The Corporation of the City of Sault Ste. Marie

Regular Meeting of City Council ;

Revised Agenda

Monday, January 8, 2024

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** 7 - 28

Mover Councillor S. Hollingsworth

Seconder Councillor C. Gardi
Resolved that the Minutes of the Regular Council Meeting of December 18, 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 S. Hollingsworth

Seconder Councillor M. Scott
Resolved that the Agenda for January 8, 2024 City Council Meeting as presented be approved.

6. Presentations

6.1 Sault Ste. Marie Community Charging Infrastructure Plan 29 - 40

Emily Cormier, Sustainability Coordinator

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

Mover Councillor S. Spina

Seconder Councillor C. Gardi
Resolved that all the items listed under date January 8, 2024 – Agenda item 7 – Consent Agenda be approved as recommended.

7.1 Living Wage Certification 41 - 49

A report of the Director of Human Resources is attached for the consideration of Council.

Mover Councillor S. Spina

Seconder Councillor M. Scott
Resolved that the report of the Director of Human Resources dated January 8, 2024 concerning Living Wage Certification be received and that staff be directed to propose amendments to the current part-time and summer student wage grid for Council's consideration.

7.2 Sault Ste. Marie Community Charging Infrastructure Plan 50 - 94

A report of the Sustainability Coordinator is attached for the consideration of Council.

Mover Councillor S. Spina

Seconder Councillor C. Gardi
Resolved that the report of the Sustainability Coordinator dated January 8, 2024 concerning Sault Ste. Marie Community Charging Infrastructure Plan be received and that Council approve the adoption of the Sault Ste. Marie Community Charging Infrastructure Plan;

Further that staff be directed to work to achieve the goals and actions outlined in the Plan, with any municipal monetary requests referred to future budgets.

7.2.1 Amended Community Charging Infrastructure Plan *95 - 135*

Amended plan attached. (Deletion of reference to KOA charging site.)

7.3 Municipal Law Enforcement Officers 136 - 136

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

The relevant By-law 2024-3 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

7.4 Rental Housing Incentive Program 21 – 617 Queen Street East (Windsor Place Retirement Residence) 137 - 144

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

Mover Councillor S. Hollingsworth

Seconder Councillor M. Scott
Resolved that the report of the Junior Planner dated January 8, 2024 concerning Rental Housing Incentive Program 21 be received and that Council authorize a four-year incremental tax grant (75% in year one and two, 50% in year three, and 25% in year four) for the 49-unit retirement facility at 617 Queen Street East, subject to the following:

1. That the municipal tax grant applies only to the increase in assessment resulting from new construction, and
2. After the grant program is completed full municipal taxes will apply.

8. Reports of City Departments, Boards and Committees

8.1 Administration

8.1.1 CAO Selection Committee

A report of Mayor Shoemaker, Chair, CAO Selection Committee will appear on an Addendum to the Agenda.

8.1.1.1 Appointment of the CAO *145 - 147*

A report of Mayor Shoemaker, Chair, CAO is attached for the consideration of Council.

The relevant By-law 2024-9 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

8.2 Corporate Services

8.3 Community Development and Enterprise Services

8.4 Public Works and Engineering Services

8.5 Fire Services

8.6 Legal

8.7 Planning

8.7.1 A-12-23-OP Affordable Housing Policies – Correction Update

148 - 151

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

Mover Councillor S. Hollingsworth

Seconder Councillor C. Gardi
Resolved that the report of the Director of Planning, dated 2024 01 08 concerning A-12-23-OP Affordable Housing Policies – Correction Update be received as information.

The relevant By-law 2024-4 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

8.8 Boards and Committees

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

9.1 New Year's Eve Ball Drop

Mover Councillor A. Caputo

Seconder Councillor S. Spina
Whereas implementing a New Year's Eve ball drop would align with Sault Ste Marie's strategic pillar of quality of life, engaging the key focus of creating vibrant downtown areas by providing citizens with new and exciting activities, opportunities to further enjoy our downtown and give locals an event to look forward to in the winter season; and

Whereas a New Year's Eve ball drop would align with Sault Ste Marie's strategic pillar of community development, creating social and economic activity in the downtown and throughout the City. This could be achieved by providing opportunity for businesses to thrive by driving more tourist visits to engage in Sault Ste Marie's holiday festivities and potentially creating a hallmark event for Sault Ste. Marie; and

Whereas this event would be inclusive to all residents of Sault Ste Marie; and

Whereas many neighbouring cities have implemented New Year's Eve ball drops and have seen economic benefits to tourism as well as to the local economy in doing so;

Now Therefore Be It Resolved that staff be requested to report back to Council on creating a free Sault Ste Marie New Year's Eve ball drop, including costs and plans and the option of a family-friendly ball drop earlier in the evening, as well as a midnight ball drop;

Further Be It Resolved that the Downtown Plaza be considered as the primary location of the event, as it provides ample space, skating rink, food and drink vendors, and was built with the intention of holding such community events;

Further Be It Resolved that the potential for street closure and Alcohol and Gaming Commission of Ontario licensing of the street be included in the report.

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 S. Spina

Seconder Councillor M. Scott
Resolved that all By-laws under item 12 of the Agenda under date January 8, 2024 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 2024-1 (Traffic) Amend By-law 77-200 152 - 152

Mover Councillor S. Hollingsworth

Seconder Councillor C. Gardi
Resolved that By-law 2024-1 being a by-law to consolidate amendments to Traffic By-law 77-200 be passed in open Council this 8th day of January, 2024.

12.1.2 By-law 2024-2 (Taxes) Interim Tax Levies 153 - 155

Mover Councillor S. Hollingsworth

Seconder Councillor C. Gardi
Resolved that By-Law 2024-2 being a by-law to provide for Interim Tax Levies be passed in open Council this 8th day of January, 2024.

12.1.3 By-law 2024-3 (Parking) Municipal Law Enforcement Officers 156 - 160

A report from the Manager of Transit and Parking is on the Agenda.

Mover Councillor S. Hollingsworth

Seconder Councillor C. Gardi
Resolved that By-Law 2024-3 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 8th day of January, 2024.

12.1.4 By-law 2024-4 (Zoning) A-12-23-OP Official Plan Affordable Housing Policies 161 - 163

A report from the Director of Planning is on the Agenda.

Mover Councillor S. Hollingsworth

Seconder Councillor C. Gardi
Resolved that By-law 2024-4 being a by-law to adopt Amendment No. 248 to the Official Plan for the City of Sault Ste. Marie be passed in open Council this 8th day of January, 2024.

12.1.5 By-law 2024-9 Appointment of CAO *164 - 164*

A report of Mayor Shoemaker, Chair, CAO Selection Committee is on the Agenda.

Mover Councillor S. Hollingsworth

Seconder Councillor C. Gardi
Resolved that By-law 2024-9 being a by-law to appoint Tom Vair as Chief Administrative Officer of the City of Sault Ste. Marie be passed in open Council this 8th day of January, 2024.

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 S. Hollingsworth

Seconder Councillor M. Scott
Resolved that this Council move into closed session to discuss one item concerning labour relations or employee negotiations;

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

Municipal Act R.S.O. 2002 – section 239 2 (d) labour relations or employee negotiations

15. Adjournment

Mover Councillor S. Hollingsworth

Seconder Councillor M. Scott
Resolved that this Council now adjourn.

REGULAR MEETING OF CITY COUNCIL

MINUTES

Monday, December 18, 2023
5:00 pm
Council Chambers and Video Conference

Present:	Mayor M. Shoemaker, 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
Absent:	Councillor S. Hollingsworth
Officials:	M. White, R. Tyczinski, L. Girardi, T. Vair, K. Fields, S. Schell, P. Johnson, S. Hamilton Beach, B. Lamming, T. Anderson, F. Coccimiglio, T. Vecchio, M. Zuppa, P. Tonazzo, C. Rumiel, T. Anderson, R. Van Staveren, A. Kenopic

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1. Land Acknowledgement

2. Adoption of Minutes

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that the Minutes of Special Council Meeting of November 15, 2023, Regular Council Meeting of November 20, 2023 and Budget Meeting of December 11, 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 Mayor M. Shoemaker - By-Law 2023-193 (Property Surplus and Sale) 193 James Street (James St. Co. Limited Alan Spadoni)

Law firm represented the proponent on this issue.

4.2 Mayor M. Shoemaker - Sale of Surplus Property – 193 James Street

Law firm represented the proponent on this issue.

5. Approve Agenda as Presented

Moved by: Councillor R. Zagordo
Seconded by: Councillor S. Spina

Resolved that the Agenda for December 18, 2023 City Council Meeting as presented be approved.

Carried

6. Presentations

6.1 Imam Saber Alkilani, Islamic Association of Sault Ste. Marie

Imam Alkilani was in attendance.

6.2 Tourism Sault Ste. Marie Strategic Plan

Clark Hoskin, Senior Manager, Economic Advisory; Darcy Acton, Senior Associate, Economic Advisory; and Sarah Lewis, Manager Economic Advisory, Deloitte were in attendance by zoom.

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

Moved by: Councillor R. Zagordo
Seconded by: Councillor S. Spina

Resolved that all the items listed under date December 18, 2023 – Agenda item 7 – Consent Agenda save and except Agenda item 7.15 be approved as recommended.

Carried

7.1 Correspondence

Mayor Shoemaker to the Right Honourable Prime Minister Justin Trudeau regarding Intimate Partner Violence

Mayor Shoemaker to the Honourable Sylvia Jones, Deputy Premier and Minister of Health regarding Concurrent Disorders Intensive Day Treatment Programming

7.2 Supervised Consumption Site(s)

7.2.1 Report of the CAO

The report of the CAO was received by Council.

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that the report of the CAO dated December 18, 2023 concerning Potential Supervised Consumption Site Update be received as information.

Carried

7.3 Outstanding Council Resolutions Update

7.3.1 Report of the CAO

The report of the CAO was received by Council.

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that the report of the CAO dated December 18, 2023 concerning Outstanding Resolutions List be received, and that the following resolutions be removed from the list be approved: Downtown Sault Ste. Marie, Downtown Trolley, Complete Streets Plan – Pine/Willow Area, and Surface Water Monitoring Program.

Carried

7.4 2024 Borrowing By-law

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

The relevant By-law 2023-212 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

7.5 M.S. Norgoma Update and Decommissioning

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

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that the report of the Deputy CAO, Community Development and Enterprise Services concerning M.S. Norgoma Update and Decommissioning be received and that

Council approve the waiving of the landfill fees for non-ferrous materials, including contaminants of the M.S. Norgoma and decommissioning costs up to a maximum of $405,000 from the Contingency Reserve.

The relevant By-law 2023-211 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

Carried

7.6 Outside Agency Grant Agreements 2024

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

The relevant By-laws 2023-200, 2023-201, 2023-202 and 2023-203 are listed under item 12 of the Minutes.

7.7 Watchtower Convention Agreement 2024

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

The relevant by-law 2023-194 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

Moved by: Councillor R. Zagordo
Seconded by: Councillor S. Spina

Resolved that the Director of Community Services be delegated authority to sign a 2025 agreement with Watch Tower for the Watchtower Convention. The Director may change/set any required dates/fees and shall ensure the agreements are reviewed by the Legal and Finance Departments.

Carried

7.8 Designated Heritage Property Tax Rebates 2023

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

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that the report of the Manager of Recreation and Culture dated December 18, 2023 concerning Designated Heritage Property Tax Rebates be received and that the designated heritage property tax rebates for the 2022 tax year be approved and paid to the qualified owners of designated heritage properties enrolled in the program as follows:

1. 875 Queen Street East – Insect Pathology Lab
2. 864 Queen Street – Algonquin Hotel

3. 119 Woodward Avenue
4. 10 Kensington Terrace – Upton House (Units #1, #2 and #3)
5. 193 Pim Street – Wellington Square Townhouse
6. 358-366 Queen Street East – Barnes-Fawcett Blocks
7. 1048 Queen Street – Eastbourne
8. 708-710 Queen Street East – Dawson Block
9. 69 Church Street
10. 36 Herrick Street
11. 242-246 Queen Street East – Hussey Block

Carried

7.9 Tourism Development Fund Applications – November 2023

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

Moved by: Councillor R. Zagordo
Seconded by: Councillor S. Spina

Resolved that the report of the Director of Tourism and Community Development dated December 18, 2023 concerning Tourism Development Fund applications November 2023 be received and that the recommendation of the Tourism Sault Ste. Marie Board of Directors to allocate $141,000, as detailed below be approved:

1. Double Decker Bus Tours ($90,000)
2. Beaver Freezer Marathon ($20,000)
3. Sault Ringette Club – Northeast Regional Championships ($20,000)
4. Soo Finnish Nordic Ski Club – Ontario Youth Championships ($5,000)
5. Crank the Shield 2024 ($6,000)

Carried

7.10 Municipal Law Enforcement Officers

The report of the Manager of Transit and Parking was received by Council.

The relevant By-law 2023-199 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

7.11 Reconstruction of Wemyss Street – Engineering Fees

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

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Municipal Services and Design Engineer dated December 18, 2023 concerning the engineering fees for Wemyss Street Reconstruction be accepted and that Council approve increasing the engineering fee limit in Tulloch's agreement by $86,478.

Carried

7.12 Waste Management Environmental Assessment

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

Moved by: Councillor R. Zagordo
Seconded by: Councillor S. Spina

Resolved that the report of the Manager of Development and Environmental Engineering dated December 18, 2023 concerning Waste Management Environmental Assessment be received as information.

Carried

7.13 Sault Area Hospital Emergency Assistance Agreement

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

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that the report of the Community Emergency Management Coordinator dated December 18, 2023 concerning Sault Area Hospital Emergency Assistance Agreement be received and that Council hereby confirms their review of this Agreement and approves the continuance of this Agreement on the same terms and conditions as set out therein.

Carried

7.14 Batchewana First Nation Rankin Reserve Fire Protection Agreement

The report of the Fire Chief was received by Council.

The relevant By-law 2023-195 is listed under item 12 of the Minutes.

7.16 Proposed Amendments to Zoning By-law 2005-150: Residential Development Regulations

The report of the Planner was received by Council.

Moved by: Councillor R. Zagordo
Seconded by: Councillor S. Spina

Resolved that the report of the Planner dated December 18, 2023 concerning proposed amendments to zoning By-law 2005-150: Residential Development Regulations be received and that Council direct staff to provide formal public notice to hear these zoning amendments at the January 29, 2024 Council meeting.

Carried

7.17 A-1-23.CIP – Economic Growth Community Improvement Plan 2023-2028

The report of the Junior Planner was received by Council.

The relevant Bylaw 2023-197 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

7.18 Extension of Wastewater Services – PUC Services Inc.

7.18.1 Report of the Assistant City Solicitor/Senior Litigation Counsel

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

The relevant By-law 2023-205 is listed under item 12 of the Minutes.

7.15 Sale of Surplus Property – 193 James Street

Mayor M. Shoemaker declared a conflict on this item. (Law firm represented the proponent on this issue.)

The report of the Assistant City Solicitor was received by Council.

The relevant By-Law 2023-193 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

8. Reports of City Departments, Boards and Committees

8.1 Administration

8.2 Corporate Services

8.3 Community Development and Enterprise Services

8.3.1 Tourism Sault Ste. Marie Strategic Plan (2023 – 2028)

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

Moved by: Councillor R. Zagordo
Seconded by: Councillor S. Spina

Resolved that the report of the Director of Tourism and Community Development dated December 18, 2023 concerning Tourism Sault Ste. Marie Strategic Plan 2023-2028 be received as information.

	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**	**0**	**1**

Carried

8.4 Public Works and Engineering Services

8.5 Fire Services

8.6 Legal

8.7 Planning

8.7.1 A-12-23-OP Official Plan Affordable Housing Policies

Rev. Bruce McLeish spoke in favour of the application.

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

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that the report of the Director of Planning dated December 18, 2023 concerning A-12-23-OP Affordable Housing Policies be received and that Council approve the application by repealing the existing Housing Policies within the Official Plan and replacing them with the affordable housing policies outlined in Official Plan Amendment No. 248;

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

	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**	**0**	**1**

Carried

8.8 Boards and Committees

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

9.1 Delivery of Print Materials

Moved by: Councillor S. Spina
Seconded by: Councillor C. Gardi

Whereas in recent history there has been a significant change in the method and delivery of flyers, newspapers and unsolicited print materials door to door in our community; and

Whereas many of these items are being improperly delivered by being thrown in driveways, on lawns or on boulevards often being left for days at a time; and

Whereas in the winter months, the materials can be left in driveways and covered by snow causing them to be caught in snowblowers; and

Whereas this may cause avoidable and unnecessary damage to snowblowers or cause the materials, including plastic bags, to be blown across lawns, sidewalks, boulevards or the street causing unneeded stress to our environment; and

Whereas it is desirable to regulate the delivery of flyers, newspapers and unsolicited print materials to residences in our community;

Now Therefore Be It Resolved that staff be requested to review and report back to Council on the process of enacting a by-law for the purpose of regulating the delivery of flyers, newspapers and unsolicited print materials to residences by requiring them to be delivered to the door or an appropriate receptacle on the property such as a mailbox and that staff consult similar by-laws in communities in Ontario for reference in creating such a by-law.

	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**	**0**	**1**

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 A. Caputo
Seconded by: Councillor S. Spina

Resolved that all By-laws under item 12 of the Agenda under date December 18, 2023 save and except By-laws 2023-193 and 2023-209 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 2023-183 (Finance) User Fees 2024

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-183 being a by-law to establish user fees and service charges be passed in open Council this 18th day of December, 2023.

Carried

12.1.3 By-law 2023-194 (Agreement) Watch Tower Convention 2024

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-Law 2023-194 being a by-law to authorize the execution of the Agreement between the City and the Watch Tower Bible and Tract Society of Canada (Watchtower) for the Watchtower Convention 2024 be passed in open Council this 18th day of December, 2023.

Carried

12.1.4 By-law 2023-195 (Agreement) Batchewana First Nation Rankin Reserve Fire Protection

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-195 being a by-law to authorize the execution of the Agreement between the City and THE BATCHEWANA FIRST NATION OF OJIBWAYS OF THE RANKIN INDIAN RESERVE 15D for a one (1) year renewal to provide fire protection services for THE BATCHEWANA FIRST NATION OF OJIBWAYS OF THE RANKIN INDIAN RESERVE 15D be passed in open Council this 18th day of December, 2023.

Carried

12.1.5 By-law 2023-196 (Official Street Names) List

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-196 being a by-law to re-adopt Official Street Names List be passed in open Council this 18th day of December, 2023.

Carried

12.1.6 By-law 2023-197 (Planning) Community Improvement Project Area (Improvement Plan)

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-197 being a by-law to designate the entire municipality of the City of Sault Ste. Marie as a Community Improvement Project Area and to implement and adopt the Sault Ste. Marie Economic Growth Community Improvement Plan be passed in open Council this 18th day of December 2023.

Carried

12.1.7 By-law 2023-198 (Zoning) 1281 Northern Road (Onofrio's Inc.)

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-198 being a by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 1281 Great Northern Road (Onofrio’s Inc.) be passed in open Council this 18th day of December, 2023.

Carried

12.1.8 By-law 2023-199 (Parking) By-law Enforcement Officers Amend By-law 93-165

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-199 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 18th day of December, 2023.

Carried

12.1.9 By-law 2023-200 (Agreement) Soo Pee Wee Arena Outside Agency Grant

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-200 being a by-law to authorize the execution of the Agreement between the City and Soo Arena Association (o/a Soo Pee Wee Arena) for a grant in the amount of Twenty Three Thousand Nine Hundred Seven Nine ($23,979) Dollars be passed in open Council this 18th day of December, 2023.

Carried

12.1.10 By-law 2023-201 (Agreement) Art Gallery of Algoma Outside Agency Grant

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-Law 2023-201 being a by-law to authorize the execution of the Agreement between the City and The Art Gallery of Algoma for a grant in the amount of Two Hundred Ninety-Eight Thousand Five Hundred Fifty ($298,550) Dollars to assist with the provision of art and culture to the residents of the City of Sault Ste. Marie and other visitors be passed in open Council this 18th day of December, 2023.

Carried

12.1.11 By-law 2023-202 (Agreement) Bushplane Heritage Outside Agency Grant

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-Law 2023-202 being a by-law to authorize the execution of the Agreement between the City and The Ontario Bushplane Heritage and Forest Fire Educational Centre o/a Canadian Bushplane Heritage Centre for a grant in the amount of One Hundred Seventy-Five Thousand ($175,000) Dollars to assist with the collection, preservation and exhibits of bushplanes and related material to promote public understanding of their historic significance as well as to serve as a centre for research and information on bushplane and forest fire heritage be passed in open Council this 18th day of December, 2023.

Carried

12.1.12 By-law 2023-203 (Agreement) 49th Field Regiment Museum Outside Agency Grant

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-203 being a by-law to authorize the execution of the Agreement between the City and Sault Ste. Marie and 49th Field Regiment R.C.A. Historical Society for a grant up to Two Hundred Sixty Thousand ($260,000) Dollars to assist with the collection, preservation, study and exhibits of the history of the people and the development of Sault Ste. Marie and immediate surrounding area be passed in open Council this 18th day of December, 2023.

Carried

12.1.13 By-law 2023-204 (Agreement) CUPE 67 – Civic Centre

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-Law 2023-204 being a by-law to authorize the execution of the Agreement between the City and Local No. 67 Canadian Union of Public Employees - Civic Centre for the term commencing February 1, 2023 to January 31, 2028 be passed in open Council this 18th day of December, 2023.

Carried

12.1.14 By-Law 2023-206 (Zoning) 551 Korah Road Removal of Holding Provision (1000285353 Ontario Inc. – Steve Ficociello)

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-206 being a by-law to remove the Holding (H) Provision from Zoning By-laws 2005-150 and 2005-151 for a part of the lands known municipally as 551 Korah Road (1000285353 Ontario Inc. – Steve Ficociello) be passed in open Council this 18th day of December, 2023.

Carried

12.1.16 By-law 2023-210 (Collective Bargaining Agreement) United Steelworkers Local 2251 – Transit

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-210 being a by-law to authorize the execution of an agreement between the City and United Steel, Paper, Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union (United Steelworkers) for the term commencing February 1, 2023 to January 31, 2028 be passed in open Council this 18th day of December, 2023.

Carried

12.1.17 By-law 2023-211 (Agreement) Norgoma Decommissioning

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-211 being a by-law to authorize the execution of the Agreement between the City and Purvis Marine Ltd. for the decommissioning of the M.S. Norgoma be passed in open Council this 18th day of December, 2023.

Carried

12.1.18 By-law 2023-212 (Finance) Borrowing Current Expenditures

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-212 being a by-law to authorize the temporary borrowing from time to time to meet current expenditures during the fiscal year ending December 31, 2024 be passed in open Council this 18th day of December, 2023.

Carried

12.1.19 By-law 2023-205 – Extension of Wastewater Services

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-205 being a by-law to authorize the execution of the Amending Agreement between the City and PUC Services Inc. for the operation and maintenance of the City's wastewater treatment facilities be passed in open Council this 18th day of December, 2023.

Carried

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

12.2.1 By-law 2023-207 (Local Improvement) Spruce Street

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-207 being a by-law to authorize the construction of Class "A" pavement on Spruce Street from Railroad Avenue to Wilcox Avenue under Section 3 of the *Municipal Act, 2001*, Ontario Regulation 586/06 be passed in open Council this 18th day of December, 2023.

Carried

12.2.2 By-law 2023-208 (Local Improvement) Lake Street

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-208 being a by-law to authorize the construction of Class "A" pavement on Lake Street from Queen Street East to Civic 24 Lake Street under Section 3 of the *Municipal Act, 2001*, Ontario Regulation 586/06 be passed in open Council this 18th day of December, 2023.

Carried

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

12.3.1 By-law 2023-144 (Agreement) Enbridge Gas Inc.

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-144 being a by-law to authorize a Franchise Agreement between The Corporation of the City of Sault Ste. Marie and Enbridge Gas Inc. be read a THIRD time and finally passed in open Council this 18th day of December, 2023.

Carried

12. Consideration and Passing of By-laws

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

12.1.2 By-Law 2023-193 (Property Surplus and Sale) 193 James Street (James St. Co. Limited Alan Spadoni)

Mayor M. Shoemaker declared a conflict on this item. (Law firm represented the proponent on this issue.)

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-Law 2023-193 being a by-law to declare the City owned property legally described as PIN 31578-0049(LT) PT LT 6 S/S CATHCART ST PL TOWN PLOT OF ST. MARY'S AS IN T434356; T/W T434356; SAULT STE. MARIE being civic 193 James Street as surplus to the City's needs and to authorize the disposition of the said property to James St. Co. Limited (Alan Spadoni) be passed in open Council this 18th day of December, 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	**9**	**0**	**1**	**1**

Carried

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

12.1.1 By-law 2023-183 (Finance) User Fees 2024

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-183 being a by-law to establish user fees and service charges be passed in open Council this 18th day of December, 2023.

Carried

12.1.3 By-law 2023-194 (Agreement) Watch Tower Convention 2024

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-Law 2023-194 being a by-law to authorize the execution of the Agreement between the City and the Watch Tower Bible and Tract Society of Canada (Watchtower) for the Watchtower Convention 2024 be passed in open Council this 18th day of December, 2023.

Carried

12.1.4 By-law 2023-195 (Agreement) Batchewana First Nation Rankin Reserve Fire Protection

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-195 being a by-law to authorize the execution of the Agreement between the City and THE BATCHEWANA FIRST NATION OF OJIBWAYS OF THE RANKIN INDIAN RESERVE 15D for a one (1) year renewal to provide fire protection services for THE BATCHEWANA FIRST NATION OF OJIBWAYS OF THE RANKIN INDIAN RESERVE 15D be passed in open Council this 18th day of December, 2023.

Carried

12.1.5 By-law 2023-196 (Official Street Names) List

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-196 being a by-law to re-adopt Official Street Names List be passed in open Council this 18th day of December, 2023.

Carried

12.1.6 By-law 2023-197 (Planning) Community Improvement Project Area (Improvement Plan)

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-197 being a by-law to designate the entire municipality of the City of Sault Ste. Marie as a Community Improvement Project Area and to implement and adopt the Sault Ste. Marie Economic Growth Community Improvement Plan be passed in open Council this 18th day of December 2023.

Carried

12.1.7 By-law 2023-198 (Zoning) 1281 Northern Road (Onofrio's Inc.)

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-198 being a by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 1281 Great Northern Road (Onofrio’s Inc.) be passed in open Council this 18th day of December, 2023.

Carried

12.1.8 By-law 2023-199 (Parking) By-law Enforcement Officers Amend By-law 93-165

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-199 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 18th day of December, 2023.

Carried

12.1.9 By-law 2023-200 (Agreement) Soo Pee Wee Arena Outside Agency Grant

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-200 being a by-law to authorize the execution of the Agreement between the City and Soo Arena Association (o/a Soo Pee Wee Arena) for a grant in the amount of Twenty Three Thousand Nine Hundred Seven Nine ($23,979) Dollars be passed in open Council this 18th day of December, 2023.

Carried

12.1.10 By-law 2023-201 (Agreement) Art Gallery of Algoma Outside Agency Grant

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-Law 2023-201 being a by-law to authorize the execution of the Agreement between the City and The Art Gallery of Algoma for a grant in the amount of Two Hundred Ninety-Eight Thousand Five Hundred Fifty ($298,550) Dollars to assist with the provision of art and culture to the residents of the City of Sault Ste. Marie and other visitors be passed in open Council this 18th day of December, 2023.

Carried

12.1.11 By-law 2023-202 (Agreement) Bushplane Heritage Outside Agency Grant

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-Law 2023-202 being a by-law to authorize the execution of the Agreement between the City and The Ontario Bushplane Heritage and Forest Fire Educational Centre o/a Canadian Bushplane Heritage Centre for a grant in the amount of One Hundred Seventy-Five Thousand ($175,000) Dollars to assist with the collection, preservation and exhibits of bushplanes and related material to promote public understanding of their historic significance as well as to serve as a centre for research and information on bushplane and forest fire heritage be passed in open Council this 18th day of December, 2023.

Carried

12.1.12 By-law 2023-203 (Agreement) 49th Field Regiment Museum Outside Agency Grant

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-203 being a by-law to authorize the execution of the Agreement between the City and Sault Ste. Marie and 49th Field Regiment R.C.A. Historical Society for a grant up to Two Hundred Sixty Thousand ($260,000) Dollars to assist with the collection, preservation, study and exhibits of the history of the people and the development of Sault Ste. Marie and immediate surrounding area be passed in open Council this 18th day of December, 2023.

Carried

12.1.13 By-law 2023-204 (Agreement) CUPE 67 – Civic Centre

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-Law 2023-204 being a by-law to authorize the execution of the Agreement between the City and Local No. 67 Canadian Union of Public Employees - Civic Centre for the term commencing February 1, 2023 to January 31, 2028 be passed in open Council this 18th day of December, 2023.

Carried

12.1.14 By-Law 2023-206 (Zoning) 551 Korah Road Removal of Holding Provision (1000285353 Ontario Inc. – Steve Ficociello)

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-206 being a by-law to remove the Holding (H) Provision from Zoning By-laws 2005-150 and 2005-151 for a part of the lands known municipally as 551 Korah Road (1000285353 Ontario Inc. – Steve Ficociello) be passed in open Council this 18th day of December, 2023.

Carried

12.1.16 By-law 2023-210 (Collective Bargaining Agreement) United Steelworkers Local 2251 – Transit

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-210 being a by-law to authorize the execution of an agreement between the City and United Steel, Paper, Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union (United Steelworkers) for the term commencing February 1, 2023 to January 31, 2028 be passed in open Council this 18th day of December, 2023.

Carried

12.1.17 By-law 2023-211 (Agreement) Norgoma Decommissioning

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-211 being a by-law to authorize the execution of the Agreement between the City and Purvis Marine Ltd. for the decommissioning of the M.S. Norgoma be passed in open Council this 18th day of December, 2023.

Carried

12.1.18 By-law 2023-212 (Finance) Borrowing Current Expenditures

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-212 being a by-law to authorize the temporary borrowing from time to time to meet current expenditures during the fiscal year ending December 31, 2024 be passed in open Council this 18th day of December, 2023.

Carried

12.1.19 By-law 2023-205 – Extension of Wastewater Services

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-205 being a by-law to authorize the execution of the Amending Agreement between the City and PUC Services Inc. for the operation and maintenance of the City's wastewater treatment facilities be passed in open Council this 18th day of December, 2023.

Carried

12.1.15 By-law 2023-209 (Parking) Municipal Law Enforcement Officers Amend By-law 90-305

Moved by: Councillor A. Caputo
Seconded by: Councillor S. Spina

Resolved that By-law 2023-209 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 18th day of December, 2023. (Excepted)

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

14. Closed Session

Moved by: Councillor R. Zagordo
Seconded by: Councillor S. Spina

Resolved that this Council move into closed session to discuss one item concerning solicitor-client privilege;

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

Municipal Act R.S.O. 2002 – section 239 2 (f) advice that is subject to solicitor-client privilege

Carried

15. Adjournment

Moved by: Councillor R. Zagordo
Seconded by: Councillor S. Spina

Resolved that this Council now adjourn.

Carried

_____

Mayor

_____

City Clerk

City of Sault Ste. Marie Community Charging Infrastructure Plan

Presented to: City of Sault Ste. Marie Council Meeting: January 8, 2024

Presented by: Emily Cormier, Sustainability Coordinator

Background

- **June 13, 2022:** resolution directing staff to develop a community electric vehicle (EV) charging infrastructure plan
- Transportation accounts for **38%** of community - **highest** source of community emissions, **excluding industry**
- Increasing opportunities to **encourage the adoption** of EVs is one of many steps that the City must consider to meet its goal of net zero emissions by 2050.
- The City has a wide range of other **transportation and land use** policies, programs and infrastructure initiatives that are either in use or in the planning stage to increase the use of more **sustainable transportation modes** (e.g., walking, cycling, or public transit).
- **Active transportation** and **public transit** must also continue to be prioritized through the development of the *Active Transportation Master Plan,* and transit electrification.
- The Planning Departments **Grow the Sault** project is also considering addressing ways to ensure more EV readiness in future developments

Plan Overview

- The *Sault Ste. Marie Community Charging Infrastructure Plan* (SSM CCIP) focuses on actions to increase opportunities for passenger light duty vehicle **charging infrastructure** for personal vehicles.
- Provides an **understanding** of municipal **best practices** to enable and accelerate deployment of public EV charging infrastructure.

