

11. Infrastructure and Servicing

Providing and maintaining civic infrastructure and services is often considered to be the basic responsibility of municipal governments. As per Provincial policy, infrastructure includes sewage and water systems, stormwater management systems, wastewater treatment and solid waste management systems, electricity generation, transmission and distribution facilities, oil and gas pipelines, telecommunications, transportation corridors and facilities and the public transit system. In addition, 'soft' infrastructure that add to a city's quality of life, include things like parks, recreational and cultural facilities. Finally, 'hard' services such as fire protection and policing are also core services provided by municipal governments.

Please note that some forms of infrastructure have been discussed in detail elsewhere:

- For municipal transportation infrastructure including roads and public transit, please see the [Urban Design and Mobility Chapter](#).
- For 'soft' infrastructure such as parks and recreational facilities, please see the [Parks, Recreation, Arts, Culture and Heritage Chapter](#).
- For the Sault Ste. Marie Airport, please see the [Rural Area and Agriculture Chapter](#).

What We Know

Key Points

- The design and provision of most civic infrastructure and core services are guided by Provincial policies, regulations and guidelines.
- All new development within the Urban Settlement Area is to be served by municipal sewage and water services where such services are accessible. Extension of services to development outside the Urban Settlement Area is generally discouraged, unless required to address specific issues on a case-by-case basis.
- The City has existing plans and policy documents regarding stormwater management, solid waste management, and the review of telecommunications infrastructure.
- The City works with the PUC as well as other agencies and community stakeholders to appropriately plan for and support water and energy infrastructure, as well as various transportation infrastructure such as marine, rail and airport facilities located in the Sault.
- The Planning Division will continue to work with Fire Services to ensure that all development and redevelopment meets Building Code and Fire Code requirements, including adequate water pressure for fire fighting purposes.
- The Planning division will work with Police Services and other partners to ensure that new developments are designed in a manner that is safe and welcoming, utilizing the concept of Crime Prevention Through Environmental Design (CPTED)

General Provincial Direction on Infrastructure Planning

At a high level, the Provincial Policy Statement requires municipalities to plan for and provide infrastructure in ways that:

- Are efficient and ensure financial viability over the infrastructure's life cycle;

- Accommodate current and projected needs;
- Consider and prepare for the impacts of climate change;
- Are coordinated and integrated with land use planning and growth management;
- Consider optimizing the use and pursuing the adaptive reuse of existing infrastructure prior to the development of new infrastructure; and
- Protect human health and safety, and the health of the natural environment.

Sewage and Water Servicing

Having access to clean drinking water and effective removal of wastewater and sewage is fundamental to ensuring people's health and wellbeing.

As a result of the Walkerton Tragedy and the subsequent O'Conner Commission (The Walkerton Inquiry) the Province passed the Clean Water Act to create a 'multi-barrier approach' to protecting drinking water at its source. The result is the **Sault Ste. Marie Region Source Protection Plan**, which identifies and regulates significant threat activities and vulnerable areas where mishandling, a spill or runoff could potentially contaminate the Sault's potable source water. For more information on source water protection, please refer to the [Natural Environment, Resources and Constraints Chapter](#).

The Provincial Policy Statement expresses the Province's preferred hierarchy of sewage and water services:

1. Municipally-owned or operated sewage and water services are the preferred form of servicing within the City's Urban Settlement Area (USA).
2. If municipal services are not available, planned or feasible, privately-owned communal sewage and water services are the preferred form of servicing for multi-unit developments consisting of more than six lots or dwelling units.
3. If neither of the above servicing forms are available, planned or feasible, individual on-site sewage services (septic systems) and water services (wells) are permitted, conditional upon ensuring there are no negative environmental impacts.
 - a. Septic systems designed to accommodate more than 10,000 litres of effluent per day must be approved by the Ministry of Environment, Conservation and Parks. Septic systems designed to accommodate less than 10,000 litres of effluent per day fall under the jurisdiction of Algoma Public Health. Individual on-site septic systems servicing a single rural dwelling generally fall under the jurisdiction of Algoma Public Health.
4. Partial services refer to where the municipality provides only one of either sewage service or water service, and individual on-site service exists for the missing service. One example is where a residential lot receives municipal water service but uses a private septic system to handle sewage. The Province permits partial services to be provided in two specific circumstances:
 - a. To address failed individual on-site sewage or water services in existing development; or
 - b. To allow for infilling and minor rounding out of existing development within settlement areas.

