

TOWN OF FORT FRANCES

AGENDA - July 12, 2021

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 807-701-5975,,587423797#](#) Canada, Thunder Bay

Phone Conference ID: 587 423 797#

COMMITTEE OF THE WHOLE MEETING

held virtually

(Session No. 079) 5:30 PM

Page

1. **Call to Order / Roll Call**
2. **Disclosure of pecuniary interest and the general nature thereof.**
3. **Delegations/Deputations:**
 - 3.1 2021 Moffat Family Fund Grant Recipients announced by Mayor June Caul
 - 3.2 G. Gillon, T. Drysdale and M. Willick presenting Information about Boundary Waters Forest Management Corporation 5 - 19
4. **Council Reports on Board & Committee Activity:**
 - 4.1 Mayor June Caul - Verbal Update
Councillor Douglas Judson - Verbal Update
Councillor John McTaggart - Verbal Update
Councillor Rick Wiedenhoeft - Verbal Update
5. **Consent Agenda:**
 - 5.1 Request for Extension to Develop (843 Huffman Court) 20
- approval of this report will agree with the recommendation of the Planning & Development Executive Committee to permit an additional two building seasons for Ms. Bhulasi for her single-family home at 843 Huffman Court.
 - 5.2 Waterfront Walkway Extension - Dr. L. Jenks letter 21
- approval of this report will agree with the recommendation of the Planning & Development Executive Committee to bring forth these

		Page
	considerations during the mill planning exercise and to receive the letter from Dr. Jenks with thanks.	
5.3	Sunny Cove Hydro Easement Request from R. Avis - approval of this report will agree with the recommendation of the Planning & Development Executive Committee to approve the easement request subject to the route amendment and conditions outlined in this report.	22 - 25
5.4	Award Tender 21-PD-10 - Demolition of the Mowat Nursing Station (420 Mowat Avenue) - approval of this report will agree with the recommendation of the Planning & Development Executive Committee to award Tender 21-PD-10 to Canadian National Demolition at the cost of \$34,400.00 plus the Town's portion of HST subject to the condition that reception of the 5% bid deposit is collected.	26 - 27
5.5	Ice In Date 2021 - approval of this report will agree with the recommendation of the Community Services Executive Committee to plan for ice in beginning in the middle of August, if demand warrants.	28 - 29
5.6	Fort Frances Senior Centre Name Change - approval of this report will agree with the recommendation of the Community Services Executive Committee to move forward with the name change recommendations.	30 - 36
5.7	Request to Relocate Truck Route - approval of this report will agree with the recommendation of the Operations & Facilities Executive Committee to keep the truck route designation on Front Street as an alternate route to Scott Street and to accept the information relating to the construction of a by-pass as information only with no additional action needed.	37 - 60
5.8	Award Tender 21-OF-11 - Memorial Sports Centre Concrete Works - approval of this report will agree with the recommendation of the Operations & Facilities Executive Committee to award Tender 21-OF-11 to Tom Jones Corporation for a total tender price of \$151,000 including a \$15,000 contingency allowance plus applicable taxes and further that the Mayor and Clerk be authorized to execute the agreement on behalf of the corporation.	61 - 62
5.9	Application for Funding for Airport Improvements under the NOHFC Community Enhancement Fund	63

- approval of this report will agree with the recommendation of the Operations & Facilities Executive Committee that the Town of Fort Frances commit to covering any cost overages relating to the Airport Improvement Project submitted to the Northern Ontario Heritage Fund Community Enhancement Fund.

- 5.10 Unbudgeted Emergency Replacement of the Firehall Roof Top AC Unit 64 - 65

- approval of this report will agree with the recommendation of the Operations & Facilities Executive Committee that the costs associated with the emergency unbudgeted replacement of the failed Firehall Roof Top unit be taken out of Corporate Building Reserve Fund.

6. Operations and Facilities Division:

- 6.1 Verbal Update on Capital Projects

- 6.2 Award of Tender 21-OF-09 - Trenchless Watermain Relining 66 - 67

- approval of this report will agree with the recommendation of Administration to award Tender 21-OF-09 to FerPal Construction Ltd. for a total tender price of \$256,375.00 plus applicable taxes, and further that the budget shortfall be funded from the Water and Sewer Reserve Fund.

- 6.3 Award of Tender 21-OF-13 for MHSW Services to host Household Hazardous Waste Event in Fort Frances 68 - 69

- approval of this report will agree with the recommendation of Administration to award Tender 21-OF-13 to the Miller Group out of Winnipeg for the Town's 2021 MHSW service provider at an estimated cost of \$28,059.88 (includes HST) in accordance with the tender documents and further that the Town's MHSW event day is scheduled for Saturday September 11, 2021 from 9:00am to 3:00pm.

7. General:

- 7.1 Covid-19 Update

- 7.2 Recommendation from Economic Development Executive Committee re: Heart of the Continent Touring Route 70

- approval of resolution designating Rainy River Future Development Corp. (RRFDC) to represent the Town of Fort Frances at the Steering Committee developed for the Heart of the Continent Touring Route, with costs incurred (over and above the \$7.00 per capita amount) not to exceed \$3000.00 for the remainder of 2021.

8. Information:

- 8.1 Community Safety and Well-Being Plan Project Summary 71 - 74

	Page
8.2 June 2021 - By-law Statistics	75 - 76
8.3 June 2021 Building Statistics	77
8.4 Phair Avenue Park Redevelopment	78
8.5 Fort Frances Wastewater Treatment Facility May 2021 Monthly Report	79 - 86
8.6 Sewer and Water Data for 2021 - updated June 29, 2021	87
8.7 Airport Statistics as of June 30, 2021	88 - 89
9. <u>ADJOURNMENT</u>	

Response to Mayor Caul's Letter of June 29th, 2021 -List of Attachments

1. Letter of June 29th, 2021
2. Report to Mayor Caul
3. List of Shareholders
4. Boundary Waters Forest Management Corp. – Directors
5. Targeted Wood Supplies for the Forest
6. Forestry Businesses Supporting the Fort Frances Economy

Administration & Finance Division
Planning & Development Division
Phone: (807)274-5323
Fax: (807)274-8479

Mailing Address for All Divisions:
320 Portage Avenue
Fort Frances, ON
P9A 3P9



Operations & Facilities Division
Phone: (807)274-9893
Fax: (807)274-7360

Community Service Division
Phone: (807)274-4561
Fax: (807)274-3799

Email: town@fortfrances.ca
www.fortfrances.ca

June 29, 2021

Mr. Geoff Gillon
Executive Director
Rainy River Future Development Corporation
601 Mowat Avenue
Fort Frances, ON
P9A 1Z2

Dear Mr. Gillon,

In accordance with section 22.5(b) the agreement between Rainy River Future Development Corporation (RRFDC) and the Town of Fort Frances (The Town), I am requesting a formal report on the Sustainable Forest License and the Boundary Water Forest Management Corporation (BWFMC), specifically a full update on at least the following items:

1. An up-to-date list of the shareholders of the BWFMC.
2. Details of the ownership structure, including how many shares, and the types of shares each shareholder of the BWFMC holds.
3. The specific wood fiber allocations for each shareholder or party utilizing the supply from the Boundary Waters Forest.
4. All pertinent details regarding the current enhanced Sustainable Forest License (eSFL) for the Boundary Waters Forest, and the previous Sustainable Forest License (SFL) for the Crossroute and Sapawe Forests, including wood allocations.
5. Details how the BWFMC has ensured that wood fiber from this Boundary Waters Forest is being utilized or will be utilized in the Rainy River District to support the development, and long-term sustainability of new and existing businesses in the Rainy River District.
6. The long-term availability of wood fiber from the Boundary Waters Forest.
7. An outline how the recently announced upgrade to the Resolute Sawmill in Thunder Bay, will impact, or may impact, the wood supply for the Town of Fort Frances, and the Rainy River District.
8. All pertinent details relating to the wood supply allocated for the Rainy River District and activities by the BWFMC, as well as any other parties.

The Town of Fort Frances is requesting a written report on the above noted items no later than Wednesday July 7, 2021. Please be advised that, upon receipt of the report, I may request the presence of a representative from the RRFDC to present their report to the whole of Council at the meeting scheduled for Monday July 12, 2021.

Administration & Finance Division
Planning & Development Division
Phone: (807)274-5323
Fax: (807)274-8479

Mailing Address for All Divisions:
320 Portage Avenue
Fort Frances, ON
P9A 3P9



Operations & Facilities Division
Phone: (807)274-9893
Fax: (807)274-7360

Community Service Division
Phone: (807)274-4561
Fax: (807)274-3799

Email: town@fortfrances.ca
www.fortfrances.ca

Sincerely,

A handwritten signature in cursive script that reads 'June Caul'.

Mayor June Caul

Town of Fort Frances

cc. Rainy River Future Development Corporation Board Chair

Report to Mayor Caul

Boundary Waters Forest Management Corp.

In response to a request by Mayor Caul on June 29, 2021, (Appendix 1) concerning the Sustainable Forest Licence and Boundary Waters Forest Management Corp., the following is a summary response to each of the eight questions posed.

1. An up-to-date list of the shareholders of the BWPMC.

Appendix 2 is the listing of shareholders of BWPMC as described in Schedule B of the Shareholder Agreement.

This information has previously been shared with Mayor Caul and various Council committee members as follows:

- October 2, 2019, during a facilitated meeting organised for parties interested in the transfer of the SFL held at the Rendezvous hotel. Lorne Morrow presented the all the details of the new corporation to the group including the Mayor and RRFDC representatives.
- January 29, 2020, a briefing note prepared by M. Willick outlining the creation of BWPMC.
- September 9, 2020, a briefing note prepared by M. Willick to provide a status update on BWPMC.
- November 23, 2020, during a presentation by M. Willick at the Fort Frances Town Council meeting to explain the establishment of BWPMC.

2. Details of the ownership structure, including how many shares, and the types of shares each shareholder of the BWPMC holds.

There are two classes of shares:

Class A shares are voting, redeemable Common shares issued to First Nations, Metis, Economic Development entities, Independent Harvester Association and Consumption Rights holders. There are 1200 Class A shares distributed. 600 shares are distributed to community interests (First Nations, Metis, and municipal economic development entities and 600 are distributed to forest industry interests (consuming mills and logging contractors). Appendix 2 details the distribution of the shares amongst shareholders.

Twelve directors vote the 1200 Class A shares with each director holding equal voting rights. Appendix 3 is a listing of the directors for BWPMC.

In summary the distribution of Class A Shares and director representation is as follows:

- The two largest consumers (Resolute and Norbord) each hold 100 Class A shares. Each of the two major consuming mills are represented by one director.
- The two Pine mills (Manitou Lumber and Nickle Lake) each hold 50 Class A shares and are represented by one director.
- The logging operators include the Triple F Independent Operators Inc. holding 200 Class A shares and represented by two directors and Rainy Lake Tribal Resources Management Inc. holding 100 Class A shares and is represented by one director.
- Seven First Nations hold in aggregate 300 Class A shares (42.86 shares each) and are represented by 3 directors.
- The Metis Nation of Ontario holds 100 Class A shares and is represented by 1 director.
- The economic development entities (RRFDC and Atikokan Economic Development Corporation) each hold 100 Class A shares and are each represented by one director.

Class B shares are non-voting redeemable Common Shares issued to consumption rights holders. Class B shareholders vote only on specific financial decisions as defined in the Shareholder Agreement when there is not a unanimous vote by Class A shareholders.

Class B shares are issued to Class B shareholders based on proportion of harvest volume commitment from the Forest as determined by the Minister of Natural Resources and Forestry. The primary purpose of the Class B shares is to provide direction to the proportional sharing of costs. Only consuming mills pay for the operational and management costs up-front based on committed volumes irrespective of consumption.

This information has previously been shared with Mayor Caul and various Council committee members as follows:

- October 2, 2019, during a facilitated meeting organised for parties interested in the transfer of the SFL held at the Rendezvous hotel. Lorne Morrow presented the details of the new corporation to the group.
- In a January 29, 2020, briefing note prepared by M. Willick outlining the creation of BWPMC.
- In a September 9, 2020, briefing note prepared by M. Willick to provide a status update on BWPMC.
- November 23, 2020, during a presentation by M. Willick at the Fort Frances Town Council meeting to explain the establishment of BWPMC.

3. The specific wood fiber allocations for each shareholder or party utilizing the supply from the Boundary Waters Forest.

As a condition of the transfer of the licence from Resolute Forest Products to BWPMC the Minister stipulated that wood supply commitments in place under the SFL issued to Resolute would be continued into the SFL issued to BWPMC. Wood supply commitments created by the Minister were not altered during the SFL transfer process.

Appendix 4 outlines the Target Wood Supplies for the Forest as described in Schedule C of the Shareholder Agreement. This table describes the proportion of consumption rights by species to each consuming mill and applies that proportion to the planned allowable cut for the 10-year management period to forecast annual volumes available to each consuming mill by species.

This information has previously been shared with Mayor Caul and various Council committee members as follows:

- October 2, 2019, during a facilitated meeting organised for parties interested in the transfer of the SFL held at the Rendezvous hotel. Lorne Morrow presented the details of the new corporation to the group.
- In a January 29, 2020, briefing note prepared by M. Willick outlining the creation of BWPMC.
- In a September 9, 2020, briefing note prepared by M. Willick to provide a status update on BWPMC.
- November 23, 2020, during a presentation by M. Willick at the Fort Frances Town Council meeting to explain the establishment of BWPMC.

It should be noted that the White Birch and Poplar assigned to Resolute moves to Norbord through a business-to-business agreement.

Also of note is that BioPower SE has chosen not to sign onto the Shareholder Agreement making the 65,525 m³ of Birch and Poplar uncommitted and available on the open market. This volume is associated with the former Sapawe Forest to the north and east of Atikokan.

4. All pertinent details regarding the current enhanced Sustainable Forest Licence (eSFL) for the Boundary Waters Forest, the previous Sustainable Forest Licence (SFL) for the Crossroute and Sapawe Forests, including wood allocations.

An SFL is issued to provide for sustainable management of the forest. Declaring which mill has the right to consume portions of the wood supply is an important but largely non-negotiable element of the SFL. As was noted earlier, one of the principles under which the SFL was transferred to BWPMC was that the Minister's wood supply commitments would not be changed as result of the licence transfer. Wood allocations were not changed because of the transfer of the SFL.

This information has previously been shared with Mayor Caul and various Council committee members on these occasions:

- October 2, 2019, during a facilitated meeting organised for parties interested in the transfer of the SFL held at the Rendezvous hotel. Lorne Morrow provided details of the new corporation.
- In a January 29, 2020, briefing note prepared by M. Willick outlining the creation of BWPMC.
- In a September 9, 2020, briefing note prepared by M. Willick to provide a status update on BWPMC.
- November 23, 2020, during a presentation by M. Willick at the Fort Frances Town Council meeting to explain the establishment of BWPMC.

A subtle but significant change with the new SFL is that all the fibre from the Forest that was committed to Resolute under the former SFL is now committed to BWPMC. While BWPMC must honour the Minister's wood supply commitment to Resolute whereby all the merchantable Spruce Pine and Fir must be made available to Resolute, Resolute no longer controls or determines the use of the other species (excepting the small volume of hardwood committed to Resolute but moved to Norbord through a business arrangement). This provides BWPMC opportunities related to uncommitted volumes, uncommitted species and those associated with bio-mass opportunities.

5. Details how the BWPMC has ensured that wood fibre from this Boundary Waters Forest is be utilized or will be utilized in the Rainy River District to support the development, and long-term sustainability of new and existing businesses in the Rainy River District.

Economic benefits accrue from the holding the SFL both because of mill facilities consuming the wood supply and the through the provision of forest management services and operational control. Economic benefit resulting from mills is easily recognizable, while the benefits of local management, control, decision-making, and business certainty provides a more subtle but real benefit to the district. The four district mills, the contractors and the communities all benefit from the local inclusive management provided by BWPMC.

