

# TOWN OF FORT FRANCES

## Planning & Development Executive Committee

### AGENDA - July 5, 2021 at 8:30 AM

#### MEETING - Civic Centre

**Join on your computer or mobile app**

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[+1 807-701-5975,,692412530#](#) Canada, Thunder Bay

Phone Conference ID: 692 412 530#

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<b>1. <u>Call to Order / Roll Call</u></b>	
<b>2. <u>Disclosure of pecuniary interest and the general nature thereof</u></b>	
<b>3. <u>Approval of Previous Committee Minutes</u></b>	
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<b>4. <u>Items Referred from Council</u></b>	
4.1 2021 06 29 request fr V Bhulasi to extend building seasons 843 Huffman Court	5 - 7
<b>5. <u>New Business</u></b>	
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5.3 Tender No. 2021-PD-10 Award Recommendation	31 - 32
<b>6. <u>Outstanding Items</u></b>	
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6.2 Phair Avenue Park Redevelopment Discussion	42 - 45
<b>7. <u>Information</u></b>	
7.1 PDEC - By-Law June Stats	46 - 47
<b>8. <u>In-Camera - None</u></b>	

**9. Adjourn / Next Meeting Date - 03 August 2021**



TOWN OF FORT FRANCES

MINUTES

SESSION NO. #11

June 21, 2021

The meeting of Planning & Development Executive Committee of the Town of Fort Frances was held virtually in the Civic Centre on June 21, 2021 from 0830 hrs to 0846 hrs.

PRESENT: J. McTaggart - Chairperson, W. Brunetta - Councillor, D. Judson - Councillor, Mayor J. Caul (ex-officio)

ALSO PRESENT: T. Rob, Acting CAO, C. Vangel, CBO/Planner, P. Briere, By-law Enforcement Officer, K. Haney, Deputy Clerk. E. Slomke, Clerk, R. Thoms B93, M. Emera, Fort Frances Times

**1. Call to Order / Roll call - 0830 hrs**

**2. Disclosure of pecuniary interest and the general nature thereof - none**

**3. Approval of Previous Committee Minutes**

3.1 Session 10 - 07 June 2021 - Accepted as presented

**4. Items Referred from Council**

4.1 FFCBC request temp fencing for event - Recommendation accepted as presented.

4.2 Letter from NewFort Developments re 814 Scott Street project - Committee in agreement with recommendation.

**5. New Business**

5.1 Permit Fee Waiver Request - Committee in agreement with recommendation.

**6. Outstanding Items**

6.1 Phair Avenue Park - Council to receive report from Administration for inclusion in next budget cycle.

6.2 Truck by-pass route - Referred to OFEC.

**7. Information - none**

**8. In-Camera - none**

**9. Adjourn @ 0846 hrs / Next Meeting Date 05 July 2021**

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Executive Committee Chair

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Secretary, Planning & Development Executive  
Committee

June 29, 2021

TO: Planning & Development Executive Committee

FROM: Elizabeth (Lisa) Slomke, Municipal Clerk

SUBJECT: Request for Extension to Develop (843 Huffman Court)

## **BACKGROUND**

A letter of request was received June 17, 2021 from V. Bhulasi in which Ms. Bhulasi asks Council to permit an extension to the five building seasons for her to construct her single family home. This requirement was a condition on the sale of lots within Huffman Subdivision, and the condition was transferred from the original purchaser to Ms. Bhulasi. This lot that Ms. Bhulasi purchased in the spring of 2020 is the last lot to be developed within the Huffman Subdivision.

As you can see in her letter, she has preliminary design plans for her single family home and is presently working with her contractor and designer to reduce the square footage of her home in the hopes that the reduction in size will offset the inflated building costs.

As you will recall, due to the pandemic, Council has made arrangements for the Erin Crescent Subdivision lot purchasers to be able to request an additional two years.

## **NEXT STEPS**

The Planning & Development Executive Committee will consider the matter at their July 5<sup>th</sup> meeting.

Vera Bhulasi  
101-275 First St E  
Fort Frances, ON, P9A 1K4  
416 838 6022  
vbhulasi@gmail.com  
June 16, 2021



Mayor and Council  
The Town of Fort Frances  
320 Portage Avenue  
Fort Frances, ON, P9A 1K4

Dear Mayor and Council:

I am writing to you regarding my recently acquired property, 843 Huffman Court. I was verbally notified that the original purchase agreement between the first owner and the Town, states construction is to be completed by September 30, 2021.

I was hoping to start construction on the property at some point this year however, due to the pandemic, the cost of lumber has multiplied exponentially and the cost to build a home has risen from \$100 per sq. ft. to \$500 per sq. ft. therefore, my contractor has advised me to hold off building until lumber prices stabilize.

Due to the above circumstances I will not be able to start construction this year and I would like to request some additional time. I have been working with my contractor and designer to redesign the entire build to account for inflated costs and a smaller family sized home, instead of original 1900 sq. ft. house. Please find a copy of the original preliminary house plan attached.

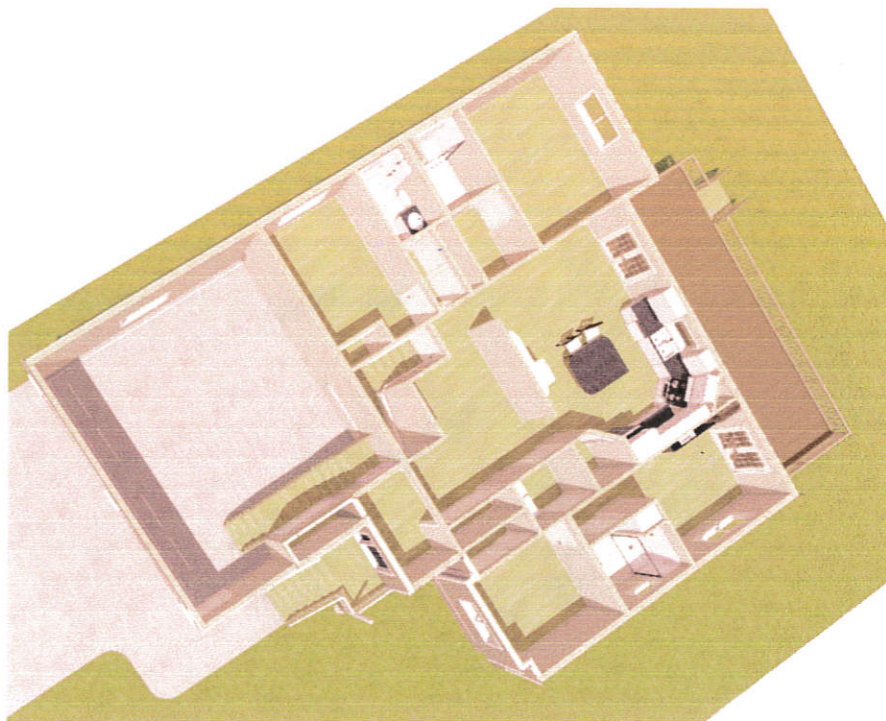
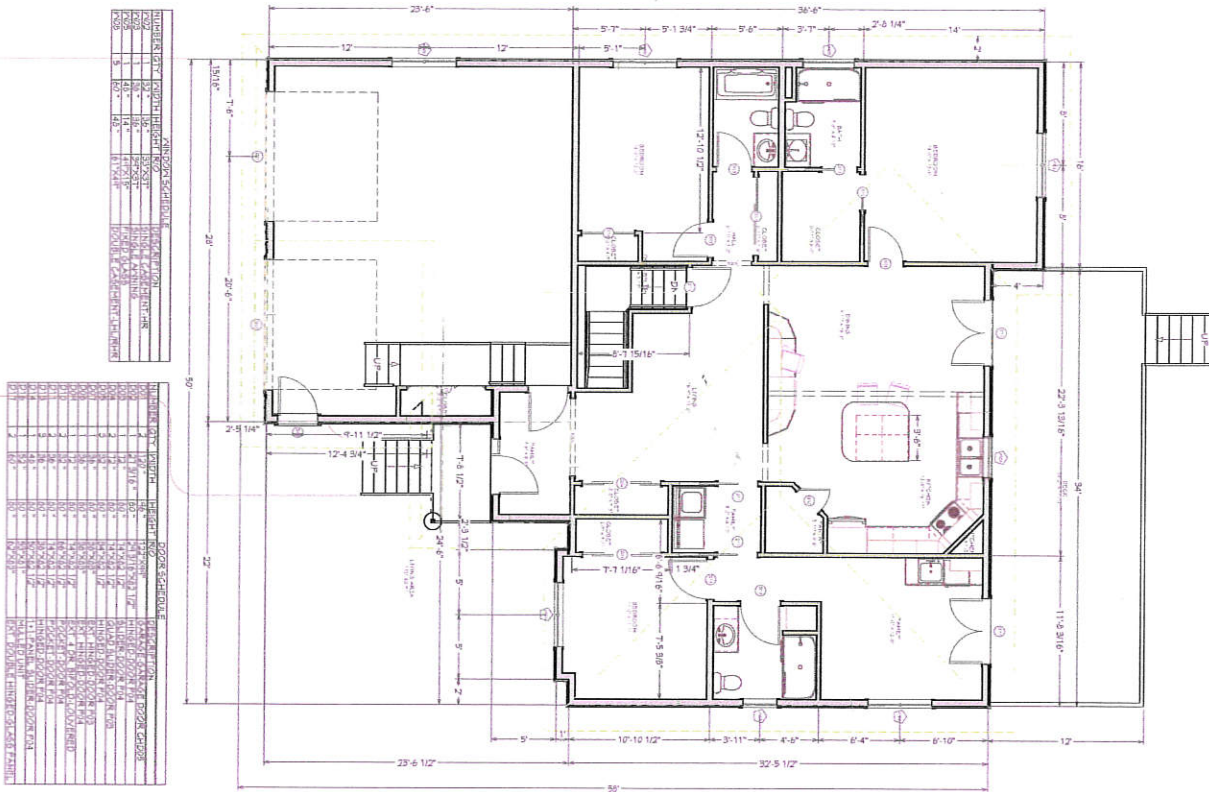
Please accept this letter as a formal request for an extension of the building period defined in the purchase agreement for 843 Huffman Court.

Thank you for your kind considerations.

Sincerely,

A handwritten signature in dark ink, appearing to read 'V. Bhulasi'.

Vera Bhulasi



**A-2.0**  
Preliminary  
Drawings  
PLAN NUMBER

**MAIN  
FLOOR**  
TITLE

**Oct. 20,  
2020**  
DATE

**3/16" = 1'-0"**  
SCALE

**Vera Bhulasi  
Single Detached Dwelling  
843 Huffman Court  
Fort Frances, Ontario**

**REVISIONS**

**Mar. 13, 2020  
Sept. 30,  
Oct. 20,**

**DGM Design**  
BCIN: 102602  
email: dan.dgmdesign@gmail.com  
Drawings provided by: Dan Mack BCIN 102062

**Box 646, Emo  
Ontario, P0W 1E0  
cell: 807-276-3815**

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?