A local example of a partially serviced area is along Old Garden River Road, east of Windsor Trail, where water services were extended to address the failure of a number of individual potable water wells

As per Provincial Policy, municipalities can only permit new development, including the creation of new lots if there is confirmation of sufficient reserve capacity in the local sewage and water systems, i.e. extra capacity that is not already meant to service existing or approved development. This includes 'downstream' capacity in pipes and treatment facilities, and capacity to handle hauled sewage from private communal or individual on-site sewage services. The rated design capacity for the east end sewage treatment plant is based on a design population of 55,600 people and the rated capacity of the west end sewage treatment plant is based on a design population of 33,500 people, totaling 89,100. The 2036 population projection of 83,300 which includes anticipated growth, is within the total design population of 89,100 for both sewage treatment plants. The City intends on commencing a reserve capacity study within the next five years to incorporate the most recent information and data.

In addition, the Province indicates municipalities must ensure that the sewage and water services they provide are sustainable with respect to the local water supply which these services rely upon. As part of this, municipalities must promote water conservation and efficient use of water.

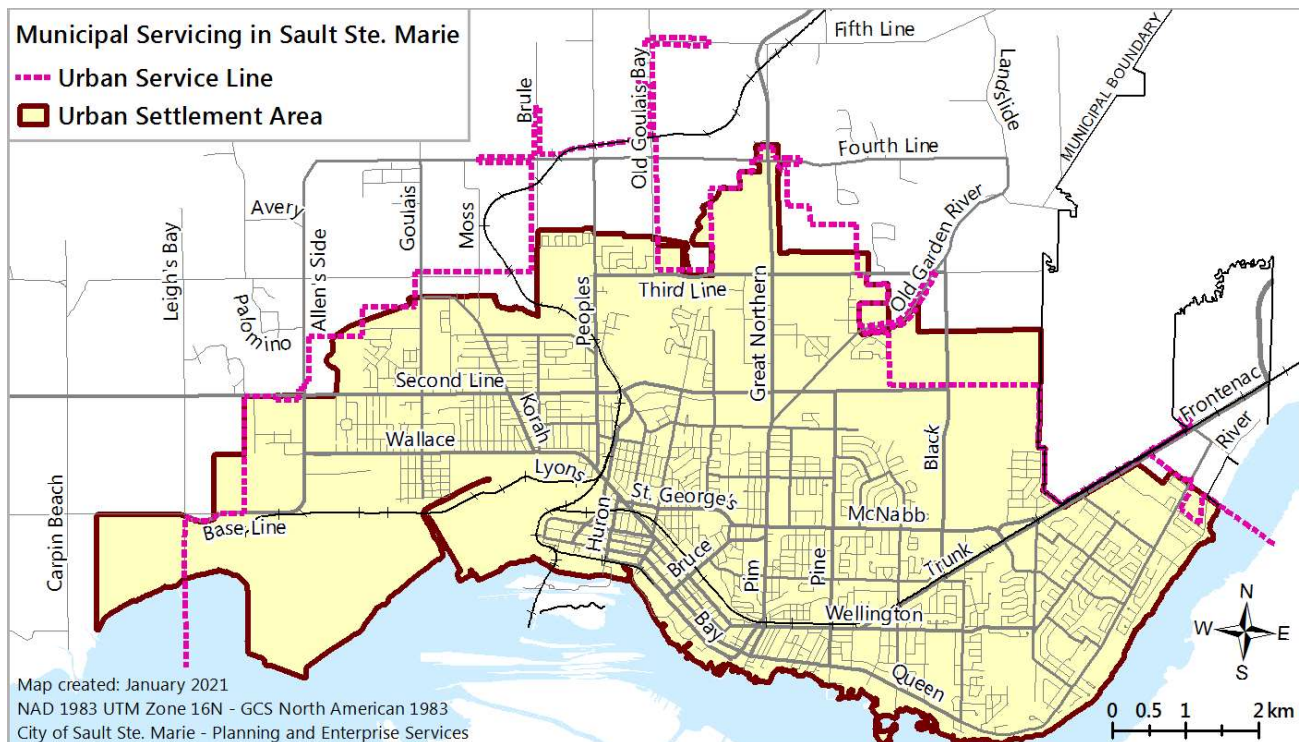
Locally, municipal sewage (i.e. sanitary) services are owned and provided by the City of Sault Ste. Marie. Municipal water services are owned and provided by PUC, which is a utility services Corporation that is wholly owned by the Corporation of the City of Sault Ste. Marie.