The wood supply commitments to the four consuming mills who are Class B shareholders from the Forest (Manitou Forest Products, Nickle Lake Lumber, Resolute and Norbord) clearly support the long-term sustainability of the businesses in the district. Direct involvement in decision making by the logging contractors provides them with business certainty and cost reduction benefits. Community interests ensure benefits accrue to the district through local businesses, services, and job creation.

A key feature of the SFL issued to BWPMC is that the control, decision-making, and management has been localized within the district. Local businesses, local consuming mills and community interests make the decisions for the forest within the context of Minister's wood supply directions and sustainable forest management guidelines. Local businesses have input into the costs of running the Forest and certainty regarding their operations. This is a significant improvement from the days where all decisions were being made in Thunder Bay or Montreal without any local discussion. Economic benefits are flowing to the district because of local control of the SFL.

The Shareholder Agreement has provisions that encourage the full use of the annual available wood supply. If harvesters are unable or unwilling to harvest and deliver their commitment, the Shareholder Agreement has mechanisms to have this fibre harvested and delivered to the consuming mill within the district.

Similarly, if a consuming mill is unable or unwilling to use their total committed wood supply, mechanisms are available to have this wood consumed first within the district and secondly outside the district. It is important to remember that BWPMC strives to maximize the use of the annual sustainable wood supply to create local economic activity, create jobs and reduce the average operating cost for BWPMC. Short term redirections of harvest volumes will be relatively simple, while longer term redirection of committed volumes will require the creation of a history of underutilisation and possibly dispute resolution.

6. The long-term availability of wood fibre from the Boundary Waters Forest.

The current forest management plan for the Boundary Water Forest in table FMP-13 indicates the following volumes available for the ten-year period of 2020 – 2030:

	<u>Net Merchantable Fibre</u>	<u>Undersized and Defect</u>	<u>Totals</u>
Conifer	7,491,825 m3	5,494,866 m3	12,990,691 m3
Hardwood	5,141,119 m3	5,799,375 m3	10,940,494 m3
Totals	12,632,994 m3	11,294,241 m3	

It should be noted that only the net merchantable volumes of Jackpine, Spruce, Fir, White Birch and Poplar and a portion of the White and Red Pine are planned for at this time. The underutilized (White and Red Pine, Larch, Cedar, and other hardwoods), undersized and defect volumes represent an opportunity for BWPMC and the district.

In a presentation in Fort Frances dated September 5, 2019, to Minister Rickford, Mayor Caul, various councillors and representatives from the RRFDC, Ministry of Natural Resources and Forestry staff showed data that forecast a drop in available net merchantable SPF volume from the Boundary Waters Forest to approximately 600,000 for the period of 2030 – 2040. After 2049, the modeling predicts an upturn in available SPF in later decades.

The MNRF calculations for Poplar showed an increase in the Poplar volumes during 2030 – 2040 period followed by a decline over the next several decades.

During the preparation of the forest management plan for the Boundary Waters Forest in 2019, Mayor Caul signed a letter to Philip Cooze, a forester with MNRF expressing a concern over the possible reduction in the available harvest volume forecast by about 30% due to choices in the forest

management planning process. This letter was in response to the Town's concern of the MNRF posting of possible impacts of the draft forest management plan for the Boundary Waters Forest.

7. An outline how the recently announced upgrade to the Resolute Sawmill in Thunder Bay, will impact, or may impact, the wood supply for the Town of Fort Frances, and the Rainy River District.

Resolute Forest Products made a business decision to expand their Thunder Bay sawmill and announced the decision in June. Since the expansion announcement was not predicated on a change in wood supply commitment from the Boundary Waters Forest, there was no need for Resolute to consult with BWPMC when making their business decision. The Resolute wood supply commitment from the Boundary Waters Forest remains as it was before the expansion announcement.

As a practical matter, Resolute holds many wood supply commitments across Northwestern Ontario representing very significant volumes. Most of these wood supply commitments closely surround the Thunder Bay mill complex and on average, are much closer to Thunder Bay than any fibre they might bring from the Fort Frances area. Resolute has confirmed that fibre that was previously not committed by the Minister has come available to Resolute from forests east of Thunder Bay to support their mill expansion plans.

Since the confidential business plan prepared by Resolute to justify this expansion in Thunder Bay is not a public document and Resolute does not plan to request an increase in SPF volume commitment from the Boundary Waters Forest, BWPMC has no authority or interest in questioning the wood supply contemplated for the Thunder Bay mill expansion.

From the available information, it is reasonable to conclude that the recent announcement by Resolute will have no impact on the wood supply for the Town of Fort Frances or the Rainy River District.

8. All pertinent details relating to the wood supply allocated for the Rainy River District and activities by the BWPMC, as well as any other parties.

To answer this question, one should consider how the wood supply provided by the Boundary Waters Forest compares to the fibre demands of the mills operating in the district. It is important to acknowledge that many businesses in Fort Frances are very much dependent upon a vibrant forest sector. Appendix 5 is a listing of forestry related businesses in the area that support the Fort Frances economy.

The two pine mills, Manitou Lumber and Nickle Lake Lumber, consume all the pine logs currently produced on the Forest. There is no commitment of pine logs to an out of district mill. There does appear to be a small surplus of pine logs on the Forest that could support an expansion to the existing

mills or allow for a new sawmill entrant into the district. BWPMC will consider these opportunities for the district in the future.

Norbord requires more poplar than the Boundary Water Forest can produce. Norbord uses all the Poplar on the Boundary Waters Forest and purchases poplar from outside the district to maintain their milling operations within the district. As such, the district benefits from poplar logs imported from other forests outside the district. The Norbord demand for White Birch closely matches what the Forest grows.

The wood demand for the Bio Power operation in Atikokan from the Boundary Waters Forest remains unresolved. At present Bio Power has chosen not to become a member of BWPMC and opts to purchase wood (largely White Birch) on the open market from the Boundary Waters Forest and other forests east of Atikokan. In recent years, Bio Power has imported their wood supply from forests outside the Rainy River District, effectively creating economic benefit locally using non-local wood fibre. BWPMC is working to resolve the wood supply earmarked for Bio Power and ensure the available volume is consumed by a mill within the district. One must recognise that Bio Power is providing jobs and economic benefits to the district, so it is important that a solution is devised that does not compromise the future of Bio Power.

The Resolute sawmill in Sapawe is a significant economic driver for the district. The mill in Sapawe draws sawlogs largely from the Boundary Waters Forest but also from several other forests. The difficulty faced by Resolute is in the consumption of the smaller wood that traditionally had been pulpwood. Resolute has found that it is not economically viable to haul pulpwood from the west end of the district to Thunder Bay. It is also an economic challenge to haul small diameter sawlogs from the west end of the district to Sapawe.

In the past, Norbord has used a significant volume of small diameter SPF pieces and tops that are a by-product of producing sawlogs. Norbord finds this material produces poor quality OSB and is difficult to process. In addition, the Provincial stumpage system that reflects finished product market prices has driven the stumpage cost of the tops and small diameter pieces to a point where using the material for OSB furnish is not economical. Utilization of small diameter SPF remains a challenge for BWPMC.

Since the announcement of the closure of the Fort Frances pulpmill and the establishment of BWPMC, there have been several representations to BWPMC concerning wood supply from the Boundary Waters Forest. All have been rebuffed by BWPMC because either the wood supply is already committed, or the proposal did not involve an investment in the district and simply involved hauling fibre out of the district to be processed elsewhere.

Summary

After 18 months of effective forest management, the new forest tenure model that was put in place for the Boundary Waters Forest has shown to be most successful and in fact, a model for the province.

Local control of management and operational decisions ensures that local interests are protected. Local forest harvesters and district mills have certainty and input into decisions affecting their operations and costs. Local economic development entities know of business and service contract opportunities early on and directly influence decisions that have impact on local communities. First Nations and Metis people are at the table when business and employment opportunities are considered so that they have an opportunity to realise benefits from the partnership.

Some were disappointed not able to undo Minister's wood supply commitments and redirect fibre to other locations as the SFL was transferred. However, without the assurance that wood supply commitments would be protected if the SFL were to be transferred, or significant political intervention, the licence transfer to Boundary Waters Forest Management Corp. would not have occurred.

Now the Board of Directors for BWPMC can take a broader view of the potential offered by the Forest and seek out opportunities to grow the district economy. This opportunity is often overlooked when a large forest industry consumer has sole management responsibility for the forest and must focus on their bottom line and primary business interests.

M. Willick R.P.F.
July 7, 2021

Appendix 2

SCHEDULE B: LIST OF INITIAL SHAREHOLDERS

NAME	
	Class A
Atikokan Economic Development Corporation	100
First Nations (seven First Nations – each issued 42.857 shares)	300
Independent Operators Association	200
Norbord	100
Resolute	100
Métis Nation of Ontario (representing 4 Métis Community Councils)	100
Rainy Lake Tribal Resource Management Inc.	100
Rainy River Future Development Corporation	100
Nickel Lake Lumber, Manitou Forest Products	100
TOTAL Class A SHARES	1200

NAME	Class B
Norbord Inc.	248
Resolute	708
Manitou Forest Products	22
Nickel Lake Lumber	22
<u>TOTAL Class B Shares</u>	1000

Boundary Waters Forest Management Corp. Directors

Name	Representing
Gary Both	Rainy Lake Tribal Resource Management Inc.
Blaine Degagne	Independent Loggers
Brian Gouliquer	Metis Nation
Dale Kaemingh	Manitou Forest Products
Martin Kaiser	Resolute Forest Products
Rick Ksiezopolski	Norbord
Don McCool	Independent Loggers
Garry McKinnon	Atikokan Economic Development Corp
Chief Brian Perrault	Couchiching First Nation
Glen Smith	Naicatchewenin First Nation
Michael Willick	Rainy River Futures Development Corp
Chief Will Windego	Nigigoonsiminikaaning First Nation

SCHEDULE C: TARGET WOOD SUPPLIES FOR THE FOREST.

Consumer Mills: % Consumption Rights by Species				
Company	BW	Po	PWR	SPF
Norbord	40.50%	58.21%	0.00%	0.00%
Nickel Lake Lumber	0.00%	0.00%	50.00%	0.00%
Resolute	24.72%	34.36%	0.00%	100.00%
Manitou FP	0.00%	0.00%	50.00%	0.00%
BioPower SE*	34.78%	7.42%	0.00%	0.00%
Total	100.00%	100.00%	100.00%	100.00%

*Consumption Rights are contingent on executing an MOA with Boundary Waters Forest Management

Consumer Mills: 2020 - 2030 Plan Allocation Volume (m3/year)						
	BW	Po	PWR	SPF	Total Volumes (New Plan)	Share Percent (2020 plan)
Plan AAC Volume (m3)	100,030	414,080	50,000	637,000	1,201,110	100.00%
Company Allocations						
Norbord	40,515	241,047	-	-	281,562	23.44%
Nickel Lake Lumber	-	-	25,000	-	25,000	2.08%
Resolute	24,726	142,297	-	637,000	804,024	66.94%
Manitou FP	-	-	25,000	-	25,000	2.08%
BioPower SE*	34,789	30,736	-	-	65,525	5.46%
Total	100,030	414,080	50,000	637,000	1,201,110	100.00%

*Consumption Rights are contingent on executing an MOA with Boundary Waters Forest Management

Forestry Businesses Supporting the Fort Frances Economy

Trucking	Processing	Services
Christian Brothers	West Fraser (Norbord)	Busches Auto
Leon Degagne Equipment	Manitou Forest Products	Peterbilt
George Armstrong Limited	Nickle Lake Lumber	Piston Ring
Wasaw Enterprises	Titan Manufacturing	Intercity Supply
RGB Trucking		BWFMC
Williamson Trucking		
John Gravel Trucking		
Burkholder Trucking		
Others		

July 5, 2021

TO: Mayor and Council

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 considered the matter at their July 5th meeting and recommends that an additional two building seasons be made available to Ms. Bhulasi for her single-family home at 843 Huffman Court.

Council approval of this report will agree with the recommendation of the Planning & Development Executive Committee to permit an additional two building seasons for Ms. Bhulasi for her single-family home at 843 Huffman Court.

Date: July 12, 2021

Report To: Mayor & Council

From: Cody Vangel, Chief Building Official & Municipal Planner

Re: Waterfront Walkway Extension – Doctor Lorena Jenks

Doctor Lorena Jenks has written to express interest and suggestions for the continuation of the current waterfront walkway westerly onto the current Mill property, once demolition is complete, to better advocate and connect the Town from east to west and create an active transportation route.

At this time there are no updates on future plans, if any, for the property.

The RFP for the Mill planning exercise closed June 30, 2021. Submissions will be reviewed in the coming weeks.

The Planning and Development Executive Committee considered this matter at their July 5, 2021 session where it was recommended to bring forth these considerations during the mill planning exercise and to receive the letter from Doctor Lorena Jenks with thanks.

Respectfully submitted.



Cody Vangel
Chief Building Official & Municipal Planner

<p>Council approval of this report will agree with the recommendation of the Planning and Development Executive Committee to bring forth these considerations during the mill planning exercise and to receive the letter from Doctor Lorena Jenks with thanks.</p>
--

Date: July 12, 2021

Report To: Mayor & Council

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 documents. 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.

The Planning and Development Executive Committee considered this matter at their July 5, 2021 session where the following was recommended:

- That the proposed easement be re-routed as shown in the attached documents
- 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 legal, 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

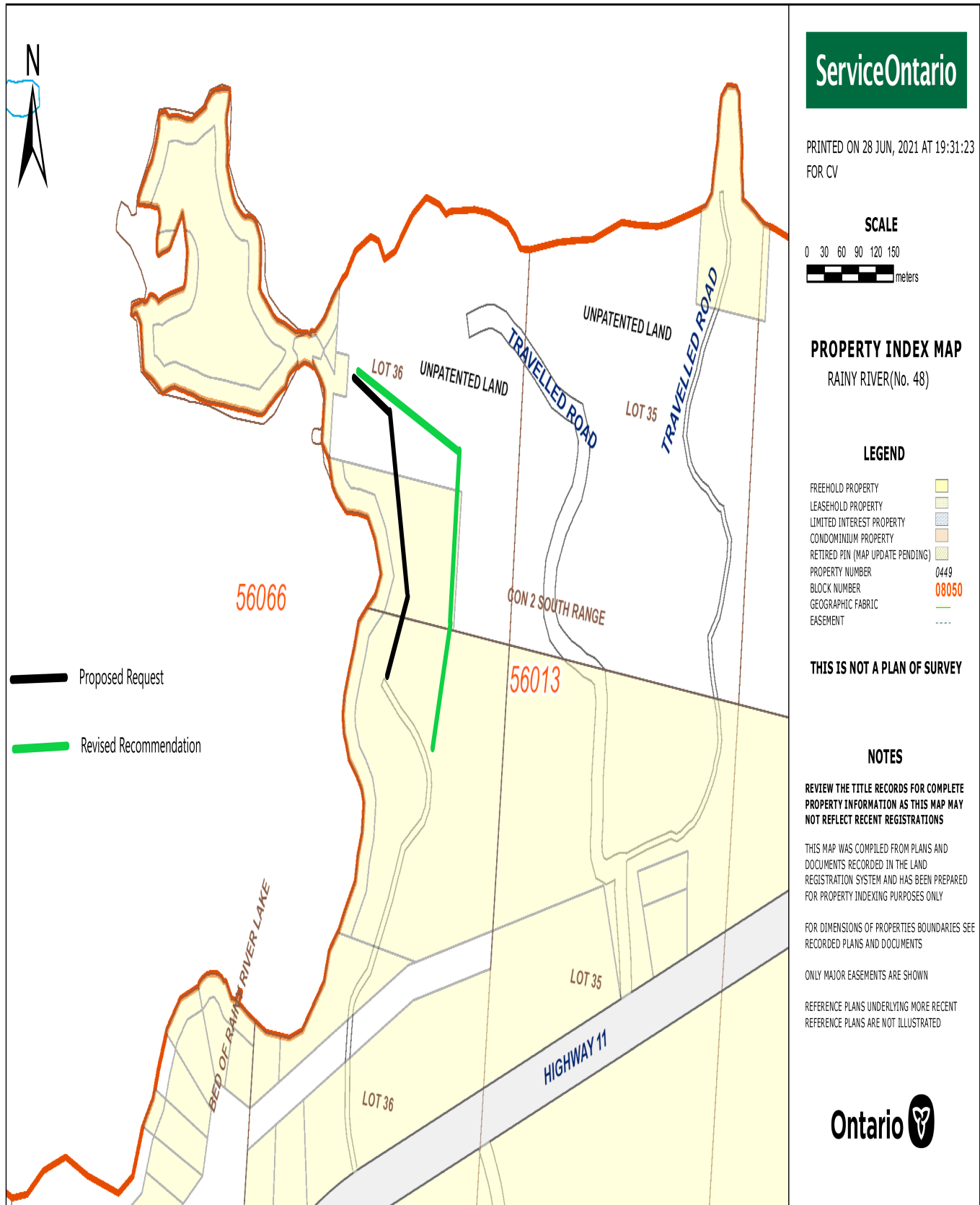
Respectfully submitted.