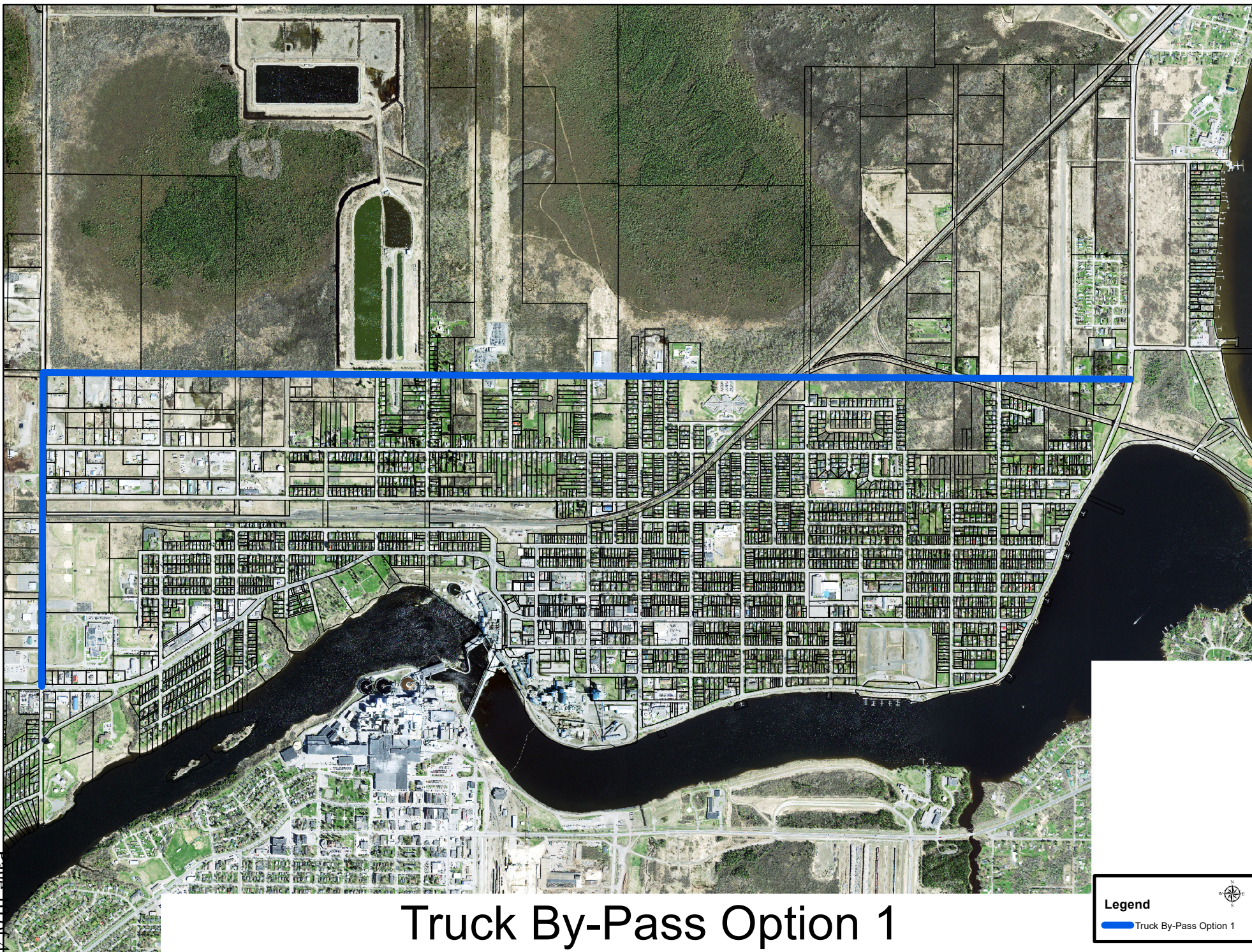
Administration is seeking input from the Planning and Development Executive Committee to bring forward to the Operations and Facilities Executive Committee.

Respectfully submitted.



Cody Vangel  
Chief Building Official & Municipal Planner

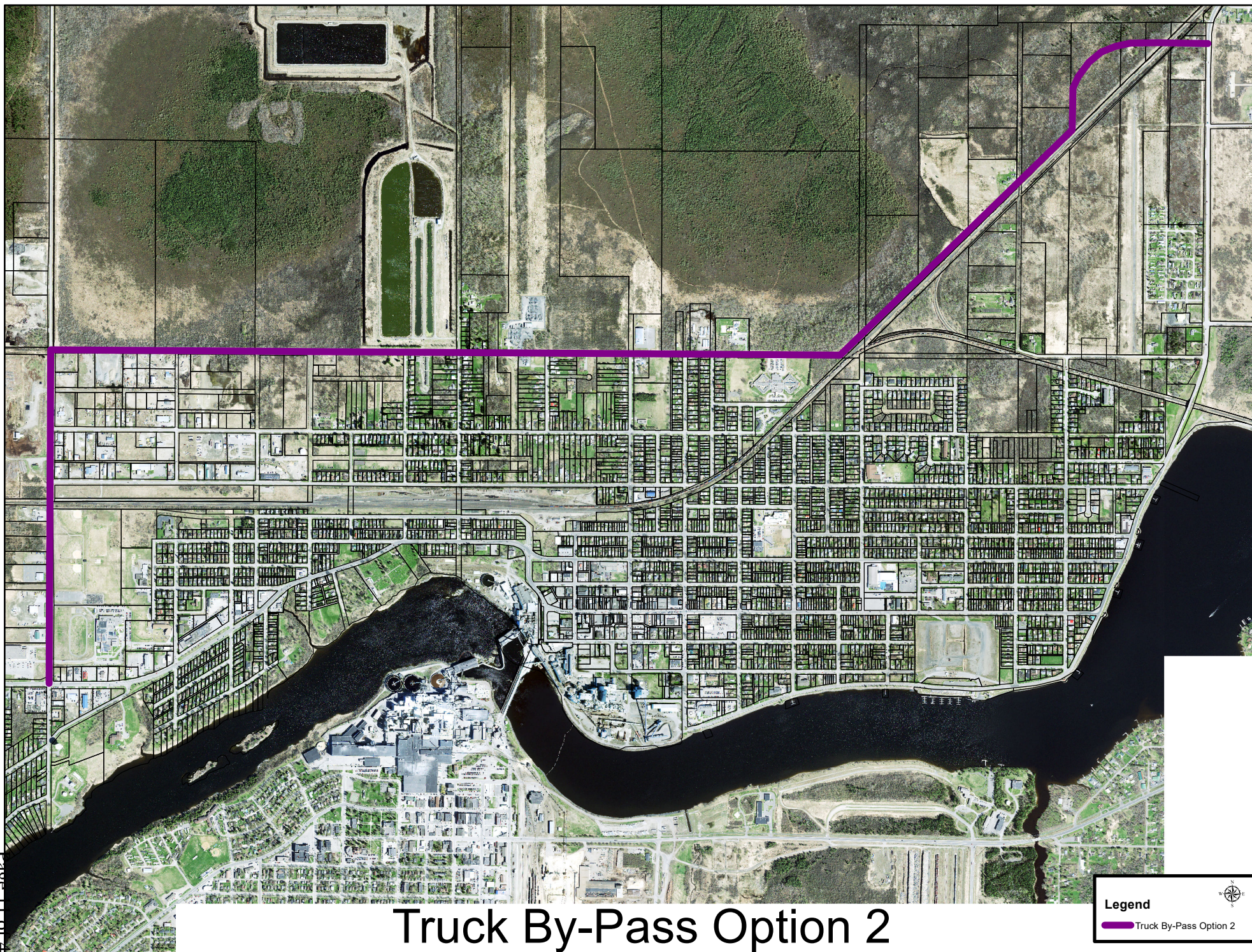




# Truck By-Pass Option 1

Legend  
Truck By-Pass Option 1





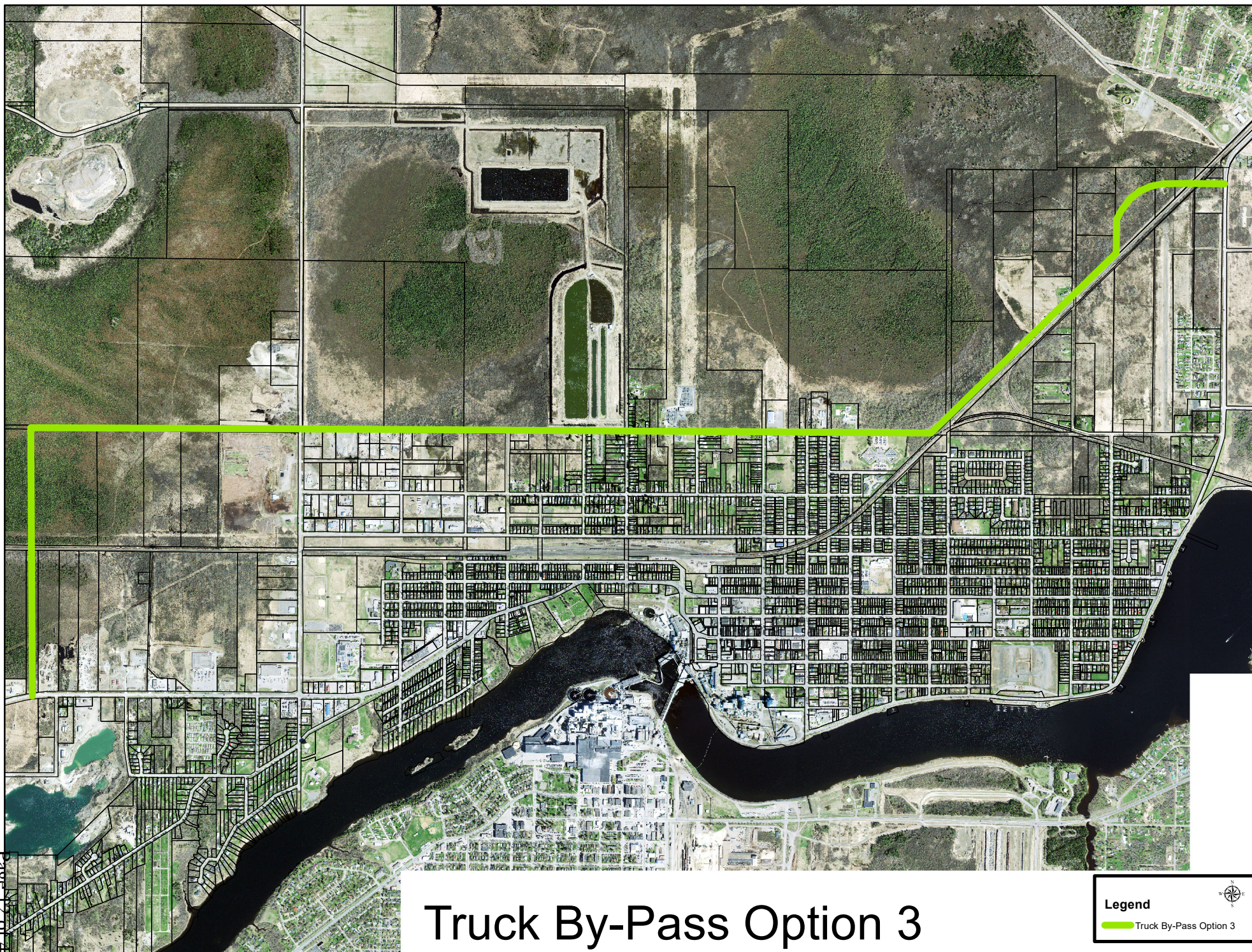
## Truck By-Pass Option 2

**Legend**

Truck By-Pass Option 2







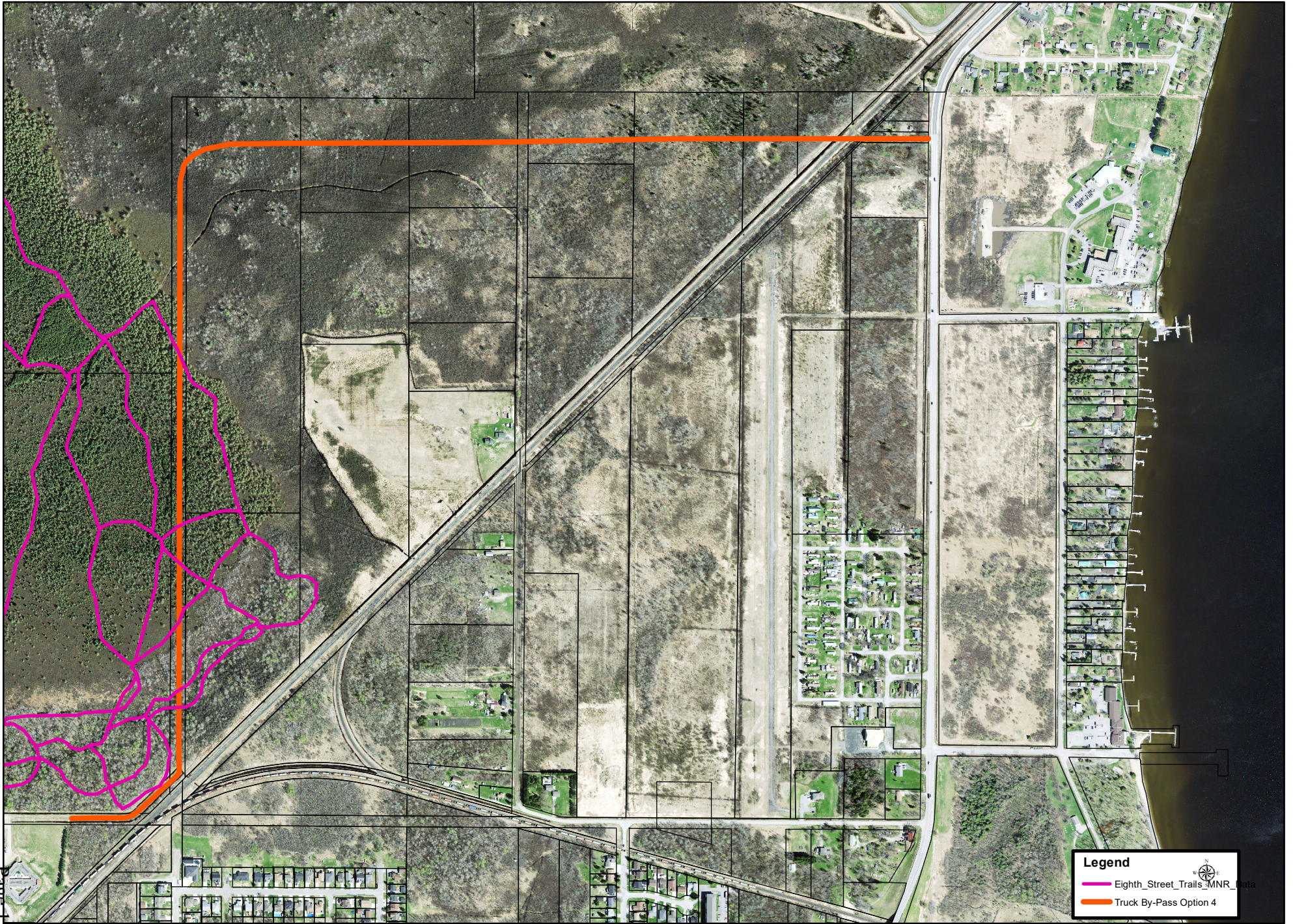
## Truck By-Pass Option 3

### Legend

Truck By-Pass Option 3







## Truck By-Pass Option 4



## 9.0 TRUCK BY-PASS ROUTE

### 9.1 BACKGROUND

Fort Frances is situated along one of the major highway links between Thunder Bay and Winnipeg as well as serving as an important border crossing to Minnesota. As such, a significant amount of commercial truck traffic passes through the town, in both an east-west and north-south direction. In addition to the through traffic, the local natural resources based industry generates substantial truck traffic. This truck traffic impacts on congestion on the main arteries and the level of service at major intersections.

