centre, Council Chambers
99 Foster Drive

PURPOSE

The applicant, Brahm Verhoeckx, has submitted an application to rezone 188 Bloor Street West to permit a Triplex.

PROPOSED CHANGE

Rezone the subject property from Low Density Residential Zone (R3) to Low Density Residential Zone (R3.S) with a special exception to permit, in addition to the uses currently permitted in a R3 zone, a triplex subject to the following provisions:

1. Reduce the required exterior (south) side yard setback from 4.5 meters to 3.0 meters for the triplex only; and
2. Reduce the required number of parking spaces from 4 to 3, for the triplex only.

HAVE YOUR SAY

Input on the proposed Zoning By-Law 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, July 31, 2023 at 5:00 p.m. to consider a proposed amendment to Zoning By-Law No. 2005-150 under Section 34 of The Planning Act, Chap. P.13, R.S.O.1990, 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 may do so electronically or in person. Electronic participants must contact the City Clerk at cityclerk@cityssm.on.ca or 705-759-5388 to register as a presenter. Registered presenters will be provided with instructions as to how to join the meeting in advance Any written submissions received in advance of the meeting will be included with Council’s Agenda.

MORE INFORMATION

The application may be reviewed upon request. The report of the Planning Division will be available on Friday, July 28, 2023 as part of City Council’s Agenda. Please contact Nicholas Cicchini at 705.759.5375 or n.cicchini@cityssm.on.ca to request a digital copy. Please refer to the application file number.

WRITTEN SUBMISSION

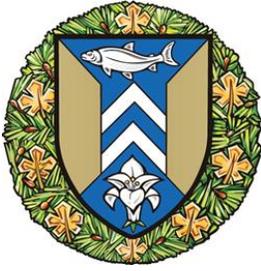
To provide input in writing, or request notice if the proposed application is approved, please submit a letter to Nicholas Cicchini 99 Foster Drive, Sault Ste. Marie, ON P6A 5X6, or e-mail to n.cicchini@cityssm.on.ca with your name, address and application file number on or before **Monday, July 31, 2023**.

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 Ontario Land 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 Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.



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

C O U N C I L R E P O R T

July 31, 2023

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Nicholas Cicchini, Junior Planner
DEPARTMENT: Community Development and Enterprise Services
RE: A-6-23-Z 1281 Great Northern Road (CS Engineers)

PURPOSE

The applicant CS Engineers (C/O Tom Spriet) requests to amend Zoning By-law 2005-150 to permit Professional Scientific and Technical Services in addition to the uses currently permitted in a Highway Zone.

PROPOSED CHANGE

The applicant is seeking Council's approval to rezone the subject property from Highway Zone with special exception 160 (HZ.S.160) to Highway Zone with an amended special exception 160 (HZ.S.160 Amended) to permit Professional Scientific and Technical Services in addition to the uses currently permitted in a Highway Zone.

Subject Property:

- Location: Located on the South West corner of Great Northern Road and Fourth Line East
- Approximate Size: 56m (183.73ft) of frontage along Great Northern Road, 130.2m (427.17ft) of frontage along Fourth Line East, area totaling 0.654 Ha (1.62 Acres).
- Present Use: Retail Sale of Stone Products and Accessories.
- Owner: Onofrio's Inc.

BACKGROUND

In 1998, Council rezoned the subject property to permit the retail sale of stone products.

ANALYSIS

Conformity with Official Plan

Schedule C (Land Use) of the Official Plan designates the property as Commercial. Commercial land use includes businesses engaged in: retail, finance and insurance, real estate, business, government, educational, health or social services; accommodation, entertainment, food and beverage or other personal or household service industries. The main emphasis of the commercial land use designation shall be to maximize the use of existing commercial space.

The proposal maximizes existing commercial space on the subject property and is compatible with the existing use and surrounding area.

The Official Plan states in Section 2.3.2, Policy C4: *The downtown area should be maintained as the primary administrative, business...centre of the community.* As the proposed office space is under 300 m² (121 m²), it is not considered “major office space” and does not conflict with this policy.

Conformity with Provincial Policy Statement 2020

The Provincial Policy Statement 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Council’s decision must be consistent with the policies contained in the PPS. The proposed amendment has been reviewed against these policies and is consistent as follows:

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, livable and safe communities are sustained by:

a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

Employment

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

d) Encouraging compact, mixed-use development that incorporates compatible employment uses

The proposal provides a compatible mixed use and range of employment creating a diversified economic base on the site. The proposed development is a small scale interior renovation of office space to permit professional scientific and technical services.

Conformity with the Growth Plan for Northern Ontario 2011

The Growth Plan for Northern Ontario 2011 (GPNO) establishes a framework for managing growth in Northern Ontario. Council’s decision must either conform or not conflict with the plan. The proposed amendment has been reviewed against the GPNO and is consistent as follows:

4.3.3 Economic and service hubs shall maintain updated official plans and develop other supporting documents which include strategies for:

a) Developing a diverse mix of land uses, an appropriate range of housing types, and high quality public spaces; and providing easy access to stores, services and recreational opportunities

The proposal is consistent with the Growth Plan for Northern Ontario.