SSM CCIP Analysis

Opportunities

- Reducing GHGs
- Municipal Authority
- Economic
- Equity

Challenges

- Access
- Cost (Up Front, Interest Rates)
- Electricity Load Management and Utility Deposit Concerns
- Information & Awareness

Examples of municipalities creating regulations or by-laws to encourage EVs

1. City of Cambridge: April 11, 2023 voted to look at creating a new regulation that would require all new development, retail locations and city parking lots to have a designated number (or percentage) of EV charging stations

2. City of Kitchener: Zoning bylaw 2019-051 (amended on March 21, 2022) requires a minimum of 20% of parking spaces required for multiple dwellings to be EV-ready. Additionally, for non-residential buildings and care facilities, 17.5% of parking spaces must be EV-ready

3. City of Toronto: All residential parking spaces provided for dwelling units located in an apartment building, mixed-use building, and multiple dwelling unit building, but excluding visitor parking, must include an energized outlet capable of providing Level 2 charging or higher to the parking space per Zoning Bylaw 569-2013 (amended December 2021) and the Toronto Green Standard version 4 performance standards for EV Infrastructure (in effect May 2022)

Examples of municipalities creating regulations or by-laws to encourage EVs

4. **City of Waterloo:** Requires all structured parking spaces for apartments, multi-unit residential buildings (MURBs), mixed-use and non-residential buildings built after January 1, 2021, to be EV-ready (per Zoning bylaw 2018-050 was amended on September 21, 2020)

5. **Town of Ajax:** In April 2022, Ajax approved a sustainable building framework, the Green Development and Environmental Design Guidelines (GDEDG). It applies to new development and redevelopment. All mid- to high-density residential and non-residential buildings with over 20 parking spots must ensure half of their parking spaces have EV charging stations or are EV-ready. If a building has less than 20 parking spaces, 10% of the total spots must be EV-ready

6. **Town of Whitby:** In 2020, Whitby developed “Green Standard” guidelines to encourage sustainability in new developments. Not mandatory building standards, as they exceed requirements under the Ontario Building Code and Provincial Planning Act, they suggest that residential and non-residential buildings that are four storeys or taller should make 20% of their parking stalls EV-ready

Charging Infrastructure Location Considerations

Site Deployment Attributes

- Equitable Accessibility
- Amenities and Convenience
- Proximity to Services
- Residential Factors
- Community and Infrastructure Support

Locations

- High-Traffic Areas
- Workplaces
- Public Institutions
- Future Development Areas
- Public Parking Facilities

Plan Overview

The SSM CCIP has three objectives including:

1. Charging Availability
2. Education & Advocacy
3. Municipal Leadership & Governance

Plan Breakdown:

- Actions: 13 (**9 already in progress**). Include: Objective, Actions, Responsibility, Timeline and Performance Measures
- Resources: zoning, planning and building code, funding, supporting programs, policies and legislation

Actions Underway

1. **Charging Availability**

- Identify high-priority areas for public charging infrastructure
- Leverage and explore funding opportunities to expand public charging infrastructure

2. Education and Advocacy

- Engage and partner with local organizations to share EV information and best practices
- Stay up to date on regulatory changes, funding and pilots to reduce congestion and promote EV adoption
- Advocate for policies that support a transition to EVs

October 14, 2023: City, PUC and Sault Climate Hub partner to deliver Sault Ste. Marie's first EV Showcase

Actions Underway

3. Municipal Leadership & Governance

- Collaborate with stakeholders to incorporate EV infrastructure in their long-term planning strategies
- Update the City Zoning By-law to include requirements for EV charging infrastructure in new multi residential and large commercial buildings
- Budget for the installation of public chargers on key City facilities to lead charging infrastructure deployment in the community
- Create an EV Charging Infrastructure working group with a goal to oversee and progress plan implementation with members of City Staff (Parking and Transit, Engineering, By-law, Sustainability) and PUC Services

Financing the SSM CCIP

Electric Vehicle ChargeON Program

- Provides funding for the installation of public electric vehicle (EV) chargers in Ontario communities outside of major cities with populations less than or equal to 170,000
- Competitive, application-based grant program offering up to **50-75%** of capital funding through post-construction rebates.

Zero Emission Vehicle Infrastructure Program (ZEVIP)

- Provides funding towards the deployment of electric vehicle (EV) chargers and hydrogen refueling stations across Canada.
- ZEVIP will be opening up funding in Spring 2024 towards projects focusing on EV charger deployment in public places, on-street, in multi-unit residential buildings, at workplaces, and for vehicle fleets. NRCan's contribution will be limited to fifty percent (50%) of Total Project Costs up to a maximum of 10 million dollars per project.

The City and the PUC are working on applications to both of these above mentioned funding streams

Next Steps

1. Seek Council approval and adoption of the plan

2. Budget for the installation of public chargers on key City facilities to lead charging infrastructure

3. Continue to seek out funding opportunities to increase availability of charging infrastructure in the community

4. Create an EV Charging Infrastructure working group with a goal to oversee and progress plan implementation with members of City Staff (Parking and Transit, Engineering, By-law, Sustainability) and PUC Services

*The SSM CCIP is a **living document** that should be **updated and adapted regularly** to acknowledge changing technology, funding and provincial and federal legislative initiatives.*

Thank You. Questions?

Emily Cormier

Sustainability Coordinator
Community Development & Enterprise Services

705.989.8748 e.cormier2@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

January 8, 2024

TO:	Mayor Matthew Shoemaker and Members of City Council
AUTHOR:	Nicole Ottolino, Director, Human Resources
DEPARTMENT:	Legal Department
RE:	Living Wage Certification

Purpose

The purpose of this report is to report back to Council on the Council resolution regarding instituting a living wage policy for the Corporation of the City of Sault Ste. Marie. The resolution reads:

Whereas a living wage is defined as the minimum income necessary for a worker to meet their basic needs; and

Whereas the Sault Ste. Marie Poverty Round Table published the Progress On Impact Report in January of 2020 and an action item was to encourage employers to pay a living wage to all employees; and

Whereas the living wage for Sault Ste Marie according to Ontario Living Wage Network is currently set at $19.70/hour; and

Whereas part-time and student jobs recently posted within the Corporation of the City of Sault Ste Marie are being compensated at a rate of $15.61/hour or less; and

Whereas a living wage could help bring more jobseekers forward to these very important, front line positions within the Corporation; and

Whereas quality of life is one of our strategic pillars;

Now Therefore Be lt Resolved that staff be requested to report back to Council regarding instituting a living wage policy for the Corporation of the City of Sault Ste. Marie.

Background
At the May 29, 2023 meeting of City Council, Council requested City staff report back on instituting a Living Wage policy for the Corporation of the City of Sault Ste. Marie.

For the purposes of this report, both union and non-union wage schedules were examined to determine if the living wage threshold for 2023 was met.

Analysis
The Ontario Living Wage Network

The Ontario Living Wage Network (OLWN) conducts its activities as a project of Living Wage Canada, a federally incorporated non-profit organization. It is a network of employers, entrepreneurs, organizers and communicators whose purpose is to strengthen and support local community efforts and provincial initiatives that encourage employers across Ontario to provide decent work that pays a living wage for all of their employees. It is currently funded by annual fees from its certified employers and through financial support from the Mennonite Central Committee Ontario, Kindred Credit Union, Libro Credit Union and various local branches of the United Way.

Employers can voluntarily apply for one of three levels of certification. Once confirmed and a licensing agreement signed, the employer becomes entitled to the Living Wage Employer electronic logo for use on websites and print materials, window decals and recognition on their website and in their periodic publications.

Living Wage Calculation

According to the OLWN, the Living Wage is the hourly earnings someone needs to earn to have an income that covers the cost of living. It is set higher than the minimum general wage mandated by the Province under the *Employment Standards Act*. Living Wage is calculated annually based on the cost of a basket of basic goods and services in Ontario for three separate types of families: a family of 4 (assuming two parents aged 35 and two children aged 7 and 3), a single parent family (one parent aged 35 with a child aged 7) and a single adult. They then take a weighted average of these wages based on the proportion of adults in Ontario in each type of family using data from the census (most recently the 2021 census).

Until 2022, the OLWN used a mix of municipal, county, and regional boundaries to define each distinct living wage area for a total of 51 areas in the province. For 2022 and going forward, they are performing calculations for 10 broader geographic regions in Ontario, employing Statistics Canada's Economic Regions (geographic units defined by Statistics Canada to represent regional economies).

As a result, the OLWN has acknowledged that many areas saw an increase in the 2022 living wage rates over the prior year's calculations. Notably, the City of Sault Ste. Marie experienced the largest increase from $16.20 per hour in 2021 to

$19.70 per hour in 2022 – an increase of 21.6%. The Living Wage rate in the North was increased again in 2023 by 0.5% to $19.80 per hour.

A list of living wages by region in Ontario is provided in Appendix 1.

Levels of Living Wage Certification

The Living Wage Employer Program has three levels of living wage certification. It begins with the supporter level and provides for a phased implementation to the other levels as contracts and agreements with employees and third party providers are renewed or renegotiated.

1. **Supporter:** All direct full-time employees are paid a living wage. Committed to begin raising the pay of all direct part-time employees to the living wage rate.
2. **Leader:** All direct full-time and part-time employees are paid a living wage. Committed to including living wage minimums in service contracts for externally contracted (third party) providers that deliver service on a regular basis.
3. **Champion:** All direct full-time and part-time employees are paid a living wage, and all externally contracted (third party) providers that deliver a service on a regular basis are paid a living wage or the employer has signalled intent to re-contract at the living wage rate when the contract renews.

Employers are permitted to have a small amount of trainees, students in practicum, co-op placements or interns that are paid below the living wage as long as this doesn't represent more than 10% of the total staff complement.

Living Wage Employers

According to the OLWN website, there are currently eight (8) townships / municipalities / regions working toward the champion level of certification in the Province of Ontario (City of St. Catharines, County of Huron, City of Cambridge, Municipality of North Perth, Region of Waterloo, City of Waterloo, County of Prince Edward and City of Kingston).

There are also four (4) organizations currently listed as living wage employers in Sault Ste. Marie (Laker Express, Odd Job Jacks Inc.*, Village Media Inc., YNCU Sault Ste. Marie).

*Note: Odd Job Jacks Inc. closed its doors on December 1, 2023, due in part to labour costs. Although the owner made a commitment two years ago to being a certified living wage employer, he stated in a recent SooToday.com news article that he "had to let that lapse".

Why Become a Living Wage Employer?

According to the OLWN *Guide to Becoming a Living Wage Employer*, Living Wage Employers:

- "recognize that paying a living wage constitutes a critical investment in the long-term prosperity of the economy by fostering a dedicated, skilled and healthy workforce;
- receive public recognition for demonstrating a commitment to socially responsible practices, making them more attractive to potential employees and customers", and
- realize "employees who earn a living wage experience increased mental and physical health and economic well-being".

They state that from the employer's perspective, those paying a living wage experience a decrease in employee absenteeism and turnover, increased ability to recruit and retain employees and increased productivity.

Further Considerations and Risk Implications

Labour Market and Inflation

The regional unemployment rate for Northern Ontario was 6.7% in June of 2023 and has risen to 8.1% by early November. In theory, in tight labour markets there may be competitive benefits to guaranteeing a living wage, as increasing wages should produce an increase in the quantity of available labour.

At some point; however, increasing wages results in a substitution effect. Employers will look for ways to decrease their labour costs by decreasing service levels and/or increasing automation and technological changes in order to reduce the amount of labour required. It can also lead to reduced demand from consumers, due to higher prices being charged for products and services to offset the increased labour costs.

In 2022, the Living Wage was determined among a backdrop of record breaking inflation and Consumer Price Index increases (CPI reached a high of 8.1% in June of 2022). The cost of many items in the OLWN basket of living expenses, such as shelter and food, continue to remain high. With the next calculation of the living wage expected in November of 2024, it will be difficult to predict and budget for what amount the living wage will rise to.

Collective Bargaining Agreements

Direction to become certified as a Living Wage Employer would be subject to negotiations with our unions where positions or wage bands are below the

prescribed living wage. The majority of the City's collective agreements were ratified in 2023 and will not expire until January of 2028.

External Organization Setting Corporation's Wages

As mentioned above, the OLWN calculation is completed annually in November. Certification and the license agreement will require an employer to align their current living wage to the new calculation within six months. The timing of this rate announcement may not be conducive to the City's budget cycle and could result in an inaccurate budget forecast on wages.

Maintaining certification as a Living Wage Employer would remove the City's ability to determine and set rates of pay for multiple entry level roles. The City would be obligated to pay the wage set without the ability to challenge the calculation. The OLWN is free to change their calculation parameters at will and without prior notice – as exhibited in 2018 where the length of the work week was changed from 37.5 hours to 35 hours, and in 2022 when the previous 51 boundaries to define distinct living wage areas was reduced to 10 regions.

Removing the City's ability to control how much it pays its staff regardless of any other factors (minimum wage increases, total compensation, union settlements, labour market pressures, cost of living etc.) could put the City in a position where it has to adhere to the living wage requirements and likely impact the taxpayer or be removed from the program, causing negative public perception.

Wage Compression

Wage compression occurs when the pay of one or more employees in a lower job band is very close to the pay of more experienced employees in the same job OR of those in higher level jobs, including supervisory positions. Often, it is the result of increases being given to a lower banded job that are greater than those given to the higher banded job.

This can result in inequity within the corporate pay grids, which can lead to employee disengagement and retention issues, particularly for positions directly senior to the position(s) who received the larger wage increase.

Implementation of the Living Wage would exacerbate current wage compression issue with student and part-time wage grids, as well as begin to impact unionized and non-union full-time positions. Further wage adjustments to correct any resulting inequities and compression would then need to be considered.

Cost of Contracted Services

At the Champion Level of certification, employers are required to make their best effort to ensure that contracted service providers are paying their employees the current living wage and include a living wage clause when existing contracts expire.

This would require a revision to the City's Procurement Policy to include this clause in all future service contracts. For example, if the City's procurement policy required a Request for Proposal (RFP) process, the RFP would have to contain a clause which states the selected provider must pay their employees the hourly living wage for the North region, as published by the OLWN. As bids do not currently include the provider's rates of pay for their staff, estimating a cost impact to the City is problematic. It also presents a risk of providers declining to bid on the work and/or an increased total cost to all service contracts.

Financial Implications

All permanent full-time employees of the City are paid above the $19.80 per hour living wage threshold for 2023. Increases to 32 part-time and student positions would be required if the Corporation was to become certified as a Living Wage Employer using our 2023 pay rates. See Appendix 2 for the list of positions.

Using the current wage schedules as of October 1, 2023 and the 2023 Living Wage for the "North" region, the **total** cost of full living wage certification at the Leader level would be approximately $721,550. Note this does not include the general cost of living calculation in the by-law that is applied to part-time non-union staff, as that percentage increase amount can not yet be calculated.

The additional cost of moving only all part-time employees in wage bands currently less than the Living Wage to $19.80 would be $402,144 in 2024, without considering any further adjustments to deal with the current part-time compression issue.

The additional cost of moving only all summer student classifications to the Living Wage would be $319,406 in 2024, assuming no annual differentiation for returning students.

Once the certification level applied for has been confirmed, the employer and the OLWN will sign a license agreement. An annual employer fee of $400 must also be paid at the time of certification and is due each subsequent year on that anniversary.

Strategic Plan / Policy Impact / Climate Impact

This item applies to the Service Delivery focus area of the Corporate Strategic Plan.

Recommendation

Staff recommend that as an alternative to certification through the OLWN, Council should consider addressing the part-time wage grid salary compression issue and could gradually increase wage rates towards achieving the living wage. This would allow the Corporation to advance the living wage goals on an approved schedule and with the level of resource investment that works for the organization, while allowing the Corporation to retain control over employee salaries and purchasing processes/requirements. The Corporation would then not be committed to actions or wage rates in the future that may not be feasible.

Wage increases to provide a living wage and the City's non-union compensation rates are connected. Efforts to make increases in one area impact the ability to increase the other. A compensation strategy which seeks to move part-time staff towards the living wage, while also addressing the larger issue of non-union compensation including compression, recruitment and retention would provide a path on how the corporation can implement wage adjustments for affected positions in a fiscally responsible manner.

It is therefore recommended that Council take the following action:

Resolved that the report of the Human Resources Director dated January 8, 2024 concerning Living Wage Certification be received and that staff be directed to propose amendments to the current part-time and summer student wage grid for Council's consideration.

Respectfully submitted,

Nicole Ottolino
Director, Human Resources
n.ottolino@cityssm.on.ca

Appendix 1 – Living Wages by Region in Ontario

Region	Rate/hr 2022	Rate/hr 2023
Greater Toronto Area	$23.15	$25.05
Grey Bruce Perth Huron Simcoe	$20.70	$22.75
Ottawa	$19.60	$21.95
Dufferin Waterloo Guelph-Wellington	$19.95	$20.90
Hamilton	$19.05	$20.80
East	$19.05	$20.60
Brant Niagara Haldimand Norfolk	$19.80	$20.35
North	$19.70	$19.80
London Elgin Oxford	$18.05	$18.85
Southwest	$18.15	$18.65

Appendix 2 – Positions Currently Below 2023 Living Wage (@ November 7, 2023)

Job Title	**Rate/Hr**
PT Student Under 18 Years	$15.60
Canteen Attendant Facility Attendant Bartender Line Cook Summer Student Year 1	$16.55
Summer Student Year 2	$16.55
Cashier Senior Canteen School Guard Ticket Taker / Usher Line Handler – Rec'l Lock Marina Attendant Bondar / Plaza Attendant Maintenance Worker – Sr. Services Server	$16.55
Summer Student Year 3	$16.55
Event Facilitator & Coordinator Head Security Head Canteen Head Cashier Aquatic Assistant Office Assistant – Sr. Services Part Time Interpreter Special Projects Assistant Head Bartender Head Suites Head Kitchen	$17.20
Maintenance Caretaker Housekeeper / Groundskeeper Food & Beverage Assistant	$18.83
Lifeguard / Instructor	$19.27

The Corporation of the
City of Sault Ste. Marie

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

January 8, 2024

TO:	Mayor Matthew Shoemaker and Members of City Council
AUTHOR:	Emily Cormier, Sustainability Coordinator
DEPARTMENT:	Community Development and Enterprise Services
RE:	Sault Ste. Marie Community Charging Infrastructure Plan

Purpose

The purpose of this report is to provide response to, and seek approval to a Council resolution from June 13, 2022, to adopt the *Sault Ste. Marie Community Charging Infrastructure Plan* (SSM CCIP) and to direct staff to work to achieve the objectives and actions outlined in the report. The resolution stated:

> *Whereas the climate crisis has forced countries, regions, and municipalities around the world to re-evaluate and implement certain measures to help mitigate the existential and catastrophic impacts that will be caused by the changing climate; and*
>
> *Whereas one of the most recognized ways for society to battle the climate crisis is to transition away from fossil fuels, to eliminate as best as possible, the emission of greenhouse gases (GHG); and*
>
> *Whereas according to Natural Resources Canada, transportation accounts for 25% of Canada's GHG emissions, and almost half of that comes from light duty trucks and cars; and*
>
> *Whereas Canada has set a mandatory target for all passenger cars and light duty trucks to be zero-emission by 2035; and*
>
> *Whereas communities in Canada should be deliberately planning for the transition to predominantly electric passenger vehicles over the next decade;*
>
> *Now Therefore Be It Resolved that Council request that staff develop a charging infrastructure plan to be presented to Council for consideration that will advance local policies to accelerate charging infrastructure in the community, and to include possible changes to local building codes to*

ensure electric vehicle readiness/inclusion in future commercial, industrial, and residential development within the municipality of Sault Ste. Marie.

Background

Transportation is the largest contributor to Ontario's GHG emissions, accounting for 36% in 2019[1]. This aligns with emissions from transportation in Sault Ste. Marie that accounted for 38% of community emissions (less industrial) in 2017[2]. Most Sault Ste. Marie transportation emissions come from the mobile combustion of gasoline and diesel fuel due to heavy reliance on personal vehicles with combustion engines. Despite this heavy dependance on fossil fuels, the global market for EVs is growing. There are more options available for purchase than ever before, incentives for EV purchase and increasing availability of charging infrastructure.

Analysis

Local governments with their influence over land use, new developments and transportation services and decisions are particularly critical in helping to ensure local communities advance charging infrastructure. Review of best practices by other municipalities noted a series of opportunities, challenges, as well as key attributes and locations that should be considered when planning for charging infrastructure.

Table 1: Community Charging EV Infrastructure: Opportunities, Challenges, and Key Considerations

Opportunities	**Challenges**
1. Reducing GHGs 2. Municipal authority 3. Economic 4. Equity	1. Access 2. Cost (up-front, interest rates) 3. Electricity load management and utility deposit concerns 4. Information and awareness
Key Charging Attributes	**Key Charging Locations**
1. Equitable accessibility 2. Amenities and convenience 3. Proximity to services 4. Residential factors 5. Community and infrastructure support	1. High-traffic areas 2. Workplaces 3. Public institutions 4. Future development areas 5. Public parking facilities

Increasing the availability of charging infrastructure in Sault Ste. Marie is a multi-sectoral endeavour, involving several City Departments, the PUC and other community groups working in collaboration with each other.

[1] Government of Ontario. (2022). Ontario Making it Easier to Access Electric Vehicle Chargers. Retrieved from: https://news.ontario.ca/en/release/1001827/ontario-making-it-easier-to-access-electric-vehicle-chargers
[2] FutureSSM. (2020). *Sault Ste. Marie Community Greenhouse Gas Reduction Plan: 2020 – 2030*. Retrieved from: https://saultstemarie.ca/Cityweb/media/Community-Services/FutureSSM/GHG/2021-07-12-GHG-Reduction-Plan-Final.pdf

Plan Overview

The SSM CCIP identifies thirteen (13) actions, which are broken down into three (3) objectives including: 1. Charging availability; 2. Education and advocacy; and 3. Municipal leadership and governance to help the City accelerate the deployment of public EV charging infrastructure in the community. Nine (9) actions identified in this plan are already underway. The SSM CCIP addresses a variety of elements including zoning, planning, and building codes. It also includes information on funding programs (Provincial and Federal) that are available and that are being pursued by the City and the PUC to increase charging infrastructure availability in Sault Ste. Marie. The SSM CCIP is one of many initiatives that will be used to inform and guide the City's approach to sustainable transportation.

In order to be successful, efforts to advance charging infrastructure availability must become an integral part of the planning process for new developments in the City. This can be facilitated through methods such as ensuring that new developments are equipped with the necessary panel and conduit to accommodate charging infrastructure. As well, establishing a green development standard to be applied to new development and redevelopment is strongly encouraged. A united approach across all City departments and community stakeholders will be required to ensure that this plan is implemented. This plan should be viewed as a living document and will evolve over time as technologies, funding and regulation regarding public charging infrastructure change.

A report to Council with the costs associated with installing and maintain public charging infrastructure will accompany a request to Council to apply for funding later this month.

Financial Implications

Should the City adopt the SSM CCIP, there will be financial implications to implementing recommendations, in particular as they relate to installing and maintaining charging infrastructure on City properties.

Public Safety Canada estimates that every dollar invested in GHG mitigation saves $3 to $5 in recovery costs"[3]. As such, the City should prioritize leveraging climate investment and funding opportunities to offset the capital costs of emissions reduction projects. Funding for public chargers is being pursued by City staff from both the Provincial ChargeON program as well as the Zero Emission Vehicle Infrastructure Program. Dialogue is also underway with the PUC to explore financing opportunities.

The City should also consider adding criteria to capital and operating budget requests that would review requests based on their impact to environmental sustainability (e.g. GHG emissions diverted).

[3] Office of the Auditor General of Canada. (2016). 2016 Spring Reports of the Commissioner of the Environment and Sustainable Development. Retrieved from: www.oag-bvg.gc.ca/internet/English/parl_cesd_201605_02_e_41381.html

Strategic Plan / Policy Impact / Climate Impact
The City's Corporate Strategic Plan outlines environmental stewardship as a value to ensure that we use resources wisely to maintain and create a sustainable city for future generations. The plan also identifies infrastructure and quality of life as strategic focus areas of which efforts in environmental sustainability will add to.

In addition, the Community Development Fund Green Initiatives Fund aligns with the implementation of the Sault Ste. Marie Community GHG reduction Plan: 2020 – 2030, environmental stewardship projects within the community and City operations.

The FutureSSM community development strategy includes Environmental Sustainability as one of the four pillars of community development.

Recommendation
It is therefore recommended that Council take the following action:

Resolved that the report the Sustainability Coordinator dated January 8, 2024 concerning Sault Ste. Marie Community Charging Infrastructure Plan be received that Council approve the adoption of the Sault Ste. Marie Community Charging Infrastructure Plan;

Further, that staff be directed to work to achieve the goals and actions outlined in the Plan, with any municipal monetary requests referred to future budgets.

Respectfully submitted,

Emily Cormier
Sustainability Coordinator
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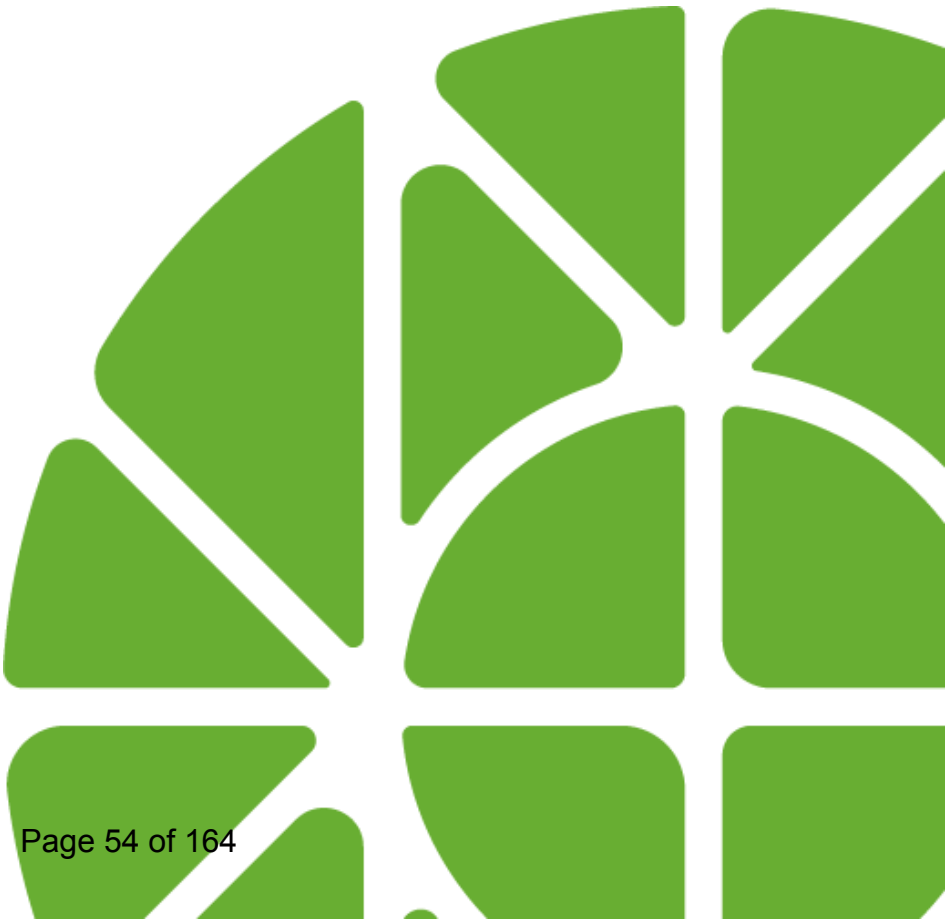
City of Sault Ste. Marie Community Charging Infrastructure Plan

Prepared by: Tourism & Community Development

Submitted: January 2, 2024



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List of Acronyms

BEV – Battery Electric Vehicle

CAP – Clean Air Partnership

CCIP - Community Charging Infrastructure Plan

CCR – Capital Cost Recovery

EV – Electric Vehicle

EVAFIDI – Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative

EVCS - Electric Vehicle Charging Systems

FCEV - Hydrogen fuel cell electric vehicles

FSA – Forward Sortation Area

GHG – Greenhouse Gas

GDS – Green Development Standard

ICEV – Internal Combustion Engine Vehicle

iZEV - Incentives for Zero-Emission Vehicles

LDC – Local Distribution Company

MRSP – Manufacturer Suggested Retail Price

MRSP – Manufacturers Suggested Retail Price

MTO – Ministry of Transportation of Ontario

MURB - Multi-Unit Residential Building

NRCan – Natural Resources Canada

OBC – Ontario Building Code

OEB – Ontario Energy Board

OPG – Ontario Power Generation

PHEV – Plug-In Hybrid Electric Vehicle

SSM CCIP – Sault Ste. Marie Community Charger Infrastructure Plan

SUV – Sports Utility Vehicle

TCO – Total Cost of Ownership

ZEV – Zero Emission Vehicle

ZEVIP - Zero Emission Infrastructure Program

Executive Summary

At the June 13, 2022, Council meeting, Sault Ste. Marie City Council passed a resolution (see Appendix 1) directing staff to develop a community electric vehicle (EV) charging infrastructure plan to be presented to Council for consideration to support the advancement of local policies to accelerate the deployment of charging infrastructure in the community. The resolution also directed staff to include possible changes to local building codes to ensure EV readiness/inclusion in future commercial, industrial, and residential development within the municipality of Sault Ste. Marie.

The resolution aligns with the *Sault Ste. Marie Community Greenhouse Gas (GHG) Reduction Plan: 2020 – 2030* (GHG Reduction Plan) that targets net zero emissions by 2050. Transportation accounted for 38% of community GHGs in 2017, making this the highest source of community emissions, excluding industry (Future SSM, 2020). Increasing opportunities to encourage the adoption of EVs is one of many steps that the City of Sault Ste. Marie (the City) must consider to meet its goal of net zero emissions by 2050.

The *Sault Ste. Marie Community Charging Infrastructure Plan* (SSM CCIP) focuses on actions to increase opportunities for passenger light duty vehicle charging infrastructure for personal vehicles[1]. The plan offers an overview of municipal best practices to enable and accelerate deployment of public EV charging infrastructure. It is important to note that this plan does not address specific actions for corporate fleet electrification or transit, which are being addressed already by the City.

The SSM CCIP identifies thirteen (13) actions, which are broken down into three (3) objectives including: 1. Charging Availability, 2. Education & Advocacy and 3. Municipal Leadership & Governance to help the City accelerate the deployment of public EV charging infrastructure in the community. Nine (9) actions identified in this plan are already underway, and this report will serve as a roadmap to ensure that their implementation is prioritized. The SSM CCIP addresses a variety of elements including zoning, planning, and building codes. It also includes information on funding programs (Provincial and Federal) that are available and that are being pursued by the City and the PUC to increase charging infrastructure availability in Sault Ste. Marie.

The SSM CCIP is one of many initiatives that will be used to inform and guide the City's approach to sustainable transportation. The City has a wide range of other transportation and land use policies, programs and infrastructure initiatives that are either in use or in the planning stage to increase the use of more sustainable transportation modes (e.g., walking, cycling, or public transit). The City recognizes that active transportation and public transit must also continue to be prioritized through the development of the *Active Transportation Master Plan,* and transit electrification. The Sault Ste. Marie Parking Review Project is also considering EV parking infrastructure. These tools, in addition to supporting electric mobility, are part of the holistic approach required to reduce the community transportation carbon footprint.

In order to be successful, efforts to advance charging infrastructure availability must become an integral part of the planning process for new developments in the City. This can be facilitated through methods such as ensuring that new developments are equipped with the necessary panel and conduit to accommodate charging infrastructure. As well, establishing a green development standard to be applied to new development and redevelopment is strongly encouraged. A united approach across all City departments and community stakeholders will be required to ensure that

[1] Light duty personal vehicles include cars, vans, trucks, and for personal and shared use.

this plan is implemented. This plan should be viewed as a living document and will evolve over time as technologies, funding and regulation regarding public charging infrastructure changes.

Background

Transportation is the largest contributor to Ontario's GHG emissions, accounting for 36% in 2019 (Government of Ontario, 2022a). This aligns with emissions from transportation in Sault Ste. Marie that accounted for 38% of community emissions (less industrial) in 2017 (Future SSM, 2020). Most Sault Ste. Marie transportation emissions come from the mobile combustion of gasoline and diesel fuel due to heavy reliance on personal vehicles with combustion engines. Despite this heavy dependance on fossil fuels, the global market for EVs is growing. There are more options available for purchase than ever before, incentives and increasing availability of charging infrastructure. When it comes to increasing opportunities associated with zero-emission vehicles (ZEV), there are two important elements that need to be considered for increasing adoption. First is the vehicle itself, and second is the charging infrastructure (Transport Canada, 2020). There are three types of ZEVs available on the market in Canada. They are:

1. **Battery electric vehicles (BEVs):** which are powered by electric motors that draw electricity from on-board storage batteries and are charged by plugging the vehicle into a plug-in to charge;
2. **Plug-in-hybrid electric vehicles (PHEV):** which use both an on-board motor and a small internal combustion engine; and,
3. **Hydrogen fuel cell electric vehicles (FCEV):** which use a fuel cell to create on-board electricity, generally using compressed hydrogen and oxygen from the air to power the vehicle[2].

Please note that addressing opportunities for increasing public charging infrastructure for FCEVs is outside the scope of this plan. For PHEVs and BEVs there are three common types of charging infrastructure that can be used. They are outlined in more detail below, along with the estimated cost, range per hour, power usage and typical use locations.