Current east-west through truck traffic on Highway 11/71 is estimated to be 435 trucks per day (TPD). With an average yearly growth rate of 1.5% per year, the projected truck traffic in Year 2006 is estimated to be 505 TPD. Some increase in this traffic is anticipated as a result of the new OSB plant in Barwick. Stone-Consolidated woodlands personnel anticipate that an annual increase of 8000 trucks (an average of 25 trucks per day, peaking at 51 trucks per day in winter months) will pass through Fort Frances from east to west to service the OSB plant after 1997. This results in additional round-trip truck traffic of 50 TPD, increasing the overall volume to 555 TPD, or approximately 202,575 trucks per year.

~~In order to minimize the impacts of through traffic on downtown streets, the 1969 "Fort Frances Traffic Study" report recommended diverting the main highway route from the east onto Church Street, between Shevlin Yard and Central Avenue. A subsequent 1987 study, "Official Plan of the Fort Frances Planning Area", incorporated the recommendations of the 1969 traffic study, but further recommended a two lane, signed truck route along Eighth Street and McIrvine Road.~~

Internal studies carried out by the Town of Fort Frances identified two possible by-pass route configurations. Option 'A' would run along Eighth Street to McIrvine and continue west from there until it eventually links up with King's Highway. Option 'B' would run south down McIrvine to King's Highway. Option 'B' would be the least costly as it requires less new road construction.

The by-pass route outlined above is illustrated on Figure 8. The route, based on Option 'B', would begin east of Fort Frances south of the Reserve where a CN Rail crossing would be required. The route would continue north of the CN line to Eighth Avenue and west along Eighth Avenue to McIrvine Road and south on McIrvine to King's Highway/Highway 71.

## 9.2 BENEFITS OF A TRUCK BY-PASS ROUTE

A truck by-pass route along Eighth Street would allow all east-west through traffic to entirely by-pass the downtown streets. The benefits of such a truck route to the Town of Fort Frances would be numerous. These benefits would include:

- Reduced pavement wear on downtown streets by minimizing truck traffic, with resultant savings for the Town in long-term maintenance costs.
- Reduced travel time for through truck traffic with resultant cost savings to Stone-Consolidated Corporation and Voyageur Panel (Barwick OSB plant).
- Improved safety for residents in the downtown area.
- Reduced traffic congestion on downtown streets as a result of the diverted traffic.
- Benefits to the Mill if combined with future plans to relocate the woodyard.

A detailed discussion of these benefits follows.

### 9.2.1 Pavement Condition

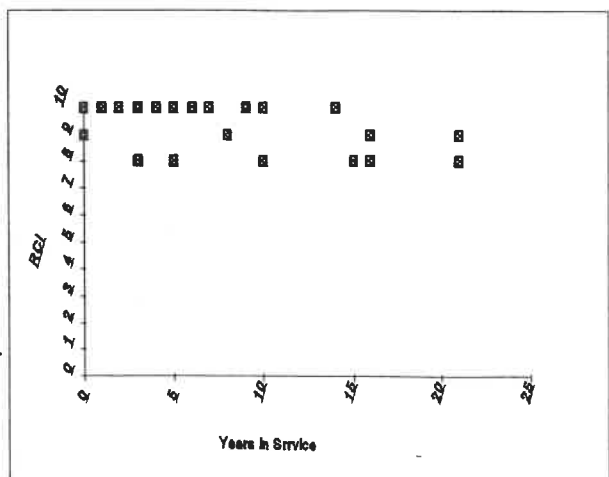
A detailed analysis of the influence of truck traffic on pavement deterioration on Highway 11/71 between sections 00005A and 000024 was carried out based on the following information:

- historical pavement surface condition data;
- truck traffic;
- the Ontario Pavement Analysis of Cost (OPAC) deterioration models for flexible pavements; and
- Literatures review.

#### *Pavement Surface Condition Data*

Historical pavement surface condition data was provided by the Town of Fort Frances Engineering Department. Data is based on the surface condition rating, also known as Riding Comfort Index (RCI), a subjective estimate on a 0 to 10 scale used to measure pavement deterioration over time. Newly constructed pavements typically have an initial RCI value 8.5 to 10 and the RCI value gradually decreases over time as the pavement surface distorts under the action of traffic loads and climatic influences. On class-A highways, pavements are normally considered to have deteriorated to an unacceptable condition when the RCI reaches 4.5. The above scatter plot

*Scatter Plot RCI Versus Years in Service*



shows the historical RCI plot over years in pavement service between pavement section 00005A on Highway 11, West Town Limit and 000024 on Mill Road, East Town Limit. The scatter plot does not show any significant trend of pavement deterioration over the service life.

### **Truck Traffic**

As indicated in Section 9.2 above, the volume of truck traffic for Year 2006 in the Town of Fort Frances is estimated to increase to 555 TPD or 202,575 trucks per year. Truck class distribution and their equivalent truck load factors are summarized in Table 9-1. The truck classification and utilization rate for Hwy11/71 at the Town of Fort Frances were obtained from MTO's 1988 Commercial Vehicle Survey Station Summary Report. The average Truck Load Factor (TLF) per truck, for each truck class, is the weighted average sum of each axle group of that truck. The overall damage due to truck loads is measured with Equivalent Single Axle Load (ESAL) and refers to pavement damage loading that is equivalent to damage caused by a 18,000 lbs. axle load. The ESAL/day for each class of truck is the multiplication of ESAL/truck/class and the total number of trucks in that class per day.

**Table 9-1**  
**Year 2006 TLF and ESAL**

Truck Type	** % of Total Truck Fleet	**Number of Empty Trucks	**Number of Loaded Trucks	*Truck Load Factor (Empty)	*Truck Load Factor (Loaded)	ESAL/Day
2-axle	7.5	13	25	0.4	1.587	44.88
3-axle	24.2	42	80	0.5	1.67	154.60
4-axle	4.4	7	15	0.52	1.80	30.64
5-axle	48.5	82	163	0.54	1.88	350.72
6-axle	11.0	18	38	0.72	2.42	104.92
7-axle	4.4	7	15	1.35	4.50	96.95
OSB Trucks***	-	25	25	1.35	4.50	146.25
Total ESAL/Day						908.96

\* "The Influence of Truck Traffic on Pavement Deterioration in the City of Winnipeg," M.Sc. Thesis, Alam, 1996

\*\* Ontario Commercial Vehicle Survey 1988, Station Summary Report.

\*\*\* Based on Stone-Consolidated Corporation's estimate of additional pulpwood truck deliveries to Barwick OSB plant.

In the Year 2006, Highway 11/71 between section 00005A and section 000024 is expected to experience approximately 330,000 ESAL/Year, compared with the existing loading of 250,000 ESAL/Year. Rerouting the truck traffic through a truck bypass route would reduce the Year 2006 truck traffic to 300 TPD. This will result in 165,000 ESAL/Year truck loading in Year 2006, compare to the projected loading of 330,000 ESAL/Year.

### *The OPAC Model*

OPAC provides one of the few models that separates the load-associated deterioration from that due to climatic causes. The characteristics of RCI versus years in service functions estimated by the OPAC model are illustrated below for traffic loads ranging from 0 ESAL's per year to 4,000,000 ESAL's per year. This diagram has been developed for a pavement with a 127 mm surface course, a 203 mm granular base course and a 355 mm sub-base course. This diagram shows that Asphalt Concrete pavement in Ontario's environment may be expected to deteriorate to terminal condition ( $RCI \leq 4.5$ ) in about 40 years without any significant truck loads.

**OPAC Flexible Pavement Deterioration Model**

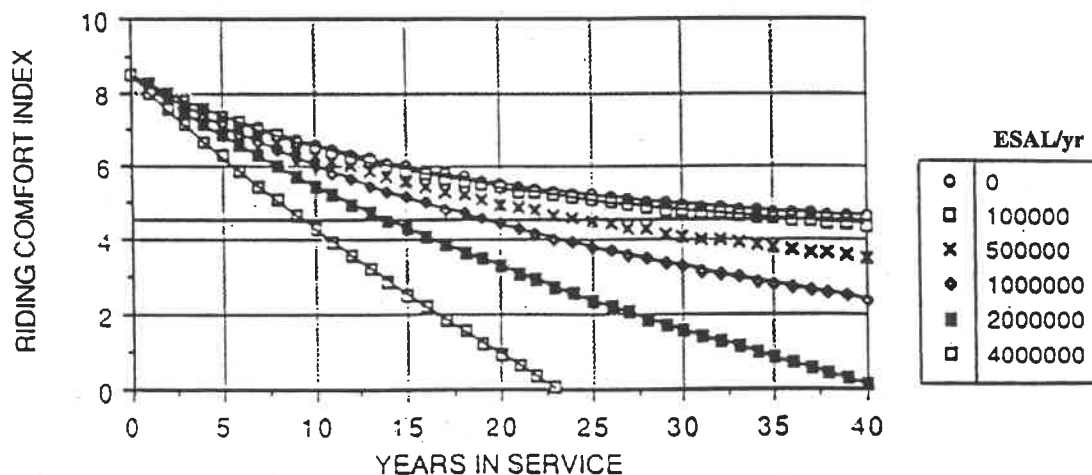
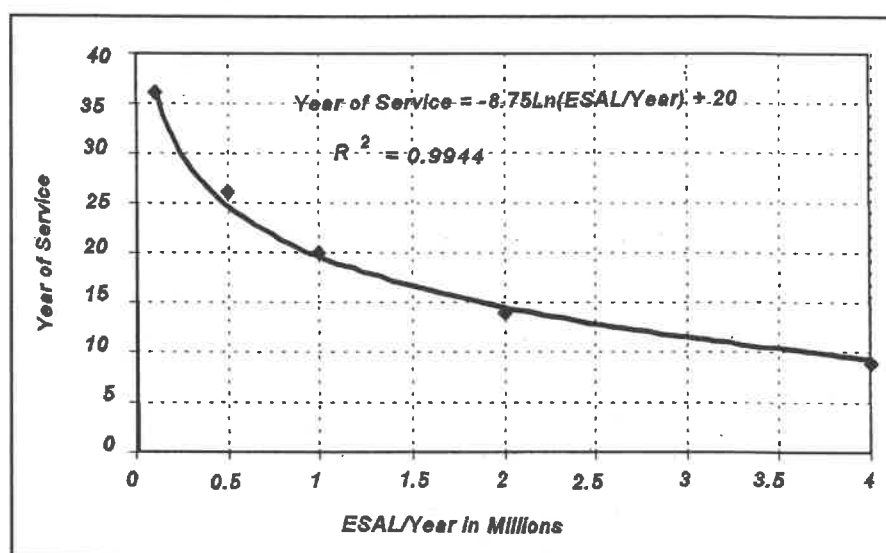


Table 9-2 summarizes the years to initial pavement failure estimated from the OPAC model. The prediction of the pavement service life is based on the assumption that the initial RCI is equal to 8.5. The pavement surface condition data provided by MTO indicates an initial RCI rating of 10 for newly constructed pavements. Therefore, a higher service life can be expected for the same loadings shown in Table 9-2.