COMMENTS

The subject property's existing use is the retail sale of stone products and accessories – Onofrio's Granite and Stone Décor. The purpose of this proposal is to permit 121 m² of office space for CS Engineers, under the use of "Professional Scientific and Technical Services," in the existing building.

The proposed construction is completely within the interior of the existing building with the exception of a new entrance for the office space and ramping up to the proposed entrance for accessibility purposes.

The current use requires 7 parking spaces and the proposed 121m² (1,302ft²) of office space requires an additional 5 parking spaces. As per the site plan attached, a total of 10 new spaces are proposed, resulting in a total of 18 spaces, 2 of which are barrier free. The proposed parking exceeds minimum parking requirements.

Section 5.2.2 of Zoning By-law 2005-150 notes that required parking shall be on a permeable surface consisting of asphalt or concrete. After further review and discussions with the applicant, it is recommended that the surface treatment requirements for the required parking along the south side yard of the building be waived, so they can remain on the existing gravel surface, with the exception of the applicant extending the paving west, to accommodate an additional paved barrier free parking space and path of travel to the new barrier free entrance. It is also noted that the new barrier free parking space will need to adhere to the current barrier free parking space configuration outlined in Section 5.5 of Zoning By-law 2005-150. The extended paving area and current barrier free parking space configuration is shown on a 'marked up' version of the applicant's site plan attached.

CONSULTATION

Public notices were mailed to all neighbouring property owners within 120m (400 ft) of the subject property on Friday, July 7, 2023. The notice that was 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, July 8, 2023.

Public Comments

A neighbourhood meeting was not conducted. At the time of writing this report, no additional comments from the public were received by planning staff.

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 City divisions and external agencies had no comments or concerns: Accessibility Committee, Building, Engineering, Community Development and Enterprise Services, Economic Development, Legal, Public Works, PUC, Canada Post, and Fire Services.

The following City divisions and external agencies had comments on the subject application: Accessibility Committee, and the Sault Ste. Marie Regional Conservation Authority (SSMRCA).

The Accessibility Committee has made recommendations related to parking, walkways, and ramping.

The SSMRCA has noted that the subject property is under the jurisdiction of the Conservation Authority and recommends that any development on the subject property will require a site plan review and may require a permit from the SSMRCA.

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. There are no significant climate change impacts anticipated from this application.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Resolved that the report of the Junior Planner dated July 31, 2023 concerning Zoning By-law Amendment Application A-6-23-Z be received and that Council approve the application, subject to the following:

Rezone the subject property from Highway Zone with special exception (HZ.S.160) to Highway Zone with an amended special exception (HZ.S.160 Amended) to, in addition to those uses permitted in a Highway Zone,

1. Permit Professional Scientific and Technical Services; and
2. Waive the surface treatment requirements outlined in Zoning By-law 2005-150, Section 5.2.2 for the Professional Scientific and Technical Services parking only.

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

A-6-23-Z 1281 Great Northern Road (CS Engineers)

July 21, 2023

Page 5.