Table 1: EV Charging Infrastructure Types[3]

	Level 1 (AC)	Level 2 (AC)	Level 3 or Direct Current Fast Charger (DCFC)
Typical Output	1.5 kW (120 Volts)	7.2 kW (240 Volts)	50 kW – 350 kW (400 – 800 Volts)
Range Added per Hour (approximate)	8 km	40 km	300 + km
Equipment and installation costs	$150 - $1,500	$5,000 - $10,000	$50,000 - $200,000
Typical use locations	Some homes, workplaces, public spaces	Homes, workplaces, public spaces	Major corridors, public spaces
Used by	BEV and PHEV	BEV and PHEV	Primarily BEVs

[2] EVgo Fast Charging. *Types of Ev Vehicles*. Retrieved from: https://www.evgo.com/ev-drivers/types-of-evs/
[3] E.B. Horsman & Son. *What's the Difference Between Level 1, 2 and 3 EV Chargers in Canada?* Retrieved from https://ebhorsman.com/industry-trends/ev-chargers-levels/

As of September 2023, there were 135,000 EVs registered in Ontario, and over 2,900 public charging stations with over 7,900 charging ports, including 6,600 Level 2 ports and 1,300 Level 3 fast charging ports (Government of Ontario, 2023a). By 2030, one out of every three automobiles sold will be electric and there are expected to be over one million EVs on the road in Ontario (Government of Ontario, 2022a). This growth in EVs aligns with the Government of Canada announcement in 2021 to require 100% of car and passenger truck sales be zero-emission by 2035 in Canada (Government of Canada, 2021).

EVs can be incorporated into urban environments in ways that internal combustion engine vehicles (ICEVs) cannot. They can be charged at home, at work, or even while running errands. EV infrastructure can also be strategically located so that it ensures a continued shift to walking, cycling and using public transit, aligning it to active transportation objectives. The next section of this report will provide an overview on the EV and charger landscape in Sault Ste. Marie

Sault Ste. Marie Public EV Charger Landscape Assessment

To properly plan for increased charging infrastructure, it is important to understand uptake of EVs in Sault Ste. Marie. Through an agreement with the Ontario Ministry of Transportation (MTO), the Clean Air Partnership (CAP) secured vehicle registration data for all registered vehicles in Ontario from 2016 to 2020. This allows municipalities to examine the market penetration of EVs and PHEVs vehicles in their communities. The dataset provides the actual number of vehicle registrations in a given year and includes all on-road vehicles (both passenger and freight). Off-road and farm vehicles are not included. Fuel types have been categorized based on the make and model of the vehicle into six categories (gas, diesel, compressed natural gas, propane, plugin hybrid, and electric). Non-plugin hybrid vehicles are counted based on the primary fuel source (gas or diesel). The details for vehicles in Sault Ste. Marie from 2016 to 2020 are noted below.

Table 2: Total Registered Vehicles in Sault Ste. Marie 2016 - 2020[4]

Fuel Type	2016	2017	2018	2019	2020
Compressed Natural Gas	3	3	3	3	2
Diesel	2,048	1,987	1,991	2,088	2,069
Electric	5	6	15	19	23
Gas	52,176	51,729	51,930	51,874	52,036
Plugin Hybrid	5	12	17	16	19
Propane	13	11	10	9	12

In addition to the above, in Sault Ste. Marie, as of October 23, 2023, there were 187 electric vehicles registered in the community (per the Ontario Government Open Data Catalogue which lists total EVs by forward sortation area (FSA) (the first three characters of the postal code of the vehicles registered address). 103 are BEVs, and 84 were PHEVs vehicles (Government of Ontario, 2023). In comparison to the 52,036 registered ICEVs in 2020, BEVs equate to approximately 0.2% of the Sault Ste. Marie personal vehicle market.

[4] Clean Air Partnership. (2023). *Registered vehicles by municipality dataset – Ontario – 2016-2020.* Retrieved from: https://www.cleanairpartnership.org/projects/electric-vehicle-proliferation-by-municipality-2016-2020-data-now-available/

Registration for EVs is slowly increasing; however, gasoline vehicles still make up most registrations. That being said, given government incentives for EVs, greater market availability and the 2035 federal government mandate for all new light duty vehicles sales to be zero emission, more infrastructure will support the need for greater EV adoption in Sault Ste. Marie and the community's net zero emission reduction goals.

From a public charging infrastructure standpoint, as of October 2023, there were fourteen (14) EV charging stations in Sault Ste. Marie. Most chargers are located at gas stations, hotels and car dealers. The location of the station, number of plugs and type are listed below.

Table 3: Sault Ste. Marie Public Charging Stations (as of October 23, 2023)

Line No	Site	Address	Charger Type
1	Sault Ste. Marie KOA	501 Fifth Line East	2 plugs: 1 wall, 1 NEMA 14-50
2	Maitland Ford Lincoln Sales	1124 Great Northern Road, Sault Ste. Marie, ON, P6A 5K7	1 plug J-1772
3	Prouse Chevrolet Buick GMC Cadillac	851 Great Northern Rd, Sault Ste. Marie, ON, P6A 5K7 (2 plugs:	1 wall, 1 J-1772
4	Northside Volkswagen,	878 Great Northern Road, Sault Ste. Marie, ON, P6B 0B7	2 plugs J-1772
5	Northside Volkswagen	851 Great Northern Road, Sault Ste. Marie, ON, P6A 5K7	3 plugs: 2 J-1772, 1 CCS/SAE
6	Sault Ste. Marie Supercharger	360 Great Northern Rd, P6B 4Z7	6 Tesla Supercharger Plugs
7	Shell Sault Ste. Marie Shell	386 Great Northern Rd., P6B 4ZY	4 plugs: 2 CHAdeMO, 2 CCS/SAE
8	Highland Ford	68 Great Northern Rd, Sault Ste. Marie, On, P6B 4Y8	1 plug J-1772
9	Superior Nissan	460 Pim St, Sault Ste. Marie, On, P6B 2V2	1 plug J-1772
10	Great Lakes Honda	423 Pim St, Sault Ste. Marie, ON, P6B 2T9	1 plug J-1772
11	Holiday Inn Express	320 Bay St, Sault Ste. Marie, ON, P6A 1X1	1 plug CCS/SAE
12	Delta Hotel	208 St. Mary's River Drive, Sault Ste. Marie, ON, P6A 5V4	1 plug J-1772
13	Sault Ste. Marie Canal National Historic Site	1 Canal Drive, Sault Ste. Marie, ON, P6A 6W4	4 plugs: 2 Tesla, 2 J-1772
14	Petro-Canada Sault Ste. Marie	713 Trunk Rd, Sault Ste. Marie, ON, P6A 3T2	4 plugs: 2 CCS/SAE, 2 CHAdeMO

This is a good start; however, greater accessibility to key community assets (e.g., community centres, gathering places), and connecting nodes (e.g., Downtown) are recommended as seen in other communities that are further along in their EV charging infrastructure journey.

The next section of this report will highlight some of the key opportunities and challenges for EV charging infrastructure adoption in the municipal space in Ontario.

Analysis

The energy humans use to transport themselves and the goods and services they consume generate GHG emissions. Anthropogenic (human caused) emissions from the burning of fossil fuels are the primary cause of climate change. The effects of climate change are "impacting both human natural systems" (Government of Canada, 2018).

GHGs come from a variety of sectors, but as this report previously mentions, transportation accounts for an increasing portion. All levels of government are critical in ensuring more resources are allocated to the most sustainable transportation opportunities within communities. Local governments with their influence over land use, new developments and transportation services and decisions are particularly critical in helping to ensure local communities advance EV charging infrastructure (Clean Air Partnership, 2021a). The next section of this report outlines the opportunities and challenges associated to advancing community charging infrastructure.

Opportunities for Municipalities to Encourage EV Charging Infrastructure

This section of the report outlines four (4) key opportunities associated with the deployment of more EV charging infrastructure, including reducing GHGs, municipal authority, economic and equity.

1. Reducing GHGs

EVs produce less GHGs than ICEV equivalents because they run off either just electricity or a combination of electricity and fossil fuels (e.g. PHEVs). Electricity produces lower emissions than gasoline or diesel. Ontario's electricity grid is relatively clean with 89.8% of energy supplied by nuclear, hydropower, wind and renewables (Ontario Energy Board, 2022). In addition, when you evaluate the lifecycle emissions, meaning the total amount of GHGs emitted through a product's existence, including its production, use and disposal, BEVs have the lowest life cycle emissions in comparison to both PHEV and ICE vehicles (Oğuz, 2023). Many municipalities have adopted net zero by 2050 emission reduction targets, including the City of Sault Ste. Marie. Encouraging the adoption and use of EVs through increased infrastructure will help the City in meeting this target.

2. Municipal Authority

Municipal governments are created under provincial statute, which allows them to govern over matters of local jurisdiction. In Ontario, municipalities can make by-laws under the *Municipal Act* (s 11(2)) relating to matters of health, safety, and environmental well-being, including respecting climate change. There are a few mechanisms that municipalities can leverage in advancing EV Ready requirements, including:

- Planning Act and Site Plan Authorities (with EV Ready being advanced via Green Standards);
- Parking Requirements/Zoning By-laws; and
- Climate Change By-law Authorities (Clean Air Partnership, 2021a).

The Sault Ste. Marie *GHG Reduction Plan* recommends the City develop a *Green Building Policy* to incentivize new developments go above and beyond the Ontario Building Code (OBC). Having a green building policy or standard can help advance EV ready requirements. In addition to this there is a growing trend towards municipalities eliminating or reducing parking minimums, and often times as part of zoning amendments municipalities will require a certain percentage of parking spaces to be EV ready. The Sault Ste. Marie Parking Review Project is considering EV parking infrastructure as part of its scope. Though Ontario has no provincial EV-ready bylaws, many municipalities are looking at creating regulations or by-laws to encourage EVs. A few examples are listed below:

1. **City of Cambridge:** On April 11, 2023, the City of Cambridge voted to look at creating a new regulation that would require all new development, retail locations and city parking lots to have a designated number (or percentage) of EV charging stations (City of Cambridge, 2023).

2. **City of Hamilton:** City staff have been asked by the city council to examine how to incorporate requirements for EV charging stations through the parking requirement by-laws in new developments (Electric Autonomy, n.d.)

3. **City of Kitchener:** Zoning bylaw 2019-051 was amended on March 21, 2022. It requires a minimum of 20% of parking spaces required for multiple dwellings to be EV-ready. Additionally, for non-residential buildings and care facilities, 17.5% of parking spaces must be EV-ready (City of Kitchener, n.d.)

4. **City of Mississauga:** A corporate report to amend Mississauga's Zoning By-law 0225-2007 was presented on March 2022 by the City's commissioner of planning and building to the chair and members of the planning and development committee. The report includes recommendations that would introduce EV-ready parking requirements to the city (Electric Autonomy, n.d.)

5. **City of Toronto:** According to the Zoning Bylaw 569-2013, which was amended in December 2021 and the Toronto Green Standard version 4 performance standards for EV Infrastructure, which came into effect in May 2022, all residential parking spaces provided for dwelling units located in an apartment building, mixed-use building, and multiple dwelling unit building, but excluding visitor parking, must include an energized outlet capable of providing Level 2 charging or higher to the parking space (City of Toronto, n.d.)

6. **City of Waterloo:** Zoning bylaw 2018-050 was amended on September 21, 2020. It requires all structured parking spaces for apartments, multi-unit residential buildings (MURBs), mixed-use and non-residential buildings built after January 1, 2021, to be EV-ready (Electric Autonomy, n.d)

7. **Town of Ajax:** In April 2022, Ajax approved a sustainable building framework, the Green Development and Environmental Design Guidelines (GDEDG). It applies to new development and redevelopment. As part of the GDEDG, all mid- to high-density residential and non-residential buildings with over 20 parking spots must ensure half of their parking

spaces have EV charging stations or are EV-ready. If a building has less than 20 parking spaces, 10% of the total spots must be EV-ready (Town of Ajax, 2022).

8. **Town of Whitby:** In 2020, Whitby developed "Green Standard" guidelines to encourage sustainability in new developments. While the guidelines are not mandatory building standards, as they exceed requirements under the Ontario Building Code and Provincial Planning Act, they suggest that residential and non-residential buildings that are four storeys or taller should make 20% of their parking stalls EV-ready (Electric Autonomy, n.d.).

3. Economic

There are a variety of economic opportunities associated to the adoption of EVs. Firstly, EVs present lifecycle cost saving opportunities. The fuel cost to charge an EV at home in Ontario is equivalent to roughly $0.20 per litre gasoline and maintenance costs are about half of gasoline vehicles (Clean Air Partnership, 2021a). In addition, they don't idle, are quieter and accelerate faster. As well, retrofitting existing buildings to allow for charging infrastructure can be costly and time consuming. As such, it is the most cost-effective to advance EV infrastructure at the time of construction.

Installation of an EV charging network can also bring additional benefits to a region including increasing economic development opportunities for local businesses and enhancing tourism experiences. Municipalities have opportunities to encourage EV adoption through initiatives such as creating EV charging standards when permitting for new commercial and residential developments, rethinking transit fleets, investing in the electricity infrastructure and approving design changes to retrofit existing facilities (Clean Air Partnership, 2021a).

4. Equity

As EV adoption continues to grow, so will the need for charging infrastructure. The provision of publicly available EV charging infrastructure will offset the cost of EV ownership by increasing access for households with limited ability to install on-site charging or who have less access to on-site dedicated parking opportunities, which will help with affordability (Clean Air Partnership, 2021a).

Challenges

This section of the report outlines four (4) key challenges associated with the deployment of more EV charging infrastructure including access, cost, electricity load management and utility deposit concerns and awareness.

1. Access to Charging Infrastructure

As previously mentioned, Sault Ste. Marie currently has fourteen (14) public charging stations. This is a start, but more are needed to serve future EV needs of the community. Simliarly to lack of chargers, low visibility of charging stations is also an issue. It is important to consider adequate signage for future infrastructure to help EV owners. Also, though many organizations and spaces are open to the idea of incorporating public charging stations, it can be challenging to retrofit existing assets (e.g., parking lots) to accommodate public charging stations. Issues could include space, power supply issues and, of course, cost. Planning for new buildings to

include or at least be able to accommodate charging stations will be a critical element of this plan.

2. Cost

Up Front Cost

It is a common understanding that EVs are more expensive than ICEs, and this can often act as a deterrent to consumers. As part of this report, a comparative analysis was conducted between a sample of six BEVs compared to six ICE vehicle counterparts, or best available similar models (see Appendix B for details on analysis, methodology, assumptions, and notes). The sample analyzed in this report determined that the average manufacturer retail sale price (MRSP) of BEVs in 2023 was estimated to be approximately 71% more expensive up front than ICE vehicle counterparts. Despite this being significantly higher than an ICE vehicle, it is important to note that in 2020 a BEV was 106% more expensive than an ICE vehicle, so prices are coming down. As well, as of May 8, 2023, there were 93 battery electric vehicles (BEVs) for sale in Canada (see Appendix 3). Many are eligible for the Federal Government Incentive for Zero-Emission Vehicles (iZEV) program which offers a rebate of $5,000 on specific zero-emission vehicles, which can support the higher upfront cost.

Total Cost of Ownership

Though the upfront cost of EVs is higher than ICEVs, it is important to understand the total cost of ownership (TCO) of a vehicle over its lifetime (in this report it is estimated at 10 years). The sample analyzed in this report determined that the TCO of an ICE vehicle is 2% more than an BEV, predominantly due to higher fuel maintenance and cost. BEVs require less maintenance than traditional ICE vehicles, as some maintenance tasks (e.g., oil changes) are no longer required. A summary of the key findings in Appendix B are outlined below:

1. Manufacturers Suggested Retail Price (MRSP): MRSP: ICE vehicles MRSP cost is 71% less than BEVs
    - Average BEV MRSP was $44,428.50
    - Average ICE MRSP was $26,047,17

2. Annual Insurance Costs: ICE vehicle annual insurance costs on average 1% less than BEVs
    - Average BEV annual insurance cost is $1,700.95
    - Average ICE annual insurance cost is $1,679.30

3. Annual Maintenance Costs: ICE vehicle average maintenance cost 9% more than BEVs
    - Average BEV annual maintenance cost is $1,302.60
    - Average ICE annual maintenance cost is $1,432.68

4. Annual Fuel Costs: ICE vehicle average annual fuel costs are 82% more than BEVs
    - Average BEV annual fuel cost is $446.82
    - Average ICE annual fuel cost is $2,444.23

5. Emissions: BEVs produce approximately 97% less operational emissions than ICE vehicles

6. TCO: TCO ownership of ICE was 2% more than their BEV vehicle counterparts, predominantly due to less fuel and maintenance cost. BEVs require less maintenance than

traditional ICE vehicles, as some maintenance tasks (e.g., oil changes) are no longer required

This summary provides a general comparison of BEVs with ICE vehicles; however, financial feasibility should be considered on a vehicle-by-vehicle basis.

Interest Rates

Despite the greater availability of models and an increase in EV ownership, high interest rates are impacting automakers' EV production in 2023 and are expected to continue well into 2024. To deal with this, automakers must balance profitability of their EV portfolios and adjust manufacturing growth accordingly. Despite this, EV sales are growing. Sales "topped 300,000 units in the United States for the first time in the third quarter [of 2023] and rose 14.3% in September in the European Union and 22% in China, the world's largest EV market (Klayman, 2023).

3. Electricity Load Management and Utility Deposit Concerns

A 2021 study by the Clean Air Partnership (CAP) noted concerns from developers about the "cost implications associated with electricity allocation requirements", for new developments as it pertains to energy sharing. Energy sharing for EV chargers involves the capability for multiple EVs to share and distribute electrical power among themselves dynamically. This is particularly relevant in scenarios where multiple charging stations are installed in a common location, such as a parking lot (Pollution Probe and The Delphi Group, 2020). Energy sharing has recently been addressed in the Canadian Electrical Safety Code and is an important component of planning for electricity allocation for EV readiness in future developments (Clean Air Partnership, 2021a).

The same 2021 CAP study also noted potential cost implications that EV-ready requirements could pose to the electrical utility infrastructure deposit system (also called the Capital Cost Recovery (CCR) process). The CCR process is enacted when there are infrastructure investments that an electrical utility needs to make to provide the electricity allocation needed for a specific development. The deposit system covers a 5-year time horizon, whereby if the electricity demand requested by the development materializes, more of the deposit is returned to the developer. But if the electricity demand does not materialize, then part of the deposit is retained by the utility to cover the infrastructure costs that were required to provide the electricity allocation for that development. The CCR or electricity deposit system structure is not managed by the utility, but is governed by the Ontario Energy Board's Distribution System Code. It is recommended that learning more about the regulations as well as looking towards other jurisdictions such as British Columbia, where municipalities have been implementing EV Ready requirements within new developments for several years, for leading practices and lessons learned.

4. Information & Awareness

As previously mentioned, despite an increase in availability in EVs on the Canadian market, there is still a lack of thorough understanding about EVs. Key areas of misunderstanding often have to do with the full lifecycle costs in comparison to ICE vehicles, as well as how charging works and what type of chargers are available, and range anxiety. Misinformation can negatively impact consumers and their understanding of the cost and benefits. In October 2023,

the City partnered with the PUC and the Sault Climate Hub to host the Sault's first EV Showcase. Local EV owners were invited to park at the PUC parking lot on Saturday October 14, 2023, from 11:00 AM – 2:00 PM. The come and go event had approximately 50 people come and go, and the partners are already planning to make it an annual occurrence.

The next part of this report will highlight attributes that should be considered for siting (meaning the location) of public charging infrastructure.

Public Charging Deployment

Ensuring sufficient public charging infrastructure availability is a key part of Sault Ste. Marie's energy transition. Equally as important is ensuring that there is enough charging capacity to support a growing EV population (The International Council on Clean Transportation, 2017). While a significant portion of charging is typically done at home overnight, public charging infrastructure provides additional flexibility for EV drivers covering longer distances, such as tourists, and provides an alternative for those without access to charging at home. Numerous studies have emphasized the importance of public charging infrastructure and assessed the overall need for charging infrastructure as a function of the size of the EV population (National Renewable Energy Lab, 2017). A review of best practices by other municipalities indicates two paths to pursue for public charging deployment, including: 1. Attributes that should be considered, and 2. Locations. A set of five key considerations for charging infrastructure siting deployment are listed below.

Table 4: Charging Infrastructure Siting Deployment Key Attributes

Attribute	Reasoning
1. Equitable Accessibility	Ensure fair distribution based on population density.
2. Amenities and Convenience	Consider access to amenities, especially for fast-charging stations.
3. Proximity to Services	Locate charging stations near businesses, transit routes, and essential services.
4. Residential Factors	Prioritize areas with multi-unit residential buildings (MURBs) to accommodate EV owners who may not have private charging options.
5. Community and Infrastructure Support	Consider destinations for longer trips, community input, and ensure sufficient electrical grid capacity, especially for fast-charging stations.

Similarly, to the siting criteria noted above for charging infrastructure deployment, a prioritization for charging is encouraged in the following types of locations.

Table 5: Charging Infrastructure Siting Deployment Key Locations

Location	Criteria
1. High-Traffic Areas	Install charging stations in areas with high foot traffic and commercial activity, such as shopping and community centers, downtown areas, and including tourist spots and key attractions.

2. Workplaces	Encourage businesses and employers to install EV charging stations at workplaces to support employees who drive electric vehicles.
3. Public Institutions	Install charging stations at government offices, libraries, museums, parks, public buildings, schools, and universities to promote EV adoption and sustainability.
4. Future Development Areas	Anticipate future growth and development in the city and plan for charging infrastructure accordingly.
5. Public Parking Facilities	Install charging stations in public parking lots and garages to encourage EV use in urban areas.

The next section of this report highlights the opportunities for municipalities to consider as it relates to their authority for building codes and zoning.

Building Codes

The City of Sault Ste. Marie Building Division is responsible for administration and enforcement of the Ontario Building Code (OBC), the municipality's Building and Property Standards By-laws, and various other statutes and regulations. The OBC provides a set of minimum standards for construction and is followed by the City when issuing building permits. Municipalities have some flexibility to establish certain standards that are specific to their local needs, as long as they do not conflict with the OBC. For example, introducing requirements or incentives in their local planning policies or zoning by-laws to encourage or mandate the incorporation of EV infrastructure in new developments. In fact, advancing EV readiness of new developments has emerged as a leading action within municipal EV Strategies. EV Ready requirements that are advanced at the time of construction reduce the need for future costly retrofits. This is particularly important in the case of MURBs and townhomes. Planning for adequate electrical capacity within electrical panels to accommodate EV charger infrastructure as well as laying the necessary conduit running from the panel to the parking space and/or proposed development location is imperative.

Having policies that require new buildings to be EV ready can help a municipality better prepare for this. One such way is through the establishment of Green Development Standards (GDS), which are voluntary or mandatory measures created by municipalities to encourage environmentally, socially, and economically sustainable design. GDS are comprehensive principles to guide development at a level of planning and design that focuses on the community (Clean Air Partnership, 2021b). GDS can address more actions than EV charging infrastructure such as maintaining existing tree canopy, energy efficiency requirements for buildings, protecting and integrating green space, renewable energy generation and storage, bird-friendly design, material re-use and recycling and more (Clean Air Partnership, 2021b).

The Ontario Building Code (OBC) is a regulation made under the *Building Code Act*. It focuses primarily on ensuring public safety in newly constructed buildings, but also supports the government's commitments to energy conservation, barrier-free accessibility, and economic development. In 2018, the OBC brought in EV charging requirements via Regulation O.Reg. 139/17, that were repealed by the current Provincial Government in 2019. Despite the cancellation of EV readiness parameters, the 2018 OBC offered some good insights on what municipalities could consider in their EV infrastructure plans. Please see Appendix 4 for an overview of the repealed 2018 OBC EV readiness details.

While the current OBC may not have explicit EV requirements, municipalities can incorporate provisions and incentives within their local building by-laws that align with EV infrastructure objectives. This may include encouraging or mandating the installation of electrical infrastructure conducive to EV charging in new developments or major renovations. Municipalities can also collaborate with developers to implement EV-friendly parking structures and ensure adequate electrical capacity to support charging stations. City staff can work at aligning local regulations with EV readiness goals to contribute to the growth of sustainable transportation options and to help meet net zero emission reduction targets. Regular reviews and updates of local bylaws can help ensure that they remain current with advancements in EV technology and changing community needs.

It's important to note that regulations and policies can change, and dialogue with the City's Planning and Building departments about plans for electric vehicle readiness is encouraged. Consultations with both departments were conducted by the author of this report and confirmed that at present, there are no policies relating to EV readiness per the OBC. It is important that City staff stay up to date on any changes made by the provincial government to the *Building Code Act* or the OBC, as they could impact the authority of municipalities in this regard.

Governmental Support / Policies

In this section of the report, an overview of key policies established by the Federal, Provincial, and Municipal government and PUC will be elaborated upon. The integration of electric mobility into the City's current and planned infrastructure projects will be a multifaceted process that is already well supported by existing initiatives from various orders of government and organizations.

Federal

The Government of Canada's climate targets are to reduce GHG emissions by 40% to 45% below 2005 levels by 2030 and to achieve net zero emissions by 2050 (Government of Canada, 2022). To support this the Federal Government has launched a variety of policies and initiatives, including but not limited to:

1. **Greenhouse Gas Pollution Pricing Act (GGPPA):** enacted in 2018, provides the legislative framework for the federal carbon pricing backstop which includes the Fuel Charge and Output-Based Pricing System (OBPS). Ontario is subject to the federal government's carbon pricing backstop. The OBPS applies to large industrial facilities and is not relevant to this plan. The Fuel charge is a carbon pricing mechanism applied to the purchase of fossil fuels and is intended to incentivize organizations, businesses, and individuals to reduce their carbon emissions by using cleaner energy sources (Government of Canada, 2023a)

2. **Canadian Net-Zero Emissions Accountability Act:** a framework for achieving net-zero greenhouse gas emissions by 2050. While not specifically focused on electric vehicles, this overarching legislation sets the stage for broader initiatives to reduce emissions, including those related to the transportation sector (Government of Canada, 2023)

3. The Government of Canada announcement in 2021 to require 100% of car and passenger truck sales be zero-emission by 2035 in Canada (Government of Canada, 2021).

4. The **Electric Vehicle and alternative Fuel Infrastructure Deployment Initiative (EVAFIDI)** and Zero Emission Infrastructure Program (ZEVIP) programs provide funding for fast charging infrastructure along highway corridors, and for charging infrastructure in multi-unit residential buildings (MURB), workplaces, public charging including curbside charging) and for fleet vehicles. Under both programs, Natural Resources Canada (NRCan) provides up to 50% of eligible project costs. This program is eligible to be matched with the ChargeON program which will be elaborated on in the next section of this report, and the City is supporting the PUC with an application to this.

5. Incentives for **Zero-Emission Vehicles (iZEV) Program** and tax write-offs for businesses are helping to make it more affordable. The Federal Government is providing point of sale incentives of up to $5,000 for consumers who buy or lease eligible EVs. Eligible vehicles include those with six seats or less where the base model is less than $45,000, or those with seven or more seats where the base model is less than $55,000.

Provincial

Similarly to the Federal government, the Province of Ontario has a variety of initiatives and programs designed to advance the adoption and integration of EVs in Ontario.

1. Government Climate Plan
The Government of Ontario has committed to reducing emissions by 30% below 2005 levels by 2030, a target that aligns with the Federal Government's Paris commitments (Government of Ontario, 2022c).

2. Ivy
Recently the Ivy Charging Network, a joint venture of Ontario Power Generation (OPG) and Hydro One, the province's largest local distribution company (LDC) was announced, with a goal of launching 160 Level 3 (DC Fast Charger) at 73 locations. Stations will be on average 1000 km apart (Syed, 2021).

3. Condominiums
On May 1, 2018, changes to the regulations under the Condominium Act, 1998, established a new process for obtaining approval to install electric vehicle charging systems (EVCSs) in condominium buildings. The Condominium Authority of Ontario has a step-by-step guide for installing EV charging stations. More specifically, these new provisions set out the process for condominium corporations to obtain approval to install EVCSs and set out the process for an owner to obtain approval to install an EVCS (Condominium Authority of Ontario, 2022).
The Condominium Authority of Ontario has a step-by-step guide for installing EV charging stations in condominiums. The Plug'n Drive website (opens in new window) provides information on EV charging in condos as well as information on EVs and EV charging more generally.

Municipal / Local

There are a series of initiatives and plans that are aimed at facilitating the growth of EV adoption in Sault Ste. Marie.

1. Sault Ste. Marie Community Greenhouse Gas Reduction Plan: 2020 – 2030
The Transportation pillar of the GHG Reduction Plan, highlights actions to support transportation electrification infrastructure opportunities (e.g. electric vehicles and charging stations).

2. Public Chargers Currently Available in Sault Ste. Marie
The City of Sault Ste. Marie has a webpage where you can see where all public EV chargers are located in Saul Ste. Marie. This is based on the website PlugShare which may be updated more regularly.

3. PUC EV Home Charger Rental Program
In Ontario, the vast majority of EV charging occurs at home, and access to at home charging is one of the most important factors determining whether a household will purchase an EV. In 2022, Sault Ste. Marie's local distribution company (LDC), the PUC launched their EV Home Charger Rental Program which is a great addition to growing EV readiness in Sault Ste. Marie. Opportunities for the City also exist to develop, design and implement EV Ready parking within new developments to avoid expensive and complex EV charging retrofits in the future. For $35.00 / month, you can enjoy the convenience of charging worry free at home. PUC Services Inc. will conduct the installation as well as technical support, and the charger is fully warrantied through them. To learn more about the program click here.

4. Municipal Fleet Electrification

Electric vehicles (EVs) can benefit Canadian municipalities. By electrifying municipal fleets, local governments benefit from:

- Reduced fuel expenses and maintenance costs
- Reduction of community transportation emissions.

A resolution was passed in February 2021 mandating all new light duty fleet be electric. The City has established a plan and with budget monies plans to go to RFP for a plan to electricity its full fleet in early 2024, pending budget approval.

The following section of this report is the SSM CCIP.

Sault Ste. Marie Community Charging Infrastructure Plan

Increasing the availability of charging infrastructure in Sault Ste. Marie is a multi-sectoral endeavour, involving several City Departments, the PUC and other community groups, working in collaboration with each other. The Sault Ste. Marie CCIP focuses on actions to be completed within a 6-year timeframe: 2024 to 2030.

The following vision will guide the SSM CCIP

Vision: Creating a landscape that is conducive to the increased adoption of electric vehicles in Sault Ste. Marie

The plan recommends 13 actions (9 of which are already in progress) and is broken down into three key sectors, including:

1. Charging Availability
2. Education & Advocacy
3. Municipal Leadership & Governance

An overview for each sector of the action plan is furthered below.

Charging Availability
Access to charging infrastructure is a key barrier to EV adoption. Some charging can occur in single detached homes; however, not all residents have access to driveways or garages. In addition to deployment, maintenance and operation of infrastructure is essential and EV designated parking spots should be made very visible to further the transition. To support the achievement of this strategy the City must enable the deployment of public charging infrastructure. Pilot projects, new construction design requirements, and government funding programs are currently being pursued to improve charging availability.

Education and Advocacy
EV adoption can be inhibited by a lack of information as well as misinformation (e.g., knowledge of charging availability, knowledge of home charging options, range anxiety, lifecycle costs, model availability, and model features). Residents and businesses may not have enough awareness, confidence, or understanding of EVs to be comfortable deciding to switch. Addressing these knowledge gaps can reduce the barrier to EV adoption and is already being pursued by the city and community groups.

Municipal Leadership & Governance
Demand for charging infrastructure will increase as residents move towards EV ownership. If new buildings continue to be designed without charging in mind, a gap between availability and demand will continue to grow. Retrofitting existing structures presents challenges, including high costs, lack of adequate space and/or electrical infrastructure. Setting up infrastructure during the initial design can mitigate these barriers and reduce costs.

