

Municipality of East Ferris

Report to Council

Report No.: PLAN-2025-05

Date: September 9, 2025

Originator: Connor Montgomery

Subject: Lake Access Location Review – Trout Lake and Lake Nosbonsing

RECOMMENDATION

THAT Council for the Municipality of East Ferris declares certain road allowances as surplus, as delineated in this report. The remaining road allowances would not be declared surplus (option #1).

BACKGROUND

At the regular meeting of Council held on September 24, 2024, a request to purchase a section of road allowance adjacent to South Shore Road was considered by Council. At that time, it was unclear whether the road allowance was required for public access to Lake Nosbonsing. East Ferris planning documents permit the sale of road allowances and shoreline road allowances where they do not have a use for municipal operations or provide a clear public recreation use, such as a prominent access point to a lake.

Council directed staff to undertake a full review of all locations where road allowances meet the shoreline of either Lake Nosbonsing or Trout Lake in order to make recommendations on which road allowances could be declared surplus, and which are required for municipal purposes.

In the early months of 2025, staff began a review process of road allowances to the lakes. The review process included the gathering of road allowance data from municipal mapping software and conducting site visits to document road allowance sections, as required. All road allowances were also reviewed by the Director of Public Works to gather input from an infrastructure operations perspective.

Based on the desktop and in-person review, staff recommend the following course of action for each section of road allowance, as identified in Schedule A to this report:

Declare Surplus:

- 1) Bayshore Lane road allowance is steep and rocky and not suitable for any public use. It may be suitable for personal use for an adjacent landowner and could be declared surplus.

- 2) Booth Road-Village Road north-south access is very steep; east-west access is also very steep. Neither access is suitable for public use; however, they may be considered for sale to an adjacent owner.
- 3) Cherry Lane access is not in a location where a public use is practical; however, the road allowance appears to be in use by the adjacent property owner for storage, with significant material and equipment storage taking place on municipal land. This will be referred to the municipal By-law Enforcement Department. Notwithstanding the above, the road allowance could be considered surplus and sold.
- 4) Ellas Road access is occupied by a hydro pole and trees with no apparent public use and could be declared surplus.
- 5) Guillemette Road access is rocky with no public use apparent. It should be declared surplus.
- 6) Knutson Court access is currently in use by one of, or multiple, adjacent property owners for storage of materials, equipment, and scrap metal. There are potential zoning issues on top of the occupation of our lands. This will be referred to the municipal By-law Enforcement Department. Notwithstanding the above, the road allowance could be considered surplus and sold.
- 7) Quae Quae Road (2) access is in a field with direct access to the lake blocked by rail lines. This land has no practice public use but may have value to an adjacent land owner.
- 8) Northerly Access Southshore Road (1) northerly access to Lake Nosbonsing does not have suitable terrain for a public use and also stretches a long distance from South Shore Road to Lake Nosbonsing, making public access at this location impractical. The close proximity to the South Shore Boat launch also makes this location undesirable for public use.
- 9) Westerly Access South Shore Road (2) access in the east-west direction is not suitable for public use and straddles the municipal boundary with Chisolm, which further decreases the suitability for public use. This section of road allowance was subject to the 2024 inquiry to purchase by the adjacent resident on South Bay Lane.
- 10) MacPherson Drive (1) is a short and steep section of road allowance that is heavily tree covered and between two existing homes that are relatively close to the property line. It is unsuitable for public lake access.

Retain:

- 11) Bayview Road road allowance has part of the turnaround at the dead end of Bayview Road located on it and should not be sold.
- 12) Big Moose Road (1) allowance is on Big Moose Beach and boat launch. It should not be sold.
- 13) Big Moose Road (2) allowance is located at the end of Big Moose Road at Big Moose Camp and is not suitable for sale due to the lake access and road turnaround.
- 14) MacPherson Drive (2) is part of the municipal boat launch and MacPherson Park. It should not be sold.