Respectfully submitted,

Nicholas Cicchini

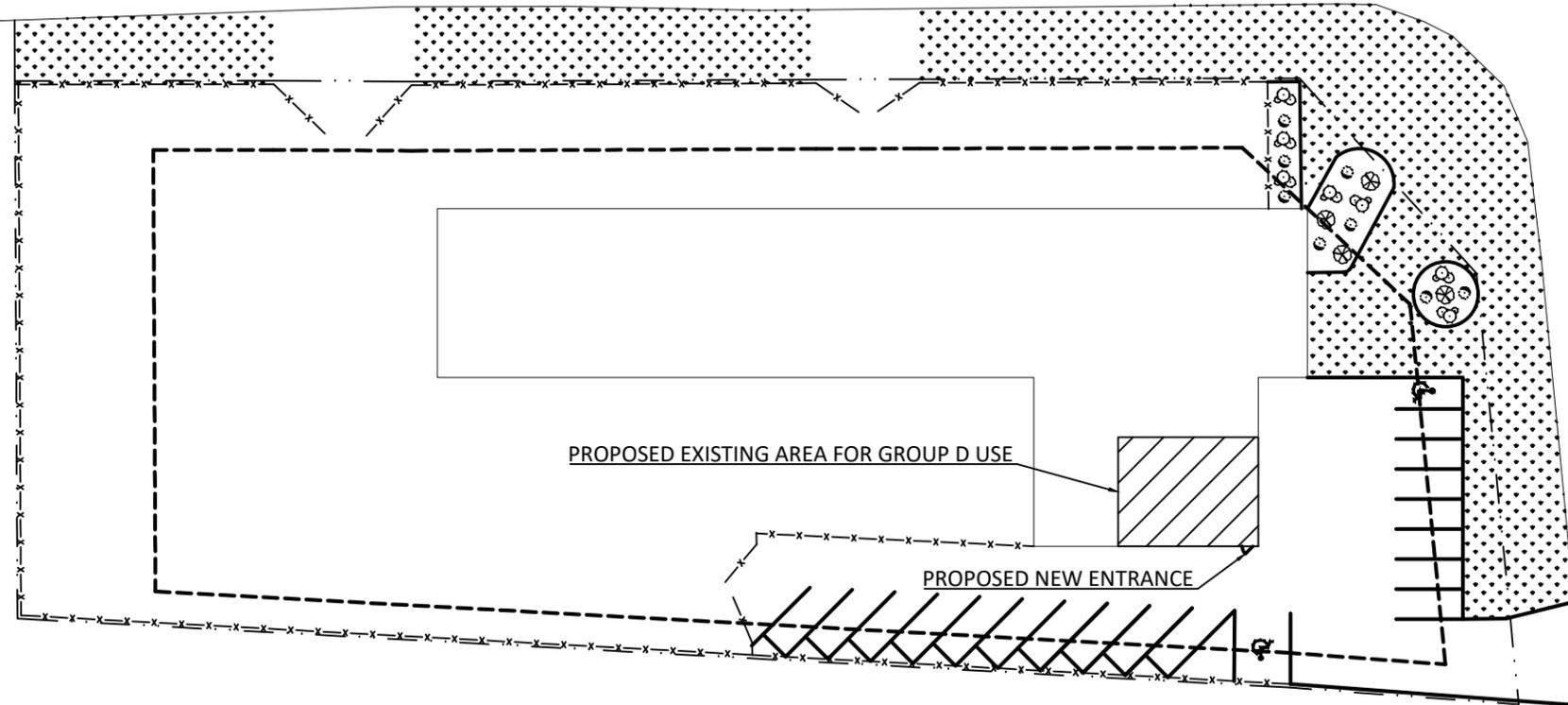
Junior Planner

705.759.5375

n.cicchini@cityssm.on.ca

FOURTH LINE E

GREAT NORTHERN ROAD



PROPOSED EXISTING AREA FOR GROUP D USE

PROPOSED NEW ENTRANCE

NOTES:

- THIS IS NOT A LEGAL SURVEY. THIS PLAN IS TO OUTLINE PROPERTY AND BUILDING MEASUREMENTS ONLY. IT IS NOT A LEGAL DOCUMENT. A TIE-IN SURVEY WOULD FINALIZE EXACT BUILDING LOCATION AND DIMENSIONS.
- NO PLANNED CHANGES TO EXTERIOR OR LANDSCAPING, EXCEPT NEW ENTRANCE DOOR.

LEGEND

	GRASS
	LANDSCAPING/PLANTS
	CHAIN LINKED FENCE
	SETBACK LINES
	PROPERTY LINES

EXISTING BUILDING AREA	1410m ²
EXISTING FLOOR AREA	1838m ²
FRONT/SIDE SETBACK	6m
INTERIOR SIDE SETBACK	3m
REAR SETBACK	12m
ZONING	HZ
OCCUPANCY USE	GROUP E & F3
PROPOSED GROUP D AREA	121m ²



COPYRIGHT OF THESE DRAWINGS IS VESTED IN CS ENGINEERS DIMENSIONS MEASURED ON SITE.