Timelines for Action

Actions within the plan have been broken down into separate timeframes. The timing and length of actions can be adapted to respond to changes in policy, technology and funding. The following legend illustrates the different times for each action:

Immediate: action to begin right away	
Short Term (1-2 Years)	
Ongoing: action has been initiated and will continue throughout the life of the plan	

These actions were developed based on outreach to other municipalities and research regarding municipal charging infrastructure best practices in the Province of Ontario. Actions should be viewed as a starting point and are expected to change over time. The following section of this report is the SSM CCIP

Action Plan

. Objective	Action	Responsibility	Timeline	Performance Measures
1. Charging Availability	a. Identify high-priority areas for public charging infrastructure	Leads • City – Sustainability Coordinator • PUC		• COMPLETE – noted in the Public Charging Deployment section of the SSM CCIP
	b. Leverage and explore funding opportunities to expand public charging infrastructure	Leads • City – Sustainability Coordinator • PUC		• Number of grants applied to • Number of public chargers installed per year with funding
2. Education & Advocacy	a. Engage and partner with local organizations to share EV information and best practices	Lead • City – Sustainability Coordinator Partners • PUC • Sault Climate Hub		• Number of events / activities that take place a year that increase EV education and awareness
	b. Stay up to date on regulatory changes, funding and pilots to reduce congestion and promote EV adoption	Lead • Various City Departments Partners • PUC		• Number of funding applications submitted and EV pilots applied for and/or participated in by the City per year
	c. Advocate for policies that support a transition to EVs	Lead • Various City Departments, including Sustainability Coordinator Partners • Environmental Sustainability Committee		• Incorporation of EV readiness language in City policies and plans (e.g. Zoning, Parking Reform)

Objective	Action	Responsibility	Timeline	Performance Measures
3. Municipal Leadership & Governance	a. Develop a municipal EV readiness policy	Lead • City Planning and Building Departments Support • City Sustainability Coordinator	›	• Creation of a policy
	b. Collaborate with stakeholders such as developers, the PUC, Algoma University, and Sault College to incorporate EV infrastructure in their long-term planning strategies	Lead • City Sustainability Coordinator • PUC	⟳	• Number of charging infrastructure projects that take place per year
	c. Develop a Green Development Standard that encourages EV readiness in new builds	Lead • City Planning and Building Departments • City Sustainability Coordinator	›	• Development of a Sault Ste. Marie Green Development Standard
	d. Update the City Zoning By-law to include requirements for EV charging infrastructure in new multi residential and large commercial buildings to help meet EV charging needs in the future as residents and businesses switch to electric vehicles	Lead • City Planning and Building Departments Partners City Sustainability Coordinator	⟳	• Amendment of zoning by-law to include EV readiness particulars including requiring electrical capacity within electrical panels to accommodate EV charger infrastructure as well as the necessary conduit running from the panel to the parking space and/or location

Objective	Action	Responsibility	Timeline	Performance Measures
3. **Municipal Leadership & Governance**	e. Lead by example – incorporate EVs in the City's corporate fleet and ensure high visibility signage and branding.	Lead • City – Sustainability Coordinator • Various City Departments		• Number of EVs incorporated into the City's fleet per year
	f. Budget for the installation of public chargers on key City facilities to lead charging infrastructure deployment in the community	Lead • City Council Partners • Finance, Procurement, • City – Sustainability Coordinator		• Number of chargers installed per year
	g. Create an EV Charging Infrastructure working group with a goal to oversee and progress plan implementation with members of City Staff (Parking and Transit, Engineering, By-law, Sustainability) and PUC Services	Lead • City – Sustainability Coordinator		• Creation of the working group
	h. Support efforts to host EV industry events in Sault Ste. Marie and help attract EV related industries and business	Lead • City Economic Development Partner • City Tourism Department		• Number of events held in SSM per year • Number of EV related business that relocate or are established per year in Sault Ste. Marie

Funding

Cities, like other governmental organizations, can access and utilize various financing options for charging infrastructure projects. The following section of this report highlights various funding and grant options researched and available as of the end of October 2023.

Electric Vehicle ChargeON Program

The EV ChargeON program provides funding for the installation of public electric vehicle (EV) chargers in Ontario communities outside of major cities with populations less than or equal to 170,000 people and any indigenous community in Ontario. The Program is administered by the Ministry of Transportation (MTO) and aims to improve network coverage of EV fast chargers to reduce range anxiety by filling existing gaps and support long-distance travel. EV ChargeON is a competitive, application-based grant program offering up to 50-75% of capital funding through post-construction rebates. Level 2 and Level 3 public Charging Stations are eligible for funding in amounts that are proportional to Charger's power output. For more information about this funding program, please visit: https://forms.mgcs.gov.on.ca/en/dataset/on00567

Zero Emission Vehicle Infrastructure Program

The Zero Emission Vehicle Infrastructure Program (ZEVIP) provides funding towards the deployment of electric vehicle (EV) chargers and hydrogen refueling stations across Canada. ZEVIP will be opening up funding in Spring 2024 towards projects focusing on EV charger deployment in public places, on-street, in multi-unit residential buildings, at workplaces, and for vehicle fleets. NRCan's contribution will be limited to fifty percent (50%) of Total Project Costs up to a maximum of 10 million dollars per project. To learn more about this funding, please visit: https://natural-resources.canada.ca/energy-efficiency/transportation-alternative-fuels/zero-emission-vehicle-infrastructure-program/21876

It is important to note that the City and the PUC intend to apply for both of these above mentioned funding streams. The following section of this report highlights opportunities to monitor plan implementation and progress.

Implementation

The development of the SSM CCIP is a positive step for the City in its goal of net zero emissions by 2050. In order for the plan to move forward the City must follow through on implementation and monitor results. Implementation and overseeing the action plan will require staff time from several City departments and tracking and reporting will be included in the City's annual sustainability report.

As mentioned in the action plan section of this report, most of the actions of this plan are already underway. Immediate actions that the City should continue to prioritize are listed below.

1. Seek Council approval and adoption of the plan
2. Budget for the installation of public chargers on key City facilities to lead charging infrastructure
3. Continue to seek out funding opportunities to increase availability of charging infrastructure in the community
4. Create an EV Charging Infrastructure working group with a goal to oversee and progress plan implementation with members of City Staff (Parking and Transit, Engineering, By-law, Sustainability) and PUC Services

Conclusion

Moving forward with the SSM CCIP involves a strategic implementation approach to ensure the integration of EV readiness and charging stations throughout the community. Collaboration with key stakeholders, including local businesses, government agencies, and the PUC, will be essential in fostering a comprehensive network of charging infrastructure. Engaging in partnerships will not only facilitate the installation of public charging stations but also enhance the visibility of EVs as a sustainable transportation option in Sault Ste. Marie.

Additionally, community outreach and education programs will be essential to encouraging EV adoption and maximizing the benefits of the SSM CCIP. Continuing to partner with organizations such as the PUC and the Sault Climate Hub on awareness campaigns and informational sessions will inform residents and businesses about the advantages of electric vehicles, dispel myths, and address any concerns. Through these efforts, the community can actively participate in the transition to cleaner transportation alternatives. Ongoing monitoring and evaluation will be crucial. Allowing for adjustments to the plan based on local EV usage patterns, technological advancements, and evolving needs, will ensure that Sault Ste. Marie stays up to date on the EV transition.

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Appendix 1: Council Community Charging Infrastructure Plan Resolution

June 13, 2022

Mover Councillor C. Gardi
Seconder Councillor L. Vezeau-Allen

Whereas the climate crisis has forced countries, regions and municipalities around the world to re-evaluate and implement certain measures to help mitigate the existential and catastrophic impacts that will be caused by the changing climate; and

Whereas one of the most recognized ways for society to battle the climate crisis is to transition away from fossil fuels, to eliminate as best as possible, the emission of greenhouse gases (GHG); and

Whereas according to Natural Resources Canada, transportation accounts for 25% of Canada's GHG emissions, and almost half of that comes from light duty trucks and cars; and

Whereas Canada has set a mandatory target for all passenger cars and light duty trucks to be zero-emission by 2035; and

Whereas communities in Canada should be deliberately planning for the transition to predominantly electric passenger vehicles over the next decade;

Now Therefore Be It Resolved that Council request that staff develop a charging infrastructure plan to be presented to Council for consideration that will advance local policies to accelerate charging infrastructure in the community, and to include possible changes to local building codes to ensure electric vehicle readiness/inclusion in future commercial, industrial and residential development within the municipality of Sault Ste. Marie.

Appendix 2: Cost Analysis of Purchasing Electric Vehicles

As of May 8, 2023, there were 93 battery electric vehicles (BEVs) for sale in Canada (see Appendix 3 for full list). Many are eligible for the Federal Government Incentive for Zero-Emission Vehicles (iZEV) program which offers a rebate of $5,000 on specific zero-emission vehicles[5]. For the purpose of this analysis, a sample of six (6) BEVs and six (6) of their internal combustion engine (ICE) vehicle counterparts were selected to determine what the upfront cost increase of EVs. The vehicles were selected based on whether they qualified for the iZEV subsidy and also 2023 availability with standard features. The table below highlights the BEV and ICE sample vehicles used in this analysis.

Table 6: Analysis Vehicles Sample List

EV	ICE
2023 Hyundai IONIQ 5 (EV)	2023 Hyundai Elantra Essential (ICE)
2023 Hyundai Kona (EV)	2023 Hyundai Kona Essential (ICE)
2023 Chevy Bolt EUV	2022 Chevy Trax (ICE)
2023 Kia Soul (EV)	2023 Kia Sou EX (ICE)
2022 Nissan Leaf Plus (EV)	2023 Nissan Sentra S (ICE)
2023 VW ID.4 (EV)	2023 VW Golf R (ICE)

The following six tables (Table 2 to Table 7) summarize the data sets of 6 case studies that compared costs and emissions associated to BEVs to their ICE vehicle equivalent. Comparative variables include: manufacturer retail sales price (MRSP), insurance costs, maintenance costs, fuel costs, grams of carbon dioxide per kilometer (CO_2/km) and Total cost of Ownership (TCO).

Data Assumptions

The analysis in the six case studies below is based on a worksheet provided to author of this report by ChargePoint, an EV charging infrastructure company[6]. Data input assumptions and methodology details are outlined in the bullets below.

1. Vehicle MRSP pricing information was obtained from each company's website. Local dealers may provide alternate pricing for single or multiple vehicle purchases and cold impact the results of this analysis.
2. Assumed City would own the vehicle forever (10 years or more), so zero was entered for the resale price
3. BEV cost 3 to 4 cent/km (at 15 cent / kWh), compared to a typical 4-cylinder gasoline vehicle at 11 to 12 cent/km (at $1.50/L). Retrieved from: https://fcr-ccc.nrcan-rncan.gc.ca/
4. Assumed annual driving distance of 20,000 (multiplied times 10 for life of vehicle
5. Insurance cost obtained from CAA Car Costs Calculator. Annual insurance cost multiplied times 10
6. Maintenance costs obtained from CAA Car Costs Calculator. Annual cost multiplied by 10

[5] https://tc.canada.ca/en/road-transportation/innovative-technologies/zero-emission-vehicles/light-duty-zero-emission-vehicles/eligible-vehicles

[6] Electric Vehicle Total Cost of Ownership Analysis Worksheet - (c) Dr. Tom Lombardo.
Licensed for non-commercial use by Creative Commons BY-NC-SA license
https://creativecommons.org/licenses/by-nc-sa/3.0/ Based on Jens Hagman, Sofia Ritzén, Jenny Janhager Stier, Yusak Susilo, Total cost of ownership and its potential implications for battery electric vehicle diffusion,
In Research in Transportation Business & Management, Volume 18, 2016, Pages 11-17, ISSN 2210-5395,
https://doi.org/10.1016/j.rtbm.2016.01.003.
(http://www.sciencedirect.com/science/article/pii/S2210539516000043)

7. Sales Tax (13% multiplied by purchase price)
8. Subsidy for EVs under NRCans iZEV incentive
9. Fuel cost is total distance driven times cost
10. Total Cost of ownership is Depreciation plus total fuel cost, plus insurance cost, plus maintenance cost, plus sales tax minus subsidy
11. KG of CO2 obtained from CAA Car Costs calculator and multiplied times 2 as tool provided 5 years of kg of co2e. Converted to tonnes by dividing it by 1000
12. Average energy consumption of 0.20 kWh per kilometre: https://evbox.com/en/ev-home-charger-electricity-usage#:~:text=Using%20the%20average%20EV's%20energy,and%204%2C310.65%20kWh%20per%20year.
13. If a car drives an average of 20,000 kms a year that equates to approximately 4,000 kWh. When you plug this into the PCP tool that equates to 0.1 tCO2e

Table 7: BEV and ICE Vehicle MRSP[7] Comparison

EV	MRSP	ICE	MRSP
2023 Hyundai IONIQ 5 (EV)	$48,999.00	2023 Hyundai Elantra Essential (ICE)	$22,956.00
2023 Hyundai Kona (EV)	$44,599.00	2023 Hyundai Kona Essential (ICE)	$22,649.00
2023 Chevy Bolt EUV	$43,147.00	2022 Chevy Trax (ICE)	$21,898.00
2023 Kia Soul (EV)	$43,095.00	2023 Kia Sou EX (ICE)	$19,790.00
2022 Nissan Leaf Plus (EV)	$37,498.00	2023 Nissan Sentra S (ICE)	$20,548.00
2023 VW ID.4 (EV)	$49,233.00	2023 VW Golf R (ICE)	$48,495.00
Average	$44,428.50		$26,056.00

Insight: ICE vehicles cost 71% less than BEVs based on average MRSP used in this sample.

Table 8: BEV and ICE Vehicle Lifetime Insurance[8] Cost Comparison

EV	Annual Insurance Cost	ICE	Annual Insurance Cost
2023 Hyundai IONIQ 5 (EV)	$17,487.30	2023 Hyundai Elantra Essential (ICE)	$17,384.40
2023 Hyundai Kona (EV)	$16,611.10	2023 Hyundai Kona Essential (ICE)	$16,080.44
2023 Chevy Bolt EUV	$17,014.20	2022 Chevy Trax (ICE)	$16,278.90
2023 Kia Soul (EV)	$16,551.60	2023 Kia Sou EX (ICE)	$16,550.50
2022 Nissan Leaf Plus (EV)	$16,744.60	2023 Nissan Sentra S (ICE)	$17,052.10
2023 VW ID.4 (EV)	$17,647.90	2023 VW Golf R (ICE)	$17,052.10
Average	$17,009.45		$16,733.07

Insight: ICE vehicle insurance costs on average 2% less than BEV insurance based on the vehicles used in this sample.

[7] Vehicle MRSP pricing information was obtained from each company's website in May and October 2023. Local dealers may provide alternate pricing for single or multiple vehicles purchases and could impact the results of this analysis. https://carcosts.caa.ca/.
[8] Lifetime insurance cost estimate obtained from CAA Car Costs Calculator:

Table 9: BEV and ICE Vehicle Lifetime Maintenance Cost[9] Comparison

EV	Annual Maintenance Costs	ICE	Annual Maintenance Costs
2023 Hyundai IONIQ 5 (EV)	$13,383.70	2023 Hyundai Elantra Essential (ICE)	$14,833.40
2023 Hyundai Kona (EV)	$12,613.60	2023 Hyundai Kona Essential (ICE)	$16,080.44
2023 Chevy Bolt EUV	$14,706.80	2022 Chevy Trax (ICE)	$16,507.30
2023 Kia Soul (EV)	$11,468.30	2023 Kia Sou EX (ICE)	$14,686.70
2022 Nissan Leaf Plus (EV)	$12,585.70	2023 Nissan Sentra S (ICE)	$12,068.90
2023 VW ID.4 (EV)	$13,398.10	2023 VW Golf R (ICE)	$13,044.40
Average	$13,026.03		$14,536.86

Insight: ICE vehicle average maintenance cost 9% more than BEVs based on the vehicles in this sample.

Table 10: BEV and ICE Lifetime Fuel Cost[10] Comparison

EV	Lifetime Fuel Costs	ICE	Lifetime Fuel Costs
2023 Hyundai IONIQ 5 (EV)	$8,000.00	2023 Hyundai Elantra Essential (ICE)	$24,000.00
2023 Hyundai Kona (EV)	$8,000.00	2023 Hyundai Kona Essential (ICE)	$24,000.00
2023 Chevy Bolt EUV	$8,000.00	2022 Chevy Trax (ICE)	$24,000.00
2023 Kia Soul (EV)	$8,000.00	2023 Kia Sou EX (ICE)	$24,000.00
2022 Nissan Leaf Plus (EV)	$8,000.00	2023 Nissan Sentra S (ICE)	$24,000.00
2023 VW ID.4 (EV)	$8,000.00	2023 VW Golf R (ICE)	$24,000.00
Average	$8,000.00		$24,000.00

Insight: ICE vehicle average annual fuel costs are 82% more than BEVs based on this vehicles in this sample.

[9] Annual maintenance cost estimate obtained from CAA Car Costs Calculator: https://carcosts.caa.ca/.
[10] BEV cost 2 to 3 cent/km (at 13 cent / kWh), compared to a typical 4-cylinder gasoline vehicle at 7 to 8 cent/km (at $1.00/L). Retrieved from: https://www.nrcan.gc.ca/energy/efficiency/energy-efficiency-transportation-and-alternative-fuels/choosing-right-vehicle/buying-electric-vehicle/21034

Table 6: Generic Average Annual Fuel Cost

BEV Annual Fuel Cost Average		**ICE Fuel Cost Average**	
Kms (avg / yr)	20,000.00	Kms	20,000.00
Cost / Km	$0.04	Cost / km	$0.12
	$800.00		$1,747.20
Insight: Based on an average rate of $0.04 / km for EVs and $0.12 for ICE and 20,000 km / year - average annual ICE fuel costs are 54% more than BEVs.			

Table 7: BEV and ICE Annual tCO2e[11] Comparison

EV	Annual tCO2e	ICE	Annual tCO2e
2023 Hyundai IONIQ 5 (EV)	0.1	2023 Hyundai Elantra Essential (ICE)	2.9
2023 Hyundai Kona (EV)	0.1	2023 Hyundai Kona Essential (ICE)	3.6
2023 Chevy Bolt EUV	0.1	2022 Chevy Trax (ICE)	4.1
2023 Kia Soul (EV)	0.1	2023 Kia Sou EX (ICE)	3.5
2022 Nissan Leaf Plus (EV)	0.1	2023 Nissan Sentra S (ICE)	3.5
2023 VW ID.4 (EV)	0.1	2023 VW Golf R (ICE)	-
Average	0.10		2.92

Insight: BEVs produce approximately 97% less emissions than ICE vehicles[12]

Table 8: BEV and ICE Total Cost of Ownership Comparison

EV	TCO	ICE	TCO	Δ
2023 Hyundai IONIQ 5 (EV)	$89,239.87	2023 Hyundai Elantra Essential (ICE)	$82,158.08	-8%
2023 Hyundai Kona (EV)	$82,621.57	2023 Hyundai Kona Essential (ICE)	$80,493.71	-3%
2023 Chevy Bolt EUV	$83,477.11	2022 Chevy Trax (ICE)	$81,530.94	-2%
2023 Kia Soul (EV)	$79,717.25	2023 Kia Sou EX (ICE)	$77,599.90	-3%
2022 Nissan Leaf Plus (EV)	$74,703.04	2023 Nissan Sentra S (ICE)	$76,340.24	2%
2023 VW ID.4 (EV)	$89,679.29	2023 VW Golf R (ICE)	$109,255.25	22%
Average	$83,239.69		$84,563.02	2%

Insight: Based on the vehicles selected for this analysis, the TCO of ICE vehicles is 2% more than BEVs.

[11] Government of Canada. (2020). *Fuel consumption ratings search tool*. Retrieved from: https://fcr-ccc.nrcan-rncan.gc.ca/en

[12] Average energy consumption of 0.20 kWh per kilometre: https://evbox.com/en/ev-home-charger-electricity-usage#:~:text=Using%20the%20average%20EV's%20energy,and%204%2C310.65%20kWh%20per%20year. If a car drives an average of 20,000 kms a year that equates to approximately 4,000 kWh. When you plug this into the PCP tool that equates to 0.1 tCO2e

Case Studies

Case Study 1: Hyundai IONIQ Electric vs. Hyundai Elantra

	Hyundai IONIQ Electronic	**Hyundai Elantra (ICE)**
Inputs		
Purchase Price (MRSP)	$48,999	$22.956
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$17,487.30	$17,384.40
Maintenance and Repair Costs	$13,383.70	$14,833.40
Sales Tax	$6,369.87	$2,984.28
Subsidies	$5,000	$0
Calculations		
Depreciation	$48,99900	$22,956
Total Fuel Cost	$8,000	$24,0000
Total Cost of Ownership (TCO)	**$89,239.87**	**$82,158.08**
Insight		
The TCO of a Hyundai Elantra is 8% less than a Hyundai IONIQ EV.		-8%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	0	28,610
Annual tCO_2e / yr	0	2.86

Case Study 2: Hyundai Kona Electric vs. Hyundai Kona ICE

	Hyundai Kona Electronic	**Hyundai Kona (ICE)**
Inputs		
Purchase Price (MRSP)	$44,599.00	$22,649
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$16,611.10	$16,080.44
Maintenance and Repair Costs	$12,61360	$14,819.90
Sales Tax	$5,797.87	$2,944.37
Subsidies	$5,000	$0.00
Calculations		
Depreciation	$44,599.00	$22,649
Total Fuel Cost	$8,000	$24,000
Total Cost of Ownership (TCO)	**$82,621.57**	**$80,493.71**
Insight		

The TCO of a Hyundai Kona ICE is 3% less than a Hyundai iKona EV.		-3%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	0	35,808
Annual tCO_2e / km	0	3.58

Case Study 3: Chevrolet Bolt EV vs. Chevrolet Trax ICE

	Chevrolet Bolt EV	**Chevrolet Trax ICE**
Inputs		
Purchase Price (MRSP)	$43,147	$21,898.00
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$17,014.20	$16,278.90
Maintenance and Repair Costs	$14,706.80	$16,507.30
Sales Tax	$5,609.11	$2,846.74
Subsidies	$5,000	$0
Calculations		
Depreciation	$43,147	$21,898.00
Total Fuel Cost	$8,000.00	$24,000.00
Total Cost of Ownership (TCO)	$83,477.11	$81,530.94
Insight		
The TCO of a Chevrolet Trax is 3% less than a Chevrolet Bolt EV		-3%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	-	40,592
Annual tCO_2e	-	4.06

Case Study 4: Kia Soul EV vs. Kia Soul ICE

	Kia Soul EV	**Kia Soul (ICE)**
Inputs		
Purchase Price (MRSP)	$43,095	$19,790
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$16,551.60	$16,550.50
Maintenance and Repair Costs	$11,468.30	$14,686.70
Sales Tax	$5,602.35	$2,572.70
Subsidies	$5,000	$0
Calculations		
Depreciation	$43,095	$19,790
Total Fuel Cost	$8,000.00	$24,000

Total Cost of Ownership (TCO)	$79,717.25	$77,599.90
Insights		
The TCO of a Kia Soul ICE is 3% less than a Kia Soul EV.		-3%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	-	35,302
tCO_2e annual	-	3.53

Case Study 5: Nissan Leaf EV vs Nissan Sentra

	Nissan Leaf (EV)	**Nissan Sentra**
Inputs		
Purchase Price (MRSP)	$37,498	$20,548
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven	200,000	200,000
Insurance Cost	$16,744.60	$17,052.10
Maintenance and Repair Costs	$12,585.74	$12,068.90
Sales Tax	$4,874.74	$2,671.24
Subsidies	$5,000	$0
Calculations		
Depreciation	$37,498	$20,548
Total Fuel Cost	$8,000	$24,000
Total Cost of Ownership (TCO)	$74,703.04	$76,340.24
Insight		
The TCO of a Nissan Santra is 2% more than a Nissan Leaf EV.		2%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	-	34,728
Annual tCO_2e	-	3.47

Case Study 6: Volkswagen ID.4 vs. Volkswagen Golf R

	Volkswagen E-Golf EV	**Volkswagen Golf R ICE**
Inputs		
Purchase Price (MRSP)	$49,233	$48,495
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$17,647.90	$17,411.50
Maintenance and Repair Costs	$13,398.10	$13,044.40
Sales Tax	$6,400.29	$6,304.35
Subsidies	$5,000	$0
Calculations		

Depreciation	$49,233	$48,495
Total Fuel Cost	$8,000	$24,000
Total Cost of Ownership (TCO)	$89,679.29	$109,255.25
Insight		
The TCO of a Volkswagen Golf R (ICE) is 22% more than a Volkswagen E-Golf (EV).		22%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	-	39,556
Annual Grams of CO2/km	-	3,955.60

Appendix 3: EVs Currently Available for Purchase in Canada

Note: This list is based on available up to May 8, 2023.

Line No.	Model	Make	Year	Seats	Price	Drive Type
1	2 Long range Dual Motor	Polestar	2023	5	$58,950	AWD
2	2 Long range Single Motor	Polestar	2023	5	$53,950	FWD
3	3 Long Range Dual Motor	Polestar	2023	5	$99,900	AWD
4	3 Long Range Dual Motor with Performance pack	Polestar	2023	5	$106,900	AWD
5	Air	Lucid	2022	-	$105,000	RWD
6	Air Grand Touring	Lucid	2022	-	$189,000	AWD
7	Ariya Engage FWD	Nissan	2023	5	$52,998	FWD
8	Ariya Evolve e-4ORCE AWD	Nissan	2023	5	$60,598	AWD
9	Ariya Evolve+ FWD	Nissan	2023	5	$64,998	FWD
10	Ariya Platinum+ e-4ORCE AWD	Nissan	2023	5	$69,198	AWD
11	Ariya Premiere e-4ORCE AWD	Nissan	2023	5	$69,998	AWD
12	Ariya Venture+ FWD	Nissan	2023	5	$59,498	FWD
13	Bolt EUV LT	Chevrolet	2022	5	$42,797	FWD
14	Bolt EUV LT	Chevrolet	2023	5	$43,147	FWD
15	Bolt EV LT	Chevrolet	2022	5	$40,797	FWD
16	Bolt EV LT	Chevrolet	2023	5	$41,147	FWD
17	bZ4X L	Toyota	2023	5	$44,990	FWD
18	C40 Recharge Core	Volvo	2023	5	$59,950	AWD
19	Cooper SE 3 Door EV Premier Line	MINI	2023	5	$45,590	FWD
20	E-Transit	Ford	2023	2	$70,450	RWD
21	e-tron 55 quattro	Audi	2023	5	$87,342	AWD
22	e-tron GT	Audi	2023	5	$133,950	AWD
23	e-tron Sportback 55 quattro Progressiv	Audi	2023	5	$89,842	AWD
24	Electrified G80 Prestige AWD	Genesis	2023	5	$105,150	AWD
25	EQB 350 4MATIC	Mercedes-Benz	2022	5	$75,700	AWD
26	EQS 450 4MATIC	Mercedes-Benz	2023	5	$136,000	AWD
27	EQS 580 4MATIC	Mercedes-Benz	2022	5	$146,500	AWD
28	EV6 AWD Long Range	Kia	2023	5	$57,495	AWD
29	EV6 RWD Standard Range	Kia	2023	5	$46,995	RWD
30	F-150 Lightning XLT Extended Range	Ford	2022	5	$81,380	AWD

31	F-150 Lightning XLT Standard Range	Ford	2022	5	$68,000	AWD
32	GV60	Genesis	2023	5	$71,150	AWD
33	I-Pace	Jaguar	2023	5	$99,800	AWD
34	i4 eDrive35	BMW	2023	5	$58,245	RWD
35	i4 eDrive40	BMW	2023	5	$64,645	RWD
36	i4 M50 xDrive	BMW	2023	5	$79,245	AWD
37	i7 xDrive60	BMW	2023	5	$147,000	AWD
38	ID.4	Volkswagen	2023	5	$46,632	RWD
39	ID.4 Pro AWD	Volkswagen	2023	5	$55,632	AWD
40	ID.4 Pro RWD	Volkswagen	2023	5	$50,632	RWD
41	Ioniq 5 Essential	Hyundai	2022	5	$44,999	RWD
42	Ioniq 5 Preferred	Hyundai	2023	5	$48,999	RWD
43	Ioniq 5 Preferred AWD Long Range	Hyundai	2022	5	$54,999	AWD
44	Ioniq 5 Preferred AWD Long Range	Hyundai	2023	5	$54,999	AWD
45	Ioniq 5 Preferred Long Range	Hyundai	2023	5	$52,999	RWD
46	Ioniq 5 Preferred Long Range	Hyundai	2022	5	$51,999	RWD
47	iX M60	BMW	2023	5	$124,620	AWD
48	iX xDrive40	BMW	2023	5	$82,860	AWD
49	iX xDrive50	BMW	2023	5	$95,870	AWD
50	Kona Electric	Hyundai	2023	5	$44,599	FWD
51	Kona Electric Preferred	Hyundai	2022	5	$43,899	FWD
52	Leaf	Nissan	2023	5	$39,498	FWD
53	Lyriq	Cadillac	2023	-	$70,597	RWD
54	Model 3 Performance Dual Motor AWD	Tesla	2023	5	$72,990	AWD
55	Model 3 RWD	Tesla	2023	5	$54,990	RWD
56	Model S	Tesla	2023	5	$122,990	AWD
57	Model S Plaid	Tesla	2023	5	$149,990	AWD
58	Model X	Tesla	2023	7	$147,590	AWD
59	Model X	Tesla	2023	6	$151,490	AWD
60	Model X	Tesla	2023	5	$142,990	AWD
61	Model X Plaid	Tesla	2023	6	$156,990	AWD
62	Model Y Long Range	Tesla	2023	5	$69,990	AWD
63	Model Y Performance	Tesla	2023	5	$75,990	AWD
64	Model Y Performance	Tesla	2022	5	$90,000	AWD
65	Mustang Mach-E California Route 1	Ford	2023	5	$79,120	RWD
66	Mustang Mach-E California Route 1	Ford	2022	5	$65,245	RWD

67	Mustang Mach-E GT Performance Edition	Ford	2023	5	$92,745	RWD
68	Mustang Mach-E Premium	Ford	2023	5	$64,995	RWD
69	Mustang Mach-E Premium	Ford	2022	5	$60,245	RWD
70	Mustang Mach-E Select	Ford	2023	5	$56,995	RWD
71	Mustang Mach-E Select	Ford	2022	5	$51,495	RWD
72	MX-30	Mazda	2023	5	$42,650	FWD
73	Niro EV Premium	Kia	2023	5	$44,995	FWD
74	Q4 50 e-tron quattro	Audi	2023	5	$59,950	AWD
75	Q4 Sportback e-tron	Audi	2023	5	$71,300	AWD
76	R1S Adventure Dual-Motor AWD Large Pack	Rivian	2023	7	$113,500	AWD
77	R1S Adventure Dual-Motor AWD Standard Pack	Rivian	2023	7	$105,250	AWD
78	R1S Adventure Quad-Motor AWD Standard Pack	Rivian	2023	7	$124,500	AWD
79	R1T Adventure Dual-Motor AWD Large Pack	Rivian	2023	5	$106,750	AWD
80	R1T Adventure Dual-Motor AWD Max Pack	Rivian	2023	5	$120,250	AWD
81	R1T Adventure Dual-Motor AWD Standard Pack	Rivian	2023	5	$98,500	AWD
82	R1T Adventure Quad-Motor AWD Large Pack	Rivian	2023	5	$117,750	AWD
83	R1T Adventure Quad-Motor AWD Max Pack	Rivian	2023	5	$131,250	AWD
84	RZ 450E Signature	Lexus	2023	5	$68,225	AWD
85	Solterra	Subaru	2023	5	$54,295	AWD
86	Soul EV Premium	Kia	2022	5	$42,995	FWD
87	Soul EV Premium	Kia	2023	5	$43,095	FWD
88	Taycan 4 Cross Turismo	Porsche	2022	5	$119,900	AWD
89	Taycan 4S Performance Battery	Porsche	2022	5	$130,200	AWD
90	Taycan 4S Performance Battery Plus	Porsche	2022	5	$136,560	AWD
91	VF8 Eco Enhanced Range	VinFast	2023	5	$54,990	AWD
92	VF9 Eco Enhanced Range	VinFast	2023	7	$79,990	AWD
93	XC40 Recharge Core	Volvo	2023	5	$59,950	AWD

Appendix 4: 2018 Repealed Ontario Building Code EV Readiness Details

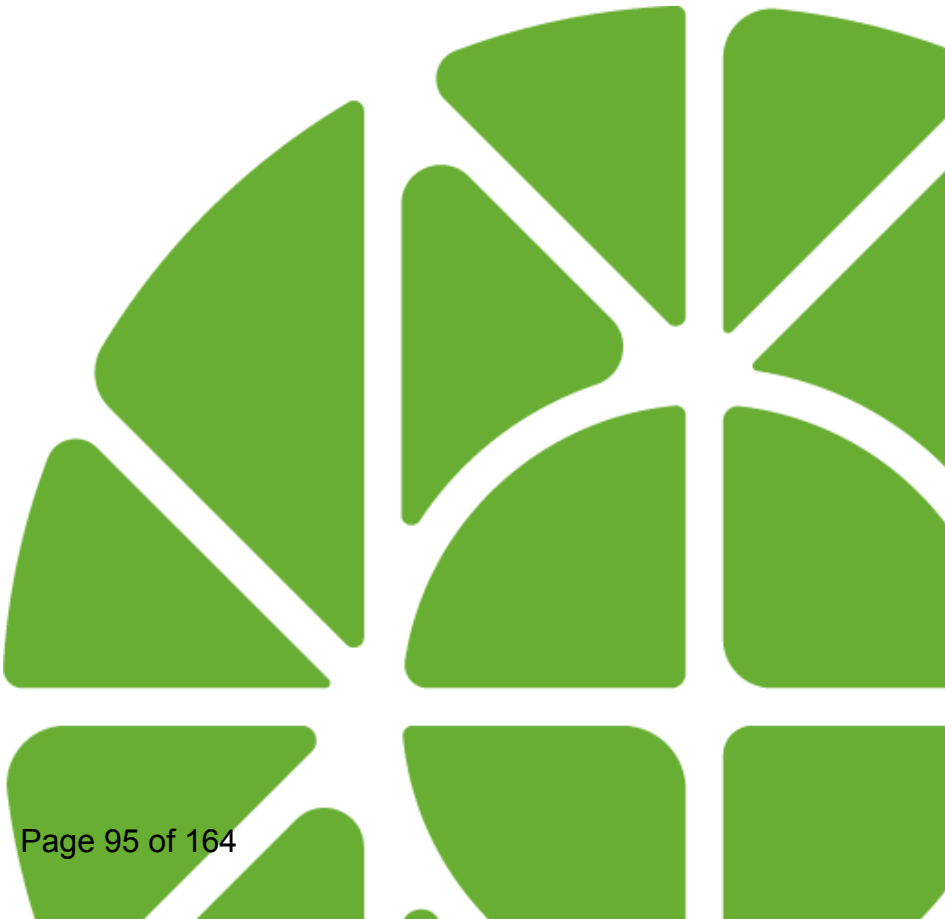
In 2018, the OBC brought in EV charging requirements via Regulation O.Reg. 139/17 that required every new single detached, semi-detached and row townhouse to be provided with a rough in for the installation of future charging stations[13]. This program was repealed by the current Provincial government in 2019. That said, it offered some good insights on what municipalities could consider in their own GDS plans. For example, the 2018 repealed EV requirements in the OBC required buildings that are three stories or less to require electric vehicle charging in commercial workplace buildings with parking spaces in the buildings (this did not apply to MURB developments such as condominiums and apartment buildings). It was also required that not less than 20% of parking spaces be provided with charging stations and the remaining 80% of parking spaces be provided with rough ins for future installation of chargers. In addition to the EV charging requirements in new buildings, the Government of Ontario also provided incentives for the purchase of EV and PHEVs and financial support for EV charger installations in Ontario workplaces. This was also cancelled with the current government in 2018. The existing buyer incentive program, which provided up to $14,000 on the purchase of an EV. Other provinces (8) have buyer incentives. The government also removed a $2.5 million incentive program that helped homeowners install their own charging equipment. The government also removed EV charging station requirements in Ontario's building code (Syed, 2021).

