



The Municipal Corporation of the
Town of Fort Erie

Regular Council Meeting Agenda

Monday, September 21, 2020 - 6:00 PM

Council Chambers via Video Teleconference

Due to the COVID-19 Pandemic and the Closure of Town Hall
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Town's Website:

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website (www.forterie.ca) or Cogeco TV

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1. Call to Order

2. Invocation

3. Roll Call

4. Announcements/Addenda

5. Declarations of Pecuniary Interest

6. Notice of Upcoming Public Meetings

- (a) Proposed Official Plan & Zoning By-law Amendment

Re: 625 Garrison Road & 0-10389 Helena Street - Owner - 575
Garrison Road Inc. (David Kompson) - Agent - Adam Hawkswell
(Niacon Construction) - Monday, October 5, 2020 - 6:00 p.m. -
Via Video Teleconference. The information report will be
available on Wednesday, September 30, 2020.

7. Regional Councillor Report

8. Presentations and Delegations

- (a) Anne Radojic, Board Member, Alzheimer Society, Niagara
Region

Re: Update on Activities and Introduction of "Social with a

Purpose" Campaign

- (b) Helena Ciccone, 735 Celebration Drive (o/b of Residents of Celebration Drive and Bardol Avenue)

Re: Erie Beach/Harbourtown Subdivision Laneway Paving and Existing Encroachments

- (c) Beverly Smithyman, 16 Lakebreeze Court

Re: Support of Erie Beach/Harbourtown Subdivision Laneway Paving

- (d) Don Pardoe, 730 Celebration Drive (o/b 730 & 736 Celebration Drive)

Re: Support of Erie Beach/Harbourtown Subdivision Laneway Paving at a Reduced Width

9. Consent Agenda Items

9.1 Request to Remove Consent Agenda Items

9.2 Consent Agenda Items for Approval

1. Minutes

- 9 - 32 (a) Approve - Council Meeting - August 24, 2020
[August 24r - minutes](#)
- 33 - 62 (b) Approve - Special Council-in-Committee Meeting - August 31, 2020
[August 31spc - minutes](#)
- 63 - 75 (c) Approve - Special Council-in-Committee Meeting - September 2, 2020
[Sept 2 spc - minutes](#)
- 76 - 92 (d) Approve - Council-in-Committee Meeting - September 14, 2020
[September 14c - minutes](#)

2. Correspondence

- 93 (a) Proclamation - Senior Citizens Advisory Committee - October 1, 2020 - World Senior's Day
Resolution:

That: Council proclaims October 1, 2020 as

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- "World Senior's Day" and approves the Age-Friendly flag to be flown at Town Hall.
[Comm\(a\)-World Seniors Day](#)
- 94 - 95 (b) Proclamation - CN - September 21-27, 2020 - Rail Safety Week
Resolution:
That: Council proclaims September 21-27, 2020 as "Rail Safety Week".
[Comm\(b\)-Rail Safety](#)
- 96 - 99 (c) Receive - Local Planning Appeal Tribunal - Canadian Motor Speedway - Decision to Extend Deadline in Sunset Clause 9 to By-law No. 106-10 to September 13, 2021
[Comm\(c\)-LPAT-CMS Extension to Clause 9-BL 106-10 to September 13, 2021](#)
- 100 (d) Proclamation - Alzheimer Society, Niagara Region - September 21, 2020 - World Alzheimer Day
Resolution:
That: Council proclaims September 21, 2020 as "World Alzheimer Day".
[Comm\(d\)-Alzheimer Society](#)
- 101 - 102 (e) Proclamation - Miranda's Miracles Fund - September as Childhood Cancer Awareness Month
Resolution:
That: Council proclaims September as "Childhood Cancer Awareness Month" and approves their flag to be flown at Town Hall.
[Comm\(e\)-Miranda's Miracles Fund](#)

3. Board/Committee Minutes

4. Reports

- 103 - 140 **CS-15-2020** 2020 2nd Quarter Financial Report
Resolution:
That: Council receives Report No. CS-15-2020 regarding the 2020

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2nd Quarter Financial Report, including Covid-19 financial impacts, for information purposes.

[CS-15-2020 - 2020 2nd Quarter Financial combined](#)

141 - 178

COS-05-2020

Award of Request for Proposal for Consulting Services for Corporate Software Review - Contract No. COS-20P-SOFTWR

Recommendation:

That: Council amends the 2020 General Levy Operating Budget to include a Corporate Software Review for \$112,500 with funding from the Ontario Municipal Modernization Program (OMMP) grant, and further

That: Council accepts and approves the proposal from Perry Group Consulting Ltd for a Corporate Software Review – Contract No. COS-20P-SOFTWR to the upset limit of \$93,970.80 (including 13% HST).

[CS-15-2020 - 2020 2nd Quarter Financial combined](#)

5. Other Matters

Consent Agenda Resolution

Resolution:

That: Council approves the Consent Agenda Items as recommended.

9.3 Items Removed to be Dealt with Separately

10. Report

179 - 185

PDS-41-2020

Waterfront Road Allowance Markers

Resolution:

That: Council receives Report No. PDS-41-2020 for information purposes, pursuant to a request made

by Council at its meeting on July 13, 2020, and further

That: Council will consider the allocation of funding to replace and install waterfront property line markers, through the 2021 Capital Budget deliberations.

[PDS-41-2020 - Waterfront Road Allowance Property Markers](#)

186 - 411

PDS-42-2020

Proposed Official Plan and Zoning By-law Amendment - 260-262 Gorham Road and 3854 Disher Street - Urban & Environmental Management Inc. - Greg Taras (Agent) - Lucky Gas Inc. - Najeeb Quidwai (Owner)

Resolution:

That: Council approves the amendments to the Town's Official Plan and Zoning Bylaw No. 129-90 as detailed in Appendix "3" and Appendix "4" of Report No. PDS-42-2020 for the lands known as 260-262 Gorham Road & 3854 Disher Street, and further

That: Council authorizes staff to prepare the necessary by-laws.

[PDS-42-2020 260 262 Gorham 3854 Disher OPA ZBA Amendment Report](#)

11. New Business/Enquiries

12. Motions

(a) Mayor Redekop

Re: Amend Council Rules of Procedure - Debate Relative to both Council-in-Committee and Regular Council

Resolution:

That: Council amends Council Rules of Procedure By-law No. 36-2016 so that Rule 18.12(e), relative to debate in Council-in-Committee meetings, will conform with Rule 11.6 (b), relative to debate in Regular Council meetings, which reads as follows:

"11.6(b) No member of Council shall speak a second time if a Member who has not spoken wishes to speak for a first time and no Member shall speak more than twice to the motion without

Council's consent.

- (b) Councillor Zanko

Re: Traffic Impact Study - 745 Crescent Road

Resolution:

That: Council directs that in the event an apartment building Application is received for 745 Crescent Road which includes an apartment building, a Traffic Impact Study shall be requested at the Site Plan Stage.

- (c) Councillor Noyes

Re: Site Plan and/or Site Plan Agreement Approval for Proposed Cannabis Operation at 1141 Ridge Road North

Resolution:

Whereas following the approval of Report No. CDS-31-13, By-law No. 36-13 was passed to delegate approval of Site Plans and the signing of Site Plan Agreements to the Director of Community and Developments Services (now Director, Planning & Development Services), and

Whereas By-law No. 36-13 further provides that Council may require any Site Plan and/or Site Plan Agreement be approved by Council prior to execution by the Director or designate;

Now therefore be it resolved,

That: Council directs that Council shall be the approval authority for the Site Plan and/or Site Plan Agreement for the proposed cannabis operation at 1141 Ridge Road North, prior to execution by the Director, Planning & Development Services, or designate.

- (d) Councillor Dubanow

Re: Ditching on Tenth Street

Resolution:

Whereas complaints have been made to the Town from residents on Tenth Street regarding drainage, and

Whereas following investigation by Town staff, drainage in the existing ditches was found to be deficient, and

Whereas ditches were restored to original depths, but due to utility conflicts, side slopes were cut steeper than desirable by residents who have expressed concerns related to the safety and maintenance of their properties;

Now therefore be it resolved,

That: Council directs staff to inspect the ditches in their current state and prepare a Report with recommendations for Council to consider actions going forward, and further

That: Council directs that the allocation of funding for any costs associated with the recommendations will be considered through the 2021 Capital Budget deliberations.

(e) Councillor Noyes

Re: Community Gaming & Development Corporation Review
Resolution:

Whereas since the inception of eGaming, the Ontario Lottery Corporation (OLG) together with the Ontario Charitable Gaming Association (OCGA) have made changes to the Charitable Bingo and Gaming Policies and Standards for Charities, which may not be reflective or referred to in The Town of Fort Erie's current Gaming Policy (By-law No. 25-2015), and therefore a review/update of the Town's Gaming Policy is necessary, and

Whereas in discussion with the Town's Gaming staff, the Community Gaming Development Corporation (CGDC) has also recognized that due to the OLG and OCGA changes a review of the Town's Gaming Policy is required;

Now therefore be it resolved,

That: Council directs staff and the CGDC to review the changes in the Gaming Policies and Standards for Charities and make recommendations to Council for revising the Town of Fort Erie's Gaming Policy to address and reflect those changes, and make further recommendations that may improve and /or update the Policy.

(f) Councillor Butler

Re: Request SPCA's Policies and Procedures with respect to

Animal Services

(To be Postponed to November 16, 2020)

13. Notice of Motion

14. Consideration of By-laws

- | | | |
|-----------|----------------|--|
| 412 - 414 | 92-2020 | To Amend Zoning By-law No. 129-90, as Amended – Removal of Holding Provision - South Coast Village Phase 3 Condominium - (Marz Homes (Crystal Beach) Inc. – Dan Gabriele)
92-2020 By-law to Remove Holding Provision South Coast Village Phase 3
MEMO - By-law No 92-2020 Removal of Holding Provision |
| 415 - 430 | 93-2020 | To Regulate Open Air Burning in the Town of Fort Erie and to Repeal By-law No. 167-03
93-2020 Open Air Fire Burning |
| 431 - 434 | 94-2020 | To Amend Fees and Charges By-law No. 40-09, as amended (Burning Permit and Safety Plan Review)
94-2020 Fees & Charges (Burning Permit) |
| 435 - 437 | 95-2020 | To Amend Council Rules of Procedure By-law No. 36-2016, as amended - Electronic Meetings & Participation
95-2020 Amend Rules of Procedure - Electronic Meetings |
| 438 | 96-2020 | To Confirm the Actions of Council at its Special Council Meeting Held on August 31, 2020, Special Council-in-Committee Meeting Held on September 2, 2020, Council-in-Committee Meeting Held on September 14, 2020 and Council Meeting Held on September 21, 2020
96-2020 Confirmatory |

15. Scheduling of Meetings

16. Adjournment



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1. Call to Order

The meeting was called to order by Mayor Redekop at 6:00 p.m.

Mayor Redekop acknowledged the land on which we gather is the traditional territory of the Haudenosaunee, Mississaugas of the New Credit and Anishinaabe people, many of whom continue to occupy this area.

3. Roll Call

Present (In Council Chambers): His Worship Mayor Redekop

Present (Via Zoom Teleconference): Councillors Butler, Dubanow, Lubberts, McDermott, Noyes and Zanko

Also Present (Via Zoom Teleconference): Regional Councillor Insinna, *B. Smith, Legal Counsel - Lancaster, Brooks and Welch

Staff (Via Zoom Teleconference): *B. Critelli, K. Dolch, J. Janzen, T. Kuchyt, E. Melanson, C. Schofield, and K. Walsh

*Closed Session attendance

This meeting was held in compliance with the electronic participation provisions of Council Rules of Procedure By-law No. 36-2016, as amended.

4. **Announcements/Addenda**

There was one addendum under Section 9 Delegations to add the delegation of Art King, President, Fort Erie SPCA regarding the SPCA and Animal Control.

Mayor Redekop made the following announcements:

- Last week was the annual Association of Municipalities of Ontario Conference (AMO). The last several years it has been held in Ottawa, but this year it was held, because of COVID-19, completely virtually. The Town of Fort Erie participated in the signing of an Agreement between the Association Municipalities of Ontario and the Ontario Federation of Indigenous Friendship Centres, and that piggy-backed on work that we have been doing in Fort Erie with our own Fort Erie Native Friendship Centre, with which the Town of Fort Erie has a strategic alliance. Jennifer Dockstader, the Executive Director of our local Friendship Centre spoke at AMO and provided some very interesting background as to where we are as a society and where we can go as a society.

We have some great opportunities here in Fort Erie in particular to work with our indigenous community to make a better Fort Erie for everyone. During the course of the week, we had some meetings with the Parliamentary Assistant to the Minister of Tourism, the Parliamentary Assistant to the Minister of Infrastructure, and the Minister of Long-Term Care, along with Councillors McDermott and Dubanow, and our CAO, Tom Kuchyt. We met with those individuals, and provided some background with respect to the Town of Fort Erie. The main items that we brought to their attention, aside from giving some context about the Town of Fort Erie for tourism and infrastructure, included the opportunity at the Niagara River Marina owned by the Niagara Parks Commission, and what we would require to move that forward. We also spoke about opportunities for the Town of Fort Erie and our indigenous community to highlight the history and heritage of our First Nations here.

I'm advised by Jennifer Dockstader that they have information and some artifacts that would go back as far as 13,000 years, which is far further back than I had anticipated. That was of great interest to the Parliamentary Assistant of Tourism. When we spoke about infrastructure, we talked about the importance of broadband and the need for rural communities or rural areas within municipalities, like Fort Erie, to have broadband because it's now an essential service. We talked about the work that we've been doing through our Economic Development Services, with the providers and the efforts

that we have made and the importance to our community to be connected both internally, and externally.

Then finally, with respect to the Minister of Long-Term Care, we talked about the things that the Town of Fort Erie has done to provide access to healthcare services to our residents. I'm confident that Fort Erie is the leading lower-tier municipality in terms of initiatives and money that it has expended in order to ensure that our residents have access to the services that they need and that they deserve. The Minister was quite impressed, and we talked about, of course, the Long-Term Care build by the Region, the new Gilmore Lodge. She was familiar with that, and we had an opportunity to provide her with some interesting background on that. I also had an opportunity to meet with her the following day with the Regional delegation, which was made up of Chair Bradley, Mayor Sendzik from St. Catharines and a couple of staff members. Again, she was quite impressed. So those projects are on schedule and they're moving forward. That's all good news for the Town of Fort Erie.

- On this evening's Agenda, there is a Resolution to support the Region of Niagara joining the Coalition of Inclusive Municipalities. We will be signing on behalf of the Town of Fort Erie, if the Resolution is passed, and I presume it will be. We'll be signing the Declaration that outlines the commitments that are being made by municipalities that are joining this Coalition of Inclusive Municipalities. That's important as well, because currently there is some work that's going on, that was started a couple of months ago by some members of our municipality to create a Citizens Coalition for Inclusion and Diversity, the objective of which will be to provide information to the Mayor and Council to assist us when we develop policies and to keep an eye on the significance and the importance and initiatives that we can engage in to make this a welcoming, caring, inclusive, community, and to take advantage of the diversity that we have here.
- Finally, I would like to mention that on Sunday, August the 30th, I was alerted to, and have shared this with senior staff, to the fact that a young lady who's 14th birthday happens to be on Sunday, August 30th, will be swimming across Lake Erie. She lives in Southwestern Ontario. She's going to be taken to Sturgeon Falls on the American side of Lake Erie. Her intention is to swim across the lake about 20 kilometers to Crystal Beach. She anticipates that could take anywhere from 6 ½ to 8 hours. Her name is Julia. She's raising money for cancer research, and I would urge you to go to the website. I will circulate to Members of Council the email that I received. It's a swim that is unique, because she will be, if she is successful, the youngest person ever to swim across Lake Erie. We wish her well, and I know

that if possible, I'll be available to greet her along with, I understand MP Vance Badawey, who also wishes to be there.

We had a swim across Lake Erie several years ago. It was a young woman with a disability, but she was able to cross the lake. It took many, many hours longer than she anticipated, but it was a phenomenal feat and accomplishment by someone who was simply determined to complete the task that she had set for herself, so hopefully Julia will be successful and we'll have something to celebrate next Sunday evening.

5. Declarations of Pecuniary Interest

(a) Councillor Dubanow

- (i) Councillor Dubanow declared a pecuniary interest with respect to Delegation 9 (b), Art King, President, Fort Erie SPCA re: SPCA and Animal Control, as the company he works for has performed contracted services for the Fort Erie SPCA, and
- (ii) Motions 13 (a) (i), (ii) and (iii) regarding the SPCA and Animal Control, as the company he works for has performed contracted services for the Fort Erie SPCA.

He abstained from participating in the delegation and discussing & voting on the Motions.

6. Notice of Upcoming Public Meetings

(a) Draft Plan of Subdivision and Combined Official Plan and Zoning By-law Amendment (Second Public Meeting)

Re: Royal Ridge Phase 2 - 613 Ridge Road North - Owner - Royal Oak Property Developments Ltd. (Brent King) - Monday, August 31, 2020 - 6:00 p.m. - Via Video Teleconference. The information report will be available on Thursday, August 27, 2020.

(b) Zoning By-law Amendment

Re: 0 Burleigh Road North - Owner - Roman Catholic Episcopal Corporation St. Catharines - Agent - Alexis Banfai - Monday, August 31, 2020 at 6:00 p.m. - Via Video Teleconference. The information report will be available on Thursday, August 27, 2020.

(c) Zoning By-law Amendment

Re: 0 Townline Road - Owner - 550075 Ontario Ltd. (Joseph Zawadski) - Agent - 2639723 Ontario Inc. (Amit Khera) - Wednesday, September 2, 2020 at 6:00 p.m. - Via Video Teleconference. The information report will be available on Thursday, August 27, 2020. (*Previously postponed from March 23, 2020*)

7. Closed Session

Mayor Redekop asked each member that was in attendance electronically to confirm no one else was present with them, and that they were not recording this portion of the meeting. Each member confirmed they were alone and not recording the meeting, as did Mayor Redekop.

Resolution No. 1

Moved by: Councillor Dubanow

Seconded by: Councillor Zanko

That: Council does now go into closed session at 6:12 p.m. to discuss the following:

(a) Pursuant to Subsection 239 (2) (c) of the *Municipal Act, 2001* a proposed or pending acquisition or disposition of land by the municipality or local board, and Subsection 239 (2) (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose

Re: Graeber Avenue

(Carried)

Mr. Kuchyt provided an overview of the matter and introduced Mr. Smith. Mr. Smith provided legal advice to members of Council on the matter. A question and answer period followed, and Council gave direction to staff.

Resolution No. 2

Moved by: Councillor Zanko

Seconded by: Councillor Dubanow

That: Council does now rise and reconvene from closed session at 7:13 p.m. with report that staff proceed as directed. **(Carried)**

8. Regional Councillor Report

Regional Councillor Insinna reported on matters at the Region as follows:

- The Federal and Provincial governments are assisting with the costs associated with the Coronavirus both locally here in Fort Erie and at the Region. The Region will be receiving \$12.1 million to offset costs and another \$600,000 for transit. In preliminary budget talks Regional Council had been cautioned that the levy would be dependent on the cost of COVID. With this input of funds it is hoped that an increase in the levy will be minor. The Region budget workshops and meetings have all been scheduled and are set to begin shortly. He is sure that both he and the Mayor will be looking to see how they can keep the increase to the levy to a minimum.
- The Chief of the Niagara Regional Police appeared before Council on 2 occasions and advised of the many different programs that they have in place respecting diversity and inclusion. One of the new programs, the “Mobile Crisis Rapid Response Team” (MCRRT), has a police officer teamed up with a trained mental health worker. They respond to mental health matters, and while in its infancy stage, has already proven to be a valuable tool. Of the over 800 interactions with people in crisis 717 were deescalated and no one was taken into custody. The team is now up and running in the St. Catharines and Thorold area, and it is hoped that the program will be expanded.
- The new guidelines for waste collection have been sent out to residents. There are still concerns from residents living in single family dwellings and those living in multi-unit buildings. He asks residents to check the Region’s website for specific information and he will also be available for comments or questions.
- At the AMO Conference held last week a delegation from the Region had the opportunity to speak to the Minister of Long term Care, Minister Dr. Merrilee Fullerton. The community consultation process for Gilmore Lodge that was to have taken place in March will take place tomorrow via teleconference. This stage is mandatory, and once completed, the plans will be forwarded to the Ministry, followed by the drawings. The Ministry is aware of the plans and drawings that are already prepared and set for approval. Thus far, the timeline is still set for construction to begin in June 2021.

9. Presentations and Delegations

- (a) Azhar Mohammad, Partner & Executive Director, Canadian Motor Speedway Inc. (*Via Electronic Participation*)

Re: Request to Endorse Extension of Sunset Clause - By-law No. 106-10 (To Amend Zoning By-law No.129-90 - 1746391 Ontario Inc. (Canadian Motorsports Speedway) South West Corner of Bowen Road and Sunset Drive) to September 13, 2021

Mr. Mohammad delivered a PowerPoint Presentation which is available for viewing on the Town's website.

Mr. Mohammad advised they have been busy. From their perspective, for much of the last 14 years, it's been about pursuing approvals and investment partners on a graduated per milestone basis. They have been extremely careful about not making any premature statements that could create undue public influence, expectation and activity. Thus their absence, which has been deliberate, actually feeds a lot of the rumor mills and conspiracy theories that they have abandoned their plans. Nothing could be further from the truth. They actually prefer this low profile for the time being, as they have been able to achieve major milestones in areas like land acquisition, facility design and project management with global leaders like EllisDon, Jeff Gordon, who's still very much with them and has spearheaded the track and motor sports strategy as part of their long-term relationship, creating tremendous value in the process. They have also continued to work with their educational partners like Brock University, McMaster, the University of Ontario for Innovation and Technology, and Niagara College, as it relates to creating venues for research and development, testing, and higher learning. Their vision remains fully intact and nothing has changed.

There has been a lot of work into the various components of the development, but he advised that he thinks that it's really now dealing with some of the challenges that they face, and it's fair to say that CMS has faced every possible challenge a project could experience, and that their resilience has allowed them to overcome those trials with great success.

He advised he wanted to share some of the more challenging areas with Council, highlighting the very legitimate reasons for the delays that have affected their development timelines thus far, despite the achievement of major milestones.

He stated that the reality is that very few financing partners are able to participate in a project like theirs. This is because of things like the specialized understanding of what's involved, the closed-loop nature of the motor sports community, and the appetite for risks required in light of recent changes to the motorsports industry. For example, things like the ESG movement, ESG meaning ethically, socially conscious and green, and the carbon neutrality trends that have been tremendous during the last 10 to 14 years. What's more is that this is all exacerbated by current market conditions, especially in Canada. This has forced them to look overseas for foreign investment, which brings its own array of challenges, such as banking and regulatory procedures. Thankfully, they have secured a major investment partner who was willing to navigate these procedures and invest in the project, and this is a huge win.

They have spent approximately \$35 million dollars in navigating the bureaucratic process and now have a firm understanding of what is required. While it has been a huge distraction and energy of their resources, they now know that the key to navigating successfully is having a predictable and abundant time-frame. This is one of the reasons why they are pursuing an extension to the Sunset Clause. Without it their 10's of millions of dollars and 14 years of persistent effort would be wasted. While they have begun this process to extend, Council support is going to be key to their success.

There have been a lot of questions about their properties, their status, and disposition. They're reluctance to disclose all of this information has actually been deliberate and designed to protect them from speculators, land banks, and generally greedy people, while they conducted negotiations to acquire the core lands that were necessary and integral for the development.

Referring to the PowerPoint, he advised that they tried to illustrate the various components to the land. The yellow boundary defines the CMS Special Policy Area. Shown in red are the lands owned by their companies. In pink are the properties that will be acquired and are owned by supportive land owners which they've maintained a relationship with. In blue are the OMB mandated purchases that have no development potential, and they will be acquiring upon receipt of their major investor's funds. In green are noise receptors identified by their Sound Mitigation Master Plan, which they also will be acquiring upon receipt of funds. The majority of core

development lands have now been acquired.

Mr. Mohammad advised the last 14 years have been an exercise in adapting and responding to various changes in both the motorsports industry and the global financial system. COVID-19 has not helped either, but what should be obvious is their absolute ironclad commitment to executing and developing this project. Their first priority is to address the extension of the Sunset Clause. Their written request has been submitted per the procedure. This will effectively allow them to remove the remaining holding provisions and move the project forward. The next priority will be to build upon the essential work concluded over the last 3 years. They have worked extensively with their construction advisors, EllisDon, to identify specialized engineering experts in track development, retro design, and operations. They now have a detailed project execution plan, which they will be happy to share with Council confidentially, and the schedule covering core areas of development, including their material costs, labor, and phasing schedules in specific detail. Presently, they have an estimated 2 ½ year plan to cover an initial phase to build the motorsports infrastructure supported by all ancillary structures, event support, research and development, and the hospitality component.

Mr. Mohammad advised that CMS is a game changer on so many levels - 2,500 jobs and \$450 million of annual economic impact. He stated these are the words of the Province, not theirs, and speaks for itself. It will require nothing short of this extraordinary team that they have thankfully been able to build. While many institutions, individuals, and advisors come and go, the true differentiators reflected here have stood the test of time as their real champions. The value that Jeff Gordon has brought in is unparalleled and his input, excitement and effort for CMS continues to inspire them. At the same time, their continued focus on R & D initiatives will make a major impact on global, environmental, and educational infrastructure, including their centers of excellence for students and the advancement of sustainable technologies in motorsports, like electric vehicle development and carbon neutrality. Finally, when one consolidates the vision towards implementation, their construction and development leadership and organizations like EllisDon and MRK1 ensures that they are making sound investment decisions while delivering a truly world-class result.

Mr. Mohammad advised that their intention today has been to provide an update to Council about their action plan to move

CMS beyond procedure and into development. There is simply no precedent or blueprint for what they are looking to achieve. Their request involves Council support in keeping the efforts alive so that they can continue moving this ultra-ambitious project to a culmination.

Their group has invested over \$35 million in CMS over the course of 14 years. Their commitment is obvious, and they ask for Council's continued support for their initiatives and its endorsement towards their process as it pertains to the extension of their Sunset Clause through LPAT. All they need is a simple letter of support.

Mr. Mohammad advised he'd like to emphasize that for the project to have made it this far is nothing short of impossible. It has survived things that he could not have imagined. However, they now face this issue of a technicality, the Sunset Clause. They understand the purpose of the Sunset Clause is to create realistic timelines that determine whether normal projects will proceed in a normal world. However, this is not a normal project and this is anything but a normal world.

In closing, he advised he wished to especially thank Mayor Redekop, staff, and Council for the opportunity to present, and welcome their questions. All support to date has been much appreciated, and they will continue to count on it as they push this world-class project forward. He stated that they have never wavered on their commitment to the Town and the Region. While there is still much to do, they are extremely excited about working closely with the Town to clear any remaining requirements to proceed. At this point they need Council's ongoing support.

(b) Art King, President, Fort Erie SPCA

Re: SPCA and Animal Control

Mr. King referred to a letter received by Council from Leo Salloum of Grill Barristers in Toronto earlier this month. Late last week, with the approval of the Fort Erie SPCA Board of Directors, he sent members of Council, some Town of Fort Erie staff members, and their lawyer, Gary Enskat, his response to that letter.

Mr. King advised that he also viewed portions of the video recording of the Council meetings held on July 20, 2020 and

August 10, 2020 wherein there were questions and comments made relative to the Fort Erie SPCA. He had an opportunity to review the agenda for tonight's meeting and wish to speak to the 3 motions proposed by Councillor Butler.

With respect to Councillor Butler's first motion, he stated he does not believe that an Animal Rights By-law is needed in Fort Erie. He also questions whether Councillor Butler fully understands the difference between animal rights and animal welfare. He advised that an Animal Rights By-law would have far-reaching implications for all animal owners in the Town of Fort Erie. It would impact all livestock and poultry farmers, venues such as Safari Niagara in Stevensville, the Fort Erie Racetrack, and other equestrian facilities would also be affected. Mr. King stated that in his opinion, animals in the Town of Fort Erie are afforded sufficient animal welfare protection under existing Provincial and Federal statutes. In addition, there are countless animal welfare guidelines covering animal stewardship.

Mr. King stated there is no question that animal welfare can be improved in the Town of Fort Erie. However, this does not require an additional by-law. It does require more awareness and education around the implementation of the existing guidelines to assure compliance with, and enforcement of, existing statutes.

Mr. King advised that with respect to Councillor Butler's second motion, he sees no need for any amendments to By-law No. 119-97 to improve either animal control or animal welfare in the Town of Fort Erie. Council and Town staff previously rejected the regulation of additional animals, specifically cats. Other animals, including wildlife, are protected under other existing provincial legislation and animal welfare guidelines, as he stated earlier.

Mr. King advised that with respect to Councillor Butler's third motion, he fully agrees that the roles and responsibilities of all parties under the Animal Control Services Agreement, i.e. animal control contract, need to be clarified. This need has already been discussed with Town staff and with their lawyer.

Mr. King advised he is somewhat dismayed by the wording and tone of the "whereas" clauses related to the third motion. In respect to premises audits, health and safety audits, etc. these are already done through the *Pounds Act*, Ministry of Labor, etc. He advised that to state that the Fort Erie SPCA has not

provided information is absolutely false. The Fort Erie SPCA provides detailed reports to the Town on a monthly basis. They have never refused to answer any request for additional information. As for complaints and allegations, the fact that he accepted the invitation to attend tonight's meeting as a delegation on behalf of the Fort Erie SPCA is evidence that the Town can investigate complaints and allegations. He asked that Council also note that the Town has full access to the conduct of the Fort Erie SPCA since one of the Councillors is appointed as a Fort Erie SPCA Board member. He stated that the Shelter Manager advised him that Mr. Kuchyt could not recall any complaint within the past 7 years regarding their compliance with, or their implementation of, the Services Agreement. Prior to renewal of the Services Agreement, the SPCA provides Town staff with detailed financial information to assure them that their revenues and expenses relative to delivery of the Services Agreement are reasonable. He added that to suggest that sole sourcing of that Services Agreement is unacceptable is an insult to the diligence and oversight of Town staff who make that recommendation to Council based on their review of the Fort Erie SPCA and other possible service providers.

In closing, Mr. King advised that the SPCA looks forward to an ongoing mutually beneficial relationship with the Town of Fort Erie. He invites any member of the public, including members of Council to visit the shelter.

Council recessed at 9:00 p.m. for 5 minutes.

10. Consent Agenda Items

10.1 Request to Remove Consent Agenda Items

None.

10.2 Consent Agenda Items for Approval

1. Minutes

- (a) Approve - Council Meeting - July 20, 2020
- (b) Approve - Special Council Meeting - July 28, 2020
- (c) Approve - Council-in-Committee Meeting - August 10, 2020

2. Correspondence

- (a) Receive - Local Planning Appeal Tribunal (LPAT) - Notice of Decision - 800460 Ontario Limited (Fruitbelt Development) - Development Charges By-law No. 47-2019
- (b) Receive & Support - Niagara Region - Councillor Sendzik's Motion - Niagara Regional Police Service - Diversity, Equity & Inclusion
- (c) Receive - City of St. Catharines - Anti-Racism Advisory Committee Recommendations - Niagara Regional Police Service - Body
- (d) Receive - City of St. Catharines - Support City of Toronto in their Legal Challenge of the Amendments made under Bill 184 (Protecting Tenants and Strengthening Community Housing Act, 2020), Section 83
- (e) Receive & Support - City of Elliott Lake - Private Members Bill M-36 to Declare August 1 as "Emancipation Day" in Canada
- (f) Receive - City of St. Catharines - Support current Provincial Review and Appeal to the Federal and Provincial Governments to provide funding to Long-Term Care Homes for additional personal support workers, nurses and PPE costs
- (g) Receive & Support - Niagara Region - Request from Niagara Region for support to join the Coalition of Inclusive Municipalities

3. Board/Committee Minutes

- (a) Receive - Community Gaming Development Corporation - February 25, 2020

4. Other Matters

Consent Agenda Resolution

Resolution No. 3

Moved by: Councillor Lubberts

Seconded by: Councillor McDermott

That: Council approves the Consent Agenda Items as recommended. **(Carried)**

10.3 Items Removed to be Dealt with Separately

None.

11. Report

CAO-15/LC-05-2020

Land Matters: June 30, 2020 - Special Land Committee Meeting Minutes; August 6, 2020 - Land Committee Meeting Minutes; August 18, 2020 Special Land Committee Meeting Minutes

Resolution No. 4

Moved by: Councillor McDermott

Seconded by: Councillor Butler

That: Council receives the June 30, 2020 Special Land Committee meeting minutes attached as Appendix "1" to Report No. CAO-51/LC-05-2020; and further

That: Council receives the August 6, 2020 Land Committee meeting minutes attached as Appendix "2" to Report No. CAO-15/LC-05-2020 and further

That: Council receives the August 18, 2020 Special Land Committee meeting minutes attached as Appendix "3" to Report No. CAO-51/LC-05-2020; and further

That: Council approves the recommendations contained in Appendix "4". **(Carried)**

12. New Business/Enquiries

- (a) Notice of Resignation - Amy Brunning, Fort Erie Native Friendship Centre Representative - Fort Erie Affordable Housing Committee

Resolution No. 5

Moved by: Councillor Butler

Seconded by: Councillor McDermott

That: Council accepts the resignation of Amy Brunning, Fort Erie Native Friendship Centre Representative, Fort Erie Affordable Housing Committee, and further

That: Council directs staff to proceed with filling the vacancy in accordance with the Procedural By-law. **(Carried)**

Regular Council - 24 Aug 2020 Meeting Minutes

- (b) Appointment - Fort Erie Affordable Housing Committee - Member at Large

Resolution No. 6

Moved by: Councillor Butler

Seconded by: Councillor McDermott

That: Council appoints Christoffer Knutt as a member at large, to the Fort Erie Affordable Housing Committee for the period ending November 14, 2022. **(Carried)**

- (c) Response to Enquiry

Re: Enquiry by Councillor Noyes at the August 10, 2020 Council-in-Committee Meeting regarding the Survey and Allocation Scoring for Organizations by the Community Gaming and Development Corporation.

Mr. Janzen read the response into the Minutes which is appended to the Meeting Agenda.

Mayor Redekop requested Mr. Janzen to clarify how organizations were scored based on the services they provide to the community. Mr. Janzen advised that he would provide a Response to Enquiry at the next meeting.

- (d) Response to Enquiry

Re: Enquiry by Councillor Lubberts at the July 20, 2020 Council Meeting regarding overgrown weeds at the Schooley Road subdivision.

Ms. Dolch read the response into the Minutes which is appended to the Meeting Agenda.