**Table 9-2**  
**Flexible Pavement Service Life for Different Load Groups**

Annual ESAL Loading	Expected Pavement Life
0	40
100,000	36
250,000	32
500,000	26
1,000,000	20
2,000,000	14
4,000,000	9



### Analysis of Results

The expected life of a flexible pavement with traffic loads ranging from 0 to 300,000 ESAL/year is normally between 30-40 years. Based on existing or Year 2006 loading (without a truck bypass), the pavement sections will need to be rehabilitated within the 30-35 years of their service life. Due to the proposed truck bypass, the same pavement sections are expected to experience approximately 150,000 ESAL/year in 2006, thus, increasing the pavement service life to 35-40 years (compared to 30-35 years). The deterioration of a flexible pavement that has accumulated less than 200,000 ESAL/Year is similar to the pavement with zero loading, and is expected to deteriorate to its terminal condition due to climatic loading (Alam, 1996).



The current cost of reconstructing the rural roads and urban streets currently being utilized by through truck traffic is estimated to be approximately \$5,000,000. These pavements have an estimated life expectancy of 30 years under current traffic, requiring a reconstruction budget allocation of \$170,000 per year for the Town of Fort Frances. If the truck by-pass route is constructed, the same pavements are estimated to have a life expectancy of 35 years requiring a reconstruction budget allocation of \$140,000 per year. Based on the above analysis, the proposed truck by-pass route would result in an annual cost benefit of \$30,000 per year to the Town in reduced pavement reconstruction works.

### 9.2.2 Truck Travel Cost

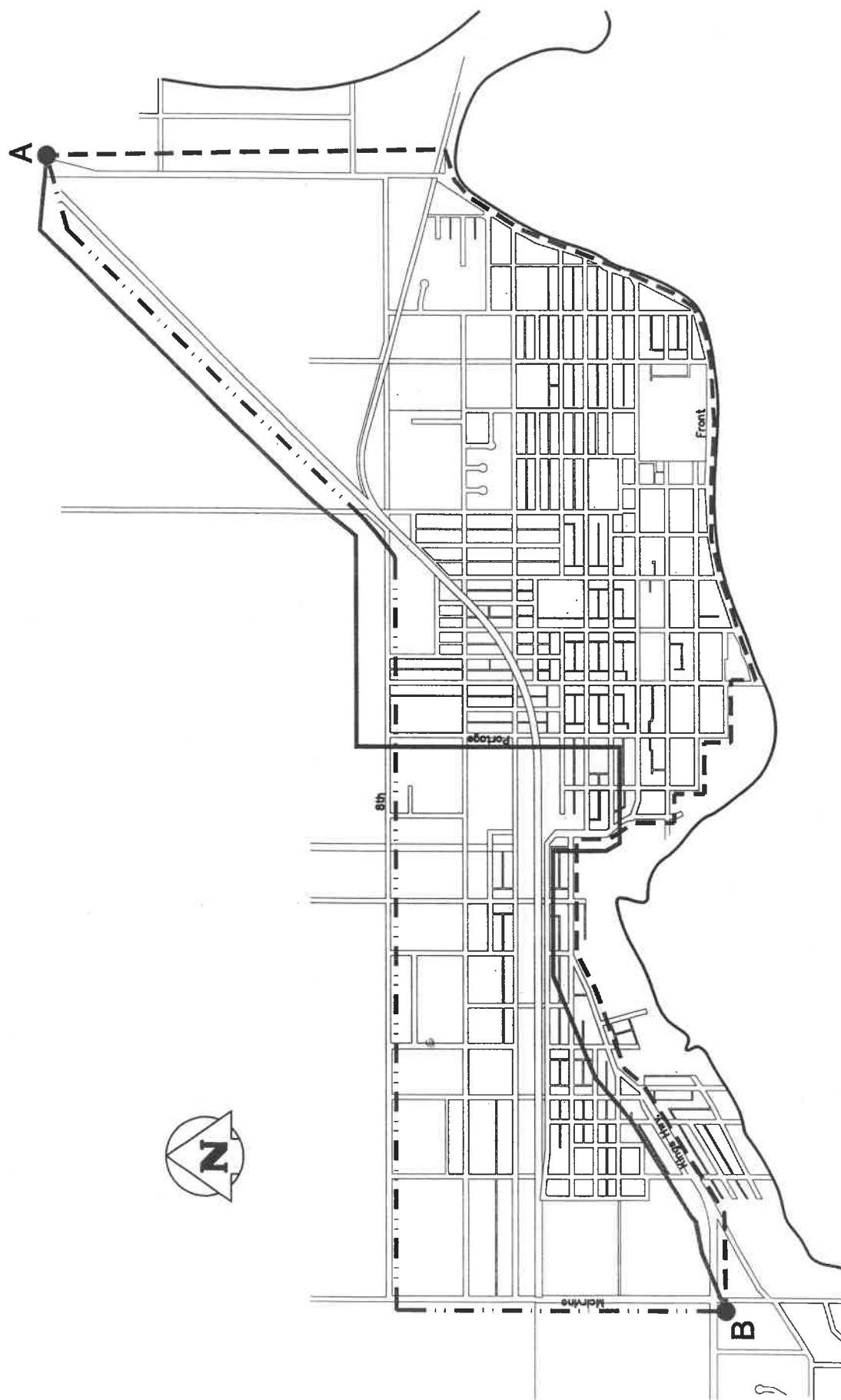
A separate routing analysis was carried out to estimate the truck-km per day and truck-travel time per day for different truck routing options. Figure 9 shows the proposed bypass and existing routing options. Table 9-3 summarizes the routing cost in terms of total travel time and total truck kilometer travelled for the estimated Year 2006 through truck traffic of 555 TPD. Total distance travelled with all three options are similar but the truck by-pass has a significant saving of total travel time compared to the present route.

**Table 9-3**  
**Truck Travel Time and Distance Travelled By Different Routing Options**

<b>Routes</b>	<b>Total Travel Time per Day (hrs.)</b>	<b>Total Distance Travelled per Day (km)</b>
I- Truck By-Pass	83	3,615
II - By-Pass to Portage	157	3,650
III - Present Route	222	4,068

Based on the above analysis, bypass routing (Route I) is expected to save 139 hrs of truck operation per day in the Year 2006. This is a significant user cost saving compared to the existing truck routing via Front Street.

The operating cost for trucks varies up to a maximum of \$65.00 per hour for large pulpwood trucks. Based on an estimated average operating cost of \$50.00 per hour for vehicles of this type, it is estimated that the truck by-pass route (Route I) would save the users \$6950/day, or annual savings of \$2,540,000. A truck by-pass would be a significant benefit to all commercial suppliers servicing, not only Fort Frances but, the entire region. Such a project would likely be welcomed in particular by the resources based industries in the region. A substantial portion of overall savings would be achieved by the two major industries in the region, Stone-Consolidated Corporation in Fort Frances and Voyageur Panel OSB plant in Barwick.



**Figure 9**  
**Truck Travel Time for Different Routing Options: Point A to B**

- Route I (Proposed By-Pass Route) : 9 minutes
- Route II (By-Pass to Portage) : 17 minutes
- . - Route III (Present Route) : 24 minutes

Based on an average annual east-west through truck traffic of 50 truck trips per day to the Voyageur Panel OSB Plant in Barwick and return, the plant would save a total of 4250 hours of truck travel time per year if the truck by-pass was constructed. This has an estimated value of \$277,000 per year to Voyageur Panel.

Given the fact that Stone-Consolidated is the largest industry in the region, it is reasonable to assume that they would achieve the greatest benefits from a truck by-pass route. Based on the above analysis, it is clear that any trucks originating from the east would save approximately 8 minutes in travel time by taking the proposed truck by-pass route directly to the mill. This time savings would certainly apply to most contractors and suppliers servicing the mill operation.

The vast majority of the truck traffic related to the pulp and paper mill however, is generated through the delivery of pulpwood and wood chips. With the present mill/woodyard configuration, all pulpwood/chips delivery must travel directly to the truck scale at the Shelvin Yard. Material is then either off-loaded for storage at Shelvin or delivered directly to the Kraft/Paper Mill property. Given the current location of the truck scale and woodyard, a truck by-pass route is presently of little benefit to Stone-Consolidated with respect to their raw wood materials delivery. Clearly, benefits would only be achieved if combined with a relocation of the Shelvin woodyard. This matter is discussed further in Subsection 9.2.5.

### 9.2.3 Safety

Existing through truck traffic from the east currently utilizes the truck route, along Front Street to King's Highway and Highway 71. Generally, there is excellent compliance with this route. Along the route, these trucks must pass numerous intersections, residential areas and school zones. As a result, safety is a significant issue with respect to truck traffic through Fort Frances. The construction of a truck by-pass route would address this concern by minimizing the need for trucks to pass through the downtown area.

An additional safety benefit of a truck by-pass would be to minimize the transportation of hazardous materials through the downtown area. No data is currently available on the number of trucks which would fall into this category. It is expected, however, that the number will increase in the future with completion of the Barwick OSB plant. As an example, regular deliveries of resin to the OSB plant will likely arrive by truck from Thunder Bay, passing through Fort Frances en-route.

### 9.2.4 Traffic Congestion

The proposed Truck By-Pass Route could be employed for vehicles other than trucks to divert the significant International Bridge traffic from the main arteries. The 1969 Traffic Study projected summer 1990 external traffic to and from the bridge of 3400 trips per day. This traffic has a substantial impact on the main downtown streets, mainly Scott Street. The proposed by-pass could be linked to the bridge by way of Portage Avenue to Church Street.

This would complement the paper mill's future plans to construct a new paper machine east of Central Avenue, effectively closing Central Avenue to through traffic. In the event that Portage is employed as the main route to and from the proposed Eighth Street by-pass, the intersection modifications at 2nd and Portage and at Scott and Portage recommended in Sub-section 6.4 would have to be reviewed.

It should be noted that the diversion of bridge traffic may have some negative economic impact on the downstream area. This traffic, particularly during the summer tourist season is an important economic stimulant for many of the commercial enterprises along the route. In some communities, such as Kenora, the highway by-pass route met with considerable resistance from downtown merchants for this reason. From an economic and political standpoint it may be desirable to minimize the use of the by-pass for vehicles other than trucks by designating the by-pass only as a truck route.

### 9.2.5 Future Woodyard Relocation

As indicated in Subsection 9.2.2, the economic benefits of a truck by-pass would be substantially enhanced if combined with a relocation of the Stone-Consolidated woodyard, presently located at Shelvin Avenue and Front Street. A new woodyard located along the proposed Eighth Street by-pass route could result in substantial travel time savings for pulpwood delivery trucks originating from east of Fort Frances. With 22,000 pulpwood trucks arriving at the mill annually, even nominal travel time savings result in substantial economic benefits.

In 1990, the mill studied the feasibility of relocating the woodyard to a location north of Eighth Street adjacent to the mill's effluent treatment facility.<sup>8</sup> At that time, this plan was not found to be economically viable for the mill, as the cost of establishing a new woodyard was not sufficiently offset by operating savings. Such savings could, however, be achieved if a new woodyard was located along a by-pass truck route.

Over and above any truck travel time savings, a woodyard at the north limits of the Town would have significant operational benefits to the mill. Currently, woodyard operations at the Shelvin Yard are restricted to an 11:00 p.m. curfew because of noise problems. A relocated woodyard could operate on a 24 hour basis. Pulpwood could be shuttled from a new woodyard to the mill by way of Portage Avenue, which incorporates an underpass at the CN rail-line, utilizing smaller more cost-efficient vehicles.

It is clear that Stone-Consolidated would achieve substantial economic benefits from the construction of a truck by-pass route. It is difficult at this time to quantify these benefits as a detailed review of the entire mill wood-handling operation would have to be carried out. This is a complex issue and beyond the terms of reference of this study. Should the Town of Fort Frances choose to take further steps toward the implementation of a truck by-pass project, it is

<sup>8</sup>

KGS Group, "Truck Storage Area, Woodyard and Lagoon Feasibility Study", Boise Cascade Canada Ltd., September, 1990.

recommended that the Stone-Consolidated mill be asked to undertake a detailed study of a relocated woodyard operation. Such a study could be carried out jointly with the Town's overall feasibility study of the project.

### 9.3 COST/FUNDING ANALYSIS

The total cost of a truck by-pass route along Eighth Street and McIrvine Road is estimated to be approximately \$9,000,000. This does not include the cost of any improvements to Portage Avenue which may be necessary in order to accommodate access from the truck by-pass route to the Stone-Consolidated mill. A cost estimate breakdown is included in the Appendix.

Financing for this project may be available from a number of funding agencies. These could include:

- Connecting Links
- Heritage Group
- Northern Development and Mines

In addition to the above, cost sharing for this project may be available from both Voyageur Panel in Barwick and Stone-Consolidated Corporation in Fort Frances. Both companies gain considerable benefit from a truck by-pass route, simply from the stand-point of reduced travel time alone.