[13] The rough-in was required to include: a minimum 200 amp panel board, a conduit that is not less than 1-1/16" (27mm) trade size; and a square 4-11/16" (119 mm) trade size electrical box.

City of Sault Ste. Marie Community Charging Infrastructure Plan

Prepared by: Tourism & Community Development

Submitted: January 8, 2024



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List of Acronyms

BEV – Battery Electric Vehicle

CAP – Clean Air Partnership

CCIP - Community Charging Infrastructure Plan

CCR – Capital Cost Recovery

EV – Electric Vehicle

EVAFIDI – Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative

EVCS - Electric Vehicle Charging Systems

FCEV - Hydrogen fuel cell electric vehicles

FSA – Forward Sortation Area

GHG – Greenhouse Gas

GDS – Green Development Standard

ICEV – Internal Combustion Engine Vehicle

iZEV - Incentives for Zero-Emission Vehicles

LDC – Local Distribution Company

MRSP – Manufacturer Suggested Retail Price

MRSP – Manufacturers Suggested Retail Price

MTO – Ministry of Transportation of Ontario

MURB - Multi-Unit Residential Building

NRCan – Natural Resources Canada

OBC – Ontario Building Code

OEB – Ontario Energy Board

OPG – Ontario Power Generation

PHEV – Plug-In Hybrid Electric Vehicle

SSM CCIP – Sault Ste. Marie Community Charger Infrastructure Plan

SUV – Sports Utility Vehicle

TCO – Total Cost of Ownership

ZEV – Zero Emission Vehicle

ZEVIP - Zero Emission Infrastructure Program

Executive Summary

At the June 13, 2022, Council meeting, Sault Ste. Marie City Council passed a resolution (see Appendix 1) directing staff to develop a community electric vehicle (EV) charging infrastructure plan to be presented to Council for consideration to support the advancement of local policies to accelerate the deployment of charging infrastructure in the community. The resolution also directed staff to include possible changes to local building codes to ensure EV readiness/inclusion in future commercial, industrial, and residential development within the municipality of Sault Ste. Marie. The resolution aligns with the *Sault Ste. Marie Community Greenhouse Gas (GHG) Reduction Plan: 2020 – 2030* (GHG Reduction Plan) that targets net zero emissions by 2050. Transportation accounted for 38% of community GHGs in 2017, making this the highest source of community emissions, excluding industry (Future SSM, 2020). Increasing opportunities to encourage the adoption of EVs is one of many steps that the City of Sault Ste. Marie (the City) must consider to meet its goal of net zero emissions by 2050.

The *Sault Ste. Marie Community Charging Infrastructure Plan* (SSM CCIP) focuses on actions to increase opportunities for passenger light duty vehicle charging infrastructure for personal vehicles[1]. The plan offers an overview of municipal best practices to enable and accelerate deployment of public EV charging infrastructure. It is important to note that this plan does not address specific actions for corporate fleet electrification or transit, which are being addressed already by the City.

The SSM CCIP identifies thirteen (13) actions, which are broken down into three (3) objectives including: 1. Charging Availability, 2. Education & Advocacy and 3. Municipal Leadership & Governance to help the City accelerate the deployment of public EV charging infrastructure in the community. Nine (9) actions identified in this plan are already underway, and this report will serve as a roadmap to ensure that their implementation is prioritized. The SSM CCIP addresses a variety of elements including zoning, planning, and building codes. It also includes information on funding programs (Provincial and Federal) that are available and that are being pursued by the City and the PUC to increase charging infrastructure availability in Sault Ste. Marie. The SSM CCIP is one of many initiatives that will be used to inform and guide the City's approach to sustainable transportation. The City has a wide range of other transportation and land use policies, programs and infrastructure initiatives that are either in use or in the planning stage to increase the use of more sustainable transportation modes (e.g., walking, cycling, or public transit). The City recognizes that active transportation and public transit must also continue to be prioritized through the development of the *Active Transportation Master Plan,* and transit electrification. The Sault Ste. Marie Parking Review Project is also considering EV parking infrastructure. These tools, in addition to supporting electric mobility, are part of the holistic approach required to reduce the community transportation carbon footprint.

In order to be successful, efforts to advance charging infrastructure availability must become an integral part of the planning process for new developments in the City. This can be facilitated through methods such as ensuring that new developments are equipped with the necessary panel and conduit to accommodate charging infrastructure. As well, establishing a green development standard to be applied to new development and redevelopment is strongly encouraged. A united approach across all City departments and community stakeholders will be required to ensure that this plan is implemented. This plan should be viewed as a living document and will evolve over time as technologies, funding and regulation regarding public charging infrastructure changes.

[1] Light duty personal vehicles include cars, vans, trucks, and for personal and shared use.

Background

Transportation is the largest contributor to Ontario's GHG emissions, accounting for 36% in 2019 (Government of Ontario, 2022a). This aligns with emissions from transportation in Sault Ste. Marie that accounted for 38% of community emissions (less industrial) in 2017 (Future SSM, 2020). Most Sault Ste. Marie transportation emissions come from the mobile combustion of gasoline and diesel fuel due to heavy reliance on personal vehicles with combustion engines. Despite this heavy dependance on fossil fuels, the global market for EVs is growing. There are more options available for purchase than ever before, incentives and increasing availability of charging infrastructure. When it comes to increasing opportunities associated with zero-emission vehicles (ZEV), there are two important elements that need to be considered for increasing adoption. First is the vehicle itself, and second is the charging infrastructure (Transport Canada, 2020). There are three types of ZEVs available on the market in Canada. They are:

1. **Battery electric vehicles (BEVs):** which are powered by electric motors that draw electricity from on-board storage batteries and are charged by plugging the vehicle into a plug-in to charge;
2. **Plug-in-hybrid electric vehicles (PHEV):** which use both an on-board motor and a small internal combustion engine; and,
3. **Hydrogen fuel cell electric vehicles (FCEV):** which use a fuel cell to create on-board electricity, generally using compressed hydrogen and oxygen from the air to power the vehicle[2].

Please note that addressing opportunities for increasing public charging infrastructure for FCEVs is outside the scope of this plan. For PHEVs and BEVs there are three common types of charging infrastructure that can be used. They are outlined in more detail below, along with the estimated cost, range per hour, power usage and typical use locations.

Table 1: EV Charging Infrastructure Types[3]

	Level 1 (AC)	Level 2 (AC)	Level 3 or Direct Current Fast Charger (DCFC)
Typical Output	1.5 kW (120 Volts)	7.2 kW (240 Volts)	50 kW – 350 kW (400 – 800 Volts)
Range Added per Hour (approximate)	8 km	40 km	300 + km
Equipment and installation costs	$150 - $1,500	$5,000 - $10,000	$50,000 - $200,000
Typical use locations	Some homes, workplaces, public spaces	Homes, workplaces, public spaces	Major corridors, public spaces
Used by	BEV and PHEV	BEV and PHEV	Primarily BEVs

As of September 2023, there were 135,000 EVs registered in Ontario, and over 2,900 public charging stations with over 7,900 charging ports, including 6,600 Level 2 ports and 1,300 Level 3 fast charging ports (Government of Ontario, 2023a). By 2030, one out of every three

[2] EVgo Fast Charging. *Types of Ev Vehicles.* Retrieved from: https://www.evgo.com/ev-drivers/types-of-evs/
[3] E.B. Horsman & Son. *What's the Difference Between Level 1, 2 and 3 EV Chargers in Canada?* Retrieved from https://ebhorsman.com/industry-trends/ev-chargers-levels/

automobiles sold will be electric and there are expected to be over one million EVs on the road in Ontario (Government of Ontario, 2022a). This growth in EVs aligns with the Government of Canada announcement in 2021 to require 100% of car and passenger truck sales be zero-emission by 2035 in Canada (Government of Canada, 2021).

EVs can be incorporated into urban environments in ways that internal combustion engine vehicles (ICEVs) cannot. They can be charged at home, at work, or even while running errands. EV infrastructure can also be strategically located so that it ensures a continued shift to walking, cycling and using public transit, aligning it to active transportation objectives. The next section of this report will provide an overview on the EV and charger landscape in Sault Ste. Marie

Sault Ste. Marie Public EV Charger Landscape Assessment

To properly plan for increased charging infrastructure, it is important to understand uptake of EVs in Sault Ste. Marie. Through an agreement with the Ontario Ministry of Transportation (MTO), the Clean Air Partnership (CAP) secured vehicle registration data for all registered vehicles in Ontario from 2016 to 2020. This allows municipalities to examine the market penetration of Evs and PHEVs vehicles in their communities. The dataset provides the actual number of vehicle registrations in a given year and includes all on-road vehicles (both passenger and freight). Off-road and farm vehicles are not included. Fuel types have been categorized based on the make and model of the vehicle into six categories (gas, diesel, compressed natural gas, propane, plugin hybrid, and electric). Non-plugin hybrid vehicles are counted based on the primary fuel source (gas or diesel). The details for vehicles in Sault Ste. Marie from 2016 to 2020 are noted below.

Table 2: Total Registered Vehicles in Sault Ste. Marie 2016 - 2020[4]

Fuel Type	2016	2017	2018	2019	2020
Compressed Natural Gas	3	3	3	3	2
Diesel	2,048	1,987	1,991	20,88	2,069
Electric	5	6	15	19	23
Gas	52,176	51,729	51,930	51,874	52,036
Plugin Hybrid	5	12	17	16	19
Propane	13	11	10	9	12

In addition to the above, in Sault Ste. Marie, as of October 23, 2023, there were 187 electric vehicles registered in the community (per the Ontario Government Open Data Catalogue which lists total EVs by forward sortation area (FSA) (the first three characters of the postal code of the vehicles registered address). 103 are BEVs, and 84 were PHEVs vehicles (Government of Ontario, 2023). In comparison to the 52,036 registered ICEVs in 2020, BEVs equate to approximately 0.2% of the Sault Ste. Marie personal vehicle market.

Registration for EVs is slowly increasing; however, gasoline vehicles still make up most registrations. That being said, given government incentives for EVs, greater market availability and the 2035 federal government mandate for all new light duty vehicles sales to be zero

[4] Clean Air Partnership. (2023). *Registered vehicles by municipality dataset – Ontario – 2016-2020.* Retrieved from: https://www.cleanairpartnership.org/projects/electric-vehicle-proliferation-by-municipality-2016-2020-data-now-available/

emission, more infrastructure will support the need for greater EV adoption in Sault Ste. Marie and the community's net zero emission reduction goals.

From a public charging infrastructure standpoint, as of October 2023, there were thirteen (13) EV charging stations in Sault Ste. Marie. Most chargers are located at gas stations, hotels and car dealers. The location of the station, number of plugs and type are listed below.

Table 3: Sault Ste. Marie Public Charging Stations (as of October 23, 2023)

Line No	Site	Address	Charger Type
1	Maitland Ford Lincoln Sales	1124 Great Northern Road, Sault Ste. Marie, ON, P6A 5K7	1 plug J-1772
2	Prouse Chevrolet Buick GMC Cadillac	851 Great Northern Rd, Sault Ste. Marie, ON, P6A 5K7 (2 plugs:	1 wall, 1 J-1772
3	Northside Volkswagen,	878 Great Northern Road, Sault Ste. Marie, ON, P6B 0B7	2 plugs J-1772
4	Northside Volkswagen	851 Great Northern Road, Sault Ste. Marie, ON, P6A 5K7	3 plugs: 2 J-1772, 1 CCS/SAE
5	Sault Ste. Marie Supercharger	360 Great Northern Rd, P6B 4Z7	6 Tesla Supercharger Plugs
6	Shell Sault Ste. Marie Shell	386 Great Northern Rd., P6B 4ZY	4 plugs: 2 CHAdeMO, 2 CCS/SAE
7	Highland Ford	68 Great Northern Rd, Sault Ste. Marie, On, P6B 4Y8	1 plug J-1772
8	Superior Nissan	460 Pim St, Sault Ste. Marie, On, P6B 2V2	1 plug J-1772
9	Great Lakes Honda	423 Pim St, Sault Ste. Marie, ON, P6B 2T9	1 plug J-1772
10	Holiday Inn Express	320 Bay St, Sault Ste. Marie, ON, P6A 1X1	1 plug CCS/SAE
11	Delta Hotel	208 St. Mary's River Drive, Sault Ste. Marie, ON, P6A 5V4	1 plug J-1772
12	Sault Ste. Marie Canal National Historic Site	1 Canal Drive, Sault Ste. Marie, ON, P6A 6W4	4 plugs: 2 Tesla, 2 J-1772
13	Petro-Canada Sault Ste. Marie	713 Trunk Rd, Sault Ste. Marie, ON, P6A 3T2	4 plugs: 2 CCS/SAE, 2 CHAdeMO

This is a good start; however, greater accessibility to key community assets (e.g., community centres, gathering places), and connecting nodes (e.g., Downtown) are recommended as seen in other communities that are further along in their EV charging infrastructure journey.

The next section of this report will highlight some of the key opportunities and challenges for EV charging infrastructure adoption in the municipal space in Ontario.

Analysis

The energy humans use to transport themselves and the goods and services they consume generate GHG emissions. Anthropogenic (human caused) emissions from the burning of fossil fuels are the primary cause of climate change. The effects of climate change are “impacting both human natural systems” (Government of Canada, 2018).

GHGs come from a variety of sectors, but as this report previously mentions, transportation accounts for an increasing portion. All levels of government are critical in ensuring more resources are allocated to the most sustainable transportation opportunities within communities. Local governments with their influence over land use, new developments and transportation services and decisions are particularly critical in helping to ensure local communities advance EV charging infrastructure (Clean Air Partnership, 2021a). The next section of this report outlines the opportunities and challenges associated to advancing community charging infrastructure.

Opportunities for Municipalities to Encourage EV Charging Infrastructure

This section of the report outlines four (4) key opportunities associated to the deployment of more EV charging infrastructure, including reducing GHGs, municipality authority, economic and equity.

1. Reducing GHGs

EVs produce less GHGs than ICEV equivalents because they run off either just electricity or a combination of electricity and fossil fuels (e.g. PHEVs). Electricity produces lower emissions than gasoline or diesel. Ontario’s electricity grid is relatively clean with 89.8% of energy supplied by nuclear, hydropower, wind and renewables (Ontario Energy Board, 2022). In addition, when you evaluate the lifecycle emissions, meaning the total amount of GHGs emitted through a products existence, including its production, use and disposal, BEVs have the lowest life cycle emissions in comparison to both PHEV and ICE vehicles (Oğuz, 2023). Many municipalities have adopted net zero by 2050 emission reduction targets, including the City of Sault Ste. Marie. Encouraging the adoption and use of EVs through increased infrastructure will help the City in meeting this target.

2. Municipal Authority

Municipal governments are created under provincial statute, which allows them to govern over matters of local jurisdiction. In Ontario, municipalities can make by-laws under the *Municipal Act* (s 11(2)) relating to matters of health, safety, and environmental well-being, including respecting climate change. There are a few mechanisms that municipalities can leverage in advancing EV Ready requirements, including:

- Planning Act and Site Plan Authorities (with EV Ready being advanced via Green Standards);
- Parking Requirements/Zoning By-laws; and
- Climate Change By-law Authorities (Clean Air Partnership, 2021a).

The Sault Ste. Marie *GHG Reduction Plan* recommends the City develop a *Green Building Policy* to incentivize new developments go above and beyond the Ontario Building Code (OBC). Having a green building policy or standard can help advance EV ready requirements. In addition

to this there is a growing trend towards municipalities eliminating or reducing parking minimums, and often times as part of zoning amendments municipalities will require a certain percent of parking spaces to be EV ready. The Sault Ste. Marie Parking Review Project is considering EV parking infrastructure as part of its scope. Though Ontario has no provincial EV-ready bylaws, many municipalities are looking at creating regulations or by-laws to encourage EVs. A few examples are listed below:

1. **City of Cambridge:** On April 11, 2023, the City of Cambridge voted to look at creating a new regulation that would require all new development, retail locations and city parking lots to have a designated number (or percentage) of EV charging stations (City of Cambridge, 2023).

2. **City of Hamilton:** City staff have been asked by the city council to examine how to incorporate requirements for EV charging stations through the parking requirement by-laws in new developments (Electric Autonomy, n.d.)

3. **City of Kitchener:** Zoning bylaw 2019-051 was amended on March 21, 2022. It requires a minimum of 20% of parking spaces required for multiple dwellings to be EV-ready. Additionally, for non-residential buildings and care facilities, 17.5% of parking spaces must be EV-ready (City of Kitchener, n.d.)

4. **City of Mississauga:** A corporate report to amend Mississauga's Zoning By-law 0225-2007 was presented on March 2022 by the City's commissioner of planning and building to the chair and members of the planning and development committee. The report includes recommendations that would introduce EV-ready parking requirements to the city (Electric Autonomy, n.d.)

5. **City of Toronto:** According to the Zoning Bylaw 569-2013, which was amended in December 2021 and the Toronto Green Standard version 4 performance standards for EV Infrastructure, which came into effect in May 2022, all residential parking spaces provided for dwelling units located in an apartment building, mixed-use building, and multiple dwelling unit building, but excluding visitor parking, must include an energized outlet capable of providing Level 2 charging or higher to the parking space (City of Toronto, n.d.)

6. **City of Waterloo:** Zoning bylaw 2018-050 was amended on September 21, 2020. It requires all structured parking spaces for apartments, multi-unit residential buildings (MURBs), mixed-use and non-residential buildings built after January 1, 2021, to be EV-ready (Electric Autonomy, n.d)

7. **Town of Ajax:** In April 2022, Ajax approved a sustainable building framework, the Green Development and Environmental Design Guidelines (GDEDG). It applies to new development and redevelopment. As part of the GDEDG, all mid- to high-density residential and non-residential buildings with over 20 parking spots must ensure half of their parking spaces have EV charging stations or are EV-ready. If a building has less than 20 parking spaces, 10% of the total spots must be EV-ready (Town of Ajax, 2022).

8. **Town of Whitby:** In 2020, Whitby developed "Green Standard" guidelines to encourage sustainability in new developments. While the guidelines are not mandatory building standards, as they exceed requirements under the Ontario Building Code and Provincial Planning Act, they suggest that residential and non-residential buildings that are four storeys or taller should make 20% of their parking stalls EV-ready (Electric Autonomy, n.d.).

3. Economic

There are a variety of economic opportunities associated to the adoption of EVs. Firstly, EVs present lifecycle cost saving opportunities. The fuel cost to charge an EV at home in Ontario is equivalent to roughly $0.20 per litre gasoline and maintenance costs are about half of gasoline vehicles (Clean Air Partnership, 2021a). In addition, they don't idle, are quieter and accelerate faster. As well, retrofitting existing buildings to allow for charging infrastructure can be costly and time consuming. As such, it is the most cost-effective to advance EV infrastructure at the time of construction.

Installation of an EV charging network can also bring additional benefits to a region including increasing economic development opportunities for local businesses, and enhancing tourism experiences. Municipalities have opportunities to encourage EV adoption through initiatives such as creating EV charging standards in areas such as permitting for new commercial and residential developments, rethinking transit fleets, investing in the electricity infrastructure and approving design changes to retrofit existing facilities (Clean Air Partnership, 2021a).

4. Equity

As EV adoption continues to grow, so will the need for charging infrastructure. The provision of publicly available EV charging infrastructure will offset the cost of EV ownership by increasing access for households with limited ability to install on-site charging or who have less access to on-site dedicated parking opportunities, which will help with affordability (Clean Air Partnership, 2021a).

Challenges

This section of the report outlines four (4) key challenges associated to the deployment of more EV charging infrastructure including access, cost, electricity load management and utility deposit concerns and awareness.

1. Access to Charging Infrastructure

As previously mentioned, Sault Ste. Marie currently has fourteen (13) public charging stations. This is a start, but more are needed to serve future EV needs of the community. Simliarly to lack of chargers, low visibility of charging stations is also an issue. It is important to consider adequate signage for future infrastructure to help EV owners. Also, though many organizations and spaces are open to the idea of incorporating public charging stations, it can be challenging to retrofit existing assets (e.g., parking lots) to accommodate public charging stations. Issues could include space, power supply issues and of course cost. Planning for new buildings to include or at least be able to accommodate charging stations will be a critical element of this plan.

2. Cost

Up Front Cost

It is a common understanding that EVs are more expensive than ICEs, and this can often act as a deterrent to consumers. As part of this report, a comparative analysis was conducted between a sample of six BEVs compared to six ICE vehicle counterparts, or best available similar models (see Appendix B for details on analysis, methodology, assumptions, and notes). The sample analyzed in this report determined that the average manufacturer retail sale price (MRSP) of BEVs in 2023 was estimated to be approximately 71% more expensive up front than ICE vehicle counterparts. Despite this being significantly higher than an ICE vehicle, it is important to note that in 2020 a BEV was 106% more expensive than an ICE vehicle, so prices are coming down. As well, as of May 8, 2023, there were 93 battery electric vehicles (BEVs) for sale in Canada (see Appendix 3). Many are eligible for the Federal Government Incentive for Zero-Emission Vehicles (iZEV) program which offers a rebate of $5,000 on specific zero-emission vehicles, which can support the higher upfront cost.

Total Cost of Ownership

Though the upfront cost of EVs is higher than ICEVs, it is important to understand the total cost of ownership (TCO) of a vehicle over its lifetime (in this report it is estimated at 10 years). The sample analyzed in this report determined that the TCO of an ICE vehicle is 2% more than an BEV, predominantly due to higher fuel maintenance and cost. BEVs require less maintenance than traditional ICE vehicles, as some maintenance tasks (e.g., oil changes) are no longer required. A summary of the key findings in Appendix B are outlined below:

1. Manufacturers Suggested Retail Price (MRSP): MRSP: ICE vehicles MRSP cost is 71% less than BEVs
    - Average BEV MRSP was $44,428.50
    - Average ICE MRSP was $26,047,17

2. Annual Insurance Costs: ICE vehicle annual insurance costs on average 1% less than BEVs
    - Average BEV annual insurance cost is $1,700.95
    - Average ICE annual insurance cost is $1,679.30

3. Annual Maintenance Costs: ICE vehicle average maintenance cost 9% more than BEVs
    - Average BEV annual maintenance cost is $1,302.60
    - Average ICE annual maintenance cost is $1,432.68

4. Annual Fuel Costs: ICE vehicle average annual fuel costs are 82% more than BEVs
    - Average BEV annual fuel cost is $446.82
    - Average ICE annual fuel cost is $2,444.23

5. Emissions: BEVs produce approximately 97% less operational emissions than ICE vehicles

6. TCO: TCO ownership of ICE was 2% more than their BEV vehicle counterparts, predominantly due to less fuel and maintenance cost. BEVs require less maintenance than traditional ICE vehicles, as some maintenance tasks (e.g., oil changes) are no longer required

This summary provides a general comparison of BEVs with ICE vehicles; however, financial feasibility should be considered on a vehicle-by-vehicle basis.

Interest Rates

Despite the greater availability of models and an increase in EV ownership, high interest rates are impacting automaker EV production in 2023 and are expected to continue well into 2024. To deal with this, automakers must balance profitability of their EV portfolios and adjust manufacturing growth accordingly. Despite this, EV sales are growing. Sales "topped 300,000 units in the United States for the first time in the third quarter [of 2023] and rose 14.3% in September in the European Union and 22% in China, the world's largest EV market (Klayman, 2023).

3. Electricity Load Management and Utility Deposit Concerns

A 2021 study by the Clean Air Partnership (CAP) noted concerns from developers about the "cost implications associated with electricity allocation requirements", for new developments as it pertains to energy sharing. Energy sharing for EV chargers involves the capability for multiple EVs to share and distribute electrical power among themselves dynamically. This is particularly relevant in scenarios where multiple charging stations are installed in a common location, such as a parking lot (Pollution Probe and The Delphi Group, 2020). Energy sharing has recently been addressed in the Canadian Electrical Safety Code and is an important component about planning for electricity allocation for EV readiness in future developments (Clean Air Partnership, 2021a).

The same 2021 CAP study also noted potential cost implications that EV ready requirements could pose to the electrical utility infrastructure deposit system (also called the Capital Cost Recovery (CCR) process). The CCR process is enacted when there are infrastructure investments that an electrical utility needs to make to provide the electricity allocation needed for a specific development. The deposit system covers a 5-year time horizon, whereby if the electricity demand requested by the development materializes, more of the deposit is returned to the developer. But if the electricity demand does not materialize, then part of the deposit is retained by the utility to cover the infrastructure costs that were required to provide the electricity allocation for that development. The CCR or electricity deposit system structure is not managed by the utility, but is governed by the Ontario Energy Board's Distribution System Code. It is recommended that learning more about the regulations as well as looked towards other jurisdictions such as British Columbia, where municipalities have been implementing EV Ready requirements within new developments for several years for leading practices and lessons learned.

4. Information & Awareness

As previously mentioned, despite an increase in availability in EVs on the Canadian market, there is still a lack of thorough understanding about EVs. Key areas of misunderstanding often have to do with the full lifecycle costs in comparison to ICE vehicles, as well as how charging works and what type of chargers are available, and range anxiety. Misinformation can negatively impact consumers and their understanding of the cost and benefits. In October 2023, the City partnered with the PUC and the Sault Climate Hub to host the Sault's first EV Showcase. Local EV owners were invited to park at the PUC parking lot on Saturday October 14, 2023, from 11:00 AM – 2:00 PM. The come and go event had approximately 50 people come and go, and the partners are already planning to make it an annual occurrence.

The next part of this report will highlight attributes that should be considered for siting (meaning the location) of public charging infrastructure.

Public Charging Deployment

Ensuring sufficient public charging infrastructure availability is a key part of Sault Ste. Marie's energy transition. Equally as important is ensuring that there is enough charging capacity to support a growing EV population (The International Council on Clean Transportation, 2017). While a significant portion of charging is typically done at home overnight, public charging infrastructure provides additional flexibility for EV drivers covering longer distances, such as tourists, and provides an alternative for those without access to charging at home. Numerous studies have emphasized the importance of public charging infrastructure and assessed the overall need for charging infrastructure as a function of the size of the EV population (National Renewable Energy Lab, 2017). Review of best practices by other municipalities indicates two paths to pursue for public charging deployment, including: 1. Attributes that should be considered, and 2. Locations. A set of five key considerations for charging infrastructure siting deployment are listed below.

Table 4: Charging Infrastructure Siting Deployment Key Attributes

Attribute	Reasoning
1. Equitable Accessibility	Ensure fair distribution based on population density.
2. Amenities and Convenience	Consider access to amenities, especially for fast-charging stations.
3. Proximity to Services	Locate charging stations near businesses, transit routes, and essential services.
4. Residential Factors	Prioritize areas with multi-unit residential buildings (MURBs) to accommodate EV owners who may not have private charging options.
5. Community and Infrastructure Support	Consider destinations for longer trips, community input, and ensure sufficient electrical grid capacity, especially for fast-charging stations.

Similarly, to the siting criteria noted above for charging infrastructure deployment, a prioritization for charging is encouraged in the following types of locations.

Table 5: Charging Infrastructure Siting Deployment Key Locations

Location	Criteria
1. High-Traffic Areas	Install charging stations in areas with high foot traffic and commercial activity, such as shopping and community centers, downtown areas, and including tourist spots and key attractions.
2. Workplaces	Encourage businesses and employers to install EV charging stations at workplaces to support employees who drive electric vehicles.

3. Public Institutions	Install charging stations at government offices, libraries, museums, parks, public buildings, schools, and universities to promote EV adoption and sustainability.
4. Future Development Areas	Anticipate future growth and development in the city and plan for charging infrastructure accordingly.
5. Public Parking Facilities	Install charging stations in public parking lots and garages to encourage EV use in urban areas.

The next section of this report highlights the opportunities for municipalities to consider as it relates to their authority for building codes and zoning.

Building Codes

The City of Sault Ste. Marie Building Division is responsible for administration and enforcement of the Ontario Building Code (OBC), the municipality's Building and Property Standards By-laws, and various other statutes and regulations. The OBC provides a set of minimum standards for construction and is followed by the City when issuing building permits. Municipalities have some flexibility to establish certain standards that are specific to their local needs, as long as they do not conflict with the OBC. For example, introducing requirements or incentives in their local planning policies or zoning by-laws to encourage or mandate the incorporation of EV infrastructure in new developments. In fact, advancing EV readiness of new developments has emerged as a leading action within municipal EV Strategies. EV Ready requirements that are advanced at the time of construction reduce the need for future costly retrofits. This is particularly important in the case of MURBs and townhomes. Planning for adequate electrical capacity within electrical panels to accommodate EV charger infrastructure as well as laying the necessary conduit running from the panel to the parking space and/or proposed development location is imperative.

Having policies that require new buildings to be EV ready can help a municipality better prepare for this. One such way is through the establishment of Green Development Standards (GDS), which are voluntary or mandatory measures created by municipalities to encourage environmentally, socially, and economically sustainable design. GDS are comprehensive principles to guide development at a level of planning and design that focuses on the community (Clean Air Partnership, 2021b). GDS can address more actions than EV charging infrastructure such as maintaining existing tree canopy, energy efficiency requirements for buildings, protecting and integrating green space, renewable energy generation and storage, bird-friendly design, material re-use and recycling and more (Clean Air Partnership, 2021b).

The Ontario Building Code (OBC) is a regulation made under the *Building Code Act*. It focuses primarily on ensuring public safety in newly constructed buildings, but also supports the government's commitments to energy conservation, barrier-free accessibility, and economic development. In 2018, the OBC brought in EV charging requirements via Regulation O.Reg. 139/17, that were repealed by the current Provincial Government in 2019. Despite the cancellation of EV readiness parameters, the 2018 OBC offered some good insights on what municipalities could consider in their EV infrastructure plans. Please see Appendix 4 for an overview of the repealed 2018 OBC EV readiness details.

While the current OBC may not have explicit EV requirements, municipalities can incorporate provisions and incentives within their local building by-laws that align with EV infrastructure

objectives. This may include encouraging or mandating the installation of electrical infrastructure conducive to EV charging in new developments or major renovations. Municipalities can also collaborate with developers to implement EV-friendly parking structures and ensure adequate electrical capacity to support charging stations. City staff can work at aligning local regulations with EV readiness goals to contribute to the growth of sustainable transportation options and to help meet net zero emission reduction targets. Regular reviews and updates of local bylaws can help ensure that they remain current with advancements in EV technology and changing community needs.

It's important to note that regulations and policies can change, and dialogue with the City's Planning and Building departments about plans for electric vehicle readiness is encouraged. Consultations with both departments were conducted by the author of this report and confirmed that at present, there are no policies relating to EV readiness per the OBC. It is important that City staff stay up to date on any changes made by the provincial government to the *Building Code Act* or the OBC, as they could impact the authority of municipalities in this regard.

Governmental Support / Policies

In this section of the report, an overview of key policies established by the Canadian Ontario, and City government and PUC will be elaborated upon. The integration of electric mobility into the City's current and planned infrastructure projects will be a multifaceted process that is already well supported by existing initiatives from various orders of government and organizations.