- (e) Resolution No. 6A

Moved by: Councillor Noyes

Seconded by: Councillor McDermott

That: Council supports the extension of the Sunset Clause in By-law No. 106-10 for 1 year to September 13, 2021, at the request of Canadian Motor Speedway."

13. Motions

- (a) Councillor Butler
Re: SPCA and Animal Control

(i)
Animal Rights and Protection

Resolution No. 7
Moved by: Councillor Butler
Seconded by: Councillor McDermott

Whereas the Town of Fort Erie currently does not have a by-law in place that deal with animal rights, protection, and consideration of worth, and

Whereas animals have basic interests that deserve recognition, consideration and protection on both a moral and legal basis, and

Whereas there is a need to ensure that animals live free from suffering and exploitation, and

Whereas animals have an inherent worth and as such should be treated with great consideration, and

Whereas animals that may need care, treatment or require euthanasia are often not seen by a Doctor of Veterinary Medicine in good standing and board certified with a Canadian Veterinary College, and

Whereas basic standards of care in accordance with the *Provincial Animal Welfare Services Act* information has not been widely distributed nor adopted to be reflective of modern times;

Now therefore be it resolved,

That: The Municipal Council of the Town of Fort Erie directs staff to develop an Animal Rights and Protection By-law incorporating the *Pounds Act, R.S.O. 1990, c. P. 17*; Canadian Standards of Care in Animal Shelters in particular, the Guideline for Animal Shelter – UC Davis and California – revised for Canada; OMAFRA – *Animals for Research Act, R.S.O. 1990, C. A.22* for R.R.O. 1990, Reg. 23: POUNDS, and further

That: Council directs staff to work with experts in the field that include a Doctor of Veterinary Medicine in good standing with the Canadian Veterinary College, an animal rights lawyer to ensure expert legal advice in advocacy and securement of law.

Resolution No. 7A

Moved by: Councillor Butler

Seconded by: Councillor McDermott

That: The Motion be postponed to October 19, 2020 to permit staff to prepare a report with respect to costs. **(Carried)**

(ii)

Animal Control By-law

Resolution No. 8

Moved by: Councillor Butler

Seconded by: Councillor McDermott

Whereas the Town of Fort Erie currently has a by-law – namely, By-law No. 119-97, as amended, that regulates, restricts and prohibits the keeping and running at large of dogs in the Town of Fort Erie, and

Whereas By-law No. 119-97 is not reflective of other types of animals, and

Whereas there is a need to identify a variety of animals that are either domestic or wild to ensure animal rights along with safe and humane handling and care are adhered to, and

Whereas a pound keeper contracted through The Corporation of the Town of Fort Erie is given recovery expense relief associated with impounding both domestic and wild animals in the form of annual compensation, and

Whereas the current Agreement with the SPCA appoints the Fort Erie SPCA as the authorized licence agent, and

Whereas the current by-law needs to be amended and reflective of modern times and encompass other animal species;

Now therefore be it resolved,

That: The Municipal Council of the Town of Fort Erie directs staff to modernize and update the Animal Control By-law to be reflective of all animal types both domestic and wild to ensure safe animal harbour, handling and protection, and further

That: Council directs staff to integrate the Animal Rights and Protection By-law once developed, into the Animal Control By-

law to be more reflective of modern day realities.

Resolution No. 8A

Moved by: Councillor Butler

Seconded by: Councillor McDermott

That: The Motion be postponed to October 19, 2020 to permit staff to provide a report to Council with respect to potential costs. **(Carried)**

(iii)

New Animal Control Contract

Resolution No. 9

Moved by: Councillor Butler

Seconded by: Councillor McDermott

Whereas The Corporation of The Town of Fort Erie entered into a contract with the Fort Erie SPCA on May 24, 2019, commencing June 1, 2019, and

Whereas that contract is set to end on May 31, 2022, and

Whereas the current contract with the SPCA fails to enforce the Municipality's right to audit physical premises, impound intake information, health & safety, procedural policies, Veterinary visits, care of animals and disposal of animals, and

Whereas the current contract also does not allow for the Town of Fort Erie to conduct investigations into complaints or allegations towards a contracted entity, and

Whereas the SPCA has not provided detailed information regarding the qualifications, training and certification of staff tasked with euthanizing animals; animal control complaints and outcomes; animal intake including care, control, veterinary care and outcomes; nor distinguishing between humane society activities and animal control activities, and

Whereas the current contract does not include a system in which the Town can accurately measure deliverables, and

Whereas the current contract was single sourced rather than posted for bids, and

Whereas animal control costs may not currently be reflective of

the real costs associated with the work performed, and

Whereas the Town now has an opportunity to revamp its animal control services agreement to modernize and implement measures that would be reflective of animal rights and protection measures;

Now therefore be it resolved,

That: The Municipal Council of the Town of Fort Erie directs staff to examine the current Animal Control Services Agreement in preparation of the 2022 open bid date so that changes can be made to include Animal rights and protection, revamped Animal Control By-law, and reflective of better deliverables; and rewritten to offer more control for inspection and rights to the Town of Fort Erie to ensure that professional, ethical, moral care and control of animals are followed, and further

That: Council directs staff to conduct a financial analysis and comparison to ensure that the amount provided in the contract is reflective of the financial burden/expenses to carry out the duties on an annual basis, and further

That: Council directs staff to examine the SPCA's policy and procedures with respect to Animal Control Services, qualifications of those tasked with the services, compliance of safe handling, care and control of animals brought in; and further

That: The contract be placed on an open bid system in 2022 rather than single sourced for competitive advantages and opportunities.

Councillor Lubberts requested a friendly amendment to remove "examine the SPCA's policy" and replace it with "request policies", in the first line of the third substantive clause, which was accepted by Councillors Butler and McDermott.

Following the approval of the friendly amendment, Resolution No. 9 was voted on as amended, as follows:

Whereas The Corporation of The Town of Fort Erie entered into a contract with the Fort Erie SPCA on May 24, 2019, commencing June 1, 2019, and

Whereas that contract is set to end on May 31, 2022, and

Whereas the current contract with the SPCA fails to enforce the Municipality's right to audit physical premises, impound intake information, health & safety, procedural policies, Veterinary visits, care of animals and disposal of animals, and

Whereas the current contract also does not allow for the Town of Fort Erie to conduct investigations into complaints or allegations towards a contracted entity, and

Whereas the SPCA has not provided detailed information regarding the qualifications, training and certification of staff tasked with euthanizing animals; animal control complaints and outcomes; animal intake including care, control, veterinary care and outcomes; nor distinguishing between humane society activities and animal control activities, and

Whereas the current contract does not include a system in which the Town can accurately measure deliverables, and

Whereas the current contract was single sourced rather than posted for bids, and

Whereas animal control costs may not currently be reflective of the real costs associated with the work performed, and

Whereas the Town now has an opportunity to revamp its animal control services agreement to modernize and implement measures that would be reflective of animal rights and protection measures;

Now therefore be it resolved,

That: The Municipal Council of the Town of Fort Erie directs staff to examine the current Animal Control Services Agreement in preparation of the 2022 open bid date so that changes can be made to include Animal rights and protection, revamped Animal Control By-law, and reflective of better deliverables; and rewritten to offer more control for inspection and rights to the Town of Fort Erie to ensure that professional, ethical, moral care and control of animals are followed, and further

That: Council directs staff to conduct a financial analysis and comparison to ensure that the amount provided in the contract is reflective of the financial burden/expenses to carry out the duties on an annual basis, and further

That: Council directs staff to request policies and procedures with respect to Animal Control Services, qualifications of those tasked with the services, compliance of safe handling, care and control of animals brought in; and further

That: The contract be placed on an open bid system in 2022 rather than single sourced for competitive advantages and opportunities. **(Carried)**

Resolution No. 9A
Moved by: Councillor McDermott
Seconded by: Councillor Dubanow

That: The hour of adjournment be extended beyond 10:00 p.m. **(Carried)**

14. Notice of Motion

(a) Councillor Butler

Councillor Butler gave notice of a motion to request the Chief Administrative Officer to request the SPCA's policies and procedures with respect to animal services.

(Returnable September 21, 2020)

(b) Councillor Noyes

Councillor Noyes gave notice of a motion regarding a need to update and review the Town of Fort Erie's Gaming Policy, review the Gaming Corporation's relationship, and review their policies and by-laws.

(Returnable September 21, 2020)

15. Consideration of By-laws

Resolution No. 10
Moved by: Councillor Noyes
Seconded by: Councillor Zanko

That: The by-law package containing:
77-2020 To Exempt Certain Lots in Plan 59M-452 from Part Lot Control - Block 4, 228 and 232 Alderson Court - Park Lane Home Builders Limited (J. Hill)
78-2020 To Authorize Entry into an Extension and Amending Agreement with Tokmakjian Inc. for the Provision of Conventional

Public Transit Service

79-2020 To Rename a Traveled Portion of Klauck Street to Klauck Street North

80-2020 To Rename an Untraveled Road from Clarkson Crescent to Beachwalk Crescent and to Rename an Untraveled Road from Clarkson Court to Loganberry Court

81-2020 To Assume Primary Services in the Village Creek Subdivision – Phase 2, Stage 2, Plan 59M-390 (800547 Ontario Limited – Debra Hill)

82-2020 To Assume Secondary Services in the Village Creek Subdivision – Phase 2, Stage 2, Plan 59M-390 (800547 Ontario Limited – Debra Hill)

83-2020 To Assume Primary Services in the Village Creek Subdivision – Phase 3, Stage 1, Plan 59M-438 (800547 Ontario Limited – Debra Hill)

84-2020 To Accept and Declare Lands as Public Highway on the West Side of Concession Road (0 Concession Road – 2685235 Ontario Limited (Frank Renda))

85-2020 To Appoint Mark Schmitt as Deputy Fire Chief for the Town of Fort Erie and to Repeal By-law No. 80-2017

86-2020 To Assume Primary Services in the Ridgeway By The Lake Subdivision – Phase 3, Stage 1 (Plan 59M-418) (1923286 Ontario Inc. – Alfred Beam)

87-2020 To Assume Primary Services in the Ridgeway By The Lake Subdivision – Phase 3, Stage 2 (Plan 59M-418) (1923286 Ontario Inc. – Alfred Beam)

88-2020 To Assume Secondary Services in the Ridgeway By The Lake Subdivision – Phase 3, Stage 1, Plan 59M-418 (1923286 Ontario Inc. – Alfred Beam)

89-2020 To Assume Secondary Services in the Ridgeway By The Lake Subdivision – Phase 3, Stage 2, Plan 59M-418 (1923286 Ontario Inc. – Alfred Beam)

90-2020 To Deem a Certain Registered Plan of Subdivision Not to be a Registered Plan of Subdivision - Tanya Marie Cullen - 3761 Disher Street

is given first and second reading.

(Carried)

Resolution No. 11

Moved by: Councillor Dubanow

Seconded by: Councillor Noyes

That: By-laws:

77-2020
78-2020
79-2020
80-2020
81-2020
82-2020
83-2020
84-2020
85-2020
86-2020
87-2020
88-2020
89-2020
90-2020

are given third and final reading to be signed by the Mayor and Clerk under the corporate seal. **(Carried)**

Resolution No. 12

Moved by: Councillor Zanko

Seconded by: Councillor Dubanow

That: By-law No. 91-2020: To Confirm the Actions of Council at its Council-in-Committee Meeting Held on August 10, 2020 and Council Meeting Held on August 24, 2020 is given first and second reading. **(Carried)**

Resolution No. 13

Moved by: Councillor Lubberts

Seconded by: Councillor McDermott

That: By-law No. 91-2020 is given third and final reading to be signed by the Mayor and Clerk under the corporate seal. **(Carried)**

16. Scheduling of Meetings

- Corporate & Community Services Subcommittee Meeting, Wednesday, August 26, 2020 at 4:00 p.m., Via Teleconference

17. Adjournment

Resolution No. 14

Moved by: Councillor Dubanow

Seconded by: Councillor McDermott

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That: Council adjourns at 10:31 p.m. to reconvene into a Regular Meeting of Council on September 21, 2020. **(Carried)**

Mayor

Clerk



The Municipal Corporation of the
Town of Fort Erie

Special Council-in-Committee Meeting Minutes

Monday, August 31, 2020

Council Chambers via Video Teleconference

Due to the COVID-19 Pandemic and the Closure of Town Hall

All electronic meetings can be viewed at:

Town's Website:

<https://www.forterrie.ca/pages/CouncilAgendasandMinutes>

Town's YouTube Channel: www.youtube.com/townofforterie

or click on the YouTube icon on the home page of the Town's website (www.forterrie.ca) or Cogeco TV

1. Call to Order

The meeting was called to order by Mayor Redekop at 6:00 p.m.

Mayor Redekop acknowledged the land on which we gather is the traditional territory of the Haudenosaunee, Mississaugas of the New Credit and Anishinaabe people, many of whom continue to reside in this area.

2. Roll Call

Present (In Council Chambers): His Worship Mayor Redekop

Present (Via Zoom Teleconference): Councillors Butler, Dubanow, Lubberts, McDermott, and Noyes

Absent: Councillor Zanko

Staff (Via Zoom Teleconference): A. Butler, K. Dolch, C. Schofield, A. Dilwaria and D. Vander Veen

This meeting was held in compliance with the electronic participation provisions of the Council Rules of Procedure By-law No. 36-2016, as amended.

3. Announcements/Addenda

There were no Addenda.

Mayor Redekop made the following announcement:

- Last week he had mentioned that Julia Notebomer was going to be attempting a swim across Lake Erie. She completed the swim yesterday, which was her 14th birthday. She is now the youngest person to have swam across Lake Erie. She swam from Sturgeon Point, New York, to Bay Beach, a distance of 20 kilometers, and she did it to raise funds for Make-A-Wish Southwestern, Ontario, and she was supported by Waves for Wishes. Her family was in attendance. There was great cooperation on the Town side from staff and he thanked Al Stouffer for helping put together some loose ends for the Notebomer family, and he also thanked the Fort Erie Fire Department which was also present. It was a fantastic event and a beautiful day. Julia was delayed a couple of hours at the beginning because the winds were around 16 - 17 kilometers per hour, and the waves were a little high. They began to subside and she got in the water about 10:30 a.m. and arrived at Bay Beach around 5:40 p.m. It was a pretty impressive swim and he has asked her if, when we get back to more normal times, if she would grace us with her presence with her family in our Council Chambers, so that we can formally recognize her accomplishment.

4. Declarations of Pecuniary Interest

None.

5. Public Meetings

- (a) Draft Plan of Subdivision and Combined Official Plan and Zoning By-law Amendment (Second Public Meeting)

Re: Royal Ridge Phase 2 - 613 Ridge Road North - Owner - Royal Oak Property Developments Ltd. (Brent King). The applicant is proposing to subdivide 1.35 hectares into a lot for a single detached dwelling, 3 lots for 3 semi-detached dwellings (6 units), a block for a 4 storey 40 unit apartment building, a block for environmental protection and a block for a park. The applicant is requesting zoning and Official Plan Amendments to rezone the lands to Residential 2 (2A) Zone, to permit a single detached dwelling, Residential 3 (R3) Zone, to permit 3 semi-detached dwellings (6 units), Open Space (OS) Zone, to permit the park, Environmental Protection (EP) to protect the natural

heritage features and lastly site-specific Residential Multiple 2 (RM2) Zone to permit a 4 story, 40 unit apartment building.

Mayor Redekop announced that this portion of the meeting would be devoted to the holding of a Public Meeting to consider an Application for Draft Plan of Subdivision and Combined Official Plan and a Zoning By-law Amendment by Owner - Royal Oak Property Developments Ltd. (Brent King).

Mayor Redekop also provided information on electronic participation for members of the public who wished to provide input relative to the Application.

Ms. Dilwaria, Senior Development Planner delivered a PowerPoint Presentation which is available for viewing on the Town's website.

Ms. Dilwaria summarized the purpose of the Application, and public comments received.

Mayor Redekop requested staff to bring the Applicant and/or Agent in to participate in the meeting.

Brent King, Owner, and Robert Lavecchia, and Mark Flowers, KLM Planning Partners Inc., were admitted into the meeting.

Mr. Lavecchia thanked staff for the presentation on the report, which they have read, and they have received the comments. He advised that they continue to work with staff on resolving some of the remaining issues, and they're happy to hear from the public and from Council, and to answer as many questions as they can.

Mayor Redekop enquired whether the Clerk had received any correspondence to read into the Minutes. The Clerk advised that she had received correspondence subsequent to the staff Report being posted, from Darlene Burger (Petition signed by 14 individuals), Cathy Herbert, Jim McNair, and Brian Docherty, which were read into the Minutes. The written presentations are appended to these Minutes.

Mayor Redekop enquired whether there were any members of the public in the waiting room who wish to speak in favour of the Application.

No members of the public came forward.

Mayor Redekop enquired whether there were any members of the public in the waiting room who wish to speak in opposition of the Application or ask questions.

(a) John Warkentin, 3713 Nigh Road

Mr. Warkentin advised had questions to ask, and that a predominant breeze comes from the direction of the subject property to their property to the north. He asked, with the 2 Phases that are going to be done, how much dust will there be, and how many years are they going to have to be dealing with dust coming over their house?

Mr. King advised it would be their intention to make that as rapid as possible.

Mr. Warkentin stated that he believed Mr. King had purchased a property on Nigh Road on the north-west corner of Phase 1. His understanding is that this is to run the sewer line up to the Nigh Road sewage. At a previous Council meeting on Phase 1 it was stated that they've already had problems with their sewer with overflow, and they have to pump from the station quite often. He asked if there is going to be any chance that this is going to be an access road to Phase 1 and ultimately possibly Phase 2?

Mr. King advised that it's not about the size. The south portion of the Nigh Road site does not abut directly into the subdivision.

Mr. Warkentin responded that from what he understood, Mr. King also purchased the corner woodlot there too, and asked if that would make it large enough for an access road?

Mayor Redekop advised Mr. Warkentin that to some extent that is beside the point because the property being dealt with is Phase 2. There have already been Public Meetings with respect to Phase 1, and his question is really not pertinent to this evening's presentation or Public Meeting other than there is an issue with respect to access. Mayor Redekop also confirmed with Mr. King that the property referred to is not owned by him or his corporation.

(b) Peter & Jennifer Faren – 575 Ridge Road North

Ms. Faren advised that she and her husband are speaking against the proposed development. She stated that, they have 3 points. Based on the presentation tonight, the Neighborhood Plan indicates an intensification of 25 to 75 units per hectare, and the proposal is 121.5 units per hectare, which indicates intensification, which is 80% over the Neighborhood Plan. They find that to be very incompatible on that basis, as 1 reason.

Ms. Faren continued that the other thing that was noted in the presentation was that the developer, in response to some community concerns at the first meeting, decreased the height of the building from 7 stories to 4, but was indicating that the same number of units would still be present, so the height might be lower, but the intensification remains the same. She advised that she understand it is 4 stories with 10 units, which will be 40 properties.

Ms. Faren advised that the 3rd concern is with regard to the fact that they don't believe that the proposal aligns with the community character and they find it incompatible. There are only 2 properties in the neighbourhood that are multi-story non-single-family residential in the area, being at the corners of Hazel Street and Bellevue Avenue, to the southwest of the subject property. One is a 2 storey building at 3769 Hazel Street, which she believes to be about 4 units per floor, for a total of 8 units. The other is at 510 Bellevue Avenue, which is a 3 storey building, which she believes to be about 4 units per floor, for a total of 12 units. The compatible neighborhood, multi-unit properties have under 20 units. This appears to more than double the number of units.

Ms. Faren stated that for a variety of reasons, the intensification concerns do not seem to align with the balance of the neighborhood or the Secondary Plan. They support the letter that was received from the Docherty family. They are their adjacent neighbour and abut the property with the concerns mentioned. She continued that along with the McNair family, they have a grave concern about the access road that is at the ravine. Anyone who's used to traversing Ridge Road sees that gully there, and if that is to be the main access, it not only would take away the ravine, but there's a property that's on the south side of

the ravine that is at a significantly lower elevation than the McNair property. She would be concerned if she was that property owner.

(c) Arden Kozak, 225 Burleigh Road

Ms. Kozak advised that she wanted to express her support of the people who were opposing this development, and she agrees with everything that they're saying and that it is an intensification that she would rather not see. It is a historic area, they live here because it's quiet, and there is a lot of beauty. In closing, she stated that an intensification is in opposition to that.

(d) Jim McNair, 633 Ridge Road

Mr. McNair advised that he joined the meeting because he was sitting with neighbours who live in the house on the other side of the gully from him. They agree with all of the other people that they prefer the neighborhood to remain as much as it is now, as it can. He wanted to speak for his friends Gary and Darlene because their property is the one that will be most adversely affected by the access. One comment that he would like to make is that if someone from the Planning Department has not visited this site to see what the access would look like, there's more than 1 lot there, and it's wider. The whole access would be wider than the ravine is. The 2 lots make up more width than the ravine lot does. The main thing is that he thinks that a dead end for that many units is not a good idea, whether it's for emergency vehicles or snow removal in the winter time, or for many, many other reasons. With the volume of traffic, there is only 1 egress.

Mayor Redekop declared the Public Meeting closed.

(b) Zoning By-law Amendment

Re: 0 Burleigh Road North - Owner - Roman Catholic Episcopal Corporation St. Catharines - Agent - Alexis Banfai. The applicant is proposing to rezone to a site-specific Residential 1 (R1) Zone to permit development of a single detached dwelling on an existing undersized lot of record in the Ridgeway-Thunder Bay neighbourhood. The rezoning will permit development of a single detached dwelling with site-specific provisions for reduced lot frontage, reduced lot area, increased maximum lot coverage for a dwelling, a reduced interior site yard setback for a 2 storey

dwelling on an infill lot and increased projection of a covered porch into an exterior side yard.

Mayor Redekop announced that this portion of the meeting would be devoted to the holding of a Public Meeting to consider an Application for property rezoning by the Owner - Roman Catholic Episcopal Corporation St. Catharines and Agent - Alexis Banfai.

Mayor Redekop also provided information on electronic participation for members of the public who wished to provide input relative to the Application.

Mr. Vander Veen, Planning Technician delivered a PowerPoint Presentation which is available for viewing on the Town's website.

Mr. Vander Veen summarized the purpose of the Application, and public comments received.

Mayor Redekop requested staff to bring the Applicant or Agent in to participate in the meeting.

Ms. Alexis Banfai, Applicant/Agent, was admitted into the meeting. She advised that she is looking to purchase and build on this property. She stated she wanted to reiterate that she is not a developer. She has full intentions on living in the dwelling on this property and in keeping with the community that's already there, to keep it mature and quiet. Her family has very deep roots in the Crystal Beach area, and she hopes to continue to grow those roots with building her own family there. She is a first time home buyer. It's a hot market and it's very difficult to get in. Ms. Banfai advised that this is probably her best and only chance to get in, starting off with such a small property, but she's more than fine with living in a small dwelling for a few years until she builds her family there.

Mayor Redekop enquired whether the Clerk had received any correspondence to read into the Minutes. The Clerk advised that she had received correspondence subsequent to the staff Report being posted, from Sian Jarvis, Brian Yanik, Joe Fiume, and Jennifer Gabor, which were read into the Minutes. The written presentations are appended to these Minutes.

Mayor Redekop enquired whether there were any members of the public in the waiting room who wish to speak in favour of the Application.

(a) Julius Banfai, 72 Kenmore, St. David's

Mr. Banfai shared his screen to show a photo of the lot, as he stated he wished to allay any issues concerning the sight triangle at the intersection that is of concern. He showed where a car would be in the driveway, and stated that he does not see any obstruction of the intersection, if there was a car in the driveway. The applicant already advised that if she needs to put the house further back, that's not an issue. He advised he fully supports this Applicant. The increase in tax revenue would certainly be more than what the lot is generating right now. It was zoned as a residential lot, it's been that way for many years. The neighbors were offered this property a long time ago and it was for sale for a long time. He stated that he thinks that if they wanted to keep it the way they wanted it, they would have stepped forward and would have purchased it when they had the opportunity, but they chose not to.

In closing, he stated that someone is stepping in to hopefully start a new life here in this beautiful Town. The house is not going to be as big as you see there. It will be a small house fitting in the neighbourhood and it's going to bring the whole area's value up, not diminish it, like some people might be afraid. Also, he reiterated that there are many, many houses of a small nature in that area of Thunder Bay, so this house would not stand out as an eyesore, and it would fit in

(b) Osama Abo Nassar, OAN Architects & Engineering Inc.,

Mr. Nassar advised that he is an architect from Wellend, with OAN Architects & Engineering Inc. and he was hired by Ms. Banfai to design a suitable house for this property. They worked closely with the Planning Department to propose something suitable. The house is 1 ½ stories, not 2 stories. They reduced the height of the building to make it more suitable for the neighborhood. He does not believe there is any control on the houses in the neighborhood in the future if they want to redevelop or to be rebuilt with bigger because they meet all the by-laws

to go bigger in the future. Councillor Lubberts suggested to pull the house back a little bit to the backyard, which he thinks is an excellent suggestion. The house currently is around 1,700 square feet divided in 2 storeys. The ground floor has the garage and kitchen living space, and in the second floor, there are 2 bedrooms and a tiny little reading area, which is because it cannot fit 3. The second floor is narrower than the ground floor because it's not a full story. It is a half story, so practically, they could only fit 2 bedrooms.

Mr. Nassar referred to the concerns about the triangle for the blind spot. He shared his screen to show a yellow line to show the distance, which has almost 11 metres from each side. They propose only to the width of the property, so practically within that 11 meters, there are no obstacles.

Mayor Redekop enquired whether there were any members of the public in the waiting room who wish to speak in opposition of the Application.

(a) Sean O'Brien, 216 Burleigh Road North

Mr. O'Brien advised that he is the owner of Lots 11, 12, 13, and 14 directly to the south, and he is opposed.

Mr. O'Brien stated that he is a lifetime resident of Fort Erie, and never thought he would be forced into the position of asking the Town to protect the friendly, quaint sense of community that Ridgeway offers. He wanted to be clear, he is not against development. On the other hand, he is only in support of responsible, safe development that has the best interests of the community and their families in mind. This particular proposed over-development is dangerous to their children and families. It would be irresponsible and not in the neighborhood's best interests.

Mr. O'Brien advised that he realized that a single grossly undersized lot in Ridgeway isn't as glamorous as a condo development on the beach, however, it's equally important that we make the safety of our families a priority and preserve the identity that we have meticulously cultivated in Ridgeway. He is in opposition to any development whatsoever on the property designated as 0

Burleigh Road North. The property in question is zoned as residential R1. R1 Zoning requires a minimum of 20 meters lot frontage. The subject property has approximately half of the required frontage at just 10.5 meters. Additionally, the property has slightly more than 400 square meters of area. It would require a nearly 50% increase in area to meet the bare minimum of 600 square meters for the neighborhood R1 Zoning. Furthermore, the property's west boundary is approximately 1.5 meters below Burleigh Road North, road level, and cannot be developed without a substantial raise in elevation significantly affecting drainage. Neighbouring properties will be negatively impacted causing dangerous, costly, and unsafe flooding to homeowners. In addition, vehicular travel and its current lack of infrastructure, most importantly sidewalks and lighting, is already dangerous to the families in the neighbourhood. The over-development being requested will only add to the already dangerous situation. He referred to page 56 bullet 0.3 of the Town of Fort Erie's Official Plan that states residential intensification, infill development and redevelopment shall be encouraged in areas that have sufficient existing infrastructure. A lack of infrastructure and lack of safe-foot travel for families in the Thunder Bay neighbourhood, in particular Burleigh Road North, clearly indicates a lack of this requirement for intensification.

Mr. O'Brien advised that the request for rezoning comes from an individual who has not purchased the property. He has concerns about their lack of effort by the proposed developer and their proponent to genuinely listen to the neighbouring homeowners and their concerns. No effort was made to contact any of the neighbouring property owners prior to the submission. After submissions from multiple neighbours about dangerous lack of infrastructure, namely sidewalks, the developer was described as a wonderful person who will be seen outside shoveling our sidewalks for us.

Mr. O'Brien stated that it is clear to him that the proponents simply weren't interested in listening, and this seems to be a reflection of their lack of concern for the neighbourhood families. He doesn't see it changing in the future.

Mr. O'Brien stated he will address the proposal they have in writing. The square footage is 1,802 square feet. Much of the information shared from the proposed developer previously has been misleading at best. For example, sometimes the proposed build is 2 stories, sometimes less; the square footage is sometimes more than 1,700 square feet, sometimes it's 1,200 square feet. The cost of purchasing a building lot 30 meters away has been exaggerated from the asking price of \$189,000 to a misleading cost of \$250,000 to justify this overbuild.

Mr. O'Brien continued that importantly, Council is going to hear again and again how the proposed developer, Ms. Banfai, cannot afford the current housing market or how this home is all she can afford and her attempt to enter the housing market. He advised he can appreciate the difficulty of purchasing a first home, however, he wished to point out that a home that has approximately 60% more square footage than the average surrounding homes requires multiple concessions because it's far too large for the undersized property. It has been described as her father has quoted, the most beautiful home in a 10-block radius and will cost significantly more than the average home in Fort Erie, which does not seem to align with someone struggling to enter the housing market.

He advised there are currently, as of August 31st, 2020, 93 residential listings in Town that are more affordable than the proposed build, and if you take into account how far Ms. Banfai is willing to move from Niagara-on-the-Lake, this jumps exponentially in the hundreds likely thousands of options.

Mayor Redekop advised that it is not appropriate to be questioning the motives of the Applicant.

Mr. O'Brien stated that the proposed build style is not conforming to the neighbourhood and will become an instant eyesore. Although the front yard setback is within the parameters of zoning, it is approximately half that of the neighboring home and will negatively affect the neighbourhood's aesthetic appeal. The proposed driveway is extremely dangerous and does not conform to the minimum setback of 7.5 meters. Other homes on corner lots on Burleigh Road have built their driveways off the side streets. Taking into account the minimum front

yard side back, a second car parked in the driveway would be almost entirely on Town property causing a deadly obstruction for children's standing at the bus stop, vehicles stopped at the stop sign on Jewell Avenue, or families forced to walk on the road just due to lack of infrastructure in the surrounding area. The request for a reduced interior lot setback is problematic. It infringes on the privacy of the property to the south, allows for further requirements of lot coverage to be ignored, and limits the possibility to adequately drain the already low-lying property. Additionally, it imposes unnecessary costs neighbouring property owners through fencing or landscaping.

Mr. O'Brien added that the Fire Department had asked a question about the garage on 216 Burleigh Road North. One thing being considered right now is to move the garage to the northwest corner of the property in order to block the proposed development from the owner's view next door, so he doesn't know if the Fire Department would be interested in that. The request to cover more than allowable area adds to the problem of the undersized lot. It's not conforming to the neighbourhood and would result in over-development of an area lacking significantly in infrastructure. The request to allow further encroachment on the north side of the property is just simply another example of the proposed developer trying to fit 12 pounds of sugar into a five-pound bag.

In closing, the Town of Fort Erie has done a masterful job of balancing home densities within the community. Based on these rules, they choose where they would like to live and raise their families within the Town. Intensification is not always the answer; especially when it results in over-development of an area lacking in safe, meaningful infrastructure for their children and neighbours. The density being proposed is already available within the Town, just a few hundred metres away in Crystal Beach. With a current 17 year supply of building lots available in Fort Erie, now is not the time for the over-development of Ridgeway. He extended an invitation to all members of Council to meet him at the property in order to gain a true sense of what is being requested.

(b) Sian Jarvis, 61 Burleigh Road North

Mr. Jarvis advised he would like to make a comment on the house being 1,800 square feet with a 3 car garage, but there was no indication on how big the lot was. He advised it is significant, as the gentleman is saying something about small houses in Ridgeway and there are bigger houses in Ridgeway, but they're on alot bigger lots.

Mr. Jarvis stated that he thinks this meeting became very misleading because the information packages that the residents got were the ones they were commenting on. Now the Public Meeting is occurring and they are being told that what is in the information package isn't actually what it is. He would like to see the new plans before anything moves on with this proposal. He would also like to make another comment on the fact that Ms. Banfai has not purchased the property yet, so if she wants to build a house, why doesn't she just pick a bigger property elsewhere in the area in order to put a bigger house on, because this isn't a small house at 1,743 square feet.

Mayor Redekop advised that the question doesn't go to the issue, which is whether or not Council should permit the amendments that are being requested on this parcel.

Mr. Jarvis stated that now they are saying that this isn't the house that's going to be built on this parcel. It's not just the issue of the corner triangle, it's the size of the house that is being proposed compared to the size of the lot, and that's part of the issue with the residents, that the house is going to be huge in comparison to a 400 square metre lot. Also, Mr. Banfai said that there are other small houses in the Thunder Bay area that are on small lots, but most of the small houses on small lots in the Thunder Bay area are bungalows, which means they're small. They're 1 floor and maybe 800 square feet. This is going to be a 2 storey house that's going to be possibly 1,200 or 1,700 square feet. He is opposed to it, and advised that he didn't move here that long ago and tried really hard to make himself and his fellow neighbours aware of what's going on in the area.

(c) Ron Honey, 225 Burleigh Road

Mr. Honey advised that he is strongly opposed to the zoning amendments, and that his main reason is that it would create a precedent for smaller lots to be sold and built on creating over-development in a Town as lovely as Ridgeway, where they actually had beautiful lawns, trees, gardens, and a little bit of space. He continued that he is not ready to live on top of another person like in Crystal Beach, where the houses are an arms-length away. He doesn't want to see that happen in Ridgeway.

Mr. Honey advised that he sent Mr. Vander Veen names on a local petition that were opposed to the amendments. He only had time to talk to 44 people at the moment, but of that 44, 2 were in care. The other 42 were strongly against the amendments, which is a big percentage against and if more names are required, he will get them. He stated that looking at the lot size from an overhead view, compared to existing normal lot sizes, it doesn't look right. He questioned why has this Applicant not posted a sign on the property letting others in the neighbourhood know what's going on? Was it not supposed to have been done 14 days prior to the meeting? Mayor Redekop and the Clerk clarified that there is no requirement for zoning Applications, but there is for a severance or minor variance. Mayor Redekop also clarified the difference between minor variances and zoning by-law amendments.

Mr. Honey advised that at the Open House the building was 1,200 square feet, not 1,700 square feet, so it would be nice to get that all straightened out. Also, he doesn't like houses north of Thunder Bay Road being compared to those south of Thunder Bay Road. In closing, he advised that he loves where he lives and it took him a long time to find this place. He hates to see all these small changes that are happening spoil this Town and it's uniqueness.

(d) Arden Kozak, 225 Burleigh Road

The Clerk read Ms. Kozak's written comments into the Minutes, at Ms. Kozak's request. The written presentation is appended to these Minutes.