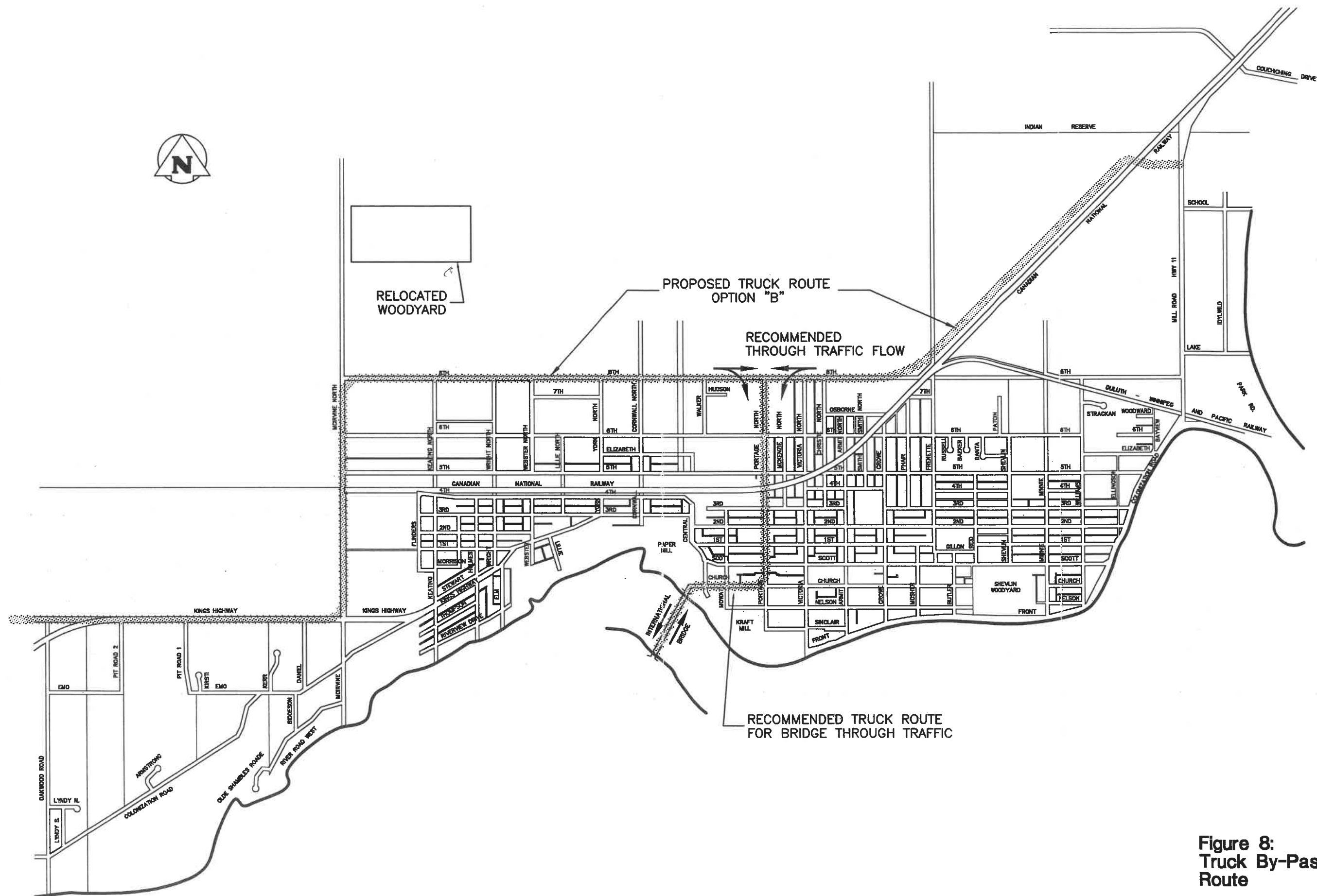
In order to estimate the present value of these benefits, a long-term interest rate of 8% and long-term inflation rate of 2% was used in this analysis. For purposes of the analysis, a 10 year plant life was assumed for the Barwick OSB plant. Based on these assumptions, and a \$65.00/hr. truck operating cost, the present value of the travel time benefits to Voyageur Panel is estimated to be approximately \$2,000,000.

As indicated in the previous section, the cost benefits to Stone-Consolidated are more difficult to quantify as they are based largely on a relocation of the woodyard. Given the magnitude of the trucking operation associated with the mill (22,000 trucks per year), one could assume that economic benefits of a by-pass route to Stone-Consolidated would be at least equal, if not greater, than those benefits to Voyageur Panel.

Based on the above benefits, significant portions of the construction cost of a truck by-pass may possibly be available from these local industries.

Overall, the benefit to the region of a truck by-pass route for Fort Frances is substantial. Based on total annual travel time savings of \$2,400,000 per year, the present value of this benefit alone is approximately \$30,000,000 over a 25 year time period. These benefits certainly justify the implementation cost of this project.

Depending upon the availability of governmental funding or cost sharing with local industries, it may be desirable to implement this project on a staged basis. An initial stage would require the construction of a road link from Mill Road/Highway 11 to Eighth Street. Including all of the initial project approvals and engineering, this portion of the project would cost in the order of \$6,000,000. This could be reduced by a further \$400,000 to \$500,000 if asphalt paving is deferred. The final stage would include the improvements to Eighth Street and McIrvine Road which would add a further \$3,000,000.



**REQUEST TO: RE-LOCATE THE TRUCK ROUTE BACK TO SCOTT STEET – AND OFF FRONT STREET.**

To: Fort Frances Mayor and Council, et al.

Date: June 3, 2021

**WE ASK THAT THE CURRENT TRUCK ROUTE BE REVIEWED AND BE CHANGED FOR THE FOLLOWING REASONS:**

We understand that the current route, via Front St., was initiated in 1979, following requests by downtown businesses many years ago to remove heavy truck traffic from Scott St. due to the vibration damages to their delicate china and glass products on sale. We would like to comment currently that:

1. Many, if not all, of those businesses are no longer in business today (ie: Brockies and Johnson's Jewellers). It appears that many retail downtown businesses have been replaced with offices, etc.
2. The specific nature of those businesses many years ago were known as 'fine china and glass', geared towards the tourist market and have slowly vanished as the tourist market has changed.
3. With the closure and demolition of the paper mill, their heavy traffic has been 100% eliminated from Scott St. and the Front Street entrance into the mill site.
4. The future use of the paper mill site, by title ownership restriction, specifically excludes mill uses so that mill future heavy traffic on Front St. should not happen or be very limited.
5. Front St. was never originally built to heavy traffic standards, and additional damage to this street is occurring at a faster pace than with normal traffic. There are no known plans to rebuild Front St. to heavy traffic standards.
6. Heavy traffic standards on non-connecting link roadways, if ever done, is done at 100% cost to the local taxpayers.
7. Points 5 & 6 also applies to Victoria Ave., Nelson St., Veterans Ave. (probably), Church St., Mowat Ave. and Second St. E.



8. Scott St., as a connecting link roadway, was built and re-built to heavy traffic standards, and receives subsidized funding of at least 80% from the province.
9. We understand that local truckers, in the past, protested their being forced off Scott St. to use the Front St. truck route decision.
10. Certain truckers, since 1979, and to this date, choose to use Scott Street as their route and not use Front Street because it always was and is legal to do so and it is a more direct route.
11. Having studied the plans for potential development of the “Shevlin Woodyard” and the implementation of a traffic circle, we believe re-routing of heavy truck traffic would be required.
12. All heavy trucks going through Fort Frances, easterly and westerly, and USA south bound, being the bulk of the heavy traffic, could be traversing a more direct and convenient route for them.
13. USA incoming trucking, east or west bound, can be minimally impacted, if at all, and could be accommodated by either of these alternatives:
  1. USA East bound traffic continue straight on Church, Left on Victoria Ave and right on Scott Street (Provincial Highway 11). We realize these corners may need to be rounded, with the possibility of limiting on-street parking.
  2. USA bound traffic approaching from the east would turn left on Scott St to Victoria Avenue and right onto Church with a direct run to the international border crossing.
  3. USA west bound traffic would continue as is.

We believe both Church Street and Victoria Avenue in this area have sufficient width to accommodate the truck traffic. Consideration for possible left turning light onto Victoria Ave. could be given.

Consideration of these routes would keep some of the truck traffic currently using Front, off the 100, 200 and 300 blocks of Scott Street to aid with retail businesses still on those blocks.

14. There are many residents living along Front St. who are in support of this request. We are also aware that a number of residents of the Riverwalk Condos (which include 32 units) are in favour, as well as all residents of the

Riverfront Condos (7 units) and the 5 Townhome units. With current Covid restrictions other “door to door” canvassing was not possible, and we felt an on-line presence was not appropriate at this time. Many of these new residential developments were not in place when this original by-law was put in place.

15. La Verendrye General Hospital, (Riverside Health Care Facilities) and Non-Profit Supportive Housing by their letter attached, are in support of this request.
16. With the future plans for the “wood yard” and encouragement of private developers to build in this area, the heavy truck traffic is a detriment to this level of development (both residential and commercial).
17. There are many safety concerns – with no traffic lights or formal crosswalks, heavy truck traffic with their limited stopping ability is dangerous with the increase in pedestrian traffic, kids playing or biking along the waterfront, enhanced marina traffic with boats loading and reloading, etc. over the past number of years. It is felt that circumstances have changed a great deal since the Town first passed a by-law to implement this truck route. We are asking that this issue be reviewed with the considerations noted in this document.

Thank you for all you do for the residents of the Town of Fort Frances. We look forward to your consideration of this matter.

Sincerely,

Grace Cridland, President

Jan Beazley, Secretary

On behalf of RRSCC #4 – Riverfront Condominiums

Comp #8, 201 Minnie Ave

Fort Frances, ON P9A2P8

Cell: 807 276 1360

June 1, 2021  
ADM-049

Jan Beazley, Secretary  
RRSCC #4 – Riverfront Condominiums  
Sent via Email

Dear Mrs. Beazley:

**RE: Request to Relocate Truck Route (from Front Street to Scott Street)**

Please accept Riverside Health Care's letter of support for your request to have the truck route relocated from Front Street to Scott Street.

Despite the established truck route along Front Street, it is quite evident that many transports still elect a route that travels along Scott Street.

Vehicle, pedestrian and cycling traffic all travel along or parallel to Front Street to access the main entrance and emergency department at LaVerendrye General Hospital. Clearly, having large transports travel along this route increases the risk to the public and staff accessing hospital service locally.

As a result, our organization supports the Request to Relocate the Truck Route from Front Street to Scott Street to enhance the experience of those accessing medical services in Fort Frances.

If you have any questions, require any assistance or wish to discuss any aspect of this matter, please do not hesitate to contact me.

Yours truly,

A handwritten signature in blue ink, appearing to read 'H. Gauthier'.

Henry Gauthier  
President and Chief Executive Officer

/bb

**GENERAL PRACTICE**

DR. K. L. ARNESEN  
 DR. M. A. HALVORSEN  
 DR. L. L. JENKS  
 DR. L. M. KEEFER  
 DR. C. B. LAXTON  
 DR. D. N. MITCHELL  
 DR. R. W. NUGENT  
 DR. V. M. PATEL  
 DR. M. C. RUPPENSTEIN



# FORT FRANCES PHYSICIANS GROUP

301 VICTORIA AVENUE  
 FORT FRANCES, ONTARIO P9A 2C1  
 PHONE (807) 274-3287  
 FAX (807) 274-7882

**GENERAL SURGERY**

DR. S. ELKHEIR  
 FRCSC

DR. K. ELTAWIL  
 FRCSC

**BUSINESS MANAGER**

P. A. SEKULICH



June 8, 2021

Town of Fort Frances  
 320 Portage Avenue  
 Fort Frances, ON P9A 3P9

**Attention: Mayor June Caul and Town Councillors**

I am writing this letter basically to inquire as to what the plans are for the land that the previous paper mill was on and also to put in a plea for improvement in the beauty of the Town of Fort Frances within enhanced green space and recreation facilities.

Specifically my hope would be that the waterfront starting from the south end of Victoria Avenue all the way around to Legion Park have a waterfront side walk. This would do many things for the community. First of all it would improve the safe walking and cycling area that is currently available. It would also improve the esthetics of the Fort Frances side of the Rainy River.

I think the future of Fort Frances lies in enhanced tourism opportunities and tourists are attracted to things that are scenic and beautiful. That is not to say that the space in behind the river couldn't be used for housing, hotels, casinos, or whatever plans future entrepreneurs might want to get involved with. But as somebody who cycles almost daily from the west end of Fort Frances to the heart of Fort Frances, and who also uses the waterfront pathway for running, walking, and cycling, I would strongly like to advocate at least consideration for such an endeavor.