Federal

The Government of Canada's climate targets are to reduce GHG emissions by 40% to 45% below 2005 levels by 2030 and to achieve net zero emissions by 2050 (Government of Canada, 2022). To support this the Federal Government has launched a variety of policies and initiatives, including but not limited to:

1. **Greenhouse Gas Pollution Pricing Act (GGPPA):** enacted in 2018, provides the legislative framework for the federal carbon pricing backstop which includes the Fuel Charge and Output-Based Pricing System (OBPS). Ontario is subject to the federal government's carbon pricing backstop. The OBPS applies to large industrial facilities and is not relevant to this plan. The Fuel charge is a carbon pricing mechanism applied to the purchase of fossil fuels and is intended to incentivize organizations, businesses, and individuals to reduce their carbon emissions by using cleaner energy sources (Government of Canada, 2023a)

2. **Canadian Net-Zero Emissions Accountability Act:** a framework for achieving net-zero greenhouse gas emissions by 2050. While not specifically focused on electric vehicles, this overarching legislation sets the stage for broader initiatives to reduce emissions, including those related to the transportation sector (Government of Canada, 2023)

3. The Government of Canada announcement in 2021 to require 100% of car and passenger truck sales be zero-emission by 2035 in Canada (Government of Canada, 2021).

4. The **Electric Vehicle and alternative Fuel Infrastructure Deployment Initiative (EVAFIDI)** and Zero Emission Infrastructure Program (ZEVIP) programs provide funding for fast charging infrastructure along highway corridors, and for charging infrastructure in multi-unit residential buildings (MURB), workplaces, public charging including curbside charging) and for fleet vehicles. Under both programs, Natural Resources Canada (NRCan) provides up to 50% of eligible project costs. This program is eligible to be matched with the ChargeON program which will be elaborated on in the next section of this report, and the City is supporting the PUC with an application to this.

5. Incentives for **Zero-Emission Vehicles (iZEV) Program** and tax write-offs for businesses are helping to make it more affordable. The Federal Government is providing point of sale incentives of up to $5,000 for consumers who buy or lease eligible EVs. Eligible vehicles include those with six seats or less where the base model is less than $45,000, or those with seven or more seats where the base model is less than $55,000.

Provincial

Similarly to the Federal government, the Province of Ontario has a variety of initiatives and programs designed to advance the adoption and integration of EVs in Ontario.

1. Government Climate Plan
The Government of Ontario has committed to reducing emissions by 30% below 2005 levels by 2030, a target that aligns with the Federal Government's Paris commitments (Government of Ontario, 2022c).

2. Ivy
Recently the Ivy Charging Network, a joint venture of Ontario Power Generation (OPG) and Hydro One, the province's largest local distribution company (LDC) was announced, with a goal of launching 160 Level 3 (DC Fast Charger) at 73 locations. Stations will be on average 1000 km apart (Syed, 2021).

3. Condominiums
On May 1, 2018, changes to the regulations under the Condominium Act, 1998, established a new process for obtaining approval to install electric vehicle charging systems (EVCSs) in condominium buildings. The Condominium Authority of Ontario has a step-by-step guide for installing EV charging stations. More specifically, these new provisions set out the process for condominium corporations to obtain approval to install EVCSs and set out the process for an owner to obtain approval to install an EVCS (Condominium Authority of Ontario, 2022).
The Condominium Authority of Ontario has a step-by-step guide for installing EV charging stations in condominiums. The Plug'n Drive website (opens in new window) provides information on EV charging in condos as well as information on EVs and EV charging more generally.

Municipal / Local

There are a series of initiatives and plans that are aimed at facilitating the growth of EV adoption in Sault Ste. Marie.

1. Sault Ste. Marie Community Greenhouse Gas Reduction Plan: 2020 – 2030

The Transportation pillar of the GHG Reduction Plan, highlights actions to support transportation electrification infrastructure opportunities (e.g. electric vehicles and charging stations).

2. Public Chargers Currently Available in Sault Ste. Marie

The City of Sault Ste. Marie has a webpage where you can see where all public EV chargers are located in Saul Ste. Marie. This is based on the website PlugShare which may be updated more regularly.

3. PUC EV Home Charger Rental Program

In Ontario, the vast majority of EV charging occurs at home, and access to at home charging is one of the most important factors determining whether a household will purchase an EV. In 2022, Sault Ste. Marie's local distribution company (LDC), the PUC launched their EV Home Charger Rental Program which is a great addition to growing EV readiness in Sault Ste. Marie. Opportunities for the City also exist to develop, design and implement EV Ready parking within new developments to avoid expensive and complex EV charging retrofits in the future. For $35.00 / month, you can enjoy the convenience of charging worry free at home. PUC Services Inc. will conduct the installation as well as technical support, and the charger is fully warrantied through them. To learn more about the program click here.

4. Municipal Fleet Electrification

Electric vehicles (EVs) can benefit Canadian municipalities. By electrifying municipal fleets, local governments benefit from:

- Reduced fuel expenses and maintenance costs
- Reduction of community transportation emissions.

A resolution was passed in February 2021 mandating all new light duty fleet be electric. The City has established a plan and with budget monies plans to go to RFP for a plan to electricity its full fleet in early 2024, pending budget approval.

The following section of this report is the SSM CCIP.

Sault Ste. Marie Community Charging Infrastructure Plan

Increasing the availability of charging infrastructure in Sault Ste. Marie is a multi-sectoral endeavour, involving several City Departments, the PUC and other community groups, working in collaboration with each other. The Sault Ste. Marie CCIP focuses on actions to be completed within a 6-year timeframe: 2024 to 2030.

The following vision will guide the SSM CCIP

Vision: Creating a landscape that is conducive to the increased adoption of electric vehicles in Sault Ste. Marie

The plan recommends 13 actions (9 of which are already in progress) and is broken down into three key sectors, including:

1. Charging Availability
2. Education & Advocacy
3. Municipal Leadership & Governance

An overview for each sector of the action plan is furthered below.

Charging Availability
Access to charging infrastructure is a key barrier to EV adoption. Some charging can occur in single detached homes; however, not all residents have access to driveways or garages. In addition to deployment, maintenance and operation of infrastructure is essential and EV designated parking spots should be made very visible to further the transition. To support the achievement of this strategy the City must enable the deployment of public charging infrastructure. Pilot projects, new construction design requirements, and government funding programs are currently being pursued to improve charging availability.

Education and Advocacy
EV adoption can be inhibited by a lack of information as well as misinformation (e.g., knowledge of charging availability, knowledge of home charging options, range anxiety, lifecycle costs, model availability, and model features). Residents and businesses may not have enough awareness, confidence, or understanding of EVs to be comfortable deciding to switch. Addressing these knowledge gaps can reduce the barrier to EV adoption, and is already being pursued by the city and community groups.

Municipal Leadership & Governance
Demand for charging infrastructure will increase as residents move towards EV ownership. If new buildings continue to be designed without charging in mind, a gap between availability and demand will continue to grow. Retrofitting existing structures presents challenges, including high costs, lack of adequate space and/or electrical infrastructure. Setting up infrastructure during the initial design can mitigate these barriers and reduce costs.

Timelines for Action

Actions within the plan have been broken down into separate timeframes. The timing and length of actions can be adapted to respond to changes in policy, technology and funding. The following legend illustrates the different times for each action:

Immediate: action to begin right away	
Short Term (1-2 Years)	
Ongoing: action has been initiated and will continue throughout the life of the plan	

These actions were developed based on outreach to other municipalities and research regarding municipal charging infrastructure best practices in the Province of Ontario. Actions should be viewed as a starting point and are expected to change over time. The following section of this report is the SSM CCIP

Action Plan

. Objective	Action	Responsibility	Timeline	Performance Measures
1. Charging Availability	a. Identify high-priority areas for public charging infrastructure	Leads • City – Sustainability Coordinator • PUC		• COMPLETE – noted in the Public Charging Deployment section of the SSM CCIP
	b. Leverage and explore funding opportunities to expand public charging infrastructure	Leads • City – Sustainability Coordinator • PUC		• Number of grants applied to • Number of public chargers installed per year with funding
2. Education & Advocacy	a. Engage and partner with local organizations to share EV information and best practices	Lead • City – Sustainability Coordinator Partners • PUC • Sault Climate Hub		• Number of events / activities that take place a year that increase EV education and awareness
	b. Stay up to date on regulatory changes, funding and pilots to reduce congestion and promote EV adoption	Lead • Various City Departments Partners • PUC		• Number of funding applications submitted and EV pilots applied for and/or participated in by the City per year
	c. Advocate for policies that support a transition to EVs	Lead • Various City Departments, including Sustainability Coordinator Partners • Environmental Sustainability Committee		• Incorporation of EV readiness language in City policies and plans (e.g. Zoning, Parking Reform)

Objective	Action	Responsibility	Timeline	Performance Measures
3. Municipal Leadership & Governance	a. Develop a municipal EV readiness policy	Lead • City Planning and Building Departments Support • City Sustainability Coordinator		• Creation of a policy
	b. Collaborate with stakeholders such as developers, the PUC, Algoma University, and Sault College to incorporate EV infrastructure in their long-term planning strategies	Lead • City Sustainability Coordinator • PUC		• Number of charging infrastructure projects that take place per year
	c. Develop a Green Development Standard that encourages EV readiness in new builds	Lead • City Planning and Building Departments • City Sustainability Coordinator		• Development of a Sault Ste. Marie Green Development Standard
	d. Update the City Zoning By-law to include requirements for EV charging infrastructure in new multi residential and large commercial buildings to help meet EV charging needs in the future as residents and businesses switch to electric vehicles	Lead • City Planning and Building Departments Partners City Sustainability Coordinator		• Amendment of zoning by-law to include EV readiness particulars including requiring electrical capacity within electrical panels to accommodate EV charger infrastructure as well as the necessary conduit running from the panel to the parking space and/or location

Objective	Action	Responsibility	Timeline	Performance Measures
3. **Municipal Leadership & Governance**	e. Lead by example – incorporate EVs in the City's corporate fleet and ensure high visibility signage and branding.	Lead • City – Sustainability Coordinator • Various City Departments		• Number of EVs incorporated into the City's fleet per year
	f. Budget for the installation of public chargers on key City facilities to lead charging infrastructure deployment in the community	Lead • City Council Partners • Finance, Procurement, • City – Sustainability Coordinator		• Number of chargers installed per year
	g. Create an EV Charging Infrastructure working group with a goal to oversee and progress plan implementation with members of City Staff (Parking and Transit, Engineering, By-law, Sustainability) and PUC Services	Lead • City – Sustainability Coordinator		• Creation of the working group
	h. Support efforts to host EV industry events in Sault Ste. Marie and help attract EV related industries and business	Lead • City Economic Development Partner • City Tourism Department		• Number of events held in SSM per year • Number of EV related business that relocate or are established per year in Sault Ste. Marie

Funding

Cities, like other governmental organizations, can access and utilize various financing options for charging infrastructure projects. The following section of this report highlights various funding and grant options researched and available as of the end of October 2023.

Electric Vehicle ChargeON Program

The EV ChargeON program provides funding for the installation of public electric vehicle (EV) chargers in Ontario communities outside of major cities with populations less than or equal to 170,000 people and any indigenous community in Ontario. The Program is administered by the Ministry of Transportation (MTO) and aims to improve network coverage of EV fast chargers to reduce range anxiety by filling existing gaps and support long-distance travel. EV ChargeON is a competitive, application-based grant program offering up to 50-75% of capital funding through post-construction rebates. Level 2 and Level 3 public Charging Stations are eligible for funding in amounts that are proportional to Charger's power output. For more information about this funding program, please visit: https://forms.mgcs.gov.on.ca/en/dataset/on00567

Zero Emission Vehicle Infrastructure Program

The Zero Emission Vehicle Infrastructure Program (ZEVIP) provides funding towards the deployment of electric vehicle (EV) chargers and hydrogen refueling stations across Canada. ZEVIP will be opening up funding in Spring 2024 towards projects focusing on EV charger deployment in public places, on-street, in multi-unit residential buildings, at workplaces, and for vehicle fleets. NRCan's contribution will be limited to fifty percent (50%) of Total Project Costs up to a maximum of 10 million dollars per project. To learn more about this funding, please visit: https://natural-resources.canada.ca/energy-efficiency/transportation-alternative-fuels/zero-emission-vehicle-infrastructure-program/21876

It is important to note that the City and the PUC intend to apply for both of these above mentioned funding streams. The following section of this report highlights opportunities to monitor plan implementation and progress.

Implementation

The development of the SSM CCIP is a positive step for the City in its goal of net zero emissions by 2050. In order for the plan to move forward the City must follow through on implementation and monitor results. Implementation and overseeing the action plan will require staff time from several City departments and tracking and reporting will be included in the City's annual sustainability report.

As mentioned in the action plan section of this report, most of the actions of this plan are already underway. Immediate actions that the City should continue to prioritize are listed below.

1. Seek Council approval and adoption of the plan
2. Budget for the installation of public chargers on key City facilities to lead charging infrastructure
3. Continue to seek out funding opportunities to increase availability of charging infrastructure in the community
4. Create an EV Charging Infrastructure working group with a goal to oversee and progress plan implementation with members of City Staff (Parking and Transit, Engineering, By-law, Sustainability) and PUC Services

Conclusion

Moving forward with the SSM CCIP involves a strategic implementation approach to ensure the integration of EV readiness and charging stations throughout the community. Collaboration with key stakeholders, including local businesses, government agencies, and the PUC, will be essential in fostering a comprehensive network of charging infrastructure. Engaging in partnerships will not only facilitate the installation of public charging stations but also enhance the visibility of EVs as a sustainable transportation option in Sault Ste. Marie.

Additionally, community outreach and education programs will be essential to encouraging EV adoption and maximizing the benefits of the SSM CCIP. Continuing to partner with organizations such as the PUC and the Sault Climate Hub on awareness campaigns and informational sessions will inform residents and businesses about the advantages of electric vehicles, dispel myths, and address any concerns. Through these efforts, the community can actively participate in the transition to cleaner transportation alternatives. Ongoing monitoring and evaluation will be crucial. Allowing for adjustments to the plan based on local EV usage patterns, technological advancements, and evolving needs, will ensure that Sault Ste. Marie stays up to date on the EV transition.

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Appendix 1: Council Community Charging Infrastructure Plan Resolution

June 13, 2022

Mover Councillor C. Gardi
Seconder Councillor L. Vezeau-Allen

Whereas the climate crisis has forced countries, regions and municipalities around the world to re-evaluate and implement certain measures to help mitigate the existential and catastrophic impacts that will be caused by the changing climate; and

Whereas one of the most recognized ways for society to battle the climate crisis is to transition away from fossil fuels, to eliminate as best as possible, the emission of greenhouse gases (GHG); and

Whereas according to Natural Resources Canada, transportation accounts for 25% of Canada's GHG emissions, and almost half of that comes from light duty trucks and cars; and

Whereas Canada has set a mandatory target for all passenger cars and light duty trucks to be zero-emission by 2035; and

Whereas communities in Canada should be deliberately planning for the transition to predominantly electric passenger vehicles over the next decade;

Now Therefore Be It Resolved that Council request that staff develop a charging infrastructure plan to be presented to Council for consideration that will advance local policies to accelerate charging infrastructure in the community, and to include possible changes to local building codes to ensure electric vehicle readiness/inclusion in future commercial, industrial and residential development within the municipality of Sault Ste. Marie.

Appendix 2: Cost Analysis of Purchasing Electric Vehicles

As of May 8, 2023, there were 93 battery electric vehicles (BEVs) for sale in Canada (see Appendix 3 for full list). Many are eligible for the Federal Government Incentive for Zero-Emission Vehicles (iZEV) program which offers a rebate of $5,000 on specific zero-emission vehicles[5]. For the purpose of this analysis, a sample of six (6) BEVs and six (6) of their internal combustion engine (ICE) vehicle counterparts were selected to determine what the upfront cost increase of EVs. The vehicles were selected based on whether they qualified for the iZEV subsidy and also 2023 availability with standard features. The table below highlights the BEV and ICE sample vehicles used in this analysis.

Table 6: Analysis Vehicles Sample List

EV	ICE
2023 Hyundai IONIQ 5 (EV)	2023 Hyundai Elantra Essential (ICE)
2023 Hyundai Kona (EV)	2023 Hyundai Kona Essential (ICE)
2023 Chevy Bolt EUV	2022 Chevy Trax (ICE)
2023 Kia Soul (EV)	2023 Kia Sou EX (ICE)
2022 Nissan Leaf Plus (EV)	2023 Nissan Sentra S (ICE)
2023 VW ID.4 (EV)	2023 VW Golf R (ICE)

The following six tables (Table 2 to Table 7) summarize the data sets of 6 case studies that compared costs and emissions associated to BEVs to their ICE vehicle equivalent. Comparative variables include: manufacturer retail sales price (MRSP), insurance costs, maintenance costs, fuel costs, grams of carbon dioxide per kilometer (CO_2/km) and Total cost of Ownership (TCO).

Data Assumptions

The analysis in the six case studies below is based on a worksheet provided to author of this report by ChargePoint, an EV charging infrastructure company[6]. Data input assumptions and methodology details are outlined in the bullets below.

1. Vehicle MRSP pricing information was obtained from each company's website. Local dealers may provide alternate pricing for single or multiple vehicle purchases and cold impact the results of this analysis.
2. Assumed City would own the vehicle forever (10 years or more), so zero was entered for the resale price
3. BEV cost 3 to 4 cent/km (at 15 cent / kWh), compared to a typical 4-cylinder gasoline vehicle at 11 to 12 cent/km (at $1.50/L). Retrieved from: https://fcr-ccc.nrcan-rncan.gc.ca/
4. Assumed annual driving distance of 20,000 (multiplied times 10 for life of vehicle
5. Insurance cost obtained from CAA Car Costs Calculator. Annual insurance cost multiplied times 10
6. Maintenance costs obtained from CAA Car Costs Calculator. Annual cost multiplied by 10

[5] https://tc.canada.ca/en/road-transportation/innovative-technologies/zero-emission-vehicles/light-duty-zero-emission-vehicles/eligible-vehicles

[6] Electric Vehicle Total Cost of Ownership Analysis Worksheet - (c) Dr. Tom Lombardo.
Licensed for non-commercial use by Creative Commons BY-NC-SA license
https://creativecommons.org/licenses/by-nc-sa/3.0/ Based on Jens Hagman, Sofia Ritzén, Jenny Janhager Stier, Yusak Susilo, Total cost of ownership and its potential implications for battery electric vehicle diffusion,
In Research in Transportation Business & Management, Volume 18, 2016, Pages 11-17, ISSN 2210-5395,
https://doi.org/10.1016/j.rtbm.2016.01.003.
(http://www.sciencedirect.com/science/article/pii/S2210539516000043)

7. Sales Tax (13% multiplied by purchase price)
8. Subsidy for EVs under NRCans iZEV incentive
9. Fuel cost is total distance driven times cost
10. Total Cost of ownership is Depreciation plus total fuel cost, plus insurance cost, plus maintenance cost, plus sales tax minus subsidy
11. KG of CO2 obtained from CAA Car Costs calculator and multiplied times 2 as tool provided 5 years of kg of co2e. Converted to tonnes by dividing it by 1000
12. Average energy consumption of 0.20 kWh per kilometre: https://evbox.com/en/ev-home-charger-electricity-usage#:~:text=Using%20the%20average%20EV's%20energy,and%204%2C310.65%20kWh%20per%20year.
13. If a car drives an average of 20,000 kms a year that equates to approximately 4,000 kWh. When you plug this into the PCP tool that equates to 0.1 tCO2e

Table 7: BEV and ICE Vehicle MRSP[7] Comparison

EV	MRSP	ICE	MRSP
2023 Hyundai IONIQ 5 (EV)	$48,999.00	2023 Hyundai Elantra Essential (ICE)	$22,956.00
2023 Hyundai Kona (EV)	$44,599.00	2023 Hyundai Kona Essential (ICE)	$22,649.00
2023 Chevy Bolt EUV	$43,147.00	2022 Chevy Trax (ICE)	$21,898.00
2023 Kia Soul (EV)	$43,095.00	2023 Kia Sou EX (ICE)	$19,790.00
2022 Nissan Leaf Plus (EV)	$37,498.00	2023 Nissan Sentra S (ICE)	$20,548.00
2023 VW ID.4 (EV)	$49,233.00	2023 VW Golf R (ICE)	$48,495.00
Average	$44,428.50		$26,056.00

Insight: ICE vehicles cost 71% less than BEVs based on average MRSP used in this sample.

Table 8: BEV and ICE Vehicle Lifetime Insurance[8] Cost Comparison

EV	Annual Insurance Cost	ICE	Annual Insurance Cost
2023 Hyundai IONIQ 5 (EV)	$17,487.30	2023 Hyundai Elantra Essential (ICE)	$17,384.40
2023 Hyundai Kona (EV)	$16,611.10	2023 Hyundai Kona Essential (ICE)	$16,080.44
2023 Chevy Bolt EUV	$17,014.20	2022 Chevy Trax (ICE)	$16,278.90
2023 Kia Soul (EV)	$16,551.60	2023 Kia Sou EX (ICE)	$16,550.50
2022 Nissan Leaf Plus (EV)	$16,744.60	2023 Nissan Sentra S (ICE)	$17,052.10
2023 VW ID.4 (EV)	$17,647.90	2023 VW Golf R (ICE)	$17,052.10
Average	$17,009.45		$16,733.07

Insight: ICE vehicle insurance costs on average 2% less than BEV insurance based on the vehicles used in this sample.

[7] Vehicle MRSP pricing information was obtained from each company's website in May and October 2023. Local dealers may provide alternate pricing for single or multiple vehicles purchases and could impact the results of this analysis. https://carcosts.caa.ca/.
[8] Lifetime insurance cost estimate obtained from CAA Car Costs Calculator:

Table 9: BEV and ICE Vehicle Lifetime Maintenance Cost[9] Comparison

EV	Annual Maintenance Costs	ICE	Annual Maintenance Costs
2023 Hyundai IONIQ 5 (EV)	$13,383.70	2023 Hyundai Elantra Essential (ICE)	$14,833.40
2023 Hyundai Kona (EV)	$12,613.60	2023 Hyundai Kona Essential (ICE)	$16,080.44
2023 Chevy Bolt EUV	$14,706.80	2022 Chevy Trax (ICE)	$16,507.30
2023 Kia Soul (EV)	$11,468.30	2023 Kia Sou EX (ICE)	$14,686.70
2022 Nissan Leaf Plus (EV)	$12,585.70	2023 Nissan Sentra S (ICE)	$12,068.90
2023 VW ID.4 (EV)	$13,398.10	2023 VW Golf R (ICE)	$13,044.40
Average	$13,026.03		$14,536.86

Insight: ICE vehicle average maintenance cost 9% more than BEVs based on the vehicles in this sample.

Table 10: BEV and ICE Lifetime Fuel Cost[10] Comparison

EV	Lifetime Fuel Costs	ICE	Lifetime Fuel Costs
2023 Hyundai IONIQ 5 (EV)	$8,000.00	2023 Hyundai Elantra Essential (ICE)	$24,000.00
2023 Hyundai Kona (EV)	$8,000.00	2023 Hyundai Kona Essential (ICE)	$24,000.00
2023 Chevy Bolt EUV	$8,000.00	2022 Chevy Trax (ICE)	$24,000.00
2023 Kia Soul (EV)	$8,000.00	2023 Kia Sou EX (ICE)	$24,000.00
2022 Nissan Leaf Plus (EV)	$8,000.00	2023 Nissan Sentra S (ICE)	$24,000.00
2023 VW ID.4 (EV)	$8,000.00	2023 VW Golf R (ICE)	$24,000.00
Average	$8,000.00		$24,000.00

Insight: ICE vehicle average annual fuel costs are 82% more than BEVs based on this vehicles in this sample.

[9] Annual maintenance cost estimate obtained from CAA Car Costs Calculator: https://carcosts.caa.ca/.
[10] BEV cost 2 to 3 cent/km (at 13 cent / kWh), compared to a typical 4-cylinder gasoline vehicle at 7 to 8 cent/km (at $1.00/L). Retrieved from: https://www.nrcan.gc.ca/energy/efficiency/energy-efficiency-transportation-and-alternative-fuels/choosing-right-vehicle/buying-electric-vehicle/21034

Table 6: Generic Average Annual Fuel Cost

BEV Annual Fuel Cost Average		**ICE Fuel Cost Average**	
Kms (avg / yr)	20,000.00	Kms	20,000.00
Cost / Km	$0.04	Cost / km	$0.12
	$800.00		$1,747.20
Insight: Based on an average rate of $0.04 / km for EVs and $0.12 for ICE and 20,000 km / year - average annual ICE fuel costs are 54% more than BEVs.			

Table 7: BEV and ICE Annual tCO2e[11]Comparison

EV	**Annual tCO2e**	**ICE**	**Annual tCO2e**
2023 Hyundai IONIQ 5 (EV)	0.1	2023 Hyundai Elantra Essential (ICE)	2.9
2023 Hyundai Kona (EV)	0.1	2023 Hyundai Kona Essential (ICE)	3.6
2023 Chevy Bolt EUV	0.1	2022 Chevy Trax (ICE)	4.1
2023 Kia Soul (EV)	0.1	2023 Kia Sou EX (ICE)	3.5
2022 Nissan Leaf Plus (EV)	0.1	2023 Nissan Sentra S (ICE)	3.5
2023 VW ID.4 (EV)	0.1	2023 VW Golf R (ICE)	-
Average	0.10		2.92

Insight: BEVs produce approximately 97% less emissions than ICE vehicles[12]

Table 8: BEV and ICE Total Cost of Ownership Comparison

EV	**TCO**	**ICE**	**TCO**	**Δ**
2023 Hyundai IONIQ 5 (EV)	$89,239.87	2023 Hyundai Elantra Essential (ICE)	$82,158.08	-8%
2023 Hyundai Kona (EV)	$82,621.57	2023 Hyundai Kona Essential (ICE)	$80,493.71	-3%
2023 Chevy Bolt EUV	$83,477.11	2022 Chevy Trax (ICE)	$81,530.94	-2%
2023 Kia Soul (EV)	$79,717.25	2023 Kia Sou EX (ICE)	$77,599.90	-3%
2022 Nissan Leaf Plus (EV)	$74,703.04	2023 Nissan Sentra S (ICE)	$76,340.24	2%
2023 VW ID.4 (EV)	$89,679.29	2023 VW Golf R (ICE)	$109,255.25	22%
Average	$83,239.69		$84,563.02	2%

Insight: Based on the vehicles selected for this analysis, the TCO of ICE vehicles is 2% more than BEVs.

[11] Government of Canada. (2020). *Fuel consumption ratings search tool.* Retrieved from: https://fcr-ccc.nrcan-rncan.gc.ca/en

[12] Average energy consumption of 0.20 kWh per kilometre: https://evbox.com/en/ev-home-charger-electricity-usage#:~:text=Using%20the%20average%20EV's%20energy,and%204%2C310.65%20kWh%20per%20year. If a car drives an average of 20,000 kms a year that equates to approximately 4,000 kWh. When you plug this into the PCP tool that equates to 0.1 tCO2e

Case Studies

Case Study 1: Hyundai IONIQ Electric vs. Hyundai Elantra

	Hyundai IONIQ Electronic	**Hyundai Elantra (ICE)**
Inputs		
Purchase Price (MRSP)	$48,999	$22.956
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$17,487.30	$17,384.40
Maintenance and Repair Costs	$13,383.70	$14,833.40
Sales Tax	$6,369.87	$2,984.28
Subsidies	$5,000	$0
Calculations		
Depreciation	$48,99900	$22,956
Total Fuel Cost	$8,000	$24,0000
Total Cost of Ownership (TCO)	**$89,239.87**	**$82,158.08**
Insight		
The TCO of a Hyundai Elantra is 8% less than a Hyundai IONIQ EV.		-8%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	0	28,610
Annual tCO_2e / yr	0	2.86

Case Study 2: Hyundai Kona Electric vs. Hyundai Kona ICE

	Hyundai Kona Electronic	**Hyundai Kona (ICE)**
Inputs		
Purchase Price (MRSP)	$44,599.00	$22,649
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$16,611.10	$16,080.44
Maintenance and Repair Costs	$12,61360	$14,819.90
Sales Tax	$5,797.87	$2,944.37
Subsidies	$5,000	$0.00
Calculations		
Depreciation	$44,599.00	$22,649
Total Fuel Cost	$8,000	$24,000
Total Cost of Ownership (TCO)	**$82,621.57**	**$80,493.71**
Insight		

The TCO of a Hyundai Kona ICE is 3% less than a Hyundai iKona EV.		-3%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	0	35,808
Annual tCO_2e / km	0	3.58

Case Study 3: Chevrolet Bolt EV vs. Chevrolet Trax ICE

	Chevrolet Bolt EV	**Chevrolet Trax ICE**
Inputs		
Purchase Price (MRSP)	$43,147	$21,898.00
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$17,014.20	$16,278.90
Maintenance and Repair Costs	$14,706.80	$16,507.30
Sales Tax	$5,609.11	$2,846.74
Subsidies	$5,000	$0
Calculations		
Depreciation	$43,147	$21,898.00
Total Fuel Cost	$8,000.00	$24,000.00
Total Cost of Ownership (TCO)	$83,477.11	$81,530.94
Insight		
The TCO of a Chevrolet Trax is 3% less than a Chevrolet Bolt EV		-3%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	-	40,592
Annual tCO_2e	-	4.06

Case Study 4: Kia Soul EV vs. Kia Soul ICE

	Kia Soul EV	**Kia Soul (ICE)**
Inputs		
Purchase Price (MRSP)	$43,095	$19,790
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$16,551.60	$16,550.50
Maintenance and Repair Costs	$11,468.30	$14,686.70
Sales Tax	$5,602.35	$2,572.70
Subsidies	$5,000	$0
Calculations		
Depreciation	$43,095	$19,790
Total Fuel Cost	$8,000.00	$24,000

Total Cost of Ownership (TCO)	$79,717.25	$77,599.90
Insights		
The TCO of a Kia Soul ICE is 3% less than a Kia Soul EV.		-3%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	-	35,302
tCO_2e annual	-	3.53

Case Study 5: Nissan Leaf EV vs Nissan Sentra

	Nissan Leaf (EV)	**Nissan Sentra**
Inputs		
Purchase Price (MRSP)	$37,498	$20,548
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven	200,000	200,000
Insurance Cost	$16,744.60	$17,052.10
Maintenance and Repair Costs	$12,585.74	$12,068.90
Sales Tax	$4,874.74	$2,671.24
Subsidies	$5,000	$0
Calculations		
Depreciation	$37,498	$20,548
Total Fuel Cost	$8,000	$24,000
Total Cost of Ownership (TCO)	$74,703.04	$76,340.24
Insight		
The TCO of a Nissan Santra is 2% more than a Nissan Leaf EV.		2%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	-	34,728
Annual tCO_2e	-	3.47

Case Study 6: Volkswagen ID.4 vs. Volkswagen Golf R

	Volkswagen E-Golf EV	**Volkswagen Golf R ICE**
Inputs		
Purchase Price (MRSP)	$49,233	$48,495
Resale Price	$0.00	$0.00
Fuel Cost per unit of distance	$0.04	$0.12
Total distance driven (km)	200,000 km	200,000 km
Insurance Cost	$17,647.90	$17,411.50
Maintenance and Repair Costs	$13,398.10	$13,044.40
Sales Tax	$6,400.29	$6,304.35
Subsidies	$5,000	$0
Calculations		

Depreciation	$49,233	$48,495
Total Fuel Cost	$8,000	$24,000
Total Cost of Ownership (TCO)	$89,679.29	$109,255.25
Insight		
The TCO of a Volkswagen Golf R (ICE) is 22% more than a Volkswagen E-Golf (EV).		22%
GHG Emissions		
KG CO_2 / km (10-year lifecycle)	-	39,556
Annual Grams of CO2/km	-	3,955.60

Appendix 3: EVs Currently Available for Purchase in Canada

Note: This list is based on available up to May 8, 2023.