NO.	DATE	REASON	TS	TS	NAME
2	JUN12,2023	ISSUED FOR REVIEW			
1	JUN07,2023	ISSUED FOR REVIEW			

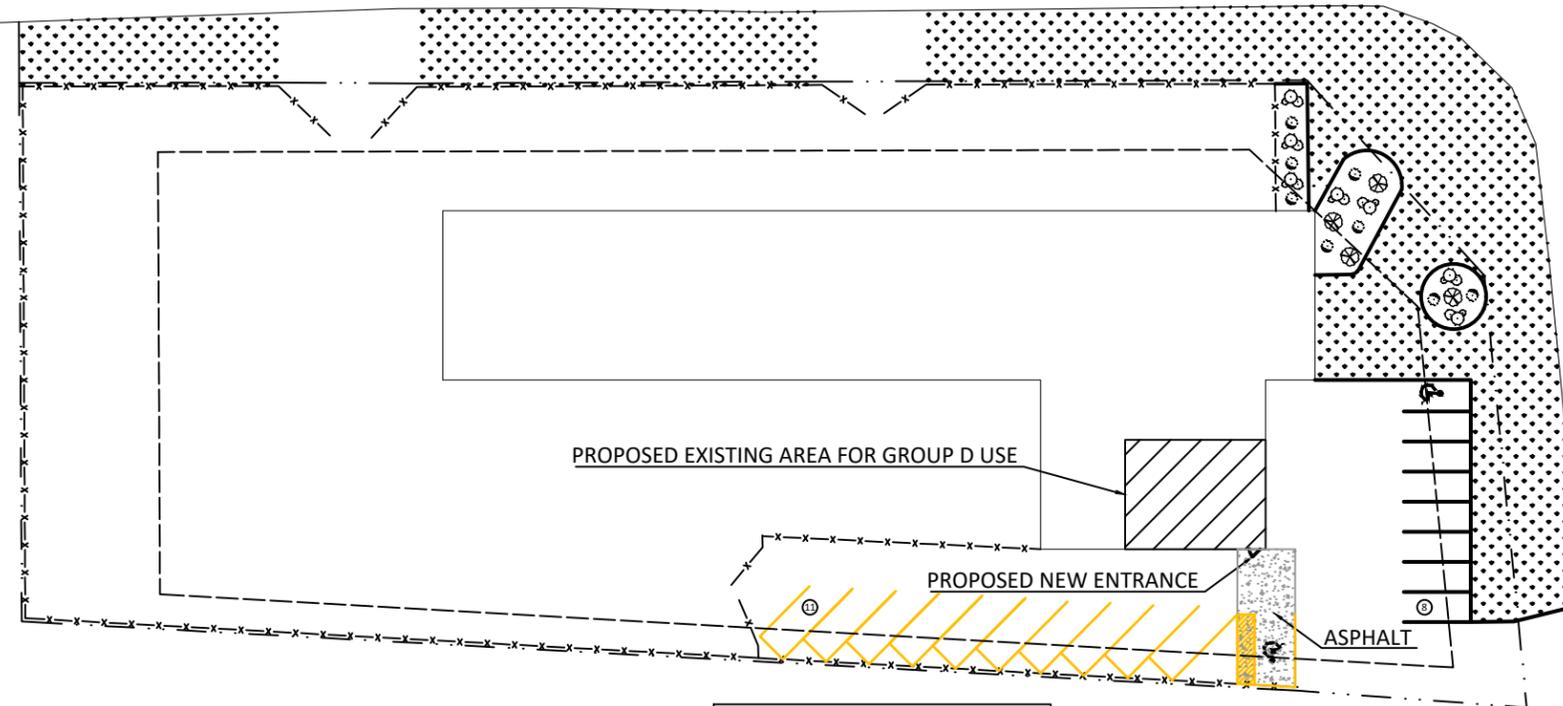
PROJECT
New CS Engineers Office
1281 Great Northern Road
SAULT STE. MARIE, ONTARIO

ENGINEER	Trevor Sawchyn
DRAFTSPERSON	Tom Spriet
DATE	June 7, 2023
PROJECT NO.	CSE-2023-017
SCALE	1:15

TITLE
BUILDING LOCATION LAYOUT
DRAWING NO. **C-01**

FOURTH LINE E

GREAT NORTHERN ROAD



Note: City Planning staff has edited this drawing to reflect the required parking and recommend paved surface area

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PROJECT: New CS Engineers Office 1281 Great Northern Road SAULT STE. MARIE, ONTARIO					
ENGINEER	Trevor Sawchyn	PROJECT			
DRAFTSPERSON	Tom Spriet	PROJECT No.			
DATE	June 7, 2023	CSE-2023-017			
SCALE	1:15				
BUILDING LOCATION LAYOUT	C-01				



June 29, 2023

Peter Tonazzo
Director of Planning & Enterprise Services

**SUBJECT: Request for an amendment to the Zoning By-law –
A-6-23-Z 1281 Great Northern Road; Onofrio's**

Dear Mr. Tonazzo,

The Accessibility Advisory Committee makes the following recommendations in respect of barriers to access for person with disabilities on the subject rezoning application.

Exterior

1. Parking: Ensure new accessible parking space complies with Zoning by-law for accessible parking
2. Walkways & Sidewalks: Ensure accessible paved path of travel to office entrance
3. Curb Cuts:
4. Ramping: Ensure path of travel to office has accessible access
5. Transit Access:
6. Lighting:
7. Signage: Ensure accessible parking signage complies with Highway Traffic Act
8. Other: Office door should have a powered door opener and that it remains open for a sufficient time for persons using wheelchairs to enter/exit

Sincerely,

Derrick Lavallee
Chair, Site Plan Sub Committee

Diane Morrell
Accessibility Coordinator

Nicholas Cicchini

From: Gerard Lavoie <glavoie@ssmrca.ca>
Sent: June 27, 2023 11:48 AM
To: Stephanie Perri
Cc: Marlene McKinnon; Christine Ropeter
Subject: SSMRCA Response - Application # A-6-23-Z - 1281 Great Northern Road

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.