Ms. Kozak stated that she is opposed to all of the zoning amendments, and if Council insists on letting this go through, perhaps they could think about Jewell Avenue being the entrance for the driveway. Her house is 1,100 square feet and her property is probably 3 times the frontage. In closing, she advised that she finds it extremely depressing that this is even being considered.

Mayor Redekop declared the Public Meeting adjourned to a future date.

Council recessed at 8:41 p.m. for 5 minutes.

6. Planning and Development Services

Chaired by Councillor Dubanow.

6.1 Presentations and Delegations

None.

6.2 Reports

PDS-36-2020 Proposed Draft Plan of Subdivision and Amendment to Town of Fort Erie Official Plan and Zoning By-law No. 129-90 - Royal Ridge Phase 2 - 613 Ridge Road North - Royal Oak Property Developments c/o Brent King (Owner) - KLM Planning Partners Inc. (Agent)

Recommendation No. 1

Moved by: Councillor McDermott

That: Council receives for information purposes Administrative Report No. PDS-36-2020 regarding a proposed Draft Plan of Subdivision and amendment to the Town of Fort Erie Official Plan and Comprehensive Zoning By-law No. 129-90 for the lands known as 613 Ridge Road North. **(Carried)**

PDS-37-2020 Proposed Zoning By-law Amendment - 0
Burleigh Road North - Roman Catholic
Episcopal Corporation St. Catharines (Owner)
Alexis Banfai (Agent)

Recommendation No. 2
Moved by: Mayor Redekop

That: Council receives for information purposes Report No. PDS-37-2020 regarding a proposed Zoning By-law Amendment for 0 Burleigh Road North.

Recommendation No. 3
Moved by: Mayor Redekop

That: Report No. PDS-37-2020 be postponed to the October 5th, 2020 Council-in-Committee meeting to get a clear understanding of what the Applicant is proposing. **(WITHDRAWN)**

Councillor Lubberts made a Point of Order that he believes Council should defer the Report until Council receives exactly what the request is. The Chair ruled against the Point of Order.

Recommendation No. 4
Moved by: Mayor Redekop

That: The hour of adjournment be extended to 10:15 p.m. **(Carried)**

Mayor Redekop called a Point of Order that Councillor Lubberts was incorrect in stating that Council was allowing less setbacks on both sides, as Council is considering an information Report and not allowing anything. The Chair ruled in favour of the Point of Order.

That: Council receives for information purposes Report No. PDS-37-2020 regarding a proposed Zoning By-law Amendment for 0 Burleigh Road North. **(Carried)**

7. Adjournment

Recommendation No. 4
Moved by: Councillor Butler

That: Council-in-Committee adjourns at 10:05 p.m. **(Carried)**

Mayor

Clerk

Re: Zoning changes and development at 613 Ridge Rd., Ridgeway.

Jim McNair

I live at 633 Ridge Rd. My property is adjacent to (north side) the proposed access road to this development. I have a number of concerns about Mr. King's proposal.

1. The proposed access road requires major changes to the drainage patterns of the surrounding land since this ravine will be filled.
2. The proposed development at 613 will double the volume of traffic on this access when Mr. King completes both of his adjacent projects.
3. Changing the zoning to allow this apartment building puts almost 100 housing units on this proposed dead end street.

Since Mr. King made his first proposal several years ago he has added the second property at 613 to his holdings. I would suggest that this gives the town and Mr. King the opportunity to revisit the location of the entrance to his development. I am not an engineer but as a lay person looking at the lay of the land in this area I wonder why an entrance at 613 Ridge would not be less disruptive and less expensive. AS stated above the proposed entrance roadway requires the filling of a ravine which is the natural drainage course for the surrounding land including the old high school property across the street. This development will also have a long range effect on the traffic flow in this area. Mr. King now has the land to create a level entrance onto Ridge Road and perhaps even create a crescent rather than a dead end street. I am wondering if this should be considered before approving a zoning change.



1Indicates drop from Ridge Road into ravine.



About 8 foot drop from street to bottom of ravine..



2Almost level access to street at 613 Ridge.



To Whom it may concern

I am sending this email to strongly protest the development proposed at 613 Ridge Road North. This, in my opinion, does not conform to the lands that have been established in the area many years ago. Ridgeway is promoted as "*Historic Ridgeway*", but building a four story apartment complex is inappropriate, and should not be built in this area. The character of Historic Ridgeway should be kept. The rezoning to make this happen is not justified, and is incompatible with the surrounding properties. With more growth are the sewage system and water supply able to handle this increase. Our new schools are already at capacity, even over capacity, so will they be able to handle the influx of students from another development. Is our volunteer fire department trained to fight fires in a four story building. These are all important points that need to be investigated.

We are losing our natural habitats and that is shameful and detrimental to our generation and future generations. There is already a lack of green space in the area, mainly as a result of indiscriminate building in the past.

I have lived in this area all my life proudly enjoying the surroundings. My address at 492 Ridge Road North has been my home for 38 years.

Please consider this summation very seriously.

Sincerely,

Cathy Herbert

Darlene Burger

Petition

Regarding: Notice of Complete Application & Public Meeting- Royal Ridge Phase 2-Draft Plan of Subdivision and Combined Official Plan and Zoning By-Law Amendment 613 Ridge Road North

Owner: Royal Oak Property Developments Ltd. (Brent King)

We respectfully ask for no amendment to the Official Plan and Zoning By-Law No. 129-90 and that no approval be given for a 4-storey apartment building.

The current R1 zoning allows for single detached dwelling, home occupations and accessory apartment dwelling.

Ridgeway is being promoted as "Historic Ridgeway" which is true to Ridgeway as it now stands.

The growth that is occurring and being proposed is not in keeping with the historic heritage and does not fit into the neighbourhood.

The proposed changes are not only asking for a zoning amendment they are also asking for reductions to the minimum lot area per dwelling, minimum side yard and minimum landscaped area.

Also noted in the proposed change in paragraph 3 "to protect the existing natural heritage feature on-site (which is what) and open space, in part to allow the construction of a future park". No park is featured on the map and where are the plans and time frames for this park.

Other major concerns are:

Has a traffic study been completed?

How will this affect our water supply, sewer system, drainage.

Our fire department is volunteer, do they have the capacity for a four-storey fire?

The Town of Fort Erie does not have a hospital.

Loss of green space.

Additional noise.

Schools at capacity.

14 Signatures redacted.

NEE RICHARDSON Amy Boston
 [Redacted]
 [Redacted]
 [Redacted]
 [Redacted]
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 [Redacted]

Hello Carol Schofield:

I am submitting my comments on the proposed amendment to the official plan and zoning by-law No.129-90 since my internet access is temporally down. I trust these comments will be received in a timely by the appropriate individuals involved in this decision. I may send the document via email once my network malfunctions are resolved.

Thank you for time.

Regards

A large black rectangular redaction box covers the signature of Brian Docherty.

Brian Docherty

RECEIVED
AUG 31 2020
CLERK'S OFFICE
TOWN OF FORT ERIE

August 24, 2020

Re: proposal to amend Official Plan and Zoning by-law 129-90.

I realize it is uphill battle to compete with developers with “deep pockets” nevertheless we are submitting this statement to all who are responsible for the approval of the proposed zoning change with regard to the residential development proposed by Royal Oak on the 613 Ridge Road North property (Royal Ridge Phase 2).

This neighbourhood consists on single detached homes and as such zoning designations should remain as is. If there is to be new residential development it should reflect the ambience of the neighbourhood. This four story apartment structure subsequent structures in our view and that of many other residents does not meet that standard. This intensification of structures will just lead to more noise, congestion not to mention a potential increase in property taxes, which are already exorbitant.

In 2015 Royal Oak proposed a project, The 651 Ridge North Plan which we also considered a bad idea, nevertheless it consisted of a series of bungalows and roadways. Royal Oak did conduct an environmental study on that particular property but that study did not include the proposed 613 Ridge North project as they did not own that property at the time. If there is an updated independent environmental report concerning this particular land it does not seem to be publicly available, if not a non biased study should be conducted.

In 2015 during a public meeting, the developer informed us at the time that his original proposal had a smaller footprint but the municipality insisted he expand his proposal to conform to the “urban” designation given to the area. We asked the town representative at that time what “urban “meant and he informed us that it basically refers to sewer access. For the majority of residents living in this region the designation of “urban” seems illogical. We live here due to its rural character. We and many others are concerned that this speculative venture will compromise the very reason why anyone lives here in the first place.

The structure at 613 Ridge Road North should be left as a single dwelling and the accompanying lands should be left as natural greenspace, therefore zoning by-law 129-90 should remain intact. It would be a shame to destroy this natural greenspace in order for some developer to get a good return on investment. From a personal point of view the concept of a paved roads and artificial so called park not to mention the eyesore of a 40 unit apartment building adjoining our property does not sit well. According to the draft plan of this proposed project part of the access road encroaches up to part of our northern property boundary, thus as seen the photo below we trade perfectly healthy trees for a strip of asphalt which, to put it mildly, is a bad trade-off due to its negative aesthetic character.




Northern Boundary between 563 and 613 Ridge Road North (658916E,4750534N +/- 4M UTM Zone17)

There was a public information meeting held on January 22 2019 which concerned this very project. No one at that meeting was enthusiastic in regard to this project and I doubt anyone affected by this proposal has changed their view. We like most residents wish to live in a quiet and environmentally sustainable neighbourhood not some urban jungle.

We trust those responsible for the decision on this project will take these concerns with all seriousness. Maybe it is time to say no to destruction for a change and reflect on what the residents want; after all we have to live with the long term consequences.

On behalf of the Docherty family we thank you for time and interest our concern, it is much appreciated.

Regards


Brian F. Docherty



Development at 0 Burleigh Road North

[REDACTED] to: dvanderveen@forterie.ca 2020-08-28 11:43 AM

Cc: "Marina Butler", "Wayne Redekop"

From: "[REDACTED]" <bigveggiedog@hotmail.com>

To: "dvanderveen@forterie.ca" <dvanderveen@forterie.ca>

Cc: "Marina Butler" <MButler@forterie.ca>, "Wayne Redekop" <WRedekop@forterie.ca>

Dear Mr. Vander Veen,

I am sending this email to indicate my opposition to the proposed zoning by-law amendments for the property at **0 Burleigh Road North** and would like to ensure that my opposition will be noted with any others at the August 31st meeting, which I will be watching online.

Not one of the proposals for this build meet the current zoning requirements for building in the 'Thunder Bay' area of Ridgeway and the lot is greatly undersized at only **2/3** of the size a lot should be for this area. It's a tiny sliver of land on a corner. I also see that the square footage of the second floor is greater than the first floor and would like to know how that is possible. It looks to me like there is living space above what seems to be the garage. Is that permitted? Also, according to the diagrams in the package, the front yard is actually on Jewell Avenue as that's where the main entrance is indicated as being so that's technically a front covered porch not a side porch so is this just a way of working around the zoning requirements because the property isn't basically big enough to put a large house on? There are many other reasons why this should not be considered:

- I've stopped and just looked at the property and it's so narrow I don't know how it's possible to even fit a house on it, which will make this proposed 2-storey house look disproportionately larger in comparison and even more out of place in this neighbourhood.
- Burleigh Road is a very busy road. There are large construction vehicles traveling up and down constantly. People traveling this road are often traveling at a speed greater than what is posted. Many turn on to it from Thunder Bay road and it's like they're all of a sudden on a Nascar track. There are no sidewalks in the area and a lot of people walk with their pets and children and regardless of the driveway setback issue that does not meet requirements, it would not stop the owner from parking vehicles right to the roadway thus possibly blocking the view near or at the intersection because it's such a narrow corner lot.
- This is also concerning as it sets a precedence for even more reduced sized building lots in the Thunder Bay area meaning other developers will now expect the same opportunity. This is already becoming a problem. The lots are getting much smaller and the houses are getting a lot bigger. I'm sure there are some 'grandfathered' undersized lots in the Thunder Bay area but I'm pretty sure they have little cottages/bungalows on them not large 2-storey houses. Most of the lots in the Thunder Bay area are a generous size which is nice as we have a respectful amount of space between ourselves and our neighbours instead of living on top of one another, like I'm seeing in these new subdivisions. I'm sure though, that there are some people who have an extra 34 feet at the side of their house that would love the opportunity to sever off to make money, and this is just encouraging that behaviour.

- Some owners of older houses in the area have complaints about their properties being flooded by newer builds beside them. One resident has actually posted signs on their lawn indicating this. This spring many front yards along Burleigh were flooded. I know of one resident that had dirt trucked in at their own expense (because the town wouldn't help) to try and raise the level of their back yard to attempt to mitigate new flooding problems they were having due to newer builds around them. Making lots smaller and the area the homes are covering larger isn't going to help this problem due to the greater displacement of earth which absorbs water and replacing it with concrete which doesn't, and also grading issues that are being ignored or not properly addressed by the developer after approval which can change the direction of the water flow towards existing neighbours and then it's no longer the towns problem but the homeowners.
- This town is already being over developed and is losing its small-town charm. 99% of the people I have spoken to who live here are NOT happy about this. They, like myself, moved here for some peace and tranquility but are now having to deal with all the problems and noise all this excessive building creates.

I'm aware that building in this area is inevitable but there has to be a balance.... with respect for the environment, wildlife and green space and also, consideration for the people already living here and the town seems to be ignoring that. Ridgeway and the Thunder Bay area have a uniqueness and character that we are going to lose due to all this over-building and we'll soon start looking like every other small city, not a beautiful town.

Regards,
Sian Jarvis



0 Burleigh Road North

Jennifer Gabor to: dvanderveen, [REDACTED] mbutler 2020-08-30 11:05 PM

From: "[REDACTED]"

To: dvanderveen@forterie.ca, [REDACTED] mbutler@forterie.com

I have lived in Ridgeway for over 15 years and I strongly oppose AGAINST 0 Burleigh Road North build. There should NOT be ANY special rules or provisions for developers.

Thanks for taking a stand Sian and making our community aware!!!

Jennifer



0-0 Burliegh Road Request for Zoning Change

~~REDACTED~~ to: mbutler@forterie.ca, dvanderveen@forterie.ca 2020-08-30 05:28 PM

From: "~~REDACTED~~"

To: "mbutler@forterie.ca" <mbutler@forterie.ca>, "dvanderveen@forterie.ca" <dvanderveen@forterie.ca>

Please respond to "~~REDACTED~~"

Mr. Vanderveen, Ms. Butler:

Please include me as a resident of Ridgeway / Fort Erie who is concerned about this particular zoning change. I have a number of times expressed concerns about the continual erosion of our zoning by-laws. I have to agree with others who expressed concerns about continually making exceptions to allow bigger and bigger homes on smaller and smaller lots.

This is contrary to the neighbourhood feel, contrary to the current streetscape. The area that this zoning change is requested is an older established area of Ridgeway where the homes are generally smaller in size, older with larger lots. Mr. Vanderveer and Ms. Butler you know there have been numerous studies and reports that have cost the town Thousands of Dollars that highlight keeping that small town feel. This requested change will do nothing to maintain that.

I get putting the smaller lots/larger buildings in a controlled NEW Subdivision where you can deal with water run off issues, parking, sidewalks and the like. You cannot change those things in an established area, hence, sticking to the by law and only making VERY MINOR allowances.

One other thing that the many other reports and studies have constantly said is to provide **more "affordable" housing**. I'm not familiar with the minimum house size for Fort Erie. It generally runs between 800 to 1200 sq feet. These monster homes do nothing to provide any sort of affordable housing, they are simply there to maximize profits for the builder. I get that, I get that the Town want to maximize tax revenue. But what good is that when the town will in turn have to fund their own "affordable housing"? Perhaps if the town sticks to the current zoning by laws, or makes allowance for smaller housing units for lots like this this might assist in reaching that goal. Someone will buy a smaller more affordable home without the Town having to pay for it. They don't all have to cost \$600,000.00 PLUS.

We in Thunder Bay have a unique quiet and comfortable neighbourhood, that is why many of us bought here in the first place. Adding additional water run off, traffic, parking and construction will deteriorate the area and only make it less safe to be in.

I need to add that I am not opposed to building I think the town needs that, but we need to control the bombardment of the builders coming to the town in an attempt to circumvent years of studies costing the town Thousand of Dollars and public's input buy utilizing "special" exceptions and minor variances.

I am completely opposed to any zoning changes or any variance's that will allow any bigger home that the current zoning would allow.

Please keep me apprised of your decision and the reasons for it.

Most Respectfully

Joe Fiume
66 Pleasant Ave North
Ridgeway, Ontario.
L0S1N0



Re: 0-0 Burliegh Road

[REDACTED] to: MButler@forterie.ca 2020-08-30 11:41 AM

Cc: "bigvergie@bigvergie.com", "Joe Fiume", "Clark Trow", "THOMAS MOORE",
"dvanderveen@forterie.ca"

From: "Brian Yanik" <STH101@hotmail.com>

To: "MButler@forterie.ca" <MButler@forterie.ca>

Cc: "bigvergie@bigvergie.com" <bigvergie@bigvergie.com>, "Joe Fiume",
"thomas@yahoo.com", "Clark Trow" <clarktrow@gmail.com>, "THOMAS MOORE",
"timesmoore@verizon.net", "dvanderveen@forterie.ca" <dvanderveen@forterie.ca>

1 Attachment



OPA 15.pdf

Ms. Butler

I'm hoping you will be able to express our concerns to the appropriate town departments regarding this proposal to re-zone a 35' frontage/corner lot on a main road.

Our community is being sliced into undersized lots with oversized buildings and reduced setbacks. None of this benefits the long-time residents of this community.

What was the point of conducting all of the studies and all of the time invested in the latest plan for this low-density community, when we are "flooded", yes literally flooded by unnecessary development in quiet neighbourhoods with no sidewalks, and narrow streets?

I understand the term "infilling", but at some point there must be a limit as to how many minor variances to an established lot plan equate to a "major" variance.

In closing I would like to bring attention to the *attached*:

"Town of Fort Erie – Official Plan Amendment No. 15 - RIDGEWAY-THUNDER BAY SECONDARY PLAN – September 9th, 2013"; specifically, PAGES 19-21, SECTIONS 4.18.2 through 4.18.4.

Regards,

Brian Yanik (full time resident of Ridgeway/Crystal Beach since 1994)

PS - I would request that my concerns be included in the upcoming meeting regarding the proposed re-zoning.



0 Burleigh Road North

[REDACTED]: Daryl Vander Veen 2020-08-27 04:23 PM

From: [REDACTED]

To: "Daryl Vander Veen" <DVanderVeen@forterie.ca>

Hi Daryl,

After attending the open house meeting on Aug 4, I am even more concerned, and strongly opposed, to the agent's proposal.

Upon listening to the agents, I feel that this attempt to build this house, and change this By-law, is a method to open the door to more rental properties in this area.

Who would want to build, or buy a home that does not have any space for a yard, and no privacy?

Would you live in this home?

This "home" would be perfect for people who want to rent, short-term, to be close to the beach in the summer.

This is a beautiful, mature, and established neighbourhood. Allowing this type of development, in the Thunder Bay area of Ridgeway, will result in the myriad of problems that the residents of Crystal Beach endure each summer. This is not smart development.

I have lived many places in my lifetime, and I have chosen to live here. Ridgeway is a rare gem. Be proud of it, preserve it.

I wish that the Town of Fort Erie saw this area through my eyes. If you did, you would never give a proposal of this nature a second thought.

I wish to extend my condolences on your recent loss.

Respectfully,

Arden Kozak



0 Burleigh Road North

[REDACTED]: Daryl Vander Veen 2020-08-27 05:23 PM

From: [REDACTED]

To: "Daryl Vander Veen" <DVanderVeen@forterie.ca>

Hi Daryl,

I forgot to mention, in my previous e-mail, that I lost all hope that the agents were being honest.

In the middle of the meeting, they tried to change the square footage of the home and a 2 story to a 1.5 story home. They tried to tell us we had been sent old information.

The most recent information sent to us by you, continues to state that this plan is for a 1,700 sq ft home, 2 story.

I do not appreciate dishonesty, and I hope that the Town of Fort Erie feels the same.

Thank you,

Arden Kozak



The Municipal Corporation of the
Town of Fort Erie

Special Council-in-Committee Meeting Minutes

Wednesday, September 2, 2020

Council Chambers via Video Teleconference

Due to the COVID-19 Pandemic and the Closure of Town Hall

All electronic meetings can be viewed at:

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<https://www.forterrie.ca/pages/CouncilAgendasandMinutes>

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or click on the YouTube icon on the home page of the Town's website (www.forterrie.ca) or Cogeco TV

1. Call to Order

The meeting was called to order by Mayor Redekop at 6:00 p.m.

Mayor Redekop acknowledged the land on which we gather is the traditional territory of the Haudenosaunee, Mississaugas of the New Credit and Anishinaabe people, many of whom continue to reside in this area.

2. Roll Call

Present (In Council Chambers): His Worship Mayor Redekop

Present (Via Zoom Teleconference): Councillors *Butler, Dubanow, Lubberts, McDermott, Noyes and Zanko

(*arrived at 6:03 p.m.)

Staff (Via Zoom Teleconference): A. Butler, K. Dolch, C. Schofield, and D. Vander Veen

This meeting was held in compliance with the electronic participation provisions of the Council Rules of Procedure By-law No. 36-2016, as amended.

3. Announcements/Addenda

None.

4. Declarations of Pecuniary Interest

None.

5. Public Meeting

(a) Property Rezoning

Re: 0 Townline Road - Owner - 550075 Ontario Ltd. (Joseph Zawadski) - Agent - 2639723 Ontario Inc. (Amit Khera). The applicant is proposing a commercial development that includes a gasoline bar for passenger vehicles, a convenience store and a restaurant with a drive thru. This proposal will change the existing Highway Commercial (C3-551) zoning to a new site-specific Highway Commercial (C3) Zone that permits a gasoline bar on the site. The proposed convenience store and restaurant with a drive thru are permitted by the base C3 Zoning. The proposed site-specific C3 Zoning will also permit an increased access driveway width of 16.34 m off of Townline Road for fuel/delivery trucks entering the exiting the site

Mayor Redekop announced that this portion of the meeting would be devoted to the holding of a Public Meeting to consider an Application for property rezoning by 550075 Ontario Ltd. (Joseph Zawadski) - Agent - 2639723 Ontario Inc. (Amit Khera).

Mayor Redekop also provided information on electronic participation for members of the public who wished to provide input relative to the Application.

Mr. Vander Veen, Planning Technician, delivered a PowerPoint Presentation which is available for viewing on the Town's website.

Mr. Vander Veen summarized the purpose of the Application, and public comments received.

Mayor Redekop requested staff to bring the Applicant or Agent in to participate in the meeting.

Greg Taras, Urban Environmental Management, Agent and Amit Khera, Applicant

Mr. Taras advised that Mr. Tom Richardson, Mr. Khera's legal counsel, was also available to answer questions, as well as Mr.

Simon Jones, the architect who designed the development. He introduced Mr. Khera.

Mr. Khera thanked the Mayor and Councillors for the opportunity to talk about the proposal at 0Townline Road regarding the gas station, convenience store and McDonald's drive-thru restaurant. He advised that the process started in 2017 when a gas company approached them to have a commercial fueling station and a gas bar on that side of the Town. In the beginning, they decided to go with the commercial cardlock site, a regular gas station, a convenience store, and a McDonald's. All of the studies were done and the reports were positive. At their first meeting in February, they heard the concerns and comments from the Leisure Home residents and neighbours. They were excited about the gas station, McDonald's, and convenience store, but had some issues with the commercial refueling. They were concerned with increased traffic on Townline Road with the big trucks.

Mr. Khera advised that, in considering their concerns, he had to make a big decision, and took out the commercial cardlock from the plan, and submitted the new Application. In closing, he advised he thinks that was welcomed by all the neighbouring residents.

Mr. Taras advised that the lands are designated highway commercial and are also indicated as under utilized. He believes from the Douglastown Secondary Plan, there was always the intent to develop these lands, and in fact, added additional uses such as prime industrial. He thinks that at some point the Town would like to see these lands develop. As a highway commercial use, as was noted in the Secondary Plan, these are long held highway commercial lands intended to provide service and cater to major highway traffic.

Mr. Taras stated that currently only the restaurant and convenience store are permitted, and the gas station is not. From their perspective, they see a gas station as being something part and parcel with these other uses to support the traveling public. The Town does not have any zoning provision that would allow this kind of a development in any zone. It's either C4, which allows the gas station and the commercial fueling, or the other commercial which allows the restaurant. There is no single zoning that would provide this, so this is the reason they are presenting this zoning amendment.

Mr. Taras advised that they have undertaken significant consultation. The original Public Open House was in February. They also presented to the Black Creek Leisure Homes residents on March 7th, and there was well over 100 to 150 people at the meeting. Based on the input they received, the commercial components of refueling was removed. At the second Public Open House held virtually on August 19th, there were 3 residents present.

Mr. Taras advised that he wanted to touch on some of the comments that were raised at that meeting. There was a presentation by the President of the Black Creek Homeowners Association, and they had a couple of comments:

The first was whether the fuel tanks for the gas station could be above ground fuel tanks. The response was that generally now all tanks are underground, but they are double walled fiberglass tanks and they include leak detection in the tank, the double walls, the piping system, and in the dispensers. If there's any leak of over 500 millilitres of gasoline, then the entire system shuts down and the leak has to be dealt with before it can be turned back on. These systems have to be approved by the Technical Standards and Safety Association.

Secondly, the Black Creek residents would like to see improvements to Townline Road, as well as a flashing light at the entrance to their community, and crosswalks and paths to this development. They support the development and actually would like access to it. Town staff at the meeting indicated that this would be looked at and dealt with at the site plan approval stage. Similarly, the residents were concerned about emergency access to their community during reconstruction of Townline Road and this was also identified as being dealt with at site plan approval. Lighting from the facility was a concern, and that was raised in the initial Public Open House, not at the August Open House. A photometric or lighting plan will need to be developed as part of the site plan approval. It will have to meet Town standards for light coming from the facility and the property, as well as meeting MTO requirements so that it doesn't interfere with the highway as well.

Mr. Taras continued that the residents asked about operating hours. It is proposed to operate the gas bar and restaurant 24 hours a day, and the convenience store would be closed over night. Residents asked about 7:00 a.m. to 11:00 p.m. operating hours. There was also a question regarding noise barriers and

landscaping. A Noise Study for the original proposal was done and even with the original commercial refueling, the property would meet noise standards, so noise barriers are not required. With removing the commercial refueling component, the noise is further reduced. During the site plan approval stage, there will be a requirement for a landscape plan to be developed and within that landscape plan, they would look at screening and things that could both improve the look and also assist in further noise reduction.

Mr. Taras advised that there was a resident who asked about the refueling component request coming back in in the future. This could only be done through a separate new Application and right now, there is no intent. The current proposal only includes a gas station to be added to the uses. There was also a question about the entrance to the facility and whether it was in front of the existing residences on Townline Road. He advised it is not, it is in front of Black Creek Metal. It was designed specifically so that the two entrances would coincide because of the industrial use of Black Creek Metal and the commercial use of this facility.

In closing, he advised that another resident asked a question about the diesel pump, and that's been addressed already. The diesel pump shown is strictly for small passenger vehicles like you would find at any gas station. It's not a commercial pump for large vehicles.

Mayor Redekop enquired whether the Clerk had received any correspondence to read into the Minutes. The Clerk advised that she had received correspondence subsequent to the staff Report being posted, from John Marrs and Chris Knutt, which were read into the Minutes. The written presentations are appended to these Minutes.

Mayor Redekop enquired whether there were any members of the public in the waiting room who wish to speak in favour of the Application.

(a) Bonnie Backshall, 3033 Townline Road, Unit 103

Ms. Backshall advised that some of the issues were addressed already in the beginning of the meeting, but she would like to reiterate them, with the concerns and issues that they have raised in their community.

Ms. Backshall stated that she is the President of the Black Creek Homeowners Association, located at 3033 Townline Road, Stevensville. She would like to express some of their concerns to Council pertaining to the proposed amendment for 0 Townline Road, which proposes to change the existing Highway Commercial C3-551 zoning to a new site specific highway commercial C3 zone that permits a gasoline bar on the site.

Ms. Backshall advised that she is speaking on behalf of many residents of their community. They have 347 homes and just over 600 residents living there, and they are all seniors or very close to it. They understand that development must be encouraged in the Town of Fort Erie, and they welcome the proposed business for this property. They still have some concerns pertaining to this proposal and would like to share them with Council. They are still concerned about the storage of underground gasoline tanks, even though it was explained at the Public Open House how the holding tanks are constructed and will shut down if a leak is detected. They have concerns about the environment and the surrounding homes in its vicinity.

Ms. Backshall stated the stormwater runoff must be done in a safe way, as to not hurt the surrounding Creek and environment. The reconstruction of Townline Road will still need to be upgraded to accommodate any heavier delivery trucks like diesel and gas tankers, and other large delivery trucks delivering goods to these establishments. The access to Townline Road from Netherby Road would have to be made larger to accommodate the turning of large trucks. They are also concerned about the safe entrance into their community, and safe exit as well. They are asking to have a flashing light at their main entrance to remind residents of the increase in traffic flow. Also, the residents would like to access the business either by walking or by golf cart. They are also requesting that a crosswalk and sidewalk with golf cart path be in place at the main entrance to their community for the safe crossing of Townline Road, and to have it continue on the north side of Townline, running along Townline to the businesses.

Ms. Backshall questioned whether it would it be possible to add turning lanes on the north and south sides of Townline Road to make it easier to exit and enter their community coming from and going to Netherby Road? She advised that if

the parcels of land to the west of this development sell and build, with the suggested plans in place right now, this alteration would also make it easier to enter and exit that development. They are also concerned about entering and exiting their community while Townline Road is under construction.

Ms. Backshall questioned if a tanker holding gasoline or diesel fuel were to have an accident on Townline Road near their entrance, how would their emergency responders have access to the Black Creek community as they have to go through the front gate by using a code, and the other 2 entrances on old Townline Road do not have a keypad to enter. She asked if there could be an alternative entrance for emergency services during and after reconstruction of Townline Road at the one end of old Townline Road? This would also act as an alternative route if for some reason there was an emergency and their community had to be evacuated.

Ms. Backshall advised that they are also asking that the development not be a 24 hour establishment. They all purchased their homes knowing that they are in the country and wanted their retirement to be in a peaceful, quiet surrounding. They do not want added traffic and noise during the night hours, and they want to maintain country living. It is only the McDonald's that is requesting to be open 24 hours. She advised she is very strongly asking Council not to allow this. They are still a residential area, and are concerned about transients coming in the vicinity of their community at night if it were to be open 24 hours, which could possibly create an environment for crime within the community. There are many single seniors living there and feel safe at this point in time. They feel if it is a 24 hour business, that the perception of safety would be compromised. Their community has been a safe place for 30 years. They were told at the Public Open House that there would be landscaping done to help control the added noise as a result of these businesses. They are asking that Council see that this is in place at the time of opening if it is passed. They are also asking that the planning department see that the lighting is placed and angled in such a way that it does not infringe on their community when it is dark.

Ms. Backshall stated that in the information provided in the Planning and Development Report, it indicates that there's an Agreement registered on title for the Black Creek Community

to provide capacity and access to the sanitary sewer on their property for the proposed development. She advised that she knows that their Landlord, Parkbridge, will deal with this directly, but she would like to express the residents' concern over this issue. The residents were charged an above guideline increase on their rent a couple of years ago to pay for the necessary upgrades to their system within their pump house. They will not pay for these upgrades so that a new development can access it. At the time the Agreement was made, their community only had a few homes. They probably did not anticipate the size of this community 30 years down the road. They have a pump house to pump sewage to the lagoon, and it is her understanding they need that pumping station because of the elevation of their community relative to the lagoon. By adding more wastewater from this development, it would put added strain on their system, whether the connection is within their community or just outside the community's boundaries. She advised that, therefore, she believes that this proposal should include having their own pumping station on the north side of the road. This would also be accessible for any future development on that side of Townline Road.

In closing, Ms. Backshall advised that they are hoping Council will consider all of their requests and concerns, and find a solution to which everyone will be satisfied.

- (b) Robert Voight, Director of Planning, Parkbridge Lifestyle Communities, 201 First Street, Collingwood

Mr. Voight advised that he is the representative for the owner of the Black Creek community at 3033 Townline Road. He advised that he knows that their concerns have been already documented in the Report that's before Council, and pages 86 and 87 is their submission. They have heard not only from the Councillors, but the representative from the community group speaking to some of their concerns. He recognizes, as a registered professional planner, that many of these concerns will be addressed at the site plan stage, and particularly, those that are dealing with offsite externalities, such as stormwater management, potential light pollution, noise, emergency preparedness with this kind of use, and flammable materials, etc. He advised he is comfortable that if Council does approve the Application and then the subsequent site plan, that those issues would be appropriately addressed.

Mr. Voight advised that he wished to make particular note that while the Applicant has amended their Application for the truck refueling that was originally in their Application, they definitely do not support any land use change that would allow for commercial refueling, commercial repair, or a service center or other similar uses at a future time without requiring other rezoning. They want to make sure that it's not just about this Application, and it's also about the land use entitlements that go with this approval.

Mr. Voight advised that they have some concerns in terms of how the site is going to be serviced, with particular reference to the infrastructure that would be shared with their community. He noted there is a fair amount of background research that needs to be done and there is an Agreement that has been in place for many, many decades. They want to make sure that they are part of that discussion theoretically, as this Application moves forward.

In closing, Mr. Voight advised that his comments are highlighted in the materials before Council.

Mayor Redekop enquired whether there were any other members of the public in the waiting room who wish to address Council.

(c) Simon Jones, 12 Keller Lane, Uxbridge

Mr. Jones advised that he is a consultant representative working with Greg Taras and Amit Khera. He stated that he agrees with a lot of the comments and that the concerns are very understandable. Having worked on many projects of this type and scope, there are a lot of methodologies for addressing a lot of the comments and concerns raised, whether it be with sound, lighting, landscaping, access, or egress. A lot of thought has already been given to access and egress from the site, and that's why the lot severance is kind of an unusual line. They have accommodated it to align the entrance and egress to the site with Black Creek Metals across the street. It also gets the development a little bit further away from the overpass from the QEW. The Traffic Studies have been completed and support that layout and design, and that's why they made those changes through the design development process.

Mr. Jones advised that he agrees with a lot of the comments made by Mr. Voight, and a lot of the concerns are very legitimate. They're not minor in any way, but from his perspective, they're quite easy to manage and to design for. Working with planning and engineering, there's a lot of stakeholders that are involved as they go through the site plan approval process, whether it be for utilities, transportation, health, fire, etc. A lot of that criteria filters down through the site plan approval process.