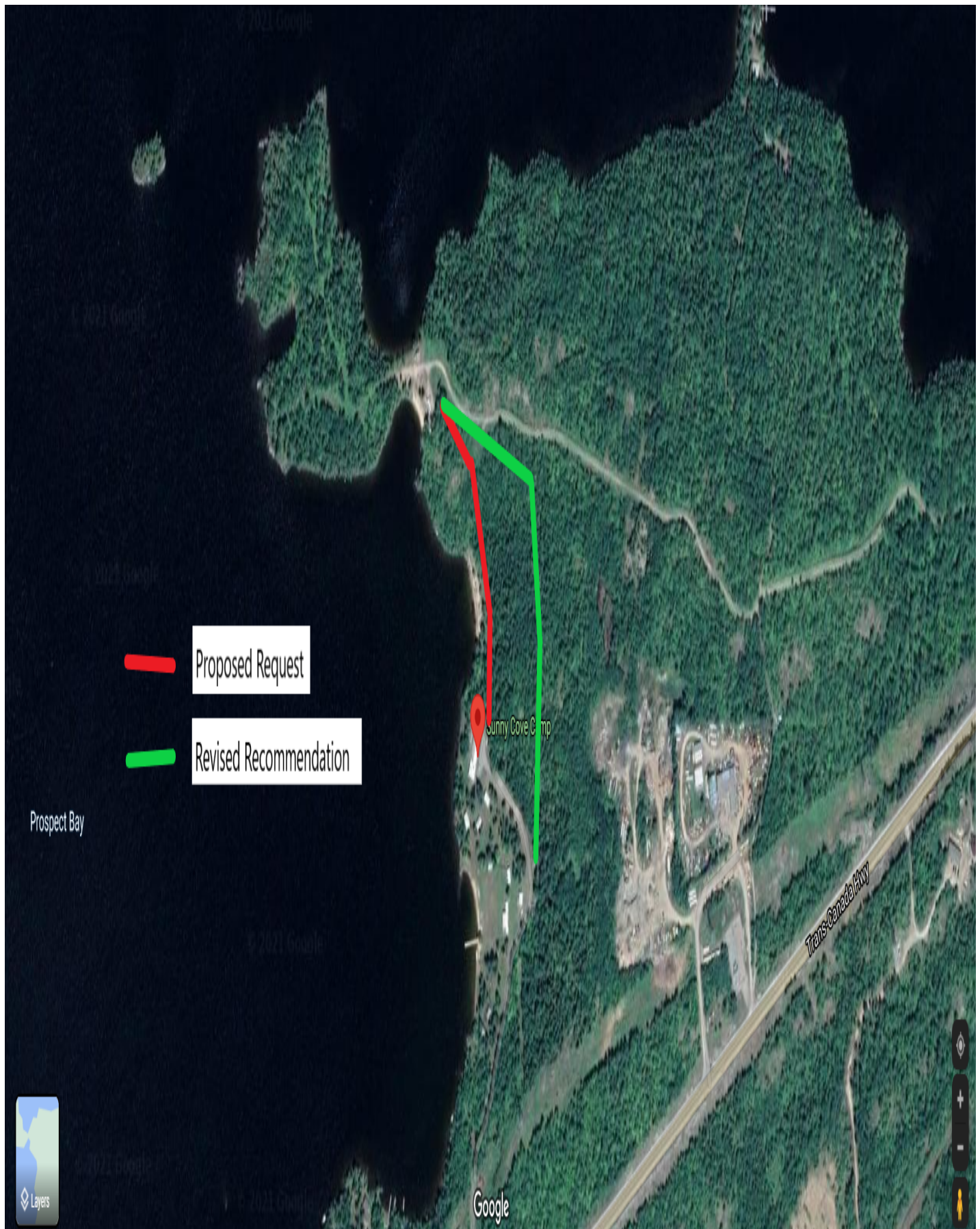
A handwritten signature in black ink, appearing to read 'Cody Vangel', with a stylized, flowing script.

Cody Vangel
Chief Building Official & Municipal Planner

Council approval of this report will agree with the recommendation of the Planning and Development Executive Committee to approve the easement request subject to the following:

- That the proposed easement be re-routed as shown in the attached documents;
- That the Town's legal team put together the easement documents at the cost of the applicant; and
- That the applicant cover all costs associated including legal, 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.





Date: July 12, 2021

Report To: Mayor and Council

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

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 walkway, 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"> - 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. <p>Schedule 4 – 14(e) requires work to begin as soon as possible.</p> <ul style="list-style-type: none"> - Awaiting training certifications may cause delay in its ability to start as soon as possible. <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"> - 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.
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"> - 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. <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.

The Planning and Development Executive Committee considered this matter at their July 5, 2021 session where they 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 subject to the condition that reception of the 5% bid deposit is collected.

Respectfully submitted



Cody Vangel
Chief Building Official & Municipal Planner

Council approval of this report will agree with the recommendation of the Planning and Development Executive Committee to award Tender No. 2021-PD-10 to Canadian National Demolition at the cost of \$34,400.00 plus the Town's portion of HST subject to the condition that reception of the 5% bid deposit is collected.

July 5, 2021

Report To: Mayor and Council

From: Aaron Bisson, Manager of Recreation and Culture

RE: Ice in Date 2021

An email was received by Gary Silander the President of the Lakers hockey club requesting that ice be put in. I spoke with Gary and he indicated that they would use the ice a couple of days per week beginning the middle of August.

I reached out to other user groups and the Hockey Academy generally begins in October.

I reached out to Fort Frances Girls Women's Hockey Association and they indicated that they are looking potentially at a late September early October Start.

I reached out to Minor Hockey and they indicated that they generally start around the start of the School year, but may try a 3 on 3, or 4 on 4 format if the ice was available earlier.

I reached out to the Borderland Skating Club and they indicated they would skate as soon as we put ice in.

Recommendation

The Community Service Division recommends to Mayor & Council to plan for ice in to begin in the middle of August, if demand warrants.

Respectfully Submitted,

Aaron Bisson

Aaron Bisson
Manager of Recreation and Culture

<p>Council approval of this report will agree to the recommendation of the Community Services Executive Committee to plan for ice in to begin in the middle of August, if demand warrants.</p>

From: [gary silander](#)
To: [Aaron Bisson](#); [Dawn Galusha](#)
Cc: [June Caul](#); [Michael Behan](#); [John McTaggart](#); [Douglas Judson](#); [Rick Wiedenhoft](#); [Wendy Brunetta](#); [Lisa Slomke](#); [Andrew Hallikas](#)
Subject: [External] ICE IN
Date: June 28, 2021 10:43:28 AM

[EXTERNAL]

Good day to everyone

I am writing this email to you on behalf of the Fort Frances Lakers regarding the "ICE IN" for the first part of September.

We would commit to twice a week skates and hold a training camp sooner than Sept 10-12/21 if the ice was in.

I am sure there are other users involved that would make use as well.

I am writing to you hoping that this issue can be put to Community Service Executive Committee next week so we can put this to Council on July 12 and get organized.

Just an FYI....The SIJHL is looking to start the season on Sept 17/21 Hoping to be ready for a couple weeks before.

Thank you for your time and consideration with this matter.

Gary

--

President

Gary Silander



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.

July 5, 2021

Report To: Mayor and Council

From: Aaron Bisson, Manager of Recreation and Culture

RE: Fort Frances Senior Centre Name Change

At the request of the Fort Frances Senior Centre Board of Management, a review was undertaken of the progress of the name change at the Fort France Senior Centre.

A number of the steps and approvals from Council have been previously attained as noted in the attached report, however a number of items have not been completed to date.

Recommendation

The Community Service Division recommends to Mayor & Council that 1. a by law be created officially renaming the Sister Kennedy Centre as the Fort Frances Senior Centre. 2. That the Sister Kennedy Board of Management officially be changed to the Fort Frances Senior Centre Committee. 3. That the any signage be changed to reflect the name change to the Fort Frances Senior Centre. 4. That a dedicated memory wall be created for Sister Betty Kennedy within the facility. 5. That any physical changes and construction that need to take place to enact these changes happen during the proposed expansion to ensure a seamless integration into the facility.

Respectfully Submitted,

Aaron Bisson

Aaron Bisson
Manager of Recreation and Culture

<p>Council approval of this report will agree to the recommendation of the Community Services Executive Committee move forward with the name change recommendations.</p>

June 8, 2021

Report To: Fort Frances Senior Center Board of Management

From: Aaron Bisson, Manager of Recreation and Culture

RE: Name Change at the Senior Centre

At the request of the Fort Frances Senior Centre Board an update on the progress of the progress of the Name Change at the Fort Frances Senior Centre is being given. The appropriate resolutions have been included with this report to support the information.

In November 2017, a report from the Sister Kennedy Board of Management approved a recommendation "that the Sister Kennedy Centre be renamed to the Fort Frances Senior Center, that the name on the building be removed and that Sister Kennedy be recognized on a memory wall."

The Request was brought to Community Services Executive Committee on November 30, 2017 and at this meeting the report was passed to recommend the name of the Sister Kennedy Centre be changed to the Fort Frances Senior Centre, and to recognize the contributions of Sister Betty Kennedy inside the facility.

A report dated November 30, 2017 from the Community Services Executive Committee was approved by Council through resolution number 970 on December 11, 2017 to change the name of the Sister Kennedy Centre to the Fort Frances Senior Centre, and to recognize the contribution of Sister Betty Kennedy through a dedicated memory wall.

Since that time, the Seniors Centre has been referred to the Fort Frances Senior Centre, however the name on the building has never been updated and a by law has never been created to officially change the name from Sister Kennedy Centre to the Fort Frances Senior Centre.

It is the Sister Kennedy Centre's Board of Managements recommendation that a by law be created officially renaming the Sister Kennedy Centre as the Fort Frances Senior Centre. That the Sister Kennedy Board of Management officially be changed to the Fort Frances Senior Centre Committee. Further that the any signage be changed to reflect the name change to the Fort Frances Senior Centre. That a dedicated memory wall be created for Sister Betty Kennedy within the facility. That any physical changes and construction that need to take place to enact these changes happen during the proposed expansion to ensure a seamless integration into the facility.

Respectfully Submitted,

Aaron Bisson

Aaron Bisson
Manager of Recreation and Culture

SISTER KENNEDY BOARD OF MANAGEMENT**REGULAR MEETING – November 14, 2017****Session #009****Sister Kennedy Centre Dining Hall/Program Space**

IN ATTENDANCE Cindy Noble, John Reader, Doug Kitowski, Diane Maxey, June Caul, Irene Laing, Jason Kabel

ABSENT Ed Haglund

REGRETS Irene Laing

CALL TO ORDER The meeting was called to order at 10:35 by the Chair, Diane Maxey

CONFLICT OF INTEREST There were no conflicts declared.

ADOPTION OF THE AGENDA

933 June Caul/John Reader That the agenda be adopted as circulated. **Carried**

APPROVAL OF MINUTES

934 Dalton Taylor/John Reader That the minutes of the October 10, 2017 meeting be accepted as circulated. **Carried**

MANAGER'S REPORT

Cindy Noble presented the Manager's Report.

935 June Caul/John Reader That the Manager's Report be accepted as presented. **Carried**

BILLS AND ACCOUNTS

936 June Caul/Doug Kitowski That the October accounts be accepted and approved for payment. **Carried**

CORRESPONDENCE

No correspondence

PAST BUSINESS

- **Baffles** Cindy spoke to Pam Vittie who will have to get material.
- **Exercise Program** Jason advised that this has been passed by Council.
- **Room Arrangement/Expansion** A southward expansion is recommended. Jason advised that there is no grant money for expansion, only new construction. It was suggested that a variety show be held as a fundraiser.

NEW BUSINESS

2018 Budget Discussion on the 2018 budget.

Building Name

937 June Caul/Dalton Taylor That the Sister Kennedy Centre be renamed to the Fort Frances Senior Center, that the name on the building be removed and that Sister Kennedy be recognized on a memory wall. **Carried**

PUBLIC PARTICIPATION

Mildred Bedard advised that Sister Kennedy did not ever want her name on the building

CLOSE

The president declared the meeting adjourned at 11:20

Diane Maxey, Chair

Irene Laing, Secretary

Next meeting December 12 at 10:30 a.m. at Sister Kennedy Centre.



REPORT

TO: Mayor Avis & Council

FROM: Jason Kabel, Community Services Division Manager

DATE: November 30, 2017

RE: **Sister Kennedy Centre Name Change**

At the regular meeting of the Sister Kennedy Centre Board of Management on November 14, 2017, there was a resolution passed as follows:

Moved by June Caul,

Seconded by Dalton Taylor

To change the name of the Sister Kennedy Centre to the Fort Frances Senior Centre and to recognize the contributions of Sister Betty Kennedy inside the facility through a dedicated memory wall named in her honour. CARRIED.

There was good discussion on the matter by the Board and included public participation from a couple in attendance for the meeting.

History

1978 – Sister Betty Kennedy along with a few Seniors created the first Seniors (55+) drop-in Centre in Fort Frances, known as the Pleasant Past Times Place. It was located in the back of the Pentecostal Church next door to the Royal Canadian Legion.

1981 – July – Bylaw established by Mayor & Council to set up a committee for the purpose of constructing a Senior Citizen's drop-in centre on the old St. Mary's School property. This marked the commencement of much community fundraising.

1983 – April – Tenders were opened and the contract to construct the new building was awarded to Tom Jones & Sons General Contractors from Thunder Bay.

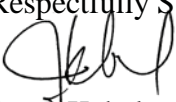
1983 – October 22 – Grand Opening took place & the Centre was renamed Sister Kennedy Centre.

1987 – April – The Fix-it Shop was opened on the same grounds.

RECOMMENDATION

The Community Services Executive Committee recommends to Mayor & Council to change the name of the Sister Kennedy Centre to the Fort Frances Seniors Centre and to recognize the contributions of Sister Betty Kennedy inside the facility through a dedicated memory wall named in her honour.

Respectfully Submitted,



Jason Kabel

Council approval of this report will endorse the name change of the Sister Kennedy Centre to the Fort Frances Seniors Centre and to recognize the contributions of Sister Betty Kennedy inside the facility through a dedicated memory wall named in her honour.

**TOWN OF FORT FRANCES****COUNCIL**Session No. 076Resolution No. 970Moved by [Signature]Dated: December 11, 2017Seconded by Jane Caul

THAT the report dated November 30, 2017 from J. Kabel, Manager of Community Services re: Sister Kennedy Centre Name change be approved to agree with the recommendation of the Community Services Executive Committee to endorse changing the name of the Sister Kennedy Centre to the Fort Frances Seniors Centre and further that Sister Betty Kennedy be recognized for her contributions with a dedicated memory wall named in honour to be located inside the facility.