June 27th, 2023

Conservation Authority Comments:

Application # A-6-23-Z
CS Engineers (Tom Spriet)
1281 Great Northern Road
Sault Ste. Marie

The subject property (as circulated) is located in an area under the jurisdiction of the Conservation Authority with regard to the Ont. Reg.176/06 Development, Interference with Wetlands and Alterations to Shoreline and Watercourses.

Any development on the subject property will require a site plan review and may require a permit from SSMRCA.

SSMRCA does not object to the application as circulated.

Kind regards,

Gerard Lavoie
GIS Technician
Sault Ste. Marie Region Conservation Authority
1100 Fifth Line East
Sault Ste. Marie ON P6A 6J8
GLavoie@ssmrca.ca
www.ssmrca.ca
Phone 705-946-8530
Fax 705-946-8533

**SUBJECT
PROPERTY**



Application A-6-23-Z: Aerial Image

Property Information



SAULT STE. MARIE Planning and Enterprise Services

Community Development and Enterprise
 Services Department
 99 Foster Drive, Sault Ste Marie, ON P6A 5X6
 saultstемarie.ca | 705-759-5368 | planning@cityssm.on.ca

-  Subject Property: 1281 Great Northern Road
-  Parcel Fabric

Civic Address: 1281 Great Northern Road
 Roll No.: 030085061000000
 Map No.: 126/1-141
 Date Created: June 26, 2023

0 10 20 m 1:1,200
 This map is for general reference only.
 Orthophoto: 2022



**SUBJECT
PROPERTY**

FOURTH LINE EAST

1325

1281

1292

1275

GREAT NORTHERN ROAD

Application A-6-23-Z: Subject Property

Property Information



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

Legal Department Reference

Schedule "A"

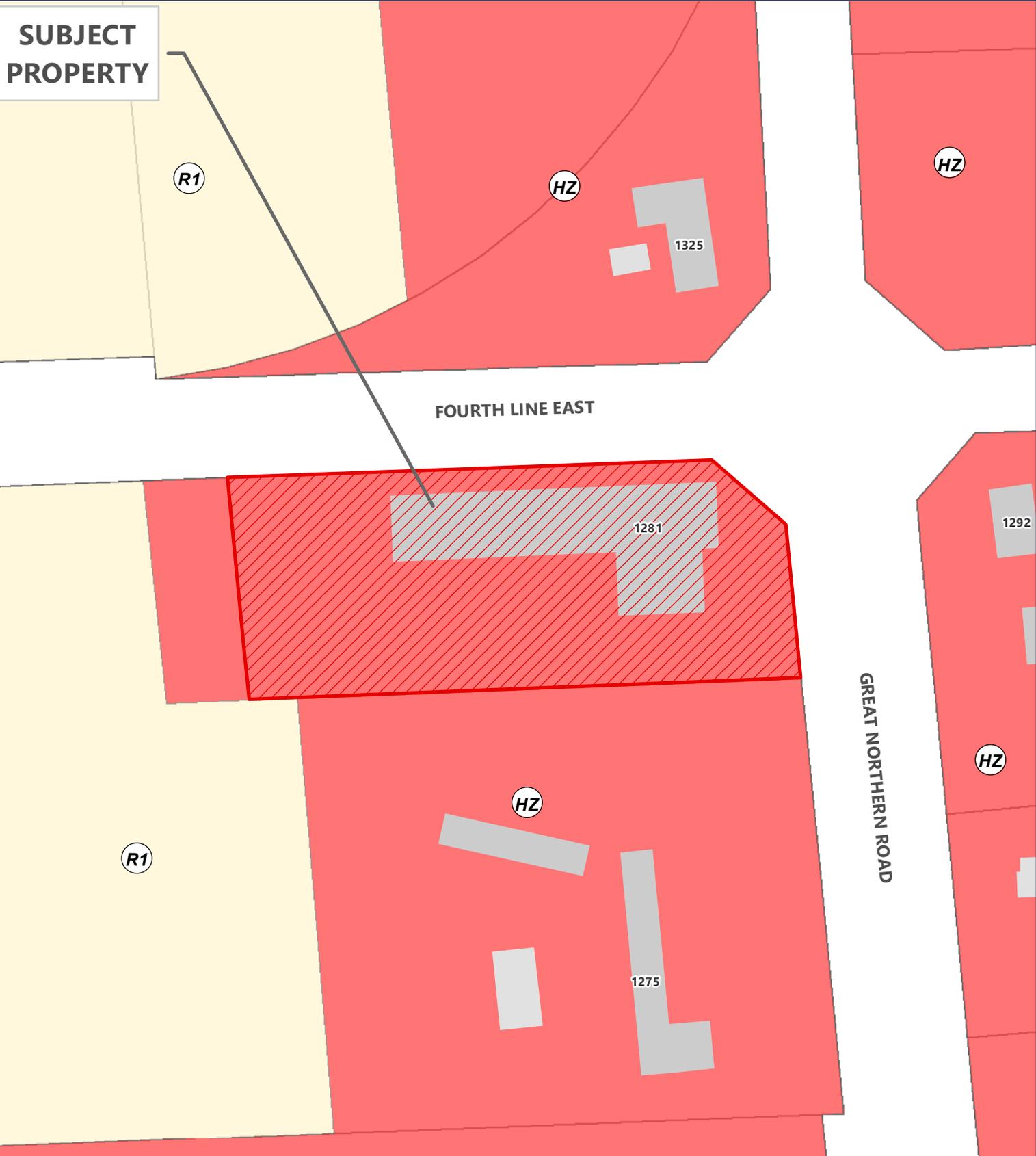
 Subject Property: 1281 Great Northern Road