It would be nice if some indication could be given to the taxpayers of the Town of Fort Frances of what the plans for the property are following the demolition of the existing buildings.  
 Thank you very much.

Yours sincerely,

LORENA JENKS, M.D., C.C.F.P., O.S.S.

**Date:** July 5, 2021

**Report To:** Planning and Development Executive Committee

**Report From:** Cody Vangel, Chief Building Official and Municipal Planner

**Subject:** Tender No. 2021-PD-10 Award – Demolition of the Mowat Nursing Station – 420 Mowat Avenue

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In the 2021 Capital Budget, the Town of Fort Frances allocated funds to retain a contractor to demolish the former Mowat nursing station located at 420 Mowat Avenue. The intent of this project is to demolish and remove from site the existing building, driveway and walk way, and subsequently backfill, grade and landscape the property.

The Town of Fort Frances began advertising the Tender on June 10, 2021 with a closing date of June 29, 2021. The Tender was advertised in the local newspaper, the Town's website, and it was also sent to both the Thunder Bay and Winnipeg construction association requesting advertisement.

On June 29, 2021 at 2:00pm tenders were opened publicly through a virtual manner at the Town of Fort Frances Civic Centre in the Committee Room. Two tenders were received being:

Demolition Contractor	Project Cost (HST not included)
CJ Contracting Inc	\$29,300.00
Canadian National Demolition	\$34,400.00

The 2021 capital budget allocation for this project was \$60,000.00. Given this, both proposals lay within budget.

Through the tendering process, administration is to inform Mayor and Council of all bid irregularities, non-compliances and issues with regards to the submissions. The following bid irregularities, non-compliances and issues were determined:

Demolition Contractor	Irregularities, non-compliances and issues
CJ Contracting Inc	<p>Section 1 – 2.13(c) requires that a Tenderer be ready to supply and deliver, and supply and deliver in accordance with the Tender Documents, demolition services as successfully tendered for.</p> <ul style="list-style-type: none"><li>- CJ Contracting, at time of bid closing, has not indicated any subcontractors, and does not currently have the required training/certifications for Type 3 asbestos abatement.</li></ul> <p>Schedule 4 – 14(e) requires work to begin as soon as possible.</p> <ul style="list-style-type: none"><li>- Awaiting training certifications may cause delay in its ability to start as soon as possible.</li></ul> <p>Schedule 4 – 15(a) requires the contractor to dispose of all materials, as indicated in the Designated Substance Survey, in accordance with all applicable laws and regulations.</p> <ul style="list-style-type: none"><li>- CJ Contracting, at time of bid closing, has not indicated any subcontractors, and does not currently have the required training/certifications for Type 3 asbestos abatement.</li></ul>
Canadian National Demolition	<p>Section 1 – 2.12 requires that a tender deposit in the amount of 5% of the Total Tender Price accompany the Tender.</p> <ul style="list-style-type: none"><li>- At time of writing report (24hrs after opening) no tender deposit had been received. The demolition contractor had emailed a picture of said cheque payable to the Town of Fort Frances which was placed in the mail.</li></ul> <p>Schedule B of the Town's Procurement Policy No. 1.12 recommends an automatic rejection in the event of insufficient financial security.</p>

Both bids demonstrate irregularities, non-compliances and issues as indicated above. Considering the above-mentioned items and weighing them to a risk-based value, removing asbestos containing material without the proper training/certifications can create a greater penalized risk as well as increasing the project schedule if awaiting training, than the non-compliance of not providing a financial security.

It is recommended that Tender No. 2021-PD-10 be awarded to Canadian National Demolition at the cost of \$34,400.00 plus the Town's portion of HST, due to the above noted Irregularities, non-compliances and issues, and further that an authorizing by-law be prepared and executed by the Mayor and Clerk on behalf of the corporation.

Respectfully submitted

A handwritten signature in black ink, appearing to read 'Cody Vangel', with a stylized flourish at the end.

Cody Vangel  
Chief Building Official & Municipal Planner

Date: July 5, 2021

Report To: Planning and Development Executive Committee

From: Cody Vangel, Chief Building Official & Municipal Planner

Re: Roy Avis – Sunny Cove Hydro Easement Request

---

Request has come forth from Hydro One and Roy Avis looking to request an easement on the Sunny Cove properties for the installation of two new hydro poles which will extend northerly across the property and connect with Roy Avis's property.

The request appears to indicate a 5m wide easement extending from the main lodge northerly approximately 203m.

The current easement location is approximately 50m from the water's edge extending northly at this distance across the beach. Generally, an easement would not allow development within the specified area indicated in the easement. Therefore, this proposed location could be restrictive for the Town if future plans to further develop Sunny Cove arise. Two photos have been attached showing the location of the lake in respect to the proposed pole locations.

The following divisional comments were gather on the request:

Fort Frances Fire Rescue: No issues

Fort Frances By-law: No issues

Fort Frances Recreation & Culture: recommend discussions with lease holder group

Fort Frances Operations and Facilities: suggests the location should be revised to further back in property

Fort Frances Human Resources: recommend discussions with lease holder group and ensure proposed location mitigates future development impact

It would be recommended that if mayor and council wish to proceed with this request, which there is no obligation to, that the easement location be revised and moved easterly towards the east property limits as shown in the attached document. There is a new-existing hydro pole at the hilltop prior to turning down to the main lodge. This location would cause less impact for future development opportunities.

It should also be made clear to the Committee that is it likely the property being serviced may be developed into multiple lots which would increase the demand on the system.

If the Committee wishes to move forward on this item, the following at a minimum should be considered:

- That the proposed easement be re-routed as shown
- That the Town's legal team put together the easement documents at the cost of the applicant
- That the applicant cover all costs associated including survey and any necessary hydro service modifications that may be required as a result of this easement or future development/demand increase on the applicants property

Respectfully submitted.

A handwritten signature in black ink, appearing to read 'Cody Vangel', with a stylized, flowing script.

Cody Vangel  
Chief Building Official & Municipal Planner



**From:** [Doug Brown](#)  
**To:** [Zachary.Koomans@HydroOne.com](mailto:Zachary.Koomans@HydroOne.com)  
**Cc:** [Lisa Slomke](#); [Cody Vangel](#)  
**Subject:** RE: [External] Roy Avis Line Expansion  
**Date:** Monday, May 3, 2021 11:59:53 AM

---

Thanks for the information Zachary, this item will be referred by Council at the May 10, 2021 meeting and then go to the Planning & Development Executive Committee for review and recommendation. If you require any additional information, please feel free to contact Lisa Slomke, our Clerk or Cody Vangel, our CBO/Planner.

Doug Brown, P Eng CAO  
Town of Fort Frances  
807-274-5323 Ext 1213

---

**From:** Zachary.Koomans@HydroOne.com <Zachary.Koomans@HydroOne.com>  
**Sent:** Monday, May 3, 2021 11:37 AM  
**To:** Doug Brown <dbrown@fortfrances.ca>  
**Subject:** [External] Roy Avis Line Expansion

**[EXTERNAL]** Don't click links or attachments unless you recognize the sender and know the content is safe. You can forward suspicious messages to [support@fortfrances.ca](mailto:support@fortfrances.ca).

Hi Doug,

I just spoke with Roy Avis and he said you might be the contact for a Hydro Easement. He is looking to bring power to his property which requires Hydro to continue through town property at Sunny Cove Camp. This would also give the town access to power at the beach to the North should they ever want to build there.

I've attached a rough plan here, I'm headed out again Wednesday if you would like to meet there and go over things. If you have any questions you can reach me at 1 807 271 5829.

Thanks,

***Zachary Koomans***

Area Distribution Engineering Technician Trainee  
Hydro One Networks, Fort Frances  
Tel: (807) 271 5829  
Email: [Zachary.Koomans@HydroOne.com](mailto:Zachary.Koomans@HydroOne.com)

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disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email

Customer Information		Service Location & Contractor Information		General Information	
Customer: Roy Avis		911 Address: LOT 36 CONC 2		Preparation Date: 4/27/2021	
Address: 600 King's Hwy Fort Frances ON P9A 2W9		Lot: 36	Concession: 2	Rate Class: SEASONAL - Residential	
		Township: Watten		D.S.: Burliegh	
Primary # 807-2747049		RP#:	Sublot:	Customer Cable: No	Feeder: F1
Bus.:		Contractor:		Service Size: 200 Amps	Switch: 254
Fax:		Ph #:		Acct #:	Transformer: 3802



## Line Expansion - 200A Under Ground Connection

Driving Directions: East of Fort to Sunny Cove Camp.  
Driveway access just past devlin Automotive on left, #1200.

Burliegh DS F1  
Sw 254 / Transformer  
Red Phase  
Bucket Accessible WL1, WL4, WL5  
Offroad WL2, WL3

### HYDRO ONE OR CONTRACTOR:

- WL1: CLKZWF
- Supply and install 12" Single Helix PISA at min 3m lead DL5-201
  - Supply down guy DL5-101
- WL2: New 40'C4 Wood Pole
- Supply and install new 40'C4 wood pole in earth
  - Supply and install down ground DL12-301
  - Supply and install primary framing DL3-102
  - Supply and install 12" single helix PISA at min 3m lead DL5-201
  - Supply and install down guy DL5-101
- WL3: New 40'C4 Wood Pole
- Supply and install new 40'C4 wood pole in earth
  - Supply and install down ground DL12-301
  - Supply and install primary framing DL3-101
- WL4: New 40'C4 Wood Pole
- Supply and install new 40'C4 wood pole in 3 leg rock mount DL4-206
  - Supply and install down ground DL12-301
  - Supply and install primary framing DL3-104
  - Supply and install rock anchors at min 3m lead DL5-207 (x2)
  - Supply and install down guy DL5-101 (x4)
- WL5: New 40'C4 Wood Pole
- Supply and install new 45'C3 wood pole in 3 leg rock mount DL4-206
  - Supply and install down ground DL12-301
  - Supply and install primary framing DL3-105
  - Supply and install rock anchor at min 3m lead DL5-207
  - Supply and install down guy DL5-101 (x2)
  - Supply and install secondary riser on pole DU-08-401
- WL1 - WL5: New Line
- Supply and install 630m of #2 primary conductor (315m primary + 315m neutral)

### HYDRO ONE:

- WL1: CLKZWF
- Supply and install primary framing DL3-104
  - Attach down guy to pole DL5-101
- WL5: Transformer Pole
- Supply and install new 7.2kV 25KVA transformer #3802 and faming DL9-101
- WL6: Meter Base
- Supply and install 2S meter in meter base RM7-14.1 D1