	Yea	Nay	Disclosure of Interest
R. Avis		✓	
J. Albanese		✓	
W. Brunetta	✓		
J. Caul	✓		
D. Kitowski	✓		
K. Perry		✓	
G. Paul Ryan	✓		

<input checked="" type="checkbox"/>	CARRIED
<input type="checkbox"/>	DEFEATED
 MAYOR or DEPUTY MAYOR	

July 7, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Request to Relocate Truck Route

At the June 14, 2021 meeting of Council a letter was referred to OFEC with input from PDEC on the potential to re-route truck traffic off of Front Street. The letter from Ms. Grace Cridland and Ms. Jan Beazely outlined a number of reasons for their request, of which some are factually inaccurate. I would like to start off with responding to those items specifically:

1. The letter states that Front Street is the only designated Truck Route. This is incorrect. Both Front Street and Scott Street are designated east west Truck Routes.
2. Item 5 – The reconstruction of Front Street has been fully designed and is shovel ready. No funding has been sought in the recent past as the Wood Yard re-development will change at least a part of that work.
3. Item 6 – No roadway reconstruction is completed without contribution from at least one level of government to offset the costs to the tax payer.
4. Item 7 – The following Roads have been reconstructed under grant funding to accommodate heavy trucks: Victoria Avenue from Front Street to Nelson Street, Nelson Street from Victoria Avenue to Veteran Avenue, Veteran Avenue from Nelson Street to Church Street, Mowat Avenue from Church Street to Second Street, Second Street from Mowat Avenue to Central Avenue.
5. Item 8 – The Town applies for funding under the Connecting Links Program for funding of 90% of eligible costs on the two Connecting Link roadways within the Town of Fort Frances.
6. Item 9 – No truck is forced onto Front Street unless Scott Street is closed for some reason (event, repair, etc.)
7. Item 11 – The Woodyard Redevelopment design, in its current form, was completed with the navigation of large trucks in mind and the traffic circle was included at a radius that can be traversed by a large truck. Final infrastructure design is not yet complete to include detailed truck modeling.
8. Item 17 – There is a pedestrian Cross Over at the Sorting Gap and unsigned crossings at the Hospital, Armit Avenue, Crowe Avenue, Mosher Avenue, and Butler Avenue.

It is extremely important to have two truck routes east to west through the Town particularly east of Central Avenue where there is a higher density, as we are forced, from time to time, to close either Scott Street or Front Street for events, parades, maintenance and repair and having an alternative route for trucks is a must. The other roads through this part of town are simply too narrow to handle the large trucks and large radii corners do not exist to get trucks to and from the border.

In 1997 a Transportation Study was conducted by KGS Group which outlined an option for a by-pass route to be constructed along 8th Street. In that report the estimated cost at that time was estimated at \$9,000,000.00. Attached to this report are maps showing three potential options for a by-pass route along the 8th Street Corridor.

These options are given as discussion points and it must be noted that CN has not been contacted to discuss the feasibility of placing crossings at these locations and the MTO has not been contacted

regarding the need for upgrades at various locations on Highway 11. Maps of the options are attached to this report for clarity.

Option 1 would be the connection of 8th Street from east to west through the CN Spur line behind Kaitlyn Drive. With the train traffic passing through town over to Rainier MN daily, this option is simply not feasible as the wait time at the 2 crossings would be too long for most traffic to bother using. The trains have the Williams Avenue blocked as they clear customs in Rainier very frequently, approximately 30% of an average day. Because this option is unfeasible, a cost estimate was not completed for this option.

Option 2 would be the extension of 8th Street northeast along the rail line to Thunder Bay, a much quieter rail line. The road would extend north coming out to Highway 11 near the North Town Boundary. Given the new rail crossing guidelines, a long curve would be needed at the north end to align with the rail line better and allow for proper sight lines. With this option 8th Street would need to be reconstructed and upgraded to hard surface throughout its length. This option would see additional traffic crossing the CN rail line at McIrvine Road which often sees lengthy queues due to the frequent Train interruptions. This option would likely require a signalized intersection at the By-pass and Highway 11 as well as the addition of left turn lanes on Highway 11 coming from the east. Costing for this option does not include any upgrades to McIrvine Road but includes signals at the by-pass and Highway 11 and left turn lanes on Highway 11. An allowance has been given to purchase private property to complete this extension.

Option 3 Would be the same north-easterly extension of 8th Street as seen in Option 2 with additional extension to the west and south down a new roadway out to the Highway west of Pit Road 2. This would allow for the potential of a future grade separated crossing over the CN rail line limiting the grade level crossings to 1 on this route. Again, this option would likely require a signalized intersection at the By-pass and Highway 11 as well as the addition of left turn lanes on Highway 11 coming from the east. New signals would likely be required on Kings Highway as well, however with the planned upgrade of this section to 4 lanes, additional turn lanes would not likely be required. Costing for this option includes signals at the by-pass and Highway 11 and Kings Highway and left turn lanes on Highway 11. A grade separated rail crossing is **not** included in the costing for this option. An allowance has been given to purchase private property to complete this extension.

Option 4 is a change to the alignment shown in Options 2 and 3 to by-pass all privately owned property east of Eighth Street limiting the need to secure private property for the purpose of the extension. The downside to this option is that it cuts through the ski and walking trails currently established. The costing for this option is shown as an addition to the Option 2 or 3 costs. Costs to re-route or re-establish the walking and ski trails is not included in this estimate.

Costing at this stage is based on the Kings Highway reconstruction as the soil conditions on that job are similar to what would be encountered in the areas that the by-pass may be placed. Total per meter costs have been decreased slightly as this roadway would not be a 4-lane road as seen on Kings Highway, however there is no existing infrastructure to work with and all road and drainage infrastructure would need to be installed from scratch which would be more time consuming and likely cost additional. Also note, costing does not include HST.

	Quantity	Unit Cost	Total Cost	Additional For Option 4 Additional \$2M
Option 2				
Roadway Construction	5300 m	\$5,000.00	\$26,500,000.00	
Rail Crossings	1	\$25,000.00	\$25,000.00	
Signals	1	\$100,000.00	\$100,000.00	
Property Procurement	3	\$166,666.67	\$500,000.00	
Engineering	1		\$ 2,712,500.00	
TOTAL COST			\$29,837,500.00	\$31,837,500.00

Option 3				
Roadway Construction	7900 m	\$5,000.00	\$39,500,000.00	
Rail Crossings	2	\$25,000.00	\$50,000.00	
Signals	2	\$100,000.00	\$200,000.00	
Property Procurement	3	\$166,666.67	\$500,000.00	
Engineering	1		\$4,025,000.00	
TOTAL COST			\$44,275,000.00	\$46,275,000.00

I did reach out to the MTO regarding the Town's Connecting Link funding and asked the following questions:

1. Can the Connecting Link roadways established be changed to reflect a changed road network? Fort Frances can request a change to which roads are designated as Connected Links. Ministry staff would review the request to ensure it meets our policy requirements and submit a recommendation to the Minister for consideration. Key policy items to keep in mind are that the road should be "the single most direct route practically available, considering geometric elements and traffic volumes" and that "traffic under consideration is predominantly through traffic versus local traffic". Also, any municipal bylaw that regulates traffic on a Connecting Link must be approved by the Ministry before it can become operative. As such, a prohibition on trucks on the Connecting Link would need to be approved by the Ministry.

2. Would the addition of a by-pass result in the loss of a connecting link designation?
Revocation of the Connecting Link designation would be considered if the Connecting Link no longer met the policy requirements.
3. Given the substantial investment in the past few years in the current Connecting Link Roadways, if these roads were to be unclassified would the Town be responsible to reimburse the funding received.
There is no provision in the policy or agreement for the reimbursement of funding if the Town wanted to change the Connecting Link, although Schedule B.6 of the agreement requires the municipality to retain the assets for a certain period. In practice, what this has meant is that the Ministry would consider swapping or switching the Connecting Link road for a different road provided the two roads were similar in nature (length, number of lane kilometres, etc.) and in their life cycle stages (pavement condition, etc.) so as to avoid an increased financial burden on the Ministry.

After this review of the available options and consideration to the original request to remove the truck route designation on Front Street, it is the recommendation of the Operations and Facilities Executive Committee to do the following:

1. Keep the Truck Route Designation on Front Street as an alternate route to Scott Street.
2. Accept the information relating to the construction of a by-pass as information only with no additional action needed.

Respectfully Submitted



Travis Rob, P.Eng

Council approval of this report will agree with the recommendation of the Operations and Facilities Executive Committee to:

- 1. Keep the Truck Route Designation on Front Street as an alternate route to Scott Street.**
- 2. Accept the information relating to the construction of a by-pass as information only with no additional action needed.**

Manager of Operations and Facilities

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

110 Victoria Avenue
Fort Frances, Ontario
P9A 2B7

Phone: 807-274-3266
Fax: 807-274-2898
E-mail: riverside@rhcf.on.ca
www.riversidehealthcare.ca

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.

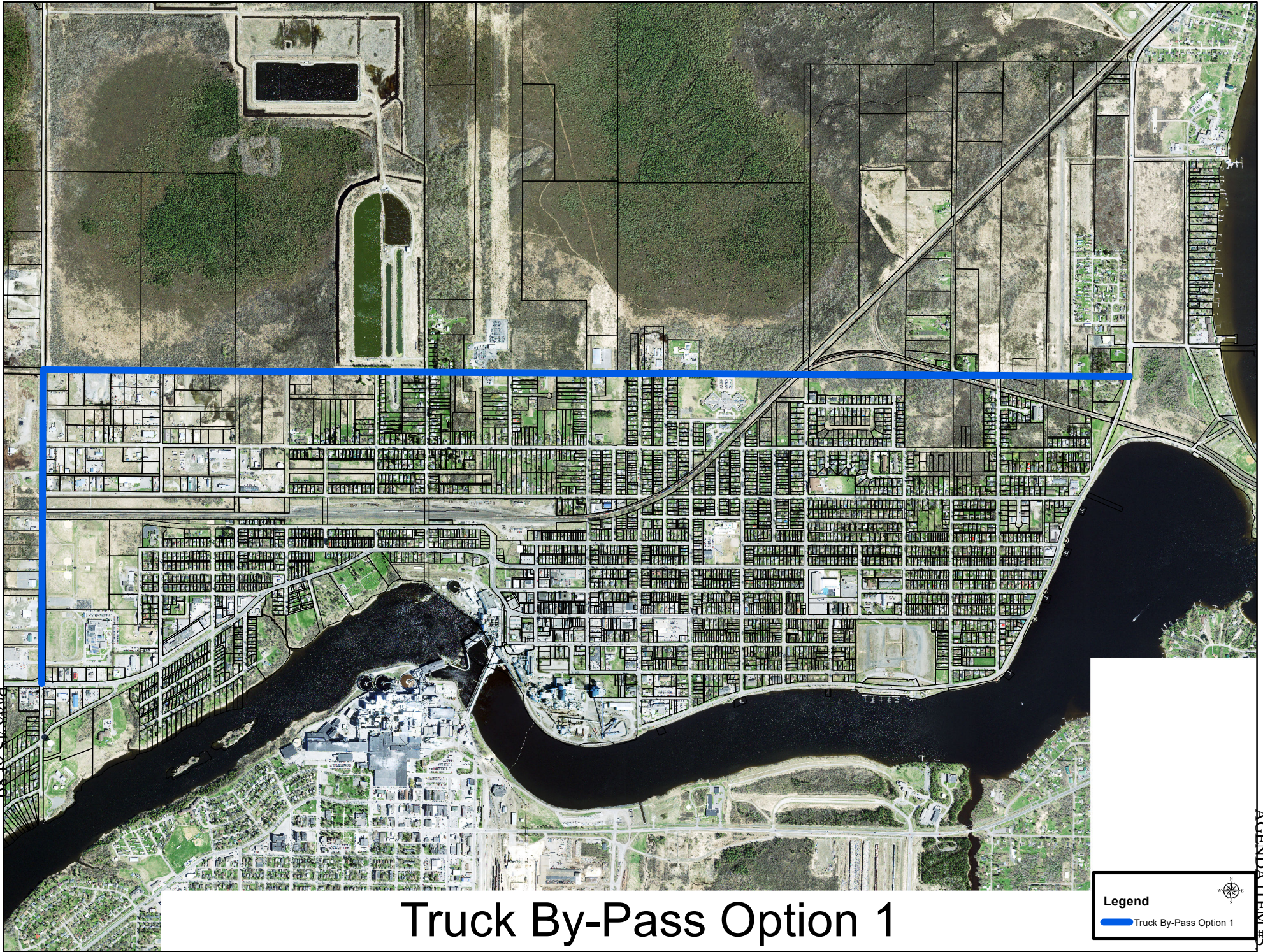
As a result, our organization supports the Request to Relocate the Truck Route from Front Street to Scott Street to enhance the experience of those accessing medical services in Fort Frances.