 Parcel Fabric

Civic Address: 1281 Great Northern Road
Roll No.: 030085061000000
Map No.: 126/1-141
Date Created: June 26, 2023

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Application A-6-23-Z: Existing Zoning

Property Information



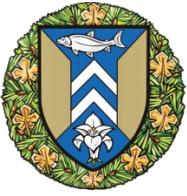
Planning and Enterprise Services
 Community Development and Enterprise Services Department
 99 Foster Drive, Sault Ste Marie, ON P6A 5X6
 saultstmarie.ca | 705-759-5368 | planning@cityssm.on.ca

Subject Property: 1281 Great Northern Road	R2 - Single Detached Residential Zone; R2hp
Parcel Fabric	R3 - Low Density Residential Zone
C1 - Traditional Commercial Zone	R4 - Medium Density Residential Zone
C2 - Central Commercial Zone	R5 - High Density Residential Zone
CT2 - Commercial Transitional Zone	R6 - Mobile Home Residential Zone
C3 - Riverfront Zone; C3hp	I - Institutional Zone
C4 - General Commercial Zone; C4hp	EM - Environmental Management Zone
C5 - Shopping Centre Zone	PR - Parks and Recreation Zone
HZ - Highway Zone	RA - Rural Area Zone
M1 - Light Industrial Zone	RP - Rural Precambrian Uplands Zone
M2 - Medium Industrial Zone; M2hp	REX - Rural Aggregate Extraction Zone
M3 - Heavy Industrial Zone	AR - Airport Zone
R1 - Estate Residential Zone	Named Use - Commercial Dock

Civic Address: 1281 Great Northern Road
 Roll No.: 030085061000000
 Map No.: 126/1-141
 Date Created: June 26, 2023



This map is for general reference only.



The Corporation of the City of Sault Ste. Marie
 99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
 saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

NOTICE OF APPLICATION & PUBLIC MEETING

1281 Great Northern Road

Application No.: A-6-23-Z
 Applicant: CS Engineers

Date: Monday, July 31, 2023
 Time: 5:00 PM

Location: City of Sault Ste. Marie
 Civic Centre, Council Chambers
 99 Foster Drive

PURPOSE

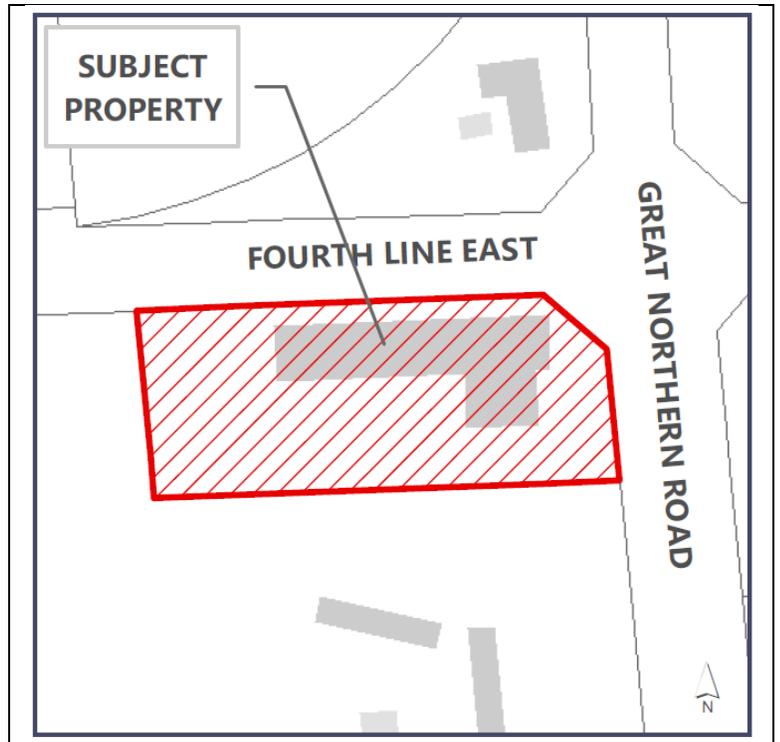
The applicant, CS Engineers, has submitted an application to re-designate and rezone 1281 Great Northern Road to permit Professional Scientific and Technical Services in addition to the uses currently permitted in a Highway Zone.