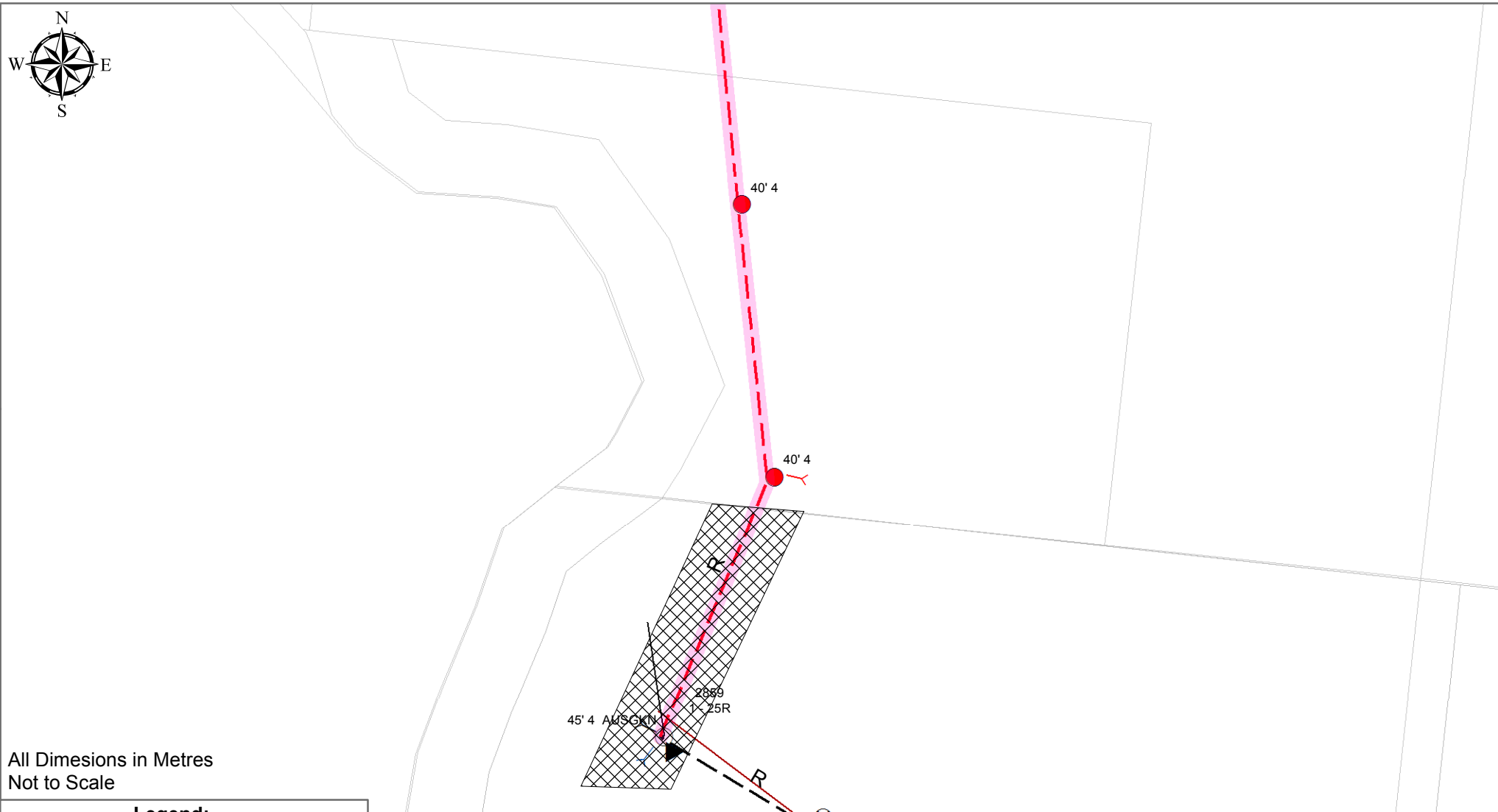
**Notes:** The Customer has 180 days to execute the Customer Service Contract ("Contract") with Hydro One and pay all amounts payable under the Contract. This layout is valid until the earlier of either:  
(a) 180 days from the date of Contract execution and receipt of Customer payment; or (b) 360 days from the "Preparation Date" identified on the layout. The Customer may have to pay for a re-design (which means the Customer will receive a new layout) should the Customer:  
(a) not execute the Contract with Hydro One and pay all amounts payable under the Contract within the 180 day timeframe referenced in the Contract; and/or (b) make changes to their requirements which requires Hydro One to make revisions to the work that needs to be performed by Hydro One or the Customer.

- All work to be done to Electrical Safety Code

Existing	Hydro One or Contractor Section 3.0	Work by Customer
Hydro One Only Section 2.0	Work by Others (Bell or LDC)	
X Remove - Hydro One or Contractor Section 3.0	X Remove - Hydro One Only - Section 2.0	
X Remove - By Customer	X Remove - By Others (Bell or LDC)	


Order LE302498644\_FF\_2021\_13\_WATTEN\_Roy\_Avis

Hydro One Phone #: 888-835-9444	Service Centre Name: Fort Frances	Secondary Voltage: 120/240
Hydro One Fax #: 866-269-6897	Prepared By: Zachary Koomans	SAP Order #: 62938121
Electrical Safety Authority: 877-372-7233	Departure Date & Time: 04/26/2021 10:15:00 AM	CM Number: 385879
	Arrival Date & Time: 04/26/2021 10:00:00 AM	Customer #: 0100979606



All Dimesions in Metres  
Not to Scale

#### Legend:

new pole	●
new anchor	Y
new line	--- or --- or ---
existing pole	○
existing anchor	Y
existing line	--- or --- or ---
easement area	 <b>example</b>
Dimensions: i.e. 5m +/- 10% (pending final survey)	



Owner Name

Owner Signature

Owner Name

Owner Signature

Hydro One Name Zachary Koomans

Hydro One Signature

Date 4/27/2021

Operating Center  
Fort Frances

Cost Center

Work Order  
62938121

Lot

Concession

Township

Former (or Geographic) Township

County/Region

40083

rev. 13-06

schedule 'A'

property easement sketch

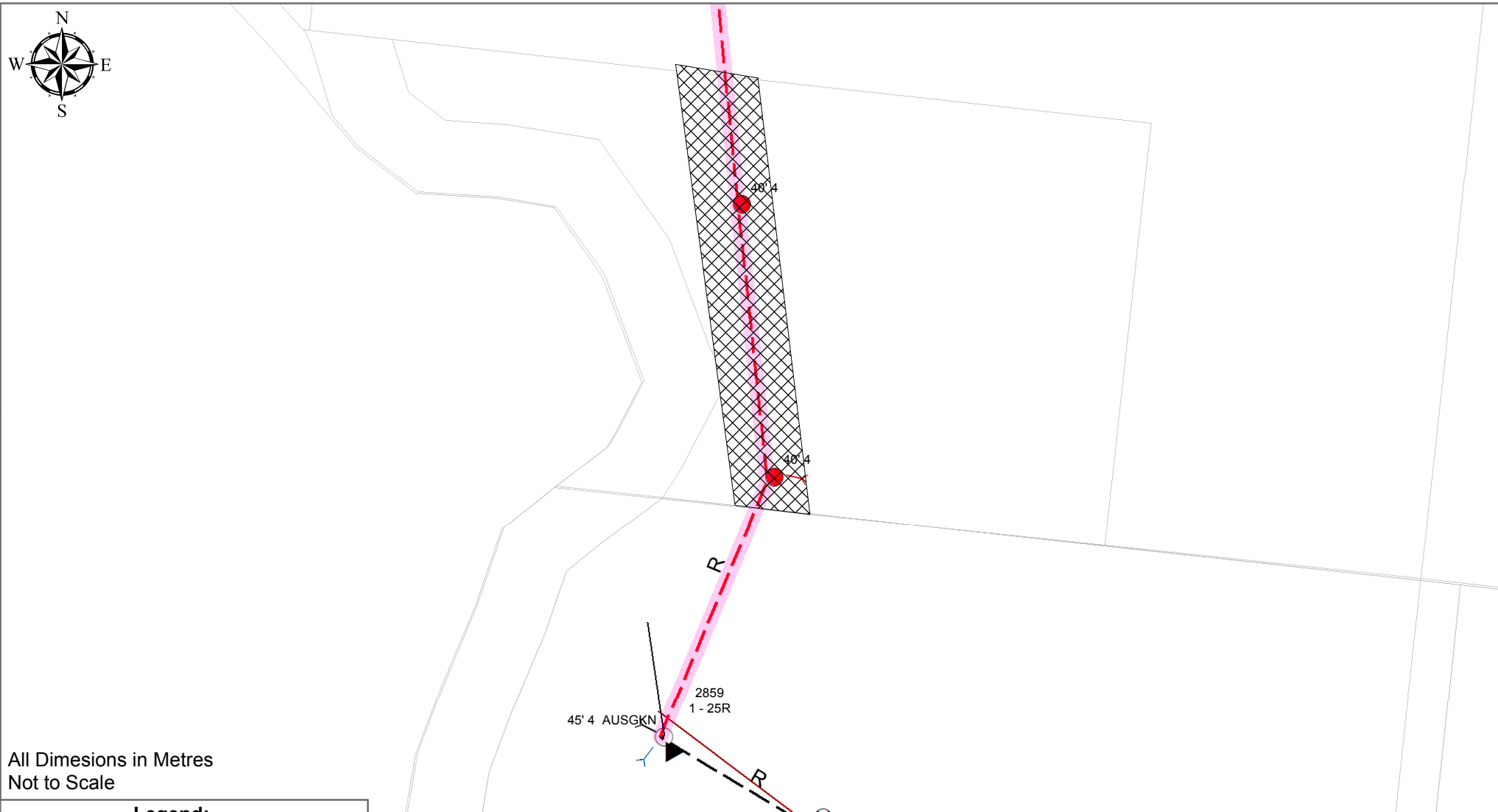
Plan

Sublot

PIN

Comments

The location of the new or existing poles, anchors or equipment may not be exact. The stake marks the final location.



All Dimesions in Metres  
Not to Scale

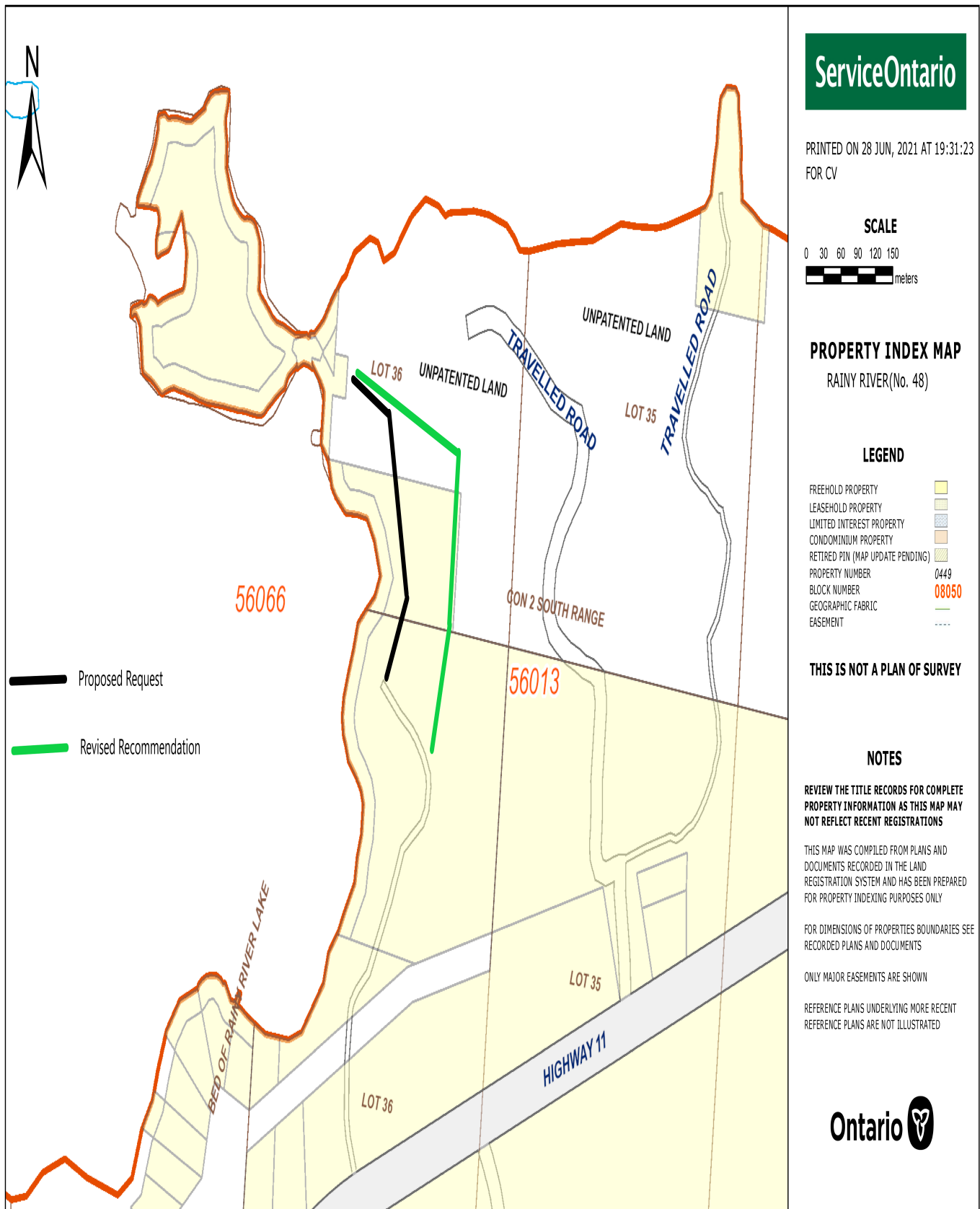
#### Legend:

new pole	●
new anchor	Y
new line	--- or --- or ---
existing pole	○
existing anchor	Y
existing line	--- or --- or ---
easement area	<div style="border: 1px solid black; width: 100px; height: 20px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); margin: 0 auto;"></div> <div style="text-align: center; margin-top: 5px;"> <span style="color: red;">5m</span>  <span style="color: red;">example</span>  <span style="color: red;">2m</span> </div>
Dimensions: i.e. 5m +/- 10% (pending final survey)	



