



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

Tuesday, September 2, 2025

5:00 pm

Council Chambers and Video Conference

As a courtesy, meetings are available for viewing on the City's YouTube channel
<https://www.youtube.com/user/SaultSteMarieOntario>

Pages

1. Land Acknowledgement

I acknowledge, with respect, that we are in Robinson-Huron Treaty territory, that the land on which we are gathered is the traditional territory of the Anishinaabe and known as Bawating. Bawating is the home of Garden River First Nation, Batchewana First Nation, the Historic Sault Ste. Marie Metis Council.

2. Adoption of Minutes

12 - 30

Mover Councillor C. Gardi

Seconder Councillor L. Vezeau-Allen

Resolved that the Minutes of the Regular Council Meeting of August 11, 2025 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 M. Scott

Seconder Councillor L. Vezeau-Allen

Resolved that the Agenda for September 2, 2025 City Council Meeting as presented be approved.

6.	Presentations	
7.	Communications and Routine Reports of City Departments, Boards and Committees – Consent Agenda	
	A report of the Director of Engineering and Manager of Finance is attached for the information of Council.	
	Mover Councillor C. Gardi	
	Seconder Councillor L. Dufour	
	Resolved that all the items listed under date September 2, 2025 – Agenda item 7 – Consent Agenda be approved as recommended.	
7.1	City Awards 2025	31 - 34
	A report of the Deputy City Clerk is attached for the consideration of Council.	
	Mover Councillor C. Gardi	
	Seconder Councillor L. Vezeau-Allen	
	Resolved that the report of the Deputy City Clerk dated September 2, 2025 concerning City Awards 2025 be received and that:	
	1. The Community Development Award be awarded to Royal Canadian Legion Branch 25 and SalDan Construction Group; 2. The Community Recognition Award be awarded to Doug Bradford and Senior Singers Choir; 3. The Sports Hall of Fame be awarded to Carter Simpson, Trisha Westman, and Lawrence Foster; and 4. The Walk of Fame Award be awarded to Doug Hook (posthumously).	
7.2	Capital Road Construction Program	35 - 40
	A report of the Director of Engineering and the Manager of Finance is attached for the consideration of Council.	
	Mover Councillor M. Scott	
	Seconder Councillor L. Dufour	
	Resolved that the report of the Director of Engineering and Manager of Finance dated September 2, 2025 concerning Capital Road Construction Program be received as information.	
7.3	Tourism Sault Ste. Marie Waterfront Design Funding Agreement	41 - 44
	A report of the Director of Tourism and Community Development is attached for the consideration of Council.	
	Mover Councillor C. Gardi	
	Seconder Councillor L. Dufour	

Resolved that the report of the Director of Tourism and Community Development dated September 2, 2025 concerning Tourism Sault Ste. Marie Waterfront Design Funding Agreement be received and that Council approve \$190,000 from the Miscellaneous Construction Reserve be used for the detail design of the Civic Centre section of the waterfront walkway.

The relevant By-law 2025-136 is listed under item 12 of the agenda will be read with all by-laws under that item.

7.4

Access to Land Program

45 - 62

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

Mover Councillor M. Scott

Seconder Councillor L. Vezeau-Allen

Resolved that the report of the Junior Planner and the Assistant City Solicitor / Senior Litigation Counsel dated September 2, 2025 concerning the Access to Land Program be received and that Council:

1. Approve the Access to Land Program, and authorize staff to:
 - a. bring forth requests to Council to declare properties as surplus for the purposes of this program;
 - b. conduct further investigations into City-owned vacant properties;
 - c. assess current parkland and explore potential land acquisitions for inclusion in this program;
 - d. develop a Request for Proposal (RFP) template, evaluation matrix, and sales agreement for properties to be sold through this program, and issue RPFs accordingly; and
 - e. issue an RFP for a realtor to market the surplus properties to be sold under this program.
2. That Council declare the following City-owned properties as surplus to the City's needs and authorize the disposition of the said properties in accordance with the City's policy for the disposition of land, specifically:
 - a. PIN 31578-0239(LT) LT 14-18 PL 1850 ST. MARY'S; PT LT 13 PL 1850 ST. MARY'S; PT LANE PL 1850 ST. MARY'S CLOSED BY T192883 PT 9 1R4122 & PT 1 1R4447; SAULT STE. MARIE, being 89 Hudson Street; and PIN 31578-0278(LT) PT LT 17 N/S PORTAGE, PT LT 18 N/S PORTAGE TOWN PLOT OF ST. MARY'S; LT 19-22 PL 1850 ST. MARY'S; PT LANE PL 1850 ST. MARY'S CLOSED BY T192883 BEING PT 1 1R11724; SAULT STE. MARIE, being 0 Hudson Street; and PIN 31578-0279(LT) PT LT 17 N/S PORTAGE AND PT LT 18 N/S PORTAGE ST PL TOWN PLOT OF ST. MARY'S; PT LT 1-4 PL 1850 ST. MARY'S; PT LANE PL 1850 ST. MARY'S CLOSED BY T192883; PT LT 10-13 PL 1850 ST. MARY'S PT 5-9 & 11-13 1R4566 EXCEPT

PT 1 1R11724; SAULT STE. MARIE; being also 0 Hudson Street, specifically the three parcels outlined on Appendix A (Page 2) of this report;

- b. PIN 31494-0098(LT) LT 15-17 PL 525 RANKIN LOCATION; S/T Q530; SAULT STE. MARIE, being 84-94 Park Street, specifically the three parcels outlined on Appendix A (Page 4) of this report; and
 - c. PIN 31504-0364(LT) WIBER ST PL H436 TARENTORUS N/S COREY AV PL H436; SAULT STE. MARIE, being 72 Corey Avenue, specifically the parcel outlined on Appendix A (Page 6) of this report.
- 3. That a Deeming By-law be passed to have lots 84-94 Park Street removed from Subdivision Plan PL525 and become one lot pursuant to the *Planning Act*.
 - 4. Further that Council authorize staff to spend up to \$200,000 of Housing Accelerator Fund funding for the necessary expenses for the properties designated for Rounds 1 and 2 of the program.

The relevant By-laws 2025-129, 2025-130, 2025-131, 2025-132, 2025-133, and 2025-134 are 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

8.4 Public Works and Engineering Services

8.5 Fire Services

8.6 Legal

8.7 Planning

8.7.1 A-8-25-Z – Parking Amendments

63 - 94

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

Mover Councillor C. Gardi

Seconder Councillor L. Vezeau-Allen

Resolved that the report of the Junior Planner dated September 2, 2025 concerning application A-8-25-Z Parking Amendments be received and that Council approve the amendments listed in Appendix A; and that the Legal

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

8.8 Boards and Committees

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

9.1 National Emergency Management / Forest Firefighting Service

Mover Councillor C. Gardi

Seconder Councillor M. Scott

Whereas the frequency and severity of wildfires across Canada have intensified, placing immense strain on the existing provincial and territorial firefighting resources, as highlighted by recent emergency declarations and the sustained national preparedness level of 5; and

Whereas there is a growing national consensus, as outlined in recent public discourse and by federal officials, that Canada's current emergency management system is increasingly outpaced by climate-related disasters, and that a new, proactive national strategy is required to ensure the safety and security of Canadians; and

Whereas proposed solutions from experts and government ministers include the establishment of a federal emergency management agency or a new national firefighting service with a shared pool of resources, capable of rapid, pre-emptive deployment to any region of the country; and

Whereas Sault Ste. Marie is strategically and logically positioned to serve as the headquarters or a major operational hub for such a national agency due to its unique combination of geographical, logistical, and historical assets; and

Whereas the City's location as a central transportation nexus with a major airport and critical road and rail connections provides an ideal base for the rapid deployment of personnel, aircraft, and equipment to high-risk areas across the country; and

Whereas Sault Ste. Marie already possesses a robust foundation of expertise and infrastructure in forestry and fire science, including the Sault Ste. Marie Fire Service, Sault College's Fire Science and Fire Protection courses, the federal Great Lakes Forestry Centre and a significant presence of the Ontario Ministry of Natural Resources and Forestry, including the CL-415 Water Bomber Training Centre, which a new national agency could leverage to avoid excess bureaucracy and accelerate its establishment; and

Whereas the presence of a national emergency agency would not only bolster the country's disaster response but would also provide significant economic and community benefits to Sault Ste. Marie, including high-skilled jobs and strategic federal investment;

Now Therefore Be It Resolved that City Council request appropriate staff to

prepare a comprehensive report to

- Investigate the full scope of advantages and feasibility for Sault Ste. Marie to be the home of a national emergency firefighting agency or a broader national emergency agency detailing the City's strategic assets, including its central location, existing infrastructure, and institutional expertise in forestry and emergency management;
- Outline the potential economic, social, and logistical benefits to the City and the nation of hosting such a federal entity; and
- Engage with local stakeholders, including the Sault Ste. Marie Airport Development Corporation, the Ministry of Natural Resources and Forestry, and the Great Lakes Forestry Centre to gather supporting data and insights; and
- Develop a formal proposal and advocacy plan to present to the federal government outlining Sault Ste. Marie as the optimal location for this critical national agency.

9.2 Veterans Memorial Crosswalk

Mover Councillor S. Kinach

Seconder Councillor M. Bruni

Whereas the City of Sault Ste. Marie acknowledges the immense sacrifices and contributions made by the men and women of the Canadian Armed Forces, both past and present; and

Whereas the City recognizes the importance of public art and civic space in fostering remembrance, unity, and pride in our shared Canadian heritage; and

Whereas a veterans-themed painted crosswalk will serve as a visible and lasting tribute to local veterans and a symbol of the City's ongoing gratitude for their service; and

Whereas the design of the crosswalk will incorporate respectful and symbolic elements such as Canadian flags or representations of the Canadian Armed Forces, in consultation with local veterans' groups and with oversight from City staff;

Now Therefore Be It Resolved that staff be requested to consult with representatives from local veterans' organizations, and report back to Council with the design, location, funding and installation plan for a Veterans Memorial crosswalk before Remembrance Day November 11, 2025.

9.3 Canadian Defence/Munitions Production

Mover Councillor C. Gardi

Seconder Councillor R. Zagordo

Whereas the Government of Canada has recently announced its plans to spend several billions of dollars over the coming years to revitalize and modernize the Canadian Forces; and

Whereas there is a need globally for enhanced munitions and defence manufacturing; and

Whereas Algoma Steel is a significant steel producer in Canada, including specialized plate steel that is crucial for various defence applications (e.g., shipbuilding, armoured vehicles); and

Whereas Algoma Steel has explicitly stated their interest in supplying the Canadian shipbuilding and defence industries; and

Whereas Sault Ste. Marie has established industrial infrastructure due to Algoma Steel's long history. This includes access to transportation networks (water via the Great Lakes, rail, and road) which are vital for moving raw materials and finished products; and

Whereas there is an existing skilled labour pool in the region with experience in heavy manufacturing and steel production, which could be adaptable to defence manufacturing needs; and

Whereas locating a defence production facility in Sault Ste. Marie could significantly boost the local economy, create jobs, and diversify the industrial base of Northern Ontario, aligning with both the Federal and Provincial governments' goals for regional development; and

Whereas Sault Ste. Marie's location within Canada but relatively close to the US border could also be seen as an advantage for cross-border supply chains or collaboration; and

Whereas the Federal and Provincial governments have already shown support for Algoma Steel's modernization efforts, which suggests a willingness to invest in the company and the region;

Now Therefore Be It Resolved that the Community and Enterprise Services Department be requested to report back to City Council regarding the process and costs associated with conducting a comprehensive feasibility study to consider Sault Ste. Marie as a location for a Canadian defence/munitions production facility(ies), particularly focused on steel-intensive defence products, building upon Algoma Steel's capabilities

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 C. Gardi

Seconder Councillor L. Dufour

Resolved that all By-laws under item 12 of the Agenda under date September 2, 2025 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 2025-126 (Zoning) Housekeeping Amendments Installment One** 95 - 98
- Council Report was passed by Council resolution on August 11, 2025.
- Mover Councillor C. Gardi
Seconded Councillor L. Dufour
Resolved that By-Law 2025-126 being a by-law to amend Sault Ste. Marie Zoning By-law 2025-150 for the purpose of clarifying technical language and improving implementation be passed in open Council this 2nd day of September, 2025.
- 12.1.2 By-law 2025-127 (Zoning) Fox Run Subdivision Various Civic Addresses** 99 - 100
- Council Report was passed by Council resolution on August 11, 2025.
- Mover Councillor C. Gardi
Seconded Councillor L. Dufour
Resolved that By-Law 2025-127 being a by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 163 Memorial Avenue; 2, 3, 6, 7, 10, 11, 14, 15, 18, 19, 22, 23, 27, 30, 31, 34, 35, 38, 29, 42, 43, 46, 50, 54, 58, 79 Mulberry Street; and 159 Foxborough Trail (Fox Run Subdivision) be passed in open Council this 2nd day of September, 2025.
- 12.1.3 By-law 2025-129 (Access to Land Program Surplus Property) Hudson Street PIN 31578-0239** 101 - 102
- A report from the Junior Planner and Assistant City Solicitor/Senior Litigation Counsel is on the Agenda.
- Mover Councillor C. Gardi
Seconded Councillor L. Dufour
Resolved that By-law 2025-129 being a by-law to declare the City owned property legally described as PIN 31578-0239; SAULT STE. MARIE, being a Hudson Street Property as surplus to the City's needs and to authorize the disposition of the said property be passed in open Council this 2nd day of September, 2025.
- 12.1.4 By-law 2025-130 (Access to Land Program Surplus Property) Hudson Street PIN 31578-0278** 103 - 104
- A report from the Junior Planner and Assistant City Solicitor/Senior Litigation Counsel is on the Agenda.
- Mover Councillor C. Gardi
Seconded Councillor L. Dufour

Resolved that By-law 2025-130 being a by-law to declare the City owned property legally described as PIN 31578-0278; SAULT STE. MARIE, being a Hudson Street Property as surplus to the City's needs and to authorize the disposition of the said property be passed in open Council this 2nd day of September, 2025.

12.1.5 By-law 2025-131 (Access to Land Program Surplus Property) Hudson Street PIN 31578-0279 105 - 106

A report from the Junior Planner and Assistant City Solicitor/Senior Litigation Counsel is on the Agenda.

Mover Councillor C. Gardi

Seconder Councillor L. Dufour

Resolved that By-law 2025-131 being a by-law to declare the City owned property legally described as PIN 31578-0279; SAULT STE. MARIE, being a Hudson Street Property as surplus to the City's needs and to authorize the disposition of the said property be passed in open Council this 2nd day of September, 2025.

12.1.6 By-law 2025-132 (Access to Land Program Surplus Property) 72 Corey Avenue 107 - 108

A report from the Junior Planner and Assistant City Solicitor/Senior Litigation Counsel is on the Agenda.

Mover Councillor C. Gardi

Seconder Councillor L. Dufour

Resolved that By-law 2025-132 being a by-law to declare the City owned property legally described as PIN 31504-0364 WIBER ST PL H436 TARENTORUS N/S COREY AV PL H436; SAULT STE. MARIE being civic 72 Corey Avenue, as surplus to the City's needs and to authorize the disposition of the said property be passed in open Council this 2nd day of September, 2025.

12.1.7 By-law 2025-133 (Access to Land Program Surplus Property) 84-94 Park Street 109 - 110

A report from the Junior Planner and Assistant City Solicitor/Senior Litigation Counsel is on the Agenda.

Mover Councillor C. Gardi

Seconder Councillor L. Dufour

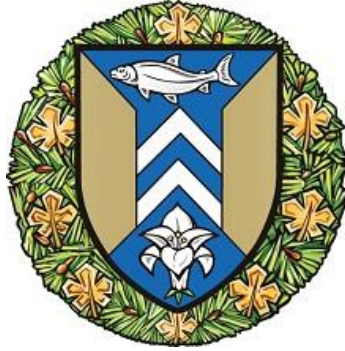
Resolved that By-law 2025-133 being a by-law to declare the City owned property legally described as PIN 31494-0098 LT 15-17 PL 525 RANKIN LOCATION; S/T Q530; SAULT STE. MARIE being civic 84-94 Park Street as surplus to the City's needs and to authorize the disposition of the said property be passed in open Council this 2nd day of September, 2025.

- 12.1.8 By-law 2025-134 (Access to Land Program Subdivision Control) 84-94 Park Street** 111 - 113
- A report from the Junior Planner and Assistant City Solicitor/Senior Litigation Counsel is on the Agenda.
- Mover Councillor C. Gardi
 Secunder Councillor L. Dufour
 Resolved that By-law 2025-134 being a by-law to deem not registered for purposes of subdivision control certain lots in the Eastside Subdivision, pursuant to section 50(4) of the *Planning Act* be passed in open Council this 2nd day of September, 2025.
- 12.1.9 By-law 2025-136 (Agreement) Tourism SSM Waterfront Plan funding** 114 - 127
- A report from the Director of Tourism and Community Development is on the Agenda.
- Mover Councillor C. Gardi
 Secunder Councillor L. Dufour
 Resolved that By-Law 2025-136 being a by-law to authorize the execution of the Agreement between the City and Tourism Sault Ste. Marie to support the advancement of Phase One of the Waterfront Plan be passed in open Council this 2nd day of September, 2025.
- 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 M. Scott
 Secunder Councillor L. Vezeau-Allen
 Resolved that this Council move into closed session to discuss one item item subject to 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 without the need for a further authorizing resolution.
- Municipal Act R.S.O.2001 – s. 239.2 (f) advice that is subject to solicitor-client privilege*
- 15. Adjournment**

Mover Councillor M. Scott

Seconder Councillor L. Vezeau-Allen

Resolved that this Council now adjourn.



REGULAR MEETING OF CITY COUNCIL

MINUTES

Monday, August 11, 2025

5:00 pm

Council Chambers and Video Conference

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

Absent: Councillor S. Kinach

Officials: T. Vair, R. Tyczinski, S. Schell, P. Johnson, S. Hamilton Beach, B. Lamming, T. Anderson, F. Coccimiglio, T. Vecchio, M. Zuppa, P. Tonazzo, N. Ottolino, S. Facey, J. King, D. Perri, N. Maione, R. Van Staveren, M. McAuley, S. Zuppa, E. Cormier, K. Pulkkinen

1. Land Acknowledgement

2. Adoption of Minutes

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that the Minutes of the Regular Council Meeting of July 14, 2025 be approved.

Carried

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

4. Declaration of Pecuniary Interest

4.1 Councillor L. Vezeau-Allen – Downtown Development Committee Terms of Reference

Partner is a member of the current Downtown Association board.

4.2 Councillor C. Gardi – NOHFC YMCA Contribution Agreement Amendment – Boiler Replacement

Member of YMCA

4.3 Councillor C. Gardi – By-law 2025-121 (Agreement) Amendment NOHFC YMCA new HVAC system

Member of YMCA

5. Approve Agenda as Presented

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Spina

Resolved that the Agenda for August 11, 2025 City Council Meeting as presented be approved.

Carried.

6. Presentations

6.1 Fleet Management Services

Nathan A Bielaski, Client Strategy Manager, Enterprise Fleet Management Inc.

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 August 11, 2025 – Agenda item 7 – Consent Agenda save and except Agenda items 7.5, 7.8, 7.9, and 7.11 be approved as recommended.

Carried

7.1 Mid-Year Update – Corporate Strategic Plan

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

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the CAO dated August 11, 2025 concerning the mid-year update for the Corporate Strategic Plan 2024-2027 actions and metrics be received as information.

Carried

7.2 Purchasing Policy Amendment

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

The relevant by-law 2025-119 is listed under item 12 of the Minutes.

7.3 Sault Ste. Marie Police Service Board

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that correspondence from the Sault Ste. Marie Police Services Board dated July 17, 2025 be received as information.

Carried

7.3.1 Sault Ste. Marie Police Services MOU

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

7.4 Outstanding Council Resolutions

The list of outstanding Council resolutions was received by Council.

7.6 RFP – Snow Removal Services at Various Municipal Parking Lots

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

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Manager of Purchasing dated August 11, 2025 concerning Snow Removal Services at various municipal parking lots be received and that the services as required by Arenas, Building Services, Parking, and Transit Divisions commencing winter of 2025/26 season for a period of up to five years by mutual agreement be awarded as follows:

- 1890688 Ontario Inc. Property Masters
- GFL Memorial Gardens lot
- 6490182 Canada Inc. DYC Properties
- Lots Downtown #1, #2, and Plaza; Northern Community Centre and Northern Transfer Point
- Rainone Services
- Civic Centre lots
- Steel Speed Civil Inc.
- John Rhodes Community Centre

per occurrence pricing, plus HST.

Carried

7.7 RFP – Machine Rental – John Street Sanitary Main Cleaning

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

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Spina

Resolved that the report of the Manager of Purchasing dated August 11, 2025 concerning Machine Rental – John Street Sanitary Main Cleaning be received and that the work be awarded to Braywood Services Inc. for up to seven days at the rental fee of \$18,900/ day plus HST on a sole-source basis..

Carried

7.10 Pointe des Chenes Former Campground

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

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Deputy CAO, Community Development and Enterprise Services dated August 11, 2025 concerning Pointe des Chenes Update be received and that an RFP for an operator(s) of a complementary business adjacent to the Pointe des Chenes day park space as identified on the map provided be issued.

Carried

7.12 NOHFC Agreement Amendment – John Rhodes Community Centre Roof Replacement

A report of the Director of Community Services is attached for the consideration of Council.

The relevant By-law 2025-121 is listed under item 12 of the Minutes.

7.13 John Rhodes Starting Blocks Funding Reallocation

The report of the Supervisor of Aquatics was received by Council.