As previously discussed in the [Growth and Settlement Chapter](#), the **Urban Settlement Area** is the designated area of Sault Ste. Marie where the majority of existing and future development is located. The City's policy, which aligns with Provincial policy, is that all development within the Urban Settlement Area is to be served by municipal sewage and water services.

The City and PUC have in the past extended municipal water services and/or municipal sewage services to some areas outside the Urban Settlement Area to address specific issues. Examples include extending water and sewer services to the Landfill on 5th Line East to facilitate a leachate collection system, and the extension of water and sewer services north to facilitate residential development at Crimson Ridge Golf Course. The locations of these non-urban areas where municipal services exist are indicated via the City's **Urban Service Line (USL)**.

Figure 11.1: Extent of the Area where Municipal Services are Provided in Sault Ste. Marie.

Source: City of Sault Ste. Marie.



The Urban Settlement Area (USA) versus the Urban Service Line (USL)

The Urban Service Line and the Urban Settlement Area (USA) Boundary do not always match. In some cases, the USL extends beyond the USA due to the aforementioned service extensions. In other cases, the USA may extend beyond the USL because vacant land has yet to be developed. Essentially, the USA shows the area of the community where serviced development at urban densities is to occur. As per Provincial Policies, the USA can only be extended by way of an Official Plan Amendment, where through a comprehensive review, similar to the one completed by the City and Dillon Consulting in support of the new OP and discussed in detail in the [Growth and Settlement Chapter](#). The comprehensive review must demonstrate that there is not enough land within the USA to accommodate anticipated growth.

The Urban Service Line (USL) represents the area where city services (water and sewer) are currently available, and is utilized primarily as a taxation tool. Properties within the USL are charged at an urban tax rate, whereas properties beyond the USL are charged at a slightly lower rural tax rate.

Existing Sewage Infrastructure

According to the City of Sault Ste. Marie's 2015 Asset Management Plan, City-owned assets related to municipal sewage servicing include:

- 401 km of sanitary sewers.
- 22 sanitary forcemains.
- 5084 sanitary manholes.
- 7 large sanitary pump stations and 18 small sanitary pump stations.

- 2 wastewater treatment plants: one in the east end near Queen Street East and Millwood Street, and another in the west end near Allen's Side Road and Yates Avenue.
 - Because of their potential for odour and other adverse effects, the development of sensitive uses within the vicinity of the sewage plants is generally discouraged, as further discussed in the [Land Use Compatibility Chapter](#). A sizeable green space buffer exists around the east and west Wastewater Treatment Plant for precisely this reason.

Existing Potable Water Infrastructure

PUC drinking water system services both the City of Sault Ste. Marie and Batchewana First Nation's Rankin Reserve:

- Water is sourced from 6 groundwater wells at 4 pumping stations, and an intake at Gros Cap which draws water from Lake Superior.
- There are 470 km of distribution mains, which range in diameter from 900 mm to 50 mm.
- Typical annual water pumpage is 13.5 million cubic metres per year. Maximum peak day is approximately 65,000 cubic metres.
- There is one water treatment plant, located on Second Line West between Town Line Road and Carpin Beach Road, which treats water from the Gros Cap intake. Water from the 6 groundwater wells is treated on-site at each well location.
- There are two drinking water reservoirs: one adjacent to PUC headquarters on Second Line that is 27,000 cubic metres in volume, and another near Peoples Road north of Fourth Line that is 9,000 cubic metres in volume.

Stormwater Management

Stormwater management systems are critical in protecting public health and safety, property and the environment. These systems receive, control and convey stormwater runoff in response to precipitation and snow melt. The local stormwater management system consists of an integrated network of swales, ditches, culverts, storm sewers, flood control channels, pumpstations, oil grit separators, stormwater management ponds and underground reservoirs. Traditionally stormwater management focused predominantly upon addressing water quantity, however it has become increasingly important to manage the quality of stormwater runoff.