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,

Henry Gauthier
President and Chief Executive Officer

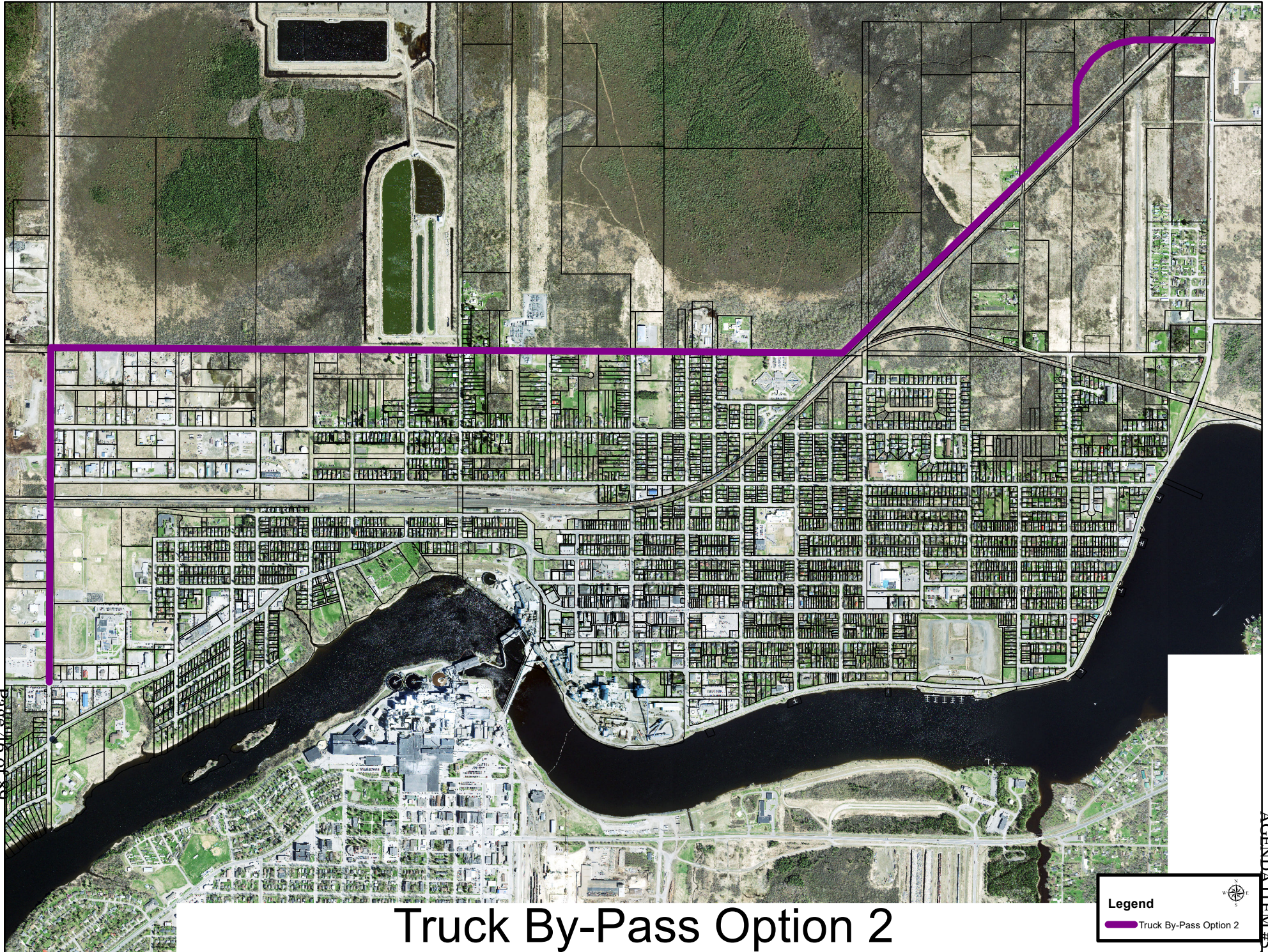
/bb



Truck By-Pass Option 1

Legend

Truck By-Pass Option 1



Truck By-Pass Option 2

Legend

 Truck By-Pass Option 2

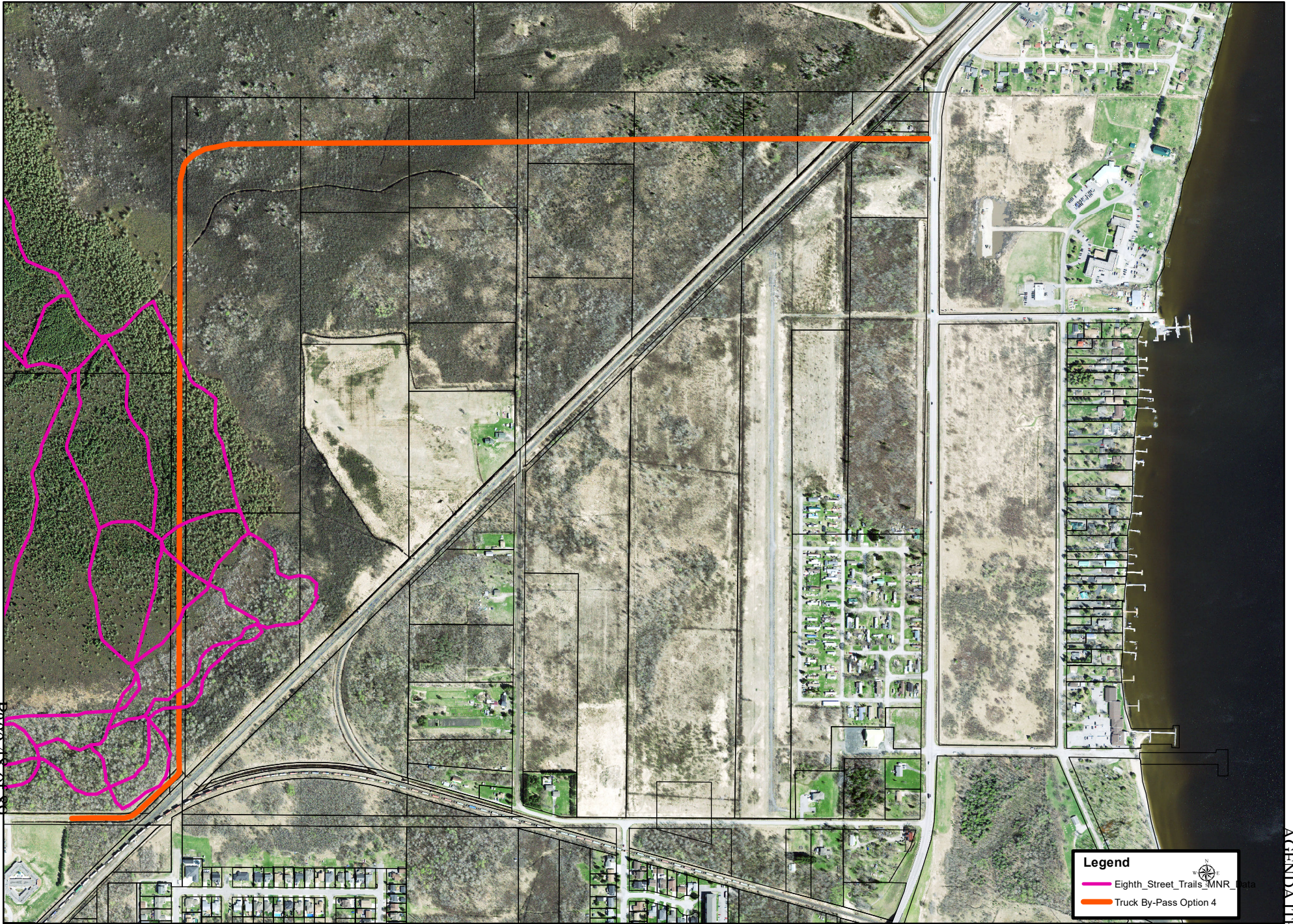




Truck By-Pass Option 3

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

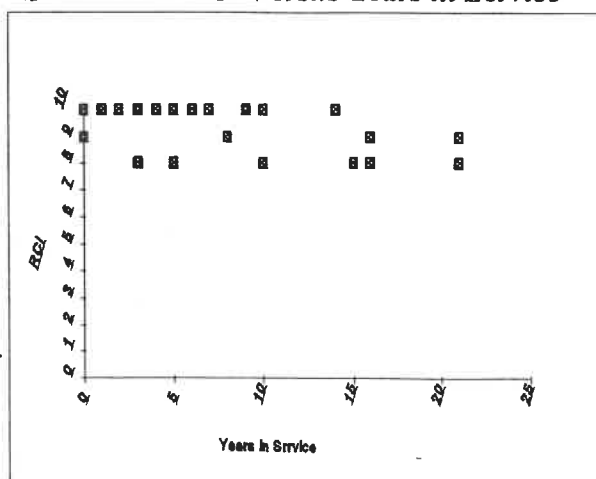
A detailed analysis of the influence of truck traffic on pavement deterioration on Highway 11/71 between sections 00005A and 000024 was carried out based on the following information:

- 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

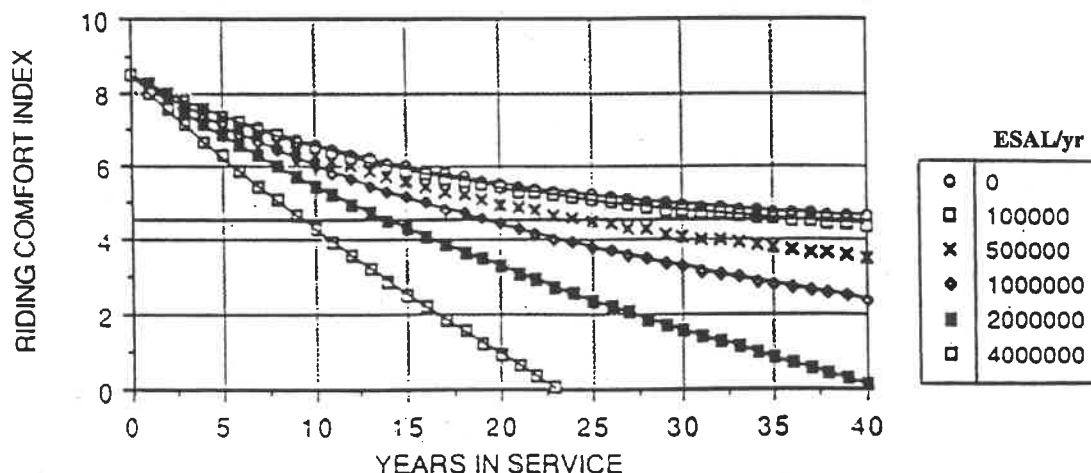
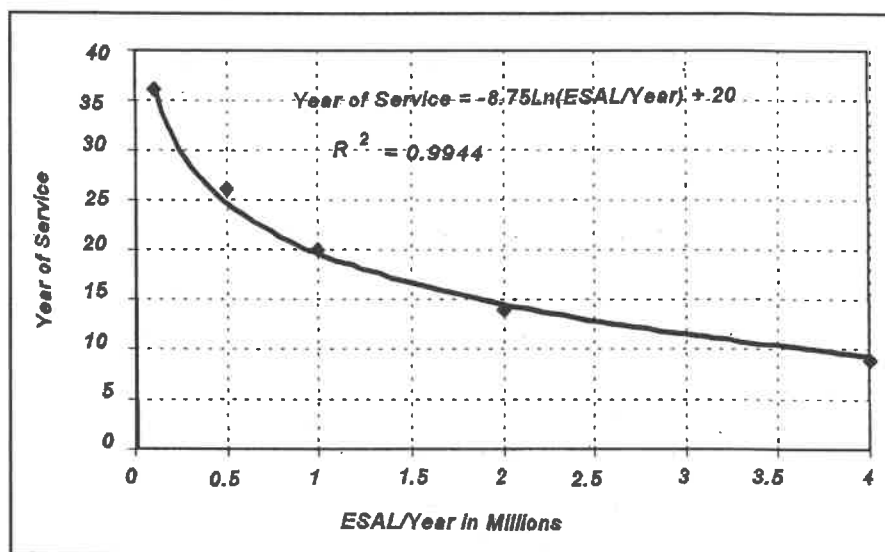


Table 9-2 summarizes the years to initial pavement failure estimated from the OPAC model. The prediction of the pavement service life is based on the assumption that the initial RCI is equal to 8.5. The pavement surface condition data provided by MTO indicates an initial RCI rating of 10 for newly constructed 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

Routes	Total Travel Time per Day (hrs.)	Total Distance Travelled per Day (km)
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.

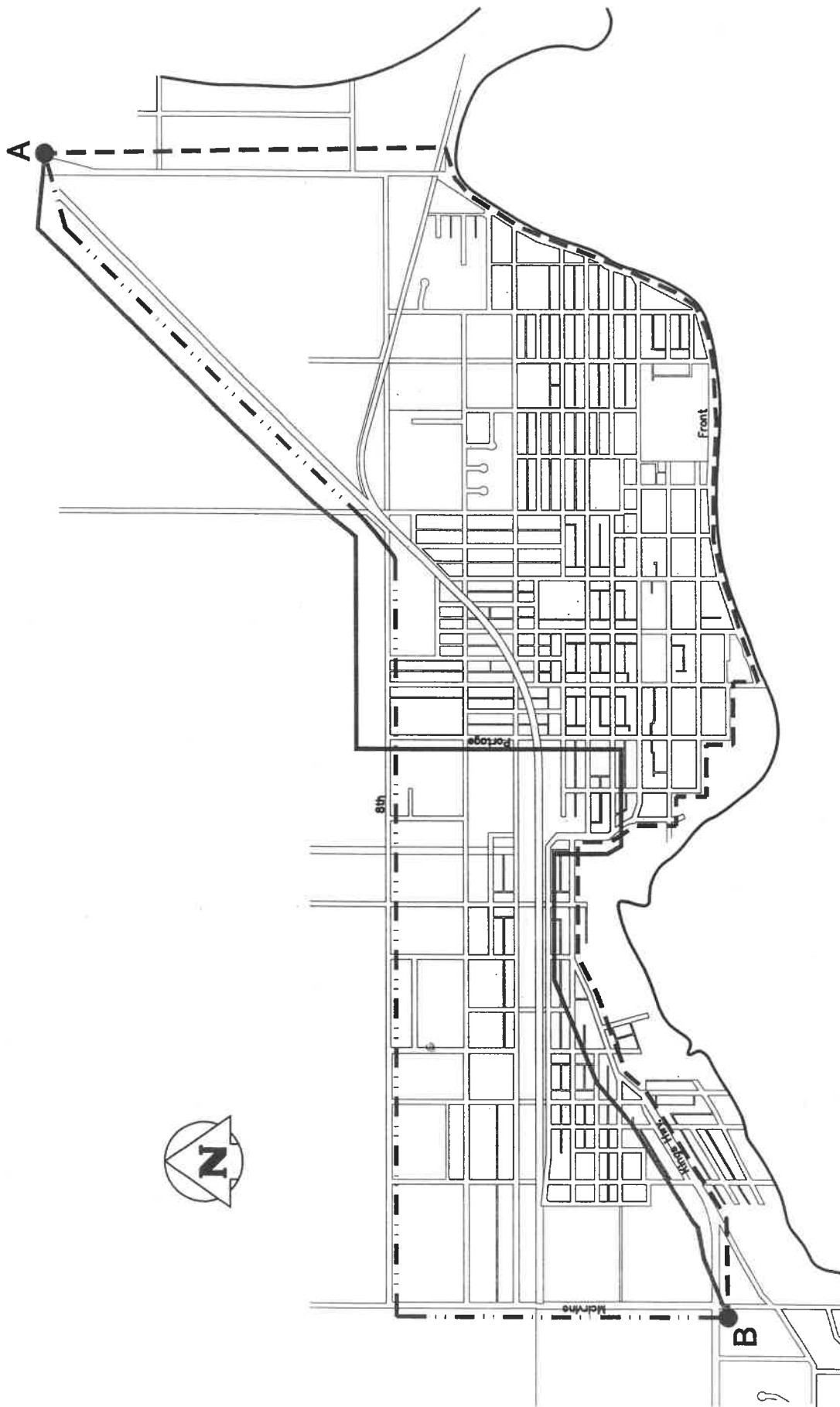


Figure 9
Truck Travel Time for Different Routing Options: Point A to B

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.⁸ 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

⁸

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.

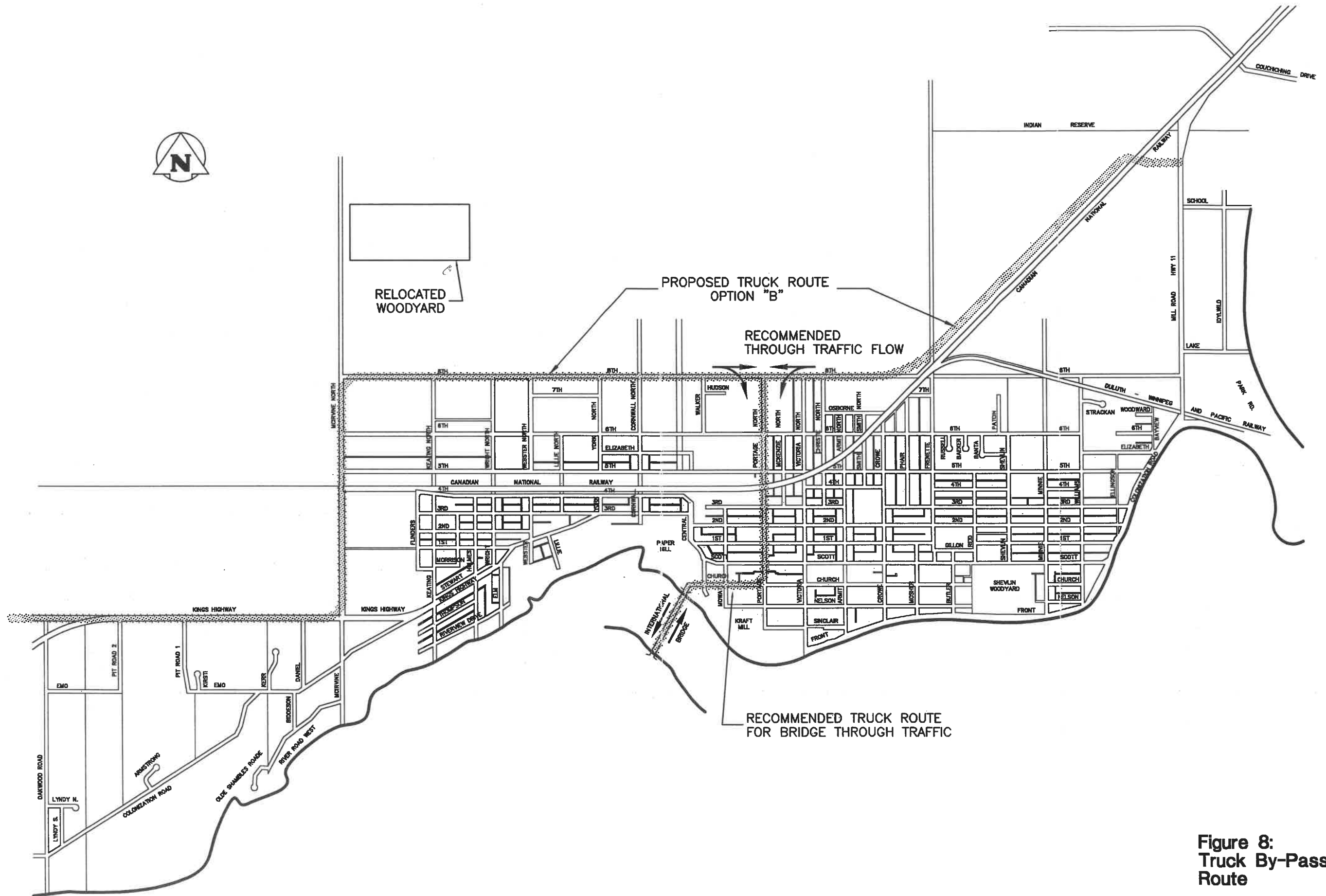


Figure 8:
Truck By-Pass
Route

July 7, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Award of Tender 21-OF-11 – Memorial Sports Centre Concrete works

The Town of Fort Frances, as part of the ICIP Culture Memorial Sports Centre Upgrade project issued a tender for the installation of new concrete slab under the 52 Canadians Bleachers including the addition of a larger roll up door and large man door for access to this area.