PROPOSED CHANGE

Rezone the subject property from Highway Zone with special exception 160 (HZ.S) to Highway Zone with an amended special exception 160 (HZ.S Amended) to permit Professional Scientific and Technical Services in addition to the uses currently permitted in a Highway Zone.

HAVE YOUR SAY

Input on the proposed Zoning By-Law 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, July 31, 2023 at 5:00 p.m. to consider a proposed amendment to Zoning By-Law No. 2005-150 under Section 34 of The Planning Act, Chap. P.13, R.S.O.1990, 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 may do so electronically or in person. Electronic participants must contact the City Clerk at cityclerk@cityssm.on.ca or 705-759-5388 to register as a presenter. Registered presenters will be provided with instructions as to how to join the meeting in advance Any written submissions received in advance of the meeting will be included with Council's Agenda.

MORE INFORMATION

The application may be reviewed upon request. The report of the Planning Division will be available on Friday, July 28, 2023 as part of City Council's Agenda. Please contact Nicholas Cicchini at 705.759.5375 or n.cicchini@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 Nicholas Cicchini 99 Foster Drive, Sault Ste. Marie, ON P6A 5X6, or e-mail to n.cicchini@cityssm.on.ca with your name, address and application file number on or before **Monday, July 31, 2023**.

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.

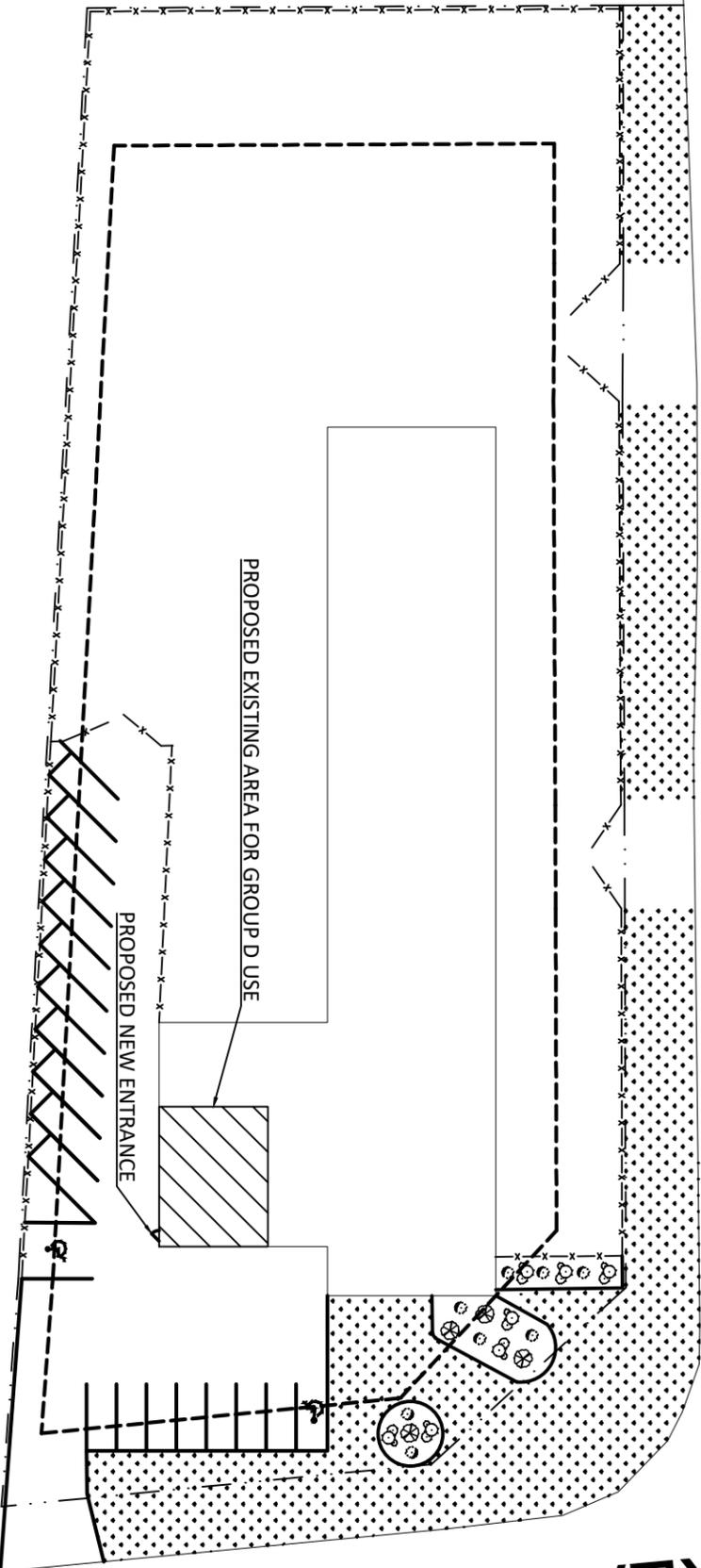
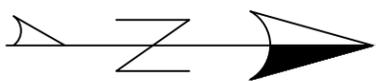
LEGAL NOTICE CONCERNING YOUR RIGHT TO APPEAL