Mr. Jones stated he understands where the residents are coming from, but from his experience, he knows that they will be designing features into the site to address the comments for ease of access, safe access, lighting, simple landscaping, and some fence features strategically placed to accomplish a lot of things. They have a lot of land, and for a stacking lane for a drive-thru in the evening hours with headlights, they will have landscaping and features such that the headlights will not be washing off the site. There is going to be some simple design features that they will incorporate into the base design to address the comments and concerns.

Mr. Jones continued that he knows that through the process of the site plan approval, a lot of the concerns will be addressed, and they aren't unsurmountable. With other past projects and experiences, and some of those are active right now, they have had many projects where they have to share pumping stations. With this facility, he stated that although he doesn't know all the details of the existing pumping facilities, he does know that there is an Agreement in place to allow for access. As they do the design and engineering, the front end engineering for the integration of these systems, he believes that their development will require a force main lifting station as well. They always design into that lifting station redundancy. The reason is that if there's a issue with the system, whether it be a low level or high level alarm, or a pump malfunction, they are going to design the facility to go offline for a certain period of time. Typically, they design for capacity offline, a minimum of about 2 to 4 business days, such that the business can continue to operate while responding to alarms or pumps or services that need to be done. With that design approach, they can control the flow rates from the site. It's not like during peak hours, they're going to have extreme flow rates hitting the pumping system. They can control the flow rates to simulate what might be equivalent to a few households. Also, they will probably have to work with the MOE as well because of private services,

and the MTO gets very instrumental in reviewing those site services as well and stormwater management systems.

In closing, Mr. Jones advised that through the design process, there will be quality and volume control systems, and there will be redundancy. The standards are there and are going to be followed. He stated he is confident that they can design a facility that's going to integrate and function properly.

Mayor Redekop declared the Public Meeting closed.

6. Planning and Development Services

Chaired by Councillor Zanko.

6.1 Presentations and Delegations

None.

6.2 Report

PDS-38-2020 Proposed Zoning By-law Amendment - 0 Townline Road - Urban & Environmental Management Inc. - Greg Taras (Agent) - 2639723 Ontario Inc – Amit Khera (Applicant - 550075 Ontario Inc. – Joseph Zawadski (Owner)

Recommendation No. 1
Moved by: Councillor Dubanow

That: Council receives for information purposes Report No. PDS-38-2020 regarding a proposed amendment to the Town's Comprehensive Zoning By-law No. 129-90 for 0 Townline Road.
(Carried)

7. Adjournment

Recommendation No. 2
Moved by: Councillor Dubanow

That: Council-in-Committee adjourns at 7:37 p.m. **(Carried)**

Mayor

Clerk



truck-stop and seniors

John Marrs to: [REDACTED] dvanderveen 2020-08-28 11:36 AM

From: [REDACTED]

To: [REDACTED] "dvanderveen" <dvanderveen@forterie.ca>

Please respond to [REDACTED]

History:

This message has been replied to.

Daryl, This truck-stop that the town of Fort Erie has in the planning stage for this area is something that should never, never happen. The pollution (both noise and chemical with these huge vehicles entering and leaving at all hours of the day and night) will only adversely affect the overall health of the many seniors in this park, also affected will be the resale value of our homes.

It makes one wonder after hearing of the deaths recently of many many seniors in supposedly safe rest homes, now the hundreds of seniors in this retirement community are to be subjected to around the clock noise and foul air. At one time the original owner of this community, branched out with a partner and constructed the Truck-stop at the Queen E and Gilmore Rd (unfortunately both were killed in a plane crash a number of years ago.) But I know that the late Tony Schertzing, made sure the Truck-stop on Gilmore was far enough away that the health of the Black Creek residents would not be affected. Tony must be turning over in his grave at what is now being proposed.

We have a number of veterans in this park (I am one) some of whom fought in the Second world war for the freedoms we enjoy in this wonderful country of Canada

.Build that truck-stop elsewhere, there is lots of land between here and Fort Erie with easy access to the Queen E Highway, so use that instead let us live our days on this earth in peace, we have earned it, a lot of it the hard way. I have lived in this Community for 23 years.

John Marrs (Black Creek Retirement Community)

Fw: Message from Town of Fort Erie Web Site - Chris Knutt - 09/02/2020 2:06:41 PM

Nick Dubanow to: Carol Schofield 2020-09-02 02:20 PM

Hey Carol,

I don't remember how this worked from Monday - is this something you would read during the meeting tonight as it wasn't included with the report?

Nick Dubanow
Councillor - Ward 2
Town of Fort Erie

[REDACTED] --- Message from Town of Fort Erie Web Site - Chris Knutt - 09/02/2020 2:06:41 PM ---

From: [REDACTED]
To: "Wayne Redekop" <WRedekop@forterie.ca>
Cc: council@forterie.ca
Date: Wed., Sep. 2, 2020 2:09 p.m.
Subject: Message from Town of Fort Erie Web Site - Chris Knutt - 09/02/2020 2:06:41 PM

Name:Chris Knutt

[REDACTED]

Message:

Hello,

I am not able to attend the public meeting tonight for PDS-38-2020 - 0 Townline Road. I want to speak in favor of this change and encourage council to approve this request. This is an underdeveloped area of town that would welcome the additional services that could be accessed by residents. Especially those that have concerns venturing far during winter conditions. It is good use of the land and in line with the Provincial growth plan along the QEW corridor. Thank you.

This message was submitted from the Town of Fort Erie web site on 09/02/2020 2:06:41 PM



The Municipal Corporation of the
Town of Fort Erie

Council-in-Committee Meeting Minutes

Monday, September 14, 2020

Council Chambers via Video Teleconference

Due to the COVID-19 Pandemic and the Closure of Town Hall
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<https://www.forterie.ca/pages/CouncilAgendasandMinutes>

Town's YouTube Channel: www.youtube.com/townofforterie
or click on the YouTube icon on the home page of the Town's
website (www.forterie.ca) or Cogeco TV

1. Call to Order

The meeting was called to order by Mayor Redekop at 6:00 p.m.

Mayor Redekop acknowledged the land on which we gather is the traditional territory of the Haudenosaunee, Mississaugas of the New Credit and Anishinaabe people, many of whom continue to reside in this area.

2. Roll Call

Present (In Council Chambers): His Worship Mayor Redekop

Present (Via Zoom Teleconference): Councillors Butler, Dubanow, Lubberts, McDermott, Noyes and Zanko

Staff (Via Zoom Teleconference): K. Davis, K. Dolch, J. Ferraccioli, J. Janzen, R. Kirk, T. Kuchyt, C. Schofield and K. Walsh

This meeting was held in compliance with the electronic participation provisions of the Council Rules of Procedure By-law No. 36-2016, as amended.

3. **Announcements/Addenda**

There were no Addenda.

Mayor Redekop made the following announcements:

- **COVID-19**

With the reopening of schools and fatigue setting in regarding the COVID-19 restrictions, now more than ever we need to be vigilant in following best practices health guidelines to prevent the spread of the virus: wash your hands frequently, maintain a distance of at least 6 feet from others and wear a mask when inside public places or in situations when physical distancing is not practical or likely. These measures followed diligently have allowed Fort Erie and Niagara to maintain relatively low numbers of infections since March this year. Although, I note over the last 2 days in Niagara there have been 12 new cases, which is significantly higher than it has been over the past little while.

There are some who believe that the pandemic is over. That is wishful thinking. Numbers of infections in Fort Erie and Niagara have been gradually rising, suggestive of the risk attendant on the reopening of society, restaurants and schools. Each and every one of us has an obligation to do what we can to protect those around us – family, neighbours, friends. Until a vaccine is available, the surest way to resume some semblance of normalcy in our community is to adhere to the health guidelines, respect others, and do your part to prevent the spread of COVID-19.

I want to thank again everyone who is being diligent in making sure that they follow the health guidelines. Most especially, I want to thank our front-line health care workers who continue to place themselves in harm's way on a daily basis and on whom we rely to help us in this time of great stress.

- **Border Restrictions**

I, along with 10 other Ontario border mayors met electronically last week with the Minister of Security for Canada, Bill Blair, to discuss border restrictions between Canada and the U.S. In that regard, I want to extend appreciation to Mayor Christian Provenzano, Sault Ste. Marie, for arranging the meeting. The federal government closely monitors the situation at the border and the factors relevant to the state of COVID-19 in the U.S. Because the situation changes from week to week, the

government has determined that 30-day, short term reviews and extensions of border restrictions are most effective. This week, there will be another announcement regarding the restrictions beyond September 21st, when the current restrictions are set to expire. In view of the continuing troubles in the U.S. in managing the pandemic, I would expect a continuation of the restrictions.

The Minister expressed a desire to continue to consult the border mayors as this situation unfolds, particularly taking advantage of our knowledge of matters on the ground at our border crossings. He listened intently to all 11 mayors as we gave him a synopsis of what was occurring in our communities and what pressures are being felt by our residents and businesses. Our main message was that there needs to be a strategy for eventually moving beyond the border restrictions, one that lifts the restrictions gradually, in a staged fashion and is attended by clear health and safety protocols that need to be communicated to the public well in advance. In that vein, the Minister advised that the government is looking at protocols that could provide exemptions in due course, with safety precautions front and centre, for family reunification and compassionate situations.

- **Douglas Memorial Hospital**

You will note that on this evening's Agenda there is a Report outlining staff proposals for allocating the 2019 budget surplus. One of the recommendations relates to setting aside money for the possible repurposing of Douglas Memorial Hospital. This follows a very productive meeting that Joanne Ferraccioli and I had last month with the President of the Niagara Health System, Lynn Guerrero. We will be looking at opportunities to enhance health care services to the residents of Fort Erie in an innovative way, with a variety of potential partners. We hope that this will be one more initiative that this Council will undertake to ensure that our residents have the access to health care that they need and that they deserve.

- **Susan Jovanovic**

Finally, I wish to extend my personal gratitude to Susan Jovanovic, who served as the Adult Adviser to the Mayor's Youth Advisory Committee over the past several years. While COVID-19 has put MYAC into hiatus since March this year, until that time Susan was very effective in growing MYAC's numbers, engaging our youth in a variety of endeavours and helping to have the voice of youth heard at Town Hall. Thank you, Susan, for your

dedication, commitment, time and energy working with MYAC – I and the members are truly appreciative.

4. Declarations of Pecuniary Interest

None.

5. Notice of Upcoming Public Meetings

(a) Proposed Official Plan & Zoning By-law Amendment

Re: 625 Garrison Road & 0-10389 Helena Street - Owner - 575 Garrison Road Inc. (David Kompson) - Agent - Adam Hawkswell (Niacon Construction) - Monday, October 5, 2020 - 6:00 p.m. - Via Video Teleconference. The information report will be available on Wednesday, September 30, 2020.

6. Public Meetings

None.

7. Consent Agenda Items

7.1 Request to Remove Consent Agenda Items

None.

7.2 Consent Agenda Items for Approval

PDS-40-2020 Planning and Development Services - Development, Building and By-law Statistical Reporting - Second Quarter 2020

That: Council receives Report No. PDS-40-2020 regarding development, building and by-law statistical reporting for information purposes, and further

That: Council directs staff to forward a copy of Report No. PDS-40-2020 to the Regional Planning and Development Services Department, the Fort Erie Economic Development and Tourism Service, the District School Board of Niagara and the Niagara District Catholic School Board. **(Carried)**

CS-13-2020 2019 Annual Financial Report

That: Council receives for information Report No. CS-13-2020 regarding the “2019 Annual Financial Report” attached as Appendix “1” and published in accordance with Section 295 of the Municipal Act, 2001, and further

That: Council allocates the \$1,214,730 2019 General Levy surplus, net of \$337,500 in outstanding transfers previously approved, as follows:

- \$500,000 to the Major Capital Expenditure Reserve,
- \$100,000 to the Emergency Management Reserve,
- \$100,000 to the Community Health and Wellness Reserve,
- \$400,000 to the Facilities Maintenance Reserve,
- \$37,696 BIA and Crystal Beach Beautification Committee surpluses be carried forward to 2020,
- \$77,034 to the General Levy Rate Stabilization Reserve.

(Carried)

CS-14-2020 2020 Semi-Annual Investment Review

That: Council receives for information purposes Report No. CS-14-2020 regarding the 2020 semi-annual investment review.

(Carried)

IS-33-2020 Water Meter Replacement Program 2020 –
Industrial, Commercial & Institutional (ICI) Meters

That: Council receives Administrative Report IS-33-2020 to request a contract extension with Neptune Technology Group to complete ICI meter replacements.

(Carried)

Consent Agenda Recommendation

Recommendation No. 1

Moved by: Councillor Dubanow

That: Council approves the Consent Agenda Items as recommended.

(Carried)

7.3 Items Removed to be Dealt with Separately

None.

8. Planning and Development Services

Chaired by Councillor Zanko

8.1 Presentations and Delegations

None.

8.2 Reports

PDS-11-2020 Proposed Official Plan and Zoning By-law Amendment - 260-262 Gorham Road and 3854 Disher Street - Urban & Environmental Management Inc. - Greg Taras (Agent) - Lucky Gas - Najeeb Quidwai (Owner) ***(Postponed from March 9, 2020 Council-in-Committee Meeting - Previously Moved by Councillor Zanko as Recommendation No. 7)***

That: Council receives for information purposes Report No. PDS-11-2020 regarding a proposed amendment to the Town's Official Plan and Comprehensive Zoning By-law No. 129-90 for 260-262 Gorham Road and 3854 Disher Street.

Recommendation No. 2
Moved by: Mayor Redekop

That: The following recommendation be added:

"All individuals who addressed Council at the Public Meeting or provided comments to Council either prior to the Public Meeting or at the Open House, be provided with direct notice that the Recommendation Report will be coming forward on September 21, 2020. **(Carried)**

Following approval of the amendment to Recommendation No. 2, the Recommendation, as amended, was voted on as follows:

That: Council receives for information purposes Report No. PDS-11-2020 regarding a proposed amendment to the Town's Official Plan and Comprehensive Zoning By-law No. 129-90 for 260-262 Gorham Road and 3854 Disher Street, and further

That: All individuals who addressed Council at the Public Meeting or provided comments to Council either prior to the Public Meeting or at the Open House, be provided with direct notice that the Recommendation Report will be coming forward on September 21, 2020. **(Carried)**

PDS-39-2020 Intent to Amend Schedule "A" of By-law No. 135-99 - Being a By-law to Designate Lands at 477 Ridge Road North (Birthplace of Dr. Edmund J. Zavitz) as being of Architectural and Historical Value or Interest Property

Recommendation No. 3
Moved by: Councillor McDermott

That: Council approves the amendment to Schedule "A" of By-law No. 135-99, to remove the heritage designation on the dwelling at 477 Ridge Road North, under Section 30.1 of the *Ontario Heritage Act*; and further

That: Council directs staff to provide Notice of Intention to Amend a Designating By-law in accordance with the *Ontario Heritage Act*.

Recommendation No. 4
Moved by: Mayor Redekop

That: Report No. PDS-39-2020 be postponed to October 5, 2020 for the Owner to appear to address council on any questions that Council may have with respect to this property.
(Carried)

8.3 New Business/Enquiries

(a) Councillor Noyes

Councillor Noyes advised that she has been told that someone was charged \$30 on their telephone bill to dial in for a Zoom Public Meeting. She questioned what we do in this circumstance or how do we prevent people from being charged if they want to join a Zoom meeting?

Mr. Kuchyt responded that sometimes when you're given invites to Zoom meetings, you're giving a few phone numbers and you have to pick the one which pertains to your area. And if the resident picked one that isn't, it would have been a long distance call.

Mr. Davis responded that he doesn't know the exact circumstances, but it does sound like there was a long distance call made. They probably didn't choose the right number to dial in on, and that number subsequently was a

long distance call for them. We do usually give Canadian numbers. They're not toll free, but there are times when there are American numbers on there too, but we try to limit it to Canadian numbers.

Councillor Noyes advised that under these circumstances, the resident isn't really complaining, but she brought it up to her. She questioned what do we do in this circumstance? If she submits her bill can she be reimbursed, although she's not asking for it.

Mayor Redekop advised that we should make sure that it's clear what number people should call or what the coordinates are for them to join us via Zoom so that they don't get charged.

Mr. Davis advised that we promote the video side and they do provide those numbers and they are not toll free. He believes that there is a separate add-on that would give the equivalent of an "800" number. He will look into that.

(b) Mayor Redekop

Mayor Redekop referred to the last Report which was deferred, and makes reference to the fact that the municipality can pass a Heritage Property Standards By-law. He questioned how to go about doing that because he doesn't want to be faced with that particular predicament again in the future. The Town doesn't have a lot of good heritage properties and it would be a shame for us to face the same predicament.

Ms. Dolch responded that with respect to a Heritage Property By-law, Council could request a Report to provide information, and then subsequently, a by-law would need to be passed.

Recommendation No. 5

Moved by: Mayor Redekop

That: Staff are directed to submit a Report to Council with respect to passing a Heritage Property Standards By-law.
(Carried)

8.4 Business Status Report

No changes.

9. Infrastructure Services

Chaired by Councillor Noyes

9.1 Presentations and Delegations

None.

9.2 Reports

None.

9.3 New Business/Enquiries

(a) Councillor Butler

Councillor Butler requested a status update with respect to the boardwalk for Bernard Beach, that is, the plans and drawings, and when that's going to be posted.

Mr. Walsh advised that we would speak to Mr. Hutton and get better timelines and provide an update to council.

(b) Mayor Redekop

Mayor Redekop referred to the Port Colborne Quarry and the information that we received, which he shared with Mr. Walsh on the weekend.

He noted that once again, our staff are responding to emails that he irresponsibly sent out on the weekend, not necessarily expecting a response, but they're right on top of it, and he thinks it's important for the public to be aware of that our staff are working virtually at all hours of the day.

In terms of the Port Colborne Quarry and the efforts to fill that, we received some information about some fill that it looks like it's illegal. It shouldn't be put into the quarry. He questioned what are we doing to monitor that, because Councillor Dubanow had brought forward a Motion which we passed several months ago because of our concern about the aquifer, which extends well into and beyond Fort Erie.

Mr. Walsh responded that right now they are monitoring the actions. When the Ministry of Natural Resources, and Ministry of the Environment Climate Change and Parks, respond formally to Port Colborne's request, there will be an opportunity for stakeholders to comment on that. At that time, we will review the documents either internally or through a hired consultant with expertise to determine the facts, and may comment at that time.

Mayor Redekop questioned whether can we ascertain from the City of Port Colborne what, if any fill, is being permitted into that pit?

Mr. Walsh responded that we can ask, but he doesn't know if they'll give us the answer.

Mayor Redekop advised that we're stakeholders in the sense that we are stewards for the people of Fort Erie, a number of whom have a need for access to the aquifer, so he thinks it should be made clear to them that our position is that we don't want anything that's going to jeopardize that aquifer to take place.

(c) Mayor Redekop

There are complaints about ATVs on the beach again. In the past, we've had complaints about trucks and pick-up trucks on the beach, but he presumes that we have to direct these complaints to the police because they're trespass. We have erected signs at a number of the waterfront access points and beaches to indicate what is private property as opposed to what is public property. Some people still think that it's appropriate to ride these vehicles on beaches and in parks, which they're not. He questioned whether there are any suggestions or advice from senior staff on this?

Mr. Walsh advised that if we don't catch them in the act, there is nothing we can do. We have communications with the police on a fairly regular basis. By-law enforcement has done yeoman's work this summer, patrolling our beaches and some of our trails.

Mayor Redekop questioned whether, in the interim, we can get our Communications Coordinator to put something on

our website and social media to remind people what the rules are with respect to our parks and beaches.

Ms. Dolch added that Council approved a vehicle barrier budget for each of the beaches and staff are looking at that this fall, and Ms. Hanson's looking into putting through the RFP. With respect to Colony Road, she's looking at putting some vehicle barriers there to help assist minimizing those ATVs going up and down the beaches. It should be coming forward, whether it'll happen this year or early next year, it'll depend on the proposals received.

Mayor Redekop asked for clarification that those would be barriers that would be near the entrance to the beaches, which was confirmed by Ms. Dolch.

Councillor Butler advised that there are barriers already put up at Windmill Point Beach and those barriers are working really quite well to deter cars from going there, but the ATV access still is problematic because they've found a way to get around it, so maybe when staff are looking at the rest of the points, they might want to take that into consideration.

Councillor Butler referred back to the Port Colborne Quarry and the Aquifer.

(d) Councillor Butler

There is a really big concern with the residents of Fort Erie, because if you were to look at the amount of wells on a map, the residents of Fort Erie outweigh the ones in Port Colborne, and since the aquifers trickled to our side of the line, we have a big stake in what happens here.

Councillor Dubanow referred back to the matter of vehicles accessing waterfront beaches.

(e) Councillor Dubanow

Councillor Dubanow advised that he's surprised at how many motorized vehicles use that trail. He cycles up and down it regularly between his home and Point Abino and almost every afternoon or evening that he goes out, he either sees an ATV, e-bike, or golf cart. He thinks he may invest in a helmet mounted cam because it is getting very frustrating for the safety of residents who are engaging in

active transportation, and have to worry about getting plowed down by a motorcycle on a pathway that's designed for passive people powered transportation.

Councillor Dubanow also asked to go back to and comment on the Port Colborne Aquifer.

(f) Councillor Dubanow

Councillor Dubanow advised that when the motion he brought went through, he was able to access the Province's Well information database, and he believes it was a 4 figure number of active wells right now. He added that he believes we had 10's of 1,000's of active ones at one point in the past, and we have a significantly higher number of active wells in Fort Erie right now, than Port Colborne. With the way that the geography is and the way things flow, this is definitely a concern for Fort Erie, and it's something we need to keep on top of as he heard it was some concrete or other construction related materials have been put in the quarry. He doesn't know the details of what may have happened between Port Colborne and whoever was involved in that, but it's important we keep an eye on it because this does definitely affect our residents.

(g) Councillor Noyes

Councillor Noyes questioned whether we still need passes to access Bay Beach now that the summer is over. Mr. Walsh advised that you need a pass until September 30th. Councillor Noyes asked if those passes still available.

Mr. Walsh advised that they have terminated open pass giveaways, but if a resident contacts Customer Service, they can arrange to get them a pass.

Councillor Noyes questioned whether the bathrooms are opened.

Mr. Walsh advised that they are.

Councillor Lubberts referred back to the vehicles on the beaches.

(h) Councillor Lubberts

Councillor Lubberts referred to some complaints down at the end of Prospect Point Road. He believes that the road is designated for launching access, and there's a couple of other road allowances he thinks that allow for launching. He asked if we're going to be putting barriers up.

Ms. Dolch advised that in those instances where launching is allowed, the Town wouldn't put up barriers because we want to encourage vehicular access to launch boats. In other instances, we do try to minimize it, especially in places such as Colony Road, where we want to avoid the ATVs and things like that going down into the beach lands.

9.4 Business Status Report

No changes.

10. Corporate and Community Services

Chaired by Councillor McDermott

10.1 Presentations and Delegations

- (a) Shaun Baylis, Chief Executive Officer, Pathstone Mental Health

Re: Funding Request for Walk-in-Mental Health Clinic For Youth in Fort Erie (Report No. CAO-16-2020)

Mr. Baylis delivered a PowerPoint Presentation which is available for viewing on the Town's website.

Mr. Baylis advised that with COVID we see job loss, fear of safety, and a lack of social connectedness. When these get impacted, it impacts the emotional wellbeing of people in general. Everyone has gone through family matters that have been impacted by COVID in a very big way. His family has been hit very hard, both on a psychiatric level with one of his children and also with his mom who went into hospital. They weren't able to see her for several months, and that creates stress.

Mr. Baylis advised that 1 in 5 children are impacted by mental health issues at any given time, and that's going to increase because of the circumstances that have occurred. 70% of most mental health issues stem from childhood, so he's not just concerned about the present state of where things are going. One of the things he knows from dealing with a lot of trauma in people's lives, particularly when he worked with the fire department, if there's an incident where a person has a trauma that happens over the course of a couple of hours, it's very different from someone who is in a prolonged state of being in trauma.

He advised that COVID has impacted our youth significantly due to them having to deal with all of the changes that have happened so quickly with regards to having to wear a mask, not being able to socialize, going into stores, being away from school for a prolonged period of time, and now having to make the adjustment of going back to school. The suicide rate is the third largest for youth in Canada. In Niagara, there is 1 person every 7 days.

Mr. Baylis advised that Pathstone continues to have 17 programs that are available and lends itself to more. They have a residential treatment center in Niagara Falls as well. Most of the issues that they are dealing with with children is anxiety, depression, self-harm, suicide, and all forms of crises. They have been trying to move past those core services to the communities, both in the south and north ends because there is a dearth of resources in Fort Erie's area. They have a school in Welland with about 6 classrooms for children who need mental health support. They have a 10 bed limit in the Niagara Falls Live-in Treatment Program. The reason for the Walk-In Clinic was to give access to treatment and care to kids in a quick fashion. One of the silver linings of COVID is that it has expedited one of their strategic plan directives to provide virtual or video counselling. When COVID happened, they realized this was a priority. Within 2 months time, they had virtual access because they closed up the work sites on March 17th as directed by the Province. When they closed the work sites they kept the telephone counseling available. When the Premier opened up the work sites for services

like theirs, they had theirs open within about a week's time.

Mr. Baylis continued that on June 1st, they were probably the first agency who opened in the children's mental health field and started doing in-person counselling. They served over 7,000 children and approximately 132 came through their Walk-In Clinic. They found that some only need one session, some may have needed 3 sessions, and they were able to shore up the issue right then instead of waiting 3 to 5 months to get in. The Walk-ins have played a huge role. There were 67 calls where suicide was being considered by our youth, and it still remained zero reported sudden deaths or suicide among that age group in the past couple of years, in particular this year. The Hear & Now Walk-in Clinics are now all open, and they are continuing to have virtual counseling 5 days a week in Fort Erie and a 1 day a week Walk-in Clinic. Virtual Walk-in Clinics can continue to work for a period of time for a number of clients, but some clients need to have the face to face personal touch as well, which continues to be a free service. They have seen from the clinics that sometimes they only need one session. Some of their clients are currently on waitlists for full therapy.

Mr. Baylis stated that in the past 12 months, over 1,300 of their 7,000+ clients have come through their Walk-in Clinic which shows that young people want to connect with someone.

Mr. Baylis reviewed the cost of the operations. For 5 days per week at St. Catharines, it costs about \$203,414, and this is outside of their budget. Their foundation and fundraising has been helpful in that area. With the additional 7 single day Walk-in Clinics, for the 7 municipalities it is a combined cost of \$150,000 in 2020. What they need from Fort Erie is \$20,000 annually.

In closing, Mr. Baylis advised that the model of mental health services will be reframed over the next 2 to 3 years. They see the majority of their service converting to the Walk-in Clinic format, and the need for longer term therapy programs will begin to decrease. With that

change, they will be able to re-allocate funds from the Ministry of Health into the Walk-in Clinic program.

10.2 Reports

CAO-16-2020 Funding Request for Pathstone Walk-in Mental Health Clinic for Youth in Fort Erie

Recommendation No. 5
Moved by: Councillor Zanko

That: Council approves the request in the amount of \$20,000 for a second year of funding for Pathstone Mental Health to continue to service a Walk-In Clinic for Mental Health for youth in Fort Erie; and further

That: Council amends the 2020 Operating Budget to provide grant funding to Pathstone Mental Health in the amount of \$20,000 with funding from the Community Health and Wellness Reserve. **(Carried)**

COS-04-2020 Amendment to Rules of Procedure By-law Regarding Electronic Meetings

Recommendation No. 6
Moved by: Mayor Redekop

That: Council directs that Council Rules of Procedure By-law No. 36-2016, as amended, be further amended with respect to the holding of electronic meetings, as outlined in Report No. COS-04-2020. **(Carried)**

FES-03-2020 Proposed New Open-Air Burning By-law to Regulate Open-Air Burning in the Town of Fort Erie

Recommendation No. 7
Moved by: Councillor Zanko

That: Council approves a new Open-Air Burning By-law in the form attached as Appendix "1" to Report No. FES-03-2020, and further

That: Council directs that the Fees and Charges By-law No. 40-09, as amended, be further amended to establish the new fee relating to Open-Air Burning. **(Carried)**

10.3 New Business/Enquiries

(a) Response to Enquiry

Re: Enquiry by Mayor Redekop at the August 24, 2020 Council Meeting requesting clarification on how organizations were scored by the Community Gaming and Development Corporation based on the services they provide to the community.

Mr. Jansen read the response into the Minutes which is appended to the Meeting Agenda.

There were no enquiries.

10.4 Business Status Report

No changes.

11. Scheduling of Meetings

- Fort Erie Public Library, Tuesday, September 15, 2020, at 5:30 p.m., via Video Teleconference
- Mayor Redekop will be attending the Region on Friday, September 18, 2020 at 11:00 a.m. for joint signing of a Declaration as members of the Coalition of Inclusive Municipalities

12. Adjournment

Recommendation No. 8
Moved by: Councillor Dubanow

That: Council-in-Committee adjourns at 7:35 p.m. **(Carried)**

Mayor

Clerk

A

**Senior Citizen's Advisory Committee
Town of Fort Erie**

A

Thursday, April 30, 2020

Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, ON

Town Council:

I am requesting the Town of Fort Erie to proclaim the month of June as "Senior Citizens" month and to proclaim October 1st as "World Senior's Day" in the Town of Fort Erie and to fly the Age-Friendly flag during that time.

Thanking you in advance for your consideration.



Barbara Hopkins
Secretary
SCAC

RECEIVED

SEP 21 2020

BY COUNCIL

B

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www.cn.ca

Daniel Salvatore
Manager of Public Affairs Ontario

1 Administration Road
Concord, Ontario L4K 1B9

Daniel Salvatore
Directeur – Affaires publiques Ontario

1 Administration Road
Concord, Ontario L4K 1B9

VIA EMAIL
August 25, 2020

Carol Schofield
Town Clerk
Town of Fort Erie

Re: Request for Rail Safety Week Proclamation, September 21 – 27, 2020

Dear Clerk Schofield,

As a responsible global railroad that links communities to markets around the world, CN is taking all necessary steps to protect our employees, communities, customers, vendors and partners, in response to the unprecedented challenges associated with the pandemic. As we continue to run a solid operation to safely serve our customers and keep the economy moving, we remain committed in our efforts to educate the public on rail safety.

Rail Safety Week will be held in Canada, the United States and Mexico from September 21-27. Our activities will look different this year, however our efforts to get the rail safety message out will be stronger than ever. Rail safety never takes a break and, as proud neighbours, we continue to work with *Operation Lifesaver*, our communities and local authorities, CN Police Service officers and other CN employees to help prevent accidents and injuries at rail crossings, and ensure everyone's safety on and around railroad infrastructure year-round.

Rail Safety is a shared responsibility

Every year, more than 2,100 North Americans are killed or seriously injured because of unsafe behaviour around tracks and trains. Rail safety is everyone's responsibility. By looking out for each other and working together, we can help keep our communities safe and prevent fatalities and injuries on or near railway property.

Your council can continue to be a powerful ally in this effort to prevent these incidents and save lives by adopting the attached draft proclamation, as you have done previously. Please send a copy of your proclamation by mail or by e-mail to Marie-Pier.Triganne@cn.ca and let us know about your plans to promote rail safety in your community.

If you have any questions or concerns about rail safety in your community, please contact our Public Inquiry Line at 1-888-888-5909. For additional information about Rail Safety Week 2020, please consult cn.ca/railsafety or operationlifesaver.ca.

Sincerely,

Daniel Salvatore, Manager Public Affairs, CN

RECEIVED

SEP 21 2020

BY COUNCIL

Page 94 of 438

(Draft Resolution)

RESOLUTION IN SUPPORT OF RAIL SAFETY WEEK

Whereas *Rail Safety Week* is to be held across Canada from September 21 to 27, 2020;

Whereas it is in the public's interest to raise citizens' awareness of the dangers of ignoring safety warnings at level crossings and trespassing on rail property to reduce avoidable deaths, injuries and damage caused by incidents involving trains and citizens;

Whereas Operation Lifesaver is a public/private partnership whose aim is to work with the public, rail industry, governments, police services, media and others to raise rail safety awareness;

Whereas CN has requested City Council adopt this resolution in support of its ongoing efforts to raise awareness, save lives and prevent injuries in communities, including our municipality;

It is proposed by Councillor _____

seconded by Councillor _____

It is hereby **RESOLVED** to support national ***Rail Safety Week*** to be held from September 21 to 27, 2020.

Local Planning Appeal Tribunal
Tribunal d'appel de l'aménagement
local



ISSUE DATE: September 3, 2020

CASE NO.:

PL100392

The Ontario Municipal Board (the "OMB") is continued under the name Local Planning Appeal Tribunal (the "Tribunal"), and any reference to the Ontario Municipal Board or Board in any publication of the Tribunal is deemed to be a reference to the Tribunal.