The intent of this work is to establish an area that is clean, flat and accessible for storage. Currently this area is utilized by the Fireworks Committee to store the equipment for the annual fireworks display as well as Summer Programs for their equipment. In addition, there is some HVAC equipment housed in this area for the 52 Canadians change rooms. Phase 2 of this project will be the installation of fire suppression sprinklers in this area to allow the storage of goods under the Ontario Fire Code which will take place in 2022.

Attached you will find a report from Mr. Adam Mitchell, P.Eng. Asset Management Coordinator recommending the award of this work to Tom Jones Corporation for a total tender price of \$151,000 including a \$15,000 contingency allowance, plus applicable taxes.

It is the recommendation of the Operations and Facilities Executive Committee that

1. Tender 21-OF-11 be awarded to Tom Jones Corporation for a total tender price of \$151,000 including a \$15,000 contingency allowance plus applicable taxes
2. Mayor and Clerk be authorized to execute the agreement on behalf of the corporation.

Respectfully Submitted



Travis Rob, P.Eng

Council approval of this report will agree with the recommendation of the Operations and Facilities Executive Committee that

- 1. Tender 21-OF-11 be awarded to Tom Jones Corporation for a total tender price of \$151,000 including a \$15,000 contingency allowance plus applicable taxes**
- 2. Mayor and Clerk be authorized to execute the agreement on behalf of the corporation.**

Manager of Operations and Facilities

June 29, 2021

Report To: Travis Rob

From: Adam Mitchell, P.Eng, Asset Management Coordinator

RE: Memorial Sports Centre HVAC Upgrades, ICIP Revitalization of the Memorial Sports Centre.

On June 29th, 2021, the Town of Fort Frances received proposals for tender 21-OF-11, Memorial Sports Centre Concrete Slab Under Bleachers. The scope of this tender involves replacing the following;

- Placing a concrete slab under west bleachers in 52 Canadians arena
- Replace 2 exterior man doors to increase access for storage

Currently the existing area under the west bleachers is under utilized as cold storage because of the moist/damp environment that currently exists. The existing dirt floor is the biggest reason why moisture is present at this location. The installation of a proper concrete slab complete with vapour barrier will allow the moisture in this space to be eliminated. Two upgraded exterior man doors will also be installed as part of this project which will allow this space to be more affectively used and fix an existing noncompliance issue as these doors should operate as fire exits.

As a result of this tender, the Town of Fort Frances received two proposals from Tom Jones Corporation and RJ Concrete and Construction. A cost comparison of tender submissions is shown in the table below.

Item	Component	Quantities	Units	Tom Jones	RJ Concrete
1	Preparing site including leveling and removals as required	1	L.S.	\$ 12,240.00	\$ 25,089.00
2	Placement of granular fill under slab (fill provided)	60	yrds	\$ 19,720.00	\$ 33,840.00
3	Placement of drainage pipe	50	m	\$ 21,080.00	\$ 13,350.00
4	Placement of concrete slab inclusive of all material (vb,mesh,forms,etc)	38	yrds	\$ 61,200.00	\$103,436.00
5	Roll up door and lintel c/w concrete sill	1	L.S.	\$ 14,280.00	\$ 19,728.00
6	Man door and lintel c/w concrete sill	1	L.S.	\$ 7,480.00	\$ 9,552.00
7	Allowable Contingency	1	L.S.	\$ 15,000.00	\$ 15,000.00
Subtotal				\$ 151,000.00	\$ 219,995.00

Tom Jones Corporation submitted the lowest bid. An internal review of submissions was completed to ensure compliance and no issues were found for either party.

It is my recommendation that Tom Jones Corporation be contracted to complete the Concrete Slab installation outlined in the tender for the Memorial Sports Centre for a total of \$151,000 + HST.

Respectfully Submitted



Adam Mitchell, P.Eng

Asset Management Coordinator

RTC 21-OF-11 MSC Under Bleacher Concrete Slab Recommendation.docx

July 7, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

**RE: Application for Funding for Airport Improvements under the Northern Ontario Heritage Fund
Community Enhancement Fund**

In March 2021 the Town applied to the Northern Ontario Heritage Fund Community Enhancement Fund for funding to undertake a number of improvement projects at the Fort Frances Municipal Airport. Some of the work is planned in 2021 and included in the 2021 Capital budget being the replacement of the furnaces and roof. In addition to these works the flooring needs replacement as well as the parking lot is in need of improvements for better parking and dedicated in and out lanes.

In May we were notified that we were successful in reaching phase 2 of the process and have submitted our phase 2 application. Total project costs are estimated at \$198,000.00 with \$148,500 being funded by NOHFC and \$49,500.00 being funded by the Town. Works would be split over 2 years, 2021 and 2022 so the 2022 works would be budgeted in that year's capital budget.

With the phase 2 application, there is a requirement to submit a resolution of Council committing that the Town of Fort Frances will cover any cost overruns to the project which is common for these programs.

It is the recommendation of the Operations and Facilities Executive Committee that the Town of Fort Frances commit to covering any cost overages relating to the Airport Improvement Project submitted to the Northern Ontario Heritage Fund Community Enhancement Fund.

Respectfully Submitted



Travis Rob, P.Eng

Council approval of this report will agree with the recommendation of the Operations and Facilities Executive Committee that the Town of Fort Frances commit to covering any cost overages relating to the Airport Improvement Project submitted to the Northern Ontario Heritage Fund Community Enhancement Fund.

Manager of Operations and Facilities

July 7, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Unbudgeted Emergency Replacement of the Firehall Roof Top Unit

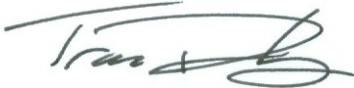
Recently the roof top packaged Heat/AC unit for the Firehall failed. The unit is quite dated and the costs to repair the unit is not worth it for its age and likelihood of future failures. Per the Procurement policy a replacement unit has been secured.

Attached is a report from Mr. Ray Calder, Facilities Superintendent outlining the process that was taken for the purchase of the replacement unit. The new unit should be on site this week for installation.

Given that this purchase has not been budgeted for in 2021, it is recommended, under guidance from the Treasurer, that the funds to cover the unbudgeted costs be taken from the Corporate Building Reserve.

It is the recommendation of the Operations and Facilities Executive Committee that the costs associated with the emergency unbudgeted replacement of the failed Firehall Roof Top unit be taken out of the Corporate Building Reserve Fund.

Respectfully Submitted



Travis Rob, P.Eng

Council approval of this report will agree with the recommendation of the Operations and Facilities Executive Committee that the costs associated with the emergency unbudgeted replacement of the failed Firehall Roof Top unit be taken out of the Corporate Building Reserve Fund.

Manager of Operations and Facilities

2021July7 Unbudgeted Emergency Replacement Firehall Rooftop Unit.docx

June 28, 2021

Report To: Mayor and Council

From: Ray Calder, Facilities Superintendent

RE: Replacement of Fire Station area rooftop HVAC Unit and Curb

On the Friday night of June 11th I received a call from one of the members of the Fort Frances Fire department notifying me that they had heard a loud noise from out on the roof and they now had no air conditioning. I then contacted one of our local contractors, KJ Refrigeration, who arrived to take a look at the heat/AC unit. Ken notified me the next morning that he would not be able to get the unit running in its present state and he was currently trying to source parts. The following Monday afternoon he was informed that the cost of the required parts was in the neighbourhood of \$5,500.00 (not including the labour to install) and we would be very fortunate if we receive them in the 6-8 weeks that he was told it would take for delivery. The Building Inspector (Cody Vangel) and I then took into consideration the fact that this particular unit was installed in 1998 and decided that it was in the Towns best interest to look at replacing the unit.

Three quotes were received on June 17th in regards to the replacement and installation of both the new unit and the required rooftop "support curb". The lowest quote received was from "KJ Refrigeration" at a total of \$11,300.00 with an estimated delivery time of two weeks.

Ray Calder

Facilities Superintendent

July 12, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Award of Tender 21-OF-09 Trenchless watermain relining

The Town of Fort Frances advertised a tender on June 23, 2021 to complete a class 3 semi structural or class 4 structural watermain relining of two 250mm diameter watermain under the CN Tracks, one at the Wright Avenue Right of Way and the other at the Keating Avenue Right of Way. This was the second tender for this work as the first tender was closed with no bids received.

Tenders were opened on July 6, 2021 at 2:00pm in the Civic Centre Committee Room with public participation via Teams. One bid was received by Fer Pal Construction Ltd. Of Toronto, ON. Total tender price for the works which included the cleaning, CCTV inspection, Lining, Pressure Testing of the main sections plus provisionary installation of internal repair clamps and post installation chlorination was \$256,375.00 plus applicable taxes. A Full breakdown of tender prices is included below.

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE (\$)	AMOUNT (\$)
1	GENERAL				
1.1	Mobilization and Demobilization	L.S.	1	\$ 45,875.00	\$45,875.00
1.2	Bonding and Insurance	L.S.	1	\$ 10,000.00	\$10,000.00
2	LINING				
2.1	250 Ø Minimum AWWA class III structural liner on Wright Ave. ROW from 4 th Street to 5 th Street	m	110	\$ 750.00	\$82,500.00
2.2	250 Ø Minimum AWWA class III structural liner on Keating Ave. ROW from 4 th Street ROW to 5 th Street.	m	114	\$ 750.00	\$85,500.00
2.3*	Installation of 250 Ø internal repair clamp prior to installation of the liner	L.S.	5	\$ 5,500.00	\$27,500.00
2.4*	Completing the chlorination of the newly lined main before being put back in service	L.S.	2	\$ 2,500.00	\$ 5,000.00

Subtotal \$ 256,375.00

HST \$ 33,328.75

TOTAL TENDER PRICE \$ 289,703.75

The Town of Fort Frances included a total of \$227,267 in the 2021 capital budget based on preliminary cost estimations from other industry professionals. This price includes \$40,000.00 for labour and materials for the setup of the access pits, replacement of the existing valves and closing of the access pits and landscaping. This means that currently the total project costs will be \$300,887.20 including the Town's portion of HST resulting in a budget shortfall of \$73,620.20. These mains are at or near end of useful life and cross the rail yard. The impacts of a failure of either of these lines on the CN operations is substantial.

It is the recommendation of the Operations and Facilities Executive Committee that:

1. Tender 21-OF-09 be awarded to Fer Pal Construction Ltd. For a total Tender Price of \$256,375.00 plus applicable taxes.
2. That the budget shortfall be funded from the Water and Sewer Reserve Fund

Respectfully Submitted



Travis Rob, P.Eng
Manager of Operations and Facilities

Council approval of this report will agree with the recommendation of the Operations and Facilities Executive Committee that:

- 1. Tender 21-OF-09 be awarded to Fer Pal Construction Ltd. For a total Tender Price of \$256,375.00 plus applicable taxes.**
- 2. That the budget shortfall be funded from the Water and Sewer Reserve Fund**

2021July12 Award of Tender 21-OF-09 Trenchless Watermain Relining.docx

July 12, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Award of Tender 21-OF-13 for MHSW Services to Host Household Hazardous Waste Events in Fort Frances

The Town has tendered with the community of Dryden for a common Municipal Hazardous and Special Waste (MHSW) service provider to host a one-day household hazardous waste drop-off event in each community in 2021. In 2021 the Town of Fort Frances was, responsible for preparing the tender documents and specifications.

The Town's MHSW event day is scheduled for Saturday, September 11, 2021 starting at 9:00 am and ending at 3:00 pm. All citizens living in the Rainy River District will be allowed to drop off household hazardous waste at the Public Works Yard located at 900 Wright Avenue North.

For the tender this year, there was one tender submitted; The Miller Group, out of Winnipeg was the only tender submitted. Below is a breakdown of Miller Environmental tender prices based on materials and quantities collected in 2020:

MHSW Service Provider	Mob/Demobilization	MHSW Recycle Costs	HST	Total Price
Miller Environmental Corporation	\$12,848.35	\$11,983.40	\$3,228.13	\$28,059.88

Each community will authorize The Miller Group to be their 2021 MHSW service provider. The 2021 total estimated cost to the Town of Fort Frances without any reimbursement from Stewardship Ontario is \$25,268.79 (Town's portion of HST included) based on the quantity and type of MHSW materials collected in 2020. The 2021 approved operating budget has a net operating cost of \$7,000 where the total operating expenditure is estimated at \$24,000 and the revenue received is \$17,000. The exact net cost is very dependent on the amount and types of MHSW materials dropped off on the event day.

The Operations & Facilities Executive Committee recommends the following:

- 1) That the Miller Group out of Winnipeg be designated the Town 's 2021 MHSW service provider at an estimated cost of \$28,059.88 (includes HST) in accordance with the tender documents.
- 2) That the Town 's MHSW event day is scheduled on Saturday September 11, 2021 from 9:00 am to 3:00 pm.

Respectfully Submitted



Travis Rob, P.Eng.

Manager of Operations and Facilities

Council approval of this report will ensure:

- 1) That the Miller Group out of Winnipeg be designated the Town 's 2021 MHSW service provider at an estimated cost of \$28,059.88 (includes HST) in accordance with the tender documents.**
- 2) That the Town 's MHSW event day is scheduled on Saturday September 11, 2021 from 9:00 am to 3:00 pm.**

2021July12 MHSW Day Tender Award.docx

Administration & Finance Division
Planning & Development Division
Phone: 807-274-5323
Fax: 807-274-8479

Mailing Address for All Divisions:
Civic Centre
320 Portage Avenue
Fort Frances, ON
P9A 3P9



Operations & Facilities Division
Phone: 807-274-9893
Fax: 807-274-7360

Community Services Division
Phone 807-274-4561
Fax: 807-274-3799

email: town@fortfrances.ca
www.fortfrances.ca

ECONOMIC DEVELOPMENT EXECUTIVE COMMITTEE

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

July 8, 2021

Attention Mayor and Council

Dear Sirs and Madams:

At the recent Executive Economic Development Meeting held July 7, 2021, the following appointment was recommended.

THAT Council designate the Rainy River Future Development Corp (RRFDC) for representation of the Town of Fort Frances at the Steering Committee developed for the Heart of the Continent Touring Route.

Additional costs pertaining to travel, accommodations, and consulting time for the period June to December 2021; over and above the \$7.00 per capita have been estimated to not exceed \$3,000.00 for the final quarter ending December 31, 2021.

The committee is requesting the support of council by way of resolution.

Yours truly,

A handwritten signature in black ink, appearing to read 'Karyn Haney'.

Karyn Haney, Deputy Clerk
Committee Secretary



450 Scott Street
Fort Frances, ON
P9A 1H2

Ph: (807) 274-5349
Fax: (807) 274-0678
Toll Free: 1-800-265-5349

• Children's Services • Land Ambulance • Ontario Works • Social Housing

Community Safety and Well-Being Plan Project Summary

Background information:

On January 1, 2019, legislation under the *Police Services Act* came into effect for municipalities across Ontario to develop and adopt community safety and well-being plans working in collaboration with community partners. The Ministry of Community Safety and Correctional Services has laid out requirements pertaining to conducting consultations, contents of the plan, monitoring, evaluating, reporting and publishing the plan.

The RRDSSAB has been delegated by district municipalities to lead the process and implementation of CSWB planning for the Rainy River District. The objective of a CSWB plan is to take an integrated approach to service delivery by working across a wide range of sectors to proactively develop and implement evidence-based strategies and programs to address local priorities related to crime and complex social issues on a sustainable basis. By engaging in the CSWB planning process, communities will be able to save lives, and prevent crime, victimization and suicide.