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 Ontario Land 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 Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

FOURTH LINE E

GREAT NORTHERN ROAD



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TITLE BUILDING LOCATION LAYOUT DRAWING No. C-01	ENGINEER Trevor Sawchyn DRAFTSPERSON Tom Spriet DATE June 7, 2023 SCALE 1:15	PROJECT New CS Engineers Office 1281 Great Northern Road SAULT STE. MARIE, ONTARIO	COPYRIGHT OF THESE DRAWINGS IS VESTED IN CS ENGINEERS DIMENSIONS MEASURED ON SITE.										
	<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>REASON</th> <th>NAME.</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>JUN.12,2023</td> <td>ISSUED FOR REVIEW</td> <td>TS</td> </tr> <tr> <td>1</td> <td>JUN.07,2023</td> <td>ISSUED FOR REVIEW</td> <td>TS</td> </tr> </tbody> </table>	NO.	DATE	REASON		NAME.	2	JUN.12,2023	ISSUED FOR REVIEW	TS	1	JUN.07,2023	ISSUED FOR REVIEW
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HE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2023-132

REGULATIONS: A by-law to exempt the various locations of filming the production *Tales From the Void Season One*, between August and September 2023 from the Noise Control By-law 80-200.

THE COUNCIL of the Corporation of the City of Sault Ste. Marie, pursuant to section 129 of the *Municipal Act, 2001* S.O. 2001 c. 25 **ENACTS** as follows:

1. **EXEMPTION FROM NOISE CONTROL BY-LAW**

Despite the provisions of By-law 80-200 the noise associated with the filming of the production *Tales from the Void Season One* between August and September 2023, between the hours of 11:00pm to 7:00am for the locations as set out in Schedule "A" attached is deemed not to be in violation of By-law 80-200.

2. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 31st day of July, 2023.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

Schedule "A"

Dates, Locations, Scene Breakdowns – information provided by production

Thursday, August 17th - Currently considering 162 Church Street

- All indoors. Single location (the Older Home presently being evaluated on Church Street).
- Slight yelling from an argument in one scene.

Saturday, August 18th – Currently considering 162 Church Street

- Single location, All indoor scenes but one.
- The outdoor scene is silent (we are viewing what is happening inside through a window) and we estimate that it will take less than 1 hour to film.
- Yelling from an argument in one scene.

Wednesday, August 23rd – Currently examining Algoma University

- All indoor scenes. Single location. No loud noises.

Thursday, August 24th – Currently considering Algoma University

- Most of the scenes will be outside. Single location.
- No loud sounds, just characters talking.

Friday, August 25th - Currently considering Algoma University

- All outdoor scenes. Single location.
- There is one line that will be yelled in surprise.

Saturday, August 26th – Currently Considering Algoma University

- All outdoor scenes. Single location.
- There is a scene that will involve a crowd of people yelling at a character as he is dragged away.

Wednesday, August 30th - 21 Summit Avenue

- All indoor scenes. Single location.
- No loud noises.

Thursday, August 31st – 21 Summit Avenue

- All indoor scenes. Single location.
- No loud noises.

Friday, September 1st – Central United Church at 160 Spring

- All indoor scenes but one. Single location.
- No loud noises, although the outdoor scene does involve driving in a car.

Wednesday, September 6th – 14 Mary Avenue

- All indoor scenes. Single location.
- No loud noises

Thursday, September 7th – Near 124 Millcreek Drive

- All outdoor scenes. Will make Millcreek Drive look like multiple street locations.
- In two separate scenes, boys yell in pandemonium and then loudly make jokes

Friday, September 8th – Near 124 Millcreek Drive

- All outdoor scenes. Will make Millcreek Drive look like multiple street locations.
- Boys laugh and a woman will cry in distress during these scenes

Saturday, September 9th – Bellevue Park

- All outdoor scenes. Optimally Bellevue Park (backups are Hiawatha Park & North Street Park) and the Woods out by 75 Village Court
- No loud noises, just children talking in one scene

Thursday, September 14th – 303 Macdonald

- All indoor scenes. Single location.
- No loud noises

Friday, September 15th - 303 Macdonald & 172 Connor Road Waterway

- All outdoor scenes. Single location (in the woods, both outside 303 MacDonald Avenue & the culvert tunnel at 172 Connor Road in Goulais River)
- No loud noises.

Thursday, September 21st

- Outdoor scenes in a single location – location TBD, any street that will allow us to work later would be optimal.
- No loud noises. But will involve a driving car.