In general, Provincial direction on stormwater management is largely similar to the Province's direction on infrastructure. Nevertheless, the Provincial Policy Statement does make particular points with respect to:

- Striving to minimize and prevent increases in contaminant loads, as well as erosion and changes in water balance.
- Maximizing the extent and function of vegetative and permeable surfaces.
- Wherever possible, promoting the use of **green infrastructure** and **low-impact design** to effectively manage stormwater.
 - As described in the [Urban Design and Mobility Chapter](#), green infrastructure refers to built features that perform environmental functions such as filtering and storing stormwater. Common examples include bioswales, artificial wetlands, and permeable pavement and surfaces.

- Development that uses low-impact design strives to cause minimal impact on local water systems, through the use of features like green infrastructure.
- Promoting best practices such as stormwater attenuation and reuse, as well as water conservation and efficiency.

Other Provincial legislation such as the Water Resources Act and the Environmental Protection Act also have broad authority over stormwater management.

Local stormwater management systems are owned, operated and maintained by the City of Sault Ste. Marie, the Sault Ste. Marie Region Conservation Authority, private developments or a combination thereof.

Existing Stormwater Management Infrastructure

According to the City's 2015 Asset Management Plan, stormwater infrastructure assets in Sault Ste. Marie include:

- 283 km of storm sewers.
- 9,070 catch basins and 4,197 manholes,
- 11 oil grit separators.
- 251 km of ditches and 9,513 culverts across these ditches.
- 1 stormwater pump station located on Glasgow Avenue in the Bayview neighbourhood.
- 11 stormwater management ponds that were built as part of residential subdivisions.
- 4 aqueduct and flood control systems: Central Creek and East & West Davignon Creek in the West End, Fort Creek in the Steelton area, and Clark Creek in the east end.
 - Although significant work has been done over the past few years to improve the Fort Creek aqueduct and flood control system, the impacts to specific flood areas have not been assessed and therefore, these areas remain unchanged.

The City approved a ***Stormwater Management Master Plan and Guidelines***²⁸ in 2015 to address stormwater quality and quantity concerns related to new and existing development. This plan identified a long-term, City-wide stormwater management approach which includes:

- Improving snow disposal sites
- Education about stormwater management.
- Implementing a point source monitoring plan to monitor specific sources of pollution.
- Installing additional oil and grit separators to remove oil and sediment from storm runoff.
- Implementing new stormwater management guidelines.

In particular, the approved ***Stormwater Management Guidelines*** are intended to set a framework to promote consistency in the design and construction of stormwater management systems. The Guidelines state that all stormwater management systems to be connected to the City's system shall be designed to:

- Prevent adverse effects of stormwater on human health and safety;
- Protect property, structures and public infrastructure from damage;
- Preserve natural watercourses and wetlands; and

²⁸ Available at: <https://saultstemarie.ca/City-Hall/City-Departments/Public-Works-Engineering-Services/Engineering-and-Planning/Engineering-and-Construction/Stormwater-Management.aspx>

- Minimize the effects of development on surface water and groundwater quantity and quality.

Waste Management

Waste management refers to sites and facilities to accommodate solid waste and includes recycling facilities, transfer stations, processing sites and disposal sites (such as landfills and incinerators).

The Province requires Ontario municipalities to provide waste management systems that are of an appropriate size and type to accommodate present and future needs, taking into account projected community growth. At the same time, municipalities are directed to facilitate, encourage and promote waste reduction, reuse and recycling initiatives.

Waste management facilities must be located and designed in accordance with Provincial legislation and standards. For example, just as with wastewater treatment plants, waste management facilities can generate odour and cause other adverse effects on nearby residents. Therefore, land use compatibility must be considered during the development of landfills and other waste management facilities. Again, this includes applying the Province's minimum distance separation guidelines — please see the [Land Use Compatibility Chapter](#) for more information.

The City of Sault Ste. Marie's current waste management system includes a number of programs and elements including:

- Curbside collection of waste from residential properties, operated by both the City and a private collector under contract with the City.
 - Beginning in 2020, curbside collection is not provided to multi-residential properties of five dwelling units or more.
- Curbside collection and processing of recyclables, including metal cans, glass jars and number 1 and 2 plastic bottles, as well as paper and cardboard products.
 - The City's recycling facility is owned and operated by Green For Life Environmental (GFL).
- Curbside collection and processing of leaf and yard waste.
- Development and operation of the City-owned municipal landfill on Fifth Line East.
- Operation of a household hazardous waste depot at the City landfill.