Task	Date Complete
<ul style="list-style-type: none">• Coordinators of Plan Identified• Preliminary Advisory Committee Formed• First Nation communities approached for interest in joining plan	February 2020
<ul style="list-style-type: none">• Notified that there would be a delayed date by Ministry of Solicitor General	April 2020
<ul style="list-style-type: none">• Held initial advisory committee meeting sharing requirements of CSWB Plan• Surveyed members to finalize committee and draft Terms of Reference• Community Consultation and Data Sub-Committee call for members	September 2020
<ul style="list-style-type: none">• Terms of reference accepted• Data sub-committee identified data sets• Community Consultation sub-committee began drafting posters, logo and survey delivery methods	October 2020

<ul style="list-style-type: none"> • Survey drafted for Community Consultation Sub-committee review • Posters and logo options drafted for sub-committee review 	November 2020
<ul style="list-style-type: none"> • Survey shared with Advisory committee for feedback • Ministry of Solicitor General shared new deadline will be July 1, 2021 	December 2020
<ul style="list-style-type: none"> • Survey finalized and began formatting for online/print • Posters, logo finalized 	January 2021
<ul style="list-style-type: none"> • Press package including release, print, radio and social media advertising prepared for release • Public community consultation survey launched Feb 16-March 16 	February 2021
<ul style="list-style-type: none"> • Public community consultation survey closed • Youth survey launched March 22-April 5 • Advisory committee adopted top three priorities of mental health, addictions, and housing/ homelessness to focus on for plan • Data sub-committee began collecting data relating to priorities 	March 2021
<ul style="list-style-type: none"> • Implementation Plan sub-committees for each priority area identified and invited to participate in planning process • Data from data sub-committee compiled 	April 2021
<ul style="list-style-type: none"> • Each of the three groups met twice to conduct SWOT Analysis for each priority identified and identify desired immediate, intermediate and long-term outcomes, as well as strategies to address outcomes 	May 2021
<ul style="list-style-type: none"> • Each of the three groups met to identify performance measures associated with the desired immediate, intermediate and long-term outcomes. • Coordinators began drafting final report 	June 2021
<ul style="list-style-type: none"> • Draft Plan to Municipalities to review 	August 2021



Rainy River District Social Services Administration Board

450 Scott Street
Fort Frances, ON
P9A 1H2

Ph: (807) 274-5349
Fax: (807) 274-0678
Toll Free: 1-800-265-5349

• Children's Services • Land Ambulance • Ontario Works • Social Housing

By Email to SOLGEN.Correspondence@ontario.ca

June 29, 2021

Hon. Sylvia Jones,
Solicitor General
Province of Ontario
18th Floor
25 Grosvenor St.
Toronto, ON
M7A 1Y6

Dear Hon. Sylvia Jones,

RE: Community Safety & Wellbeing Plans

The Rainy River District Social Services Administration Board (RRDSSAB) is the Service System Manager for Ontario Works, Children's Services, Community Housing and Paramedic Services in the Rainy River District, which consists of approximately 15,000 sq. kms. With a population of ~20,000. The RRDSSAB represents ten district municipalities which include the:

Town of Atikokan
Township of Alberton
Township of Emo
Township of Chapple
Township of Lake of the Woods

Town of Fort Frances
Township of LaVallee
Township of Morley
Township of Dawson
Town of Rainy River

June 29, 2020

These communities approached the RRDSSAB with a request to create a Rainy River District Community Safety and Wellbeing Plan for the entire District, with notations on specific communities where a variance from the global plan exists. Given our vast geography, limited population and similarities across the district it was felt that this would keep our community plans consistent as well as reducing costs of development and refreshing of the plan in future years. With a global plan various aspects of the social determinants of health and an across government approach may be utilized to meet the needs of our residents and visitors to the Rainy River District. Our board agreed by resolution to take on the development of the plan and our staff have been steadily working with the communities and the general public to complete the plan. Unfortunately, many of the consultations have been restricted to digital measures due to Provincial lockdowns and Public Health Guidelines. COVID -19 has extended our timelines and as such we will be unable to meet the Ministry's requirement for submission of July 1st, 2021.

We therefore request an extension to October 31st, 2021. The RRDSSAB expects to have a first draft to the municipalities by the end of July 2021. In order to approve the plan each municipality will be required to pass a resolution endorsing the plan prior to submission. In our district, some municipalities do not meet in August and therefore will be unable to pass a resolution until September of this year, notwithstanding any amendments.

Thank you for consideration of this request. We look forward to your response.

Best regards,



Dan McCormick, CAO
Rainy River DSSAB

cc: RRDSSAB Board
Rainy River District Municipalities Clerks/Treasurers/CAOs
File

Date: July 2nd, 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
TOTAL CALLS FOR SERVICE	189

Respectfully submitted,

Original Signed By

Patrick Briere, CMM III, Property Standards Professional
 MLEO/Alternate CEMC/Public Information Officer, Planning & Development Division
 PH: 1-807-274-5323 ext. 1218
pbriere@fortfrances.ca

June 2021 Building Statistics

Permit #	Contractor	Property Address	Legal Description	Work Description	Building Code	Work Code	Units/Area	Value
PRM-2021-0036		648 THOMPSON ST	PSM165 LOT 23 & PT LOT 24 PT;1 48R3515 PCL 23-1 & 24-2	Construct a 10' by 13' accessory building	110	01, 02, 03		\$4,200.00
PRM-2021-0037		525 KINGS HWY	SM119 LOTS 35, 36 PT LOT 37;38 PT MAPLE AVE & RIVER;RANGE PT LOT 36 RP 48R3905;PARTS 1 TO 6 PCL 37-3	Remove existing menu board and replace with new	490	1	21.635 Sq.	\$20,800.00
PRM-2021-0038		1113 FIRST ST E	PLAN SM44 LOT 30 TO 31 PCLS;31-2 & 30-1	Remove and replace two 9x7 garage doors with single 16x7 door	110	01, 02, 03	53.82 Sq. F	\$2,500.00
PRM-2021-0040	Gerald Wieringa	930 FIFTH ST W	PLAN SM 211 LOT 19 PCL 19-1	Construct a 60' by 24' addition (freezer)		2	1,442.364 !	\$213,000.00
PRM-2021-0041		1243 IDYLWILD DR	PLAN SM88PT LOT 8 DEED 3459	Construct a 12' by 20' addition to existing accessory building	110	01, 02, 03	258.334 Sq	\$20,000.00
PRM-2021-0042		801 CORNWALL AV	PLAN M74 BLK 10 PT LOTS 26;TO 30 RP RR35 PARTS 3 AND 4	Construct a 25.5' by 60' accessory building	110	01, 02, 03	1,530 Sq. F	\$73,000.00
PRM-2021-0043		375 DANIEL AV	PT RIV R LOT 42 PCL 15733	Waterproof south/west/north sides of basement foundation	110	01, 02, 03	1,614.587 !	\$10,000.00
PRM-2021-0044		740 SCOTT	RIV R PT LOT 24 PCL9272 &;12718	Add basement egress window		3	1,076.391 !	\$58,400.00
				Install safe roof access guardrails and ladders			5997.131	\$401,900.00

Date: July 12, 2021

Report To: Mayor & Council

From: Cody Vangel, Chief Building Official & Municipal Planner

Re: Phair Avenue Park Redevelopment

This report is to act as supplemental information for Mayor & Council regarding the matter of expanding and redeveloping the Phair Avenue Park. The intent behind this report is to provide information on the matter to illustrate what administration will be putting together for estimated project value when incorporating 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 Mayor and Council to illustrate what administration will be putting forward as a request in the 2022 Capital budget.

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
- 555m² 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.

The Planning and Development Executive Committee considered this matter at the July 5, 2021 session where it was recommended to proceed forward with the preliminary schematic into the 2022 Capital budget process.

Respectfully submitted.



Cody Vangel
Chief Building Official & Municipal Planner

Council approval of this report is not required as it is for information only.



Fort Frances WPCP
200 McIrvine Rd
Fort Frances, Ontario
P9A 3S3
Tel: 807-274-3121
Fax: 807-274-8381

June 15, 2021

Town of Fort Frances
320 Portage Avenue
Fort Frances Ontario
P9A 3M5

Attention: Mr. Craig Miller
Environmental Superintendent

Dear Craig:

**Re: Fort Frances Wastewater Treatment Facility
May 2021 Monthly Report**

As per the operating agreement, the attached document is the May 2021 monthly report for the Fort Frances Wastewater Treatment Facility.

The report highlights the influent and effluent quality and the process parameters. Additionally, the routine operation and maintenance activities conducted by the operators are summarized.

If you have any questions regarding this report do not hesitate to contact Mr. Jeff St. Pierre, Regional Hub Manager.

Yours truly,

A handwritten signature in black ink, appearing to read 'Kelly G.D.', is positioned above the typed name.

Kelly Cunningham
Team Lead

For Jeff St. Pierre
Regional Hub Manager

**The Corporation of the Town of Fort Frances
Wastewater Treatment Plant
(Sewage Plant)
May 2021 Monthly Operations Report**

INTRODUCTION

In accordance with the Agreement between the Ontario Clean Water Agency (Operating Authority) and the Town of Fort Frances, the Fort Frances Sewage Treatment Plant is required to prepare a monthly report. This document covers the reporting month of May 2021; the facility performance report summarizes important information regarding the quality of the effluent, wastewater, analytical test results, maintenance operations, and relevant activities of the WWTP.

DESCRIPTION OF WORKS

Capacity of Works	9000 m ³ /day (average flow)
Service Area	Town of Fort Frances and Couchiching Reserve
Service Population	9000
Effluent Receiver	Rainy River
Major Process	Secondary treatment facility complete with a phosphorus removal system; ultra violet disinfection; aerobic sludge stabilization and dewatering

The Fort Frances Sewage Treatment Plant operates under *Environmental Compliance Approval Number 6786-A44PWG*. The ECA outlines the terms and conditions, and the report captures these terms and conditions in the following sections.

LABORATORY

ALS Laboratory Group – Thunder Bay is contracted to conduct the required analytical tests of the influent (raw) and effluent samples; weekly requirement.

MAY 2021 EFFLUENT QUALITY

<i>Parameters</i>	<i>Monthly Actual Concentration mg/L</i>	<i>Compliance Criteria Concentration mg/L</i>	<i>Performance Objective Concentration mg/L</i>	<i>Monthly Actual Loading, kg/d</i>	<i>Compliance Criteria Loading kg/d</i>	<i>Performance Objective Loading kg/d</i>
CBOD ₅	2.3 mg/L	25 mg/L	15 mg/L	13.3 kg/d	225 kg/d	135 kg/d
Total Suspended Solids	4.0 mg/L	25 mg/L	15 mg/L	23.5 kg/d	225 kg/d	135 kg/d
Total Phosphorus	0.11 mg/L	1.0 mg/L	0.9 mg/L	0.61 kg/d	9 kg/d	8.1 kg/d
Total Nitrogen Nitrate Nitrogen	13.88 mg/L 5.89 mg/L					
Total Cl ₂ Residual		<0.01 mg/L (when in use)				
E-Coli		22.2 count/100 ml (geometric mean)		200 count/100ml (geometric mean)		E-coli not to exceed 150 organisms/100ml (monthly geometric mean density)
pH				pH range 7.2 to 7.4; average pH was 7.3		
Temperature degrees C				Temperatures ranged from 9.0 to 11.5 C; average temperature of effluent was 10.0 C		

Compliance criteria are mandatory requirements of the ECA and performance objectives are a goal to be achieved using best reasonable efforts.

WASTEWATER LIQUID PROCESS

The average daily flow for May was 5788.8 m³/day. This represents 64% of the design average flow. Total treated flow for the month was 179453 m³.

The Fort Frances WWTP met all effluent compliance criteria for the parameters listed above and additionally was well within the recommended more stringent monthly performance objectives as outlined in the Environmental Compliance Approval.

MAINTENANCE

The operators performed the routine operations and maintenance at the treatment plant and pumping stations. The activities are highlighted as follows and a summary will be included:

Treatment Plant:

- Alternated lead/lag pumps
- Adjusted fluidizing water to head cell and grit snail as needed
- Greased all blowers
- Regular cleaning of head works EW basket strainer
- Greased Grit Snail and lubricated drive chain
- Monthly inspection of spiral screen access hatch, removed wrapped debris
- Weekly manifold wash and restrictor cleaning on the Fournier press
- Inspected teacup
- Changed oil in blowers 4 and 5
- Cleaned DO probes

Pump Stations:

- Ran gensets
- Changed seal water strainers
- Pulled and cleaned pump 1 at Central Avenue lift station

PROCESS AND OPTIMIZATION ISSUES

SLUDGE SUMMARY

Dennis Robinson Limited hauled a calculated total of 118.3 m³ (11 bins) of thickened digested sludge to the Town of Fort Frances landfill site. The hauled sludge averaged 17.0 % TS for the month but slump test results from the landfill site have not been provided.

The Fournier press ran for 102.5 hours in the past month.

COMPLAINTS

There were no complaints during the report period.

BYPASS/OVERFLOW REPORT(S)

There were no bypass events in the reporting period.

COMMENTS

Plant power consumption for the month was 462 (x 180 multiplier) kWh.

The Fournier press has been operated 572.2 hours in 2021.

The Town of Fort Frances had a contractor replace the shower in the locker room and some interior steel doors that were rusting out.

REPORTS

ALS – Environmental Analytical Reports (on-file at plant)

Fort Frances WPCP Equipment Run Time Report (on-file at plant)

Bypass Report (on-file at plant as per occurrence)

Incident Report (on-file at plant as per occurrence)

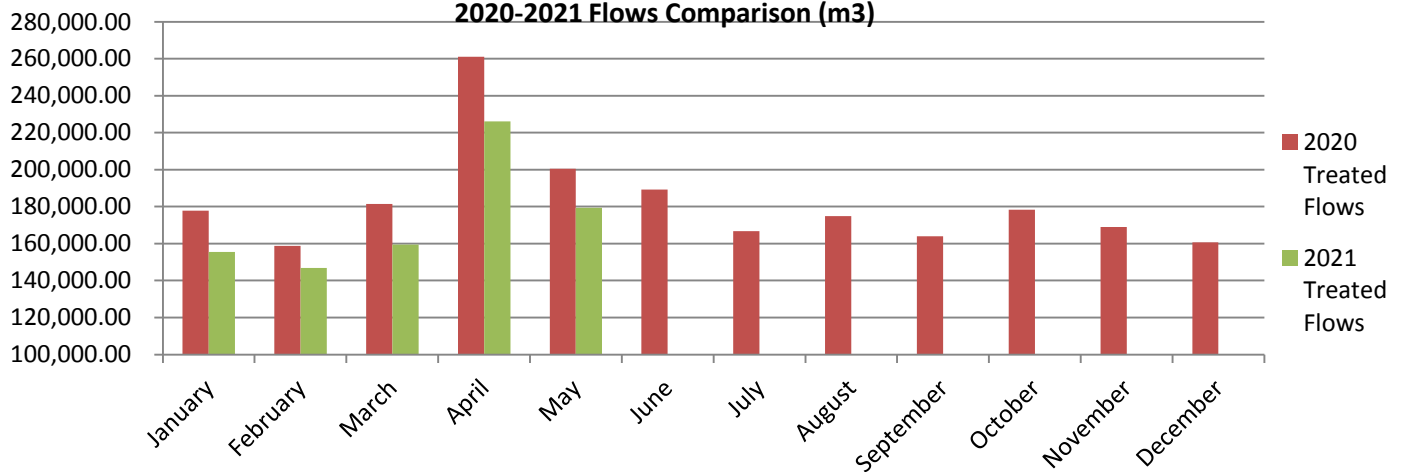
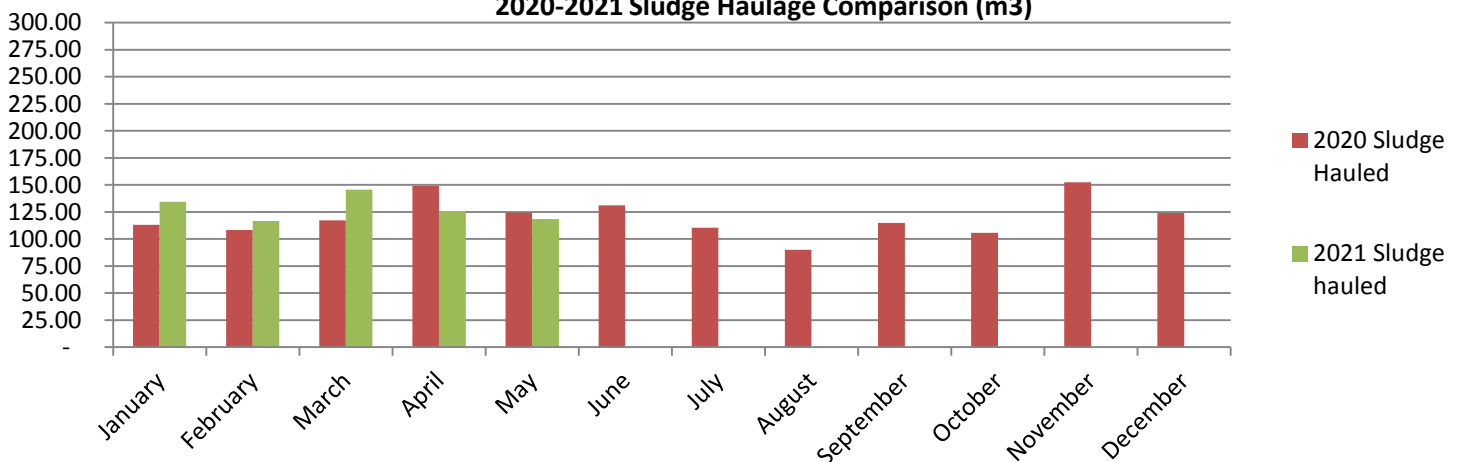
2021 Fort Frances Wastewater