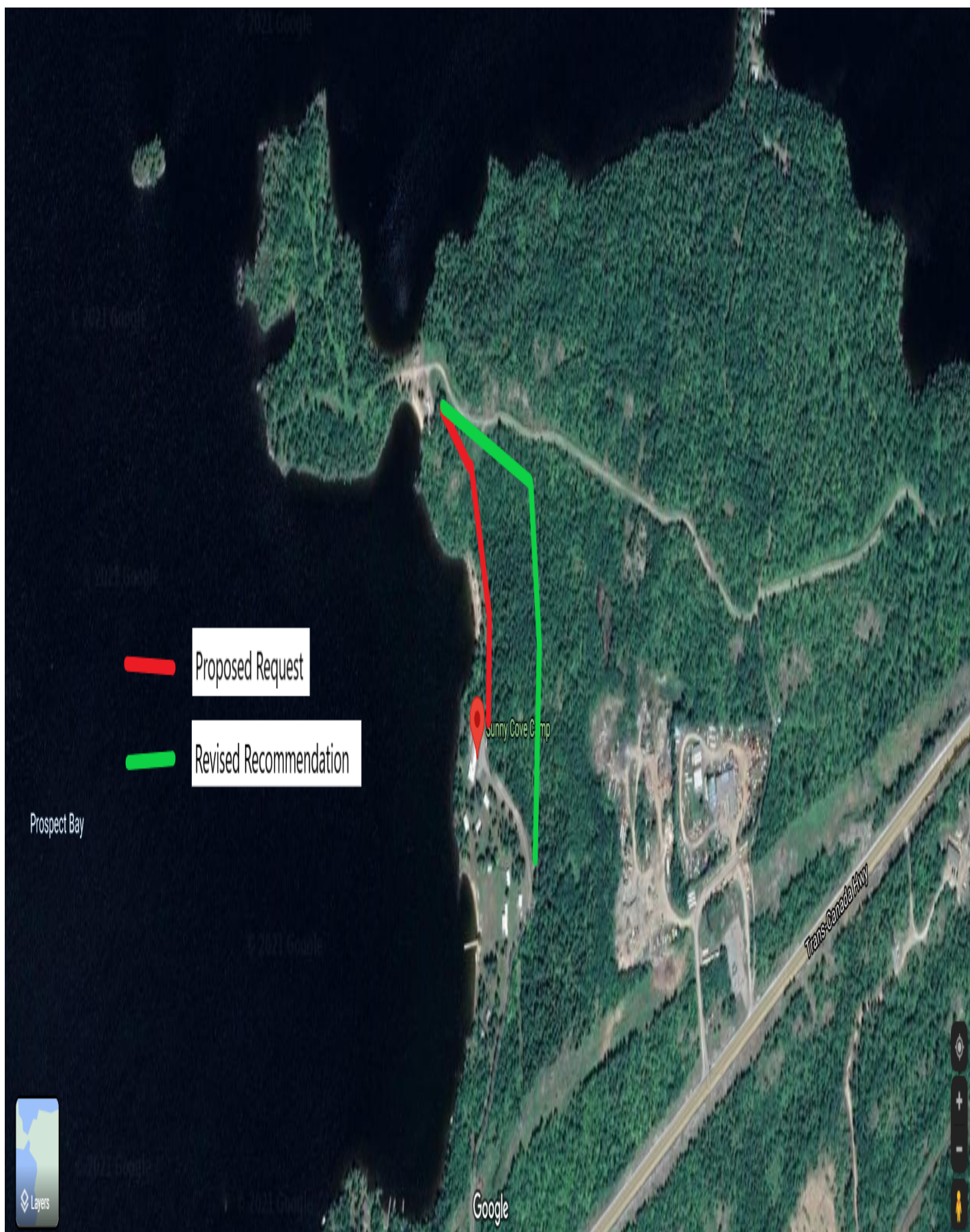
**40083**      **schedule 'A'**  
**rev. 13-06**    **property easement sketch**

Owner Name		Lot		Plan	
Owner Signature		Concession		Sublot	
Owner Name		Township		PIN	
Owner Signature		Former (or Geographic) Township		PIN	
Hydro One Name    Zachary Koomans		County/Region		Comments	
Hydro One Signature				The location of the new or existing poles, anchors or equipment may not be exact. The stake marks the final location.	
Date                    4/27/2021					
Operating Center Fort Frances		Cost Center		Work Order 62938121	



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Date: July 5, 2021

Report To: Planning and Development Executive Committee

From: Cody Vangel, Chief Building Official & Municipal Planner

Re: Phair Avenue Park Redevelopment

---

This report is to act as supplemental information for discussion amongst the Committee regarding the matter of expanding and redeveloping the Phair Avenue Park. The intent behind this report is to gather additional information on the matter to better assist administration with putting together an estimated project value to incorporate into the requested projects for the 2022 capital works.

The existing Phair Avenue Park has approximately 0.25ha of cleared area and incorporates a play structure, swing set and teetertotter.

Generally, the Official Plan provides the following guidance on neighbourhood parks:

**4.1.6 Neighbouring Parks**

***a) Within Living Areas, neighbourhood parks should be provided within 1000 meters of all residential uses. Pedestrian and bicycle access to and between these parks should be developed wherever possible.***

***b) Neighbourhood parks should be between 1.5 and 2.0 ha in size and should have suitable dimensions to provide for junior soccer pitches and junior baseball diamonds.***

The attached preliminary schematic is provided to assist discuss and should not be construed as final, nor to exact scale.

The attached schematic would see the following:

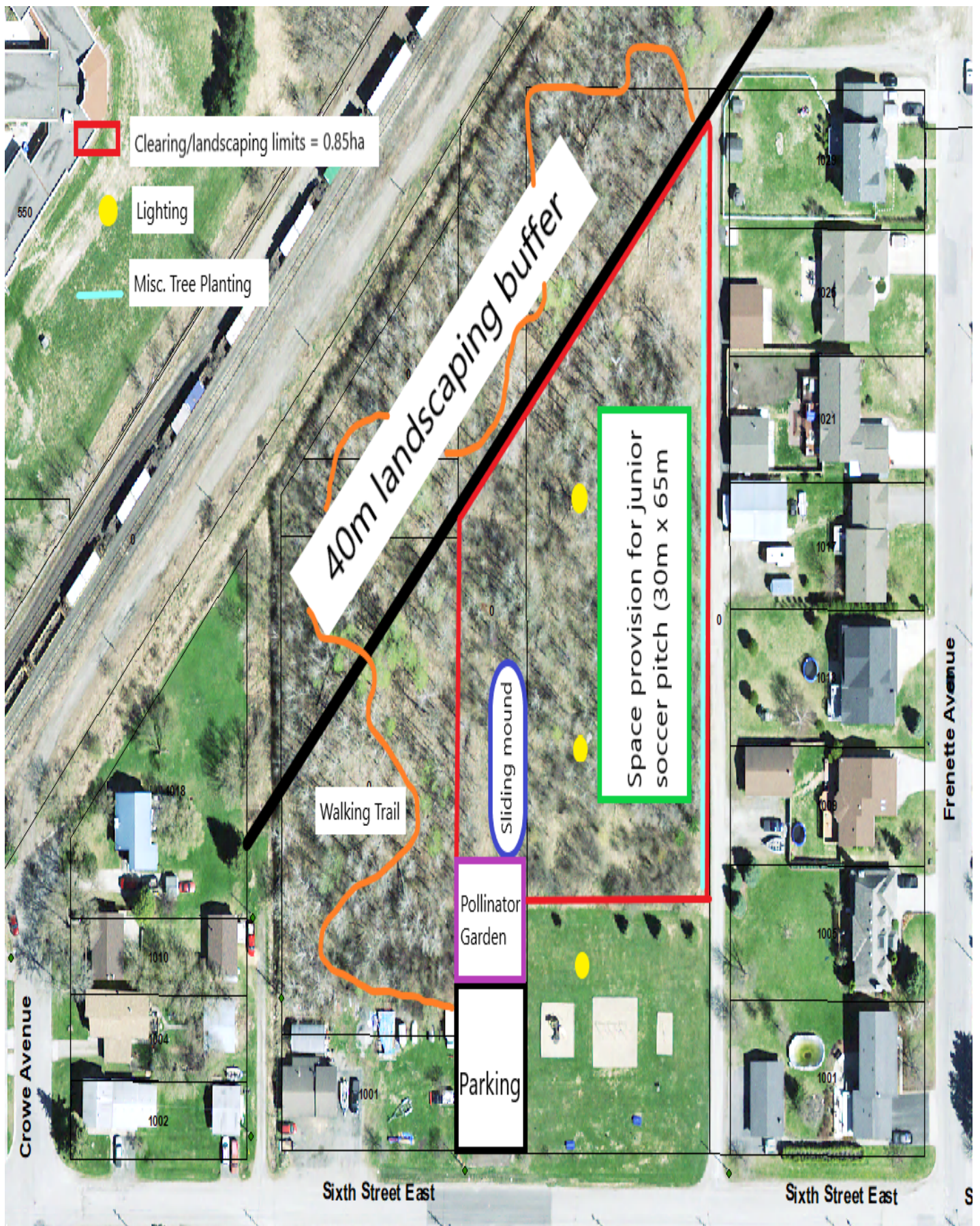
- 0.85ha of clearing/landscaping, providing approximately 1.1ha of open space
- Retaining at least a 40m landscaping (woodland) buffer between the train tracks and clearing limits
- Incorporating a walking trail through the woodland buffer strip
- 555m<sup>2</sup> parking area at the southwest corner
- 15m x 45m sliding mound (similar to that at Robert Moore School)
- Green space provision for a junior soccer pitch (30m x 65m)
- Three light poles to provide lighting throughout the centerline of the park
- Tree planting along the eastern boundary
- Incorporation of a pollinator garden.

Administration is seeking discussion and recommendation to narrow in on a plan to begin preparing cost estimates to bring forward to the 2022 capital budget.

Respectfully submitted.



Cody Vangel  
Chief Building Official & Municipal Planner











Date: July 2<sup>nd</sup>, 2021

Report To: Planning & Development Executive Committee.

From: Patrick Briere, By-Law Enforcement Officer

RE: June Activities for By-Law Enforcement Department.

---

Please see the below information for the month of June activities for this department.

**Operational Constraints**

- Nothing to report.

**June 2021**

Animal Pound Statistics

Impounded Dogs	1
Impounded Cats	0
After Hours Visits	0
Total Shelter Visits for Month	10

Monthly Parking Statistics

Tickets for Month	1
Ticket by OPP	0
Monthly Total	0
Yearly Total Issued	113

Daily Activities completed by By-Law Officers.

- Animal Pound Activities.
- Pawn Shop Visits.
- Checking Parking Equipment (Repairs/Maintenance to Meter Equipment).
- Garbage Collection Issues.
- Fine Box Collections & Ticket Processing.

Other Duties Completed by By-Law Officers

- Month End Office Reports.
- Parking Enforcement Complaint Driven.
- OPP Monthly Parking Stats.
- Weekly Mileage for Civic Centre Vehicles.
- Emergency Management COVID-19 Response.
- Emergency Management 2021 Compliance Begun.
- Operation Walleye Full Scale Exercise Planning Meetings.
- Naicatchewenin FN Fire/Evacuation.
- Hospital Evacuation Centres Review/Planning.
- OFMEM PEOC Calls Twice per Week.
- Amethyst Sector (Emergency Management) CEMC Bi-Weekly Calls.
- NWHU Vaccination Task Force Meetings.
- JHSC Activities & Monthly Inspections.
- JHSC Fire Safety Plan Review.
- JHSC Annual Fire Drill for Civic Centre.
- Monthly Activities Reporting to PDEC.

- OFMEM EEPMO Project Meetings.
- OAPSO Fall Chapter Meeting Planning
- Maintain/Attend Town Vehicle's in Parking Lot (Civic Centre).
- Monitoring NW Region Fire Hazards.
- Water By-Law Social Media posts.
- Pride Flag Raising.
- POA Court Reopening Meetings/Planning.
- FFCBC Request Letter.

Occurrence Type (Complaints & Information)	Calls for Complaints/ Information
Fireworks (Includes Inquiries)	2
Parking (Includes Inquiries)	7
Animals (Includes Inquiries)	12
Business Licensing (Includes Inquiries)	7
Property Standards (Includes Landlord/Tenant & Grass Cutting)	18 PS + 53 Grass = 71 Total
Taxi (Includes Inquiries)	1
Off-Road Vehicles By-Law (Includes Inquiries)	2
Moving Permits (Includes Inquiries)	1
Smoking By-Law (Includes Inquiries)	4
Heavy Trucks (Includes Inquiries)	2
Waste Management (Includes Asselin Forms)	16
Fences (Includes Inquiries & Pools)	18
COVID Legislation/Vaccination	5
OPP Call Outs/Questions	7
Building Code/Zoning Issues (Includes Tents, Trailers, etc).	5
Noise Issues (Includes Inquiries)	7
Fire Issues (Includes Inquiries)	2
Water Permits (Issued & Enforcement)	20
<b>TOTAL CALLS FOR SERVICE</b>	<b>189</b>

Respectfully submitted,

Original Signed By

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