Industrial, commercial, institutional and multi-residential properties do not receive curbside collection through the City, rather, collection is done by private firms under contract with individual property owners. Much of this waste is currently collected by Green For Life Environmental (GFL) and exported to a landfill in Dafter, Michigan. It is worth noting that the calculations utilized for the Solid Waste Management Environmental Assessment to expand the landfill assumes that this waste will not longer be exported.

As mandated by the Ministry of the Environment, Conservation and Parks (MECP), the City of Sault Ste. Marie has an **Environmental Monitoring Committee** which submits annual landfill operation and monitoring reports to City Council and the Ministry. These reports include information on waste quantities and site capacity, leachate collection systems, monitoring details related to ground and surface water quality and methane gas. According to the 2020 report, approximately 62,274 tonnes of waste were received at the municipal landfill in 2020, of which 74% was landfilled, 22% was used as cover or stockpiled for future use, and 4% was diverted. 4% diversion includes yard waste which is

used as compost on city properties, recyclable materials ('blue and yellow box'), electronics, tires, propane tanks, and vehicle batteries. The 2020 report also indicated that based on the 5- year average disposal rate, the landfill in its current state has capacity for approximately 6.1 years at the end of 2020.

The City is in the final states of completing a Solid Waste Management Environmental Assessment, which recommends an expansion to the landfill footprint, including 'landfill mining', which is a process of excavating disposed waste and cover material, recovering recyclable materials and cover material, and returning the residual waste to the disposal footprint. The Environmental Assessment also has recommendations to enhance waste reduction and promote additional waste diversion from the landfill.

Upon completion of the Solid Waste Management Environmental Assessment, it is anticipated that the landfill's capacity will be adequate to accommodate anticipated growth over the next 25 years.

Due primarily to odour impacts from the landfill, as well as noise, truck traffic and potential groundwater issues, the development of new sensitive uses, such as residential, is discouraged within 500m of the landfill footprint, as discussed in greater detail in the [Land Use Compatibility Chapter](#).

Telecommunications Infrastructure

Telecommunications towers and underground telecommunications conduits are found across Sault Ste. Marie. Telecommunications infrastructure is regulated by Innovation, Science and Economic Development Canada (ISED), which is a Federal agency that holds the final approval authority over the location and design of telecommunications towers. Telecommunications towers are exempt from municipal zoning by-laws. However, there is a public consultation protocol and proponents are required to obtain a "letter of concurrence" from the City, which is then submitted to ISED to indicate the City's support of the installation of the new telecommunications tower.

In 2015, Council adopted a **Telecommunications Tower Policy**²⁹ which provides direction on the City's locational and design criteria for new towers, as well as application, public notice and consultation requirements.

In terms of location, the City states that:

1. Sites should be selected to minimize the total number of towers required. Co-location and locations on existing structures or buildings are strongly encouraged.
2. New towers are strongly discouraged within 120 metres of any residential zone boundary. Where a tower is proposed within these locations, a detailed rationale is required.
3. The preferred location of new towers is in industrial areas, rural areas and utility corridors, whenever possible and technically feasible.
4. New towers are strongly discouraged from locating within or adjacent to natural heritage features or areas or upon lands with significant constraints or hazards.
5. New towers are discouraged from locating in areas of topographic prominence or in a manner that would impact a significant view or vista.

In terms of design, the City states:

²⁹ Available at: <https://saultstemarie.ca/City-Hall/City-Departments/Community-Development-Enterprise-Services/Planning-Enterprise-Services/Municipal-Land-use/Telecommunications-Tower-Policy.aspx>

1. The design of the tower and accessory structures should be sympathetic to the surrounding architecture and attempt to reduce the scale and visual impact of the tower.
2. The natural landscape of a site should be protected at all times. The planting of trees and shrubs at the tower site is encouraged to enhance the surrounding character.
3. Stealth design techniques and streamlined structures should be used in the design of a new tower. Monopole or stealth design techniques are the preferred option for any new tower which must be located within 120 metres of a residential zone.
4. Tower lighting should be designed in a manner that minimizes its impact to surrounding properties.
5. Wherever feasible, towers should be sited in a manner that maximizes setbacks from the property lines of the lot in which the tower is situated. At a minimum, a tower should be setback from the property lines by a distance that is equal to or greater than the overall height of the tower.

Energy Infrastructure — Electricity, Oil and Gas

The Province requires municipalities to plan for and protect corridors and rights-of-way for large-scale linear infrastructure such as oil and gas pipelines and electricity transmission systems. For example:

- Municipalities must not permit development in planned infrastructure corridors that could preclude or hinder the use of these corridors for their intended purpose.
- Municipalities must ensure that development on lands adjacent to existing or planned infrastructure corridors is both compatible with and supportive of the long-term purposes of these corridors.
- When a corridor becomes abandoned, municipalities should encourage its preservation and reuse, paying particular attention to maintaining the corridor's continuous linearity.

Various privately-owned and operated energy infrastructure exist within Sault Ste. Marie, including:

- Two major pipelines:
 - A natural gas pipeline owned by TC Energy (formerly TransCanada) that runs between Base Line at Leigh's Bay Road and the Pointes area. As per the City's current policy, development or excavation within 30m of this pipeline must comply with National Energy Board requirements.
 - A refined petroleum product pipeline owned by Imperial Oil that runs between the storage tanks near the intersection of Black Road and Trunk Road and the Government Dock at the bottom of Pim Street.
- An underground natural gas distribution system owned by Enbridge, which serves residences and businesses in both urban and rural areas.
- High-voltage electricity transmission lines and electrical substations owned by Hydro One Sault Ste. Marie.
- A comprehensive electricity distribution system, operated by the PUC, which provides electricity to homes and businesses. The majority of this system is above ground, however there are underground lines as well. The local electrical system consists of³⁰:
 - 33,600 residential and business connections.
 - 2 transmission stations.

³⁰ <https://ssmpuc.com/about-puc/reports/sustainability-reports/reports/>

- 14 distribution stations
- 740km of local distribution line
- 12,700 distribution poles
- Electricity generating facilities:
 - The Clergue Generating Station located beside the Sault Ste. Marie Canal National Historic Site
 - Three solar farms, 2 on Base Line and 1 on Black Road.

Electric Vehicles

According to StatsCan, there were 54,353 new Zero Emission Vehicles (ZEVs) (battery electric and plug-in hybrid electric vehicles) registered in Canada in 2020, accounting for 3.52% of all new vehicle registrations in the Country, up from 2.91% in 2019. Almost 95% of ZEVs were registered in Canada's 3 largest Provinces, British Columbia (8.4% of total registrations), Quebec (6.8% of total registrations) and Ontario (1.8% of total registrations). ZEVs sales peaked in 2018 then decreased in 2019, however data shows numbers are climbing again in 2020.

It is anticipated that ZEVs sales will continue to grow and charging infrastructure is continually being developed. The Province recently proposed changes to the Ontario Building Code requiring electric vehicle charging stations to be 'roughed in' as part of any new single detached dwelling, however this proposed change was later removed from the series of amendments.

It is anticipated that electric vehicle market share will continue to grow. From an energy infrastructure standpoint, it is important to ensure there is enough electricity available to meet increasing demands. PUC staff generally feel there is enough electricity available to meet projected demand over the 20-year timeframe of the Official Plan, however this will continue to be monitored. It is also anticipated that electric vehicle charging will likely occur overnight, during other off-peak times, thereby creating a second peak time for electricity consumption.

Infrastructure for Transportation Beyond the City — Marine, Rail and Airport Facilities

Marine, rail and airport facilities are important infrastructure assets that contribute significantly to a city's economic prosperity, by facilitating connections and trade with regions beyond a city's immediate area. In recognizing these facilities' importance, Provincial policies require municipalities to plan for land uses in the vicinity of these facilities in ways that:

- Protect their long-term operation and economic role.
- Ensure land use compatibility between these facilities and nearby sensitive uses (such as residential uses), including through the use of buffering and Minimum Separation Distances (MDS).
- Focus freight-intensive land uses to areas well served by these facilities and/or major highways.

For information on the Sault Ste. Marie Airport and related policy matters, please see the [Rural Area and Agriculture Chapter](#).

Marine Facilities in Sault Ste. Marie — Algoma Docks

Sault Ste. Marie is strategically located on the Canada/U.S. border at the hub of three Great Lakes, and the region has historically served as an important trading center. There is currently a small private commercial dock located Downtown at the bottom of Pim Street. There is also a private export dock located on the Algoma Steel property.