Month	Sewage Flows Year 2020					Usage	Calculated	Sludge	Removal Efficiency	
	Avg. Day	Max Day	Total	Total	Total	% Plant	Volume	Bins	CBOD5 0.973666266	
	Flow	Flow	Treated	ByPass	Volume	Capacity	Hauled	Hauled	Suspended Solids 0.979624001	
	m3	m3	Volume ML	Volume ML	ML		M3		Total Phosphorus 0.966903073	
January	5015.0	5375	155465		155465	56%	134.4	13		
February	5244.0	5551	146883		146883	58%	116.6	11		
March	5141.9	5653	159400		159400	57%	145.6	14		
April	7538.1	11729	226144		226144	84%	125.7	13		
May	5788.8	6607	179453		179453	64%	118.3	11		
June						0%				
July						0%				
August						0%				
September						0%				
October						0%				
November						0%				
December						0%				
Sum				0	867345		640.6	62		
Average	5746		173469		173469	60%	128.1	12.4		
Max		11729	226144		226144			14		
ECA	9000	18000								

Month	BOD5/CBOD5			Suspended Solids			Total Phosphorus			Nitrogen		E. Coli	pH	
	Avg. Raw	Avg. Eff.	Avg. Load	Avg. Raw	Avg. Eff.	Avg. Load	Avg. Raw	Avg. Eff.	Avg. Load	Avg. Raw	Avg. Eff.	Geo Mean	Monthly	Monthly
	BOD (mg/L)	CBOD (mg/L)	CBOD (kg/day)	S.S (mg/L)	S.S (mg/L)	S.S (kg/day)	T.P (mg/L)	T.P (mg/L)	T.P (kg/day)	TKN (mg/L)	Total N (mg/L)	Counts /100ml	Minimum	Maximum
January	123.8	2.2	11.1	196.5	2.5	12.7	2.99	0.07	0.33	26.2	11.8	10.0	6.6	7.0
February	91.0	2.7	14.3	185.9	3.0	15.9	2.79	0.08	0.41	22.7	15.1	10.0	6.6	7.1
March	104.4	3.4	17.6	179.1	3.6	18.5	2.34	0.08	0.40	18.6	15.0	12.5	7.0	7.4
April	91.8	2.5	20.0	160.7	5.0	40.5	2.23	0.08	0.63	15.8	12.6	17.8	7.1	7.5
May	87.6	2.3	13.3	166.1	4.0	23.5	2.34	0.11	0.61	18.0	13.9	22.2	7.2	7.4
June														
July														
August														
September														
October														
November														
December														
Average	99.7	2.6	15.3	177.7	3.6	22.2	2.54	0.08	0.48	20.3	13.7	14.5	6.9	7.3
Max	123.8	3.4	20.0	196.5	5	40.5	2.99	0.11	0.63	26.2	15.1	22.2	7.2	7.5
ECA		25	225		25	225		1.0	9.0			200	6.0	9.5

2020-2021 Comparison Chart

Month	2020 Treated Sewage	2021 Treated Sewage	% Variance 2020 to 2021	2020 Hauled Sludge	2021 Hauled Sludge	% Variance 2020 to 2021
	m3	m3	m3	m3 (calculated)	m3 (calculated)	m3
January	177,747.00	155,465.00	-14%	113.20	134.40	19%
February	158,832.00	146,883.00	-8%	108.20	116.60	8%
March	181,415.00	159,400.00	-14%	117.10	145.60	24%
April	261,159.00	226,144.00	-15%	149.30	125.70	-16%
May	200,528.00	179,453.00	-12%	124.40	118.30	-5%
June	189,252.00		#DIV/0!	131.00		-100%
July	166,681.00		#DIV/0!	110.50		-100%
August	174,870.00		#DIV/0!	89.90		-100%
September	163,947.00		#DIV/0!	114.80		-100%
October	178,352.00		#DIV/0!	105.80		-100%
November	169,049.00		#DIV/0!	152.50		-100%
December	160,702.00		#DIV/0!	123.90		-100%
Totals	2,182,534.00	867,345.00	-152%	1,440.60	640.60	-56%

2020-2021 Flows Comparison (m3)**2020-2021 Sludge Haulage Comparison (m3)**

Workorder Summary Report

Report Start Date: May 1, 2021 12:00 AM

Report End Date: May 31, 2021 11:59 PM

Location: 1103*

Work Order Type: ADMIN,CALL,CAP,CORR,EMER,OPER,PM

Work Order Class:

				WorkOrder		PM Schedule		Workorder Details					
WO #	Asset ID	Asset Description	Location Description	Type	Class	FEQ	Units	Work Order Description	Status	Schedule Start	Actual Start	Actual Finsh	WorkLog Detail
2250385			1103, Fort Frances WPCP	OPER	Inspection	1	MONTHS	Snow Removal at Wastewater Treatment (1m) 1103	COMP	5/1/21 12:00 AM	5/31/21 01:47 PM	5/31/21 01:47 PM	
2261261	0000227376	PANEL ALARM/DIALER	1103, Fort Frances WPCP, Process, Process Control & Monitoring	PM	Inspection	1	MONTHS	Critical Alarm/Dialer Testing (1m) 1103	COMP	5/1/21 12:00 AM	5/27/21 11:00 AM	5/27/21 12:00 PM	Dialer Test -We test daily at 11.
2261265			1103, Fort Frances WPCP	PM	Refurbish/Replace/Repair	1	MONTHS	Diesel Gensets Inspection/Functional Tests (1m) 1103	COMP	5/1/21 12:00 AM	5/24/21 10:00 AM	5/24/21 12:00 PM	Monthly Gensets -I ran all gensets for 1 hour under load.
2261281			1103, Fort Frances WPCP	PM	Health and Safety	1	MONTHS	Health And Safety Inspection (1m) 1103	COMP	5/1/21 12:00 AM	5/26/21 11:30 AM	5/26/21 12:30 PM	Monthly H&S -No issues observed .
2261607			1103, Fort Frances WPCP	PM	Inspection	1	MONTHS	Blowers/Motors Inspection/Service (1m/3m) 1103	COMP	5/1/21 12:00 AM	5/26/21 09:15 AM	5/26/21 11:15 AM	Monthly Blower Maint. -I changed oil in blowers 4 & 5 and greased.
2261615	0000246402	CENTRIFUGE GS2-2-1 TEACUP/GRIT SNAIL	1103, Fort Frances WPCP, Process, Primary Treatment, Primary Sludge Degritting	PM	Inspection	1	MONTHS	Teacup Centrifuge Inspection/Service (1m/3m/1y) 1103	COMP	5/1/21 12:00 AM	5/31/21 01:46 PM	5/31/21 01:46 PM	Teacup Centrifuge Inspection/Service (1m/3m/1y) 1103 -Greased bearings and lubricated drive chain on grit snail. Cleaned debris from snail scraper

Sewer & Water Data for 2021

up-dated June 29, 2021

Month	Days per month	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021-2020	2021-2020	2021	2021	Monthly
		Total	daily	Couch.	Couch.	Couch.	Total	daily	Couch.	Couch.	Couch.	Diff	Diff	Difference	Infiltration	Infiltration
		Sewage	Sewage	Sewage	Sewage	Sewage	Treated	Treated	2 Water	2 Water	Water	Treated	Wastewater	STP-WTP	daily average	US Gallons
		STP	STP	Meters	Meters	%	WTP	WTP	Meters	Meters	%	WTP	STP			
		cu. meters	cu. meters	cu. meters	cu. meters		cu. meters	cu. meters	cu. meters	cu. meters						
		monthly	daily	monthly	daily		monthly	daily	monthly	daily						
January	31	155465	5015.00	10364	334.32	6.67%	105360	3398.7	8149	262.9	7.73%	-3360.0	-22282.0	50105.0	1616.3	13,236,338
February	28	146883	5245.82	8881	317.18	6.05%	103890	3710.4	8149	291.0	7.84%	1990.0	-11949.0	42993.0	1535.5	11,357,547
March	31	159400	5141.94	10550	340.32	6.62%	109120	3520.0	7702	248.4	7.06%	3820.0	-22015.0	50280.0	1621.9	13,282,568
April	30	226144	7538.13	16902	563.40	7.47%	99400	3313.3	7702	256.7	7.75%	3050.0	-35015.0	126744.0	4224.8	33,482,216
May	31	179453	5788.81	11863	382.68	6.61%	113290	3654.5		0.0	0.00%	1600.0	-21075.0	66163.0	2134.3	17,478,412
June	30		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-115660.0	-189252.0	0.0	0.0	-
July	31		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-139030.0	-166681.0	0.0	0.0	-
August	31		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-127750.0	-174870.0	0.0	0.0	-
September	30		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-107690.0	-163947.0	0.0	0.0	-
October	31		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-102590.0	-178352.0	0.0	0.0	-
November	30		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-98680.0	-169049.0	0.0	0.0	-
December	31		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-104350	-160702.0	0.0	0.0	-
Total	365	867345		58560			531060.0		31701.0			-788650.0	-1315189.0	336285.0	921.3	88,837,081
Monthly Average		153916.0	5134.3	9931.7	330.6		106123.3	3543.0	7999.7	267.4	0.1	816.7	-18748.7	47792.7	1591.2	12625484.3

Aircraft Landings 2021
As of June 30, 2021

Month	Bearskin Flights			Bearskin Passengers			Air Bravo Passengers			Government			Private			Med-I-vacs			International			Commercial			Totals			Variance
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021-2020
January	4	56	54	9	140	160	0	8	8	0	2	0	2	15	4	36	50	60	0	0	0	0	45	42	42	168	160	-126
February	0	64	56	0	149	197	0	12	15	4	3	13	8	6	1	58	36	43	0	1	0	0	38	38	70	148	151	-78
March	0	41	61	0	99	160	0	0	11	20	1	13	8	10	10	57	39	52	0	6	2	0	0	42	85	97	180	-12
1/4 Total	4	161	171	9	388	517	0	20	34	24	6	26	18	31	15	151	125	155	0	7	2	0	83	122	197	413	491	-216
April	0	1	59	0	0	197	0	0	7	5	2	5	18	10	9	63	30	57	0	1	3	0	0	40	86	44	173	42
May	0	0	67	0	0	196	0	0	5	2	3	14	43	20	19	74	40	63	0	0	25	0	0	43	119	63	231	56
June	0	0	61	0	0	208	0	0	9	5	0	13	159	21	48	68	53	57	0	0	81	0	0	39	232	74	299	158
1/2 Total	4	162	358	9	388	1118	0	20	55	36	11	58	238	82	91	356	248	332	0	8	111	0	83	244	634	594	1194	40
July		0	61		0	173		0	10		2	4		44	28		35	54		0	69		0	42	0	81	258	-81
August		0	69		0	236		0	5		0	10		31	33		38	57		0	64		0	40	0	69	273	-69
September		11	62		17	180		0	12		1	8		27	14		61	52		2	46		0	34	0	102	216	-102
3/4 Total	4	173	550	9	405	1707	0	20	82	36	14	80	238	184	166	356	382	495	0	10	290	0	83	360	634	846	1941	-212
October		16	66		30	219		0	13		5	5		9	22		59	57		0	8		0	44	0	89	202	-89
November		15	61		46	180		0	17		3	0		14	6		45	56		0	1		0	37	0	77	161	-77
December		12	47		15	111		0	13		6	0		4	13		54	43		0	3		0	38	0	76	144	-76
Total	4	216	724	9	496	2217	0	20	125	36	28	85	238	211	207	356	540	651	0	10	302	0	83	479	634	1088	2448	-454

Fort Frances Airport - Page 2/2 - Fuel Sales - June 30, 2021																				
Fuel Sales Recap - 2021									2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	10 year	Variance
Month	100LL		Jet Trk		Jet Cab		Month	Year	per	per	per	per	per	per	per	per	per	per	Average	per month
	Liters	Total	Liters	Total	Liters	Total	Total	Total	month	month	month	month	month	month	month	month	month	month	2021 to 2012	month
January	725	725	4,058	4,058		0	4,783	4,783	4,783	7,962	8,050	16,597	25,675	7,528	8,692	11,543	7,216	10,252	11,502	-3,179
February	1,023	1,748	6,424	10,482		0	7,447	12,230	7,447	5,077	7,991	16,286	12,503	11,904	11,231	12,304	6,197	6,918	10,046	2,370
March	1,107	2,855	15,715	26,197		0	16,822	29,052	16,822	6,473	13,716	9,798	21,928	13,255	17,795	10,508	12,077	9,329	12,764	10,349
April	676	3,531	11,388	37,585		0	12,064	41,116	12,064	1,459	13,010	10,398	13,102	8,592	13,219	8,377	4,453	8,251	8,985	10,605
May	1,940	5,471	14,609	52,194		0	16,549	57,665	16,549	11,685	18,667	24,839	21,362	24,681	16,161	29,753	18,350	21,891	20,821	4,864
June	1,698	7,169	77,661	129,855		0	79,359	137,024	79,359	8,082	31,063	27,380	27,380	26,015	45,698	30,789	22,786	23,537	26,970	71,277
July		7,169		129,855		0	0	137,024	0	11,116	17,146	23,461	24,642	29,002	28,150	14,441	19,232	32,650	22,204	-11,116
August		7,169		129,855		0	0	137,024	0	7,530	17,024	30,430	23,029	21,119	36,638	20,450	20,075	30,783	23,009	-7,530
September		7,169		129,855		0	0	137,024	0	14,689	16,543	25,191	13,489	21,325	24,238	21,837	18,005	19,431	19,416	-14,689
October		7,169		129,855		0	0	137,024	0	4,307	9,076	10,769	16,604	30,655	8,216	15,472	13,109	11,325	13,281	-4,307
November		7,169		129,855		0	0	137,024	0	13,333	2,202	10,748	9,924	22,349	11,616	7,238	6,398	8,170	10,220	-13,333
December		7,169		129,855		0	0	137,024	0	5,333	5,852	13,243	6,560	13,797	7,592	6,849	2,028	8,179	7,715	-5,333
Total	7,169		129,855		0		137,024		137,024	97,046	160,340	219,140	216,198	230,222	229,246	189,561	149,926	190,716	186,933	39,978

Lowest month in last 9 years
Highest month in last 9 years
Highest month
lowest month