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Spina

Resolved that the report of the Supervisor of Aquatics dated August 11, 2025 concerning John Rhodes Starting Blocks Funding Reallocation be received and that \$21,100 in capital funding from the pool pumps be reallocated to the starting block replacement project.

Carried

7.14 Heritage Property Tax Rebate Program – 99 Huron Street (The Yard Locker)

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

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Manager of Recreation and Culture dated August 11, 2025 concerning Heritage Property Tax Rebate Program Application – 99 Huron Street (The Yard Locker) be received and that the recommendation of the Sault Ste. Marie Municipal Heritage Committee to enroll 99 Huron Street into the Heritage Property Tax Rebate Program be approved.

Carried

7.15 Sensory Playground

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

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Manager of Recreation and Culture and the Accessibility Coordinator dated August 11, 2025 concerning Sensory Playground be received as information.

Carried

7.15.1 Mayor's Youth Advisory Council Comments

7.16 Community Development Fund – Green Initiatives Program Applications 2025 Q2 Intake

The report of the Sustainability Coordinator was received by Council.

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Sustainability Coordinator dated August 11, 2025 concerning Community Development Fund – Green Initiatives Program Applications 2025 Q1 Intake be received and that the recommendations of the Environmental Sustainability Committee to support two projects as follows be approved:

- Sault Ste. Marie Museum Environmentalism Database and Consortium Project – \$11,800
- Tourism Sault Ste. Marie Floating Wetland Project – \$9,002

Carried

7.17 Deep Energy Retrofit Feasibility Study Project Report

The report of the Sustainability Coordinator was received by Council.

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Sustainability Coordinator dated August 14, 2025 concerning Deep Energy Retrofit Feasibility Study Report be received and that:

- Council authorize City staff to seek funding opportunities from external agencies or other levels of government to supplement approved budgets in support of priority initiatives;
- The Deep Energy Retrofit Feasibility Studies be used to inform future budget requests for energy efficiency and emission reduction projects;
- Staff be requested to explore and report back to Council on the creation of a Climate Action Reserve as a source of eligible funding, under the delegated authority of the CAO, for energy conservation measures to decarbonize corporate facilities; and
- Staff be requested to explore the use of the Energy Service Company (ESCO) financing model and/or a retrofit aggregator for future projects.

Carried

7.18 City Share Tourism Expenditures 2025

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

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Director of Tourism and Community Development dated August 11, 2025 concerning City Share Tourism Expenditures 2025 be received and that Council approve the use of \$497,747 towards the following initiatives:

- Tourism Event Coordinator – \$10,944
- 2028 Ontario Winter Games Bid – \$37,500
- Detailed Design – Phase One Waterfront Master Plan – \$375,248
- Wishart Park Playground Equipment and Lighting – \$60,000
- Miscellaneous tourism initiatives – \$14,055

Carried

7.19 Tourism Development Fund Applications – August 2025

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

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Director of Tourism and Community Development dated August 11, 2025 concerning Tourism Development Fund Applications – August 2025 be received and that the recommendation of the Tourism Sault Ste. Marie Board of Directors to allocate \$9,500 as detailed below be approved.

- Epic 8 – \$5,000
- Pride Cruise and Afterparty – \$4,500

Carried

7.20 Canal Drive Development Project

The report of the Manager of Business Development was received by Council.

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Spina

Resolved that the report of the Manager of Business Development dated August 11, 2025 concerning Canal Drive Development be received and that Council approve a Municipal Tax Increment Rebate in the amount of \$100,000/year over a three-year term through the Economic Growth Community Improvement Plan, utilizing the Economic Development Program to support the expansion project proposed by 11880004 Ontario Limited subject to the following conditions being met:

- Confirmation that funding from the Northern Ontario Heritage Fund Corporation (NOHFC), applied for independently from this request, is approved;
- Demonstration that job creation targets identified in the application are substantially met, with a minimum threshold of 80% of the proposed 50 additional direct jobs realized;
- Evidence of meaningful partnerships with other local businesses (tourism operators, hoteliers, etc.) and community stakeholders, as outlined in the project proposal.

Carried

7.21 Goose Management

The report of the Director of Public Works was received by Council.

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Director of Public Works dated August 11, 2025 concerning Goose Management be received and that Council direct staff to refer operating costs required to support a Goose Management Program to 2026 budget.

Carried

7.22 Drinking Water Source Protection – Appointment of Risk Management Inspector

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

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Director of Planning dated August 11, 2025 concerning Appointment of Risk Management Inspector be received and that Gerard Lavoie be appointed as the Drinking Water Source Protection Risk Management Inspector.

Carried

7.23 Building Faster Fund Year 2 Investment Plan

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

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Spina

Resolved that the report of the Director of Planning and the Junior Planner, dated August 11, 2025 concerning the Building Faster Fund Year 2 Investment Plan be received and that Council approve the municipal Building Faster Fund Year 2 Investment Plan for 2025 and authorize staff to submit it to the Ministry of Municipal Affairs and Housing.

Carried

7.5 Second Quarter Financial Report – June 30, 2025

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

Moved by: Councillor S. Spina

Seconded by: Councillor L. Dufour

Resolved that the report of the Manager of Finance dated August 11, 2025 concerning Second Quarter Financial Report – June 30, 2025 be received as information and that Council direct staff to:

- Report back as early as possible on a more detailed and accurate figure for salary gapping;
- Implement a 6 month gapping for all job vacancies that can be gapped, as determined by the CAO;

- Implement a travel and training freeze for any non-mandatory training or travel and “remote-first” option where available unless otherwise approved by the CAO;
- Review any capital projects that were approved at budget that have not yet been awarded to determine if they can be deferred to 2026, with a recommendation brought to the CAO for approval;
- Review and report on any operational efficiencies that can result in savings and not affect mandatory service levels.

	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

7.8 RFP – Tabulator Voting Solution

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

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Manger of Purchasing dated August 11, 2025 concerning the provision of a tabulator voting solution and support services as required by City Clerks be received and that the proposal submitted by Dominion Voting Systems Corp. at their proposed price of \$136,315.75 plus HST be approved.

A By-law authorizing signature of an agreement for tabulator voting system and support services will appear on a future Council Agenda.

	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	1	0	1
				Carried

7.9 Downtown Development Committee Terms of Reference

Councillor L. Vezeau-Allen declared a conflict on this item. (Partner is a member of the current Downtown Association board.)

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

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Director of Community Services dated August 11, 2025 concerning the Sault Ste. Marie Downtown Development Committee be received and that the Terms of Reference for the Sault Ste. Marie Downtown Development Committee be approved.

	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

7.11 NOHFC YMCA Contribution Agreement Amendment – Boiler Replacement

Councillor C. Gardi declared a conflict on this item. (Member of YMCA)

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

The relevant By-law 2025-121 is listed under item 12 of the Minutes.

8. Reports of City Departments, Boards and Committees

8.1 Administration

8.1.1 Fleet Management Services

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

The relevant By-laws 2025-122, 2025-123, 2025-124, and 2025-125 are listed under item 12 of the Minutes.

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Spina

Resolved that the report of the CAO, dated August 11, 2025 regarding fleet management services be received and that Council authorize staff to enter into an agreement with Enterprise Fleet Management with the estimated required levy increase and reserve re-allocations included in future budgets;

Further that Council authorize staff to proceed with the purchase of electric vehicles to maximize current charging infrastructure and then purchase internal combustion engines or hybrid vehicles until such time as charging infrastructure can accommodate the conversion to an all-electric fleet of light-duty vehicles;

Further that the revenue from the sale of vehicles at the end of the lease be invested back into the assets of the Division/Department.

	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

8.2 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-7-25-Z Housekeeping Amendments

Moved by: Councillor R. Zagordo

Seconded by: Councillor S. Hollingsworth

Resolved that the report of the Junior Planner dated August 11, 2025 concerning City-initiated *Planning Act* application A-7-25-Z Housekeeping Amendments be received and that Council approve the housekeeping amendments listed in Appendix A;

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 Pedestrian Crosswalks

Moved by: Councillor L. Dufour

Seconded by: Councillor S. Spina

Whereas pedestrian crosswalks have been installed throughout the community, commencing with the first ones being installed in 2019; and

Whereas in certain instances, flashing lights that identify a pedestrian crosswalk are installed on the roadside pole, and in other instances, are installed both on the roadside pole, and the overhead arm above the traffic lane; and

Whereas the Ontario Traffic Manual indicates the standard for pedestrian crossovers in Ontario is a flashing light on the roadside pole; and

Whereas it is an added, but not required, safety precaution to have a flashing light also installed on the overhead arm above the traffic lane;

Now Therefore Be It Resolved that Council of the City of Sault Ste. Marie request staff to review and report as to the feasibility of all pedestrian crossovers installed going forward having both flashing lights on the roadside pole, and flashing lights on the arm above the traffic lane; and

Further regarding the integration of overhead flashing lights into existing pedestrian crossovers as funds are available within existing operational budgets.

	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

9.2 Traffic Flow

Moved by: Councillor L. Vezeau-Allen

Seconded by: Councillor L. Dufour

Whereas the Five-Year Capital Transportation Plan, presented to City Council on July 14, 2025 has within it the reconstruction of Church Street in 2027, and;

Whereas traffic flow between the uptown/Great Northern Road area and the downtown/Queen Street area currently contains one-way traffic flow on Pim Street and Church Street, with Church Street heading north, and Pim Street heading south; and

Whereas new multi-unit housing on Pim Street, and the development of new residential units in the old Sault Area Hospital Renal Building may increase traffic numbers of Church Street; and

Whereas prior to incurring the costs of reconstructing a road, which will maintain the current traffic system for another generation, it is prudent to review the suitability of the traffic flow system to determine if it meets the community's current needs;

Now Therefore Be It Resolved that prior to the reconstruction of Church Street being undertaken, staff review the Church Street/Pim Street one-way traffic flow arrangements, as well as the sightlines at the intersections of Church/Wellington and Pim/Wellington, and any other relevant intersections in the area, to determine if there is a more efficient way to move traffic between the downtown and the uptown areas of Sault Ste. Marie.

	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. Hollingsworth

Resolved that all By-laws under item 12 of the Agenda under date August 11, 2025 save and except By-law 2025-121 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 2025-117 (Zoning) 99 Melville Road (Mangesh Shende)

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-Law 2025-117 being a by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 99 Melville Road (Mangesh Shende) be passed in open Council this 11th day of August, 2025.

Carried

12.1.2 By-law 2025-118 (Development Control) 99 Melville Road (Mangesh Shende)

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-Law 2025-118 being a by-law to designate the lands located at 99 Melville Road an area of site plan control (Mangesh Shende) be passed in open Council this 11th day of August, 2025.

Carried

12.1.3 By-law 2025-119 (Procurement Policies and Procedures) Amendment to By-law 2021-197

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-law 2025-119 being a by-law to amend By-law 2021-197 (being a by-law for Procurement Policies and Procedures) be passed in open Council this 11th day of August, 2025

Carried

12.1.4 By-law 2025-120 (Agreement) NOHFC Amendment John Rhodes Community Centre Roof Replacement

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-law 2025-120 being a by-law to authorize the execution of the Amendment to the Northern Ontario Heritage Fund Corporation Contribution Agreement be passed in open Council this 11th day of August, 2025.

Carried

12.1.6 By-law 2025-122 (Agreement) Master Equity Vehicle Lease (Enterprise Fleet Management Canada Inc.)

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-law 2025-122 being a by-law to authorize the execution of the Master Equity Vehicle Lease Agreement between the City and Enterprise Fleet Management Canada, Inc. to provide for the leasing of light-duty vehicles operated by the City be passed in open Council this 11th day of August, 2025.

Carried

12.1.7 By-law 2025-123 (Agreement) Full Maintenance (Enterprise Fleet Management Canada Inc.)

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-law 2025-123 being a by-law to authorize the execution of the Full Maintenance Agreement between the City and Enterprise Fleet Management Canada, Inc. to provide maintenance services on light-duty vehicles leased and operated by the City be passed in open Council this 11th day of August, 2025.

Carried

12.1.8 By-law 2025-124 (Agreement) Maintenance Management (Enterprise Fleet Management Canada Inc.)

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-Law 2025-124 being a by-law to authorize the execution of the Maintenance Management Agreement between the City and Enterprise Fleet Management Canada, Inc. be passed in open Council this 11th day of August, 2025.

Carried

12.1.9 By-law 2025-125 (Agreement) Consignment Auction (Enterprise Fleet Management Inc.)

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-Law 2025-125 being a by-law to authorize the execution of the Consignment Auction Agreement between the City and Enterprise Fleet Management Canada, Inc. be passed in open Council this 11th day of August, 2025.

Carried

12.1.10 By-law 2025-115 (Agreement) Sault Ste. Marie Police Services Board MOU

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-law 2025-115 being a by-law to authorize the approval of the Memorandum of Understanding between the City and Sault Ste. Marie Police Services Board be passed in open Council this 11th day of August, 2025.

Carried

12.1.5 By-law 2025-121 (Agreement) Amendment NOHFC YMCA new HVAC system

Councillor C. Gardi declared a conflict on this item. (Member of YMCA)

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Hollingsworth

Resolved that By-Law 2025-121 being a by-law to authorize the execution of the Amending Agreement between the City and the Northern Ontario Heritage Fund Corporation for the YMCA boiler replacement project to include the installation of a new HVAC unit be passed in open Council this 11th day of August, 2025.

	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

12.2 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

Moved by: Councillor A. Caputo

Seconded by: Councillor S. Spina

Resolved that this Council move into closed session to discuss the potential disposition of land to support housing development;

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 without the need for a further authorizing resolution.

Municipal Act R.S.O.2001 – s. 239.2 (c) a proposed or pending acquisition or disposition of land

Carried

15. Adjournment

Moved by: Councillor R. Zagordo

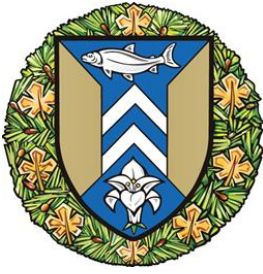
Seconded by: Councillor S. Hollingsworth

Resolved that this Council now adjourn.

Carried

Mayor

City Clerk



The Corporation of the
City of Sault Ste. Marie

COUNCIL REPORT

September 2, 2025

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Madison Zuppa, Deputy City Clerk
DEPARTMENT: Corporate Services
RE: City Awards 2025

Purpose

The purpose of the report is to recommend recipients of the Community Development Award, Community Recognition Award, Sports Hall of Fame Award, and Walk of Fame to Council.

Background

The City of Sault Ste. Marie has five active community awards outlined below:

Community Development Award

The Community Development Award was initiated by City Council in 1998. The purpose of this program is to recognize significant achievement in community development, highlight successful development ideas, and inspire other projects to meet the standards set by successful practices.

Community development is an all-encompassing term. Eligible projects may positively benefit the community in one or more of the following ways:

- Enhance the visual quality of the built environment;
- Pursue sustainable development and protect the natural environment;
- Promote equity and accessibility to a variety of people, income groups, and abilities;
- Maximize employment and earning opportunities; or
- Facilitate heritage protection.

Community Recognition Award

The Community Recognition Award is presented annually for contribution and commitment in the field of culture as defined in the Cultural Policy for Sault Ste. Marie.

Municipal Heritage Award

The Municipal Heritage Award is presented annually to recognize contributions to the preservation, restoration, and enhancement of the City's Heritage Resources as defined in the City's Cultural Policy.

Sports Hall of Fame Award

The Sault Ste. Marie Sports Hall of Fame recognizes exceptional achievements in the athletic community. Athletes, coaches, builders, and teams are honoured for their accomplishments and the recognition they have brought to Sault Ste. Marie through sport.

Walk of Fame Award

The Walk of Fame Award recognizes individuals or groups for outstanding athletic, cultural, academic, or humanitarian achievement who individually or as a member of a group achieved provincial, national, or international accolades in an athletic or other competitive endeavour; a standard of excellence in a cultural, academic or humanitarian field; and has lived in the City of Sault Ste. Marie or surrounding area of Algoma for a minimum of 12 months at any point during their lifetime.

On January 9, 2023 Council approved that one awards ceremony be held on a go-forward basis to honour recipients annually. An awards ceremony is planned for mid-September.

Analysis

Community Development Award

On May 21, 2025 the Community Development Award Committee considered 23 nominations. The Committee recommends that the 2025 Community Development Award be presented the Royal Canadian Legion Branch 25 and SalDan Construction Group, for the new Legion building located at 96 Great Northern Road.

Since the mid-1960s, Royal Canadian Legion Branch 25 has been a cornerstone of the community, offering a welcoming space for veterans and residents alike. In partnership with local developer SalDan Construction Group, the aging Legion building has been reimaged into a vibrant, multi-use facility. The redevelopment includes a modern bar, a dedicated museum, and 107 residential units, 35 of which are affordable apartments prioritized for Veterans. This ensures the Legion's legacy continues to serve and support the community for generations to come.

Community Recognition Award

On June 18, 2025 the Cultural Vitality Committee considered four nominations. The Committee recommends that the 2025 Community Recognition Award be presented to two recipients

Doug Bradford, Indigenous Watercolour Artist

Doug Bradford is an Ojibwa watercolour artist from Sault Ste. Marie, known for his vibrant depictions of people, landscapes, and animals. His work has been exhibited across Canada and internationally, including the Canadian War Museum and the *A Brush with War* exhibit. A Canadian Forces Artist Program participant, Doug also led a Navy centennial commission and donates art to community causes

like the Royal Canadian Legion Branch 25. Through free workshops, he fosters creativity and encourages artists of all levels to explore and share their artistic voice.

Senior Singers Choir

The Senior Singers Choir, founded in 1978, is a volunteer group of 50 men and women, ages 55 to 98, dedicated to spreading joy through music. Based at the Bay Street Active Living Centre, they perform uplifting songs at local nursing and retirement homes during the Christmas and Spring seasons. The Choir also supports community causes, including an annual benefit concert for St. Vincent's Place. This year, they were honored to perform the National Anthem at the Canadian Masters Curling Championships.

Municipal Heritage Award

Not being awarded in 2025.

Sports Hall of Fame

On May 6, 2025 the Parks and Recreation Advisory Committee reviewed 11 nominations. The Committee is recommending the induction of the three athletes into the Sports Hall of Fame for 2025:

Carter Simpson – Special Olympics Alpine Skier

Carter Simpson is one of Canada's top Special Olympics alpine skiers. Beginning his skiing journey at age five, Carter quickly rose through the ranks, earning a silver medal at just 13 in the 2011 Special Olympics Ontario Winter Games. His accomplishments include gold, silver, and bronze at the 2024 Special Olympics Canada Winter Games and two bronze medals at the 2025 World Winter Games in Turin, Italy. Beyond the slopes, Carter has completed over 1,000 km in the Great Canadian Running Challenge, carried the torch for the 2022 Canada Summer Games, and actively volunteers in his community. A Sault College graduate and Premier's Award nominee, Carter continues to inspire through his passion, perseverance, and sportsmanship.

Trisha Westman and Lawrence Foster – Adventure Racing Champions

Trisha Westman and Lawrence Foster of Sault Ste. Marie are legendary figures in Canadian adventure racing. Fierce international competitors from 1999 to 2005, they ranked among the world's top 10 and held the #1 and #2 spots in Canada. Their friendly rivalry grew into a partnership, culminating in a shared win at the 2005 Canadian National Adventure Racing Sprint Championships. Trisha is a multi-sport athlete known for her leadership, resilience, and titles in skiing, mountain biking, and adventure racing. Lawrence gained global recognition with top finishes in elite expedition races, including 9th at the 2000 Eco-Challenge in Borneo. He later appeared on the hit television show Mantracker and taught at Sault College. Married since 2006, they continue to mentor young athletes through coaching and co-founding the Hiawatha Hell Hounds youth mountain bike team.

Their journey from competitors to community leaders highlights their lasting impact on endurance sport and their hometown.

Walk of Fame

On May 15, 2025 the Walk of Fame Selection Committee reviewed three nominations. The Committee is recommending the induction of Doug Hook, Northern Ontario landscape artist, into the Walk of Fame for 2025.

Born in Toronto in 1943, Doug Hook began painting at the age of six and developed a deep love for the northern landscape during summers spent in Muskoka. In the early 1970s, he made his home at Sailors Encampment on St. Joseph Island, where the natural beauty and passing ships became central themes in his work. Inspired by fellow artist John Keast, Hook became known for his evocative watercolours of Northern Ontario, which capture landscapes, wildlife, historic buildings, and nautical scenes. A generous supporter of the arts and conservation, he donated original works and prints to causes such as Ducks Unlimited Canada. Hook's legacy lives on in his vivid depictions of the North and his commitment to the community.

Financial Implications

There are no financial implications related to this report.

Strategic Plan / Policy Impact / Climate Impact

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

There are no impacts on climate mitigation / adaptation.

Recommendation

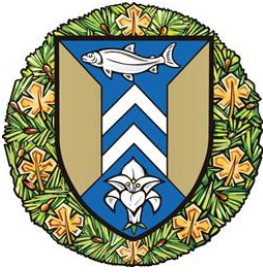
It is therefore recommended that Council take the following action:

Resolved that the report of the Deputy City Clerk dated September 2, 2025 concerning City Awards 2025 be received and that:

1. The Community Development Award be awarded to Royal Canadian Legion Branch 25 and SalDan Construction Group;
2. The Community Recognition Award be awarded to Doug Bradford and Senior Singers Choir;
3. The Sports Hall of Fame be awarded to Carter Simpson, Trisha Westman, and Lawrence Foster; and
4. The Walk of Fame Award be awarded to Doug Hook (posthumously).