IN THE MATTER OF subsection 17(36) of the *Planning Act*, R.S.O. 1990, C. P. 13, as amended

Appellant: Citizens Coalition of Greater Fort Erie
Appellant: Bryan Kenney
Appellant: Randolph Paura
Appellant: Preservation of Agricultural Lands Society (PALS)
Subject: Proposed Regional Policy Plan Amendment No. 3-2009
Municipality: Regional Municipality of Niagara
OMB Case No.: PL100362
OMB File No.: PL100362

IN THE MATTER OF subsection 17(36) of the *Planning Act*, R.S.O. 1990, C. P. 13, as amended

Appellant: Citizens Coalition of Greater Fort Erie
Appellant: Bryan Kenney
Appellant: Randolph Paura
Appellant: Preservation of Agricultural Lands Society (PALS)
Subject: Proposed Official Plan Amendment No. 4
Municipality: Town of Fort Erie
OMB Case No.: PL100362
OMB File No.: PL100363

IN THE MATTER OF subsection 17(36) of the *Planning Act*, R.S.O. 1990, C. P. 13, as amended

RECEIVED

SEP 21 2020

Appellant: Citizens Coalition of Greater Fort Erie
 Appellant: Bryan Kenney
 Appellant: Randolph Paura
 Appellant: Preservation of Agricultural Lands Society (PALS)
 Subject: Proposed Official Plan Amendment No. 63
 Municipality: Town of Fort Erie
 OMB Case No.: PL100362
 OMB File No.: PL100364

IN THE MATTER OF subsection 34(19) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Appellant: Citizens Coalition of Greater Fort Erie
 Appellant: Bryan Kenney
 Appellant: Preservation of Agricultural Lands Society (PALS)
 Subject: By-law No. 106-10
 Municipality: Town of Fort Erie
 OMB Case No.: PL100362
 OMB File No.: PL101160

BEFORE:

SUSAN de AVELLAR SCHILLER) Thursday, the 3rd
 VICE-CHAIR)
) day of September, 2020

THESE MATTERS having come before the Board for a hearing, with the Board having issued its Decision on November 12, 2012;

AND THE TRIBUNAL having received a request to extend the deadline in clause No. 9 of By-law No. 106-10 as contained in Attachment "3" of the Decision by one year from September 13, 2020 to September 13, 2021;

AND THE TRIBUNAL having been advised that Council for the Town of Fort Erie supported the extension of the clause at its meeting on August 24, 2020;

Appellant: Citizens Coalition of Greater Fort Erie
 Appellant: Bryan Kenney
 Appellant: Randolph Paura
 Appellant: Preservation of Agricultural Lands Society (PALS)
 Subject: Proposed Official Plan Amendment No. 63
 Municipality: Town of Fort Erie
 OMB Case No.: PL100362
 OMB File No.: PL100364

IN THE MATTER OF subsection 34(19) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Appellant: Citizens Coalition of Greater Fort Erie
 Appellant: Bryan Kenney
 Appellant: Preservation of Agricultural Lands Society (PALS)
 Subject: By-law No. 106-10
 Municipality: Town of Fort Erie
 OMB Case No.: PL100362
 OMB File No.: PL101160

BEFORE:

SUSAN de AVELLAR SCHILLER)
 VICE-CHAIR)
) Thursday, the 3rd
) day of September, 2020

THESE MATTERS having come before the Board for a hearing, with the Board having issued its Decision on November 12, 2012;

AND THE TRIBUNAL having received a request to extend the deadline in clause No. 9 of By-law No. 106-10 as contained in Attachment "3" of the Decision by one year from September 13, 2020 to September 13, 2021;

AND THE TRIBUNAL having been advised that Council for the Town of Fort Erie supported the extension of the clause at its meeting on August 24, 2020;

THE TRIBUNAL ORDERS that clause No. 9 of By-law No. 106-10 contained in Attachment "1" of the Decision is amended to read:

9. IF the Holding provision for those lands zoned Motorsports Speedway Holding MS-434(H)Zone has not been removed on or before September 13, 2021 then this By-law shall be of no force and effect.

In all other respects the Decision remains the same as issued.

"Becky Fong"

BECKY FONG
REGISTRAR

If there is an attachment referred to in this document,
please visit www.olt.gov.on.ca to view the attachment in PDF format.

Local Planning Appeal Tribunal
A constituent tribunal of Ontario Land Tribunals
Website: www.olt.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248

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Dear Mayor Redekop and Members of Council,

On behalf of the Alzheimer Society of Niagara Region, I am writing to request your proclamation of the day of September 21st as World Alzheimer Day in the Town of Fort Erie.

Currently, in Niagara there are over 10,524 people who are living with progressive dementia, with the most common being Alzheimer's disease. We have a unique challenge in Niagara since we have one of the highest seniors per capita in the province. Anyone can develop dementia and it is fatal with no cure. For each person living with dementia at least ten people are affected.

World Alzheimer Day offers a rare opportunity to focus attention on this devastating illness.

The onset of Covid-19 has had a profound effect of people living with dementia. According to the Ontario Government "In Ontario 64.6% of all Covid-19 deaths have been in long term care." (As of September 10, 2020) and "In Ontario 9 in 10 Long Term Care residents have some form of cognitive impairment, including two thirds with dementia." When it comes to risk factors for dementia the greatest is age and "older people are the most at risk group for Covid-19."

In response to the pandemic here at the Alzheimer Society of Niagara we have adapted many of our programs and services to be able to be offered online so that we can continue to support people living with dementia and their loved ones throughout these particularly trying circumstances.

In recognition of the 10,524 people living with dementia across the Niagara Region, we ask that the Town of Fort Erie issue a proclamation that recognizes Monday September 21st as World Alzheimer Day. We would be particularly honored to have you present this proclamation at the next possible Council meeting.

We look forward to working with you on this important endeavor and in representing the Town of Fort Erie in this campaign.

Thank you for your consideration.

Sincerely,



Cassandra Best
Alzheimer Society of Niagara Region
Manager of Fund Development
Ph: 905-687-6856 ext.556

RECEIVED

SEP 21 2020

BY COUNCIL

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Miranda's Miracles Fund

7182 Freeman St

Niagara Falls ON

L2E 5V7

Hello and Thank you for your attention to our request.

We are the family of Miranda Bauer and we would like to ask the Town of Fort Erie to go GOLD and proclaim September as Childhood Cancer Awareness Month

We lost our daughter to cancer in March of 2013 and found out while our daughter was dealing with cancer, that there is not enough awareness about childhood cancer and not enough funding for research. Our family and friends raise funds for childhood cancer research at Hospital for Sick Children in Toronto. To date we have raised over \$130,000.00. Miranda started this endeavour and we continue in her stead.

We are requesting that the flag be raised and flown for the month. We invite any and all members of the community to join us!

We have a flag design that is available through Impact Promotions who is one of our long time supporters in Thorold.

Thank you so much for your help and your support,

Patti, John and Eric Bauer

Miranda's Miracles Fund

RECEIVED

SEP 21 2020

BY COUNCIL



February 5th, 2020

To Whom It May Concern:

SickKids Foundation is pleased to recommend to you an opportunity to support The Hospital for Sick Children (SickKids) through Remember Miranda Bauer in support for SickKids, happening on April 11th, 2020. Proceeds from this a community fundraiser will support rhabdomyosarcoma research at SickKids.

Because of the support SickKids receives from this event and community initiatives like it, important advances have been made in child health research, new life-saving medical equipment has been purchased for our clinics and operating rooms and our young patients continue to receive the best care that science, technology, and compassion have to offer – here in Toronto and around the world.

In order to ensure success, the organizers of this event require support from companies, organizations, and individuals who share their vision and hope for improved child health. It is my hope that you will consider supporting this initiative. Your commitment will not only ensure that this event is a fundraising success, it will also make a real difference in the lives of children today and for generations to come.

Please note this letter is valid for one year from the date issued. Should you have any questions, please contact me at (416) 813-6166 ext. 2071.

Please direct all event inquiries to the attention of Patti Bauer at jbauer3@bell.net.

Thank you for your generosity, and for supporting SickKids' vision: Healthier children. A better world.

Sincerely,

A handwritten signature in black ink, appearing to read 'N Sarugaser'.

Nirosha Sarugaser
Associate, Community Events

SickKids Foundation
525 University Ave 14th Floor Toronto ON M5G 2L3
Phone: 416.813.6166
Fax: 416.813.5024
Toll Free: 800.661.1083
www.sickkidsfoundation.com
Canada Revenue Agency Charitable Business
Number: 108084419RR0001



Corporate Services

Prepared for	Regular Council	Report No.	CS-15-2020
Agenda Date	September 21, 2020	File No.	231005

Subject
2020 2nd QUARTER FINANCIAL REPORT

Recommendations
THAT Council receives Report No. CS-15-2020 regarding the 2020 2 nd Quarter Financial Report, including Covid-19 financial impacts, for information purposes.

Relation to Council's 2018-2022 Corporate Strategic Plan
N/A

List of Stakeholders
Mayor and Council Fort Erie Ratepayers

Prepared by:	Submitted by:	Approved by:
<i>Original signed</i>	<i>Original signed</i>	<i>Original signed</i>
Karlee Griffin, CPA, CA Manager, Accounting Services	Jonathan Janzen, CPA, CA Director, Corporate Services	Tom Kuchyt, CET Chief Administrative Officer

Purpose of Report

This report is the first comprehensive financial report of 2020 and consolidates all impacts, both COVID-19 related and standard quarterly financial reporting.

1. Covid-19 Financial Impacts

Report No. CS-07-2020 and CS-10-2020 provided Covid-19 financial impacts for information purposes as of May and June, 2020 respectively. This report updates Report No. CS-10-2020 using information available to the end of August. It forecasts the financial impacts of COVID-19 to December 31, 2020 and summarizes mitigation efforts.

Departments prepare forecasts using assumptions and estimates based on information available at the time. Estimates in this report are fluid and changing - actual results may differ.

2. Standard Q2 Financial Reporting

Budget policy requires Operating Budget variance analysis be reported to Council as at June 30, September 30 and December 31. Capital variances are closed and allocated in the spring and fall capital variance report but included here for information purposes.

Summary financial reports for the period ended June 30, 2020 are presented for Council's review in Appendix "3" for operations and Appendix "4" for capital.

Background**Covid-19 Variances**

The Town Emergency Operations Centre (EOC) has met since March 12 to review Business Continuity Plans and consider measures to minimize the spread of COVID-19 and promote health and safety. Report No. CAO-10-2020 updated Council on various changes and evolution to service provision by the Town related to the pandemic.

Report No. CS-07-2020 and CS-10-2020 provided Covid-19 financial impacts for information purposes as of May and June, 2020 respectively. The Ontario Provincial Declaration of Emergency was terminated July 24, 2020 when the Reopening Ontario Act came into force. Niagara entered Stage 3 of the provincial reopening plan on July 24, 2020. Therefore, the majority of the financial impacts that have changed since the last update are as a direct result of the region moving into Stage 3. Taxpayers are encouraged to apply for federal and provincial assistance where applicable.

2nd Quarter Operating Variances

The 2nd quarter financial report is generally more informative of revenue performance rather than of expense concerns. Budgeted figures are annualized but the timing of large expenses, such as contracts, may occur unevenly and at various times of the

year. In addition, expenses are more generally within the control of staff and are therefore managed well in relation to approved budgets. Revenues, other than taxation, are driven by activities typically outside of our control and are monitored to flag funding concerns on a timely basis.

The first page of Appendix “3” to this report provides a consolidated summary of all operating revenues and expenditures for the first half of 2020. The General Levy budget was approved February 18, 2020 through By-law No. 18-2020 and the Water and Wastewater Budget was approved January 20, 2020 through By-law No. 2-2020.

2nd Quarter Capital Variances

This report includes variance information on capital projects attached as Appendix “4”. Variance explanations are limited to projects with a budget in excess of \$200,000 or 100% of the budget remaining or greater than 10% negative variance. This will explain 96% of the budget related to 181 capital jobs managed by Town staff. The fall capital variance report will identify completed capital projects or those nearing completion in 2020 and allocate project variances with related reserves.

Analysis

Covid-19 Variances

Appendix “1” updates the June 15 report for the year-to-date periods ending June 30, September 30, and December 31 and results in operating COVID-19 variances for each period using information available to the end of August. Please refer to the earlier report for definitions and discussion on the structure and approach, which is aligned with other regional municipalities. Assuming the present situation continues, the following are the 2020 estimated impacts to December 31 as shown in Table 1:

- 1) Total gross impact: \$2,007,000 deficit (Appendix “2” column A)
- 2) Net impact, including mitigations: \$652,000 deficit (Appendix “2” column C)
- 3) Net impact, including funding: \$441,000 surplus (Appendix “2” total)
- 4) Net Budget impact, supported by Town Budget: \$920,000 surplus

Table 1

Covid-19 Financial Impact Summary	General Levy	Water/Wastewater	Total
1) Total gross impact	(1,787,000)	(220,000)	(2,007,000)
Less: Strategic and other mitigations	1,177,000	178,000	1,355,000
2) Net impact, including mitigations	(610,000)	(42,000)	(652,000)
Less: Confirmed funding	1,093,000	-	1,093,000
3) Net impact, including funding	483,000	(42,000)	441,000
Less: Costs supported by base budget	313,000	166,000	479,000
4) Net Budget impact, supported by Town Budget	796,000	124,000	920,000

As noted in Table 1, approximately \$479,000 of the Covid-19 projected financial impact will be supported by the approved based budget. Refer to column 1 of Appendix 2 for details of these costs by department. This category represents the cost of resources

unavailable to work due to shift modifications or redeployed from their main work functions to directly support the emergency response. While the Town does have an established base budget to support these expenditures, it is important to note that the work these resources are performing during the emergency is not as originally contemplated in the base budget. This may result in delays in work plans and/or backlogs after the emergency is complete.

A) GENERAL LEVY OPERATING BUDGET

The primary changes from previous reporting relate to the following:

Funding:

- **Phase 1 Safe Restart Agreement:** On August 12, 2020, the Town received confirmation that it would receive a payment of \$953,500 from the Province of Ontario, in partnership with the Federal Government, to help address financial pressures related to Covid-19, maintain critical services and protect vulnerable people as the province safely and gradually reopens. Further, the municipality will receive \$53,000 to specifically address transit pressures. The funding was calculated on a per household basis and was intended to address the priority Covid-19 operating costs and pressures. Should the funding exceed 2020 Covid-19 costs and pressures, the Province noted that excess funding should be placed into a reserve to be accessed to support Covid-19 costs and pressures that may continue to incur in 2021.

At this point, it appears as though the Phase 1 funding will be sufficient to cover 2020 Covid-19 related financial impacts, however, municipalities have not received information regarding the criteria for eligible pressures. This funding is expected to be applied to both water and wastewater impacts.

- **Phase 2 Safe Restart Agreement:** a second phase of funding was also announced for municipalities that demonstrate that 2020 Covid-19 operating costs and pressures exceed the Phase 1 per household allocation. If eligible, municipalities may submit a report outlining Covid-19 operating costs and pressures by October 30, 2020.
- **Tourism Industry Association of Ontario ("TIAO"):** TIAO is providing financial support to destination marketing organizations (DMOs) across Southern Ontario that have experienced significant revenue shortfalls since the start of the Covid-19 pandemic. The Town received confirmation that it will receive payment of \$86,900 through the South Coast Tourism DMO to assist with financial pressures in areas supported by tourism, such as Bay Beach. A budget amendment will be brought forward upon receipt of funds.
- **Transit Enhanced Cleaning:** The Province of Ontario is providing up to \$12,000 to support enhanced cleaning of public transit systems and help reduce transmission of Covid-19. These funds will be shared with Transit contractors who have incurred the costs of enhanced cleaning.

Facility rentals and Utility Costs: The Leisureplex arena reopened August 17, by appointment only. Forecasted revenue loss relating to rentals and programs, as well as cost reductions resulting from the facility closures have been reduced from the last report. The Crystal Ridge arena is expected to reopen October 1.

Fire Activities: Forecasted cost savings have been reduced based on emerging trends for fire response and training costs.

Gaming Revenue: Gaming centres reopened July 17th, with limitations. Forecasted revenue loss relating to licence revenue earned at OLG bingo halls has been reduced from the last report.

Wages and Benefits: Savings in wages and benefits have been reduced since the last report, as all layoffs have now ended, some vacant positions have been filled, and some part-time and casual staff have been rehired.

Note that the labour cost savings noted in the previous paragraph are offset by lost productivity costs in some circumstances (e.g., deferring the hiring of vacant positions). Further, the Town has not reported the cost of lost productivity (ie delays in projects and impacts to service levels) due to staff prioritizing Covid-19 related tasks, as the report is based on direct budget impacts only. For example, some municipalities have included full labour costs for any staff member involved in the EOC as this involvement impedes their ability to complete regular duties.

Project Deferrals: Based on priority shifts in 2020, as a result of Covid-19 a number of projects will be delayed and considered for carryover to 2021.

B) WATER/WASTEWATER OPERATING BUDGET

Approximately 72% of the Town's water customers are Residential and have seen higher volumes as compared to the same time period in 2019, with more customers being at home during the pandemic. This has been partially offset by Commercial, Institutional, and Seasonal customers who have had lower volumes as compared to the prior year and represent about 18% of the customer base. Since at this point it is not possible to accurately measure the Covid-19 impact separately from seasonal impacts, such as a hot dry summer, the variances will be considered entirely within the section below.

2nd Quarter Operating Variances

Water and Wastewater

Water and wastewater revenues reflect actual consumption to approximately the middle of June. Water consumption is 0.3% lower than budget and 4.8% higher than the same period last year. Wastewater volumes are 3.4% lower than budget and 7.3% higher than the same period last year.

Water/wastewater revenues, net of treatment costs, are forecasted to have a favourable variance of \$275,000 by year-end. This forecast captures year-to-date results to the end of July and results equal to budget for the remainder of the year. The variance is

primarily driven by decreased water treatment volumes. Increased water volumes billed have also contributed, as a result of a hot dry summer, coupled with more customers being at home due to the pandemic as noted above. In addition, water/wastewater staff have eliminated a small number of very large leaks in the system that had gone undetected which contribute to favourable wastewater treatment volumes.

General Levy

The following Table 2 summarizes forecasted budget variances unrelated to Covid-19.

Table 2

	Q2 Actual	Q4 Forecast	Q4 Budget	Favourable / (Unfavourable) Variance
Revenue				
Grants	\$ 84,000	\$ 112,500	\$ -	\$ -*
Building permit revenue	412,000	710,000	650,000	60,000
Expenses				
Wages & benefits	6,855,000	14,790,000	14,990,000	200,000
Winter Control and related contracts	105,200	390,000	450,000	60,000
Insurance	65,000	95,000	70,000	(25,000)
Preliminary forecasted surplus				\$ 295,000

* not expected to impact surplus, as a budget amendment will be recommended upon tender award.

Grants

The Province announced investments in small and rural municipalities to help support delivering modern and efficient services to their communities through the Ontario Municipal Modernization Program. The Town has been approved for \$112,500 in funding for the purpose of a Corporate Software Review. A budget amendment will be brought forward at the time of tender award.

Building Permit Revenues

Building permit fee revenue remains strong and has increased by over \$100,000 compared to the same period last year. As noted in Report No. PDS-40-2020, there were 53 residential permits drawn in the second quarter of 2020, with a residential permit value of \$20,584,400. This is the highest level since Q2 of 2016.

As of June 30, permit revenue was \$412,000 or 63% of annual budget. Based on historical trends and revenues collected to the end of July and part of August, building permit revenues are expected to generate a favourable variance to budget of \$60,000 for the year. The Reserve Policy directs any building surplus to be transferred to the Building Permit Surplus Reserve.

Wages & Benefits

Wages and benefit expenses are below budget and forecasting to have a net favourable variance of over \$200,000 primarily resulting from staff turnover and vacancies in various departments. Note that winter events in the last quarter of the year have the potential to impact the expected favourability.

Winter Control Contract

Winter control costs are 20% lower than the same period in 2019 and are at 38% of the total budget for 2020, which is typically at 66% of budget by the end of June. Although there is favourability in the winter control cost centre, the surplus service hours have been redirected to other maintenance activities such as storm sewer repairs, brushing, and tree removals. Since these jobs were already budgeted, the net impact to the General Levy will be savings of \$60,000. Winter events in the last quarter of the year have the potential to impact results.

Insurance

Insurance costs are forecasted to be unfavourable to budget by approximately \$25,000 as a result of higher than budgeted under-deductible claims. This is a result of payouts on completion of older claims as well as vehicles.

Financial/Staffing and Accessibility (AODA) Implications

The Town's tax levy and rate funded operating budgets are projected to be negatively impacted by COVID-19 regardless of how long the situation lasts throughout the year. Phase 1 and Phase 2 Safe Restart funding is expected to sufficiently assist with Covid-19 financial implications in 2020 such that the Town will not be required to draw from Reserves or experience significant pressure on cash flows. Staff expect budget adjustments related to changes in services, incremental costs and lost revenue related to COVID-19 will be required. This will be reported and provided for Council approval with future reports when more information is known.

Any remaining General Levy or Water/Wastewater budget surplus or deficit at year end will be transferred to/from Town Reserves in accordance with Budget Policy.

Policies Affecting Proposal

Emergency Management Act (Revised Statutes of Ontario 1990, Chapter E.9)

By-law No. 124-2019 adopted Council's 2018-2022 Corporate Strategic Plan.

Financial reporting is addressed in Budget Policy By-law No. 127-09, as amended.

By-law No. 93-12, as amended, adopted the Reserve Policy that identifies the targets and strategies to be incorporated into the budget preparation.

Comments from Relevant Departments/Community and Corporate Partners

The Town's financial reporting software allows service managers direct access to monitor their account activity in comparison with budget. The consolidated results for the six months ending June 30, 2020 have been discussed with the Senior Management team.

Communicating Results

This report will be posted on the "Financial Statements" page of the Town website. This page is found under Governments/Budgets and Finances.

Alternatives

N/a

Conclusion

The impact of Covid-19 in 2020, net of Town efforts to mitigate the impact and identify cost savings opportunities, is an estimated \$652,000 deficit to December 31. When including grant funding, the net budget surplus is \$441,000 and \$920,000 when including costs supported by the existing base budget. The province has asked that these funds be set aside for ongoing 2021 impacts.

Staff are monitoring and assessing financial information as it becomes available and as operational changes occur. Regular quarterly variance reporting will include COVID-19 updates. Senior staff are working with counterparts across the region to share ideas and strategies and have aligned where possible. The local, national and global economic impact of COVID-19 will continue to evolve in 2020 and beyond and the Town is committed to responding in a responsible and safe manner.

The second quarter financial results analyzed in this report beyond Covid-19 impacts provide positive overall projections for year-end results. Staff will continue to monitor costs to mitigate possible year-end operating variances. Capital account balances are addressed in advance of the year end as part of the fall capital variance report.

Attachments

Appendix "1" - Estimated COVID-19 2020 Financial Impacts by Category

Appendix "2" - Estimated COVID-19 Financial Impacts by Department to December 31, 2020

Appendix "3" - Consolidated Statement of Operations as at June 30, 2020

Appendix "4" - Capital variance report as at June 30, 2020

Appendix "1" - Estimated COVID-19 2020 Financial Impacts by Category

Category	Surplus/(deficit) for 2020 Year-to-Date		
	Actual June 30	Projected September 30	Projected December 31
General Levy Operating Budget			
A) Revenue			
Provincial Offences Act	(10,000)	(17,500)	(25,000)
Parking	(1,667)	(41,167)	(42,000)
Gaming licences	(82,478)	(120,518)	(161,063)
Penalties on Taxes	(66,474)	(66,474)	(66,474)
Investment income (adjusted into initial period)	(250,000)	(250,000)	(250,000)
Facility rentals	(90,152)	(142,558)	(249,793)
Beach & boat ramp	(106,100)	(292,000)	(294,650)
Waived NSF fee & reminder notices	(14,980)	(14,980)	(14,980)
Transit fares	(3,750)	(7,500)	(38,750)
Planning & Development user fees	(10,155)	(910)	(1,300)
Miscellaneous	(34,833)	(65,283)	(93,233)
Total Revenue	(670,589)	(1,018,890)	(1,237,243)
B) Expenses			
Wages & Benefits (savings net of lost productivity)	(17,096)	55,544	(27,986)
Fire Services (response & training)	22,749	46,811	65,372
Events & Programs	2,400	34,800	45,200
Training & development	43,245	55,461	74,678
Meetings	706	1,312	2,318
Travel	8,680	15,190	21,700
Advertising	28,694	33,410	38,126
Utilities	36,895	75,485	80,125
Transit contracts	40,350	80,700	150,375
Facilities maintenance	3,500	26,000	26,000
Fuel (reduced volume and price)	27,450	47,460	61,410
Material & supplies	29,030	52,030	57,030
EDTS	51,750	41,890	26,950
Unexpected COVID-19 costs (working remotely, signage)	(33,011)	(135,828)	(176,214)
Miscellaneous	40,020	54,540	56,610
Rental grants	3,500	8,500	26,000
Library operations - grant	31,746	65,873	100,000
Total expenses	320,608	559,178	627,694
Water & Wastewater Operating Budget			
A) Revenue			
Penalties on billings	(14,979)	(14,979)	(14,979)
Waived NSF fee & reminder notices	(11,674)	(11,674)	(11,674)
User fees	(16,000)	(16,000)	(16,000)
Total Revenue	(42,653)	(42,653)	(42,653)
B) Expenses			
Wages/Benefits	(77,330)	(96,730)	(146,020)
Unexpected COVID-19 costs (working remotely, signage)	-	(850)	(850)
Training & development	9,100	15,925	22,750
Contracts	29,600	51,800	124,000
Total expenses	(38,630)	(29,855)	(120)
TOTAL	(431,264)	(532,220)	(652,322)
Add: Confirmed Funding Announcements	-	1,006,000	1,092,900
Net 2020 Covid-19 Surplus	(431,264)	473,780	440,578

Appendix "2" - Estimated COVID-19 Financial Impacts by Department to December 31, 2020

	Costs supported by base budget	Costs incremental to base budget	Lost Revenue	Total Gross Impact	Incidental Mitiation	Strategic Mitigation	Cost savings & mitigations	Net Impact
				A			B	C = A + B
Office of CAO	\$ -	\$ (60,050)	\$ -	\$ (60,050)	\$ 66,383	\$ 66,400	\$ 132,783	\$ 72,733
Community Services	\$ (6,040)	\$ (31,326)	\$ (32,400)	\$ (69,766)	\$ -	\$ 56,754	\$ 56,754	\$ (13,012)
Corporate Services	\$ (2,550)	\$ -	\$ (525,017)	\$ (527,567)	\$ 38,126	\$ -	\$ 38,126	\$ (489,441)
Fire & Emergency Services	\$ -	\$ (19,003)	\$ (29,000)	\$ (48,003)	\$ 91,872	\$ -	\$ 91,872	\$ 43,869
Infrastructure Services				\$ -				\$ -
Crossing Guards	\$ (31,120)	\$ -	\$ -	\$ (31,120)	\$ -	\$ -	\$ -	\$ (31,120)
Engineering	\$ -	\$ -	\$ -	\$ -	\$ 14,950	\$ 60,560	\$ 75,510	\$ 75,510
Parks & Facilities	\$ (151,900)	\$ (51,785)	\$ (586,443)	\$ (790,128)	\$ 250,525	\$ 73,500	\$ 324,025	\$ (466,103)
Roads & Fleet	\$ (118,760)	\$ (40,946)	\$ (50,833)	\$ (210,539)	\$ 72,173	\$ 18,000	\$ 90,173	\$ (120,366)
Transit	\$ -	\$ -	\$ (38,750)	\$ (38,750)	\$ 150,375	\$ -	\$ 150,375	\$ 111,625
Fort Erie Public Library	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000
Planning & Development Services	\$ (2,940)	\$ (6,724)	\$ (1,300)	\$ (10,964)	\$ 12,000	\$ 105,720	\$ 117,720	\$ 106,756
Total Levy Supported	\$ (313,310)	\$ (209,834)	\$ (1,263,743)	\$ (1,786,887)	\$ 696,404	\$ 480,934	\$ 1,177,338	\$ (609,549)
Total Water & Wastewater	\$ (165,420)	\$ (12,450)	\$ (42,653)	\$ (220,523)	\$ 28,750	\$ 149,000	\$ 177,750	\$ (42,773)
TOTAL	\$ (478,730)	\$ (222,284)	\$ (1,306,396)	\$ (2,007,410)	\$ 725,154	\$ 629,934	\$ 1,355,088	\$ (652,322)
Add: Confirmed Funding Announcements								\$ 1,092,900
Net 2020 Covid-19 Surplus available for 2021 impacts								\$ 440,578

Appendix "3" to Administrative Report No. CS-15-2020

- 1 Consolidated Operating Fund
- 2 Water & Wastewater Fund
- 3 General Revenue Fund
- 4 Taxation
- 5 Payments in Lieu
- 6 General Revenues
- 7 Charitable Gaming Revenues
- 8 Mayor & Council
- 9 Office of the CAO
- 10 Economic Development & Tourism
- 11 Community Services
- 12 Transit & Crossing Guards
- 13 Corporate Services
- 14 Insurance & Risk Management
- 15 Fire & Emergency Services
- 16 Engineering
- 17 Roads and Fleet
- 18 Parks and Facilities
- 19 Planning & Development Service
- 20 Business Improvement Areas
- 21 Boards & Committees

Service Area: Consolidated Operating Fund

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
General Levy	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
BIA Levies	(291)	58,500	58,791	73,950	91,000
Payments in Lieu of Taxes	272,514	275,120	2,606	275,120	280,335
Water/wastewater billings	9,275,007	19,334,069	10,059,062	8,807,883	18,931,399
Local Improvement Charges		120,901	120,901	120,872	120,901
Donations	1,425	5,274	3,849	7,754	4,600
Fine Revenue	43,723	250,600	206,877	48,365	172,109
Gaming Revenues	56,138	244,500	188,362	129,817	245,800
Grants	857,459	2,151,133	1,293,674	1,372,272	2,605,487
Interest & Penalties	578,175	1,408,000	829,825	645,388	1,406,500
Sale of land, buildings and equipment	23,396	115,000	91,604	65,718	85,000
User Fees	1,236,956	3,114,689	1,877,733	1,486,383	2,745,376
Miscellaneous other revenues	(8,632)	91,725	100,357	16,921	142,585
Total Revenue	12,276,541	55,802,509	43,525,968	40,837,180	54,721,943
Expenses					
Wages & Benefits	8,009,033	17,351,888	9,342,855	7,320,526	16,287,219
Materials & Services	4,404,576	12,217,253	7,812,677	5,109,403	12,117,192
Debt Interest Charges	58,334	189,249	130,915	65,922	219,865
Grants	902,568	1,936,257	1,033,689	1,373,320	3,130,147
Partnership Programs	55,484	236,000	180,516	43,143	173,500
Regional Treatment Costs	5,417,259	11,453,214	6,035,955	5,553,589	11,540,386
Total Expenses	18,847,254	43,383,861	24,536,607	19,465,903	43,468,309
Net before Financing and Transfers	(6,570,713)	12,418,648	18,989,361	21,371,277	11,253,634
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	13		(13)	(6)	4
Allocation of Gaming Revenues					
Program Support Charges	2	(2)	(4)	6	
Total Interdepartmental transfers	15	(2)	(17)		4
Debt principal (advances)/repayments					
Repayment of Debt	605,976	808,597	202,621	595,092	1,049,364
Total Debt principal (advances)/repayments	605,976	808,597	202,621	595,092	1,049,364
Reserve and Capital Fund Transfers					
Transfers from reserves	(557,060)	(1,564,500)	(1,007,440)	(698,118)	(2,540,214)
Transfers to reserves	6,802,733	13,782,481	6,979,748	6,212,151	13,131,141
Transfers Development Chgs Reserve	(134,279)	(581,809)	(447,530)	(136,361)	(380,926)
Total Reserve and Capital Fund Transfers	6,111,394	11,636,172	5,524,778	5,377,672	10,210,001
NET FINANCING & TRANSFERS	6,717,385	12,444,767	5,727,382	5,972,764	11,259,369
(SURPLUS)/DEFICIT CARRYFORWARD					
General (surplus) deficit	(27,801)	(26,119)	1,682	(12,732)	(5,735)
Total (SURPLUS)/DEFICIT CARRYFORWARD	(27,801)	(26,119)	1,682	(12,732)	(5,735)
DEPARTMENT NET REVENUE/(EXPENSES)	(13,260,297)		13,260,297	15,411,245	

Service Area: Water & Wastewater

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Water/wastewater billings	9,275,007	19,334,069	10,059,062	8,807,883	18,931,399
Local Improvement Charges		120,901	120,901	120,872	120,901
Grants	(2,161)	30,000	32,161		150,000
Interest & Penalties	11,343	46,000	34,657	21,630	48,000
User Fees	71,156	161,500	90,344	87,525	142,000
Total Revenue	9,355,345	19,692,470	10,337,125	9,037,910	19,392,300
Expenses					
Wages & Benefits	1,153,851	2,361,523	1,207,672	1,081,967	2,319,929
Materials & Services	237,121	1,059,950	822,829	231,506	1,144,494
Debt Interest Charges	32,930	101,930	69,000	35,682	111,151
Grants	1,461	36,000	34,539	3,966	36,000
Regional Treatment Costs	5,417,259	11,453,214	6,035,955	5,553,589	11,540,386
Total Expenses	6,842,622	15,012,617	8,169,995	6,906,710	15,151,960
Net before Financing and Transfers	2,512,723	4,679,853	2,167,130	2,131,200	4,240,340
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	147,340	356,323	208,983	140,154	341,316
Program Support Charges	278,988	557,975	278,987	256,643	513,284
Total Interdepartmental transfers	426,328	914,298	487,970	396,797	854,600
Debt principal (advances)/repayments					
Repayment of Debt	156,773	262,773	106,000	154,750	260,750
Total Debt principal (advances)/repayments	156,773	262,773	106,000	154,750	260,750
Reserve and Capital Fund Transfers					
Transfers from reserves	(291,031)	(430,000)	(138,969)	(31,001)	(477,701)
Transfers to reserves	2,117,046	4,234,091	2,117,045	1,905,571	3,911,142
Transfers Development Chgs Reserve	(134,279)	(301,309)	(167,030)	(136,361)	(308,451)
Total Reserve and Capital Fund Transfers	1,691,736	3,502,782	1,811,046	1,738,209	3,124,990
NET FINANCING & TRANSFERS	2,274,837	4,679,853	2,405,016	2,289,756	4,240,340
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	237,886		(237,886)	(158,556)	

Service Area: Revenues

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
General Levy	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
Payments in Lieu of Taxes	272,514	275,120	2,606	275,120	280,335
Fine Revenue	32,782	65,600	32,818	28,240	52,109
Gaming Revenues	56,138	244,500	188,362	129,817	245,800
Grants	805,300	1,610,600	805,300	1,233,649	1,839,500
Interest & Penalties	566,930	1,375,000	808,070	624,205	1,363,500
User Fees	138,526	147,899	9,373	131,699	157,502
Miscellaneous other revenues	(8,632)	83,422	92,054	11,985	79,885
Total Revenue	1,804,229	32,435,139	30,630,910	30,221,452	31,909,482
Expenses					
Materials & Services		3,000	3,000		5,000
Total Expenses		3,000	3,000		5,000
Net before Financing and Transfers	1,804,229	32,432,139	30,627,910	30,221,452	31,904,482
FINANCING & TRANSFERS					
Interdepartmental transfers					
Allocation of Gaming Revenues		244,500	244,500		245,800
Total Interdepartmental transfers		244,500	244,500		245,800
Reserve and Capital Fund Transfers					
Transfers to reserves	452,650	905,300	452,650	499,875	1,339,750
otal Reserve and Capital Fund Transfers	452,650	905,300	452,650	499,875	1,339,750
NET FINANCING & TRANSFERS	452,650	1,149,800	697,150	499,875	1,585,550
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	1,351,579	31,282,339	29,930,760	29,721,577	30,318,932

Service Area: Taxation

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
General Levy	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
Total Revenue	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
Expenses					
Net before Financing and Transfers	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
FINANCING & TRANSFERS					
Reserve and Capital Fund Transfers					
Transfers to reserves	50,000	100,000	50,000	125,000	250,000
otal Reserve and Capital Fund Transfers	50,000	100,000	50,000	125,000	250,000
NET FINANCING & TRANSFERS	50,000	100,000	50,000	125,000	250,000
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	(109,329)	28,532,998	28,642,327	27,661,737	27,640,851