- 15) Dugas Road access is currently being reviewed through another municipal review process.
 - 16) Nosbonsing Park Road access is the location of a planned dry hydrant. It should not be sold.
 - 17) Southerly Access Southshore Road (1) southerly access is the location of the municipal access to Mink Lake and should not be sold.
 - 18) Northerly Access South Shore Road (2) access in the north-south direction from the start of South Bay Lane is part of the access road for South Bay Lane and is also used for snowmobile access to the lake and should be retained.
 - 19) Turgeon Lane access is part of the South Shore boat launch. It should not be sold.
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OPTIONS

- Option 1: That Council declares certain road allowances as surplus, as delineated in this report. The remaining road allowances would not be declared surplus.
- Option 2: That Council retain all road allowances to lakes; and bring forward amendments to the land sale by-law to reflect this decision.
- Option 3: That Council take no immediate action, and staff will review road allowance accesses again in the future or on a case-by-case basis as applications to purchase are received.
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FINANCIAL IMPLICATIONS

If Option 1 is chosen, the municipality may receive future revenue if these lands are sold. There is no immediate financial implication from any of the 3 options at this time.

RECOMMENDATION

It is recommended that Council declares certain road allowances as surplus, as delineated in this report. The remaining road allowances would not be declared surplus.

Respectfully Submitted,

I concur with this report,
and recommendation



Connor Montgomery

Economic Development Officer



Greg Kirton, RPP, MCIP

Director of Community Services



Jason H. Trottier, BBA, CPA, CMA

CAO/Treasurer

Schedule A: Road Allowance Maps

Declare Surplus

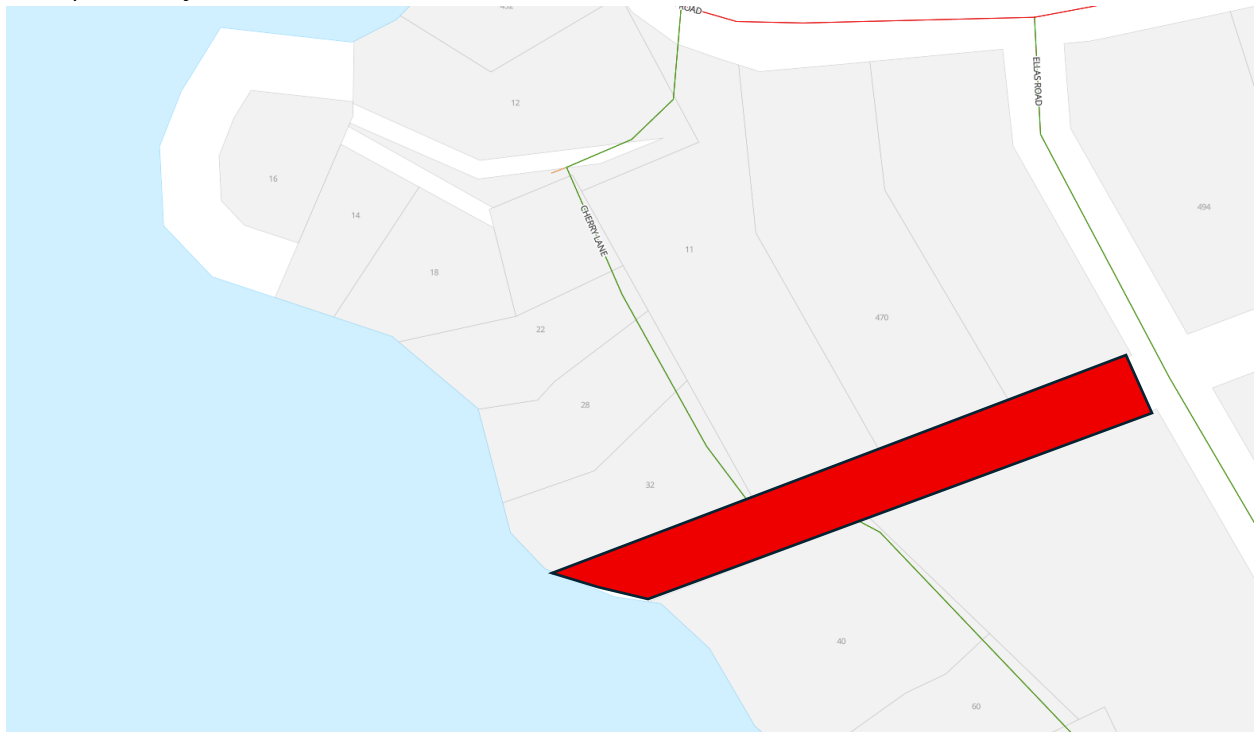
1) Bayshore Lane



2) Booth Road-Village Road



3) Cherry Lane



4) Ellas Road



5) Guillemette Road



6) Knutson Court



7) Quae Quae Road (2)



8) Northerly Access South Shore Road (1)



9) Westerly Access Southshore Road (2)



10) MacPherson Drive (1)



Retain

11) Bayview Road



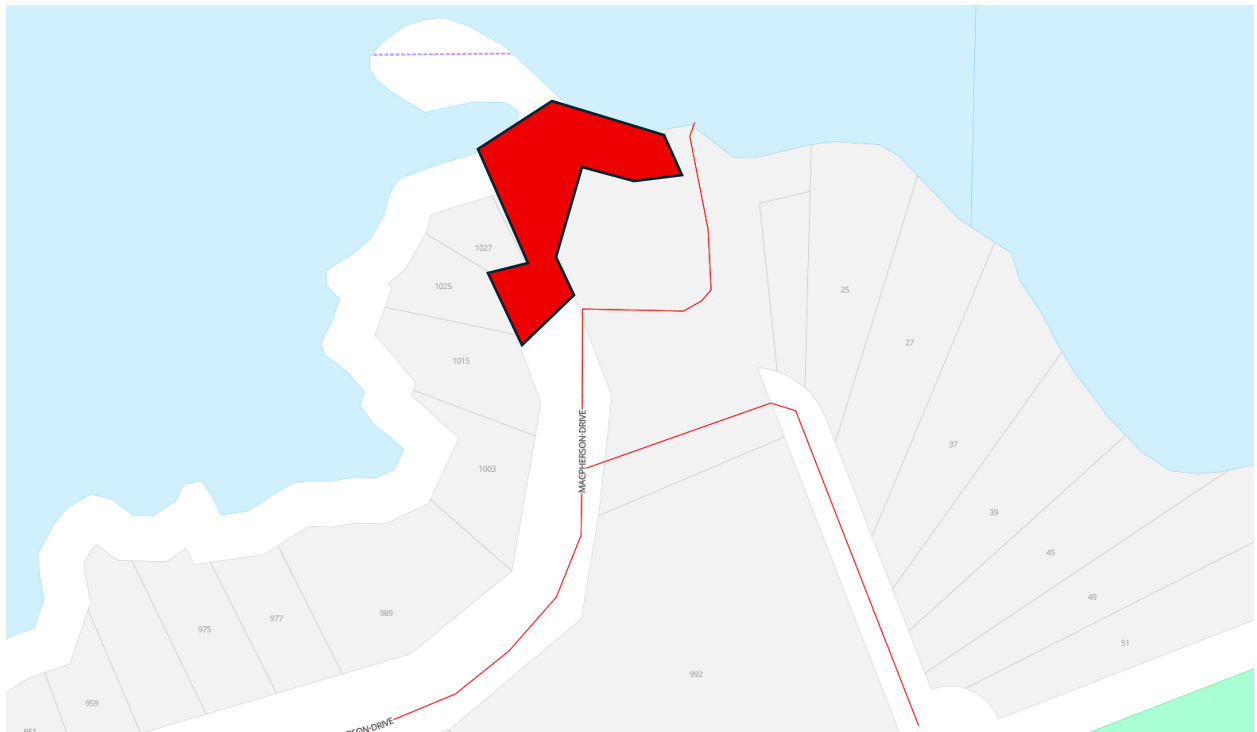
12) Big Moose Road (1)



13) Big Moose Road (2)



14) MacPherson Drive (2)



15) Dugas Road



16) Nosbonsing Park Road



17) Southerly Access South Shore Road (1)



18) Northerly Access Southshore Road (2)



19) Turgeon Lane