Respectfully submitted,

Madison Zuppa
Deputy City Clerk
705.759.5392
m.zuppa@cityssm.on.ca



The Corporation of the
City of Sault Ste. Marie

COUNCIL REPORT

September 2, 2025

TO: Mayor Matthew Shoemaker and Members of City Council

AUTHOR: Carl Rumiel, Director of Engineering
Steve Facey, Manager of Finance

DEPARTMENT: Public Works and Engineering Services

RE: Capital Road Construction Program

Purpose

The purpose of this report is to address the Council resolution from May 12, 2025, which reads:

Whereas investments in our roads are critical because they are our lifeline; and

Whereas good roads are crucial for economic development, social access, and safety; and

Whereas municipal roads facilitate the movement of goods and people, connecting neighbourhoods and enabling access to essential services like healthcare, education, and employment; and

Whereas well-maintained roads contribute to safer driving conditions, reduce vehicle maintenance costs, and enhance overall quality of life; and

Whereas the increasing costs to maintain capital assets like roads can't be addressed through property tax alone and it is recognized that city staff continuously seek grants to cover the cost of repairing roads; and

Whereas it is important that the City of Sault Ste. Marie continue to carry out its responsibility to invest in core infrastructure such as roads,

Now Therefore Be It Resolved that staff be requested to report back at the August 11, 2025 Council meeting regarding the following;

- *Summarizing how much funding Council has allocated to the capital transportation budget for the last five years broken down between grants and non-grant funds;*
- *Specifying grants with amounts the City has received over the last years;*
- *Stating the percentage of roads considered to be high, medium and low risk of needing repair;*
- *Capacity of contractors for construction;*

- *Approximating how much of a dollar increase that would be per kilometre; and*
- *Outlining the best financial practices Council could consider at budget time to finance the goal of fixing a high portion of roads by a set year (i.e. issuing municipal bonds, incurring debt, etc.)*

Background

The yearly capital transportation budget, which includes road reconstruction and asphalt resurfacing, is brought to Council for approval with the annual budget in the fall after a capital priorities assessment is completed.

Capital road improvements for the City of Sault Ste. Marie are carried out under various programs including Capital Transportation Program, infrastructure improvement programs, and the Connecting Links program. The capital transportation program prioritizes reconstruction of arterial and collector streets, which are critical to the City's movement of traffic while at the same time attempting to address some of the numerous needs of local residential streets aged underground infrastructure as well as to make improvements to key areas of the community. The road resurfacing program is a reinvestment into maintaining existing arterial and collector roads through asphalt resurfacing.

Analysis

Prioritization for asphalt resurfacing and the Capital Transportation Program is based primarily on pavement condition index (PCI) scores, which are tabulated based on road condition in the Asset Management program. All road sections are evaluated and scored based on many factors, including surface condition, structure, drainage, etc. Age and condition of water mains, sanitary and storm sewers, level of maintenance, and traffic volumes are also considered when selecting a road section for reconstruction.

It is very important to note that annual amounts that are totalled in the Capital Transportation Program are not only directed to road surfaces. A large percentage is used for the replacement of storm and sanitary sewers as well, which are separate assets from roads. This report has removed the portions of the Capital Transportation Program that are not directed to the road surfaces; therefore, amounts for storm and sanitary sewers have been excluded. Costs for utility relocations, geotechnical investigations, and engineering are included and covered from the funding sources for road projects.

In recent years, there has been significant pressure to prioritize road funding for large projects that have had successful funding applications, such as People's Road and Sackville Road extension, in order to fund our share under the grant programs.

Further, community improvements to the downtown have required large allocations of the annual road budget.

The following subsections address specific points in the resolution:

Capital Road Construction Program

September 2, 2025

Page 3.

Funding Allocated by Council to Roads

The total spending, including the City portion known as Overall and Miscellaneous construction from the past five years can be summarized as follows. These amounts exclude storm and sanitary sewers.

Capital Summary					
	City Funding	% of Total	Grants	% of Total	Total Capital Spend
2026	4,072,044	19%	17,662,152	81%	21,734,196
2025	2,575,802	10%	22,023,013	90%	24,598,815
2024	4,667,943	31%	10,215,507	69%	14,883,450
2023	3,845,204	23%	12,851,677	77%	16,696,881
2022	2,049,000	14%	12,221,000	86%	14,270,000

Federal and Provincial Grants Directed to Roads

Below are the grant amounts that were received from the Provincial and Federal governments.

Grant Detail					
	OCIF	CCBF	Connecting Link	Housing Enabling Funds	NORDS
2026	4,518,000	4,856,092	3,000,000	5,288,060	-
2025	6,077,661	4,856,092	3,000,000	7,689,260	400,000
2024	5,284,923	4,530,584	-	-	400,000
2023	4,595,585	4,856,092	3,000,000	-	400,000
2022	4,518,000	4,653,000	2,250,000	-	800,000

The average total funding from City sources and government grants between 2022 to 2026 was \$18.4M. It should be noted that the Housing Enabling Funding programs for People's Road and Sackville Road have considerably inflated the average funding amount. Without those grants the average amount would be approximately \$16M.

Current State of City Roads

The average PCI score in the City is currently 53/100. Scores in the 50s are in the "Fair" category; however, 33% of the road segments in the City are in the "Poor" to "Very Poor" category.

Asset Management Plan Recommended Reinvestment

The City's most recent Asset Management Plan, published in 2025, includes updated asset inventories, desired levels of service, and financial strategies. The plan outlines strategies for maintaining and upgrading assets, including the "Current Budget Scenario" and the "Unlimited Budget Scenario". The Unlimited Budget reflects the highest service levels and addresses all immediate needs. Staff recognize that may not be achievable.

Based on the Unlimited Budget Scenario, the average annual reinvestment required for the City's road assets is estimated at approximately \$33 million over the next 10 years, or roughly \$331 million over the same period. This scenario addresses immediate concerns and leads to a significant improvement, achieving 100% of assets in fair or better condition by 2026 and maintaining that level through 2034.

Therefore, following the highest service level of \$33M per year reinvested into roads, there is a current funding gap of approximately \$11M per year to get roads to a condition of "Fair" or better. Council may decide to set a lower goal somewhere between current funding and unlimited funding levels.

Capacity of Contractors

Local contractors specializing in road building have the capacity to take on more work locally. Particularly in asphalt resurfacing, recent competitive resurfacing tenders indicate that local contractors could pave more City roads annually.

Alternatives for Funding Through Debt

The City's use of debt has been fairly minimal over the last decade. Year over year, the City of Sault Ste. Marie's debt is relatively low compared to other municipalities. For example, a financial indicator from the BMA Study 2025 that can be analyzed is the Total Debt Outstanding per Capita. The study highlights that the City has \$281 of debt outstanding per capita. When looking at northern comparators, Thunder Bay has \$1,752, North Bay has \$1,763, and Sudbury has \$1,841. Securing additional debt will adversely impact this metric, as well as other affordability metrics should the levy be impacted significantly. The City's affordability metrics, such as the municipal tax burden which currently sits at low within the same BMA study.

This indicator, along with other provincial regulations, such as the Annual Repayment Limit, simply highlights that debt is available as a funding source for capital initiatives should Council wish to go down that path. The City has a debt management policy that also governs alternatives such as this. Within the scope of the policy, it states that 'Long-term debt is to be used to assist in financing the City's portion of increased infrastructure requirements due to growth, emerging capital needs to support corporate priorities, and approved strategic plans. It may also be used for non-tax supported projects, such as the wastewater system, where the debt will be repaid by the revenues of the activity.'

Debt is primarily used for new, non-recurring requirements, such as an expansion to a new asset, such as the Northern Community Centre, or entirely new investments, such as the Biosolids initiative. One of the main advantages of debt financing is the ability to smooth the impact on the tax rate, rather than spikes in capital spending, as it spreads the cost of these non-recurring and unusually high asset expenditures over several years to avoid short-term tax increases.

Debt is one of the many tools for funding capital initiatives. Others include reserves and reserve funds, development charges, grants or transfers from other levels of government, donations, and public-private partnerships. The City is currently more

in line with a pay-as-you-go model. Annual allocations to the capital program and reserves make up most of the funding if external funding, such as grants, is not available.

The City adopted a 'Pay As You Go' model for capital road infrastructure in 1995. The strategy was adopted at that time mainly to avoid annual interest payments and utilize the tax revenue fully for capital expenditures. For example, a \$1 million debenture with 5% interest will incur \$605,850 in additional costs for interest over 20 years.

Debt projections for the City included in the 2025 budget reflect long-term debt to peak in 2027 at \$129 million with debt servicing of \$11 million, which exceeds the current debt servicing limit per the Debt Management Policy of \$10.7 million. Debt capacity will be updated for the 2026 budget and will reflect updated information with respect to grants received for the West End Plant Phase 2. Corporate asset management needs and funding requirements will be assessed and prioritized with a recommendation to Council.

Utilizing debt to fund the average lifecycle budgets, such as the ongoing nature of capital roads, will not smooth the impact of the budget, but merely postpone the impact to future budgets and increase the overall costs of the assets. The 1995 recommendation noted that the City could not depend on large future assessment increases to finance the debt servicing of ongoing capital for road repair and reconstruction. The 'Pay As You Go' strategy, though, does limit the capital expenditures to the annual allocation.

Given the gap reflected within this report, additional investment is recommended in the City's roads. Debt is a tool that the municipality may use to address a backlog that will be paid over time. The City may also choose to increase the annual allocations, as it's clear that the annual spending, based on the Asset Management Plan, is insufficient – the Plan calls for an increase in spending.

Based on the funds required and timing, it may be more prudent to address these issues over time and increase annual allocations accordingly. Analysis of these strategies will continue and be brought to the Council's attention for decisions in future budgets.

The Engineering Division will be requesting a \$500k increase to the asphalt resurfacing annual allocation during the 2026 budget deliberations as a start to working towards a well-funded asset management plan. Other asset management plans will also require additional funding and will be brought forward with an overall corporate funding strategy in 2026.

Financial Implications

There are no immediate financial implications associated with this report. The 2026 budget and future budgets will require additional resources allocated in order to maintain all of the corporate assets.

Strategic Plan / Policy Impact / Climate Impact

Asset management strategies for roads are linked to the infrastructure area of the strategic plan.

Recommendation

It is therefore recommended that Council take the following action:

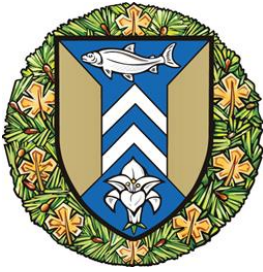
Resolved that the report of the Director of Engineering and Manager of Finance dated September 2, 2025 concerning Capital Road Construction Program be received as information.

Respectfully submitted

Carl Rumiel, P. Eng
Director of Engineering
705.759.5379
c.rumiel@cityssm.on.ca

Respectfully submitted

Steve Facey
Manager of Finance
705.759.5356
s.facey@cityssm.on.ca



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

COUNCIL REPORT

September 2, 2025

TO: Mayor Matthew Shoemaker and Members of City Council

AUTHOR: Travis Anderson, Director Tourism & Community
Development

DEPARTMENT: Community Development and Enterprise Services

RE: Tourism Sault Ste. Marie Waterfront Design Funding
Agreement

Purpose

The purpose of this report is to seek Council permission to transfer funds from the 2024 and 2025 City's share of the Municipal Accommodation Tax (MAT) funds, as well as asset management reserve to Tourism Sault Ste. Marie (TSSM) to support the advancement of Phase One of the Waterfront Plan.

Background

The Sault Ste. Marie Waterfront Master Plan, co-developed by Tourism Sault Ste. Marie and the City, presents an ambitious and forward-looking vision to transform the waterfront, Sault Ste. Marie's most significant public asset. This initiative is set to drive both economic growth and community vibrancy by unlocking the full potential of the City's waterfront space.

In June 2025, City Council approved the Sault Ste. Marie Waterfront Master Plan to guide long-term revitalization of the City's downtown waterfront area. The Plan includes a series of phased public realm improvements designed to enhance quality of life for residents and drive year-round tourism.

Designed to allow for a phased approach, Phase One of the plan is centered in Clergue and John Rowswell Parks and includes a destination playground, urban beach, and river pool – transformative projects aimed at positioning Sault Ste. Marie as a premier waterfront destination.

At the time of approval, staff were directed to advance Phase One of the Waterfront Plan, while limiting the impact to local taxpayers, by pursuing alternative funding options, including the Municipal Accommodation Tax (MAT), as well as Federal and Provincial Funding.

To advance Phase One from conceptual design to construction, the next critical step is to complete detailed design. This phase will provide the technical and regulatory foundation required to make the project shovel-ready for future

provincial and federal funding opportunities and will also deliver a refined and more accurate cost estimate.

Further, the Engineering department has requested support in funding engineering and design for the waterfront section at the Civic Centre, as it is in immediate need of repair due to safety concerns. Staff are proposing to fund this scope of work through the combination of MAT funds dedicated to the development of the waterfront and Engineering's construction budget.

Analysis

Following the directive of Council, to reduce the impact to local taxpayers and source third party funding, staff consulted with federal and provincial government funding bodies. During these conversations, staff were advised that the best opportunity to secure capital investment is through a project proponent with a clear tourism and economic development mandate. As such, staff are proposing that the project be led by Tourism Sault Ste. Marie, as it offers the strongest alignment with federal and provincial tourism infrastructure priorities.

It should be noted that although the project would be advanced under the umbrella of Tourism Sault Ste. Marie, City staff will have direct oversight of the project, as the City provides staff to the organization as agreed upon through a management agreement.

Phase One:

Through TSSM, staff will retain qualified design consultants to undertake detailed design work for Phase One. This phase of work will produce the following deliverables:

Landscape Architecture

- Comprehensive design for promenade upgrades, shoreline enhancements, playground layout, and the integration of the beach and river pool areas.
- Development of a tender-ready design package complete with construction specifications.
- Updated and detailed cost projections.

Engineering

- Civil and structural assessment of shoreline retaining systems.
- Hydrological studies examining water flow, depths (bathymetry), and wave impacts.

Environmental Permitting

- Preparation and submission of required applications to regulatory bodies such as the Ministry of Natural Resources and Forestry (MNR), Transport Canada, and Fisheries and Oceans Canada (DFO).

Stakeholder Engagement

- Support public consultation and prepare graphic materials to build support and communicate progress.

Civic Centre Waterfront:

The section of the waterfront adjacent to Civic Centre is in visible decline. Several infrastructure elements, including railings, walkways, and retaining structures,

show signs of deterioration, creating safety and accessibility concerns for both residents and visitors.

In particular:

- Walkways have become uneven and present tripping hazards.
- Viewing platforms lack sufficient edge protection for public safety.
- Landscaping and lighting infrastructure are outdated and require renewal.
- Key access points to the waterfront trail system are poorly marked and non-compliant with accessibility standards.

These conditions not only limit enjoyment of the waterfront but present a liability risk.

Including the design work within the broader scope of Phase One will integrate these safety-related upgrades into the broader revitalization scope and ensure consistency with design standards across the site. Together, these efforts will ensure that the project is ready for implementation and fully aligned with regulatory, technical, and funding requirements.

Deliverables for this phase of work is consistent with those produced for Phase One.

Funding:

The costs associated with the above scope of work is \$802,100. To fund this work, staff are proposing that funds from both the City's share of the MAT and Engineering's Miscellaneous Construction Reserve be used. The use of MAT funds is consistent with provincial regulations, as it can only be used for tourism product development and marketing.

- MAT Funds: \$612,100: Including \$236,852 from the 2024 MAT reserve and \$375,248 from the 2025 MAT funds.
- Miscellaneous Construction Reserve: \$190,000

This funding model aligns with Council's directive to staff, as the City's contribution is limited to 23.5% of the total cost.

Staff are recommending transferring funds required to carry out the project to Tourism Sault Ste. Marie, as the organization does not have the adequate funds available to advance this work, as much of their budget is allocated to marketing the City and other tourism product offerings, including the Big Ben Tour Bus, Miss Marie and the development of Wishart Park.

Should Council agree to the proposed transfer of funds, a funding agreement between both organizations will be entered into and staff will provide updates following the completion of the design work, currently targeted for mid-2026, and will retain final approval for the implementation of the project.

Financial Implications

The City of Sault Ste. Marie's contribution to the waterfront design plan is \$802,100. No new funds are required, as the City has \$612,100 available funding in its share of MAT funds allocated to waterfront development and \$190,000 of available funding in the miscellaneous construction reserve.

Strategic Plan / Policy Impact / Climate Impact

This item supports a number of Focus Areas of the Corporate Strategic Plan:

- Community Development – Increase tourism visitor spending and occupancy rates.
- Community Development – Develop shovel-ready projects to access available funding.
- Infrastructure – Invest in maintaining an attractive, vibrant downtown with a world-class waterfront.
- Quality of Life – Invest in recreational infrastructure.

There are no climate change impacts associated with this project.

Recommendation

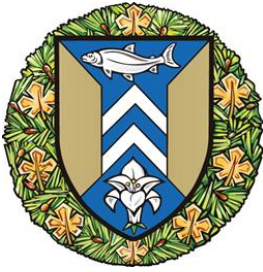
It is therefore recommended that Council take the following action:

Resolved that the report of the Director of Tourism and Community Development dated September 2, 2025 concerning Tourism Sault Ste. Marie Waterfront Design Funding Agreement be received and that Council approve \$190,000 from the Miscellaneous Construction Reserve be used for the detail design of the Civic Centre section of the waterfront walkway.

The relevant By-law 2025-136 is listed under item 12 of the agenda will be read with all by-laws under that item.

Respectfully submitted,

Travis Anderson
Director, Tourism &
Community Development
t.anderson@cityssm.on.ca



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

COUNCIL REPORT

September 2, 2025

TO: Mayor Matthew Shoemaker and Members of City Council

AUTHOR: Steve Zuppa, Junior Planner and Melanie Borowicz-Sibenik, Assistant City Solicitor/Senior Litigation Counsel

DEPARTMENT: Community Development and Enterprise Services

RE: Access to Land Program

Purpose

The purpose of this report is to seek Council approval of the Access to Land program and request authorization to issue Requests for Proposals (RFPs) for surplus City-owned lands and an RFP for a realtor to market the sale of the lands. This report also requests that Council declare the selected Round 1 properties as surplus for the purposes of this program and authorize spending of up to \$200,000 of Housing Accelerator Fund (HAF) funding for Rounds 1 and 2.

Background

On December 13, 2023, Council endorsed the Sault Ste. Marie Housing Action Plan 2023-2028 (HAP), which describes the City-led strategies and actions that will facilitate an increase in housing supply and achieve the provincially assigned housing target. Action 4 of the HAP calls for the City to encourage infill residential development within the Urban Settlement Area by selling/granting surplus City-owned land with residential development potential, in some cases, at no or low cost to developers for the construction of housing.

On January 27, 2025, the City of Sault Ste. Marie was awarded \$8.6M to incentivize housing through the Housing Accelerator Fund (HAF). As part of the City's HAF application, an initiative to provide "Access to Land" was included, which matches Action 4 of the HAP.

Analysis

The Access to Land program is intended to accelerate the divestment of municipal lands and prioritize their development for housing (both affordable and market-rate). By making surplus land available, potentially at below market cost, the Access to Land program aims to:

- Reduce land acquisition costs for the development of housing;
- Increase the overall housing supply in the City;
- Encourage infill residential development; and
- Leverage surplus or underutilized municipal lands.

In Quarter 1 2025, Planning staff conducted a preliminary assessment of municipally owned properties that are currently unused and may be suitable for housing development. This process involved a Geographic Information System (GIS) analysis to evaluate site conditions, constraints, development potential and readiness, and access to amenities and transit. Based on these factors, all vacant City-owned properties were given a preliminary ranking, indicating their overall potential for residential development.

Round 1: Properties with Residential Potential and Few Constraints

Ten of the higher-scoring properties were circulated by the Legal Department to the Engineering Division, Public Works, Building Division, Planning Division, PUC, and SSMRCA, requesting comments on the potential for residential development and to identify any potential encumbrances. This is in accordance with the City's Surplus Property By-law, being By-law 2022-142. Comments were reviewed in a Development Assistance Review Team (DART) meeting on April 11, 2025.

Based on the circulation results and discussions during the DART meeting, the following properties were selected for Round 1 of the program:

- 89/0/0 Hudson Street
- 84-94 Park Street
- 72 Corey Avenue

For further details on these properties, please see the attached Appendix A. For comments received for these properties, please see Appendix B.

It is anticipated that Request for Proposals for each of the Round 1 properties will be issued in early Quarter 4, 2025.

Round 2: Properties Requiring Further Consideration

Several other City-owned properties identified in the surplus land review have significant residential development potential but require further consideration; therefore, it is necessary for staff to investigate and potentially address any constraints before formally including these properties in the Access to Land program. The majority of these properties have not yet undergone the circulation process and a DART meeting. If any are deemed suitable and desirable for residential development through this process, they will be recommended to Council to be declared surplus for the purposes of Round 2 of this program.

It is anticipated that Round 2 properties will be brought forth to Council for consideration in Quarter 2, 2026.

Round 3: Future Opportunities

The overall supply of vacant City-owned lands that are suitable for residential development is somewhat limited. To maximize the impact of this program, staff

will examine parkland within the City and identify any opportunities to acquire and prepare lands for inclusion in this program.

Parkland Analysis

Staff will conduct a detailed analysis of existing municipal parklands to identify portions of parks that may be surplus to community needs and suitable for residential development. The analysis will consider factors such as park size, population in proximity to the park, nearby development potential, other nearby parks and their size, and levels of utilization (where data is available).

It is important to note that the City provides approximately 3.4 hectares of parkland per 1,000 persons in the urban area. Any park considered for partial residential development will be located in an area where the existing parkland supply exceeds this ratio.

Any Round 3 parkland properties identified through this process are anticipated to be brought forward to Council for consideration in Quarter 2, 2026. This process will include a public consultation component, recognizing that the divestment of parkland may not be well-received amongst neighbours and the general public.

Acquisition of Land

Staff will identify opportunities to acquire and prepare priority sites within the urban area of the City, particularly within the Strategic Development Areas for as-of-right development. This may involve the acquisition of vacant privately-owned lands, publicly owned surplus lands, or underutilized lands with strong redevelopment potential. This may also include opportunities to acquire lands that abut City-owned properties to increase their residential development potential. Furthermore, staff may develop strategies to integrate housing into non-residential buildings and new municipal buildings.

Any properties identified through this method are anticipated to be brought forward to Council in Quarter 1, 2026, or as future opportunities arise.

Access to Land Framework/Process

Staff will bring forward recommendations to Council to declare any properties identified for this program as surplus. Once declared surplus, these lands will be appraised to determine their market value.

Where necessary and feasible, the City may conduct site preparation work on surplus municipal lands. This may include submitting rezoning applications to enable as-of-right residential development, undertaking various studies (such as geotechnical assessments), etc. Site preparation work qualifies as an eligible expense of the HAF.

The City is currently developing a process to dispose of surplus City-owned lands that are suitable for housing. This process includes developing:

- a standard RFP template;
- a method of marketing the properties;
- a proposal scoring matrix; and
- a sales agreement template with conditions, timelines on development, and a buy-back option.

Each of these elements will be customized for individual properties based on site-specific factors and the desired type of development.

Request for Proposal

The preferred method of divestment of surplus municipal land is through a competitive call for submissions. An RFP will be issued individually for each surplus property, requiring the proponent to outline their development experience, proposed development plan, commitment to affordability for any proposed affordable units, development schedule, and offer amount for the property. In the event that two or more surplus properties are adjacent and have not been merged, a single RFP will be issued covering all of them.

Marketing

RFPs will be issued and hosted on the City's website for at least 30 days (longer time frames will be provided for significant properties). The Planning Department maintains a voluntary housing stakeholder email list, and members will be notified of each RFP issuance.

It is also recommended that the City retain a real estate agent to assist with marketing these properties through a separate RFP process. This will ensure that they are listed on REALTOR.ca and the Multiple Listing Service (MLS), which will broaden the pool of prospective applicants. While real estate agents typically operate on a commission basis, the Access to Land Program may lead to properties being sold below market value; therefore, it is more practical to select a single agent through a competitive process to market all Access to Land properties, with commission structured as a flat rate based on the appraised value of each property.

Evaluation Matrix

Proposals will be assessed by a selection committee made up of City staff, using a scorecard based on target outcomes for the property. The committee will choose one submission to recommend to Council for sale.

The table below shows the recommended scoring criteria (weights may be adjusted based on property specifics):

Criteria	Considerations	Weight
Experience and References	Relevant experience, key team members, expertise in services outlined, past projects.	15%
Proposed Plan	Project understanding of scope, requirements and deliverables, number of residential units to be developed / appropriate density, future tax assessment generated for the municipality, development integrates with the surrounding neighbourhood, development conforms to zoning requirements, any additional value-added components, such as innovative building design, barrier-free units beyond the OBC minimum requirements, enhanced barrier-free design, green/energy efficient design.	35%
Affordability Commitment	Percentage of affordable units committed for 20 years, or further commitments to affordability (extended beyond the 20-year period, deeper affordability).	20%
Schedule	Timelines/Project Schedule Outline, Proponent to identify major work components with approach/steps to realize development. Those that propose unit starts within the HAF period will score higher.	20%
Offer Amount	Amount the proponent is willing to pay for the property.	10%

Terms and Conditions of Sale

All sales of City-owned surplus land will be subject to a public hearing and approval by Council and follow the process as set out in the City's Surplus Property By-law, 2022-142. Once the sale is approved, the City and the successful applicant will sign a detailed sales agreement with conditions/timelines on development. The successful applicant will be responsible for starting and finishing construction within the agreed-upon timeframe in the sales agreement.

The sales agreement will include a buy-back clause to ensure the land is used for its intended purpose. The City reserves the right to initiate a buy-back process if:

- the applicant fails to provide housing as specified in their proposal;
- the applicant ceases to operate;
- the applicant defaults on any loan secured on the property;
- the applicant attempts to transfer the property to another entity prior to developing housing; or
- any other circumstance specified in the sales agreement.

Applicants will be responsible for covering all closing costs associated with the land transfer.

Declaring Round 1 Properties as Surplus

Staff are supportive of selling the above-mentioned Round 1 properties for residential or mixed-use development through the competitive Access to Land Program process (see Appendix B).

For 89/0/0 Hudson Street, it is appropriate to declare these parcels as surplus to the City's needs and to consolidate the two parcels zoned residential into a single parcel.

For 84-94 Park Street, it is appropriate to declare these properties as surplus to the City's needs. Further, it is recommended that Council pass a Deeming By-law to have the lots removed from subdivision plan PL525 and become one lot pursuant to the *Planning Act*.

While 72 Corey Avenue has previously been declared surplus by Council, it is appropriate to have this property formally declared surplus under the Access to Land Program, and the former by-law should be repealed. Upon approval of the program, staff will initiate a rezoning from PR to R2 to be heard at either the October 14, 2025 or November 3, 2025 Council meeting.

Financial Implications

Through the Access to Land Program, the City anticipates increased tax revenue from residential development on currently vacant lands.

Rounds 1 and 2 of the Access to Land program are expected to require approximately \$200,000 for site preparation purposes. This includes costs associated with land appraisals, marketing, and technical reports on encumbered properties.

Eligible expenses of the Housing Accelerator Fund (HAF) include land acquisitions, site preparation, and servicing. Council has allocated \$3,345,000 of HAF funds over three years to the Housing CIP, with \$3,117,669 remaining for non-CIP housing initiatives and a HAF contingency. Consequently, Council is being asked to authorize a total of \$200,000 of non-CIP HAF funding for Rounds 1 and 2 of the program. Should the \$200,000 of authorized funding become exhausted, staff will return to Council to request the allocation of additional HAF funds.

While not currently proposed, HAF funding may also be used to cover the revenue loss by selling lands below the appraised value, as outlined in the City's approved HAF Action Plan.

Opportunities for land acquisition related to this program will be presented to Council as they arise. These acquisitions may request HAF funds be used to support the purchase.

While revenue generated from selling surplus lands is typically allocated to a reserve fund for future use, the City may benefit from using those funds to acquire privately owned lands for Round 3 of the Access to Land Program, the Housing Community Improvement Plan, or another initiative that Council deems appropriate. Staff will provide further recommendations to Council at a later date.

Strategic Plan / Policy Impact / Climate Impact

Maintaining existing infrastructure: The Access to Land Program encourages infill development and residential intensification within the urban area of the City, thus promoting more efficient use of existing municipal infrastructure and services.

Social equity: Adequate and affordable housing is a key quality of life indicator. This program promotes the construction of new affordable housing units, as well as an increase in the overall housing supply; thereby providing more housing options to a broader range of income levels.

Vibrant Downtown: This program encourages infill development on surplus municipal lands within the First Neighbourhoods, which includes the Downtown. An increase in residential density in the Downtown can help create a vibrant, complete community where people want to live and work.

The Access to Land proposal evaluation scorecard will award additional points for energy efficiency above and beyond the Ontario Building Code. This supports the City's GHG Reduction Plan.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Junior Planner and the Assistant City Solicitor / Senior Litigation Counsel dated September 2, 2025 concerning the Access to Land Program be received and that Council:

- 1) Approve the Access to Land Program, and authorize staff to:
 - a) bring forth requests to Council to declare properties as surplus for the purposes of this program;
 - b) conduct further investigations into City-owned vacant properties;
 - c) assess current parkland and explore potential land acquisitions for inclusion in this program;
 - d) develop a Request for Proposal (RFP) template, evaluation matrix, and sales agreement for properties to be sold through this program, and issue RPFs accordingly; and
 - e) issue an RFP for a realtor to market the surplus properties to be sold under this program.

- 2) That Council declare the following City-owned properties as surplus to the City's needs and authorize the disposition of the said properties in accordance with the City's policy for the disposition of land, specifically:
 - a) PIN 31578-0239(LT) LT 14-18 PL 1850 ST. MARY'S; PT LT 13 PL 1850 ST. MARY'S; PT LANE PL 1850 ST. MARY'S CLOSED BY T192883 PT 9 1R4122 & PT 1 1R4447; SAULT STE. MARIE, being 89 Hudson Street; and PIN 31578-0278(LT) PT LT 17 N/S PORTAGE, PT LT 18 N/S PORTAGE TOWN PLOT OF ST. MARY'S; LT 19-22 PL 1850 ST. MARY'S; PT LANE PL 1850 ST. MARY'S CLOSED BY T192883 BEING PT 1 1R11724; SAULT STE. MARIE, being 0 Hudson Street; and PIN 31578-0279(LT) PT LT 17 N/S PORTAGE AND PT LT 18 N/S PORTAGE ST PL TOWN PLOT OF ST. MARY'S; PT LT 1-4 PL 1850 ST. MARY'S; PT LANE PL 1850 ST. MARY'S CLOSED BY T192883; PT LT 10-13 PL 1850 ST. MARY'S PT 5-9 & 11-13 1R4566 EXCEPT PT 1 1R11724; SAULT STE. MARIE; being also 0 Hudson Street, specifically the three parcels outlined on Appendix A (Page 2) of this report;
 - b) PIN 31494-0098(LT) LT 15-17 PL 525 RANKIN LOCATION; S/T Q530; SAULT STE. MARIE, being 84-94 Park Street, specifically the three parcels outlined on Appendix A (Page 4) of this report; and
 - c) PIN 31504-0364(LT) WIBER ST PL H436 TARENTORUS N/S COREY AV PL H436; SAULT STE. MARIE, being 72 Corey Avenue, specifically the parcel outlined on Appendix A (Page 6) of this report.
- 3) That a Deeming By-law be passed to have lots 84-94 Park Street removed from Subdivision Plan PL525 and become one lot pursuant to the *Planning Act*.
- 4) Further that Council authorize staff to spend up to \$200,000 of Housing Accelerator Fund funding for the necessary expenses for the properties designated for Rounds 1 and 2 of the program.

The relevant By-laws 2025-129, 2025-130, 2025-131, 2025-132, 2025-133, and 2025-134 are listed under Item 12 of the Agenda and will be read with all by-laws under that item.

Respectfully submitted,

Steve Zuppa
Junior Planner
705.759.5279
s.zuppa@cityssm.on.ca

and

Melanie Borowicz-Sibenik
Assistant City Solicitor / Senior
Litigation Counsel

Access to Land Program

September 2, 2025

Page 9.

705-759.5403

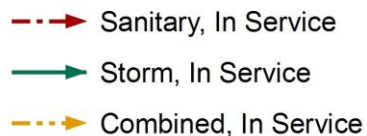
m.borowiczsibenik@cityssm.on.ca

Appendix A: Potential Properties for Access to Land, Rounds 1 and 2

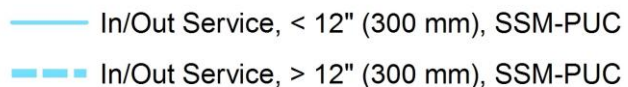
- How to read the maps:



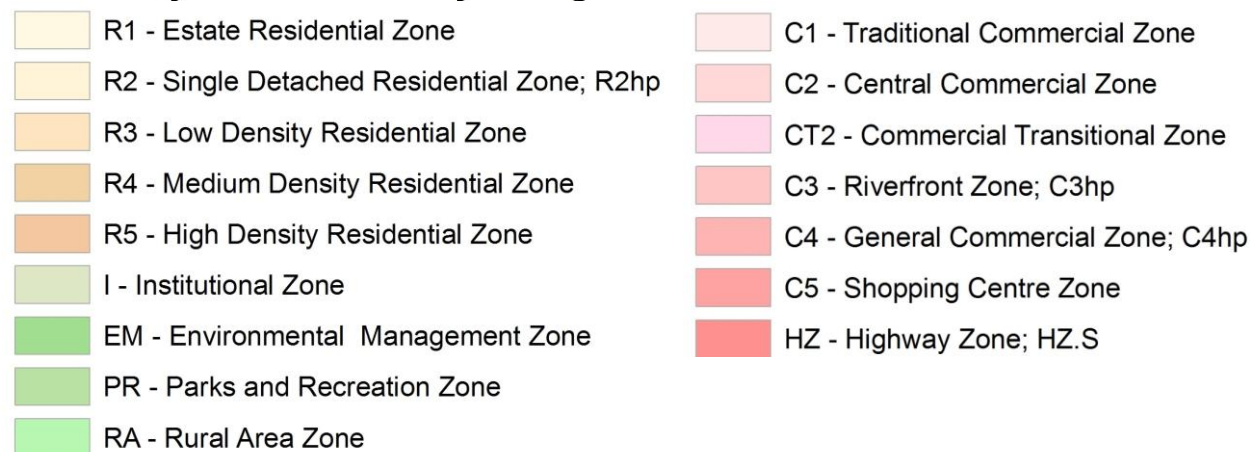
Sewer



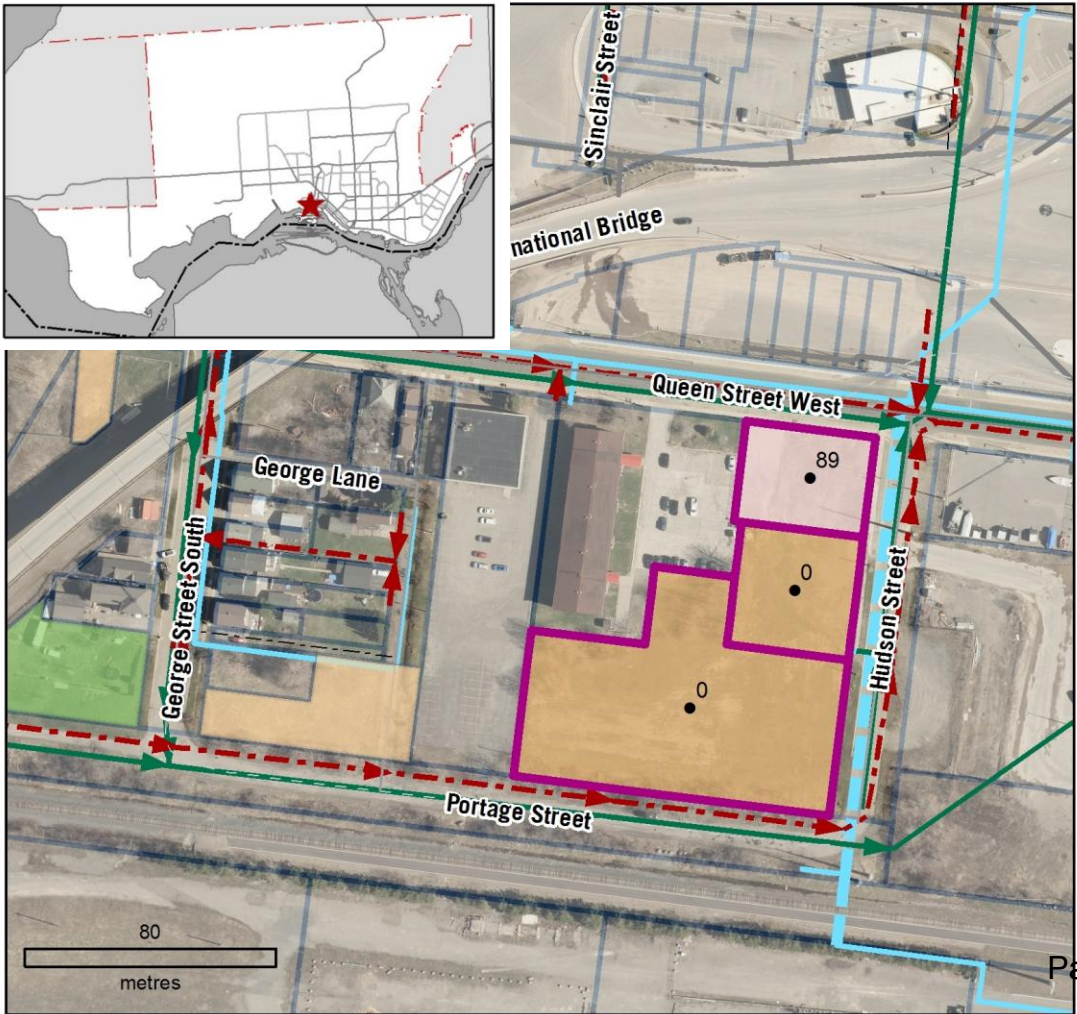
Watermain



Vacant City Owned Parcels by Zoning



Round 1 - Hudson Street Properties



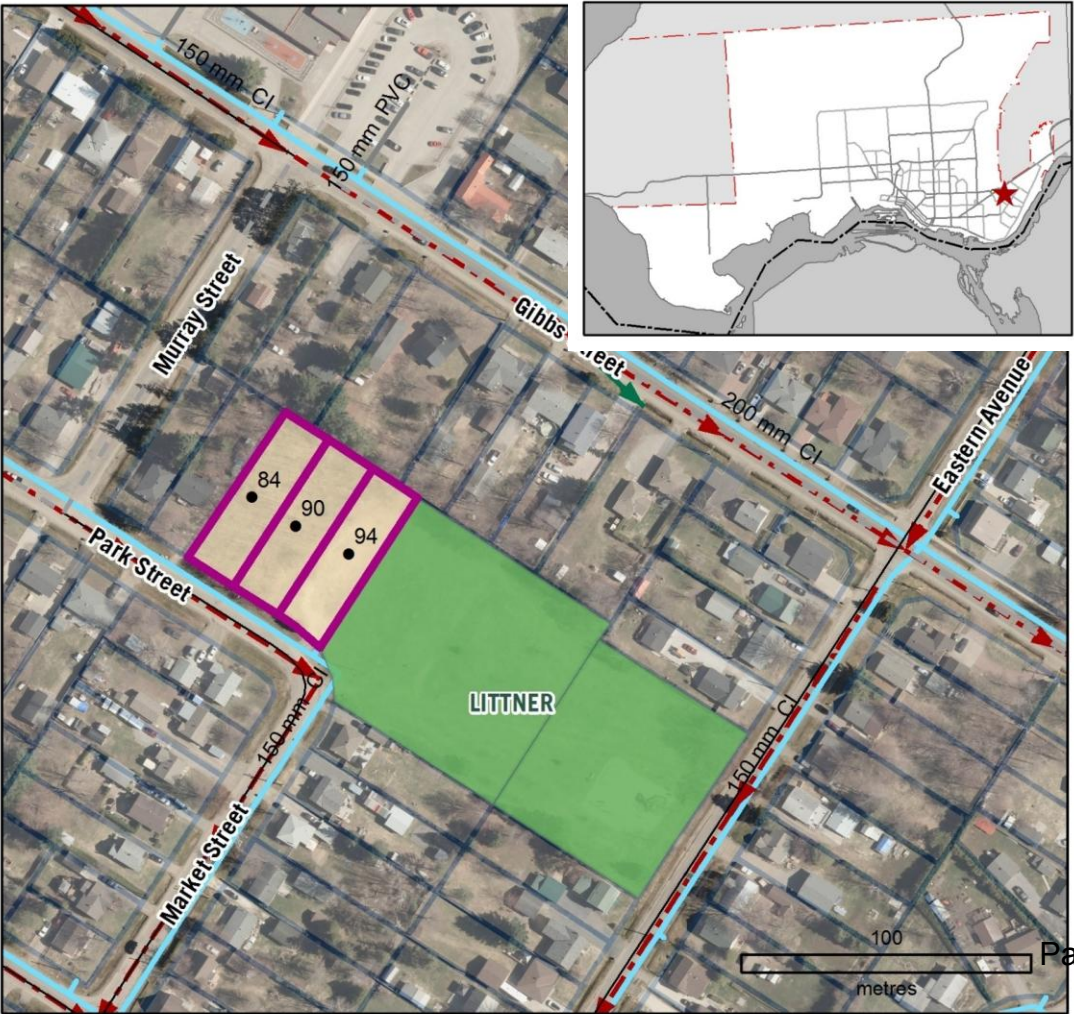
89 / 0 / 0 Hudson Street	
Parcel Size (Acres)	2.08 acres in Total 0.33 (0 Hudson St.) 0.38 (89 Hudson St.) 1.37 (0 Hudson St.)
Serviced	Yes
Zoning	R4 (0 & 0 Hudson St.) C1 (89 Hudson St.)
OP Land Use Designation	Residential
Strategic Development Area	First Neighbourhoods (CIP - Precinct 1)
Current Use	Vacant
Development Potential	High Density / Mixed Use



Notes: Hudson Street Properties

- Requires properties to be declared surplus; the two residential zoned properties will be merged
- The City may put forth a Planning Act application prior to issuing an RFP:
 - Minor Variance application to remove buffering requirements along the zone boundary, or
 - Rezone 89 Hudson (C1) to R4
- A Record of Site Condition will be required for the C1 property (89 Hudson) if residential is proposed on that property
- An Enbridge gas line runs through the properties. An easement is required. The proponent may choose to move the line if it hinders their proposed development

Round 1 - 84-94 Park Street



84 / 90 / 94 Park Street	
Parcel Size (Acres)	0.82 acres in Total Each parcel is ~0.27
Serviced	Available but not connected
Zoning	R2
OP Land Use Designation	Residential
Strategic Development Area	Not in an SDA (CIP - Precinct 3)
Current Use	Vacant
Development Potential	Low to Medium Density



Notes: 84-94 Park Street

- Requires a deeming by-law to remove the lots from the subdivision to merge them
- Requires properties to be declared surplus
- A Bell easement is required at the rear of the properties for aerial utilities
- There are no existing laterals to the site. Proponent will need to connect services

Round 1 - 72 Corey Avenue



72 Corey Avenue	
Parcel Size (Acres)	0.21
Serviced	Available but not connected
Zoning	PR – not listed as a park by Public Works
OP Land Use Designation	Residential
Strategic Development Area	Not in an SDA (CIP - Precinct 3)
Current Use	Vacant and already declared surplus by Council
Development Potential	Low density



Notes: 72 Corey Avenue

- Property has already been declared surplus. Staff will proceed to have it declared surplus under the Access to Land Program formally, and repeal the former by-law
- Will require rezoning from PR to R2 prior to the issue of the RFP
- PUC may require an easement for an anchor located on the property. Bell may also require an easement. Both will confirm.
- There are no existing laterals to the site. Proponent will need to connect services

CIRCULATION SUMMARY

RE: Surplus Lands/Access to Land Program – Planning Project – Phase 1
(Hudson Street Properties, 72 Corey Avenue and 84-94 Park Street)

DATE SENT: March 20, 2025

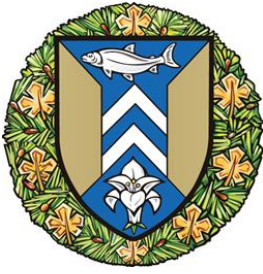
- Dan Perri – Public Works ☒
- Maggie McAuley / Jerry Tulloch – Engineering ☒
- Toni-Marie Streicher - Building ☒
- Peter Tonazzo – Planning ☒
- SSMRCA ☒
- Michelle Kelly – Planning (Lanes) ☐
- Tom Vair – CAO ☐
- Brent Lamming/Nicole Maione – CD&ES ☒
- Other Departments (if applicable) ☒

COMMENTS RECEIVED	DATE:	
Dan Perri Public Works	Apr. 3, 2025	PW has no comments
	Apr. 11, 2025	PW has no concerns.
Maggie McAuley / Jerry Tulloch Engineering	Apr. 9, 2025	Maggie: We’ve got most of the comments back from the utilities, but Hydro One has asked for an extension. We will pull together what we have to bring to the meeting and will provide the formal response soon after. Maggie: Further to your request, we have circulated the proposed land sale to the utilities for comments' The comments received are as follows: - o Enbridge Gas - No interests in subject lands - o Hydro One - No plant occupying the property - o Bell - See attached correspondence - o Rogers - No concerns - o Algoma Power- No infrastructure in the area - o PUC - Electric Utility - No plant occupying the properties and no objection to the sale - o pUC - Water Utility - No plant occupying the properties and no objection to the sale - o Engineering - No concerns with the proposed land sale, however there are no existing services installed to the property. Potential property owner(s) should be made aware of the requirement to install servicing from within municipal right of way of Park Street'
Peter Tonazzo Planning	Apr. 3, 2025	Please accept these comments for all of the properties in this round of the ‘Access to Land Program’: As Planning is taking the lead on this initiative, we have no significant issues. However, we do recognize that rezoning and/or OPAs may be required to facilitate residential development on

Appendix B.

[illegible]

\\citydata\LegalDept\Legal\Staff\LEGAL\IP - PROPERTY FILES\8. Access to Land Program Several Properties\CIRCULATION SUMMARY for PHASE 1 PROPERTIES.docx



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

COUNCIL REPORT

September 2, 2025

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Salvatore Marchese – Junior Planner
DEPARTMENT: Community Development and Enterprise Services
RE: A-8-25-Z – Parking Amendments

PURPOSE

The applicant, the City of Sault Ste. Marie (c/o Planning Division) is seeking Council approval of a City-initiated application of parking amendments to Zoning By-law 2005-150 to revise and update parking regulations throughout the City. The proposed amendments will be City-wide unless otherwise specified.

PROPOSED CHANGE

The applicant, the City of Sault Ste. Marie, is seeking the following amendments to parking provisions contained in Zoning By-law 2005-150 and include in summary:

- Reducing minimum parking requirements by varying degrees based on location in the Downtown, other Strategic Development Areas, and the remainder of the City, more specifically:
 - Strategic Development Area – First Neighbourhoods – 40% reduction for non-residential uses and a 60% reduction for residential uses. In addition, small-scale developments (residential and non-residential) will not have a minimum parking requirement.
 - Strategic Development Areas – Other – 40% for non-residential uses and 25% reduction for residential uses.
 - Remainder of the City – 20% reduction for non-residential uses and no change to residential uses.
- A map change to identify Strategic Development Areas;
- Updates to barrier-free parking, including revised calculations for the number of spaces, and amendments to the overall design of spaces;
- Adding minimum bicycle parking requirements for larger-scale developments;
- Requiring electric vehicle charging infrastructure to be put in place for new, larger-scale residential developments – EV Readiness; and
- Minor housekeeping amendments to parking provisions to provide greater clarity.

A complete list of amendments is attached as Appendix A.

BACKGROUND

In the second quarter of 2022, the City received Provincial Streamline Development Approval Funding (SDAF) of \$1,750,000 to be used for a number of projects to streamline development approvals. As part of that funding \$58,500 was allocated towards a review of parking provisions with the goal of reducing and modernizing parking requirements to reduce development costs, increase development densities, unlock development potential, and facilitate a modal shift towards active transportation.

This funding was used to hire a consultant, CIMA+, to carry out a study of parking requirements in the Downtown. In addition to an analysis of supply and demand, the study compared 13 municipalities for other parking practices and made recommendations for policy changes in the municipality.

To supplement this study, Planning staff have conducted further research into comparable municipalities and leading parking trends being implemented throughout both Canada and the United States. These were used to complement the research by CIMA+. This work forms the basis of the proposed changes to the City's Zoning By-law.

In June 2025, a parking report was brought to City Council that included the study that was completed by CIMA+¹. Staff reported that an additional parking open house would be held before bringing back final recommendations for changes to parking provisions of Zoning By-law 150.

ANALYSIS

Conformity with Official Plan

The following policies support development standards that allow for efficient use of land and support infill development that in turn can lower overall costs of bringing developments to market. Parking reforms also support increasing development densities and facilitate a modal shift away from auto dependence.

Therefore, the following Official Plan policies are being met and support the recommended zoning amendments:

¹ https://saultstemarie.ca/Cityweb/media/City-Clerk/Council-Agendas/2025/Merged-Agenda-Package-Regular-Council-Meeting_Jun23_2.pdf?ext=.pdf (pg. 209-311)

Affordable Housing

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:

Policy d. Supporting innovative housing design, such as smaller units (tiny homes) and alternative development standards such as reduced lot frontages, setbacks and parking requirements.

Energy Policies

E.4 – Alternative Transportation and energy efficient forms of transportation such as public transit, cycling, and walking shall be supported.

Reducing parking for motor vehicles encourages the use of alternative forms of transportation. The proposed amendments also require EV readiness and bicycle parking.

Commercial Policies

C.8 – New development and redevelopment proposals should consider surrounding residential uses. Priority should be given to mixed land use projects. New development should be designed to maximize the use of existing parking in the Downtown.

C.10 – Commercial parking requirements may be lower in the Downtown than in others areas to reflect multi-purpose trips and greater transit usage.

By reducing parking requirements, existing surplus parking should see increased utilization. The proposed changes aim to make the largest reductions to parking in the Downtown as supported by C.10.

Transportation Policies

TR.6 – Alternative transportation modes will be considered as part of the development approval process for large-scale residential, commercial, institutional and industrial projects, and should include provisions for Public Transit, Pedestrian and Cycling travel.

The proposed changes introduce requirements to provide bicycle parking and EV ready spaces.

Conformity with Provincial Planning Statement 2024

2.1.6(a) – Planning authorities should support the achievement of *complete communities* by: accommodating an appropriate range and mix of land uses,

housing options, transportation options with *multimodal* access, employment, *public service facilities*, and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.

Together with previous amendments to Zoning By-law 2005-150 (Gentle Density), the proposed parking reforms will further facilitate higher development densities, which supports alternative transportation options.

2.2.1(c) – Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by: promoting densities for new housing which efficiently use land, resources, *infrastructure*, and *public service facilities*, and support the use of *active transportation*.

Similar to creating complete communities in 2.1.6(a), this provision sets out similar needs to provide a mix of housing options and densities that effectively use land and resources. Reducing the land required for automobile storage creates the opportunity for developments to utilize a higher percentage of their land for housing and create additional units for those who do not require an automobile.

2.3.1.2(a/c) – Land use patterns within *settlement areas* should be based on *densities and a mix of land uses which*:

- a. efficiently use land and resources*
- c. support active transportation.*

This section builds on the usage of land to be more effective and supporting active transportation. This can be accomplished by better balancing pedestrian and automobile needs and creating higher density developments that have easier and closer access to services.

2.9.1.d – Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the *impacts of a changing climate* through approaches that: promote *green infrastructure*, *low impact development*, and *active transportation*, protect the environment and improve air quality.

Reducing parking requirements encourages alternate forms of transportation, which often include environmentally friendly activities such as bicycling or walking.

Therefore, the recommended zoning amendments are consistent with the Provincial Planning Statement.

Conformity with Growth Plan for Northern Ontario 2011

Implementing requirements for a variety of different types of vehicle parking encourages and allows citizens to use other forms of travel that include bicycles, scooters, and electrical vehicles. These forms of travel have an additional benefit of reducing emissions over the use of traditional fuel powered vehicles.

Therefore, the recommended zoning amendments do not conflict with the Growth Plan for Northern Ontario

4.3.3(e) – Providing a range of transportation options.

5.3.2(f) – Reduce emissions and other environmental impacts associated with transportation.

COMMENTS

Please refer to Appendix A, for a detailed outline of proposed amendments.

Amendment 1 – Map Change – Establish Strategic Development Areas

In order to apply different parking ratios to various parts of the City, the Strategic Development Areas, outlined in the Official Plan, are being used as the basis for the proposed reductions. This complements the housing initiatives that also look to steer growth to these areas, which are well serviced and have access to amenities within close proximity.

Amendment 2 – Barrier-Free Symbol

This amendment proposes (Section 5.5.1) to regulate the specific location of the barrier-free symbol and the dimensions that are to be used. These updates are to improve visibility of barrier-free spots and bring consistency to how they are marked in parking lots.

The changes establish a 1.5m (4.92ft) by 1.5m (4.92ft) standard emblem to be placed on a blue background with white paint on top. This symbol will be located at the bottom (entrance) of the barrier-free stall to allow drivers to see the symbol more clearly. Please see the diagram in Appendix A under *Amendment 2* for further clarification.

Amendment 3 – Changes to Required Barrier-Free Parking Requirements for Non-Residential Uses

This amendment (Section 4.4.2) aligns barrier-free parking requirements with the provincial *Design of Public Spaces Standard (DOPS)*. This amendment also ensures:

- In light of the proposed parking reductions, barrier-free parking requirements are proposed to be amended to ensure there are ample barrier-free spaces, especially for larger developments where proposed reduced parking standards are more substantial. For smaller developments, where the impact of parking reductions is less substantial, the proposed barrier-free parking ratios result in similar barrier-free parking requirements to current by-law.
- For larger developments, an additional provision requiring a percentage of spaces to be barrier-free helps to manage the gap between the ranges of provided parking spaces.
- The number of barrier-free parking spaces is proposed to be based on the provided number of parking spaces, as opposed to the minimum required number of parking spaces.

This amendment will ensure there is an adequate supply of barrier-free spaces in developments with parking in excess of the minimum requirements.

Amendment 4 – Additional Barrier-Free Parking Spaces Required for Specific Uses

This amendment adds a new provision (Section 5.5.2.1) to increase barrier-free parking requirements for specific uses that have been identified as demanding a greater barrier-free requirement. For these uses 5% of the provided parking spaces will be required to be barrier-free.

This amendment strikes a balance between identifying a standard barrier-free parking rate and taking into account uses that may be utilized by a higher percentage of those with disabilities.

Amendment 5 – Exception to Barrier-Free Parking Space Requirements for Certain Residential Uses

This amendment proposes (Section 5.5.4) to provide clarity where individual dwelling units are accessed via individual driveways, such as single detached and multiple attached dwellings, and other small-scale residential uses.

It is proposed that barrier-free parking requirements be removed for these types of developments. This amendment rectifies a situation where larger developments with private driveways would be subject to barrier-free parking requirements. In most cases a private driveway space can accommodate someone with a disability without limiting the spot to only barrier-free users.

Amendment 6 – Reduction to Minimum Parking Requirements

The purpose of this amendment is to reduce existing parking requirements for residential and non-residential uses. The zoning by-law amendment will create three parking requirements based on location in the City. General parking reductions are as follows:

1. Residential Parking Requirements:
 - a. Strategic Development Area (First Neighbourhoods and Downtown) – No requirements for the first 4 dwellings units then 0.5 spaces per dwelling unit thereafter.
 - b. Strategic Development Areas (Other, not including the Downtown) – Reduce from 1 to 0.75 spaces per unit – 25% reduction.
 - c. Remainder of the City – 1 space per dwelling unit – no change from current.
2. Non-Residential Requirements:
 - a. Strategic Development Areas (First Neighbourhoods and Downtown) – 40% reduction from current requirements for all non-residential uses. Where non-residential parking requirements are based upon area, the first 450m² (4,844ft²) of development need not provide any parking.
 - b. Strategic Development Areas (Other, not including the Downtown) – 40 % reduction.
 - c. Remainder of the City – 20% reduction.

For clarity, it is important to note that for new small-scale development in the Downtown, the interpretation is intended to be that expansions to existing buildings of up to 450m², or the addition of up to four new dwelling units to an existing residential development, also benefit from the proposed amendment. For example:

- An existing 300m² building proposes a 300m² expansion – There is no minimum parking requirement for the 300m² expansion.
- An existing three-unit residential building is expanded to accommodate four additional dwelling units – There is no minimum parking requirement for the four new dwelling units.

These reductions have been determined from a dual analysis that included the CIMA+ parking study, which analyzed parking in the Downtown; and work carried out by staff that looked at comparable municipalities for their best practices. Both studies conclude that there is a surplus of parking in the City, and that the proposed parking reductions are in line with comparable municipalities.

It should be noted that the required minimum parking gives the baseline for what must be provided on-site. Should the owner of a property decide they need more than what is required by the Zoning by-law, they have the ability to do so.

Amendment 7 – Electric Vehicle (EV) Readiness

For larger residential developments this amendment (Section 5.8) proposes requiring a minimum of 20% of required parking spaces to be EV ready, meaning conduit is installed and capable of being electrified to facilitate EV charging stations in the future. Such requirements would not apply where existing buildings are being converted to residential or new residential units are being added to existing buildings. During consultation, developers indicated that running conduit during construction would be a low-cost addition, as opposed to retrofitting, should customers demand EV chargers in the future.

Amendment 8 – Bicycle Parking Requirements

This amendment proposes a new provision (Section 5.9) to implement minimum bicycle parking requirements for larger developments and permits bike parking to be located within a required non-barrier free parking space. Further, dimensions for a bicycle space and requirements for providing secure storage are included.

As a result of agency circulation, Building Division indicated that dimensions for bicycle parking spaces are required. Planning has developed dimensions for each bicycle space as well as ensuring that bicycle parking spaces are provided in a manner that allows bicycles to be secured. This can be accommodated through a 'bike rack' or bike locker. These changes are shown below:

5.9.2 Bicycle Parking Dimensions

A bicycle parking space shall meet the following minimum requirements

- A. Length of 1.8 metres;
- B. Width of 0.6 metres.

5.9.3 Securing Bicycles

Bicycle parking shall provide the ability for users to safely store their bicycle by one of the following methods:

- A. A bicycle storage room or cage with a locking door and controlled access;
- B. A bicycle locker or container, sized to accommodate one bicycle and is lockable by the user;
- C. A bicycle rack, ring, post, or U-stand that enables secure locking of the frame and at least one wheel; and is anchored to ground or building structure.

Amendment 9 – Surface Treatment Requirements

The amendment proposes (Section 5.2.2) that all parking spaces be paved, as opposed to just required parking spaces.

Upon further review, where parking areas are to be paved, the current wording of Section 5.2.2, specifically requires catch basins and underground storm sewers, which may not be feasible or possible where developments do not have access to a storm sewer. Therefore, this specific wording is proposed to be removed and can be generally managed through the site plan control process.

The proposed section now reads as follows:

5.2.2 Surface Treatment of Parking Areas

Unless otherwise noted in this By-law, all parking areas shall be constructed with a concrete or asphalt surface on top of a proper granular base.

Amendment 10 – Parking Spaces on Neighbouring Lots

The purpose of this amendment is to permit uses within Institutional Zones to benefit from parking on a neighbouring lot. Furthermore, the amendment proposes to remove ‘apartment building’, which is no longer a defined term in the Zoning by-law, and replace it with Residential Structure containing at least 5 units. Allowing parking on neighbouring lots to benefit development in Low Density R3 Zone is also proposed.

Amendment 11 – Revised Definition of ‘The Downtown’ for Parking Purposes

The current definition in the Zoning By-law for ‘The Downtown’ is not consistent with that of the ‘Strategic Development Area – First Neighbourhoods’, which includes the Jamestown neighbourhood in addition to the defined ‘Downtown’.

On May 13, 2024, Council approved OPA 252 to establish the Strategic Development Areas planning framework in the Official Plan. From a zoning standpoint, the proposed parking reforms represent the first implementation of the Strategic Development Areas.

The proposed amendment below is intended to be transitional and only applicable to the Parking Section of the Zoning By-law. In the near future, a series of amendments will be brought forward proposing to repeal the definition and references to the downtown and replace them with ‘Strategic Development Area – First Neighbourhoods’.

The proposed section shall read as follows:

5.10 Interpretation ‘The Downtown’

Notwithstanding the definition of ‘Downtown’ found in Section 2.9, for the purposes of Section 5 – Parking Regulations, ‘Downtown’ shall refer to ‘Strategic Development Area – First Neighbourhoods’.

CONSULTATION

Public notice was posted on the City's website and advertised in the Sault Star on August 9, 2025. As this is a City-wide application, no physical notices were mailed out.

There have been a total of seven public open houses related to parking reforms.

In association with the CIMA+ study, two open houses were held November 1 and 2, 2023 at the John Rhodes Community Centre and the Grand Theatre. The Downtown Association membership was invited to participate at the Grand Theatre session. As part of the *Grow the Sault* initiative, four information sessions were held in November 2023, which included a discussion on parking reforms. On July 28, 2025, staff held a public open house to discuss the specific proposed parking amendments.

All sessions were advertised in SooToday, social media, and on the City's website.

Feedback from public consultation was generally positive. One specific concern related to the originally proposed removal of all minimum parking requirements in the Downtown. Several individuals felt this was going too far. In response, the initial approach has been altered to maintain minimum parking requirements for medium and larger scale developments in the Downtown, albeit at a reduced rate from current requirements.

Between August 11 and 13, 2025, the City administered a FlashVote survey, which included 259 participants of the 456 of those who were initially invited, resulting in a margin of error of +/-6%. The results of the can be found by here: [Parking - Survey results - Sault Ste. Marie, ON - FlashVote](https://www.flashvote.com/sault-ste-marie-on/surveys/parking-08-25)²

Of the respondents, 42% felt that it was either somewhat or very easy to find parking in the downtown. 29% of respondents felt that it was either somewhat or very hard to find parking in the Downtown. Finally, 28% of respondents were 'ok' with finding parking, which represents a neutral opinion. Therefore, a little over 2/3 of respondents do not perceive a parking issue.

41% of frequent users of downtown parking (more than once per week) felt that finding parking was hard, whereas 48% of occasional users (once a week to once a month) felt that parking was easy to find. Interestingly, 76% of frequent users would prefer to park as close as possible to their destination, even if it takes longer to find a space, meaning they tend to be more selective in where they park, in comparison to more infrequent users.

The result of the FlashVote survey generally supports staff's analysis that there is ample parking the Downtown, keeping in mind the psychology of parking, where perception does not often match reality.

² <https://www.flashvote.com/sault-ste-marie-on/surveys/parking-08-25>

Public Comments

At the time of drafting this report, no public comments have been received by Planning Staff.

Application Circulation

As part of the application review, this proposal was circulated to City divisions and external agencies for detailed technical review and comment. All of the responses, except for Building Division, were that there are no objections or comments to the application.

Building Division responded with a recommendation that bicycle parking space dimensions be identified. As discussed above (Amendment 8), dimensions and methods of securing a bicycle have been proposed to address this comment. Further, Building Division would like to ensure that a process is in place to ensure that various stakeholders can find Strategic Development Areas. Like any other map change, the internal and public facing GIS systems will be amended to clearly delineate the location of the Strategic Development Areas.

FINANCIAL IMPLICATIONS

Approval of this application will not result in any incremental changes to municipal finances; however, it can be extrapolated that impacts from these initiatives, such as greater densities raising taxes, and increased public parking usage, will lead to additional revenues to the municipality.

STRATEGIC PLAN / POLICY IMPACT

The Vision of the Corporate Strategic Plan speaks to innovation and efficiency. The proposed parking amendments are intended to modernize parking requirements, unlock development potential, and allow for a more efficient use of land, including private and public parking lots. The Quality of Life focus area speaks to Downtown revitalization initiatives. The proposed parking reductions in the Downtown, which have been revised due to public concerns, are intended to support more development in the Downtown, which will bring more people Downtown and increase the overall tax base.

The Environmental focus area speaks to active transportation implementation and the Community Green House Reduction Plan. The Greenhouse Gas Reduction Plan identifies personal vehicle use as a significant contributor to greenhouse gas emissions. Parking reductions and recommended requirements for bicycle parking and electric vehicle readiness in association with larger developments will result in higher-density development and help facilitate active transportation implementation and a modal shift away from automobile dependence.

SUMMARY

The changes proposed to the existing provisions of Zoning By-law 2005-150 represent an update that reflects current practices across North America, including similarly sized cities with a winter climate.

It is recognized that the proposed amendments are a bold step within the local context. The proposed amendments represent a new vision and a new approach to parking, which aims to increase development densities and unlock additional development potential. Once implemented, these changes will be closely monitored and can be adjusted as necessary.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Resolved that the report of the Junior Planner dated September 2, 2025 concerning application A-8-25-Z Parking Amendments be received and that Council approve the amendments listed in Appendix A; and that the Legal Department be requested to prepare the necessary by-law(s) to effect the same.

Respectfully submitted,

Salvatore Marchese

Junior Planner

705.759.5445

s.marchese@cityssm.on.ca

APPENDIX A – LIST OF PARKING AMENDMENTS

AMENDMENT 1 – MAP CHANGE – ESTABLISH STRATEGIC GROWTH AREAS

This amendment proposes a map change, to establish the strategic development areas, as shown on the map attached as “Application A-8-25-Z: Subject Property Map.

AMENDMENT 2 –BARRIER-FREE SYMBOL

Repeal and Replace Section 5.5.1 and Table 11 with the following:

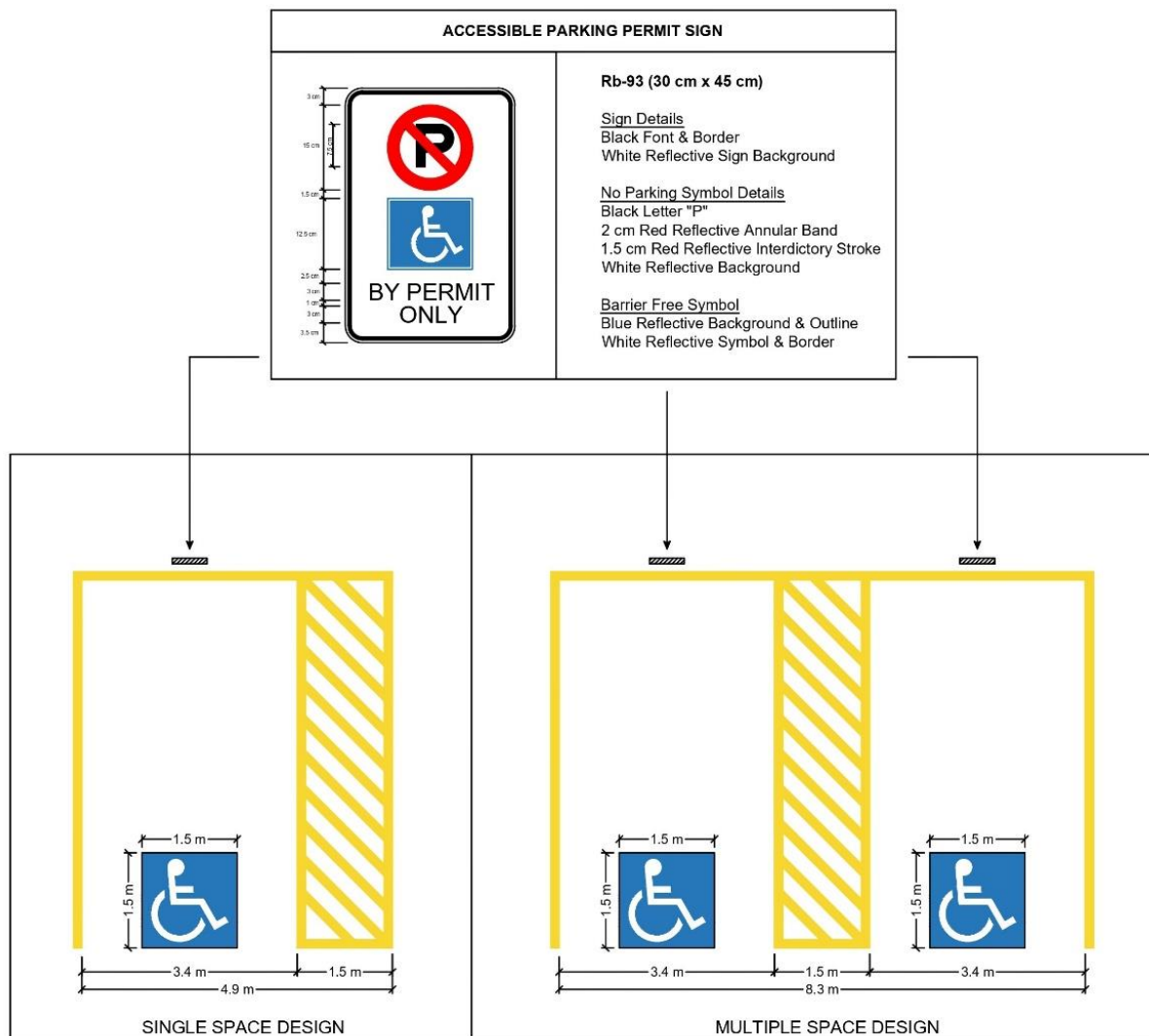
5.5.1 SURFACE TREATMENT OF REQUIRED BARRIER-FREE PARKING SPACES

Regardless of the surface treatment exceptions outlined in Section 5.2.2.1, all required barrier-free parking spaces must be paved. Furthermore, every barrier-free parking stall shall have the International Symbol of Access (ISA) symbol painted on the stall surface, subject to the following:

- A. The emblem shall measure no less than 1.5m by 1.5m
- B. The symbol must be painted in white on a solid blue rectangular field.
- C. The symbol shall be located at the centre of the entrance of every barrier-free parking space.

(See Next Page)

Table 11: Barrier-Free Parking Design



AMENDMENT 3 – AMENDMENT TO REQUIRED BARRIER-FREE PARKING REQUIREMENTS FOR NON-RESIDENTIAL USES

Repeal Section 5.5.2 and replace with an updated 5.5.2 as follows:

5.5.2 REQUIRED BARRIER-FREE PARKING SPACES FOR NON-RESIDENTIAL USES

The following barrier-free parking spaces shall be provided as part of the parking requirements set out in Section 5.7 for all uses, excluding Residential and those outlined in Section 5.5.2.1:

Number of Provided Parking Spaces for Non-Residential Uses	Minimum Number of Required Barrier-Free Parking Spaces
1	1 however, such space need not be marked as a barrier-free parking space
2 to 12	1 Space
13 to 35	2 Spaces
36 to 100	2 Spaces plus 4% of the total number of parking spaces over 35
101-200	5 Spaces plus 3% of the total number of spaces over 100.
200+	8 Spaces plus 2% of the total number of spaces over 200

AMENDMENT 4 – ADDITIONAL BARRIER-FREE PARKING SPACES REQUIRED FOR SPECIFIC USES

Add a new provision under Section 5.5.2

5.5.2.1 – ADDITIONAL REQUIRED BARRIER-FREE PARKING SPACES FOR SPECIFIC NON-RESIDENTIAL USES

Despite the barrier-free parking requirements outlined in Section 5.5.2, the following uses shall provide a minimum of 5% of provided parking spaces as barrier-free:

- A. *Assembly Facilities*
- B. *Funeral Service Establishments*
- C. *Ice Rinks*
- D. *Places of Worship*
- E. *Sports Stadiums*
- F. *Group Home*
- G. *Group Residence*
- H. *Hospice*
- I. *Hospitals*
- J. *Medical Centre,*
- K. *Nursing and Residential Care Facilities*

AMENDMENT 5 – EXCEPTION TO BARRIER-FREE PARKING REQUIREMENTS FOR CERTAIN RESIDENTIAL USES

Add a new Section 5.5.4

5.5.4 – EXCEPTION TO BARRIER-FREE SPACE PARKING REQUIREMENTS FOR CERTAIN RESIDENTIAL USES

Where residential units are accessed via individual driveways with no common parking lot, and such driveway provides the parking space, the requirement to provide barrier-free parking is waived.

AMENDMENT 6 – REDUCTIONS TO MINIMUM PARKING REQUIREMENTS

Repeal Section 5.7 and replace with a new Section 5.7 as per the table below:

5.7 MINIMUM PARKING REQUIREMENTS FOR ALL PERMITTED USES

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
Residential Structure	No requirement for the first 4 dwelling units then 0.5 spaces per dwelling unit thereafter	0.75 spaces per dwelling unit	1 space per dwelling unit
Accommodation Services {2009-5}	0.75 spaces per guest room plus .75 spaces per employee on the largest shift	0.75 spaces per guest room plus .75 spaces per employee on the largest shift	1 space per guest room plus 1 space per employee on the largest shift
Agriculture Uses	No parking required for main use	No parking required for main use	No parking required for main use
Amusement and Fitness Facilities	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Amusement Parks	6 spaces/activity or attraction	7.5 spaces/activity or attraction	8 spaces/activity or attraction
Animal Pens and Cages	No parking required for main use	No parking required for main use	No parking required for main use
Arts, Culture, and Heritage Uses	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.6 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Assembly Facilities {2014-6}	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Athletic Fields	No parking required for main use	No parking required for main use	No parking required for main use
Auto Body Repair Establishments	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for	2.1 spaces per 100m ² for the first 1000m ² + 0.6 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
	the first 1000m ² + 0.6 spaces per 200m ² thereafter		
Bakeries	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.6 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Bandstands	No parking required for main use	No parking required for main use	No parking required for main use
Bed and Breakfasts	0.6 spaces per guest room plus + required parking for residence	0.75 spaces per guest room plus + required parking for residence	0.8 spaces per guest room plus + required parking for residence
Bingo Halls	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Bowling Greens	No parking required for main use	No parking required for main use	No parking required for main use
Broadcasting	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Building, Hardware, and Garden Supply Store	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Bulk Storage of Fossil Fuels	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
Campgrounds	No parking required for main use	No parking required for main use	No parking required for main use
Care Facilities	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Casinos	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Catering Establishments	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Cemeteries and Crematoriums	No parking required for main use	No parking required for main use	No parking required for main use
Colleges	0.6 spaces per 2 employees + 0.6 spaces per 10 students with full time enrollment	0.75 spaces per 2 employees + 0.75 spaces per 10 students with full time enrollment	0.8 spaces per 2 employees + 0.8 spaces per 10 students with full time enrollment
Computer and Electronics Manufacture and Repair	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Conservation Area	No parking required for main use	No parking required for main use	No parking required for main use
Contractors Yards	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Convenience Stores	No minimum parking for the first 450m ² , Gross Floor Area, 2.1	2.1 spaces per 100m ² for the first 1000m ² +	2.8 spaces per 100m ² for the first 1000m ² +

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
	spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	0.75 space per 200m ² thereafter	0.8 space per 200m ² thereafter
Day Care Facilities	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Dry Cleaning and Laundry Plants	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Elementary Schools	0.6 spaces per classroom	0.75 spaces per classroom	1 space per classroom
Emergency Response Centres	No parking required for main use	No parking required for main use	No parking required for main use
Food Services (Exclusions: Bakeries and Take-out Establishments)	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Food Services as an Accessory Use (Less than 25% of main building Gross Floor Area)	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 spaces per person max. building capacity
Fruit and Vegetable Stand	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Fuel Sales {2014-6}	No parking required for fuel sales uses	No parking required for fuel sales uses	No parking required for fuel sales uses

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
Funeral Service Establishments	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Furniture Store	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + .6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Golf Course	No parking required for main use	No parking required for main use	No parking required for main use
Greenhouse and Botanical Gardens	No parking required for main use	No parking required for main use	No parking required for main use
Group Home	No minimum parking for the first 450m ² , Gross Floor Area, 1.8 spaces per 100m ² of gross floor area thereafter	1.8 spaces per 100m ²	2.4 spaces per 100m ²
Group Residence	No minimum parking for the first 450m ² , Gross Floor Area, 1.8 spaces per 100m ² of gross floor area thereafter	1.8 spaces per 100m ²	2.4 spaces per 100m ²
Heavy Equipment Sales, Repair and Maintenance Services	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Hospices	No minimum parking for the first 450m ² , Gross Floor Area, 1.2 spaces per 100m ² of gross floor area thereafter	1.2 spaces per 100m ²	1.6 spaces per 100m ²
Hospitals	No minimum parking for the first 450m ² ,	1.2 spaces per 100m ²	1.6 spaces per 100m ²

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
	Gross Floor Area, 1.2 spaces per 100m ² of gross floor area thereafter		
Ice Rinks	.06 spaces per person max. building capacity	.075 spaces per person max. building capacity	.08 per person max. building capacity
Industrial Plazas	No minimum parking for the first 450m ² , Gross Floor Area, 1.2 spaces per 100m ² of gross floor area thereafter	1.2 spaces per 100m ²	1.6 spaces per 100m ²
Information and Technology Services (Including Call Centres)	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Manufacturing	.06 spaces per employee on the largest shift	.075 spaces per employee on the largest shift	.08 spaces per employee on the largest shift
Marinas, Boat Launching Ramp, Wharves	12 spaces per launch ramp with minimum dimensions of 11m by 4m + 0.6 space per docking slip	12 spaces per launch ramp with minimum dimensions of 11m by 4m + 0.8 space per docking slip	12 spaces per launch ramp with minimum dimensions of 11m by 4m + 0.8 space per docking slip
Medical Centres	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Motion Picture and Sound Recording Studios	0.6 spaces per employee on the largest shift	0.75 spaces per employee on the largest shift	1 spaces per employee on the largest shift
Motor Vehicle Equipment Rental and Leasing	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
	spaces per 200m ² thereafter		
Motor Vehicle Sales and Parts Dealers	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Movie Theatres	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Nursing and Residential Care Facilities {2011-81}	0.6 spaces per 2 beds	0.75 spaces per 2 beds	0.8 spaces per 2 beds
Office Uses	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Open Pit Aggregate Extraction	No parking required for main use	No parking required for main use	No parking required for main use
Parks and Playgrounds	No parking required for main use	No parking required for main use	No parking required for main use
Personal Services (Exclusion: Funeral Service Establishments)	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Personal Storage	No parking required for main use	No parking required for main use	No parking required for main use
Pet Care Services	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
Pits and Quarries	No parking required for main use	No parking required for main use	No parking required for main use
Places of Worship {2014-6} Where <i>Assembly Facilities</i> are accessory to a <i>Place of Worship</i> , the greater of the two parking requirements between the <i>Assembly Facility</i> and the place of worship shall be applied, rather than an aggregate	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Power Centres {2012-158}	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Printing and Related Support Activities	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Professional, Scientific, and Technical Services	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Publishing Industries	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
Rail Yards Related to Railway Uses	0.6 spaces per employee on the largest shift	0.75 spaces per employee on the largest shift	0.8 spaces per employee on the largest shift
Reload Centres for Logs and Pulpwood	0.6 spaces per employee on the largest shift	0.75 spaces per employee on the largest shift	0.8 spaces per employee on the largest shift
Rental and Leasing Services	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Repair and Maintenance Services	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter
Retail Trade	No minimum parking for the first 450m ² , Gross Floor Area, 2.7 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Road Transportation and Warehousing	0.6 spaces per employee on the largest shift	0.75 spaces per employee on the largest shift	0.8 spaces per employee on the largest shift
Rooming Houses	0.06 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Salvage Yards and Recycling Centres	0.6 spaces per employee on the largest shift	0.75 spaces per employee on the largest shift	0.8 spaces per employee on the largest shift
Secondary Schools	3 spaces per classroom	3 spaces per classroom	4 spaces per classroom
Shopping Centres	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of	2.1 spaces per 100m ²	2.8 spaces per 100m ²

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
	gross floor area thereafter		
Skateboard Park	No parking required for main use	No parking required for main use	No parking required for main use
Sports Stadiums	0.12 spaces per person max. building capacity	0.075 spaces per person max. building capacity	0.08 per person max. building capacity
Strip Plaza	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Take-out Facilities that are not part of a restaurant	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
Tennis, Squash, and Racquet Ball Courts	No parking required for main use	No parking required for main use	No parking required for main use
Tourism Uses (Exclusions: Marinas and Amusement Parks)	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² of gross floor area thereafter	2.1 spaces per 100m ²	2.8 spaces per 100m ²
University	0.6 spaces per 2 employees + 0.6 spaces per 10 students with full time enrollment	0.75 spaces per 2 employees + 0.75 spaces per 10 students with full time enrollment	0.8 spaces per 2 employees + 0.8 spaces per 10 students with full time enrollment
Utilities	No parking required for main use	No parking required for main use	No parking required for main use
Veterinary Clinic	No minimum parking for the first 450m ² , Gross Floor Area, 2.1 spaces per 100m ² for the first 1000m ² + 0.6 spaces per 200m ² thereafter	2.1 spaces per 100m ² for the first 1000m ² + 0.75 space per 200m ² thereafter	2.8 spaces per 100m ² for the first 1000m ² + 0.8 space per 200m ² thereafter

Permitted Uses	Strategic Development Area - First Neighbourhoods (Downtown)	Strategic Development Areas - Other	Remainder of City
Warehousing, Wholesaling, and Distribution Centres	0.6 spaces per employee on the largest shift	0.6 spaces per employee on the largest shift	0.8 spaces per employee on the largest shift

AMENDMENT 7 – ELECTRIC VEHICLE (EV) READINESS REQUIREMENTS

Add a new Section 5.8

5.8 ELECTRICAL VEHICLE (EV) READINESS PARKING REQUIREMENTS

For all new residential developments requiring a minimum of 5 parking spaces, at least 20% of required parking spaces shall be EV Ready. This provision shall not apply to any existing buildings that are being converted to residential units or where additional residential units are being added to an existing building.

For the purpose of this Section EV Ready shall mean that the spaces are adjacent to a conduit that is capable of being electrified to accommodate future electric vehicle chargers.

AMENDMENT 8 – BICYCLE PARKING REQUIREMENTS

Add a new Section 5.9

5.9 MINIMUM BICYCLE PARKING REQUIREMENTS

Bicycle parking shall be provided in accordance with the following table:

Total Number of Parking Spaces in Parking Area	Minimum Number of Required Bicycle Parking Spaces
1 to 9	0
10 to 19	2
20 or more	3 for the first 20 spaces plus 1 for each additional 20 parking spaces

5.9.1 LOCATION OF BICYCLE PARKING

Bicycle parking may be located in up to 2 required non-barrier-free parking spaces, so long as the spaces occupied by bicycle parking do not exceed 5% of the required parking.

5.9.2 BICYCLE PARKING DIMENSIONS

A bicycle parking space shall meet the following minimum dimensions:

- A. Length of 1.8 metres;
- B. Width of 0.6 metres.

5.9.3 SECURING BICYCLES

Bicycle parking shall provide the ability for users to securely store their bicycle by one of the following methods:

- A. A bicycle storage room or cage with a locking door and controlled access;
- B. A bicycle locker or container, sized to accommodate one bicycle and is lockable by the user; or
- C. A bicycle rack, ring, post, or U-stand that enables secure locking of the frame and at least one wheel; and is anchored to ground or building structure.

The Following Amendments are Minor in Nature, and intended as ‘housekeeping amendments’:

AMENDMENT 9 – SURFACE TREATMENT REQUIREMENTS

Repeal Section 5.2.2 and replace with an updated 5.2.2 as follows:

5.2.2 SURFACE TREATMENT OF PARKING AREAS

Unless otherwise noted in this By-law, all parking areas shall be constructed with a concrete, or asphalt surface on top of a proper granular base.

AMENDMENT 10 – PARKING SPACES ON NEIGHBOURING LOTS

Repeal Section 5.3.5 and replace with an updated 5.3.5 as follows:

5.3.5 PARKING SPACES ON NEIGHBOURING LOTS

Required parking spaces for developments within the downtown, all commercial, institutional and industrial zones, and residential structures containing more than 5 dwelling units, may be provided on a neighbouring or contiguous lot, provided that;

- A. In the *downtown* and Traditional Commercial Zone (C1) required parking spaces must be within 300m of the *lot* in which the building or use is located. Where shared parking arrangements are located outside the *downtown* or Traditional Commercial Zone (C1), the benefitting *lot*, and the *lot* for parking must abut one another,
- B. Where an industrially zoned *lot* provides parking to benefit a commercially zoned *lot*, such parking must conform to the commercial parking regulations regarding surface treatment,
- C. The 2 *lots* are under the same ownership, or the land to be used for parking is held under a lease having a definite term in excess of 10 years,
- D. The land to be used for parking is in a Commercial, Institutional, Low Density Residential (R3), Medium Density Residential (R4), High Density Residential (R5) or Industrial Zone, and

- E. The owner of the use or building served by the parking lot shall maintain the required number of parking spaces for as long as the use exists.

AMENDMENT 11 – REVISED DEFINITION OF ‘THE DOWNTOWN’ FOR PARKING PURPOSES

Add a new Section 5.10

5.10 INTERPRETATION ‘THE DOWNTOWN’

Notwithstanding the definition of the ‘Downtown’ found in Section 2.9, for the purposes of Section 5 – Parking Regulations, ‘Downtown’ shall refer to ‘Strategic Development Area – First Neighbourhoods’.

NOTICE OF APPLICATION AND PUBLIC MEETING

Date: September 2, 2025
Time: 5:00 p.m.

Civic Centre, Council Chambers
99 Foster Drive

TAKE NOTICE THAT the Council of The Corporation of the City of Sault Ste. Marie will hold a Public Meeting on Tuesday, September 2, 2025, at 5:00 p.m. to consider a proposed amendment to Zoning By-Law No. 2005-150 under Section 34 of The Planning Act, Chap. P.13, R.S.O.1990, as amended. Rogers TV will broadcast this meeting and may be viewed on Rogers TV Community Programming Channel, Sootoday.com and on the City's YouTube Channel <https://www.youtube.com/saultstemarieca>

Any person wishing to present at the public meeting may do so electronically or in person. Electronic participants must contact the City Clerk at cityclerk@cityssm.on.ca or 705-759-5388 to register as a presenter. Registered presenters will be provided with instructions as to how to join the meeting in advance Any written submissions received in advance of the meeting will be included with Council's Agenda.

SUBJECT PROPERTY

Address: City-wide
Application: A-8-25-Z – Parking Amendments
Applicant: City of Sault Ste. Marie

PURPOSE

The applicant, the City of Sault Ste. Marie (c/o Planning Division) is seeking Council's approval of a City-initiated application of parking amendments to Zoning By-law 2005-150 to revise and update parking regulations throughout the City. The proposed amendments will be citywide unless otherwise specified.

PROPOSED CHANGE

A complete list of proposed changes can be found on the City website: saultstemarie.ca/parkingchanges

A printed copy may also be obtained at City Hall by contacting Nicholas Cicchini, at 705-759-5375 or n.cicchini@cityssm.on.ca

In summary, the proposed zoning amendments include the following:

- Reducing minimum parking requirements by varying degrees based on location in the Downtown, other Strategic Development Areas, and the remainder of the City.
- A map change to implement Strategic Development Areas for the purposes of new required parking ratios.
- Updates to barrier-free parking, including revised calculations for the number of spaces, as well as amendments to the overall design of spaces.
- Adding bicycle parking requirements for larger scale developments
- Requiring electric vehicle charging infrastructure to be put in place for new, larger scale residential developments – EV Readiness.
- Minor housekeeping amendments to parking provisions to provide greater clarity.

For the full list of city-wide amendments, you may contact the Planner listed below or visit the City's website at <https://saultstemarie.ca/parkingchanges>.

HAVE YOUR SAY

Input on the proposed application is welcome and encouraged. You can provide input by speaking at the public meeting or by making a written submission.

MORE INFORMATION

The applications may be reviewed in the Planning Division, Level 5, Civic Centre, 99 Foster Drive. The Report of the Planning Division will be available for review on **Friday, August 29, 2025**, during regular office hours in the Planning Division. Inquiries should be directed to Nicholas Cicchini, Planning Division, at 705.759.5375 or n.cicchini@cityssm.on.ca. Please refer to the application file number.

WRITTEN SUBMISSION

To provide input in writing, or request notice if the proposed application is approved, please submit a letter to Nicholas Cicchini, Planning Division, 99 Foster Drive, Sault Ste. Marie, ON P6A 5X6, or e-mail to n.cicchini@cityssm.on.ca with your name, address and application file number on or before **Tuesday, September 2, 2025**.

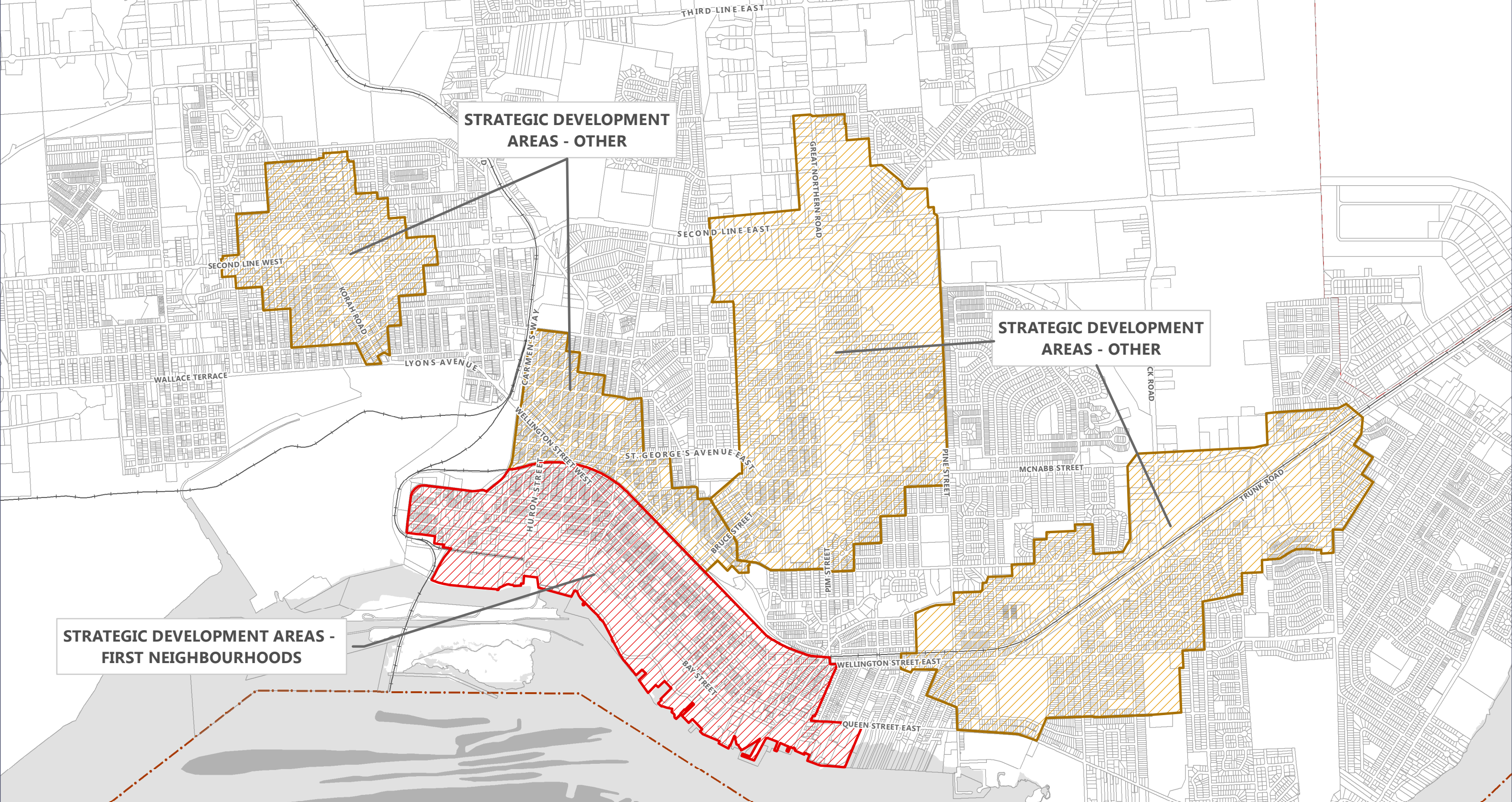
If you wish to be notified of the Council of the City of Sault Ste. Marie decision to adopt or refuse the approval of an application, you must make a written request to the Planning Division at the address noted above.

LEGAL NOTICE CONCERNING YOUR RIGHT TO APPEAL

Pursuant to Section 34 of the Planning Act, 1990

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Sault Ste. Marie before the By-Law is passed, the person or public body may not be entitled to appeal the decision of the Council of the City of Sault Ste. Marie to the Local Planning Appeal Tribunal.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Sault Ste. Marie before the By-Law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.



Application A-8-25-Z: Subject Property



**SAULT
STE. MARIE**

Planning and Enterprise Services

Community Development and Enterprise
Services Department

99 Foster Drive, Sault Ste Marie, ON P6A 5X6

saultstemarie.ca | 705-759-5368 | planning@cityssm.on.ca

Property Information

Civic Address: Various Properties
Roll No.: Various Properties
Map No.: Various
Date Created: August 1, 2025

 Strategic Development Areas - First Neighbourhoods

 Strategic Development Areas - Other

 Parcel Fabric

0250500 m

1:26,500

This map is for general reference only.

Page 92 of 127

From: Toni-Marie Streicher <t.streicher@cityssm.on.ca>
Sent: Thursday, August 14, 2025 11:51 AM
To: Samir Thapa <s.thapa@cityssm.on.ca>
Cc: Frank Bentrovato <f.bentrovato@cityssm.on.ca>; Francois Couture <f.couture@cityssm.on.ca>;
Freddie Pozzebon <f.pozzebon@cityssm.on.ca>
Subject: RE: Request for Comment : A-8-25-Z Parking Amendments

Good Morning Samir,

The Building Division has the following comments

Amendment 8

- Clarification : The summary states “ permits bike parking to be located within one non-barrier free parking space.” But 5.9.1 notes “Bicycle parking may be located in up to 2 required non barrier-free parking spaces”
- Are there dimensions or parameters to understand what these spaces would look like, such as a bike rack or dimensions ?

Strategic Development Areas

- In order for designers to know if their projects will fall with the SDAs, possibly schedules with a closer up map of each area indicating boundaries would be helpful and mitigate inquiries confirming such.
- Additionally adding such layer to Soomaps could help

Toni-Marie Streicher

Senior Plans Examiner

Building Division

Public Works & Engineering Services

705.759.5376 t.streicher@cityssm.on.ca



From: Darryl Betts <[REDACTED]>
Sent: Friday, August 22, 2025 11:17 AM
To: Peter Tonazzo <p.tonazzo@cityssm.on.ca>
Cc: Wes Lavergne <[REDACTED]>; Steve Perzia <[REDACTED]>; Luke Dufour <l.dufour@cityssm.on.ca>; Lisa Vezeau-Allen <l.vezeauallen@cityssm.on.ca>
Subject: Support for Proposed Parking Regulation Amendments - September 2nd Council Meeting

Hi Peter,

Just wanted to express our group's strong support for the proposed amendments to the City of Sault Ste. Marie's parking regulations.

The data shows there is already a significant surplus of parking downtown. Maintaining outdated requirements only adds unnecessary barriers to much-needed housing and economic development.

By reducing minimum parking requirements, especially in the downtown core, the city of Sault Ste. Marie will encourage more efficient use of land, support small-scale residential and commercial projects, and make better use of existing infrastructure.

These amendments take a balanced approach, still providing parking where it is needed but allowing more flexibility for developers and property owners.

Importantly, these changes would let developers decide how much parking is required for their projects, ensuring they can provision for it based on demand rather than rigid regulations.

This proposal is an important step toward creating a more livable and resilient Sault Ste. Marie. I encourage Council to adopt these amendments and help shape a downtown that prioritizes people, housing, and sustainable growth over excess parking.

Thank you for your consideration.

Darryl

Darryl Betts

Asset Manager | The Perzia Group Ltd.



THE
PERZIA
GROUP



www.perziagroup.com

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2025-126

ZONING: A by-law to amend Sault Ste. Marie Zoning By-law 2005-150 for the purpose of clarifying technical language and improving implementation.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c. P.13 and amendments thereto, **ENACTS** as follows:

1. **BY-LAW 2005-150 AMENDED**

By-law 2005-150 is amended as follows:

(a) Section 3.3 (Interpretations) Amended

Section 3.3 (Interpretations) is hereby amended by adding the following new provision:

“3.3.8 MINOR REVISIONS

Public notice and Council approval procedures, pursuant to the *Planning Act*, may be waived when the amendment does not affect the provisions or intent of this By-law, including:

- A. Formatting changes, including the alteration, numbering or arrangement of provisions.
- B. Correcting punctuation or altering language to obtain a uniform mode of communication.
- C. Correcting clerical, grammatical, dimensional or typographical errors.
- D. Amending references to other legislation or authority, where such legislation or authority is altered or amended in any way.”

(b) Section 4.3 (Frontage Requirement) Amended

Section 4.3 (Frontage Requirement) is hereby amended by adding the following new provision:

“4.3.2 DETERMINING LOT FRONTAGE FOR PLAN OF CONDOMINIUM

Within a Plan of Condominium, the *lot frontage* is determined to be measured across the *lot line* that abuts the common element road right-of-way. All *lots* within the Plan of Condominium shall adhere individually to the Building Regulations of the zone in which the *lot* is situated.”

(c) Section 4.9 (Buffer Requirements) Amended

Section 4.9 (Buffer Requirements) is hereby amended by adding the text “Parks and Recreation Zone” and “excluding sight triangles” which will therefore read as:

“4.9 BUFFER REQUIREMENTS

Where a Residential, Rural, and/or Parks and Recreation zoned lot abuts a Commercial, Industrial, and/or an Institutional zoned lot; the development shall provide and maintain a buffering along the full extent, excluding sight triangles, of the common boundary of such lots.

Buffering may be setback from the common *lot lines* so long as no part of the Commercial, Industrial, and/or an Institutional use occurs on those lands between the buffer and the abutting Residential, Rural, and/or Parks and Recreation zoned lot.

Such buffers are in addition to the minimum landscaping requirements outlined in each zone, and shall have a minimum width of:

- A. 0m, wherever there is a 100% visually solid fence of at least 1.8m above *established grade*.
- B. 3m, wherever there is a continuous hedgerow of evergreens, bushes, shrubs, or a berm, which shall reach at least 1.8m above *established grade* upon maturity.
- C. {2010-74}15m wherever such a strip contains existing vegetation of at least 1.8m above *established grade* that provides an effective visual barrier”

(d) Section 7.2 (Maximum Fence Heights) Amended

Section 7.2 (Maximum Fence Heights) is hereby amended by deleting the current “Maximum Fence Heights” table and replacing it with the following table:

7.2 MAXIMUM FENCE HEIGHTS

Zones	Location of Fence			
		<i>Front Yard</i>	<i>Exterior Side Yard</i>	<i>Any other Yard Adjacent to a Public Street</i> <i>All other Yards</i>
Residential Zones		0.9m	<u>2.43m</u>	<u>2.43m</u> (No Limit for Hedges)
Commercial, Institutional, Light & Medium Industrial Zones		0.9m	No Limit	No Limit
Heavy Industrial, Parks and Recreation, Rural Area, Airport Development, Rural Precambrian Upland and Rural Aggregate Extraction Zones		No Limit	No Limit	No Limit

Section 7.2 (Maximum Fence Heights) is hereby amended by adding a new Section 7.2.1 which reads as follows:

“7.2.1 Fences in Residential Zones

Notwithstanding the maximum fence heights outlined in Section 7.2, on residentially zoned lots, a fence, 2.43m above established grade is permitted along the *interior side lot lines*, save and except within the *required front yard* of the *lot* in which it is situated.”

(e) Section 9.1.8 (Maximum Size for All Accessory Buildings and Structures) Repealed

Section 9.1.8 (Maximum Size for All Accessory Buildings and Structures) is hereby repealed in its entirety:

“9.1.8 {2014-6} MAXIMUM SIZE FOR ALL ACCESSORY BUILDINGS AND STRUCTURES

The *gross floor area* of any one *accessory building* or *structure* shall not exceed the *gross floor area* of the main building located on the same *lot*.”

(f) Section 9.5.3.1 (Setbacks for Accessory Buildings and Structures in the R1 Zone) amended:

Section 9.5.3.1 (Setbacks for Accessory Buildings and Structures in the R1 Zone) is hereby amended by removing the text “Despite any other provision in this by-law” which will therefore read as:

“9.5.3.1 SETBACKS FOR ACCESSORY BUILDINGS AND STRUCTURES IN THE R1 ZONE

Accessory buildings and structures in the R1 zone shall adhere to the same *yard* regulations set out for the main building.”

(g) Section 13.7.1 (Permitted Uses) amended:

Section 13.7.1 (Permitted Uses) is hereby amended by adding “Retail Trade” to the list of permitted uses in the Highway Zone (HZ).

2. **CERTIFICATE OF CONFORMITY**

It is hereby certified that this by-law is in conformity with the Official Plan for the City of Sault Ste. Marie authorized and in force on the day of the passing of this by-law.

3. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in Open Council this 2nd day of September, 2025.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2025-127

ZONING: A by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 163 Memorial Avenue; 2, 3, 6, 7, 10, 11, 14, 15, 18, 19, 22, 23, 27, 30, 31, 34, 35, 38, 29, 42, 43, 46, 50, 54, 58, 79 Mulberry Street; and 159 Foxborough Trail (Fox Run Subdivision).

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c. P.13 and amendments thereto, **ENACTS** as follows:

1. **163 MEMORIAL AVENUE; 2, 3, 6, 7, 10, 11, 14, 15, 18, 19, 22, 23, 27, 30, 31, 34, 35, 38, 29, 42, 43, 46, 50, 54, 58, 79 MULBERRY STREET; AND 159 FOXBOROUGH TRAIL; LOCATED IN BLOCK 2 OF THE FOX RUN SUBDIVISION**

The zone designation on the lands described in section 2 of this by-law, which lands are shown on Map 100 attached as Schedule “A” to By-law 2005-150, is changed from R4.306 (Medium Density Residential) zone with a “Special Exception” to R4.306 Amended (Medium Density Residential) zone with an amended “Special Exception”.

2. **BY-LAW 2005-151 AMENDED**

Section 1(306) of By-law 2005-151 is amended by:

Adding the following new clause to Special Exception 306, subsection 1:

“I. Residential Structures containing one or more dwelling units”

3. **SCHEDULE “A”**

Schedule “A” hereto forms a part of this by-law.

4. **CERTIFICATE OF CONFORMITY**

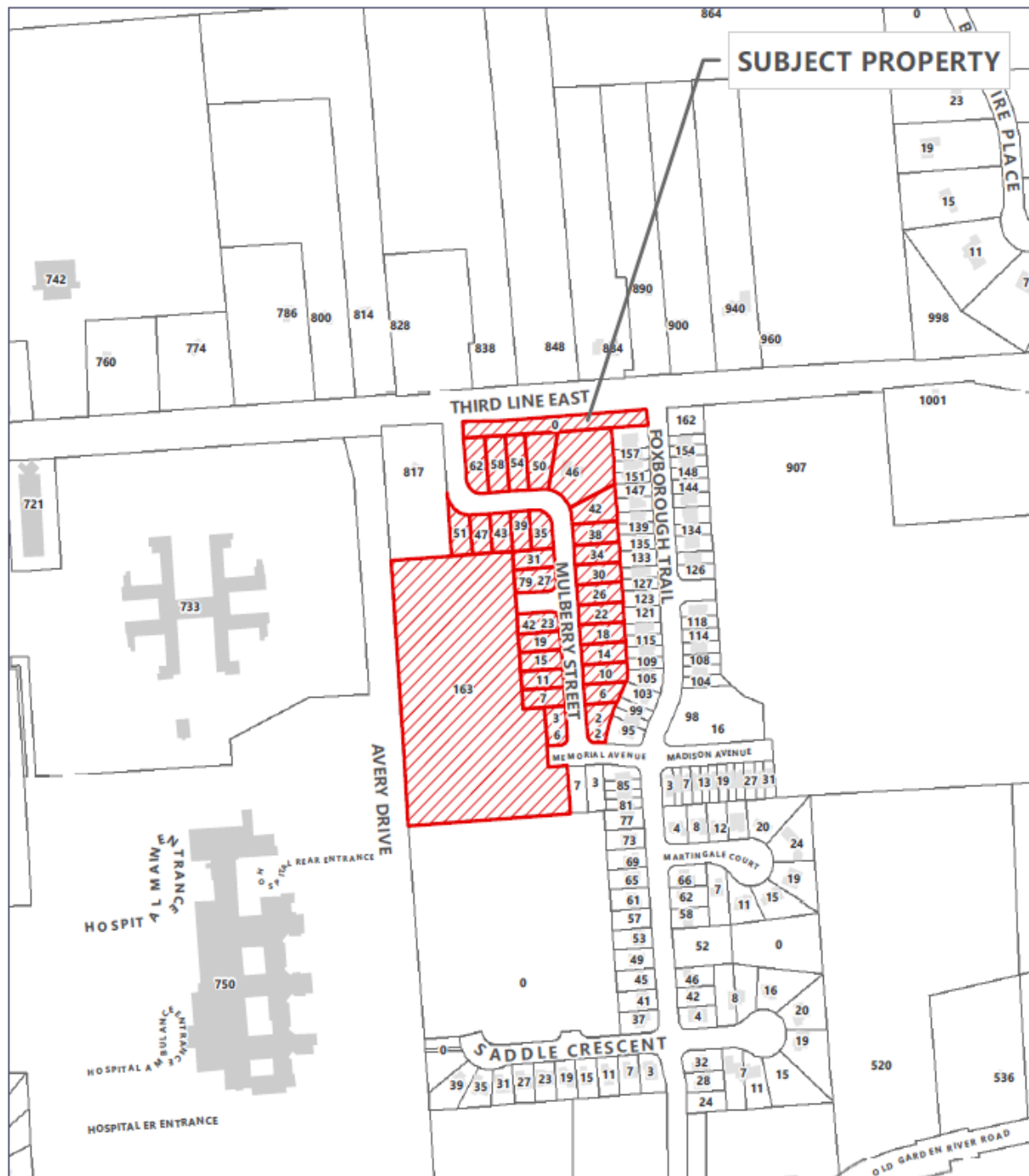
It is hereby certified that this by-law is in conformity with the Official Plan for the City of Sault Ste. Marie authorized and in force on the day of the passing of this by-law.

PASSED in Open Council this 2nd day of September, 2025.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

SCHEDULE "A" TO BY-LAW 2025-127 AND
SCHEDULE 306 TO BY-LAW 2005-151



Application A-7-25-Z: Subject Properties

Property Information



Planning and Enterprise Services
Community Development and Enterprise
Services Department
99 Foster Drive, Sault Ste Marie, ON P6A 5X6
sauststemarie.ca | 705-759-5368 | planning@cityssm.on.ca

Legal Department Reference

Schedule "A"

- Subject Property
- Parcel Fabric

Civic Address: 817A Third Line East (Block 2)
Roll No.: N/A
Map No.: 100
Date Created: July 17, 2025

0 50 100 m 1:5,000
This map is for general reference only. N

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2025-129

PROPERTY: A by-law to declare the City owned property legally described as PIN 31578-0239; SAULT STE. MARIE, being a Hudson Street Property as surplus to the City's needs and to authorize the disposition of the said property.

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

1. **LANDS DECLARED SURPLUS**

The lands more particularly described in Schedule "A" to this by-law are surplus to the requirements of the municipality.

2. **SALE AUTHORIZED**

The Corporation of the City of Sault Ste. Marie shall sell the lands more particularly described in Schedule "A" hereto.

3. **SCHEDULE "A"**

Schedule "A" hereto forms part of this by-law.

4. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 2nd day of September, 2025.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

Schedule “A”



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2025-130

PROPERTY: A by-law to declare the City owned property legally described as PIN 31578-0278; SAULT STE. MARIE, being a Hudson Street Property as surplus to the City's needs and to authorize the disposition of the said property.

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

1. **LANDS DECLARED SURPLUS**

The lands more particularly described in Schedule "A" to this by-law are surplus to the requirements of the municipality.

2. **SALE AUTHORIZED**

The Corporation of the City of Sault Ste. Marie shall sell the lands more particularly described in Schedule "A" hereto.

3. **SCHEDULE "A"**

Schedule "A" hereto forms part of this by-law.

4. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 2nd day of September, 2025.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

Schedule “A”



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2025-131

PROPERTY: A by-law to declare the City owned property legally described as PIN 31578-0279; SAULT STE. MARIE, being a Hudson Street Property as surplus to the City's needs and to authorize the disposition of the said property.

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

1. **LANDS DECLARED SURPLUS**

The lands more particularly described in Schedule "A" to this by-law are surplus to the requirements of the municipality.

2. **SALE AUTHORIZED**

The Corporation of the City of Sault Ste. Marie shall sell the lands more particularly described in Schedule "A" hereto.

3. **SCHEDULE "A"**

Schedule "A" hereto forms part of this by-law.

4. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 2nd day of September, 2025.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

Schedule "A"



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2025-132

PROPERTY: A by-law to declare the City owned property legally described as PIN 31504-0364 WIBER ST PL H436 TARENTORUS N/S COREY AV PL H436; SAULT STE. MARIE being civic 72 Corey Avenue, as surplus to the City's needs and to authorize the disposition of the said property.

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

1. **LANDS DECLARED SURPLUS**

The lands more particularly described in Schedule "A" to this by-law are surplus to the requirements of the municipality.

2. **SALE AUTHORIZED**

The Corporation of the City of Sault Ste. Marie shall sell the lands more particularly described in Schedule "A" hereto.

3. **SCHEDULE "A"**

Schedule "A" hereto forms part of this by-law.

4. **BY-LAWS 2023-25, 2023-77, AND 2023-78 REPEALED**

By-laws 2023-25, 2023-77 and 2023-78 are hereby repealed.

5. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 2nd day of September, 2025.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

Schedule "A"



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2025-133

PROPERTY: A by-law to declare the City owned property legally described as PIN 31494-0098 LT 15-17 PL 525 RANKIN LOCATION; S/T Q530; SAULT STE. MARIE being civic 84-94 Park Street as surplus to the City's needs and to authorize the disposition of the said property.

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

1. **LANDS DECLARED SURPLUS**

The lands more particularly described in Schedule "A" to this by-law are surplus to the requirements of the municipality.

2. **SALE AUTHORIZED**

The Corporation of the City of Sault Ste. Marie shall sell the lands more particularly described in Schedule "A" hereto.

3. **SCHEDULE "A"**

Schedule "A" hereto forms part of this by-law.

4. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 2nd day of September, 2025.

MAYOR - MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

Schedule "A"



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2025-134

SUBDIVISION CONTROL: A by-law to deem not registered for purposes of subdivision control certain lots in the **Eastside Subdivision**, pursuant to section 50(4) of the *Planning Act*.

WHEREAS section 50(4) of the *Planning Act* authorizes the Council of a municipality to designate by a by-law any plan of subdivision or part thereof that has been registered for 8 years or more as not being a plan of subdivision for subdivision control purposes; and

WHEREAS a plan of the **Eastside Subdivision** was registered in the Land Titles Division on **November 2, 1950 as Plan 525**; and

WHEREAS it is deemed expedient that a by-law be enacted pursuant to the said section 50(4) to designate part of the **Eastside Subdivision** as being not a registered plan of subdivision;

NOW THEREFORE THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 50(4) of the *Planning Act*, R.S.O. 1990, Chapter P.13 and amendments thereto, **ENACTS** as follows:

1. **PART OF HEARST SUBDIVISION DEEMED NOT REGISTERED**

Lots 15-17 Plan 525, Eastside Subdivision, registered in the Land Titles Division for the District of Algoma are hereby designated to be part of a plan of subdivision which shall be deemed not to be a registered plan of subdivision pursuant to section 50(4) of the *Planning Act*. The said lots together are hereby designated an area of subdivision control.

2. **EXECUTION OF DOCUMENTS**

The City Solicitor is hereby authorized by By-law 2018-55 for and in the name of the Corporation to execute and to affix the seal of the Corporation to all documents required to give effect to this by-law.

3. **EFFECTIVE DATE**

This by-law takes effect on the day that this by-law is registered in the Land Titles system pursuant to section 50(28) of the *Planning Act*.

PASSED in open Council this 2nd day of September, 2025.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

JG \\citydata\\LegalDept\\Legal\\Staff\\COUNCIL\\BY-LAWS\\2025\\2025-134 Deeming 84-94 Park Street.docx

“THIS DRAWING DOES NOT FORM PART OF THE BY-LAW. IT IS FOR INFORMATION PURPOSES ONLY.”



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2025-136

AGREEMENT: A by-law to authorize the execution of the Agreement between the City and Tourism Sault Ste. Marie to support the advancement of Phase One of the Waterfront Plan.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 9 of the *Municipal Act, 2001*, S.O. 2001, c. 25, **ENACTS** as follows:

1. **EXECUTION OF DOCUMENT**

The Mayor and City Clerk are hereby authorized for and in the name of the Corporation to execute and affix the seal of the Corporation to the Agreement dated October, 10, 2023 between the City and Tourism Sault Ste. Marie, a copy of which is attached as Schedule "A" hereto. This Agreement is to support the advancement of Phase One of the Waterfront Plan.

2. **SCHEDULE "A"**

Schedule "A" forms part of this by-law.

3. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 2nd day of September, 2025.

MAYOR – MATTHEW SHOEMAKER

CITY CLERK – RACHEL TYCZINSKI

Schedule "A"

City Funding Agreement

THE AGREEMENT is effective as of the 10th day of October, 2023 (Effective Date).

BETWEEN:

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

(hereinafter referred to as the "City")

-and-

TOURISM SAULT STE. MARIE

(hereinafter referred to as the "Recipient")

WHEREAS the City Council has passed a resolution to contribute funding to the above noted recipient

AND WHEREAS the parties have mutually agreed to the covenant and funding as set out in this Agreement;

NOW THEREFORE the parties hereto agree as follows:

1.0 Term

The Agreement will commence on the Effective Date and will expire twelve (12) months after:

- i) The completion of the project on December 31, 2026 or
- ii) Upon the date on which all amounts due to the Recipient by the City under this Agreement, have been paid in full.

Whichever is later, unless terminated by the City pursuant to the terms contained herein.

Upon the expiry of the Agreement, the Recipient shall follow the provisions of Section 3.5 of this Agreement.

2.0 Use of Funds

The Recipient acknowledges and agrees to the following:

- i. To use the Funds solely for the activities and/or services eligible for funding as set out in Annex "A" and that the City retains the right to assess the Recipient's use of Funds at any time; and
- ii. That the amount of Funds available to it pursuant to this Agreement is determined by calculating the actual costs to the Recipient and subtracting any income including taxes, rebates, other grants, credits or refunds, for which the Recipient has received, will receive, or is eligible to receive during the Term.

3.0 Funds Provided

Subject to the terms and conditions of the Agreement, the City shall provide Funds to the Recipient in respect to the Project in the amount not exceeding the lesser of:

- i. \$802,100.00 A

The Recipient acknowledges that:

- i. It is not eligible to receive any funding or grants from any City source in addition to the Funds agreed to herein for the Term of the Agreement save and except for Municipal Tax Rebate Programs and City Council approved special grant programs; and
- ii. Any and all amounts owing to the City must be paid in full before the Funds will be released.

3.1 Use of Funds

The Recipient shall use the Funds solely and exclusively to support the Eligible and Supported Costs of the Project as detailed in Annex B and shall carry out the Project in a diligent and professional manner.

3.2 Funds upon Expiry of Agreement

The Recipient shall, upon expiry of the Agreement or upon termination of the Agreement by the City, forthwith return to the City any remaining Funds in its possession using a method of payment that is agreeable to the City.

3.3 Repayment of Overpayment

If at any time the City provides Funds to the Recipient in an amount excess to that which the Recipient is entitled to under the Agreement, the City may:

- i. Deduct an amount equal to the excess Funds from any further installments; or
- ii. Demand that the Recipient repay an amount equal to the excess Funds to the City, wherein the Recipient shall forthwith comply.

3.4 Accounting Records

The City retains the right to review or audit the Recipient's accounting records at any time and the Recipient shall provide full access to any and all such records as requested by the City.

The recipient shall maintain all financial records relating to the project for at least seven (7) years after the end of the agreement.

3.5 Reports

The Recipient shall:

- i. Submit to the City all reports and documents in accordance with the timelines and content requirements set out in the Reports Annex C.
- ii. Ensure that all Reports are signed on behalf of the Recipient by an authorized signing officer; and
- iii. Present to City Council a final report following the completion of the project on a date specified by the City including but not limited to a summary of its funding, revenue and expenses, and a summary of the impact that the City funding has had, if any, on fulfilling the mandate of the organization.

4.0 Total Government and Other Sources of Funding

- i)The Recipient hereby confirms that for the purpose of this Project, the following additional sources of government funding including without limitation, federal, provincial, municipal, or local government assistance has been approved or received:

TOTAL	\$

5.0 Procurement

5.1 The Recipient shall be responsible and accountable for the procurement of goods, services or Assets related to the Project in accordance with a written policy.

5.2 The Recipient shall favour a competitive process for the procurement of goods, Assets and services for the Project that enhances access, transparency, competition and fairness and results in best value. The Recipient agrees to ensure that a reasonable number of suppliers are given an opportunity to bid and should avoid

situations where there may be a bias toward awarding a contract for goods, services or Assets for the Project to a specific person or entity.

5.3 The Recipient shall maintain procurement files containing all relevant procurement documentation including, without being limited to, purchase requisitions, tender documents or records of telephone bids, tender evaluations, contracts or purchase orders, invoices, and shipping and receiving documentation. Such procurement files will be maintained for at least seven (7) years after the end of the agreement.

5.4 Eligible Expenses must be invoiced directly to the recipient. Expenses which are invoiced to any party that is not the recipient will not be eligible for reimbursement.

6.0 Reporting and Payments

Subject to the terms and conditions of the Agreement, the City shall reimburse the Recipient for Eligible Project Costs paid by the Recipient up to the amount of the maximum funds. Payments will be made in accordance with the cashflow statement in Annex A

The recipient shall provide a completed electronic funds transfer information form, which will enable the City to deposit the Funds into the Recipient's designated bank account by way of electronic funds transfer;

6.1Reporting Procedures

. Reporting of eligible and supported costs will be made in accordance with the timeline set out in Annex C., The Recipient shall submit on the claim form included in Annex D:

- i. Copies of vendor invoices, proof of payment, spreadsheet detailing applicable HST rebates, and copies of government funding claims, including but not limited to FedNor or NOHFC.
- ii. A certification, by an authorized signatory of the Recipient, with respect to the accuracy of the claim and submitted documentation and with respect to its compliance with the terms and conditions of the Agreement.
- iii. Any other documentation in support of the claim as may be required by the City.

6.1.1. The City shall review and approve the documentation submitted by the Recipient following the receipt of the Recipient's claim, or will notify the Recipient of any deficiency in the documentation submitted which the Recipient shall immediately take action to address and rectify.

6.1.2. Subject to the maximum Contribution amounts set forth in subsection 3.0 and all other conditions in this Agreement, the City shall pay to the Recipient the City's portion of the Eligible and Supported Costs set forth in the Recipient's claim

6.1.3. The City may request at any time that the Recipient provide satisfactory evidence to demonstrate that all Eligible and Supported Costs claimed have been paid.

6.1.4. The City may require that any claim submitted for payment of the Contribution be certified by the Recipient's external auditor or by an auditor approved by the City.

6.2 Final Claim Procedures

In addition to the requirements set out in subsection 6.1, with respect to the Recipients' final claim for any Eligible and Supported Costs, the Recipient shall submit to the City in scope and detail:

- i. A final statement of total Project costs;
- ii. A statement of the total funding provided from all sources for the Project, including total government funding received;
- iii. A final Activity Report on the Project;
- iv. A final Results Report on the outcomes and impacts of the Project for evaluation purposes; and
- v. A certification, by an authorized signatory of the Recipient, that this is the final claim for payment and includes all final Eligible and Supported costs incurred and Paid submitted for payment.

The Recipient shall submit the final claim for Eligible and Supported Costs no later than six (6) months after the completion date or early termination date of the project. The City shall have no obligation to pay any claims submitted after that date.

7.0 Recognition

Recognition, if applicable, shall be in the following means:

The City logo is to be included in project reports and appropriate marketing products. (If applicable)

8.0 Indemnity and Limitation of Liability

8.1 This Agreement is a Contribution Agreement only and the City shall have no liability under this Agreement except for payments of the Contribution in accordance with the provisions of this Agreement. Without limiting the foregoing, the City shall not be liable for any direct, indirect, special or consequential damages, or damages for loss of revenues or profits of the Recipient.

8.2 Agreements outside of this one may stipulate a contract for services or a contract of service or employment, or leased space, or the parties' relationship, a partnership, or employment relationship between the City and the Recipient, and the indemnities therein shall be applied to the said actions or relationships

8.3 Subject to 8.2 above and the agreements that may apply, this Recipient is not in any way authorized to make a promise, agreement or contract or to incur any liability of behalf of the City, nor shall the Recipient make a promise, agreement or contract and incur any liability on behalf of the City, and the Recipient shall be solely responsible for any and all payments and deductions required by applicable laws.

9.0 Default

The Recipient agrees that any default to the terms and conditions contained herein by the Recipient shall result in the immediate stoppage of payments from the City and may result in the immediate termination of the Agreement. The Recipient further agrees that a default arising from any use of Funds that is contrary to the terms of this Agreement as determined by the City and may also result in the repayment of Funds to the City in an amount proportionate to the Funds that were improperly used in a method of payment specified by the City. Each of the following events shall constitute an **“Event of Default”**:

- ii) If in the opinion of the City, the Recipient has knowingly provided false or misleading information regarding its request for funding or in any communication with the City;
- iii) If in the opinion of the City, the Recipient breaches any term or condition of the Agreement, including failing to do any of the following in accordance with the terms and conditions of Agreement:
 - 1. Carry out the Project
 - 2. Complete the project by the expiry date of December 31, 2026
 - 3. Use or spend Funds; and/or
 - 4. Provide Reports
- iv) The nature of the Recipient’s operations or its corporate status changes so that it no longer meets one or more of the applicable eligibility requirements of the program under which the City provides the Funds;
- v) The Recipient makes an assignment, proposal, compromise, or arrangement for the benefit of creditors, or is petitioned into bankruptcy, or files for the appointment of a receiver;
- vi) If any bankruptcy, reorganization, arrangement or insolvency proceedings for relief under any bankruptcy or similar laws for the relief of debtors are instituted against the Recipient or is consented to by the Recipient, or, if contested by the Recipient, is not dismissed within 30 days;
- vii) The Recipient ceases to operate; or
- viii) A Conflict of interest that cannot be resolved to the City’s satisfaction, acting reasonable.

9.1 If an Event of Default occurs, the City may, at any time, take one or more of the following actions:

- i) Initiate any action the City considers necessary in order to facilitate the successful continuation or completion of the Project;
- ii) Suspend the payment of Funds for such period as the City determines appropriate;
- iii) Reduce the amount of the Funds;
- iv) Cancel all further payment of Funds;
- v) Demand the repayment of any Funds remaining in the possession or under the control of the Recipient, whereupon the amount demanded by the City shall immediately become due and payable;
- vi) Demand the repayment of an amount equal to any Funds the Recipient used for purposes not agreed upon by the City, whereupon the amount demanded by the City shall immediately become due and payable;
- vii) Terminate the Agreement, effective immediately, upon giving written Notice to the Recipient; and/or
- viii) Exercise any other rights or remedies available to the City under this Agreement or applicable law.

10.0 Termination

The City may, at its sole discretion at any time and for any reason, cancel this Agreement on six (6) months' written notice to the Recipient. In the event of such early termination of this Agreement, the Recipient acknowledges that same shall result in the immediate stoppage of any future payment of Funds from the City up to the date of termination.

In the event that the City elects to terminate the Agreement as a result of an Event of Default on the part of the Recipient, as set out in Section 9.0 above, the sole determination of which shall be made by the City in its sole discretion, the remedies, terms and conditions set out in Section 9.0 and Section 9.1 herein shall apply.

11.0 Notice

Any notice pursuant to any of the provisions of this Agreement shall be given in writing addressed:

In the case of notice to the City of SSM:

Deputy CAO, Community Development & Enterprise Services
 The Corporation of the City of Sault Ste. Marie
 99 Foster Drive
 Sault Ste. Marie, ON P6A 5N1

In the case of notice to the Recipient:

Chair
Tourism Sault Ste. Marie
99 Foster Driver
Sault Ste. Marie, ON P6A 5X6

12.0 General Provisions

12.1 General Expenses Incurred

Any charges or expenses incurred by either party in preparation for or as a result of this Agreement or the parties' meetings and communications or any work done hereunder are to the sole account of the party incurring same unless otherwise agreed in writing.

12.2 Applicable Law

This Agreement shall be governed by the laws of the Province of Ontario and the laws of Canada applicable therein.

12.3 Assignment

The Recipient shall not assign or transfer this Agreement without the prior written consent of the City, which consent shall not be unreasonably withheld.

12.4 Entire Agreement

There are no covenants, representations, warranties, agreements or other conditions expressed or implied, collateral or otherwise, forming part of or in any way affecting or relating to this **Agreement**, save as expressly set out or incorporated by reference herein. This Agreement constitutes the entire agreement of the parties and supersedes all prior representations, proposals, discussions, and communications, whether oral or in writing. This Agreement may be modified only by written instrument signed by both parties.

12.5 Counterparts

This Agreement may be executed in several counterparts, each of which when so executed shall be deemed to be an original and such counterparts together shall constitute one and the same instrument and shall be effective as of the formal date hereof.

14.0 Execution of Agreement

IN WITNESS WHEREOF the parties hereto have executed this Agreement the day, month and year first above written.

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

By: _____ Date _____

Name and Title _____

I have authority to bind the Corporation. _____

Tourism Sault Ste. Marie

By: _____ Date _____

Name and Title _____

By: _____ Date _____

Name and Title _____

I/We have authority to bind the Corporation.

ANNEX "A" PROJECT DESCRIPTION

1. PROJECT DESCRIPTION

Detailed Design Phase One and Civic Centre Waterfront Plan

2. THE KEY PERFORMANCE TARGETS ARE:

(Insert KPI's and other metrics)

Landscape Architecture

- Comprehensive design for promenade upgrades, shoreline enhancements, playground layout, and the integration of the beach and river pool areas.
- Development of a tender-ready design package complete with construction specifications.
- Updated and detailed cost projections.

Engineering

- Civil and structural assessment of shoreline retaining systems.
- Hydrological studies examining water flow, depths (bathymetry), and wave impacts.

Environmental Permitting

- Preparation and submission of required applications to regulatory bodies such as the Ministry of Natural Resources and Forestry (MNR), Transport Canada, and Fisheries and Oceans Canada (DFO).

Stakeholder Engagement

- Support public consultation and prepare graphic materials to build support and communicate progress.

ANNEX "B" PROJECT COSTS AND FINANCING

RECIPIENT'S NAME: Tourism Sault Ste. Marie

ALLOCATION: \$802,100.00

The grant will be advanced in accordance with the following schedule:

Date	September 15, 2025	Oct. 31, 2025	Nov. 31, 2025	Dec. 31, 2025	Jan. 31, 2026	Feb. 31, 2026	March
Amount	\$80,000	150,000	150,000	150,000	\$150,000	\$80,000	\$42,100

The timing of the advances may be changed based upon achievement of project milestones at the City's discretion.

ELIGIBLE AND SUPPORTED GRANT EXPENDITURES

Landscape Architecture

- Comprehensive design for promenade upgrades, shoreline enhancements, playground layout, and the integration of the beach and river pool areas.
- Development of a tender-ready design package complete with construction specifications.
- Updated and detailed cost projections.

Engineering

- Civil and structural assessment of shoreline retaining systems.
- Hydrological studies examining water flow, depths (bathymetry), and wave impacts.

Environmental Permitting

- Preparation and submission of required applications to regulatory bodies such as the Ministry of Natural Resources and Forestry (MNRF), Transport Canada, and Fisheries and Oceans Canada (DFO).

Stakeholder Engagement

- Support public consultation and prepare graphic materials to build support and communicate progress.

(insert details of eligible and supported expenditures)

* Eligible Costs include the amount of Harmonized Sales Tax, (HST), net of any refund or eligible credits due from the Canada Revenue Agency.

** Upon request, the Recipient will provide copies of invoices for other cost categories to monitor overall Project spending and the City's share of eligible and total costs.

ANNEX “C” REPORTING

The following documents shall be filed with the Finance Department of the City:

1. Claims for Eligible and Supported costs incurred in accordance with 6.1 are to be submitted every 6 months. For projects equal to or less than 6 months in duration, only a final claim will be required.
2. Final claims procedures in accordance with 6.2

**SAULT
STE. MARIE**

[illegible]

Cancelled cheque and/or such evidence satisfactory to the City of Sault Ste. Marie, in their sole discretion, that substantiates the payment of eligible project costs.

Approved

Name: _____

Date: _____