Service Area: Payments in Lieu

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CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Payments in Lieu of Taxes	272,514	275,120	2,606	275,120	280,335
Total Revenue	272,514	275,120	2,606	275,120	280,335
<i>Expenses</i>					
<i>Net before Financing and Transfers</i>	272,514	275,120	2,606	275,120	280,335
FINANCING & TRANSFERS					
NET FINANCING & TRANSFERS					
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	272,514	275,120	2,606	275,120	280,335

Service Area: General revenues

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CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Fine Revenue	32,782	65,600	32,818	28,240	52,109
Grants	805,300	1,610,600	805,300	1,233,649	1,839,500
Interest & Penalties	566,930	1,375,000	808,070	624,205	1,363,500
User Fees	138,526	147,899	9,373	131,699	157,502
Miscellaneous other revenues	(8,632)	83,422	92,054	11,985	79,885
Total Revenue	1,534,906	3,282,521	1,747,615	2,029,778	3,492,496
Expenses					
Materials & Services		3,000	3,000		5,000
Total Expenses		3,000	3,000		5,000
Net before Financing and Transfers	1,534,906	3,279,521	1,744,615	2,029,778	3,487,496
FINANCING & TRANSFERS					
Reserve and Capital Fund Transfers					
Transfers to reserves	402,650	805,300	402,650	374,875	1,089,750
otal Reserve and Capital Fund Transfers	402,650	805,300	402,650	374,875	1,089,750
NET FINANCING & TRANSFERS	402,650	805,300	402,650	374,875	1,089,750
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	1,132,256	2,474,221	1,341,965	1,654,903	2,397,746

Service Area: Charitable Gaming revenues

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Gaming Revenues	56,138	244,500	188,362	129,817	245,800
Total Revenue	56,138	244,500	188,362	129,817	245,800
Expenses					
Net before Financing and Transfers	56,138	244,500	188,362	129,817	245,800
FINANCING & TRANSFERS					
Interdepartmental transfers					
Allocation of Gaming Revenues		244,500	244,500		245,800
Total Interdepartmental transfers		244,500	244,500		245,800
NET FINANCING & TRANSFERS		244,500	244,500		245,800
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	56,138		(56,138)	129,817	

**CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT**

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Expenses					
Wages & Benefits	137,308	290,110	152,802	131,819	269,632
Materials & Services	20,204	37,188	16,984	53,019	59,711
Total Expenses	157,512	327,298	169,786	184,838	329,343
Net before Financing and Transfers	(157,512)	(327,298)	(169,786)	(184,838)	(329,343)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	59,018	118,036	59,018	44,931	89,861
Total Interdepartmental transfers	59,018	118,036	59,018	44,931	89,861
Reserve and Capital Fund Transfers					
Transfers from reserves					(22,000)
Transfers to reserves	3,750	7,500	3,750	2,750	5,500
otal Reserve and Capital Fund Transfers	3,750	7,500	3,750	2,750	(16,500)
NET FINANCING & TRANSFERS	62,768	125,536	62,768	47,681	73,361
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(220,280)	(452,834)	(232,554)	(232,519)	(402,704)

**CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT**

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Expenses					
Wages & Benefits	401,394	883,502	482,108	331,113	842,363
Materials & Services	35,069	209,060	173,991	116,838	232,151
Total Expenses	436,463	1,092,562	656,099	447,951	1,074,514
Net before Financing and Transfers	(436,463)	(1,092,562)	(656,099)	(447,951)	(1,074,514)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	(237,658)	(475,315)	(237,657)	(216,214)	(432,428)
Total Interdepartmental transfers	(237,658)	(475,315)	(237,657)	(216,214)	(432,428)
Reserve and Capital Fund Transfers					
Transfers from reserves		(200,000)	(200,000)		
Transfers to reserves	200,000	400,000	200,000		
otal Reserve and Capital Fund Transfers	200,000	200,000			
NET FINANCING & TRANSFERS	(37,658)	(275,315)	(237,657)	(216,214)	(432,428)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(398,805)	(817,247)	(418,442)	(231,737)	(642,086)

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Expenses					
Wages & Benefits	148,954	279,181	130,227		
Materials & Services	65,904	232,063	166,159		
Grants				332,851	665,044
Total Expenses	214,858	511,244	296,386	332,851	665,044
Net before Financing and Transfers	(214,858)	(511,244)	(296,386)	(332,851)	(665,044)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	33,288	66,575	33,287		
Total Interdepartmental transfers	33,288	66,575	33,287		
NET FINANCING & TRANSFERS	33,288	66,575	33,287		
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(248,146)	(577,819)	(329,673)	(332,851)	(665,044)

Service Area: Community Services

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CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Donations	328	4,100	3,772	518	4,100
Grants	84,375	34,600	(49,775)		34,600
User Fees	83,352	123,940	40,588	68,886	123,900
Total Revenue	168,055	162,640	(5,415)	69,404	162,600
Expenses					
Wages & Benefits	777,159	1,696,188	919,029	689,331	1,713,501
Materials & Services	295,120	570,666	275,546	245,640	488,384
Grants		30,000	30,000	120,000	270,000
Partnership Programs	55,484	236,000	180,516	43,143	173,500
Total Expenses	1,127,763	2,532,854	1,405,091	1,098,114	2,645,385
Net before Financing and Transfers	(959,708)	(2,370,214)	(1,410,506)	(1,028,710)	(2,482,785)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	(464,107)	(928,214)	(464,107)	(404,678)	(809,359)
Total Interdepartmental transfers	(464,107)	(928,214)	(464,107)	(404,678)	(809,359)
Reserve and Capital Fund Transfers					
Transfers from reserves		(226,000)	(226,000)	(379,219)	(401,000)
Transfers to reserves	240,160	479,785	239,625	230,077	459,325
otal Reserve and Capital Fund Transfers	240,160	253,785	13,625	(149,142)	58,325
NET FINANCING & TRANSFERS	(223,947)	(674,429)	(450,482)	(553,820)	(751,034)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(735,761)	(1,695,785)	(960,024)	(474,890)	(1,731,751)

Service Area: Transit & Crossing guards

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Grants		287,173	287,173	142,538	285,076
User Fees	5,305	44,000	38,695		17,000
Total Revenue	5,305	331,173	325,868	142,538	302,076
Expenses					
Wages & Benefits	74,537	168,780	94,243	90,279	183,386
Materials & Services	366,779	1,537,728	1,170,949	427,928	1,206,119
Total Expenses	441,316	1,706,508	1,265,192	518,207	1,389,505
Net before Financing and Transfers	(436,011)	(1,375,335)	(939,324)	(375,669)	(1,087,429)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	120,840	241,680	120,840	90,270	180,539
Total Interdepartmental transfers	120,840	241,680	120,840	90,270	180,539
Reserve and Capital Fund Transfers					
Transfers to reserves		74,567	74,567	18,034	165,977
otal Reserve and Capital Fund Transfers		74,567	74,567	18,034	165,977
NET FINANCING & TRANSFERS	120,840	316,247	195,407	108,304	346,516
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	(556,851)	(1,691,582)	(1,134,731)	(483,973)	(1,433,945)

Service Area: Corporate Services

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Sale of land, buildings and equipment	23,396	115,000	91,604	65,620	85,000
User Fees	17,181	89,100	71,919	48,296	103,000
Miscellaneous other revenues		850	850		1,000
Total Revenue	40,577	204,950	164,373	113,916	189,000
Expenses					
Wages & Benefits	568,354	1,278,990	710,636	602,308	1,255,893
Materials & Services	133,004	403,599	270,595	209,779	415,503
Total Expenses	701,358	1,682,589	981,231	812,087	1,671,396
Net before Financing and Transfers	(660,781)	(1,477,639)	(816,858)	(698,171)	(1,482,396)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	(308,703)	(617,406)	(308,703)	(322,051)	(644,100)
Total Interdepartmental transfers	(308,703)	(617,406)	(308,703)	(322,051)	(644,100)
Reserve and Capital Fund Transfers					
Transfers from reserves				(1,308)	
Transfers to reserves	15,700	31,400	15,700	29,985	30,750
otal Reserve and Capital Fund Transfers	15,700	31,400	15,700	28,677	30,750
NET FINANCING & TRANSFERS	(293,003)	(586,006)	(293,003)	(293,374)	(613,350)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	(367,778)	(891,633)	(523,855)	(404,797)	(869,046)

Service Area: Insurance & risk management

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CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
User Fees	1,093		(1,093)		
Total Revenue	1,093		(1,093)		
Expenses					
Wages & Benefits	16,056	31,342	15,286	11,665	23,012
Materials & Services	732,793	747,500	14,707	610,613	705,000
Total Expenses	748,849	778,842	29,993	622,278	728,012
Net before Financing and Transfers	(747,756)	(778,842)	(31,086)	(622,278)	(728,012)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	(389,421)	(778,842)	(389,421)	(364,006)	(728,012)
Total Interdepartmental transfers	(389,421)	(778,842)	(389,421)	(364,006)	(728,012)
Reserve and Capital Fund Transfers					
Transfers to reserves	10,000	20,000	10,000	10,000	20,000
otal Reserve and Capital Fund Transfers	10,000	20,000	10,000	10,000	20,000
NET FINANCING & TRANSFERS	(379,421)	(758,842)	(379,421)	(354,006)	(708,012)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(368,335)	(20,000)	348,335	(268,272)	(20,000)

Service Area: Fire & Emergency Services

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CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Donations	1,097	500	(597)	100	500
User Fees	6,197	48,000	41,803	3,446	23,000
Total Revenue	7,294	48,500	41,206	3,546	23,500
Expenses					
Wages & Benefits	541,495	1,507,620	966,125	462,165	1,495,105
Materials & Services	246,066	430,614	184,548	272,996	417,210
Debt Interest Charges	14,380	23,823	9,443	17,251	29,379
Total Expenses	801,941	1,962,057	1,160,116	752,412	1,941,694
Net before Financing and Transfers	(794,647)	(1,913,557)	(1,118,910)	(748,866)	(1,918,194)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	123,996	247,991	123,995	119,714	239,427
Program Support Charges	315,013	630,025	315,012	309,641	619,280
Total Interdepartmental transfers	439,009	878,016	439,007	429,355	858,707
Debt principal (advances)/repayments					
Repayment of Debt	183,436	183,436		179,410	179,410
Total Debt principal (advances)/repayments	183,436	183,436		179,410	179,410
Reserve and Capital Fund Transfers					
Transfers to reserves	242,807	485,613	242,806	236,247	472,493
Total Reserve and Capital Fund Transfers	242,807	485,613	242,806	236,247	472,493
NET FINANCING & TRANSFERS	865,252	1,547,065	681,813	845,012	1,510,610
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(1,659,899)	(3,460,622)	(1,800,723)	(1,593,878)	(3,428,804)

Service Area: Engineering

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CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Grants	(51,150)	118,960	170,110	(48,054)	142,000
User Fees	28,470	58,000	29,530	49,530	58,000
Total Revenue	(22,680)	176,960	199,640	1,476	200,000
Expenses					
Wages & Benefits	497,618	901,705	404,087	364,940	814,242
Materials & Services	264,751	881,500	616,749	232,574	898,950
Debt Interest Charges	11,024	63,496	52,472	12,989	79,335
Total Expenses	773,393	1,846,701	1,073,308	610,503	1,792,527
Net before Financing and Transfers	(796,073)	(1,669,741)	(873,668)	(609,027)	(1,592,527)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	15,327	30,654	15,327	14,709	29,417
Program Support Charges	123,486	246,972	123,486	137,060	274,120
Total Interdepartmental transfers	138,813	277,626	138,813	151,769	303,537
Debt principal (advances)/repayments					
Repayment of Debt	265,767	362,388	96,621	260,932	609,204
tal Debt principal (advances)/repayments	265,767	362,388	96,621	260,932	609,204
Reserve and Capital Fund Transfers					
Transfers from reserves	(82,236)	(260,000)	(177,764)	(126,818)	(313,000)
Transfers to reserves	2,635,134	5,270,266	2,635,132	2,427,254	4,918,506
Transfers Development Chgs Reserve		(168,000)	(168,000)		
otal Reserve and Capital Fund Transfers	2,552,898	4,842,266	2,289,368	2,300,436	4,605,506
NET FINANCING & TRANSFERS	2,957,478	5,482,280	2,524,802	2,713,137	5,518,247
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSE)	(3,753,551)	(7,152,021)	(3,398,470)	(3,322,164)	(7,110,774)

Service Area: Roads & Fleet

Run Date: 9/15/20 3:44 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Sale of land, buildings and equipment				98	
User Fees	10,312	119,500	109,188	40,082	130,000
Total Revenue	10,312	119,500	109,188	40,180	130,000
Expenses					
Wages & Benefits	1,246,996	2,454,584	1,207,588	1,146,831	2,389,564
Materials & Services	834,154	2,609,005	1,774,851	1,131,864	2,896,720
Total Expenses	2,081,150	5,063,589	2,982,439	2,278,695	5,286,284
Net before Financing and Transfers	(2,070,838)	(4,944,089)	(2,873,251)	(2,238,515)	(5,156,284)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	(470,154)	(1,001,972)	(531,818)	(453,195)	(964,026)
Program Support Charges	280,177	560,352	280,175	279,678	559,354
Total Interdepartmental transfers	(189,977)	(441,620)	(251,643)	(173,517)	(404,672)
Reserve and Capital Fund Transfers					
Transfers from reserves	(129,310)	(61,000)	68,310	(118,627)	(401,000)
Transfers to reserves	208,685	417,357	208,672	189,702	379,387
Total Reserve and Capital Fund Transfers	79,375	356,357	276,982	71,075	(21,613)
NET FINANCING & TRANSFERS	(110,602)	(85,263)	25,339	(102,442)	(426,285)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSE)	(1,960,236)	(4,858,826)	(2,898,590)	(2,136,073)	(4,729,999)

Service Area: Parks & Facilities

Run Date: 9/15/20 3:44 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Donations				988	
Fine Revenue	6,191	165,000	158,809	9,085	100,000
Interest & Penalties	(98)	(13,000)	(12,902)	(447)	(5,000)
User Fees	267,837	1,103,700	835,863	447,023	811,650
Total Revenue	273,930	1,255,700	981,770	456,649	906,650
Expenses					
Wages & Benefits	1,194,321	2,870,650	1,676,329	1,290,586	2,578,522
Materials & Services	1,036,112	2,816,100	1,779,988	1,327,014	2,820,415
Grants	6,069	42,900	36,831	7,371	42,550
Total Expenses	2,236,502	5,729,650	3,493,148	2,624,971	5,441,487
Net before Financing and Transfers	(1,962,572)	(4,473,950)	(2,511,378)	(2,168,322)	(4,534,837)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	164,221	328,441	164,220	159,730	316,108
Program Support Charges	(117,649)	(235,298)	(117,649)	(121,564)	(243,127)
Total Interdepartmental transfers	46,572	93,143	46,571	38,166	72,981
Reserve and Capital Fund Transfers					
Transfers from reserves		(275,000)	(275,000)		(400,000)
Transfers to reserves	669,301	1,441,602	772,301	662,656	1,428,311
Total Reserve and Capital Fund Transfers	669,301	1,166,602	497,301	662,656	1,028,311
NET FINANCING & TRANSFERS	715,873	1,259,745	543,872	700,822	1,101,292
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSE)	(2,678,445)	(5,733,695)	(3,055,250)	(2,869,144)	(5,636,129)

Service Area: Planning & Development Service

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Fine Revenue	4,750	20,000	15,250	11,040	20,000
Grants	21,095	40,000	18,905	44,139	127,811
User Fees	603,882	1,203,050	599,168	601,475	1,160,500
Total Revenue	629,727	1,263,050	633,323	656,654	1,308,311
Expenses					
Wages & Benefits	1,184,258	2,495,856	1,311,598	1,018,821	2,257,429
Materials & Services	101,293	492,492	391,199	180,733	580,393
Grants	56,190	169,854	113,664		167,344
Total Expenses	1,341,741	3,158,202	1,816,461	1,199,554	3,005,166
Net before Financing and Transfers	(712,014)	(1,895,152)	(1,183,138)	(542,900)	(1,696,855)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	19,283	38,563	19,280	18,882	37,762
Program Support Charges	263,102	526,202	263,100	269,905	539,807
Total Interdepartmental transfers	282,385	564,765	282,380	288,787	577,569
Reserve and Capital Fund Transfers					
Transfers from reserves	(54,483)	(112,500)	(58,017)	(41,145)	(193,053)
Transfers Development Chgs Reserve		(67,500)	(67,500)		(27,475)
otal Reserve and Capital Fund Transfers	(54,483)	(180,000)	(125,517)	(41,145)	(220,528)
NET FINANCING & TRANSFERS	227,902	384,765	156,863	247,642	357,041
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	(939,916)	(2,279,917)	(1,340,001)	(790,542)	(2,053,896)

Service Area: Business Improvement Areas

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
BIA Levies	(291)	58,500	58,791	73,950	91,000
Donations		674	674	3,606	
Grants		22,300	22,300		19,000
User Fees		4,000	4,000		9,500
Miscellaneous other revenues		7,453	7,453	4,936	61,700
Total Revenue	(291)	92,927	93,218	82,492	181,200
Expenses					
Materials & Services	23,219	112,927	89,708	34,680	184,200
Total Expenses	23,219	112,927	89,708	34,680	184,200
Net before Financing and Transfers	(23,510)	(20,000)	3,510	47,812	(3,000)
FINANCING & TRANSFERS					
NET FINANCING & TRANSFERS					
(SURPLUS)/DEFICIT CARRYFORWARD					
General (surplus) deficit	(21,307)	(20,000)	1,307	(8,277)	(3,000)
Total (SURPLUS)/DEFICIT CARRYFORWARD	(21,307)	(20,000)	1,307	(8,277)	(3,000)
DEPARTMENT NET REVENUE/(EXPENSES)	(2,203)		2,203	56,089	

Service Area: Boards & Committees

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Donations				2,542	
Grants		7,500	7,500		7,500
User Fees	3,645	12,000	8,355	8,421	9,324
Total Revenue	3,645	19,500	15,855	10,963	16,824
Expenses					
Wages & Benefits	66,732	131,857	65,125	98,701	144,641
Materials & Services	12,987	73,861	60,874	34,219	62,942
Grants	838,848	1,657,503	818,655	909,132	1,949,209
Total Expenses	918,567	1,863,221	944,654	1,042,052	2,156,792
Net before Financing and Transfers	(914,922)	(1,843,721)	(928,799)	(1,031,089)	(2,139,968)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Allocation of Gaming Revenues		(244,500)	(244,500)		(245,800)
Program Support Charges	43,628	87,256	43,628	40,391	80,781
Total Interdepartmental transfers	43,628	(157,244)	(200,872)	40,391	(165,019)
Reserve and Capital Fund Transfers					
Transfers from reserves					(332,460)
Transfers to reserves	7,500	15,000	7,500		
Transfers Development Chgs Reserve		(45,000)	(45,000)		(45,000)
Total Reserve and Capital Fund Transfers	7,500	(30,000)	(37,500)		(377,460)
NET FINANCING & TRANSFERS	51,128	(187,244)	(238,372)	40,391	(542,479)
(SURPLUS)/DEFICIT CARRYFORWARD					
General (surplus) deficit	(6,494)	(6,119)	375	(4,455)	(2,735)
Total (SURPLUS)/DEFICIT CARRYFORWARD	(6,494)	(6,119)	375	(4,455)	(2,735)
DEPARTMENT NET REVENUE/(EXPENSES)	(959,556)	(1,650,358)	(690,802)	(1,067,025)	(1,594,754)

Capital Variance Report

As of June 30, 2020	Cumulative	Prior	2020	Cumulative	Budget	%	Explanation for projects with
Printed August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
OPEN JOBS							
CORPORATE & COMMUNITY SERVICES							
CM17 Audio and Video for Room 1	20,000	9,166	1,216	10,382	9,618	48.09%	
ABS14 Repair Caboose	175,000				175,000	100.00%	RFP Evaluation disrupted by COVID-19 measures and will resume in 2021.
COPY18 2018 Photocopier Replacement	20,000	14,820		14,820	5,180	25.90%	
COPY19 2019 Photocopier Replacement	19,000	1,788		1,788	17,212	90.59%	
CT19 Emergency Operations Centre Technology	33,000	3,675		3,675	29,325	88.86%	
MIS20 IT Computer Hardware	32,000		8,215	8,215	23,785	74.33%	
SOF18 Microsoft Office Upgrade	60,000	561		561	59,439	99.07%	
PHON20 Phone Replacement	17,000				17,000	100.00%	Awaiting the launch of new phone model in October
SERB19 Main Production Servers Replacement	82,000				82,000	100.00%	On hold during Covid. Design in process.
SRV19 Server & Core Infrastructure Replacement	15,000	8,151	5,057	13,208	1,792	11.95%	
SRV20 Server & Core Infrastructure Replacement	20,000		13,147	13,147	6,853	34.27%	
UPSS19 Battery Backup Replacement	12,000				12,000	100.00%	Awaiting design of SERB19 to initiate this project
WEBS19 Web Site Revamp	80,000				80,000	100.00%	On hold until 2021
Total CORPORATE & COMMUNITY SERVICES	585,000	38,161	27,635	65,796	519,204	88.75%	
PLANNING & DEVELOPMENT SERVICES							
BAYB16 Bay Beach Implementation	3,154,017	3,084,935	(146,901)	2,938,034	215,983	6.85%	Ongoing. Some outstanding work (supply and installation of bollards, vegetation, picnic tables, seating, signage), deficiencies, holdbacks.
BBBW19 Bernard Beach Boardwalk	50,000	5,852		5,852	44,148	88.30%	
BEAV15 Beaver Creek Subdivision Playground	85,000	1,311	67	1,378	83,622	98.38%	
CBWP19 Crystal Beach Waterfront Park Dock Replacement	100,000		86,425	86,425	13,575	13.58%	
CRYS18 Crystal Ridge Park Improvements	975,105	820,075	(81,220)	738,855	236,250	24.23%	Ongoing, holdbacks, resolving deficiencies and incomplete work.
CRYS20 Crystal Ridge Park Improvements Phase 3	250,000				250,000	100.00%	Underway. Tender in Aug/Sept. COVID19 related delays
CRYS21 Crystal Ridge Park Improvements	750,000	23,516	1,249	24,765	725,235	96.70%	Underway. Tender in Aug/Sept. COVID19 related delays
ENHA19 Neighbourhood Park Enhancements	40,000	36,040	5,043	41,083	(1,083)	(2.71%)	In fact, \$27,609 remaining in this account, as a result of memorial bench donations. Work ongoing.
ENHA20 Neighbourhood Park Enhancements	40,000		5,296	5,296	34,704	86.76%	
FRN21 Ferndale Park Playground Replacement	150,000				150,000	100.00%	Underway. Fall 2020 Tender.
FRN23 Ferndale Multi Use Court Conversion	150,000		235	235	149,765	99.84%	
FRCR20 Friendship Trail Crossing Improvements	100,000				100,000	100.00%	RFP issued. Award of consulting contract imminent.
FRND19 Friendship Trail Asphalt Replacement	200,000	286		286	199,714	99.86%	Delayed due to COVID19, completion in 2021.
FRND20 Friendship Trail Asphalt Replacement	150,000		202	202	149,798	99.87%	
KINS19 Kinsmen Pool Consultation Study	50,000				50,000	100.00%	Held in abeyance, as a result of YMCA acquisition
OAKE20 Oakes Park Field Lighting Replacement	250,000				250,000	100.00%	Project delayed due to COVID
RBAT14 Ridgeway Battlefield Park Improvements	50,000	14,505		14,505	35,495	70.99%	
RIVR08 Riverwalk Completion	15,000	875		875	14,125	94.17%	

Capital Variance Report

As of June 30, 2020	Cumulative	Prior	2020	Cumulative	Budget	%	Explanation for projects with
Printed August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
PLP99 Freedom Park Sculpture		13,550		13,550	(13,550)	#DIV/0!	
MIN22 Stevensville Mini Park Playground Replacement	150,000	1,417	886	2,303	147,697	98.46%	
EA20 Spears Road Subdivision New Park	300,000		4,437	4,437	295,563	98.52%	Underway. Master plan to Council in Sept for approval. Tender late 2020, for 2021 construction. COVID19 related delays.
GR23 Sugarbowl Park Playground Replacement	150,000		159	159	149,841	99.89%	
ATE14 2014 Waterfront Road Allowance Improvements	50,000	64,142		64,142	(14,142)	(28.28%)	In fact, \$10,856 remaining in account, as a result of Regional grant. RFQ to be issued fall 2020
ATR19 Waterfront Road Allowance Barriers	25,000	2,139	4,420	6,559	18,441	73.76%	
WFAC19 Waterfront Universal Access Improvements	50,000	33,897		33,897	16,103	32.21%	
WFSG18 Waterfront Parks and Windows Signage	30,000	13,090	79	13,169	16,831	56.10%	
Total PLANNING & DEVELOPMENT SERVICES	7,314,122	4,115,630	(119,623)	3,996,007	3,318,115	45.37%	
FIRE & EMERGENCY SERVICES							
GR20 Bunker Gear Replacement	50,000		45,764	45,764	4,236	8.47%	
ONV18 Pump 6 Conversion to Heavy Rescue Tools	30,000	22,149	4,460	26,609	3,391	11.30%	
EQMT20 Stations 2 & 4 Hose & Nozzles Replacement	50,000				50,000	100.00%	Nozzle and hose testing will commence in September. Purchase orders will be placed in October.
FSTN19 Fire Station #4	3,915,000	333,679	78,529	412,208	3,502,792	89.47%	Completing design / Preparing Tender
RECR20 Recruit PPE	40,000		30,043	30,043	9,957	24.89%	
TOWR20 Fire Training Tower Refurbishment	20,000				20,000	100.00%	Hallex, engineering company has completed the inspection study and have issued a draft report. The completed report with recommendations is due in September. Payment will follow.
Total FIRE & EMERGENCY SERVICES	4,105,000	355,828	158,796	514,624	3,590,376	87.46%	
INFRASTRUCTURE SERVICES							
AODA16 2016 Accessibility Upgrades for AODA	25,000				25,000	100.00%	Project delayed due to COVID
AODA17 2017 Accessibility Upgrades for AODA	15,000				15,000	100.00%	Project delayed due to COVID
ASTP20 Point Abino Rd S. Storm PS	100,000		10,205	10,205	89,795	89.80%	
BAKR18 Baker Road Upgrade - D3	277,860	154,628	50,712	205,340	72,520	26.10%	Works complete except for top asphalt - Developer has not sent in for payment as of yet.
BATT17 Battery Street Sanitary Sewer	492,500	483,713	22	483,735	8,765	1.78%	Project is in maintenance
BAYD24 Bay Beach Municipal Drain	70,000	58		58	69,942	99.92%	
BAE20 Bay Beach Hard Surface	50,000				50,000	100.00%	Project delayed due to COVID
BCRU13 Black Creek Road Upgrade - D2a	475,000	410,794		410,794	64,206	13.52%	Top course asphalt and boulevard restoration incomplete.
CSB10 Beaver Creek South Branch Petition	654,668	234,022	11,210	245,232	409,436	62.54%	Waiting to hold Court of Revision
BCSI17 Bertie St & Concession Rd Signal Rebuild	200,000	811		811	199,189	99.59%	Work in progress, Region to invoice the Town when complete.
CTW17 Black Creek Trenchless Watermain Rehabilitation	50,000	20,835		20,835	29,165	58.33%	
BOWW19 Bowen Road Watermain Replacement	61,000				61,000	100.00%	Design to start late 2020
BOYE15 Boyer Municipal Drain	60,000	95		95	59,905	99.84%	
BRID18 Bridgeburg District Streetscape Improvements	350,000	7,343	69,416	76,759	273,241	78.07%	Design approx. 70% complete
BRIG16 2016 Bridge & Culvert Replacement	1,610,000	449,186	37,810	486,996	1,123,004	69.75%	Class EA and preliminary design approx. 40% complete
BRIG17 2017 Bridge & Culvert Replacement	385,000	280,045	32,550	312,595	72,405	18.81%	Project is in maintenance

REGULAR MEETING OF COUNCIL 21 Sept 2020 Page 19 of 39

Capital Variance Report

As of June 30, 2020	Cumulative	Prior	2020	Cumulative	Budget	%	Explanation for projects with
Printed August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
RIG18 2018 Bridge & Culvert Replacement	690,000	275,646	413	276,059	413,941	59.99%	Project is in maintenance
RIG19 2019 Bridge & Culvert Replacement	1,067,000	473,099	(4,554)	468,545	598,455	56.09%	Project is in maintenance
RIG20 2020 Bridge & Culvert Replacement	1,565,000	1,336	15,194	16,530	1,548,470	98.94%	Class EA and preliminary design approx. 40% complete
RIG21 2021 Bridge & Culvert Replacement	40,000				40,000	100.00%	Engineering Services procurement pending Fall/Winter 2020.
RPL19 Bertie Place Watermain Replacement	773,000	36,884	8,455	45,339	727,661	94.13%	Design approx. 70% complete
RURB15 Burbank Terrace Watermain Replacement	18,000	16,994	11	17,005	995	5.53%	
RUSS20 Transit Route Stops & Facility Improvements	70,000				70,000	100.00%	Projects were put on hold during COVID-19. This project may be pushed to 2021.
RURC09 Beaver Creek Municipal Drain	1,466,000	1,353,633		1,353,633	112,367	7.66%	On going Engineers Report
RSDS16 2016 Cemetery Management Software	35,000	13,733		13,733	21,267	60.76%	
RATH06 Catherine St Service Improvements Ph 1	3,995,000	3,837,507	(589,356)	3,248,151	746,849	18.69%	Finalizing project tasks
RATT06 Catherine St Service Improvements Ph 2	4,125,000	3,879,942	(617,603)	3,262,339	862,661	20.91%	Finalizing project tasks
RBDW19 Crystal Beach Drive Watermain and Road Reconstruction	975,000	528,507	34,027	562,534	412,466	42.30%	Deficiencies being completed before entering maintenance period
CBRP16 Catch Basin Replacement	50,000	40,248		40,248	9,752	19.50%	
CGCN21 2021 Greenwood Cemetery New Columbarium	80,000				80,000	100.00%	Project delayed due to COVID
CGFF20 Greenwood Cemetery Fence Replacement	35,000				35,000	100.00%	Project complete
CLSI18 Centennial Library Structural Repairs	120,000	356		356	119,644	99.70%	
CPIV13 Crescent Park Storm Drainage Phase 4	3,224,970	3,029,428		3,029,428	195,542	6.06%	On going. Minor deficiencies still remain.
CRCB20 Crystal Ridge Community Centre Boilers	70,000				70,000	100.00%	Project delayed due to COVID
CRCH19 Crystal Ridge Community Centre HVAC Replacement	80,000				80,000	100.00%	Project complete
CRCL20 Crystal Ridge Community Centre Fire and Life Safety	25,000				25,000	100.00%	Project delayed due to COVID
CRDR14 Crystal Ridge Arena Dehumidification Replacement	100,000				100,000	100.00%	Project awarded to contractor
CRLC19 Crystal Ridge Library Interlock Paver Replacement	25,000				25,000	100.00%	Project delayed due to COVID
CRLS13 Crystal Ridge Landing Subdivision-Upgrade Thunder Bay Rd	394,000				394,000	100.00%	Work complete, payment certificate recently received from Developer but is not the final certificate
DRTS17 Dominion Rd Trenchless Sanitary Sewer Rehab	150,000	1,106		1,106	148,894	99.26%	
DUFF13 Dufferin St (Central Ave to Niagara Pkwy)	744,000	794,492	22	794,514	(50,514)	(6.79%)	Project is in maintenance
FRCD11 Frenchman's Creek Municipal Drain	65,000	7,007		7,007	57,993	89.22%	
RFD20 Fire Station #5 Decontamination Showers	15,000				15,000	100.00%	Project delayed due to COVID
RSTD20 Fire Station #3 Decontamination Showers	10,000				10,000	100.00%	Project delayed due to COVID
RATE14 Gateway Feature - QEW	230,000	9,568		9,568	220,432	95.84%	Work is on hold
RCAR20 Gibson Centre Asphalt Replacement	100,000				100,000	100.00%	Project delayed due to COVID
RCEB25 Gibson Centre Expansion	90,000				90,000	100.00%	Project delayed due to COVID
RCFR18 Gibson Centre Flooring Replacement	45,000	28,738		28,738	16,262	36.14%	
RLED04 Glenny Municipal Drain	550,000	46,041	151	46,192	503,808	91.60%	Waiting to hold Tribunal
RODR15 Goderich Street Watermain & Storm Sewer Replacement	576,000	429,093	25,312	454,405	121,595	21.11%	Project is in maintenance
GRRP18 Guide Rail Replacement	50,000	38,979		38,979	11,021	22.04%	
GRRP19 Guide Rail Replacement	50,000				50,000	100.00%	Tender being finalized
GRRP20 Guide Rail Replacement	50,000				50,000	100.00%	Tender being finalized
HAGY14 Hagey Ave Road Extension	120,000	24,015	218	24,233	95,767	79.81%	

Capital Variance Report

As of June 30, 2020	Cumulative	Prior	2020	Cumulative	Budget	%	Explanation for projects with
Period August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
HGH14 Highland Ave Reconstruction	4,372,999	3,739,036	444	3,739,480	633,519	14.49%	Project is in maintenance
HGH18 Highland Ave Sanitary Sewer and Road Reconstruction	1,268,000	43,209	25,310	68,519	1,199,481	94.60%	Construction underway. Approx. early October completion.
HWM19 High Street Watermain Replacement	639,000	9,318	278	9,596	629,404	98.50%	In preliminary design
HOC18 Houck Cres Road Reconstruction	30,000	2,127		2,127	27,873	92.91%	
HOU10 House Road Drainage Petition	233,000	24,472		24,472	208,528	89.50%	On going Engineers Report
HVOT14 Holloway Bay, Winger, Ott, Thunder Bay, Centralia Bridge Repair	930,000	617,107	(15,897)	601,210	328,790	35.35%	Project is in maintenance
HYL20 Idleywylde Sanitary Sewer	349,000		4,101	4,101	344,899	98.82%	RFP awarded for engineering design. Survey completed, design to begin in fall.
HNG09 Kingsmill Street Watermain Replacement	589,000	572,059	(41,691)	530,368	58,632	9.95%	Finalizing project tasks
HKE07 Lakeside Road Watermain Replacement	4,288,000	87,389	21,363	108,752	4,179,248	97.46%	90% design completed. Proposed tender date mid Sept.
HWE13 Lawrence Ave. Storm Outlet D4	238,000	242,189		242,189	(4,189)	(1.76%)	This project is 80% complete. Developer driven - no schedule to complete at this time
HND20 Lindbergh Dr Watermain & Sanitary Sewer Replacement	232,000		4,559	4,559	227,441	98.03%	Survey complete, design to begin in fall/winter
HBR21 Leisureplex Structural Repairs	25,000				25,000	100.00%	Project delayed due to COVID
LPEL20 Leisureplex Exterior Lighting Upgrades	45,000				45,000	100.00%	Project delayed due to COVID
LPFR19 Leisureplex Flooring Replacement	75,000				75,000	100.00%	Project awarded to contractor
LPJD21 Leisureplex Jaycee Dome Replacement	440,000				440,000	100.00%	Project delayed due to COVID
LPKD22 Leisureplex Kinsmen Dome Replacement	770,000				770,000	100.00%	Project delayed due to COVID
MACE18 McAfee Cemetery Expansion	200,000	84,628		84,628	115,372	57.69%	Project underway
MAND04 Mann Municipal Drain	1,192,000	60,749		60,749	1,131,251	94.90%	On going Engineers Report
MANE13 Mann Drain Emergency Repairs	48,000	12,402		12,402	35,598	74.16%	
MCCR11 Municipal Campus Concrete Repairs	25,000	4,468		4,468	20,532	82.13%	
MILR11 Miller Municipal Drain	180,000	79,660		79,660	100,340	55.74%	
MURR19 Murray St Sanitary Sewer Replacement	1,881,500	1,743,638	596	1,744,234	137,266	7.30%	Project is in maintenance
NIGH20 Nigh Road Upgrade - R1	105,000				105,000	100.00%	Emerging project - not yet started
NIWM19 Nigh Road Watermain - Prospect Pt Rd to Ridge Rd N	275,000	712	8,774	9,486	265,514	96.55%	Design Approx. 30% complete
NMLL22 North Mill Street Watermain Replacement	837,000	870,264	3,859	874,123	(37,123)	(4.44%)	Complete
NSST17 Nigh Road Sewershed Trenchless Rehabilitation	1,195,000	326,023	643	326,666	868,334	72.66%	Phase 1 construction is in maintenance. Laterals and MH Rehab design work Design approx. 30% complete. Combine contractor procurement with NSST19 and NSST20 to get better price
NSST19 Nigh Road Sewershed Trenchless Rehabilitation	400,000				400,000	100.00%	Laterals and MH Rehab Design approx. 15% complete. Combine contractor procurement with NSST17 and NSST20 to get better price
NSST20 Nigh Rd Sewershed Trenchless Rehabilitation	400,000				400,000	100.00%	Laterals and MH Rehab Design approx. 15% complete. Combine contractor procurement with NSST17 and NSST19 to get better price
NSWC20 New Sidewalk Construction	100,000				100,000	100.00%	On going - locations are yet to be determined.
OTRX17 Ott Road At Grade Rail Crossing	180,000	80,897	9,934	90,831	89,169	49.54%	
OUTD04 Outlet Municipal Drain	388,000	70,628		70,628	317,372	81.80%	On going Engineers report
PABD12 Point Abino Municipal Drain	93,750	5,648		5,648	88,102	93.98%	
PARR20 Pt. Abino Road South Reinstatement of the Shoreline Protection and Road Reconstruction	491,460				491,460	100.00%	In progress, RFP pending
PPBR14 Prospect Point Road - South of Brunswick	370,000	120,980	6,980	127,960	242,040	65.42%	Construction underway, completion est. end Aug.