Line No.	Model	Make	Year	Seats	Price	Drive Type
1	2 Long range Dual Motor	Polestar	2023	5	$58,950	AWD
2	2 Long range Single Motor	Polestar	2023	5	$53,950	FWD
3	3 Long Range Dual Motor	Polestar	2023	5	$99,900	AWD
4	3 Long Range Dual Motor with Performance pack	Polestar	2023	5	$106,900	AWD
5	Air	Lucid	2022	-	$105,000	RWD
6	Air Grand Touring	Lucid	2022	-	$189,000	AWD
7	Ariya Engage FWD	Nissan	2023	5	$52,998	FWD
8	Ariya Evolve e-4ORCE AWD	Nissan	2023	5	$60,598	AWD
9	Ariya Evolve+ FWD	Nissan	2023	5	$64,998	FWD
10	Ariya Platinum+ e-4ORCE AWD	Nissan	2023	5	$69,198	AWD
11	Ariya Premiere e-4ORCE AWD	Nissan	2023	5	$69,998	AWD
12	Ariya Venture+ FWD	Nissan	2023	5	$59,498	FWD
13	Bolt EUV LT	Chevrolet	2022	5	$42,797	FWD
14	Bolt EUV LT	Chevrolet	2023	5	$43,147	FWD
15	Bolt EV LT	Chevrolet	2022	5	$40,797	FWD
16	Bolt EV LT	Chevrolet	2023	5	$41,147	FWD
17	bZ4X L	Toyota	2023	5	$44,990	FWD
18	C40 Recharge Core	Volvo	2023	5	$59,950	AWD
19	Cooper SE 3 Door EV Premier Line	MINI	2023	5	$45,590	FWD
20	E-Transit	Ford	2023	2	$70,450	RWD
21	e-tron 55 quattro	Audi	2023	5	$87,342	AWD
22	e-tron GT	Audi	2023	5	$133,950	AWD
23	e-tron Sportback 55 quattro Progressiv	Audi	2023	5	$89,842	AWD
24	Electrified G80 Prestige AWD	Genesis	2023	5	$105,150	AWD
25	EQB 350 4MATIC	Mercedes-Benz	2022	5	$75,700	AWD
26	EQS 450 4MATIC	Mercedes-Benz	2023	5	$136,000	AWD
27	EQS 580 4MATIC	Mercedes-Benz	2022	5	$146,500	AWD
28	EV6 AWD Long Range	Kia	2023	5	$57,495	AWD
29	EV6 RWD Standard Range	Kia	2023	5	$46,995	RWD
30	F-150 Lightning XLT Extended Range	Ford	2022	5	$81,380	AWD

31	F-150 Lightning XLT Standard Range	Ford	2022	5	$68,000	AWD
32	GV60	Genesis	2023	5	$71,150	AWD
33	I-Pace	Jaguar	2023	5	$99,800	AWD
34	i4 eDrive35	BMW	2023	5	$58,245	RWD
35	i4 eDrive40	BMW	2023	5	$64,645	RWD
36	i4 M50 xDrive	BMW	2023	5	$79,245	AWD
37	i7 xDrive60	BMW	2023	5	$147,000	AWD
38	ID.4	Volkswagen	2023	5	$46,632	RWD
39	ID.4 Pro AWD	Volkswagen	2023	5	$55,632	AWD
40	ID.4 Pro RWD	Volkswagen	2023	5	$50,632	RWD
41	Ioniq 5 Essential	Hyundai	2022	5	$44,999	RWD
42	Ioniq 5 Preferred	Hyundai	2023	5	$48,999	RWD
43	Ioniq 5 Preferred AWD Long Range	Hyundai	2022	5	$54,999	AWD
44	Ioniq 5 Preferred AWD Long Range	Hyundai	2023	5	$54,999	AWD
45	Ioniq 5 Preferred Long Range	Hyundai	2023	5	$52,999	RWD
46	Ioniq 5 Preferred Long Range	Hyundai	2022	5	$51,999	RWD
47	iX M60	BMW	2023	5	$124,620	AWD
48	iX xDrive40	BMW	2023	5	$82,860	AWD
49	iX xDrive50	BMW	2023	5	$95,870	AWD
50	Kona Electric	Hyundai	2023	5	$44,599	FWD
51	Kona Electric Preferred	Hyundai	2022	5	$43,899	FWD
52	Leaf	Nissan	2023	5	$39,498	FWD
53	Lyriq	Cadillac	2023	-	$70,597	RWD
54	Model 3 Performance Dual Motor AWD	Tesla	2023	5	$72,990	AWD
55	Model 3 RWD	Tesla	2023	5	$54,990	RWD
56	Model S	Tesla	2023	5	$122,990	AWD
57	Model S Plaid	Tesla	2023	5	$149,990	AWD
58	Model X	Tesla	2023	7	$147,590	AWD
59	Model X	Tesla	2023	6	$151,490	AWD
60	Model X	Tesla	2023	5	$142,990	AWD
61	Model X Plaid	Tesla	2023	6	$156,990	AWD
62	Model Y Long Range	Tesla	2023	5	$69,990	AWD
63	Model Y Performance	Tesla	2023	5	$75,990	AWD
64	Model Y Performance	Tesla	2022	5	$90,000	AWD
65	Mustang Mach-E California Route 1	Ford	2023	5	$79,120	RWD
66	Mustang Mach-E California Route 1	Ford	2022	5	$65,245	RWD

67	Mustang Mach-E GT Performance Edition	Ford	2023	5	$92,745	RWD
68	Mustang Mach-E Premium	Ford	2023	5	$64,995	RWD
69	Mustang Mach-E Premium	Ford	2022	5	$60,245	RWD
70	Mustang Mach-E Select	Ford	2023	5	$56,995	RWD
71	Mustang Mach-E Select	Ford	2022	5	$51,495	RWD
72	MX-30	Mazda	2023	5	$42,650	FWD
73	Niro EV Premium	Kia	2023	5	$44,995	FWD
74	Q4 50 e-tron quattro	Audi	2023	5	$59,950	AWD
75	Q4 Sportback e-tron	Audi	2023	5	$71,300	AWD
76	R1S Adventure Dual-Motor AWD Large Pack	Rivian	2023	7	$113,500	AWD
77	R1S Adventure Dual-Motor AWD Standard Pack	Rivian	2023	7	$105,250	AWD
78	R1S Adventure Quad-Motor AWD Standard Pack	Rivian	2023	7	$124,500	AWD
79	R1T Adventure Dual-Motor AWD Large Pack	Rivian	2023	5	$106,750	AWD
80	R1T Adventure Dual-Motor AWD Max Pack	Rivian	2023	5	$120,250	AWD
81	R1T Adventure Dual-Motor AWD Standard Pack	Rivian	2023	5	$98,500	AWD
82	R1T Adventure Quad-Motor AWD Large Pack	Rivian	2023	5	$117,750	AWD
83	R1T Adventure Quad-Motor AWD Max Pack	Rivian	2023	5	$131,250	AWD
84	RZ 450E Signature	Lexus	2023	5	$68,225	AWD
85	Solterra	Subaru	2023	5	$54,295	AWD
86	Soul EV Premium	Kia	2022	5	$42,995	FWD
87	Soul EV Premium	Kia	2023	5	$43,095	FWD
88	Taycan 4 Cross Turismo	Porsche	2022	5	$119,900	AWD
89	Taycan 4S Performance Battery	Porsche	2022	5	$130,200	AWD
90	Taycan 4S Performance Battery Plus	Porsche	2022	5	$136,560	AWD
91	VF8 Eco Enhanced Range	VinFast	2023	5	$54,990	AWD
92	VF9 Eco Enhanced Range	VinFast	2023	7	$79,990	AWD
93	XC40 Recharge Core	Volvo	2023	5	$59,950	AWD

Appendix 4: 2018 Repealed Ontario Building Code EV Readiness Details

In 2018, the OBC brought in EV charging requirements via Regulation O.Reg. 139/17 that required every new single detached, semi-detached and row townhouse to be provided with a rough in for the installation of future charging stations[13]. This program was repealed by the current Provincial government in 2019. That said, it offered some good insights on what municipalities could consider in their own GDS plans. For example, the 2018 repealed EV requirements in the OBC required buildings that are three stories or less to require electric vehicle charging in commercial workplace buildings with parking spaces in the buildings (this did not apply to MURB developments such as condominiums and apartment buildings). It was also required that not less than 20% of parking spaces be provided with charging stations and the remaining 80% of parking spaces be provided with rough ins for future installation of chargers. In addition to the EV charging requirements in new buildings, the Government of Ontario also provided incentives for the purchase of EV and PHEVs and financial support for EV charger installations in Ontario workplaces. This was also cancelled with the current government in 2018. The existing buyer incentive program, which provided up to $14,000 on the purchase of an EV. Other provinces (8) have buyer incentives. The government also removed a $2.5 million incentive program that helped homeowners install their own charging equipment. The government also removed EV charging station requirements in Ontario's building code (Syed, 2021).

[13] The rough-in was required to include: a minimum 200 amp panel board, a conduit that is not less than 1-1/16" (27mm) trade size; and a square 4-11/16" (119 mm) trade size electrical box.

The Corporation of the
City of Sault Ste. Marie

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

January 8, 2024

TO:	Mayor Matthew Shoemaker and Members of City Council
AUTHOR:	Nicole Maione, Manager of Transit & Parking
DEPARTMENT:	Community Development and Enterprise Services
RE:	Municipal Law Enforcement Officers

PURPOSE
The purpose of this report is to update By-law 90-305, which appoints municipal law enforcement officers.

BACKGROUND
By-Law 90-305 is a By-law appointing municipal law enforcement officers and is amended from time to time.

ANALYSIS
Not applicable.

FINANCIAL IMPLICATIONS
There is no budgetary impact.

STRATEGIC PLAN / POLICY IMPACT
This is an operational activity not articulated in the strategic plan.

RECOMMENDATION
It is therefore recommended that Council take the following action:

The relevant By-law 2024-3 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

Respectfully submitted,

Nicole Maione
Manager of Transit and Parking
705.759.5434
n.maione@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

January 8, 2024

TO:	Mayor Matthew Shoemaker and Members of City Council
AUTHOR:	Nicholas Cicchini, Junior Planner
DEPARTMENT:	Community Development and Enterprise Services
RE:	Rental Housing Incentive Program 21 – 617 Queen Street East (Windsor Place Retirement Residence)

Purpose

The purpose of this report is to obtain Council approval of a tax increment equivalent grant (TIEG) incentive for 617 Queen Street East (Windsor Place Retirement Residence) under the City's Rental Housing Community Improvement Plan (CIP).

Background

In 2013 City Council approved a Rental Housing Community Improvement Plan under section 28 of the *Planning Act* and section 365 of the *Municipal Act*. This legislation allows municipalities to provide property tax assistance for qualified projects.

The Rental Housing Community Improvement Plan provides for tax grants on a declining basis over a three or four year period, with an additional incentive for projects that incorporate spaces to support assisted-living programs, or where additional barrier-free units are constructed.

The existing program provides a tax grant of up to 75% of the municipal taxes resulting from an increase in the assessed value of the property following new construction (usually after the first year). This declines to 50% in year two and 25% in year three. If developments provide additional barrier-free/accessible units, or spaces to accommodate support services, projects are then eligible to receive the tax incentive over 4 years, at 75% in years one and two, 50% in year three, and 25% in year four.

The development of additional rental units, including assisted living accommodations, is important to provide a range of housing types to match residents' needs; to ensure the overall supply of rental housing is maintained; and to provide a good variety of housing options for persons wishing to move to Sault Ste. Marie.

Analysis

The current Rental Housing Community Improvement Plan expires on May 24, 2024, but may be replaced sooner with a more comprehensive suite of incentive programs associated with the Housing Action Plan. Future incentive programs will be enhanced by requiring applicants to enter into an agreement with the City. Until this time, staff is not recommending the need for an agreement, which is consistent with the previous practice.

617 Queen Street East, the former Windsor Park Hotel, has been redeveloped to consist of 49 residential retirement suites. Each unit is comprised of an open concept living space and a barrier-free washroom. The suites do not include a kitchen space as food is prepared and provided to residents by staff. This is part of a larger development plan that will also include amenity uses and services specific to residents, such as doctors' offices, fitness rooms, spas, game rooms, etc.

All units are barrier-free for accessible living as defined by the *Ontario Building Code* (OBC) and therefore, the applicant is also eligible to receive one additional year of a 75% property tax deferral.

Phasing of the TIEG incentive plan for this property is shown in the table below:

Time	Proportion of incremental property tax waived)
Year 1	75%
Year 2	75%
Year 3	50%
Year 4	25%
Year 5	0% Full taxes paid in year 5

Financial Implications

It is recommended that the project be approved for a tax grant over four years with a grant of 75% of the municipal taxes in years one and two, 50% in year three, and 25% in year four. The tax rebate will result in a levy increase, which will negate the assessment growth during the first four (4) years. The tax rebate results in the deferral of the incremental tax increase resulting from this project until after the rebate period ends.

Strategic Plan / Policy Impact / Climate Impact

The Rental Housing Incentive Program and the projects approved under this initiative align with the Corporate Strategic Plan, specifically, under the Community Development focus area – creating social and economic activity, developing

partnerships with key stakeholders, and maximizing economic development and investment.

No climate impacts are associated with the recommendation made in the report.

Recommendation
It is therefore recommended that Council take the following action:

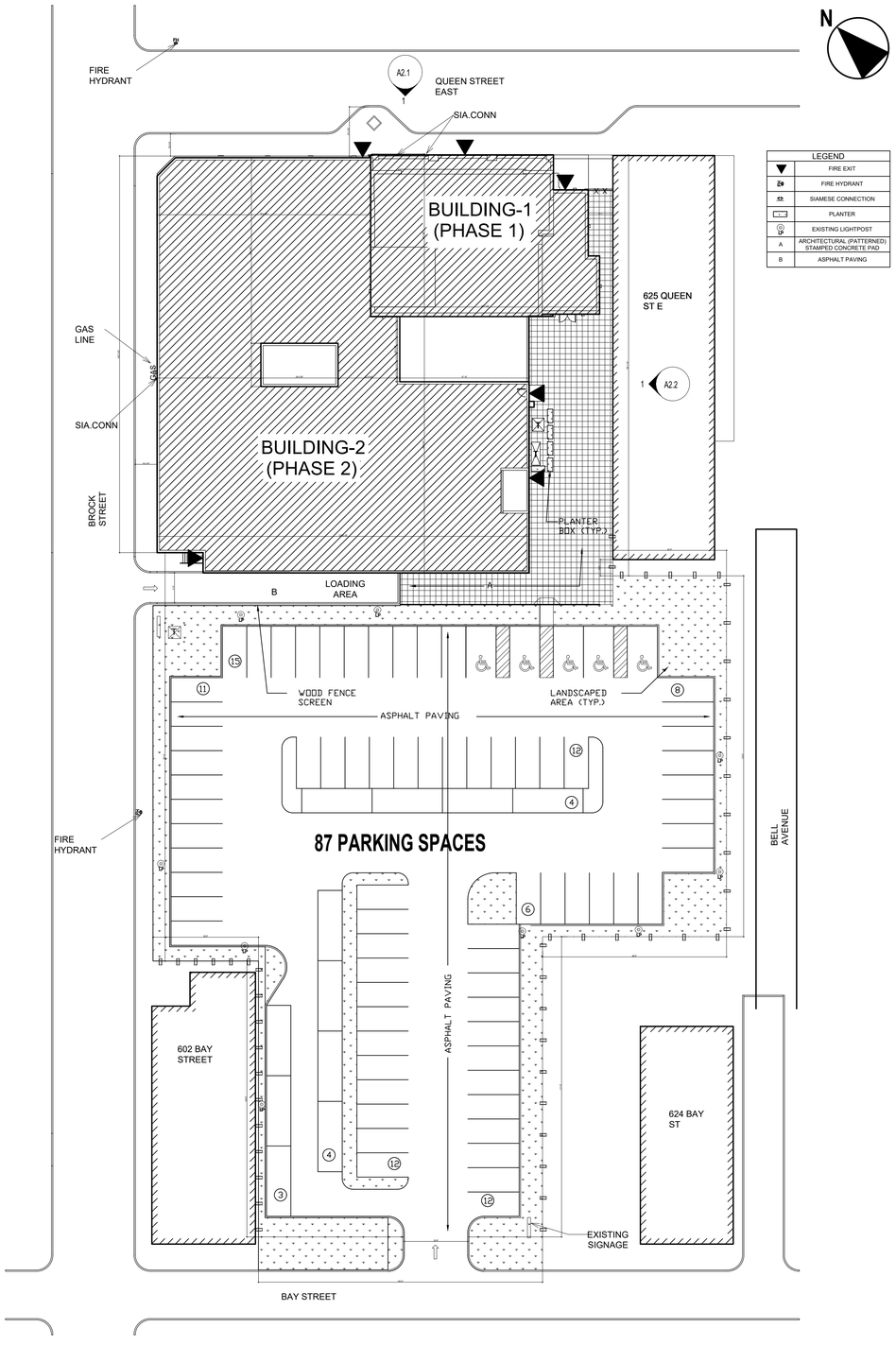
Resolved that the report of the Junior Planner dated January 8, 2024 concerning Rental Housing Incentive Program 21 be received and that Council authorize a four-year incremental tax grant (75% in year one and two, 50% in year three, and 25% in year four) for the 49-unit retirement facility at 617 Queen Street East, subject to the following:

1. That the municipal tax grant applies only to the increase in assessment resulting from new construction, and

2. After the grant program is completed full municipal taxes will apply.

Respectfully submitted,

Nicholas Cicchini
Junior Planner
705.759.5375
n.cicchini@cityssm.on.ca



SITE DATA

SITE AREA: 0.62 HA
ZONING: C2 - CENTRAL COMMERCIAL ZONE

BUILDING AREA		
	BUILDING 1	BUILDING 2
EXISTING	433 SM	1500 SM
NEW	0	127 SM
TOTAL	433 SM	1627 SM

GROSS FLOOR AREA (GFA)		
	BUILDING 1	BUILDING 2
TOTAL EXISTING	3893 SM	2556 SM
NEW - 1ST FLOOR	0	127 SM
NEW - 2ND FLOOR	0	535 SM
NEW - 3RD FLOOR	0	1204 SM
NEW - 4TH FLOOR	0	1508 SM
NEW - 5TH FLOOR	0	0
NEW - 6TH FLOOR	0	0
NEW - 7TH FLOOR	0	0
NEW - 8TH FLOOR	0	0
NEW - 9TH FLOOR	0	0
NEW - 10TH FLOOR	0	0
TOTAL PROPOSED	3893 SM	5930 SM

NUMBER OF SUITES			
	BUILDING 1	BUILDING 2	**TOTAL**
EXISTING (DEMO)	80	24	**104**
NEW (TOTAL)	56	90	**146**

BUILDING 1:
EXISTING 10-STOREY HIGHRISE
PROPOSED AMENITY SPACE (MAIN FLOOR)
56 RETIREMENT SUITES (ABOVE)

BUILDING 2:
NEW 4-STOREY BUILDING
PROPOSED AMENITY SPACE (MAIN FLOOR)
9 RETIREMENT SUITES (MAIN FLOOR)
77 RETIREMENT SUITES (ABOVE)
TOTAL: 86 RETIREMENT SUITES

PARKING SPACES: 87 INCLUDING 5 ACCESSIBLE SPACES

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teng.chow.re@gmail.com

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No	Date	Revision Description	By
9			
8			
7			
6			
5			
4			
3			
2			
1	05/10/2021	ISSUED FOR SITE PLAN CONTROL	M.S

Civic Address :

601-617 QUEEN ST EAST,
SAULT STE. MARIE
ONTARIO

Project :

WINDSOR PARK RETIREMENT RESIDENCE

Drawing Name :

GENERAL NOTES, SCHEDULE AND PHASING PLANS

Proj no. :	00001	Date :	2020-04-01
Drawn by :	M.S.	Scale :	NTS
Checked by :	T.C/ K.W		

Drawing No :

C0.1

1
C1.1

Proposed 1st Floor Plan

1/8" = 1'-0"

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No.	Date	Revision Description	By
9			
8			
7			
6			
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3			
2			
1	05/11/2021	ISSUED FOR SITE PLAN CONTROL APPLICATION	M.S

Civic Address :

601-617 QUEEN ST EAST,
SAULT STE. MARIE
ONTARIO

Project :

WINDSOR PARK RETIREMENT RESIDENCE

Drawing Name :

Proposed 1st Floor Layout

Proj no. :	00001	Date :	2020/04/01
Drawn by :		Scale :	1/8" = 1'-0"
Checked by :			

Drawing No :

C1.1

ARCH D: 24"x36"

1
C1.4

Proposed 4th Floor Plan

1/8" = 1'-0"

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No	Date	Revision Description	By
9			
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3			
2			
1	05/11/2021	ISSUED FOR SITE PLAN CONTROL APPLICATION	M.S

Civic Address :

601-617 QUEEN ST EAST,
SAULT STE. MARIE
ONTARIO

Project :

WINDSOR PARK RETIREMENT RESIDENCE

Drawing Name :

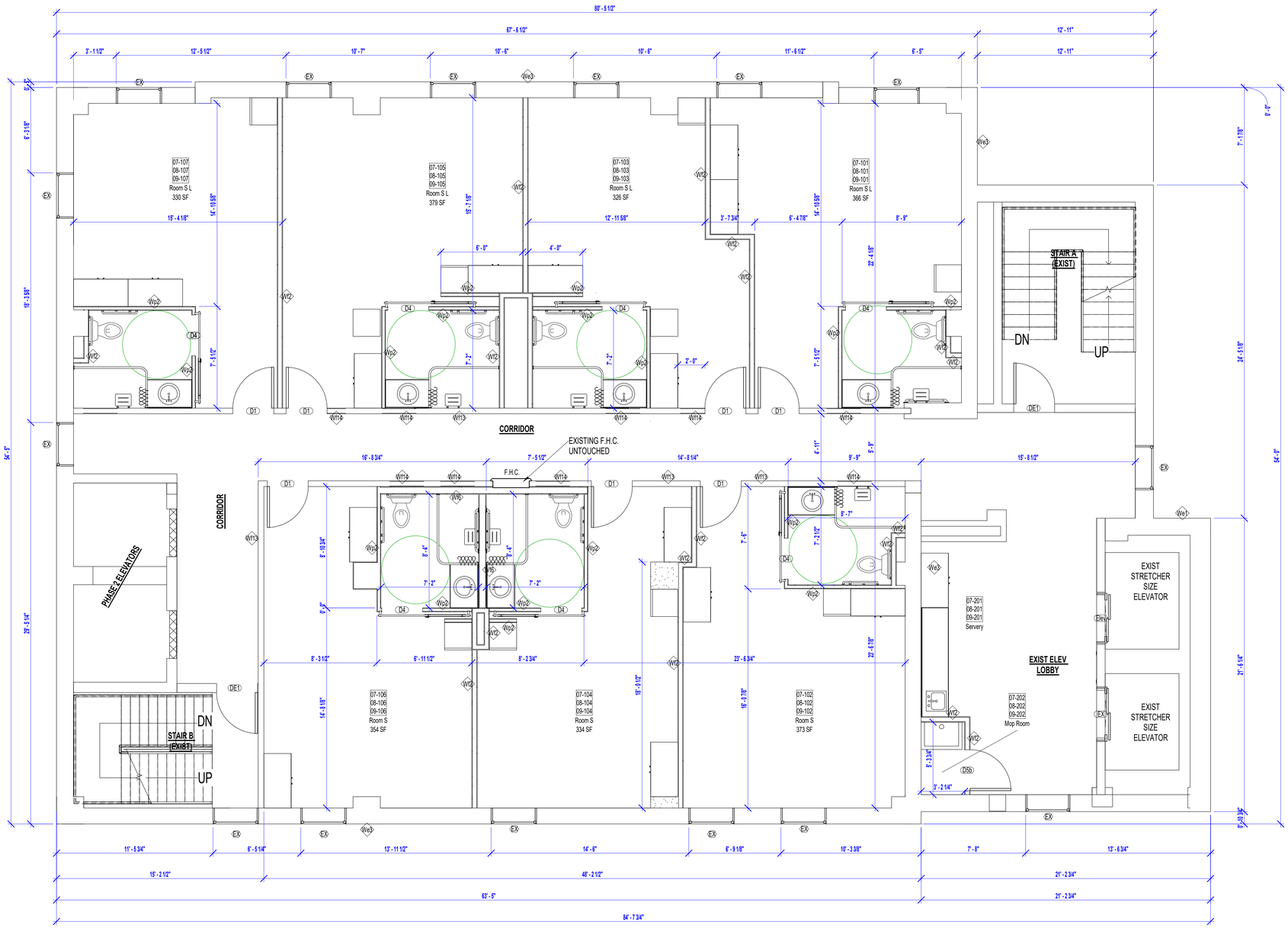
Proposed 4th Floor Layout

Proj no. : 00001	Date : 2020/04/01
Drawn by :	Scale : 1/8" = 1'-0"
Checked by :	

Drawing No :

C1.4

ARCH D: 24"x36"



1 / C1.7 Proposed 7th-9th Floor Plan

1/4" = 1'-0"

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No	Date	Revision Description	By
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1	05/11/2021	ISSUED FOR SITE PLAN CONTROL APPLICATION	M.S

Civic Address :

601-617 QUEEN ST EAST,
SAULT STE. MARIE
ONTARIO

Project :

WINDSOR PARK RETIREMENT RESIDENCE

Drawing Name :

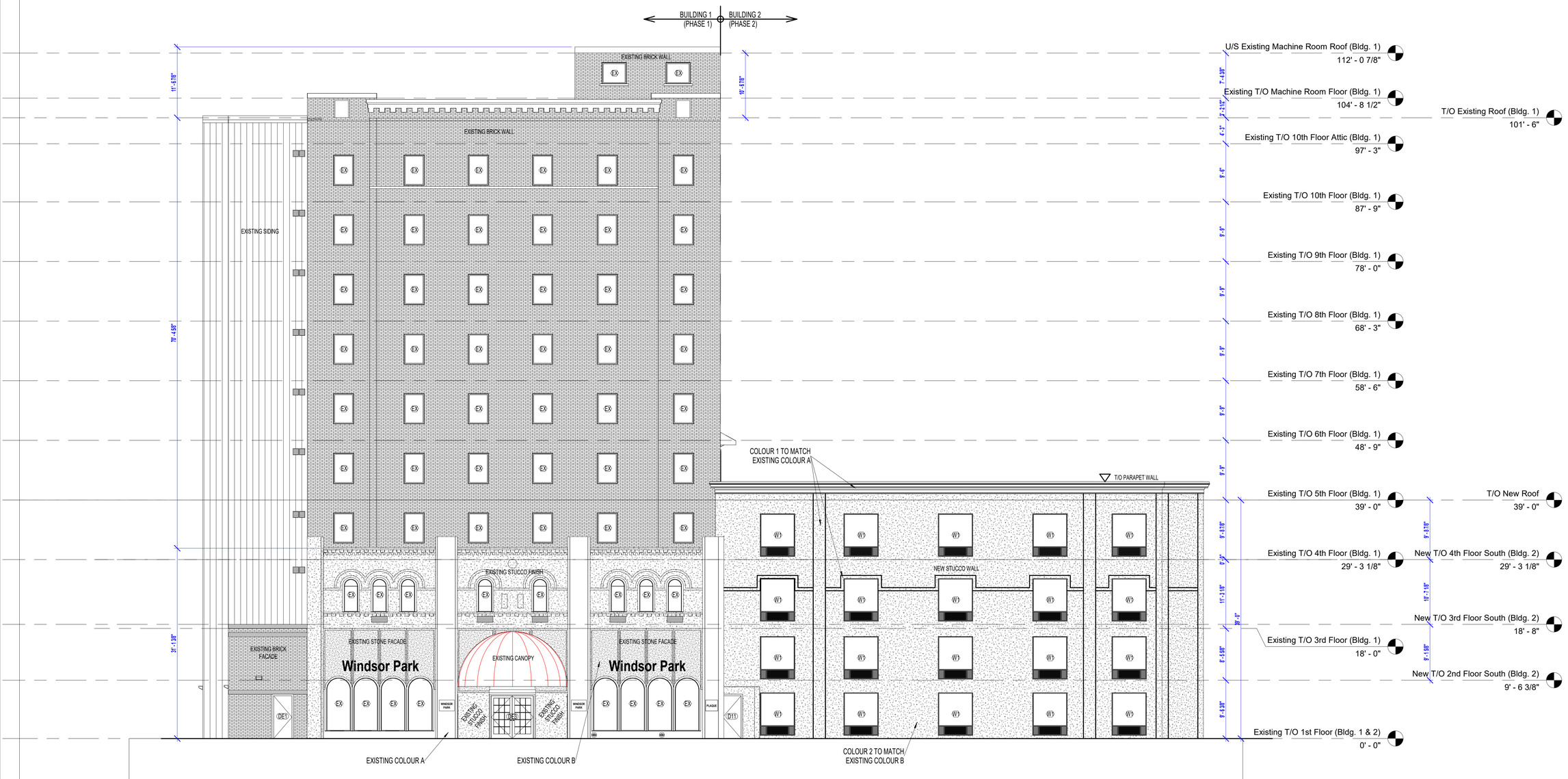
Proposed 7th-9th Floor Layout

Proj no. :	00001	Date :	2020/04/01
Drawn by :	Author	Scale :	1/4" = 1'-0"
Checked by :	Checker		

Drawing No :

C1.7

ARCH D: 24"x36"



1
C2.1

Proposed North Elevation

1/8" = 1'-0"

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No.	Date	Revision Description	By
9			
8			
7			
6			
5			
4			
3			
2			
1	05/11/2021	ISSUED FOR SITE PLAN CONTROL APPLICATION	M.S

Civic Address :

601-617 QUEEN ST EAST,
SAULT STE. MARIE
ONTARIO

Project :

WINDSOR PARK RETIREMENT RESIDENCE

Drawing Name :

Proposed North Elevation

Proj no. :	00001	Date :	2020/04/01
Drawn by :	M.S	Scale :	1/8" = 1'-0"
Checked by :	T.C/ K.W		

Drawing No :

C2.1

ARCH D: 24"x36"

The Corporation of the
City of Sault Ste. Marie

COUNCIL REPORT

January 8, 2024

TO:	Mayor Matthew Shoemaker and Members of City Council
AUTHOR:	Matthew Shoemaker
DEPARTMENT:	Mayor and Council
RE:	CAO Selection Committee – Final Report

Purpose

To recommend to Council that Tom Vair be appointed Chief Administrative Officer of the City of Sault Ste. Marie effective February 1, 2024 on a 5-year contract.

Background

CAO Malcolm White announced his intention to retire in May 2023, with an anticipated retirement date of January 31, 2024.

In June 2023, Council appointed a CAO Selection Committee comprising of Mayor Shoemaker and Councillors Caputo and Bruni.

On August 28, 2023, Council approved the hiring of Feldman Daxon as the Search Consultant to assist with the human resource specialization needed to advertise for, recruit and onboard a new CAO.

A job description was developed with the assistance of Feldman Daxon and with input from numerous community stakeholders, including all Councillors. The job posting was finalized on October 10, 2023. The posting went live the next day, on October 11, 2023, and was open until November 8, 2023.

108 applicants submitted their resumes to Feldman Daxon. The consultant recommended a short list and the CAO Selection Committee approved a short list of 10 candidates. Virtual interviews were conducted on December 4, 2023 with follow up in-person interviews conducted on December 14, 2023 and again on December 19, 2023. The CAO Selection Committee met to finalize a recommendation on December 20, 2023.

Analysis

Tom Vair is being recommended as the successful applicant by the CAO Selection Committee. Tom's experience at City Hall is well known. Less widely known is that Tom has a Masters in Business Administration (MBA) from McMaster University, which he obtained following receipt of his Bachelor's Degree from the University of Western Ontario. Tom was employed by Corel in his early working career in Ottawa. After returning to Sault Ste. Marie, Tom led the Sault Ste. Marie Innovation Centre as Executive Director from 2005 until he joined the City in 2016.

In his role with the City, Tom spearheaded the implementation of the FutureSSM economic and social diversification report that arose out of the community adjustment committee. He also led the streamlining of economic development and tourism into the City's organization. The downtown plaza and the move/re-branding of the former Mill Market into the new Soo Market location are the most recent initiatives under his purview. While those issues were the subject of much debate, Tom's professionalism, fact-based recommendations and knowledge of his files were evident throughout the many debates on those topics.

In his new capacity, Tom will have the benefit of having apprenticed as Deputy CAO under outgoing CAO Malcolm White, who skilfully led the City for the last five years.

Financial Implications

The CAO position is budgeted for within the City's budget, and the holder of the position has little impact on the City's budget.

Strategic Plan / Policy Impact / Climate Impact

The Chief Administrative Officer is responsible for implementing the Strategic Plan. That decision on the next CAO will impact the corporation for the balance of this council term, and beyond.

Recommendation

The relevant by-law, 2024-9, is listed under item 12 of the Agenda..

Respectfully submitted,

Matthew Shoemaker
Mayor
705.759-5344

mayor.shoemaker@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

January 8, 2024

TO:	Mayor Matthew Shoemaker and Members of City Council
AUTHOR:	Peter Tonazzo, MCIP, RPP, Director of Planning
DEPARTMENT:	Community Development and Enterprise Services
RE:	A-12-23-OP Affordable Housing Policies – Correction Update

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PURPOSE

This purpose of this report is to provide Council with a correction update related to Application A-12-23-OP.

BACKGROUND

On December 18, 2023, Council approved Application A-12-23-OP in principle. The aforementioned application proposed to repeal and replace the affordable housing policies of the Official Plan.

ANALYSIS

The previously proposed Official Plan Amendment (OPA) 242 was inadvertently attached to the report, whereas OPA 248 (attached) is the correct OPA.

The only material difference is that section c of OPA 242 speaks to *'supporting the creation of Accessory Dwelling Units'* whereas Section c of OPA 248 speaks to '*supporting increased zoning flexibility, to permit a wider variety of dwelling units in more zones, including the creation of Additional Dwelling Units and up to 4 dwelling units on urban residential lots, subject to zoning provisions.*'

The statutory public notices were consistent with the aforementioned wording in OPA 248.

FINANCIAL IMPLICATIONS

Accepting this report as information does not have any financial implications.