Since 2014, the City of Sault Ste. Marie and Sault Ste. Marie Economic Development Corporation have been working with Algoma Steel and other community partners to transform the existing dock on the Algoma Steel lands into a full-scale, publicly accessible commercial deep-water port. This **Algoma Docks** project (formerly Port of Algoma) is proposed to occupy up to 150 acres of existing marine facilities and associated industrial lands west of the Algoma Steel. The proposed port will extend approximately 3.5 km along the St. Marys River shoreline. There is ample room to grow at the site, with fully serviced industrial land available for development within close proximity to existing industries. A commercially accessible port with modern infrastructure and available industrial land will attract new businesses and create more jobs for Sault Ste. Marie.

Rail Facilities in Sault Ste. Marie

Freight rail has long served as a key transportation method for goods being brought to and from Sault Ste. Marie businesses. There are approximately 35.5 km of primary rail lines located within the City boundaries. Both of Canada's national railway corporations have an established presence in Sault Ste. Marie:

- Canadian National Railway (CN) owns the 24.8km Algoma Central Railway corridor, starting at Huron Street by the Paper Mill District, heading north to the City limit. Additional spoke lines run from the Steelton Yards west onto the Algoma Steel lands as well as south across the border into Michigan.
 - CN also owns a rail yard — the historic Steelton Yards — located west of Carmen's Way between Cathcart Street and Wellington Street West.
- Canadian Pacific Railway (CPR) owns the 10.7km Huron Central Railway corridor that runs from Carmen's Way east near Wellington Street East and Trunk Road to the east City limit.
 - CPR also owns a rail yard located on Oakland Avenue just below the Pim Street hill.

In order to protect the long-term viability of critical rail infrastructure (rail lines and rail yards), Provincial policy discourages the development of sensitive uses (such as residential) in close proximity to rail infrastructure, which is discussed in greater detail in the [Land Use Compatibility Chapter](#).

There is currently no regular passenger rail that serves Sault Ste. Marie. The Agawa Canyon Tour Train, which runs on the CN-owned Algoma Central Railway corridor, operates only during the summer and fall tourism seasons. It is a purely a tourist attraction, albeit one that contributes greatly to Sault Ste. Marie's economy. In recent years, there have been efforts by regional organizations to push for the restoration of passenger rail serving Sault Ste. Marie and the Algoma region, including efforts by the Missanabie Cree First Nation and the Coalition for Algoma Passenger Trains.

Fire Protection

Sault Ste. Marie Fire Services is comprised of four divisions including: Fire Suppression, Fire Prevention and Public Education, Support Services, and Community Emergency Management.

Resources are deployed from 4 strategically located Response Centres to provide the community with optimum response times.

For new development, the Ontario Building Code is the main tool to ensure that new buildings are constructed in a manner that minimizes the threat of a fire, and ensures that adequate infrastructure such as water supply and fire hydrants are available in the event of a fire. The Ontario Fire Code is the main tool to ensure the ongoing maintenance of various fire mitigation measures such as sprinkler systems and smoke alarms.

The PUC also plays an important role as the owners of the city's fire hydrant system, which consists of 2,174 PUC owned hydrants, which are typically those found along roadways. There are also 322 private hydrants, which are fire hydrants located on private property, generally associated with larger commercial and industrial developments. Prior to approval of any new development, developers must demonstrate that there are adequate water flows in the adjacent infrastructure available for fire fighting purposes.

Provincial Policy requires that development generally be directed away from lands with high to extreme hazardous forest types, as further discussed in the [Natural Environment, Resources and Constraints Chapter](#).

Police Services

According to the SSM Police Service 2019-2021 Strategic Business Plan³¹ the creation of 'dynamic partnerships for community safety', focusing on enhanced partnerships with community groups, ongoing consultation with marginalized groups, increased online engagement and crime prevention through community initiatives, awareness and education.

From a planning perspective, it is important to ensure that developments are designed in a manner that is welcoming and safe, as discussed in more detail in the [Urban Design and Mobility Chapter](#).

³¹ <https://saultpolice.ca/what-we-do/strategic-plan/>

What We Heard

Key Themes Heard on: Infrastructure and Servicing

- Ensure that stormwater drainage and sewage treatment infrastructure capacity can adequately handle new growth and development.
- Consider beautification and upkeep of public lands, such as roadside ditches, while performing regular maintenance work.
- Expand waste diversion programs such as composting, expanded plastics recycling and plastics reduction initiatives.
- The City needs to focus on maintaining existing infrastructure, such as fixing potholes.
- The City should include stricter drainage regulations to ensure that properties being filled and elevated do not impact surrounding lots.
- Low Impact Design (LID) is not always possible where subsurface soils are silt/clay and impermeable.
- What infrastructure impacts might electric vehicles have on local infrastructure? Is there enough electricity to charge electric vehicles?

What We Propose

Proposed Official Plan Policies on: Infrastructure and Servicing

Planning for Municipal Infrastructure and Servicing

- The City shall plan for the provision of infrastructure and services in an efficient manner to accommodate current and projected needs.
- The City should optimize the use of existing infrastructure and consider opportunities for adaptive reuse of old infrastructure, prior to developing new infrastructure.
- When planning, developing and maintaining municipal infrastructure, the impacts of climate change, public health and safety, and the natural environment shall be addressed, as further discussed in the [Urban Design and Mobility Chapter](#).
- Provincial guidelines and standards shall be addressed during the development and operation of infrastructure facilities, including the application of Minimum Distance Separation (MDS) guidelines, as further discussed in the [Land Use Compatibility Chapter](#).

Sewage, Water and Stormwater Infrastructure for Private Development

- All development within the Urban Settlement Area shall be serviced by public sewage and water services.
- Generally, rural development is intended to be served by private on-site sewage and water services.
 - For Sewage systems designed to treat more than 10,000 litres of effluent per day, approvals are required from the Ministry of the Environment, Conservation and Parks (MECP)
 - For sewage systems designed to treat less than 10,000 litres of effluent per day, approvals are required from Algoma Public Health (APH).
- The extension of municipal sewage and/or water services to development outside the Urban Settlement Area may be considered on a case-by-case basis, where such extensions are necessary to address failed on-site septic and water services.
- The need for and design of stormwater management systems on private development will be assessed and reviewed according to the City's ***Stormwater Management Master Plan and Guidelines***. More specifically:
 - For all development, quantity control should be provided so that peak post-development flows should not exceed pre-development flows for all storms up to the major drainage system design storm. Quality control provides measures aimed at minimizing stormwater pollution wherever possible, most commonly through the removal of Total Suspended Solids to levels indicated in the Guideline.
 - All industrial, commercial, institutional or residential developments of 4 or more dwelling units must have quantity and quality control. A sediment interceptor is required for any area that may contribute sediment to a sewer, including a parking area with a capacity of 12 or more cars that is maintained in the winter.
- Where possible, the use of green infrastructure and low-impact design (LID) is encouraged to reduce impacts on municipal infrastructure as well as to promote water and energy conservation. Please see the [Urban Design and Mobility Chapter](#) for a more detailed discussion.

- The development of new sensitive uses within a minimum of 150m of the east and west sewage treatment plants is discouraged. Please refer to the [Land Use Compatibility Chapter](#) for more details.

Solid Waste Management

- Upon completion of the planned Landfill expansion, there will be enough capacity to accommodate the projected waste disposal needs of the City over the next 25 years.
- The City will strive to facilitate waste diversion from the landfill through the development, support and where feasible, expansion of waste diversion initiatives such as additional plastics recycling, organics composting / biosolids.
- The development of new sensitive uses within a minimum of 500m of the proposed expanded landfill footprint is discouraged. Please refer to the [Land Use Compatibility Chapter](#) for more details.

Other Infrastructure in Sault Ste. Marie

- The City will proactively work with outside agencies and stakeholders to appropriately plan for and support utility infrastructure development, including but not limited to, electricity generation and transmission, telecommunications, and oil and gas transportation and distribution.
 - This includes the protection of existing utility corridors through appropriate land use and development controls.
- Applications for the construction of new telecommunications towers shall be reviewed according to the City's **Telecommunications Tower Policy**.
- As further discussed in the [Land Use Compatibility Chapter](#), proper planning for lands near marine and rail facilities shall be conducted to protect those facilities' long-term operation and viability as well as to ensure land use compatibility.
- The City will continue to pursue the modernization and redevelopment of the existing dock on the Algoma Steel lands into a deep-water, publicly accessible commercial port. ↗
 - The City will plan for appropriate infrastructure to service this commercial port along with suitable land development in the vicinity of this port, in order to maximize its economic potential and prevent the encroachment of sensitive uses.