Capital Variance Report

As of June 30, 2020	Cumulative	Prior	2020	Cumulative	Budget	%	Explanation for projects with
Printed August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
PF25 Prospect Point Road Upgrade - R6c	261,800	2,406	624	3,030	258,770	98.84%	Ongoing - RFP
PSR19 Prospect Point Road - Friendship Trail to Highland	435,600	2,594	658	3,252	432,348	99.25%	Ongoing - RFP
PTH19 Prospect Point Rd Upgrade Phase 3 - R6a	925,080	208,836		208,836	716,244	77.43%	Work complete, payment certificate recently received from Developer but is not the final certificate
PPT12 Prospect Point Road - Dominion to Cutler	395,000	256,276		256,276	138,724	35.12%	Top asphalt and driveways incomplete. No schedule from developer to complete.
PRL17 Railroad Crossing Upgrades Ph 1	200,000	1,347		1,347	198,653	99.33%	Design approx. 20% complete
PCON20 2020 Road Reconstruction Program	660,000		10,508	10,508	649,492	98.41%	In progress - Design
ROYL19 Royal York Reconstruction - Developer Cost-Share	55,000				55,000	100.00%	Developer has not started the project
RKXG20 Railroad Crossing Gates	100,000				100,000	100.00%	In progress
RFN15 Regulatory and Advisory Road Signage	50,000	30,098		30,098	19,902	39.80%	
SRF19 2019 Road Resurfacing Program	2,426,754	2,115,315	(152,407)	1,962,908	463,846	19.11%	In progress, final locations to be completed in summer 2020
SRF20 2020 Road Resurfacing Program	1,300,000		15,578	15,578	1,284,422	98.80%	In progress
SCHD04 Schill Municipal Drain	255,000	2,001		2,001	252,999	99.22%	Construction on going
SCHO21 Schooley Road Storm Sewer & Outlet - CB1b	688,925				688,925	100.00%	The Development that this project is tied to did not proceed as anticipated so the project has not been initiated.
SCHR21 Schooley Road Upgrade - CB1a	254,660				254,660	100.00%	The Development that this project is tied to did not proceed as anticipated so the project has not been initiated.
SIDE19 2019 Sidewalk Repair Program	200,000	144,116	10,067	154,183	45,817	22.91%	In Maintenance
SIDE20 2020 Sidewalk Repair Program	200,000		2,631	2,631	197,369	98.68%	In Progress
SMTH19 Smith Street Watermain Replacement	222,000	25,970	18,480	44,450	177,550	79.98%	Design 95%, Tender est. mid Aug.
SSFM20 Sanitary Sewer Flow Monitors	60,000				60,000	100.00%	Tender is out for bidding
STBL09 Stevensville-Black Creek Petition	56,000	31,656	8,263	39,919	16,081	28.72%	
STJD04 St John's Marsh Municipal Drain	375,000	182,072		182,072	192,928	51.45%	Drain complete, work still outstanding
STRM20 2020 Storm Sewer Repairs (Various Locations)	100,000				100,000	100.00%	Excess winter control hours are being used to complete this project so funds may not be required.
TBRA09 Thunder Bay Rd Storm Drainage/Bernard Ave Outlet	925,000	768,157	59,534	827,691	97,309	10.52%	Finalizing project tasks
TBTR19 Thunder Bay Trenchless Sewer Rehabilitation	410,000		3,520	3,520	406,480	99.14%	Just started - Design approx. 2% complete
TBLU18 Tennis Club Lighting Replacement	28,000	4,112		4,112	23,888	85.31%	
TBB20 Thunder Bay Road Upgrade - T1d (Prospect to Ridge)	441,600				441,600	100.00%	Work 90% completed
THFR13 Town Hall Foundation Rehabilitation	20,000				20,000	100.00%	Project delayed due to COVID
THA16 Town Hall Heat and Air	50,000	38,153	8,355	46,508	3,492	6.98%	
THRA18 Town Hall Alterations	40,000	17,096	1,409	18,505	21,495	53.74%	
THRA20 Town Hall Renovation	240,000				240,000	100.00%	Design complete, tender delayed due to COVID
THAF20 Transit Fare Technology & Hardware Upgrades	385,000				385,000	100.00%	This project is waiting on the IMTWG and quotes from the vendor. There will hopefully be spending in Q4.
TRSA21 2021 Trenchless Repairs	400,000		140	140	399,860	99.97%	Engineering Services procurement pending Fall/Winter 2020.
TVST20 Townwide Storm Sewer Rehabilitation	145,000				145,000	100.00%	Awaiting funding from FCM MAMP. Anticipating for Q4.

Capital Variance Report

As of June 30, 2020	Cumulative	Prior	2020	Cumulative	Budget	%	Explanation for projects with
Printed August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
05219 2019 Water/Wastewater Van	30,000				30,000	100.00%	Received and in service
50020 2020 Water/Wastewater Backhoe	170,000				170,000	100.00%	Ordered - no delivery time frame yet
AVT20 Waverly Beach - Friendship Trail reconstruction	50,000				50,000	100.00%	Project delayed due to COVID
WAYF17 Wayfinding Phase 2 & 3	270,000	81,055		81,055	188,945	69.98%	Project is underway
WAYF20 Wayfinding Signage Roads	150,000				150,000	100.00%	Tender being finalized
BOG19 Waverly Beach Oil-Grit Separator Study	25,000				25,000	100.00%	In progress
BWD19 Waverly Beach Water Dynamics Study	50,000	12,262		12,262	37,738	75.48%	
INT20 Wintemute Street Trenchless Rehabilitation	500,000	309,838	100	309,938	190,062	38.01%	Phase 1 construction is in maintenance. Laterals and MH Rehab design work Design approx. 30% complete. Combine contractor procurement with NSST19 and NSST20 to get better price
WDE18 Dead End Watermain Replacement Program	1,569,000	11,873	7,689	19,562	1,549,438	98.75%	RFP awarded for engineering design. Survey completed, design underway. 30% submission end Aug.
MET19 2019 Water Meter Replacement Program	450,000	250,625	109,060	359,685	90,315	20.07%	Will be completed by end of year.
MET20 2020 Water Meter Replacement Program	350,000				350,000	100.00%	Project to start end of September
WVPU19 Workplace Violence Prevention Upgrades	25,000				25,000	100.00%	Project delayed due to COVID
YONG19 Young Hopf Wagner Municipal Drain	10,000				10,000	100.00%	Waiting to be invoiced by Port Colborne
ZAMC19 Zamboni Replacement 2008	90,000				90,000	100.00%	Project delayed due to COVID
ZAVI04 Zavitz Municipal Drain	457,500	245,852	19,305	265,157	192,343	42.04%	Completion early 2021
Total INFRASTRUCTURE SERVICES	66,131,626	30,447,195	(763,018)	29,684,177	36,447,449	55.11%	
DEVELOPER DEPOSITS							
HILLO7 Hill Estates Subdivision		165,295		165,295	(165,295)	#DIV/0!	
Total DEVELOPER DEPOSITS		165,295		165,295	(165,295)	#DIV/0!	
Total OPEN JOBS	78,135,748	35,122,109	(696,210)	34,425,899	43,709,849	55.94%	
Total OPEN JOBS	78,135,748	35,122,109	(696,210)	34,425,899	43,709,849	55.94%	

REGULAR MEETING OF COUNCIL - 21 Sep 2020



Corporate Services

Prepared for	Regular Council	Report No.	CS-15-2020
Agenda Date	September 21, 2020	File No.	231005

Subject	
	2020 2nd QUARTER FINANCIAL REPORT

Recommendations	
THAT	Council receives Report No. CS-15-2020 regarding the 2020 2 nd Quarter Financial Report, including Covid-19 financial impacts, for information purposes.

Relation to Council's 2018-2022 Corporate Strategic Plan	
	N/A

List of Stakeholders	
	Mayor and Council Fort Erie Ratepayers

Prepared by:	Submitted by:	Approved by:
<i>Original signed</i>	<i>Original signed</i>	<i>Original signed</i>
Karlee Griffin, CPA, CA Manager, Accounting Services	Jonathan Janzen, CPA, CA Director, Corporate Services	Tom Kuchyt, CET Chief Administrative Officer

Purpose of Report

This report is the first comprehensive financial report of 2020 and consolidates all impacts, both COVID-19 related and standard quarterly financial reporting.

1. Covid-19 Financial Impacts

Report No. CS-07-2020 and CS-10-2020 provided Covid-19 financial impacts for information purposes as of May and June, 2020 respectively. This report updates Report No. CS-10-2020 using information available to the end of August. It forecasts the financial impacts of COVID-19 to December 31, 2020 and summarizes mitigation efforts.

Departments prepare forecasts using assumptions and estimates based on information available at the time. Estimates in this report are fluid and changing - actual results may differ.

2. Standard Q2 Financial Reporting

Budget policy requires Operating Budget variance analysis be reported to Council as at June 30, September 30 and December 31. Capital variances are closed and allocated in the spring and fall capital variance report but included here for information purposes.

Summary financial reports for the period ended June 30, 2020 are presented for Council's review in Appendix "3" for operations and Appendix "4" for capital.

Background**Covid-19 Variances**

The Town Emergency Operations Centre (EOC) has met since March 12 to review Business Continuity Plans and consider measures to minimize the spread of COVID-19 and promote health and safety. Report No. CAO-10-2020 updated Council on various changes and evolution to service provision by the Town related to the pandemic.

Report No. CS-07-2020 and CS-10-2020 provided Covid-19 financial impacts for information purposes as of May and June, 2020 respectively. The Ontario Provincial Declaration of Emergency was terminated July 24, 2020 when the Reopening Ontario Act came into force. Niagara entered Stage 3 of the provincial reopening plan on July 24, 2020. Therefore, the majority of the financial impacts that have changed since the last update are as a direct result of the region moving into Stage 3. Taxpayers are encouraged to apply for federal and provincial assistance where applicable.

2nd Quarter Operating Variances

The 2nd quarter financial report is generally more informative of revenue performance rather than of expense concerns. Budgeted figures are annualized but the timing of large expenses, such as contracts, may occur unevenly and at various times of the

year. In addition, expenses are more generally within the control of staff and are therefore managed well in relation to approved budgets. Revenues, other than taxation, are driven by activities typically outside of our control and are monitored to flag funding concerns on a timely basis.

The first page of Appendix “3” to this report provides a consolidated summary of all operating revenues and expenditures for the first half of 2020. The General Levy budget was approved February 18, 2020 through By-law No. 18-2020 and the Water and Wastewater Budget was approved January 20, 2020 through By-law No. 2-2020.

2nd Quarter Capital Variances

This report includes variance information on capital projects attached as Appendix “4”. Variance explanations are limited to projects with a budget in excess of \$200,000 or 100% of the budget remaining or greater than 10% negative variance. This will explain 96% of the budget related to 181 capital jobs managed by Town staff. The fall capital variance report will identify completed capital projects or those nearing completion in 2020 and allocate project variances with related reserves.

Analysis

Covid-19 Variances

Appendix “1” updates the June 15 report for the year-to-date periods ending June 30, September 30, and December 31 and results in operating COVID-19 variances for each period using information available to the end of August. Please refer to the earlier report for definitions and discussion on the structure and approach, which is aligned with other regional municipalities. Assuming the present situation continues, the following are the 2020 estimated impacts to December 31 as shown in Table 1:

- 1) Total gross impact: \$2,007,000 deficit (Appendix “2” column A)
- 2) Net impact, including mitigations: \$652,000 deficit (Appendix “2” column C)
- 3) Net impact, including funding: \$441,000 surplus (Appendix “2” total)
- 4) Net Budget impact, supported by Town Budget: \$920,000 surplus

Table 1

Covid-19 Financial Impact Summary	General Levy	Water/Wastewater	Total
1) Total gross impact	(1,787,000)	(220,000)	(2,007,000)
Less: Strategic and other mitigations	1,177,000	178,000	1,355,000
2) Net impact, including mitigations	(610,000)	(42,000)	(652,000)
Less: Confirmed funding	1,093,000	-	1,093,000
3) Net impact, including funding	483,000	(42,000)	441,000
Less: Costs supported by base budget	313,000	166,000	479,000
4) Net Budget impact, supported by Town Budget	796,000	124,000	920,000

As noted in Table 1, approximately \$479,000 of the Covid-19 projected financial impact will be supported by the approved based budget. Refer to column 1 of Appendix 2 for details of these costs by department. This category represents the cost of resources

unavailable to work due to shift modifications or redeployed from their main work functions to directly support the emergency response. While the Town does have an established base budget to support these expenditures, it is important to note that the work these resources are performing during the emergency is not as originally contemplated in the base budget. This may result in delays in work plans and/or backlogs after the emergency is complete.

A) GENERAL LEVY OPERATING BUDGET

The primary changes from previous reporting relate to the following:

Funding:

- **Phase 1 Safe Restart Agreement:** On August 12, 2020, the Town received confirmation that it would receive a payment of \$953,500 from the Province of Ontario, in partnership with the Federal Government, to help address financial pressures related to Covid-19, maintain critical services and protect vulnerable people as the province safely and gradually reopens. Further, the municipality will receive \$53,000 to specifically address transit pressures. The funding was calculated on a per household basis and was intended to address the priority Covid-19 operating costs and pressures. Should the funding exceed 2020 Covid-19 costs and pressures, the Province noted that excess funding should be placed into a reserve to be accessed to support Covid-19 costs and pressures that may continue to incur in 2021.

At this point, it appears as though the Phase 1 funding will be sufficient to cover 2020 Covid-19 related financial impacts, however, municipalities have not received information regarding the criteria for eligible pressures. This funding is expected to be applied to both water and wastewater impacts.

- **Phase 2 Safe Restart Agreement:** a second phase of funding was also announced for municipalities that demonstrate that 2020 Covid-19 operating costs and pressures exceed the Phase 1 per household allocation. If eligible, municipalities may submit a report outlining Covid-19 operating costs and pressures by October 30, 2020.
- **Tourism Industry Association of Ontario ("TIAO"):** TIAO is providing financial support to destination marketing organizations (DMOs) across Southern Ontario that have experienced significant revenue shortfalls since the start of the Covid-19 pandemic. The Town received confirmation that it will receive payment of \$86,900 through the South Coast Tourism DMO to assist with financial pressures in areas supported by tourism, such as Bay Beach. A budget amendment will be brought forward upon receipt of funds.
- **Transit Enhanced Cleaning:** The Province of Ontario is providing up to \$12,000 to support enhanced cleaning of public transit systems and help reduce transmission of Covid-19. These funds will be shared with Transit contractors who have incurred the costs of enhanced cleaning.

Facility rentals and Utility Costs: The Leisureplex arena reopened August 17, by appointment only. Forecasted revenue loss relating to rentals and programs, as well as cost reductions resulting from the facility closures have been reduced from the last report. The Crystal Ridge arena is expected to reopen October 1.

Fire Activities: Forecasted cost savings have been reduced based on emerging trends for fire response and training costs.

Gaming Revenue: Gaming centres reopened July 17th, with limitations. Forecasted revenue loss relating to licence revenue earned at OLG bingo halls has been reduced from the last report.

Wages and Benefits: Savings in wages and benefits have been reduced since the last report, as all layoffs have now ended, some vacant positions have been filled, and some part-time and casual staff have been rehired.

Note that the labour cost savings noted in the previous paragraph are offset by lost productivity costs in some circumstances (e.g., deferring the hiring of vacant positions). Further, the Town has not reported the cost of lost productivity (ie delays in projects and impacts to service levels) due to staff prioritizing Covid-19 related tasks, as the report is based on direct budget impacts only. For example, some municipalities have included full labour costs for any staff member involved in the EOC as this involvement impedes their ability to complete regular duties.

Project Deferrals: Based on priority shifts in 2020, as a result of Covid-19 a number of projects will be delayed and considered for carryover to 2021.

B) WATER/WASTEWATER OPERATING BUDGET

Approximately 72% of the Town's water customers are Residential and have seen higher volumes as compared to the same time period in 2019, with more customers being at home during the pandemic. This has been partially offset by Commercial, Institutional, and Seasonal customers who have had lower volumes as compared to the prior year and represent about 18% of the customer base. Since at this point it is not possible to accurately measure the Covid-19 impact separately from seasonal impacts, such as a hot dry summer, the variances will be considered entirely within the section below.

2nd Quarter Operating Variances

Water and Wastewater

Water and wastewater revenues reflect actual consumption to approximately the middle of June. Water consumption is 0.3% lower than budget and 4.8% higher than the same period last year. Wastewater volumes are 3.4% lower than budget and 7.3% higher than the same period last year.

Water/wastewater revenues, net of treatment costs, are forecasted to have a favourable variance of \$275,000 by year-end. This forecast captures year-to-date results to the end of July and results equal to budget for the remainder of the year. The variance is

primarily driven by decreased water treatment volumes. Increased water volumes billed have also contributed, as a result of a hot dry summer, coupled with more customers being at home due to the pandemic as noted above. In addition, water/wastewater staff have eliminated a small number of very large leaks in the system that had gone undetected which contribute to favourable wastewater treatment volumes.

General Levy

The following Table 2 summarizes forecasted budget variances unrelated to Covid-19.

Table 2

	Q2 Actual	Q4 Forecast	Q4 Budget	Favourable / (Unfavourable) Variance
Revenue				
Grants	\$ 84,000	\$ 112,500	\$ -	\$ -*
Building permit revenue	412,000	710,000	650,000	60,000
Expenses				
Wages & benefits	6,855,000	14,790,000	14,990,000	200,000
Winter Control and related contracts	105,200	390,000	450,000	60,000
Insurance	65,000	95,000	70,000	(25,000)
Preliminary forecasted surplus				\$ 295,000

* not expected to impact surplus, as a budget amendment will be recommended upon tender award.

Grants

The Province announced investments in small and rural municipalities to help support delivering modern and efficient services to their communities through the Ontario Municipal Modernization Program. The Town has been approved for \$112,500 in funding for the purpose of a Corporate Software Review. A budget amendment will be brought forward at the time of tender award.

Building Permit Revenues

Building permit fee revenue remains strong and has increased by over \$100,000 compared to the same period last year. As noted in Report No. PDS-40-2020, there were 53 residential permits drawn in the second quarter of 2020, with a residential permit value of \$20,584,400. This is the highest level since Q2 of 2016.

As of June 30, permit revenue was \$412,000 or 63% of annual budget. Based on historical trends and revenues collected to the end of July and part of August, building permit revenues are expected to generate a favourable variance to budget of \$60,000 for the year. The Reserve Policy directs any building surplus to be transferred to the Building Permit Surplus Reserve.

Wages & Benefits

Wages and benefit expenses are below budget and forecasting to have a net favourable variance of over \$200,000 primarily resulting from staff turnover and vacancies in various departments. Note that winter events in the last quarter of the year have the potential to impact the expected favourability.

Winter Control Contract

Winter control costs are 20% lower than the same period in 2019 and are at 38% of the total budget for 2020, which is typically at 66% of budget by the end of June. Although there is favourability in the winter control cost centre, the surplus service hours have been redirected to other maintenance activities such as storm sewer repairs, brushing, and tree removals. Since these jobs were already budgeted, the net impact to the General Levy will be savings of \$60,000. Winter events in the last quarter of the year have the potential to impact results.

Insurance

Insurance costs are forecasted to be unfavourable to budget by approximately \$25,000 as a result of higher than budgeted under-deductible claims. This is a result of payouts on completion of older claims as well as vehicles.

Financial/Staffing and Accessibility (AODA) Implications

The Town's tax levy and rate funded operating budgets are projected to be negatively impacted by COVID-19 regardless of how long the situation lasts throughout the year. Phase 1 and Phase 2 Safe Restart funding is expected to sufficiently assist with Covid-19 financial implications in 2020 such that the Town will not be required to draw from Reserves or experience significant pressure on cash flows. Staff expect budget adjustments related to changes in services, incremental costs and lost revenue related to COVID-19 will be required. This will be reported and provided for Council approval with future reports when more information is known.

Any remaining General Levy or Water/Wastewater budget surplus or deficit at year end will be transferred to/from Town Reserves in accordance with Budget Policy.

Policies Affecting Proposal

Emergency Management Act (Revised Statutes of Ontario 1990, Chapter E.9)

By-law No. 124-2019 adopted Council's 2018-2022 Corporate Strategic Plan.

Financial reporting is addressed in Budget Policy By-law No. 127-09, as amended.

By-law No. 93-12, as amended, adopted the Reserve Policy that identifies the targets and strategies to be incorporated into the budget preparation.

Comments from Relevant Departments/Community and Corporate Partners

The Town's financial reporting software allows service managers direct access to monitor their account activity in comparison with budget. The consolidated results for the six months ending June 30, 2020 have been discussed with the Senior Management team.

Communicating Results

This report will be posted on the "Financial Statements" page of the Town website. This page is found under Governments/Budgets and Finances.

Alternatives

N/a

Conclusion

The impact of Covid-19 in 2020, net of Town efforts to mitigate the impact and identify cost savings opportunities, is an estimated \$652,000 deficit to December 31. When including grant funding, the net budget surplus is \$441,000 and \$920,000 when including costs supported by the existing base budget. The province has asked that these funds be set aside for ongoing 2021 impacts.

Staff are monitoring and assessing financial information as it becomes available and as operational changes occur. Regular quarterly variance reporting will include COVID-19 updates. Senior staff are working with counterparts across the region to share ideas and strategies and have aligned where possible. The local, national and global economic impact of COVID-19 will continue to evolve in 2020 and beyond and the Town is committed to responding in a responsible and safe manner.

The second quarter financial results analyzed in this report beyond Covid-19 impacts provide positive overall projections for year-end results. Staff will continue to monitor costs to mitigate possible year-end operating variances. Capital account balances are addressed in advance of the year end as part of the fall capital variance report.

Attachments

Appendix "1" - Estimated COVID-19 2020 Financial Impacts by Category

Appendix "2" - Estimated COVID-19 Financial Impacts by Department to December 31, 2020

Appendix "3" - Consolidated Statement of Operations as at June 30, 2020

Appendix "4" - Capital variance report as at June 30, 2020

Appendix "1" - Estimated COVID-19 2020 Financial Impacts by Category

Category	Surplus/(deficit) for 2020 Year-to-Date		
	Actual June 30	Projected September 30	Projected December 31
General Levy Operating Budget			
A) Revenue			
Provincial Offences Act	(10,000)	(17,500)	(25,000)
Parking	(1,667)	(41,167)	(42,000)
Gaming licences	(82,478)	(120,518)	(161,063)
Penalties on Taxes	(66,474)	(66,474)	(66,474)
Investment income (adjusted into initial period)	(250,000)	(250,000)	(250,000)
Facility rentals	(90,152)	(142,558)	(249,793)
Beach & boat ramp	(106,100)	(292,000)	(294,650)
Waived NSF fee & reminder notices	(14,980)	(14,980)	(14,980)
Transit fares	(3,750)	(7,500)	(38,750)
Planning & Development user fees	(10,155)	(910)	(1,300)
Miscellaneous	(34,833)	(65,283)	(93,233)
Total Revenue	(670,589)	(1,018,890)	(1,237,243)
B) Expenses			
Wages & Benefits (savings net of lost productivity)	(17,096)	55,544	(27,986)
Fire Services (response & training)	22,749	46,811	65,372
Events & Programs	2,400	34,800	45,200
Training & development	43,245	55,461	74,678
Meetings	706	1,312	2,318
Travel	8,680	15,190	21,700
Advertising	28,694	33,410	38,126
Utilities	36,895	75,485	80,125
Transit contracts	40,350	80,700	150,375
Facilities maintenance	3,500	26,000	26,000
Fuel (reduced volume and price)	27,450	47,460	61,410
Material & supplies	29,030	52,030	57,030
EDTS	51,750	41,890	26,950
Unexpected COVID-19 costs (working remotely, signage)	(33,011)	(135,828)	(176,214)
Miscellaneous	40,020	54,540	56,610
Rental grants	3,500	8,500	26,000
Library operations - grant	31,746	65,873	100,000
Total expenses	320,608	559,178	627,694
Water & Wastewater Operating Budget			
A) Revenue			
Penalties on billings	(14,979)	(14,979)	(14,979)
Waived NSF fee & reminder notices	(11,674)	(11,674)	(11,674)
User fees	(16,000)	(16,000)	(16,000)
Total Revenue	(42,653)	(42,653)	(42,653)
B) Expenses			
Wages/Benefits	(77,330)	(96,730)	(146,020)
Unexpected COVID-19 costs (working remotely, signage)	-	(850)	(850)
Training & development	9,100	15,925	22,750
Contracts	29,600	51,800	124,000
Total expenses	(38,630)	(29,855)	(120)
TOTAL	(431,264)	(532,220)	(652,322)
Add: Confirmed Funding Announcements	-	1,006,000	1,092,900
Net 2020 Covid-19 Surplus	(431,264)	473,780	440,578

Appendix "2" - Estimated COVID-19 Financial Impacts by Department to December 31, 2020

	Costs supported by base budget	Costs incremental to base budget	Lost Revenue	Total Gross Impact	Incidental Mitiation	Strategic Mitigation	Cost savings & mitigations	Net Impact
				A			B	C = A + B
Office of CAO	\$ -	\$ (60,050)	\$ -	\$ (60,050)	\$ 66,383	\$ 66,400	\$ 132,783	\$ 72,733
Community Services	\$ (6,040)	\$ (31,326)	\$ (32,400)	\$ (69,766)	\$ -	\$ 56,754	\$ 56,754	\$ (13,012)
Corporate Services	\$ (2,550)	\$ -	\$ (525,017)	\$ (527,567)	\$ 38,126	\$ -	\$ 38,126	\$ (489,441)
Fire & Emergency Services	\$ -	\$ (19,003)	\$ (29,000)	\$ (48,003)	\$ 91,872	\$ -	\$ 91,872	\$ 43,869
Infrastructure Services				\$ -				\$ -
Crossing Guards	\$ (31,120)	\$ -	\$ -	\$ (31,120)	\$ -	\$ -	\$ -	\$ (31,120)
Engineering	\$ -	\$ -	\$ -	\$ -	\$ 14,950	\$ 60,560	\$ 75,510	\$ 75,510
Parks & Facilities	\$ (151,900)	\$ (51,785)	\$ (586,443)	\$ (790,128)	\$ 250,525	\$ 73,500	\$ 324,025	\$ (466,103)
Roads & Fleet	\$ (118,760)	\$ (40,946)	\$ (50,833)	\$ (210,539)	\$ 72,173	\$ 18,000	\$ 90,173	\$ (120,366)
Transit	\$ -	\$ -	\$ (38,750)	\$ (38,750)	\$ 150,375	\$ -	\$ 150,375	\$ 111,625
Fort Erie Public Library	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000
Planning & Development Services	\$ (2,940)	\$ (6,724)	\$ (1,300)	\$ (10,964)	\$ 12,000	\$ 105,720	\$ 117,720	\$ 106,756
Total Levy Supported	\$ (313,310)	\$ (209,834)	\$ (1,263,743)	\$ (1,786,887)	\$ 696,404	\$ 480,934	\$ 1,177,338	\$ (609,549)
Total Water & Wastewater	\$ (165,420)	\$ (12,450)	\$ (42,653)	\$ (220,523)	\$ 28,750	\$ 149,000	\$ 177,750	\$ (42,773)
TOTAL	\$ (478,730)	\$ (222,284)	\$ (1,306,396)	\$ (2,007,410)	\$ 725,154	\$ 629,934	\$ 1,355,088	\$ (652,322)
Add: Confirmed Funding Announcements								\$ 1,092,900
Net 2020 Covid-19 Surplus available for 2021 impacts								\$ 440,578

Appendix "3" to Administrative Report No. CS-15-2020

- 1 Consolidated Operating Fund
- 2 Water & Wastewater Fund
- 3 General Revenue Fund
- 4 Taxation
- 5 Payments in Lieu
- 6 General Revenues
- 7 Charitable Gaming Revenues
- 8 Mayor & Council
- 9 Office of the CAO
- 10 Economic Development & Tourism
- 11 Community Services
- 12 Transit & Crossing Guards
- 13 Corporate Services
- 14 Insurance & Risk Management
- 15 Fire & Emergency Services
- 16 Engineering
- 17 Roads and Fleet
- 18 Parks and Facilities
- 19 Planning & Development Service
- 20 Business Improvement Areas
- 21 Boards & Committees

Service Area: Consolidated Operating Fund

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
General Levy	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
BIA Levies	(291)	58,500	58,791	73,950	91,000
Payments in Lieu of Taxes	272,514	275,120	2,606	275,120	280,335
Water/wastewater billings	9,275,007	19,334,069	10,059,062	8,807,883	18,931,399
Local Improvement Charges		120,901	120,901	120,872	120,901
Donations	1,425	5,274	3,849	7,754	4,600
Fine Revenue	43,723	250,600	206,877	48,365	172,109
Gaming Revenues	56,138	244,500	188,362	129,817	245,800
Grants	857,459	2,151,133	1,293,674	1,372,272	2,605,487
Interest & Penalties	578,175	1,408,000	829,825	645,388	1,406,500
Sale of land, buildings and equipment	23,396	115,000	91,604	65,718	85,000
User Fees	1,236,956	3,114,689	1,877,733	1,486,383	2,745,376
Miscellaneous other revenues	(8,632)	91,725	100,357	16,921	142,585
Total Revenue	12,276,541	55,802,509	43,525,968	40,837,180	54,721,943
Expenses					
Wages & Benefits	8,009,033	17,351,888	9,342,855	7,320,526	16,287,219
Materials & Services	4,404,576	12,217,253	7,812,677	5,109,403	12,117,192
Debt Interest Charges	58,334	189,249	130,915	65,922	219,865
Grants	902,568	1,936,257	1,033,689	1,373,320	3,130,147
Partnership Programs	55,484	236,000	180,516	43,143	173,500
Regional Treatment Costs	5,417,259	11,453,214	6,035,955	5,553,589	11,540,386
Total Expenses	18,847,254	43,383,861	24,536,607	19,465,903	43,468,309
Net before Financing and Transfers	(6,570,713)	12,418,648	18,989,361	21,371,277	11,253,634
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	13		(13)	(6)	4
Allocation of Gaming Revenues					
Program Support Charges	2	(2)	(4)	6	
Total Interdepartmental transfers	15	(2)	(17)		4
Debt principal (advances)/repayments					
Repayment of Debt	605,976	808,597	202,621	595,092	1,049,364
Total Debt principal (advances)/repayments	605,976	808,597	202,621	595,092	1,049,364
Reserve and Capital Fund Transfers					
Transfers from reserves	(557,060)	(1,564,500)	(1,007,440)	(698,118)	(2,540,214)
Transfers to reserves	6,802,733	13,782,481	6,979,748	6,212,151	13,131,141
Transfers Development Chgs Reserve	(134,279)	(581,809)	(447,530)	(136,361)	(380,926)
Total Reserve and Capital Fund Transfers	6,111,394	11,636,172	5,524,778	5,377,672	10,210,001
NET FINANCING & TRANSFERS	6,717,385	12,444,767	5,727,382	5,972,764	11,259,369
(SURPLUS)/DEFICIT CARRYFORWARD					
General (surplus) deficit	(27,801)	(26,119)	1,682	(12,732)	(5,735)
Total (SURPLUS)/DEFICIT CARRYFORWARD	(27,801)	(26,119)	1,682	(12,732)	(5,735)
DEPARTMENT NET REVENUE/(EXPENSES)	(13,260,297)		13,260,297	15,411,245	