STRATEGIC PLAN / POLICY IMPACT

Accepting this report as information is not linked to any policies within the Corporate Strategic Plan and does not have any climate change implications.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Resolved that the report of the Director of Planning, dated 2024 01 08 concerning A-12-23-OP Affordable Housing Policies – Correction Update be received as information.

The relevant By-law 2024-4 is listed under item 12 of the Agenda and will be read with all by-laws under that item.

Respectfully submitted,

Peter Tonazzo, MCIP, RPP
Director of Planning
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p.tonazzo@cityssm.on.ca
yourname@cityssm.on.ca

AMENDMENT NO. 248
TO THE
SAULT STE. MARIE OFFICIAL PLAN

PURPOSE

This Amendment is an amendment to the Text of the Official Plan as it relates to the Housing Policies of the Plan.

LOCATION

This is a text amendment that applies throughout the entire Municipality of Sault Ste. Marie.

BASIS

This Amendment is necessary in view of concerns raised with the existing requirement that all new housing developments consisting of more than 50 units, provide at least 30% of those units at affordable prices.

Council now considers it desirable to amend the Official Plan.

DETAILS OF THE ACTUAL AMENDMENT & POLICIES RELATED THERETO

The Official Plan for the City of Sault Ste. Marie is hereby amended by repealing the existing Housing Policies within the Official Plan and replacing them with the following:

Affordable Housing
Affordable housing plays a vital role in the City's housing supply. The City encourages and supports the provision of affordable housing throughout the community.

For the purposes of the Official Plan, affordable housing is defined as follows:

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

ii. In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

With the overall goal of encouraging and supporting the creation of additional affordable housing units, the City shall ensure that a minimum of 30% of all dwelling units throughout the community are affordable by:

a. Providing additional incentives for the provision of affordable housing, through a Community Improvement Plan, which may include rebating municipal fees, grants and tax rebates.
b. Supporting a mixture of housing types, including infill development, residential intensification and higher residential densities.
c. Supporting increased zoning flexibility, to permit a wider variety of dwelling units in more zones, including the creation of Additional Dwelling Units and up to 4 dwelling units on urban residential lots, subject to zoning provisions.
d. Supporting innovative housing design, such as smaller units (tiny homes) and alternative development standards such as reduced lot frontages, setbacks and parking requirements.
e. Conducting ongoing monitoring on affordability levels.
f. Maintaining a current, comprehensive understanding of funding opportunities for the creation of affordable housing and assisting applicants in accessing such funding.
g. Prioritizing the review and processing of development proposals that include affordable dwelling units.
h. Working with non-profit stakeholders that provide affordable and supportive housing units.
i. Making municipally owned lands available for affordable housing.
j. Giving preference to locating large-scale new residential developments with affordable units within safe walkable distance of amenities such as public transit, grocery stores, parks and other public services.

Subject Property:

- Location: City Wide

INTERPRETATION

The provisions of the Official Plan as amended from time to time will be applied to this Amendment.

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2024-1

TRAFFIC: A by-law to consolidate amendments to Traffic By-law 77-200.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to the provisions of Section 10 of *The Municipal Act, 2001*, S.O. 2001, c. 25 and amendments thereto **ENACTS** as follows:

1. **BY-LAW 77-200 SCHEDULES AMENDED**

   Schedules A to Z inclusive and Schedule AA to Traffic By-law 77-200 are amended by listing the items alphabetically in each respective schedule.

2. **SCHEDULES**

   Schedules A, AA, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z of By-law 77-200 form part of By-law 2024-1 and By-law 77-200.

3. **EFFECTIVE DATE**

   This by-law is effective from the date of its final passing.

PASSED in open Council this 8th day of January, 2024.

_____

MAYOR – MATTHEW SHOEMAKER

_____

CITY CLERK – RACHEL TYCZINSKI

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THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2024-2

TAXES: A by-law to provide for Interim Tax Levies.

WHEREAS Section 317 of the *Municipal Act*, *2001* S.O. 2001, c.25, as amended, provides that the council of a local municipality, before the adoption of estimates for the year under Section 290, may pass a by-law levying amounts on the assessment of property in the local municipality rateable for local municipality purposes;

AND WHEREAS the Council of the Corporation of the City of Sault Ste. Marie deems it appropriate to provide for such interim levy on the assessment of property in this municipality;

THEREFORE, the Council of the Corporation of the City of Sault Ste. Marie enacts as follows:

1. In this by-law the following words shall be defined as:

   "Act" shall mean the *Municipal Act, 2001* S.O. 2001, C.25, as amended
   "Minister" shall mean the Minister of Finance;
   "MPAC" shall mean the Municipal Property Assessment Corporation;
   "Treasurer" means the treasurer of the Corporation of the City of Sault Ste. Marie or a person delegated the Treasurer's powers and duties under s.286 (5) of the Act.

2. The amounts levied shall be as follows and payable to the Treasurer:

   2.1 For the Residential, Pipeline, Farm and Managed Forest property classes there shall be imposed and collected an interim levy of:

   50% of the total taxes for municipal and school purposes levied in the year 2023 in accordance with Section 317(3) paragraph 2 of the Act.

   2.2 For the Multi-Residential, Commercial and Industrial property classes there shall be imposed and collected an interim levy of:

   50% of the total taxes for municipal and school purposes levied in the year 2023, in accordance with Section 317(3) paragraph 2 of the Act.

3. For the purposes of calculating the total amount of taxes for the year 2023 under paragraph 2, if any taxes for municipal and school purposes were levied on a property for only part of 2023 because assessment was added to the Tax Roll during 2023, an amount shall be added equal to the additional taxes that would have been levied on the property if taxes for municipal and school purposes had been levied for the entire year.

4. The provisions of this by-law apply in the event that assessment is added for the year 2024 to the Tax Roll after the date this by-law is passed and the tax levy shall be imposed and collected.

5. All taxes levied under this by-law shall be payable into the hands of the Treasurer in accordance with the provisions of this by-law.

6. There shall be imposed on all taxes a penalty for non-payment or late payment of taxes in default of the installment dates set out below. The penalty shall be one and one-quarter percent (1.25%) of the amount on the first day of default and on the first day of each calendar month during which the default continues, but not after the end of 2024.

7. Following December 31, 2023, interest charges of one and one-quarter percent (1.25%) shall be imposed upon the amount in default on the first calendar day of each month during which the default continues.

8. The final tax levy imposed by this by-law shall be paid in two installments due on the following dates:

   8.1 One-half (1/2) thereof on the 5th day of March, 2024;

   8.2 One-half (1/2) thereof on the 6th day of May, 2024.

9. A notice specifying the amount of taxes payable, may be mailed or cause to be mailed to the address of the residence or place of business of each person taxed under this by-law by the Treasurer.

10. The notice to be mailed under this by-law shall contain the particulars provided for in this by-law and the information required to be entered in the Tax roll under Section 340 of the *Act*.

11. The Treasurer may adjust the interim levy of a property if the taxes imposed by this by-law are in excess of 50% of the taxes levied on that property in 2023, adjusted to annualize any assessment changes that occurred during 2023, adjusted to annualize any assessment changes that occurred during 2023. No adjustment shall reduce the 2024 interim levy below 50% of the adjusted tax amount.

12. The subsequent levy for the year 2024 to be made under the Act shall be reduced by the amount to be raised by the levy imposed by this by-law.

13. The provisions of Section 317 of the Act, apply to this by-law with necessary modifications.

14. The Treasurer shall be authorized to accept part payment from time to time on account of any taxes due, and to give a receipt of such part payment, provided that acceptance of any such part payment shall not affect the collection of any percentage charge imposed and collectable under section 7 of this by-law in respect of non-payment or late payment of any taxes or any installment of taxes.

15. Nothing in this by-law shall prevent the Treasurer from proceeding at any time with the collection of any tax, or any part thereof, in accordance with the provisions of the statutes and by-laws governing the collection of taxes.

16. By-law 2023-2 is hereby repealed.

17. In the event of any conflict between the provisions of this by-law and any other by-law, the provisions of this by-law shall prevail.

18. **EFFECTIVE DATE**

This by-law takes effect from the date of its final passing.

PASSED in open Council this 8th day of January, 2024.

_____
MAYOR – MATTHEW SHOEMAKER

_____
CITY CLERK – RACHEL TYCZINSKI

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THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2024-3

PARKING: 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.

THE COUNCIL of the Corporation of the City of Sault Ste. Marie pursuant to Section 15 of the *Police Services Act,* R.S.O. 1990, chapter P.15 and amendments thereto, **ENACTS** as follows**:**

1. **SCHEDULE "A" TO BY-LAW 90-305 AMENDED**

   Schedule "A" to By-law 90-305 is hereby repealed and replaced with Schedule "A" attached to this by-law.

2. **EFFECTIVE DATE**

   This by-law takes effect on the day of its final passing.

PASSED in open Council this 8th day of January, 2024.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

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BADGE	SPECIAL CONSTABLE	EMPLOYER	PROPERTY LOCATION
SCHEDULE "A"			
26	MCLEOD,ROD	FLEMING & SMITH	378 QUEEN ST E.& APARTMENTS & 27 KING ST.
30	RENDELL,VERN	ALGOMA CENTRAL PROF	STATION MALL/STATION 49/STATION TOWER
151	PARR,DEREK	NORPRO SECURITY	DAVEY HOME/QUEENSCENTRE/HURON ST. PROPERITES/ALGOMA PUBLIC HEALTH/556 QUEEN STRATHCLAIR DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
163	BUMBACCO,PHILIP	ALGOMA CENTRAL PROF	STATION MALL/STATION 49/STATION TOWER
196	MCGRAYNE,LAURA LEE	ALGOMA CENTRAL PROF	STATION MALL/STATION 49/STATION TOWER
253	TRAVESON,TERRANCE	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
267	CORBIERE,JOHN(TED)	NORPRO SECURITY	DAVEY HOME/QUEENSCENTRE/HURON ST. PROPERITES/ALGOMA PUBLIC HEALTH/556 QUEEN STRATHCLAIR DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
276	SMITH,DENNIS,ROBERT	G4S SECURE SOLUTIONS	SAULT AREA HOSPITAL
334	MILLER,BRADLEY	CITY OF SAULT STE MAR	TRANSIT SERVICE AREA
344	HARPE,KEN	HOLIDAY INN.	320 BAY ST.
366	TROINOW,VICTORIA	G4S SECURE SOLUTIONS	SAULT HOSPITAL
370	HANSEN,LOUIS	ONT.FINNISH HOME ASS.	725 NORTH ST.
374	TAAVEL,ANDRE	CITY OF SAULT STE MAR	TRANSIT SERVICE AREA
397	LAFRAMBOISE,YVON	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
411	MOORE,ROBERT	NORPRO SECURITY	DAVEY HOME/QUEENSCENTRE/HURON ST. PROPERITES/ALGOMA PUBLIC HEALTH/556 QUEEN STRATHCLAIR DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
443	MARCIL,MARK	NORPRO SECURITY	DAVEY HOME/QUEENSCENTRE/HURON ST. PROPERITES/ALGOMA PUBLIC HEALTH/556 QUEEN STRATHCLAIR DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
446	HALLIDAY,DANA	SAULT COLLEGE	443 NORTHERN AVE
456	CONEYBEARE,KEVIN	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
459	SLEEMAN,RAY	G4S SECURE SOLUTIONS	SAULT AREA HOSPITAL
460	BOUGIE,DAN	G4S SECURE SOLUTIONS	SAULT AREA HOSPITAL
463	MORIN,ALEX	CORPS. OF COMM.	GREAT LAKES FOREST RESEARCH CENTRE
464	DITOMMASO,RYAN	2220917 ONT. INC.	489 BAY ST/535 QUEEN ST E
465	DELAVALLE,DON	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
484	MCLEOD, VIRGINIA	CITY OF SAULT STE MAR	BELLUVUE MARINA &PARK/ BONDAR MARINE & PARK/STRATHCLAIR DOG PARK&SPORTS COMPLEX/QE.SPORTS COMPLEX/JOHN RHODES COMMUNITY CENTRE/ NORTHERN COMMUNITY CENTRE
493	BROWN,FRASER	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
516	GAY,JAMES	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
517	ROY,BRENDA	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
541	DIMMA,WILLIAM	ALGOMA CENTRAL PROF	STATION MALL/STATION 49/STATION TOWER
548	CARON,ROGER	CITY OF SAULT STE MAR	99 FOSTER DR. (CIVC CENTRE)
565	LISCUMB,GERALD	NORPRO SECURITY	DAVEY HOME/QUEENSCENTRE/HURON ST. PROPERITES/ALGOMA PUBLIC HEALTH/556 QUEEN STRATHCLAIR DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
566	SWEET,WILLARD	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
568	PICK,DENNY	CORPS OF COMM	SAULT AIRPORT
574	BOUCHARD,DARYL	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
599	BUMBACCO,CARL	CB HOME INSTALLTIONS	321 JOHN ST /342,346 ST GEORGE'S AVE.
601	HART,JASON	NORPRO SECURITY	DAVEY HOME/QUEENSCENTRE/HURON ST. PROPERITES/ALGOMA PUBLIC HEALTH/556 QUEEN STRATHCLAIR DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
602	GREENWOOD,LESLIE	GREENWOOD HARDWAR	41 ALBERT ST W
603	LAMMING,DAVE	CITY OF SAULT STE MAR	TRANSIT SERVICE AREA
607	FROST,CHRISTIAN	CITY OF SAULT STE MAR	TRANSIT SERVICE AREA
608	ALISAT,THOMAS	ALISATS RUST PROOFIN(	24 QUEEN ST W
609	ROBINSON,SHAWN	ALISATS RUST PROOFIN(	24 QUEEN ST W
611	MIZZI,PRESTON	WENDY'S	1 QUEEN ST W
619	BERTO,DEBORAH	GATEVIEW REALTY INC.	304-310 ALBERT ST/420A&B MCNABB/715 DOUGLAS/67 ELGIN/47 PRINCESS/18 FERGUSON
622	PROULX,PATRICK	CITY OF SAULT STE MAR	JOHN RHODES/ESSAR CENTREMCMEKKEN CENTRE/NORTHERN COMMUNITY CENTRE
623	AYTON,BENJAMIN	CITY OF SAULT STE MAR	JOHN RHODES/GFL MEMORIAL GARDENS/MCMEEKEN CENTRE/NORTHERN COMMUNITY CENTRE
624	MIHAILIUK,JASON	CITY OF SAULT STE MAR	JOHN RHODES/GFL MEMORIAL GARDENS/MCMEEKEN CENTRE/NORTHERN COMMUNITY CENTRE
627	BAKER,WILLIAM	STANDARD PARKING	ONTARIO REALITY CORP/ROBERTA BONDAR PLACE/426 QUEEN ST E/BREWERY BLOCK
633	HILL,MICHAEL	NORTH EAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
634	TIBBLES,COLLEEN	STANDARD PARKING	ONTARIO REALITY CORP/ROBERTA BONDAR PLACE/426 QUEEN ST E/BREWERY BLOCK
637	TOMASONE,LUIGI	LOU'S AUTOMOTIVE	317 ALBERT ST E
638	SICOLY,TERESA	AIRPORT	1-475 AIRPORT RD.
643	SHAW,KEVIN	CITY OF SAULT STE MAR	BELLUVUE MARINA &PARK/ BONDAR MARINE & PARK/STRATHCLAIR DOG PARK&SPORTS COMPLEX/QE.SPOR
644	SANTA MARIE,ROBERT	CITY OF SAULT STE MAR	JOHN RHODES/ESSAR CENTREMCMEKKEN CENTRE/NORTHERN COMMUNITY CENTRE
646	BOOTH,ABBY	CITY OF SAULT STE MAR	JOHN RHODES/ESSAR CENTREMCMEKKEN CENTRE/NORTHERN COMMUNITY CENTRE
649	GRAHAM,STEVEN	FENGATE PROPERTY	248 NORTHERN AVE
653	BIOCCHI,CHRISTOPHEF	AIRPORT	1-475 AIRPORT RD.
664	HAMMERSTEDT,ERIC	STRICTLY CONFIDENTIAL	RJ'S MARKET

665	MATTHEWS,SUANNE	NORTHLAND ANIMAL HO:	695 TRUNK RD.
666	AITKEN,ANDREW	G4S SECURITY	SAULT HOSPITAL
669	BOREAN,RICK	CITY OF SAULT STE MAR	BELLUVUE MARINA &PARK/ BONDAR MARINE & PARK/STRATHCLAIR DOG PARK&SPORTS COMPLEX/QE SPOR
670	MCGUIRE,STEVE	REGENT PROPERTY	402/302 BAY ST/390 BAY/RIVERWALK CONDOS
671	MCGUIRE,PATRICK	REGENT PROPERTY	402/302 BAY ST/390 BAY/RIVERWALK CONDOS
674	DERASP,RICHARD	CORPS OF COMM	SAULT AIRPORT
676	THOMPSON,JOHN	CORPS OF COMM	SAULT AIRPORT
677	MACMILLAN,TYLER	CORPS OF COMM	SAULT AIRPORT
678	PERRON,JENNIFER	CORPS OF COMM	SAULT AIRPORT
679	CHATEAUNEUF,YVON	CORPS OF COMM	SAULT AIRPORT
686	ASH,KEITH	CITY OF SAULT STE MAR	PUBLIC WORKS PLOWING AREAS
687	POSSAMAI,MIKE	CITY OF SAULT STE MAR	PUBLIC WORKS PLOWING AREAS
688	KING,MICHAEL	CITY OF SAULT STE MAR	PUBLIC WORKS PLOWING AREAS
689	SUBRAMANIAM,DASA	DAYS INN	332 BAY ST
694	LIPPE, ANDREW	NORTH EAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington Street West
695	LAURICELLA, DIEGO	CITY OF SAULT STE MAR	PUBLIC WORKS PLOWING AREAS
696	CLARIDA, JEFF	CITY OF SAULT STE MAR	PUBLIC WORKS PLOWING AREAS
697	OLAR, GREG	CITY OF SAULT STE MAR	PUBLIC WORKS PLOWING AREAS
698	DEPLONTY, HERBERT	CITY OF SAULT STE MAR	PUBLIC WORKS PLOWING AREAS S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
707	FINN, ROBERT	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
708	POWLEY, CHAD	G4S SECURITY	SAULT AREA HOSPITAL
711	MASON, STEPHEN	Riversedge Developments	503 BAY ST
712	KOOSTACHIN, ANDREW	Ontario Finnish Resthome	725 North St.
713	Cho, Linda	Jennex Cho Enterprises	129 Second Line West
714	DESANDO, ALEXANDEF	G4S SECURITY	SAULT AREA HOSPITAL DAVEY HOME/QUEENSCENTRE/HURON ST. PROPERITES/ALGOMA PUBLIC HEALTH/556 QUEEN STRATHCLAIR
715	MITCHELL, SPENCER	NORPRO SECURITY	DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
717	GUY, AMY	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
718	SCOTLAND, KEVIN	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
723	ROCCA, ANTHONY	NORPRO SECURITY	DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
724	ROULEAU, MICHEAL	CORPS OF COMM	SAULT AIRPORT
725	PAAT, EMMA LEE	AIRPORT	SAULT AIRPORT
727	CLARK, DYLAN	G4S SECURITY	SAULT AREA HOSPITAL
731	NOTT, REGINALD	CORPS OF COMM	SAULT AIRPORT
733	GREGORCHUK, CATHE	REAL ESTATE STOP INC	2 QUEEN STREET WEST S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
735	KEMP, ROBERT	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
736	BLAIR, BRENT	PROPERTY ONE	421 BAY ST
737	MARTONE, DONATO	PROPERTY ONE	421 BAY ST/ ST. BERNARDS 1139 QUEEN ST E / 303 MACDONALD AVE / 405 QUEEN ST E S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
740	VERMA, ABBISHEK	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W/1139 Queen /303 MacDonald/405 Queen
741	DEGASPARRO, SHERRI	AIRPORT	SAULT AIRPORT
742	VOWELS-WING, LAURIE	NORTH 44 PROPERTY M(	844 & 860 QUEEN ST E, 524,524A,536,& 536A GOULAIS AVE
743	MILNE, GEORGE	CROATIAN VILLAGE	80 SACKVILLE RD
744	MCLEAN, JEFF	SKYLINE LIVING	SKYLINE PROPERTIES/621 MACDONALD AVE
745	QUESNELLE, TIMOTHY	PROPERTY ONE	421 BAY ST/COMMUNITY FIRST CREDIT UNION
747	SCOTT, RYAN	YMCA	235 MCNABB STREET
748	GRAHAM, TIMOTHY	PINE/ALLARD APTS	751/769 PINE STREET/171 WILLOW AVE/94/108 ALLARD STREET
750	NEVEAU, ERIC	NORTHEAST SECURITY	S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
751	BRETON, JULIEN	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
752	HARTEN, ARYANNA	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
753	DISANO, RONALD	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
754	DAVIES, RHONDA	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
755	HEIDT, TERRY	NORPRO SECURITY	DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
756	MCCOY, ROBERT	NORPRO SECURITY	DOG& SPORTS/QE. ECOMPLEX/JOHN RHODES/726 QUEEN ST
757	WERTH, KARL	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
759	FITTON, MATTHEW	G4S SECURITY	SAULT AREA HOSPITAL
760	FARKAS, DARIEN	G4S SECURITY	SAULT AREA HOSPITAL
761	SLATER, KYLE	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
762	MACKENZIE, JENNA	G4S SECURITY	SAULT AREA HOSPITAL
763	CIOTTI, MARK	DSSAB	SSM HOUSING PROPERTIES Bellevue Park&Marina, Strathclair Park, James Elliot Park, Roberta Bondar Park&Marina,Pointe Des Chenes, PWT, 556 Queen St E, ADSB& HSCDSB-All Locations, Notre Dame Du Sault, Bushplane Museum, 116 Industrial Park Cres,
764	PARDY, NATHAN	KC SECURITY	Public Libraries, NCC, YMCA, Haldimand Coop, 60 Pim St, 331 Korah Rd & 149A Trunk Rd/275 Second Line W Bellevue Park&Marina, Strathclair Park, James Elliot Park, Roberta Bondar Park&Marina,Pointe Des Chenes, PWT, 556 Queen St E, ADSB& HSCDSB-All Locations, Notre Dame Du Sault, Bushplane Museum, 116 Industrial Park Cres,
765	LAPRADE, DANIEL	KC SECURITY	Public Libraries, NCC, YMCA, Haldimand Coop, 60 Pim St, 331 Korah Rd & 149A Trunk Rd/275 Second Line w
766	PALARO, DONALD	CITY OF SAULT STE MAR	JOHN RHODES/GFL MEMORIAL GARDENS/MCMEEKEN CENTRE/NORTHERN COMMUNITY CENTRE
767	JOHNSON, DREW	CITY OF SAULT STE MAR	ROBERTA BONDAR PARK & BELLEVUE MARINA
768	TULLOCH, BRANDON	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
769	WEST, NADINE	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
770	BHARDWAJ, RISHABH	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
771	JANKAR, PAVAN	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
772	SINGH, ARSHPREET	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
773	VERMA, PUNEET	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W

			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
774	GILL, HARPREET	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
775	KUMAR, ANKUR	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
776	FRANCE, ADAM	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
777	LONG, CHRISTYNE	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
778	SEWELL, CAROLYN	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
779	BONIN, THOMAS	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
780	SINGH, GURPREET	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
781	PATEL, JANKI	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
782	PATEL, PARAS	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
783	THOROLD, EDWARD	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
784	MORIN, KEVIN	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
785	SULLIVAN, KASSANDRA	G4S SECURITY	SAULT AREA HOSPITAL
786	DUDGEON, JAMIE	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
787	HINZ, MIKAELA	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
788	LAPISH, ALEXANDER	ALGOMA STEEL	LOTS OFF WEST & PATRICK ST, KORAH RD, GOULAIS AVE
789	BRUNI, MICHAEL	G4S SECURITY	SAULT AREA HOSPITAL
790	GREGO, JOSHUA	166721 ONTARIO INC	DOCTORS BUILDING - 955 QUEEN ST E
791	SGOURADITIS, RENEE	UNIT PARK	420 QUEEN ST E, 70 FOSTER DR
792	CHAPMAN, DANIEL	ALGOMA STEEL	LOTS OFF WEST & PATRICK ST, KORAH RD, GOULAIS AVE
793	DEEVEY, CODY-LEE	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
794	CHIASSON, VIOLOA	WILLIAMS MCDANIEL	GARDEN COURTS APARTMENTS - 721/731 PINE ST, 62/76 ALLARD ST
795	PLAUNT, DOUGLAS	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
796	SINGH, RAMANDEEP	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
797	PETERS, JOHNATHAN	HOLIDAY INN EXPRESS	320 BAY STREET
798	ROBINSON, GRANT	HOLIDAY INN EXPRESS	321 BAY STREET
799	VINE, GLEN	HOLIDAY INN EXPRESS	322 BAY STREET
800	GRECO, GIUSEPPE	QUEENSTOWN IDA	302 QUEEN ST E (PROPERTY ON KING ST), 30 KING ST
801	FOUCHER, JORDAN	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
802	ROBERT, LEONARD	NORTHEAST SECURITY	773 GREAT NORTHERN RD (GROUP HEALTH CENTRE)
803	MCMILLAN, TAYLOR	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
804	STOROZUK, JAMES	SKYLINE LIVING	621,627,631 MACDONALD AVENUE
805	MCLURG, SCOTT	SKYLINE LIVING	621, 627, 631 MACDONALD AVENUE
806	LEMIRE, MICHEL	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
807	PIHELGAS, JARI	CITY OF SAULT STE MAR	STRATHCLAIR, DOG PARK, JOHN RHODES, NORTHERN COMMUNITY CENTRE
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
808	JOHAL, SUKHSIMRATPI	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
809	AYUSH, AYUSH	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
810	BHARDWAJ, RISHABH	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
811	BOUCHARD, EMILY	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
812	KAUR, PARMINDERJIT	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
813	KAUR, SIMRANJIT	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
814	NATT, THAKUR	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
815	WAGNER, MATTHEW	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
816	DHANEKAR, PUSHKAR	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
817	SEABROOK, CARRIE	PINE/ALLARD APTS	751/769 PINE STREET/171 WILLOW AVE/94/108 ALLARD STREET
818	THOROGOOD, WILLIAM	PINE/ALLARD APTS	751/769 PINE STREET/171 WILLOW AVE/94/108 ALLARD STREET
819	BOND, JACELYN	STATION MALL	STATION MALL 293 BAY ST
820	ADAMS, MERRICK	STATION MALL	STATION MALL 293 BAY ST
821	SWINN, MITCHELL	STATION MALL	STATION MALL 293 BAY ST
822	BIRCH, KYLE	STATION MALL	STATION MALL 293 BAY ST
823	DESGAGNES, ALYSSA	STATION MALL	STATION MALL 293 BAY ST
824	RIGGINS, DAKOTA	STATION MALL	STATION MALL 293 BAY ST
825	TURCO, DEVON	STATION MALL	STATION MALL 293 BAY ST
826	STONEMAN, ROBERT	OFRA	721/723/725/727 NORTH STREET
827	HUNTER, JASON	OFRA	721/723/725/727 NORTH STREET
828	PIGEAU, MARNEY	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
829	VERMA, TARUN	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
830	TRUDEL, SAMUEL	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
831	KAUR, HARNOOR	NEPTUNE SECURITY	SAULT STE. MARIE AIRPORT
832	RAINVILLE, KEELY	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
833	SEHGAL, RAJU	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
834	PARNEET KAUR	NORTHEAST SECURITY	SAULT COLLEGE
835	AAKANKSHA, AAKANKS	NORTHEAST SECURITY	SAULT COLLEGE
836	GREENWOOD, AUDREY	GREENWOODS LOCKSMI	41 ALBERT ST W
			S.COLLEGE/A.UNIVERSITY & RES./ESSAR CENTRE/GHC/CAMBRIAN MALL/TENARIS/JOHN RHODES/QE
837	RATHBONE, NORMAN	NORTHEAST SECURITY	SPORTS COMPLEX/Algoma Public Health/314 Wellington St W
838	MORRELL, DIANE	CITY OF SAULT STE MAR	JOHN RHODES
839	LITALIEN, MICHELLE	SAULT COLLEGE	SAULT COLLEGE
840	CIRCI, ELVIS	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
841	SONI, AASHUTOSHKUM	NORTHEAST SECURITY	GROUP HEALTH CENTRE SITES
842	WRIGHT, ROBERT	KC SECURITY	CONTRACTED CLIENTS ON PRIVATE PROPERTY
843	MAY, TAINA LIISA	VJ PROPERTY MANAGEM	70 EAST ST
844	MCCONNEL, CLINTON	NORTHEAST SECURITY	SAULT AREA HOSPITAL

845	WHETEN, AARON	NORTHEAST SECURITY	SAULT AREA HOSPITAL
846	HURLEY, ISSAC	NORTHEAST SECURITY	SAULT AREA HOSPITAL
847	SINGH, YUURAJ	NORTHEAST SECURITY	SAULT AREA HOSPITAL
848	ECKFORD, MEGHAN	NORTHEAST SECURITY	SAULT AREA HOSPITAL
849	JAMES, JILS	NORTHEAST SECURITY	SAULT AREA HOSPITAL
850	SAINI, JILS	NORTHEAST SECURITY	SAULT AREA HOSPITAL
851	BOOTH, HANNAH	NORTHEAST SECURITY	SAULT AREA HOSPITAL
852	LILRAN, TANUJ	NORTHEAST SECURITY	SAULT AREA HOSPITAL

THE CORPORATION OF THE CITY OF SAULT STE.MARIE

BY-LAW 2024-4

OFFICIAL PLAN AMENDMENT: A by-law to adopt Amendment No. 248 to the Official Plan for the City of Sault Ste. Marie.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 17 of the *Planning Act*, R.S.O. 1990, c. P.13 and amendments thereto, **ENACTS** as follows:

1. The Council hereby adopts Amendment No. 248 to the Official Plan for the Sault Ste. Marie planning area in the form attached hereto.

2. Subject to any referrals under the Planning Act, this by-law shall come into force on the date of its final passing.

PASSED in open Council this 8th day of January, 2024.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

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AMENDMENT NO. 248
TO THE
SAULT STE. MARIE OFFICIAL PLAN

PURPOSE

This Amendment is an amendment to the Text of the Official Plan as it relates to the Housing Policies of the Plan.

LOCATION

This is a text amendment that applies throughout the entire Municipality of Sault Ste. Marie.

BASIS

This Amendment is necessary in view of concerns raised with the existing requirement that all new housing developments consisting of more than 50 units, provide at least 30% of those units at affordable prices.

Council now considers it desirable to amend the Official Plan.

DETAILS OF THE ACTUAL AMENDMENT & POLICIES RELATED THERETO

The Official Plan for the City of Sault Ste. Marie is hereby amended by repealing the existing Housing Policies within the Official Plan and replacing them with the following:

Affordable Housing
Affordable housing plays a vital role in the City's housing supply. The City encourages and supports the provision of affordable housing throughout the community.

For the purposes of the Official Plan, affordable housing is defined as follows:

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

ii. In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

With the overall goal of encouraging and supporting the creation of additional affordable housing units, the City shall ensure that a minimum of 30% of all dwelling units throughout the community are affordable by:

a. Providing additional incentives for the provision of affordable housing, through a Community Improvement Plan, which may include rebating municipal fees, grants and tax rebates.
b. Supporting a mixture of housing types, including infill development, residential intensification and higher residential densities.
c. Supporting increased zoning flexibility, to permit a wider variety of dwelling units in more zones, including the creation of Additional Dwelling Units and up to 4 dwelling units on urban residential lots, subject to zoning provisions.
d. Supporting innovative housing design, such as smaller units (tiny homes) and alternative development standards such as reduced lot frontages, setbacks and parking requirements.
e. Conducting ongoing monitoring on affordability levels.
f. Maintaining a current, comprehensive understanding of funding opportunities for the creation of affordable housing and assisting applicants in accessing such funding.
g. Prioritizing the review and processing of development proposals that include affordable dwelling units.
h. Working with non-profit stakeholders that provide affordable and supportive housing units.
i. Making municipally owned lands available for affordable housing.
j. Giving preference to locating large-scale new residential developments with affordable units within safe walkable distance of amenities such as public transit, grocery stores, parks and other public services.

Subject Property:

- Location: City Wide

INTERPRETATION

The provisions of the Official Plan as amended from time to time will be applied to this Amendment.

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2024-9

APPOINTMENT: A by-law to appoint Tom Vair as Chief Administrative Officer (CAO) and to repeal By-law 2019-141.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to the *Municipal Act, 2001*, S.O. 2001, c. 25, **ENACTS** as follows:

1. **APPOINTMENT – CHIEF ADMINISTRATIVE OFFICER**

   Tom Vair is hereby appointed Chief Administrative Officer to perform the responsibilities as set out in By-law 2007-48 commencing February 1, 2024 at the salary level for this position set out in By-law 2002-194 (non-union job classifications, salaries and benefits), as amended.

2. **REPEAL OF BY-LAW 2019-141.**

   By-law 2019-141 is hereby repealed.

3. **EFFECTIVE DATE**

   This by-law becomes effective on February 1, 2024.

PASSED in open Council this 8th day of January, 2024.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI