



Accessibility Advisory Committee Agenda

<https://us06web.zoom.us/j/87130361183?pwd=RitRWk05dGZseGJkMmlyd01CMGdQdz09>

Meeting ID: 871 3036 1183

Passcode: 273939

Youtube livestream link: <https://www.youtube.com/@SaultstemarieCa>

Date: December 13, 2023

2:00-4:00 p.m.

In Person and Via Zoom

- 1. Meeting called to order**
- 2. Chairs comments**
- 3. Approval of Minutes** – AAC meeting November 8, 2023
- 4. Declaration of Conflict of Interest**
- 5. New Business**
 - 5.1. Grow the Sault presentation, Planning Department
 - 5.2. New Multi-Year Accessibility Plan (MYAP)
 - 5.3. Accessibility Coordinator Annual Status Report
- 6. Old Business**
 - 6.1. Public Consultation/Open House
- 7. Barrier Removal Updates**
 - 7.1. Barrier free parking violations
- 8. Site plan Sub Committee Report** – none
- 9. Adjournment**

Next Meeting January 10, 2024 In person and Via Zoom 2:00 – 4:00



Accessibility Advisory Committee Minutes

Date: November 8, 2023

2:00-4:00 p.m.

In Person & Via Zoom

In Attendance: Councillor Sandra Hollingsworth, Councillor Lisa Vezeau Allen, Diane Morrell, Donald McConnell, Craig Kohler, Derrick Lavallee, Dree Labonte, Wayne Scharfenberg, Kerri Tucket, Diana Gerhart, Carol Magnan

Regrets: Jordan Derochie

Guests: Peter Tonazzo – Planning

Recorder: Stephanie Perri – Planning

1. Meeting called to order: Round table introductions

2. Chairs Comments

- Vulnerable Person Registry Coordinator, Shannon Maki – unable to attend today, reschedule for January

3. Approval of Minutes – AAC meeting October 9, 2023

Moved by: C. Kohler

Seconded by: S. Hollingsworth

CARRIED

4. Conflict of Interest

No conflicts declared.

5. New Business

5.1 Inclusive Language: A Way with Words and Images

- Intent matters
- Person first language
- Important to portray positivity

- Discuss with SMT – including in mandatory training/student training

5.2 Transportation Information Fair – November 22, 2023, 11-3 p.m.

- ASL Interpreters requested

5.3 December AAC Meeting

- Holiday social
- Grow the Sault presentation (City Planning)

6. Old Business

6.1 Public Consultation – Changed Date

- November 29, 2023, 4-7 p.m. John Rhodes Community Centre, Classroom

6.2 Inclusive Communities Grant; Pointe Des Chenes – Successful!

- Move forward with upgrades

6.3 Enabling Accessibility Fund; Youth Accessibility Leader; Stop Gap Ramp Project

- Application submitted, approximately 4 months to hear back
- Look at option to reduce safety hazards – colours/slope sides/ etc.

6.4 Autism Strategy Update

- Feedback welcome
- Community engagement piece
- Next step – send to service providers
- Community engagement piece after it is sent out
- Annual review

7. Barrier Removal Updates

7.1 Accessible Parking violations:

- June 3
- July 1
- August 1
- September 4
- October 1

7.2 Meeting with Tom Vair re: enforcement

8. Site Plan Sub Committee Report – None

9. Additional

10. Adjourn – 3:35 p.m.

Moved by: C. Kohler

Seconded by: S. Hollingsworth

CARRIED

Next meeting **Wednesday, December 13, 2023** in person & Via Zoom 2:00 – 4:00

Grow the Sault Presentation to AAC 12 2023

1. What is 'Grow the Sault'?

Sault Ste. Marie is experiencing a period of expansion and development. "**Grow the Sault**" refers to a series of ongoing initiatives designed to ensure that this growth occurs in a sustainable, efficient and beneficial manner.

The key components of Grow the Sault's projects include:

- **Housing Action Plan:** The implementation of various actions including financial incentives to accelerate the construction of new housing units.
- **Nodes and Strategic Development Areas:** Focusing on directing higher-density development to areas equipped to accommodate such growth with essential services, transportation options, and other amenities.
- **Gentle Density and Regulatory Flexibility:** Streamlining the approvals process to allow for higher-density development and a wider variety of housing types within existing neighbourhoods.
- **Reduced Parking Requirements:** A thorough review of parking requirements to identify opportunities for reduction, thereby unlocking additional development potential.
- **Active Transportation Master Plan:** Enhancing the transportation network to benefit all road users, including pedestrians and cyclists.

2. Key Statistics from the Housing Needs Assessment

- The population of the City is growing. It is estimated that the population will rise by 8,400 people between 2021 and 2036.
- Household sizes are smaller. The average number of persons per household dropped from 2.3 to 2.1 between 2006 and 2021.
- Local housing stock is old. 75% of residential units in the City were built before 1980.
- Household incomes are increasing, but not as fast as the province. The median household income of Sault Ste. Marie in 2021 was \$73,000 compared to \$91,000 in the province.
- Housing resale prices have risen much faster than household incomes. The benchmark housing resale price has risen by 82.4% between 2017 and 2023.
- Rental rates are growing quickly and are creating an affordability gap. There has been a 56.1% change in average rental rates between 2011 and 2022.
- There is an increasing need for subsidized housing. There were 1,700 households on the waitlist for subsidized housing in March 2023, up from 1,304 in March 2020.

- Rental households are struggling with affordability. 14% of non-subsidized rental households in core housing need.
- Rental housing stock has not kept up with demand. The primary rental market vacancy rate was 2% in 2022, down from 5.9% in 2018.

3. Housing Action Plan

Housing is a top priority for Sault Ste. Marie. The Housing Action Plan will help us get new housing built, streamline the approvals process, and make homes more affordable.

The Housing continuum is:

1. Emergency Shelters
2. Supportive Housing
3. Subsidized Housing
4. Affordable Housing
5. Market Rental Housing
6. Market Home Ownership

The Housing Action Plan focuses on Affordable Housing, Market Rental Housing, and Market Home Ownership.

Goal 1: Increase Housing Supply to Meet Demand and Address Affordability Issues

- Establish Strategic Development Areas
- Provide Mechanisms for Residential Intensification (Gentle Density and Parking Reform)
- Provide Financial Incentives for Housing and Advance Housing on Government Land
 - Includes a Municipal Fees Rebate Program, Tax-Increment Equivalent Grants, Per-door Grants, Feasibility Study Grants (for NFPs), and an Access to Land program
 - The value offered under these incentives will consider where the development occurs; how many affordable units it contains; stacking with other incentives; the type of dwelling being proposed; and the housing tenure type (purpose-built rental or freehold).
 - Will be implemented through a Community Improvement Plan (CIP): Q1 2024

Goal 2: Streamline the Approvals Process

- Develop an online application portal for Building Permits and Planning Act applications that includes tracking and reporting capabilities.
- Develop an online tool that helps a developer or homeowner discover what financial incentives might be available to them for their housing project.

Goal 3: Collaborate and Build Partnerships

Goal 4: Pursue Funding Opportunities, Planning and Monitoring

Goal 5: Education and Awareness

4. Housing Action Plan, Project Timeline:

- Housing Needs Assessment - Summer 2023 – Complete
- Affordable Housing Task Force Recommendations – 2022 to Fall 2023 – Complete
- Draft Housing Action Plan – Fall 2023 – Complete
- Community and Stakeholder Consultation – Fall 2023 – Complete
- Revise Plan and Present to City Council – December 2023 – In Progress

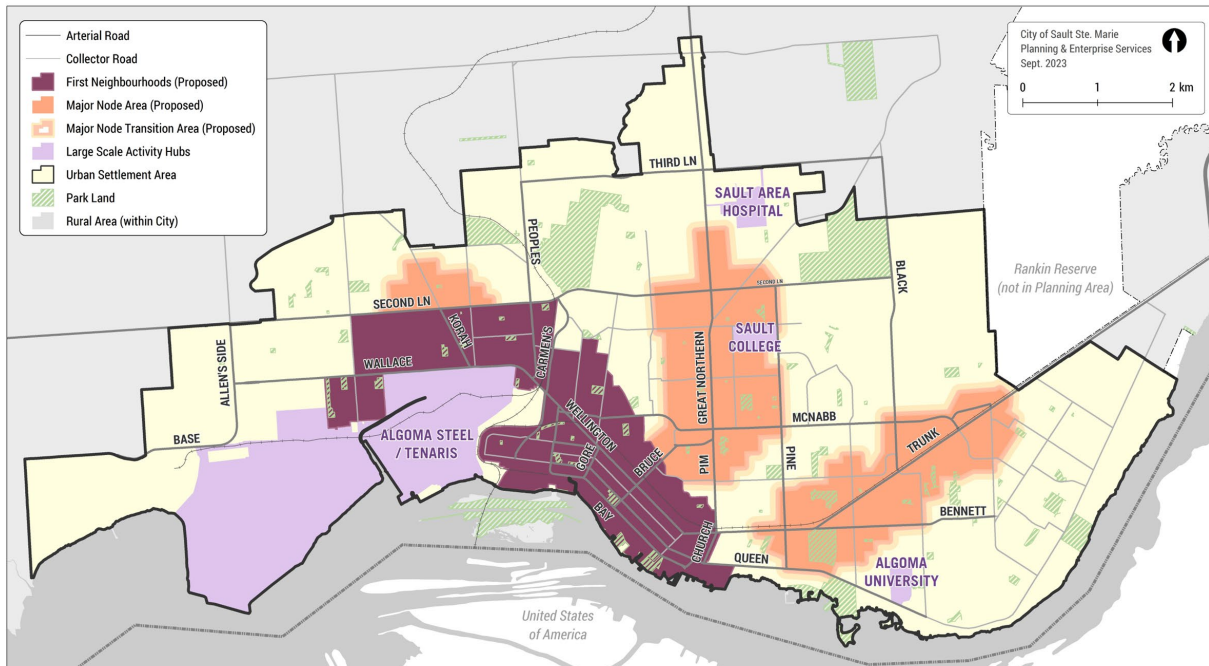
5. Strategic Development Areas

Areas that are proposed to be the focus for intensification and higher-density mixed uses.

A key tool of intensification is infill development, or the process of developing vacant or underutilized parcels within previously developed urban areas.

- Reduce urban sprawl — less green space required for new housing
- Maximize the use of municipal infrastructure and services
- Increase community efficiency, support existing and new services and businesses
- Encourage environmental sustainability
- Encourage the use of public transit and active modes of transportation (like cycling, walking, etc)
- Create more housing choices and improve affordability in our City

6. Strategic Development Areas Map 1



Map of Sault Ste. Marie with the following areas identified on the map.

Proposed First Neighbourhoods:

The First Neighbourhoods of Sault Ste. Marie are the initial major settlement areas within the City, including the Downtown. The goal for the First Neighbourhood area is to continue to become a vibrant, resilient and diverse community that provides a range of housing options for all residents, including affordable and rental housing for families, seniors, and smaller households.

The proposed First Neighbourhoods cover an area that includes the Bayview neighbourhood, and from Goulais Avenue on the West, to Carmen's Way on the East, and from Second line on the North, down to Wallace Terrace. It also encompasses the area from Carmens's Way to Church Street on the South East side, from the waterfront to the bottom of the escarpment, sometimes called the Hill. The area includes the Downtown and the old hospital sites.

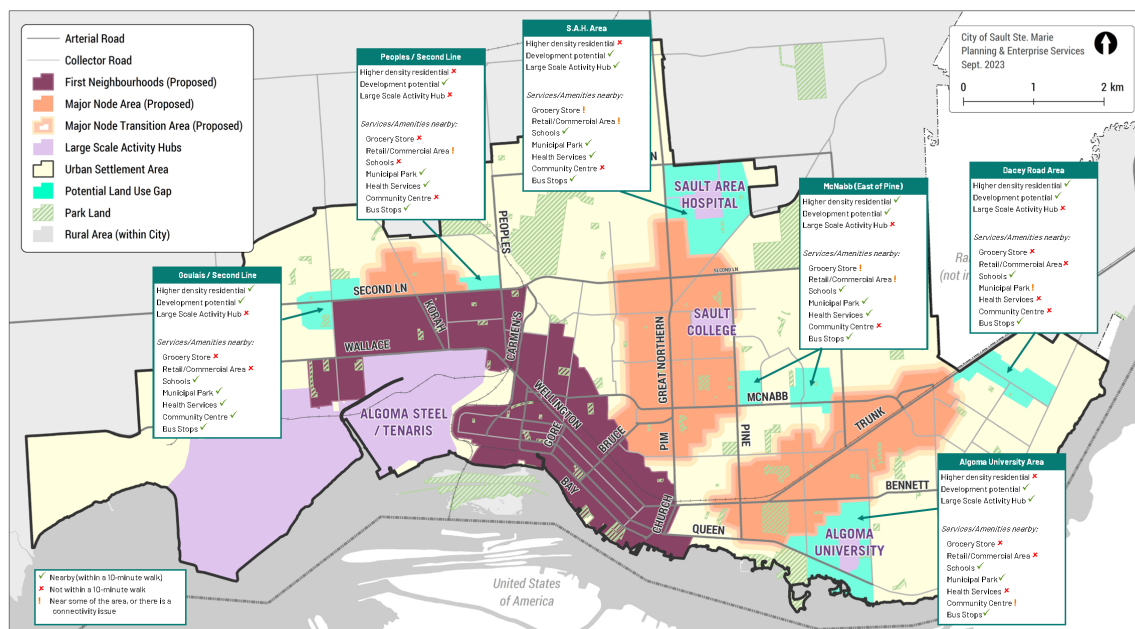
Proposed Major Nodes Area, covers three areas:

1. Second Line on the South to Rossmore Road on the North, and from Cooper Street on the West to Farwell Terrace on the East.
2. Killarney Road on the North to MacDonald Ave on the South, and approximately Reid Street on the West and Pine Street on the East.
3. Along both sides of Trunk Road from approximately Pine Street to approximately Shannon Road.

These are the proposed areas are to be the focus for intensification through various policies and activities. These include greater financial incentives for housing development, further reductions in parking requirements and improvements to connectivity/walkability to create “complete neighbourhoods”.

Major Node Areas are areas that have significant development potential to become mixed-use neighbourhoods with easy access to a variety of services, amenities, and housing. Major Node Areas are typically along a highly travelled route and have access to public transportation. They may also be centered around Large Scale Activity Hubs that generate significant activity and employment. Within Major Node Areas, the City will encourage a complete mix of land uses with an emphasis on filling land use gaps and creating complete neighbourhoods that can meet a variety of needs, such as living, working, education, shopping, recreation, etc.

7. Strategic Development Areas Map 2



The **teal** areas have potential to become part of Major Node Areas, however land use gaps exist. This includes the presence of higher density residential but no groceries and few retail opportunities nearby (Dacey Road, Goulais/Second Line), or near a Large Scale Activity Hub but only has minimal services.

The legend includes: arterial roads, collector roads, Proposed First Neighbourhoods, Proposed Major Node Areas, Proposed Major Node Transition Areas, Large Scale Activity Hubs, the Urban Settlement Area, Potential Land Use Gaps, Park Lands, and Rural Areas that are within the City.

Potential Node Areas with Land Use Gap number 1: The Goulais Avenue - Second Line area. This area contains higher density residential and has development potential. It is not near a large scale activity hub.

Services and amenities nearby include at least one school, municipal park, health service, community centre and bus stop. Services and amenities not nearby include a grocery store or a retail cluster or commercial area with multiple shops.

