

Date: July 5, 2021

Report To: Planning and Development Executive Committee

From: Cody Vangel, Chief Building Official & Municipal Planner

Re: Truck Route Change - Considerations

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This report is to act as supplemental information for discussion amongst the Committee regarding the matter of changing the designated truck route within the Town of Frances. This report will focus on planning related considerations versus operational infrastructure.

Four truck by-pass options have been put together for consideration, each of the four have their own varying challenges.

#### **Option 1**

Option 1 would see Eighth Street connected from Minnie Avenue (north) westerly towards Rainy Crest.

Provided the significant railway traffic at this spur area and the need for two crossings in close proximity to each other, conflict would likely arise between the two crossings, and it is anticipated that this would cause more of a hindrance on traffic flow than a positive influence. It should also be noted that CN has not been consulted to formally determine what they would require as part of the formal design.

This option, considering at-grade crossings, would have minimal requirements for private property procurement as the Town has a roadway allowance on this route. Though it should be noted that the intersection at Eighth Street East and Minnie Avenue (north) would likely require realignment which could lead to the requirement for property acquisition.

From a land use planning perspective, it is certainly not ideal to relocate the truck route near a developing residential neighbourhood, especially one that the Town attempts to market and sell properties for. This option would see the truck route realigned within 75m of the properties at Kaitlyn Drive and within 170m of the new lots in Eric Crescent.

#### **Option 2**

Option 2 would see Eighth Street East at Rainy Crest head northeast along the CN rail line that heads towards Thunder Bay. This segment, from the existing end of Eighth Street would be approximately 2.2km.

This option would require acquisition of at least (part of) three pieces of land and the potential for a home to be relocated.

Further consultation with CN and MTO would be necessary to determine if any further acquisitions would be necessary where accessing this by-pass point from Mill Road/Highway 11.

Acquisition of pieces of private properties would entail significant legal, survey and purchase fees that estimates cannot be assigned to at this time.

Due to property and gas infrastructure constraints at the McIrvine Road crossing, there is likely no possibility for a grade separated crossing in the future.

### **Option 3**

Option 3 would see the same proposed by-pass at the east end of Town, though would include an approximately 2.7km extension to the west limit of Eighth Street West and then southerly down a new roadway out to the Highway west of Pit Road 2.

This option would see the same property acquisition constraints as option 2, though provides the Town with some flexibility for a grade-separated crossing at the west end of Town as the Town owns an abundance of land there.

From a land use planning perspective this option is more intriguing than option 2 as this could open access points to an abundance of landlocked Town owned property at the west end of Town which can pave the way for future industry, varying development, and expansion.

### **Option 4**

Option 4 would see the alignment shown in option 2 and 3 for the northeast extension of Eighth Street altered to detour around private property and maintain boundary on Town owned property.

This option would see the estimated 2.2km by-pass increased to 2.9km though would by-pass private property. It is unlikely that the Town would initially benefit from the cost difference between the 0.7km increase versus private property acquisition. However, similar to the rationale stated in option 3, this route then provides access to an abundance of land-locked Town owned property which can once again pave the way for future industry, varying development, and expansion.

It should be noted that this option would likely intersect some of the existing Eighth Street walking trails which could be addressed to ensure continuity in the trail system.

### **Topics for Discussion**

- Further consultation with CN and MTO would be necessary to determine full requirements for accessing and crossing within their right of way control areas.
- What impact, if any, will a by-pass have on our goal of targeting tourists to stop and stay?
- It is understood that generally, Fort Frances is surrounded by swamplands. Does the additional cost of option 3 & 4 where access to land locked Town property is indicated provide benefit to the future expansion of the Town including attracting industry and various development?

Administration is seeking input from the Planning and Development Executive Committee to bring forward to the Operations and Facilities Executive Committee.

Respectfully submitted.



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