Potential Node Areas with Land Use Gap number 2: The Peoples Road - Second Line area. This area has development potential, but doesn't not currently contain any high density residential development. It is not near a large scale activity hub.

Services and amenities nearby include at least one municipal park, health service, and bus stop. Services and amenities not nearby include a grocery store, a school, or a community centre. It has some retail shops and commercial areas.

Potential Node Areas with Land Use Gap number 3: The Sault Area Hospital area. This area has development potential, but doesn't not currently contain any high density residential development. It is surrounds the hospital which is a large scale activity hub.

Services and amenities nearby include at least one school, municipal park, health service, and a bus stop. Services and amenities not nearby include a community centre. There are grocery stores and retail clusters or commercial area with multiple shops in the area but there are no pathways or active transportation routes to get to them. A pedestrian would be required to walk out to Great Northern Road to access these services.

Potential Node Areas with Land Use Gap number 4: The McNabb area East of Pine Street. This area contains higher density residential and has development potential. It is not near a large scale activity hub.

Services and amenities nearby include at least one school, municipal park, health service, and a bus stop. Services and amenities not nearby include a community centre. There are grocery stores and retail clusters or commercial area with multiple shops in the area but there is only a safe crossing at Pine Street and McNabb.

Potential Node Areas with Land Use Gap number 5: The Algoma University area. This area has development potential, but doesn't not currently contain any high density residential development. It is surrounds the university which is a large scale activity hub.

Services and amenities nearby include at least one school, municipal park, and a bus stop. This area would benefit from a pedestrian crossing over Wellington Street East near Nicholas. This

would help access grocery stores and retail shops. Part of this neighbourhood is within a safe walkable distance to the John Rhodes Community Centre.

Potential Node Areas with Land Use Gap number 6: The Dacey Road area. This area contains higher density residential and has development potential. It is not near a large-scale activity hub.

Services and amenities nearby include at least one school and a bus stop. Part of this area has access to a municipal park within a safe walkable distance of 800m and part does not. Services and amenities not nearby include a grocery store, a retail cluster or commercial area with multiple shop, health services or a community centre.

8. Gentle Density

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Undertake zoning changes that would have the potential of increasing housing supply throughout the City's residential neighbourhoods by permitting Additional Dwelling Units (ADUs) and multiplexes such as duplexes, triplexes and fourplexes.

Benefits include:

- Housing affordability
- Optimal land use and infrastructure
- Reducing outward expansion of growth
- Supporting local businesses and communities
- Flexibility for homeowners
- Aging in place

Bring Zoning By-laws into conformity with *Bill 23* to allow 3+ residential units on any urban residential lot, subject to certain development conditions.

Other adjustments to the zoning by-law are required in order to permit gentle density in lower density zoned neighbourhoods as well as to set regulations to ensure compatibility with existing neighbourhoods. Examples include:

- Minimum lot size and frontage,
- Lot line setback distances,

- Required number of parking spaces and where they can be located,
- Height restrictions,
- Minimum landscaping and open space, etc.

9. Required Parking Reductions

The City of Sault Ste. Marie is undertaking a Parking Review to examine current parking availability, policies, and procedures and to determine where changes may be beneficial.

Reductions to requirements will ultimately:

- Reduce greenhouse gas emissions
- Promote active transportation
- Increase transit ridership
- Align parking demand with parking supply
- Promote infill development and residential intensification

This study will include recommendations to:

- Update parking by-laws, policies procedures associated with minimum/maximum parking, minimum barrier free parking, micro mobility and bicycle parking.
- Update/implementation of commercial programs to support the right amount of parking available, at the right location and at the right price.
- Possible implementation of parking management strategies such as parking analysis zones and data collection technologies.
- Propose parking revisions to the parking by-law that will take into account expected parking needs for developments.
- Proposed reductions include:
 - 100% reduction in the Downtown
 - 40% reduction in Strategic Development Area
 - 20% reduction in Urban Settlement Area