Service Area: Water & Wastewater

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Water/wastewater billings	9,275,007	19,334,069	10,059,062	8,807,883	18,931,399
Local Improvement Charges		120,901	120,901	120,872	120,901
Grants	(2,161)	30,000	32,161		150,000
Interest & Penalties	11,343	46,000	34,657	21,630	48,000
User Fees	71,156	161,500	90,344	87,525	142,000
Total Revenue	9,355,345	19,692,470	10,337,125	9,037,910	19,392,300
Expenses					
Wages & Benefits	1,153,851	2,361,523	1,207,672	1,081,967	2,319,929
Materials & Services	237,121	1,059,950	822,829	231,506	1,144,494
Debt Interest Charges	32,930	101,930	69,000	35,682	111,151
Grants	1,461	36,000	34,539	3,966	36,000
Regional Treatment Costs	5,417,259	11,453,214	6,035,955	5,553,589	11,540,386
Total Expenses	6,842,622	15,012,617	8,169,995	6,906,710	15,151,960
Net before Financing and Transfers	2,512,723	4,679,853	2,167,130	2,131,200	4,240,340
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	147,340	356,323	208,983	140,154	341,316
Program Support Charges	278,988	557,975	278,987	256,643	513,284
Total Interdepartmental transfers	426,328	914,298	487,970	396,797	854,600
Debt principal (advances)/repayments					
Repayment of Debt	156,773	262,773	106,000	154,750	260,750
Total Debt principal (advances)/repayments	156,773	262,773	106,000	154,750	260,750
Reserve and Capital Fund Transfers					
Transfers from reserves	(291,031)	(430,000)	(138,969)	(31,001)	(477,701)
Transfers to reserves	2,117,046	4,234,091	2,117,045	1,905,571	3,911,142
Transfers Development Chgs Reserve	(134,279)	(301,309)	(167,030)	(136,361)	(308,451)
Total Reserve and Capital Fund Transfers	1,691,736	3,502,782	1,811,046	1,738,209	3,124,990
NET FINANCING & TRANSFERS	2,274,837	4,679,853	2,405,016	2,289,756	4,240,340
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	237,886		(237,886)	(158,556)	

Service Area: Revenues

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
General Levy	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
Payments in Lieu of Taxes	272,514	275,120	2,606	275,120	280,335
Fine Revenue	32,782	65,600	32,818	28,240	52,109
Gaming Revenues	56,138	244,500	188,362	129,817	245,800
Grants	805,300	1,610,600	805,300	1,233,649	1,839,500
Interest & Penalties	566,930	1,375,000	808,070	624,205	1,363,500
User Fees	138,526	147,899	9,373	131,699	157,502
Miscellaneous other revenues	(8,632)	83,422	92,054	11,985	79,885
Total Revenue	1,804,229	32,435,139	30,630,910	30,221,452	31,909,482
Expenses					
Materials & Services		3,000	3,000		5,000
Total Expenses		3,000	3,000		5,000
Net before Financing and Transfers	1,804,229	32,432,139	30,627,910	30,221,452	31,904,482
FINANCING & TRANSFERS					
Interdepartmental transfers					
Allocation of Gaming Revenues		244,500	244,500		245,800
Total Interdepartmental transfers		244,500	244,500		245,800
Reserve and Capital Fund Transfers					
Transfers to reserves	452,650	905,300	452,650	499,875	1,339,750
otal Reserve and Capital Fund Transfers	452,650	905,300	452,650	499,875	1,339,750
NET FINANCING & TRANSFERS	452,650	1,149,800	697,150	499,875	1,585,550
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	1,351,579	31,282,339	29,930,760	29,721,577	30,318,932

Service Area: Taxation

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
General Levy	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
Total Revenue	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
Expenses					
Net before Financing and Transfers	(59,329)	28,632,998	28,692,327	27,786,737	27,890,851
FINANCING & TRANSFERS					
Reserve and Capital Fund Transfers					
Transfers to reserves	50,000	100,000	50,000	125,000	250,000
otal Reserve and Capital Fund Transfers	50,000	100,000	50,000	125,000	250,000
NET FINANCING & TRANSFERS	50,000	100,000	50,000	125,000	250,000
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	(109,329)	28,532,998	28,642,327	27,661,737	27,640,851

Service Area: Payments in Lieu

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Payments in Lieu of Taxes	272,514	275,120	2,606	275,120	280,335
Total Revenue	272,514	275,120	2,606	275,120	280,335
<i>Expenses</i>					
<i>Net before Financing and Transfers</i>	272,514	275,120	2,606	275,120	280,335
FINANCING & TRANSFERS					
NET FINANCING & TRANSFERS					
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	272,514	275,120	2,606	275,120	280,335

Service Area: General revenues

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CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Fine Revenue	32,782	65,600	32,818	28,240	52,109
Grants	805,300	1,610,600	805,300	1,233,649	1,839,500
Interest & Penalties	566,930	1,375,000	808,070	624,205	1,363,500
User Fees	138,526	147,899	9,373	131,699	157,502
Miscellaneous other revenues	(8,632)	83,422	92,054	11,985	79,885
Total Revenue	1,534,906	3,282,521	1,747,615	2,029,778	3,492,496
Expenses					
Materials & Services		3,000	3,000		5,000
Total Expenses		3,000	3,000		5,000
Net before Financing and Transfers	1,534,906	3,279,521	1,744,615	2,029,778	3,487,496
FINANCING & TRANSFERS					
Reserve and Capital Fund Transfers					
Transfers to reserves	402,650	805,300	402,650	374,875	1,089,750
otal Reserve and Capital Fund Transfers	402,650	805,300	402,650	374,875	1,089,750
NET FINANCING & TRANSFERS	402,650	805,300	402,650	374,875	1,089,750
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	1,132,256	2,474,221	1,341,965	1,654,903	2,397,746

Service Area: Charitable Gaming revenues

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Gaming Revenues	56,138	244,500	188,362	129,817	245,800
Total Revenue	56,138	244,500	188,362	129,817	245,800
Expenses					
Net before Financing and Transfers	56,138	244,500	188,362	129,817	245,800
FINANCING & TRANSFERS					
Interdepartmental transfers					
Allocation of Gaming Revenues		244,500	244,500		245,800
Total Interdepartmental transfers		244,500	244,500		245,800
NET FINANCING & TRANSFERS		244,500	244,500		245,800
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	56,138		(56,138)	129,817	

**CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT**

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Expenses					
Wages & Benefits	137,308	290,110	152,802	131,819	269,632
Materials & Services	20,204	37,188	16,984	53,019	59,711
Total Expenses	157,512	327,298	169,786	184,838	329,343
Net before Financing and Transfers	(157,512)	(327,298)	(169,786)	(184,838)	(329,343)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	59,018	118,036	59,018	44,931	89,861
Total Interdepartmental transfers	59,018	118,036	59,018	44,931	89,861
Reserve and Capital Fund Transfers					
Transfers from reserves					(22,000)
Transfers to reserves	3,750	7,500	3,750	2,750	5,500
otal Reserve and Capital Fund Transfers	3,750	7,500	3,750	2,750	(16,500)
NET FINANCING & TRANSFERS	62,768	125,536	62,768	47,681	73,361
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(220,280)	(452,834)	(232,554)	(232,519)	(402,704)

**CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT**

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Expenses					
Wages & Benefits	401,394	883,502	482,108	331,113	842,363
Materials & Services	35,069	209,060	173,991	116,838	232,151
Total Expenses	436,463	1,092,562	656,099	447,951	1,074,514
Net before Financing and Transfers	(436,463)	(1,092,562)	(656,099)	(447,951)	(1,074,514)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	(237,658)	(475,315)	(237,657)	(216,214)	(432,428)
Total Interdepartmental transfers	(237,658)	(475,315)	(237,657)	(216,214)	(432,428)
Reserve and Capital Fund Transfers					
Transfers from reserves		(200,000)	(200,000)		
Transfers to reserves	200,000	400,000	200,000		
otal Reserve and Capital Fund Transfers	200,000	200,000			
NET FINANCING & TRANSFERS	(37,658)	(275,315)	(237,657)	(216,214)	(432,428)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(398,805)	(817,247)	(418,442)	(231,737)	(642,086)

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Expenses					
Wages & Benefits	148,954	279,181	130,227		
Materials & Services	65,904	232,063	166,159		
Grants				332,851	665,044
Total Expenses	214,858	511,244	296,386	332,851	665,044
Net before Financing and Transfers	(214,858)	(511,244)	(296,386)	(332,851)	(665,044)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	33,288	66,575	33,287		
Total Interdepartmental transfers	33,288	66,575	33,287		
NET FINANCING & TRANSFERS	33,288	66,575	33,287		
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(248,146)	(577,819)	(329,673)	(332,851)	(665,044)

Service Area: Community Services

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Donations	328	4,100	3,772	518	4,100
Grants	84,375	34,600	(49,775)		34,600
User Fees	83,352	123,940	40,588	68,886	123,900
Total Revenue	168,055	162,640	(5,415)	69,404	162,600
Expenses					
Wages & Benefits	777,159	1,696,188	919,029	689,331	1,713,501
Materials & Services	295,120	570,666	275,546	245,640	488,384
Grants		30,000	30,000	120,000	270,000
Partnership Programs	55,484	236,000	180,516	43,143	173,500
Total Expenses	1,127,763	2,532,854	1,405,091	1,098,114	2,645,385
Net before Financing and Transfers	(959,708)	(2,370,214)	(1,410,506)	(1,028,710)	(2,482,785)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	(464,107)	(928,214)	(464,107)	(404,678)	(809,359)
Total Interdepartmental transfers	(464,107)	(928,214)	(464,107)	(404,678)	(809,359)
Reserve and Capital Fund Transfers					
Transfers from reserves		(226,000)	(226,000)	(379,219)	(401,000)
Transfers to reserves	240,160	479,785	239,625	230,077	459,325
otal Reserve and Capital Fund Transfers	240,160	253,785	13,625	(149,142)	58,325
NET FINANCING & TRANSFERS	(223,947)	(674,429)	(450,482)	(553,820)	(751,034)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(735,761)	(1,695,785)	(960,024)	(474,890)	(1,731,751)

Service Area: Transit & Crossing guards

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Grants		287,173	287,173	142,538	285,076
User Fees	5,305	44,000	38,695		17,000
Total Revenue	5,305	331,173	325,868	142,538	302,076
Expenses					
Wages & Benefits	74,537	168,780	94,243	90,279	183,386
Materials & Services	366,779	1,537,728	1,170,949	427,928	1,206,119
Total Expenses	441,316	1,706,508	1,265,192	518,207	1,389,505
Net before Financing and Transfers	(436,011)	(1,375,335)	(939,324)	(375,669)	(1,087,429)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	120,840	241,680	120,840	90,270	180,539
Total Interdepartmental transfers	120,840	241,680	120,840	90,270	180,539
Reserve and Capital Fund Transfers					
Transfers to reserves		74,567	74,567	18,034	165,977
otal Reserve and Capital Fund Transfers		74,567	74,567	18,034	165,977
NET FINANCING & TRANSFERS	120,840	316,247	195,407	108,304	346,516
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	(556,851)	(1,691,582)	(1,134,731)	(483,973)	(1,433,945)

Service Area: Corporate Services

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE
QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Sale of land, buildings and equipment	23,396	115,000	91,604	65,620	85,000
User Fees	17,181	89,100	71,919	48,296	103,000
Miscellaneous other revenues		850	850		1,000
Total Revenue	40,577	204,950	164,373	113,916	189,000
Expenses					
Wages & Benefits	568,354	1,278,990	710,636	602,308	1,255,893
Materials & Services	133,004	403,599	270,595	209,779	415,503
Total Expenses	701,358	1,682,589	981,231	812,087	1,671,396
Net before Financing and Transfers	(660,781)	(1,477,639)	(816,858)	(698,171)	(1,482,396)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	(308,703)	(617,406)	(308,703)	(322,051)	(644,100)
Total Interdepartmental transfers	(308,703)	(617,406)	(308,703)	(322,051)	(644,100)
Reserve and Capital Fund Transfers					
Transfers from reserves				(1,308)	
Transfers to reserves	15,700	31,400	15,700	29,985	30,750
otal Reserve and Capital Fund Transfers	15,700	31,400	15,700	28,677	30,750
NET FINANCING & TRANSFERS	(293,003)	(586,006)	(293,003)	(293,374)	(613,350)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	(367,778)	(891,633)	(523,855)	(404,797)	(869,046)

Service Area: Insurance & risk management

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
User Fees	1,093		(1,093)		
Total Revenue	1,093		(1,093)		
Expenses					
Wages & Benefits	16,056	31,342	15,286	11,665	23,012
Materials & Services	732,793	747,500	14,707	610,613	705,000
Total Expenses	748,849	778,842	29,993	622,278	728,012
Net before Financing and Transfers	(747,756)	(778,842)	(31,086)	(622,278)	(728,012)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Program Support Charges	(389,421)	(778,842)	(389,421)	(364,006)	(728,012)
Total Interdepartmental transfers	(389,421)	(778,842)	(389,421)	(364,006)	(728,012)
Reserve and Capital Fund Transfers					
Transfers to reserves	10,000	20,000	10,000	10,000	20,000
otal Reserve and Capital Fund Transfers	10,000	20,000	10,000	10,000	20,000
NET FINANCING & TRANSFERS	(379,421)	(758,842)	(379,421)	(354,006)	(708,012)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(368,335)	(20,000)	348,335	(268,272)	(20,000)

Service Area: Fire & Emergency Services

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Donations	1,097	500	(597)	100	500
User Fees	6,197	48,000	41,803	3,446	23,000
Total Revenue	7,294	48,500	41,206	3,546	23,500
Expenses					
Wages & Benefits	541,495	1,507,620	966,125	462,165	1,495,105
Materials & Services	246,066	430,614	184,548	272,996	417,210
Debt Interest Charges	14,380	23,823	9,443	17,251	29,379
Total Expenses	801,941	1,962,057	1,160,116	752,412	1,941,694
Net before Financing and Transfers	(794,647)	(1,913,557)	(1,118,910)	(748,866)	(1,918,194)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	123,996	247,991	123,995	119,714	239,427
Program Support Charges	315,013	630,025	315,012	309,641	619,280
Total Interdepartmental transfers	439,009	878,016	439,007	429,355	858,707
Debt principal (advances)/repayments					
Repayment of Debt	183,436	183,436		179,410	179,410
Total Debt principal (advances)/repayments	183,436	183,436		179,410	179,410
Reserve and Capital Fund Transfers					
Transfers to reserves	242,807	485,613	242,806	236,247	472,493
Total Reserve and Capital Fund Transfers	242,807	485,613	242,806	236,247	472,493
NET FINANCING & TRANSFERS	865,252	1,547,065	681,813	845,012	1,510,610
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSES)	(1,659,899)	(3,460,622)	(1,800,723)	(1,593,878)	(3,428,804)

Service Area: Engineering

Run Date: 9/15/20 3:44 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Grants	(51,150)	118,960	170,110	(48,054)	142,000
User Fees	28,470	58,000	29,530	49,530	58,000
Total Revenue	(22,680)	176,960	199,640	1,476	200,000
Expenses					
Wages & Benefits	497,618	901,705	404,087	364,940	814,242
Materials & Services	264,751	881,500	616,749	232,574	898,950
Debt Interest Charges	11,024	63,496	52,472	12,989	79,335
Total Expenses	773,393	1,846,701	1,073,308	610,503	1,792,527
Net before Financing and Transfers	(796,073)	(1,669,741)	(873,668)	(609,027)	(1,592,527)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	15,327	30,654	15,327	14,709	29,417
Program Support Charges	123,486	246,972	123,486	137,060	274,120
Total Interdepartmental transfers	138,813	277,626	138,813	151,769	303,537
Debt principal (advances)/repayments					
Repayment of Debt	265,767	362,388	96,621	260,932	609,204
tal Debt principal (advances)/repayments	265,767	362,388	96,621	260,932	609,204
Reserve and Capital Fund Transfers					
Transfers from reserves	(82,236)	(260,000)	(177,764)	(126,818)	(313,000)
Transfers to reserves	2,635,134	5,270,266	2,635,132	2,427,254	4,918,506
Transfers Development Chgs Reserve		(168,000)	(168,000)		
otal Reserve and Capital Fund Transfers	2,552,898	4,842,266	2,289,368	2,300,436	4,605,506
NET FINANCING & TRANSFERS	2,957,478	5,482,280	2,524,802	2,713,137	5,518,247
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSE)	(3,753,551)	(7,152,021)	(3,398,470)	(3,322,164)	(7,110,774)

Service Area: Roads & Fleet

Run Date: 9/15/20 3:44 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Sale of land, buildings and equipment				98	
User Fees	10,312	119,500	109,188	40,082	130,000
Total Revenue	10,312	119,500	109,188	40,180	130,000
Expenses					
Wages & Benefits	1,246,996	2,454,584	1,207,588	1,146,831	2,389,564
Materials & Services	834,154	2,609,005	1,774,851	1,131,864	2,896,720
Total Expenses	2,081,150	5,063,589	2,982,439	2,278,695	5,286,284
Net before Financing and Transfers	(2,070,838)	(4,944,089)	(2,873,251)	(2,238,515)	(5,156,284)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	(470,154)	(1,001,972)	(531,818)	(453,195)	(964,026)
Program Support Charges	280,177	560,352	280,175	279,678	559,354
Total Interdepartmental transfers	(189,977)	(441,620)	(251,643)	(173,517)	(404,672)
Reserve and Capital Fund Transfers					
Transfers from reserves	(129,310)	(61,000)	68,310	(118,627)	(401,000)
Transfers to reserves	208,685	417,357	208,672	189,702	379,387
Total Reserve and Capital Fund Transfers	79,375	356,357	276,982	71,075	(21,613)
NET FINANCING & TRANSFERS	(110,602)	(85,263)	25,339	(102,442)	(426,285)
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSE)	(1,960,236)	(4,858,826)	(2,898,590)	(2,136,073)	(4,729,999)

Service Area: Parks & Facilities

Run Date: 9/15/20 3:44 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Donations				988	
Fine Revenue	6,191	165,000	158,809	9,085	100,000
Interest & Penalties	(98)	(13,000)	(12,902)	(447)	(5,000)
User Fees	267,837	1,103,700	835,863	447,023	811,650
Total Revenue	273,930	1,255,700	981,770	456,649	906,650
Expenses					
Wages & Benefits	1,194,321	2,870,650	1,676,329	1,290,586	2,578,522
Materials & Services	1,036,112	2,816,100	1,779,988	1,327,014	2,820,415
Grants	6,069	42,900	36,831	7,371	42,550
Total Expenses	2,236,502	5,729,650	3,493,148	2,624,971	5,441,487
Net before Financing and Transfers	(1,962,572)	(4,473,950)	(2,511,378)	(2,168,322)	(4,534,837)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	164,221	328,441	164,220	159,730	316,108
Program Support Charges	(117,649)	(235,298)	(117,649)	(121,564)	(243,127)
Total Interdepartmental transfers	46,572	93,143	46,571	38,166	72,981
Reserve and Capital Fund Transfers					
Transfers from reserves		(275,000)	(275,000)		(400,000)
Transfers to reserves	669,301	1,441,602	772,301	662,656	1,428,311
Total Reserve and Capital Fund Transfers	669,301	1,166,602	497,301	662,656	1,028,311
NET FINANCING & TRANSFERS	715,873	1,259,745	543,872	700,822	1,101,292
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENSE)	(2,678,445)	(5,733,695)	(3,055,250)	(2,869,144)	(5,636,129)

Service Area: Planning & Development Service

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Fine Revenue	4,750	20,000	15,250	11,040	20,000
Grants	21,095	40,000	18,905	44,139	127,811
User Fees	603,882	1,203,050	599,168	601,475	1,160,500
Total Revenue	629,727	1,263,050	633,323	656,654	1,308,311
Expenses					
Wages & Benefits	1,184,258	2,495,856	1,311,598	1,018,821	2,257,429
Materials & Services	101,293	492,492	391,199	180,733	580,393
Grants	56,190	169,854	113,664		167,344
Total Expenses	1,341,741	3,158,202	1,816,461	1,199,554	3,005,166
Net before Financing and Transfers	(712,014)	(1,895,152)	(1,183,138)	(542,900)	(1,696,855)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Fleet Related Charges	19,283	38,563	19,280	18,882	37,762
Program Support Charges	263,102	526,202	263,100	269,905	539,807
Total Interdepartmental transfers	282,385	564,765	282,380	288,787	577,569
Reserve and Capital Fund Transfers					
Transfers from reserves	(54,483)	(112,500)	(58,017)	(41,145)	(193,053)
Transfers Development Chgs Reserve		(67,500)	(67,500)		(27,475)
otal Reserve and Capital Fund Transfers	(54,483)	(180,000)	(125,517)	(41,145)	(220,528)
NET FINANCING & TRANSFERS	227,902	384,765	156,863	247,642	357,041
(SURPLUS)/DEFICIT CARRYFORWARD					
DEPARTMENT NET REVENUE/(EXPENS	(939,916)	(2,279,917)	(1,340,001)	(790,542)	(2,053,896)

Service Area: Business Improvement Areas

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
BIA Levies	(291)	58,500	58,791	73,950	91,000
Donations		674	674	3,606	
Grants		22,300	22,300		19,000
User Fees		4,000	4,000		9,500
Miscellaneous other revenues		7,453	7,453	4,936	61,700
Total Revenue	(291)	92,927	93,218	82,492	181,200
Expenses					
Materials & Services	23,219	112,927	89,708	34,680	184,200
Total Expenses	23,219	112,927	89,708	34,680	184,200
Net before Financing and Transfers	(23,510)	(20,000)	3,510	47,812	(3,000)
FINANCING & TRANSFERS					
NET FINANCING & TRANSFERS					
(SURPLUS)/DEFICIT CARRYFORWARD					
General (surplus) deficit	(21,307)	(20,000)	1,307	(8,277)	(3,000)
Total (SURPLUS)/DEFICIT CARRYFORWARD	(21,307)	(20,000)	1,307	(8,277)	(3,000)
DEPARTMENT NET REVENUE/(EXPENSES)	(2,203)		2,203	56,089	

Service Area: Boards & Committees

Run Date: 9/15/20 1:00 PM

CORPORATION OF THE TOWN OF FORT ERIE

QUARTERLY REPORT

	2020 YTD Actuals June	2020 Budget	2020 Budget Remaining	2019 YTD Actuals June	2019 Budget December
Revenue					
Donations				2,542	
Grants		7,500	7,500		7,500
User Fees	3,645	12,000	8,355	8,421	9,324
Total Revenue	3,645	19,500	15,855	10,963	16,824
Expenses					
Wages & Benefits	66,732	131,857	65,125	98,701	144,641
Materials & Services	12,987	73,861	60,874	34,219	62,942
Grants	838,848	1,657,503	818,655	909,132	1,949,209
Total Expenses	918,567	1,863,221	944,654	1,042,052	2,156,792
Net before Financing and Transfers	(914,922)	(1,843,721)	(928,799)	(1,031,089)	(2,139,968)
FINANCING & TRANSFERS					
Interdepartmental transfers					
Allocation of Gaming Revenues		(244,500)	(244,500)		(245,800)
Program Support Charges	43,628	87,256	43,628	40,391	80,781
Total Interdepartmental transfers	43,628	(157,244)	(200,872)	40,391	(165,019)
Reserve and Capital Fund Transfers					
Transfers from reserves					(332,460)
Transfers to reserves	7,500	15,000	7,500		
Transfers Development Chgs Reserve		(45,000)	(45,000)		(45,000)
total Reserve and Capital Fund Transfers	7,500	(30,000)	(37,500)		(377,460)
NET FINANCING & TRANSFERS	51,128	(187,244)	(238,372)	40,391	(542,479)
(SURPLUS)/DEFICIT CARRYFORWARD					
General (surplus) deficit	(6,494)	(6,119)	375	(4,455)	(2,735)
total (SURPLUS)/DEFICIT CARRYFORWARD	(6,494)	(6,119)	375	(4,455)	(2,735)
DEPARTMENT NET REVENUE/(EXPENSES)	(959,556)	(1,650,358)	(690,802)	(1,067,025)	(1,594,754)

Capital Variance Report

As of June 30, 2020	Cumulative	Prior	2020	Cumulative	Budget	%	Explanation for projects with
Period August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
OPEN JOBS							
CORPORATE & COMMUNITY SERVICES							
CM17 Audio and Video for Room 1	20,000	9,166	1,216	10,382	9,618	48.09%	
ABS14 Repair Caboose	175,000				175,000	100.00%	RFP Evaluation disrupted by COVID-19 measures and will resume in 2021.
COPY18 2018 Photocopier Replacement	20,000	14,820		14,820	5,180	25.90%	
COPY19 2019 Photocopier Replacement	19,000	1,788		1,788	17,212	90.59%	
CT19 Emergency Operations Centre Technology	33,000	3,675		3,675	29,325	88.86%	
MIS20 IT Computer Hardware	32,000		8,215	8,215	23,785	74.33%	
SOF18 Microsoft Office Upgrade	60,000	561		561	59,439	99.07%	
PHON20 Phone Replacement	17,000				17,000	100.00%	Awaiting the launch of new phone model in October
SERB19 Main Production Servers Replacement	82,000				82,000	100.00%	On hold during Covid. Design in process.
SRV19 Server & Core Infrastructure Replacement	15,000	8,151	5,057	13,208	1,792	11.95%	
SRV20 Server & Core Infrastructure Replacement	20,000		13,147	13,147	6,853	34.27%	
UPSS19 Battery Backup Replacement	12,000				12,000	100.00%	Awaiting design of SERB19 to initiate this project
WEBS19 Web Site Revamp	80,000				80,000	100.00%	On hold until 2021
Total CORPORATE & COMMUNITY SERVICES	585,000	38,161	27,635	65,796	519,204	88.75%	
PLANNING & DEVELOPMENT SERVICES							
BAYB16 Bay Beach Implementation	3,154,017	3,084,935	(146,901)	2,938,034	215,983	6.85%	Ongoing. Some outstanding work (supply and installation of bollards, vegetation, picnic tables, seating, signage), deficiencies, holdbacks.
BBBW19 Bernard Beach Boardwalk	50,000	5,852		5,852	44,148	88.30%	
BEAV15 Beaver Creek Subdivision Playground	85,000	1,311	67	1,378	83,622	98.38%	
CBWP19 Crystal Beach Waterfront Park Dock Replacement	100,000		86,425	86,425	13,575	13.58%	
CRYS18 Crystal Ridge Park Improvements	975,105	820,075	(81,220)	738,855	236,250	24.23%	Ongoing, holdbacks, resolving deficiencies and incomplete work.
CRYS20 Crystal Ridge Park Improvements Phase 3	250,000				250,000	100.00%	Underway. Tender in Aug/Sept. COVID19 related delays
CRYS21 Crystal Ridge Park Improvements	750,000	23,516	1,249	24,765	725,235	96.70%	Underway. Tender in Aug/Sept. COVID19 related delays
ENHA19 Neighbourhood Park Enhancements	40,000	36,040	5,043	41,083	(1,083)	(2.71%)	In fact, \$27,609 remaining in this account, as a result of memorial bench donations. Work ongoing.
ENHA20 Neighbourhood Park Enhancements	40,000		5,296	5,296	34,704	86.76%	
FRN21 Ferndale Park Playground Replacement	150,000				150,000	100.00%	Underway. Fall 2020 Tender.
FRN23 Ferndale Multi Use Court Conversion	150,000		235	235	149,765	99.84%	
FRCR20 Friendship Trail Crossing Improvements	100,000				100,000	100.00%	RFP issued. Award of consulting contract imminent.
FRND19 Friendship Trail Asphalt Replacement	200,000	286		286	199,714	99.86%	Delayed due to COVID19, completion in 2021.
FRND20 Friendship Trail Asphalt Replacement	150,000		202	202	149,798	99.87%	
KINS19 Kinsmen Pool Consultation Study	50,000				50,000	100.00%	Held in abeyance, as a result of YMCA acquisition
OAKE20 Oakes Park Field Lighting Replacement	250,000				250,000	100.00%	Project delayed due to COVID
RBAT14 Ridgeway Battlefield Park Improvements	50,000	14,505		14,505	35,495	70.99%	
RIVR08 Riverwalk Completion	15,000	875		875	14,125	94.17%	

Capital Variance Report

As of June 30, 2020	Cumulative	Prior	2020	Cumulative	Budget	%	Explanation for projects with
Printed August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
PLP99 Freedom Park Sculpture		13,550		13,550	(13,550)	#DIV/0!	
MIN22 Stevensville Mini Park Playground Replacement	150,000	1,417	886	2,303	147,697	98.46%	
EA20 Spears Road Subdivision New Park	300,000		4,437	4,437	295,563	98.52%	Underway. Master plan to Council in Sept for approval. Tender late 2020, for 2021 construction. COVID19 related delays.
GR23 Sugarbowl Park Playground Replacement	150,000		159	159	149,841	99.89%	
ATE14 2014 Waterfront Road Allowance Improvements	50,000	64,142		64,142	(14,142)	(28.28%)	In fact, \$10,856 remaining in account, as a result of Regional grant. RFQ to be issued fall 2020
ATR19 Waterfront Road Allowance Barriers	25,000	2,139	4,420	6,559	18,441	73.76%	
WFAC19 Waterfront Universal Access Improvements	50,000	33,897		33,897	16,103	32.21%	
WFSG18 Waterfront Parks and Windows Signage	30,000	13,090	79	13,169	16,831	56.10%	
Total PLANNING & DEVELOPMENT SERVICES	7,314,122	4,115,630	(119,623)	3,996,007	3,318,115	45.37%	
FIRE & EMERGENCY SERVICES							
GR20 Bunker Gear Replacement	50,000		45,764	45,764	4,236	8.47%	
ENV18 Pump 6 Conversion to Heavy Rescue Tools	30,000	22,149	4,460	26,609	3,391	11.30%	
EQMT20 Stations 2 & 4 Hose & Nozzles Replacement	50,000				50,000	100.00%	Nozzle and hose testing will commence in September. Purchase orders will be placed in October.
FSTN19 Fire Station #4	3,915,000	333,679	78,529	412,208	3,502,792	89.47%	Completing design / Preparing Tender
RECR20 Recruit PPE	40,000		30,043	30,043	9,957	24.89%	
TOWR20 Fire Training Tower Refurbishment	20,000				20,000	100.00%	Hallex, engineering company has completed the inspection study and have issued a draft report. The completed report with recommendations is due in September. Payment will follow.
Total FIRE & EMERGENCY SERVICES	4,105,000	355,828	158,796	514,624	3,590,376	87.46%	
INFRASTRUCTURE SERVICES							
AODA16 2016 Accessibility Upgrades for AODA	25,000				25,000	100.00%	Project delayed due to COVID
AODA17 2017 Accessibility Upgrades for AODA	15,000				15,000	100.00%	Project delayed due to COVID
ASTP20 Point Abino Rd S. Storm PS	100,000		10,205	10,205	89,795	89.80%	
BAKR18 Baker Road Upgrade - D3	277,860	154,628	50,712	205,340	72,520	26.10%	Works complete except for top asphalt - Developer has not sent in for payment as of yet.
BATT17 Battery Street Sanitary Sewer	492,500	483,713	22	483,735	8,765	1.78%	Project is in maintenance
BAYD24 Bay Beach Municipal Drain	70,000	58		58	69,942	99.92%	
BAE20 Bay Beach Hard Surface	50,000				50,000	100.00%	Project delayed due to COVID
CRU13 Black Creek Road Upgrade - D2a	475,000	410,794		410,794	64,206	13.52%	Top course asphalt and boulevard restoration incomplete.
CSB10 Beaver Creek South Branch Petition	654,668	234,022	11,210	245,232	409,436	62.54%	Waiting to hold Court of Revision
BCSI17 Bertie St & Concession Rd Signal Rebuild	200,000	811		811	199,189	99.59%	Work in progress, Region to invoice the Town when complete.
CTW17 Black Creek Trenchless Watermain Rehabilitation	50,000	20,835		20,835	29,165	58.33%	
BOWW19 Bowen Road Watermain Replacement	61,000				61,000	100.00%	Design to start late 2020
BOYE15 Boyer Municipal Drain	60,000	95		95	59,905	99.84%	
BRID18 Bridgeburg District Streetscape Improvements	350,000	7,343	69,416	76,759	273,241	78.07%	Design approx. 70% complete
BRIG16 2016 Bridge & Culvert Replacement	1,610,000	449,186	37,810	486,996	1,123,004	69.75%	Class EA and preliminary design approx. 40% complete
BRIG17 2017 Bridge & Culvert Replacement	385,000	280,045	32,550	312,595	72,405	18.81%	Project is in maintenance

Capital Variance Report

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Printed August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
RIG18 2018 Bridge & Culvert Replacement	690,000	275,646	413	276,059	413,941	59.99%	Project is in maintenance
RIG19 2019 Bridge & Culvert Replacement	1,067,000	473,099	(4,554)	468,545	598,455	56.09%	Project is in maintenance
RIG20 2020 Bridge & Culvert Replacement	1,565,000	1,336	15,194	16,530	1,548,470	98.94%	Class EA and preliminary design approx. 40% complete
RIG21 2021 Bridge & Culvert Replacement	40,000				40,000	100.00%	Engineering Services procurement pending Fall/Winter 2020.
RPL19 Bertie Place Watermain Replacement	773,000	36,884	8,455	45,339	727,661	94.13%	Design approx. 70% complete
RURB15 Burbank Terrace Watermain Replacement	18,000	16,994	11	17,005	995	5.53%	
RUSS20 Transit Route Stops & Facility Improvements	70,000				70,000	100.00%	Projects were put on hold during COVID-19. This project may be pushed to 2021.
RWRC09 Beaver Creek Municipal Drain	1,466,000	1,353,633		1,353,633	112,367	7.66%	On going Engineers Report
RSDS16 2016 Cemetery Management Software	35,000	13,733		13,733	21,267	60.76%	
RATH06 Catherine St Service Improvements Ph 1	3,995,000	3,837,507	(589,356)	3,248,151	746,849	18.69%	Finalizing project tasks
RATT06 Catherine St Service Improvements Ph 2	4,125,000	3,879,942	(617,603)	3,262,339	862,661	20.91%	Finalizing project tasks
RBDW19 Crystal Beach Drive Watermain and Road Reconstruction	975,000	528,507	34,027	562,534	412,466	42.30%	Deficiencies being completed before entering maintenance period
CBRP16 Catch Basin Replacement	50,000	40,248		40,248	9,752	19.50%	
CGCN21 2021 Greenwood Cemetery New Columbarium	80,000				80,000	100.00%	Project delayed due to COVID
CGFF20 Greenwood Cemetery Fence Replacement	35,000				35,000	100.00%	Project complete
CLSI18 Centennial Library Structural Repairs	120,000	356		356	119,644	99.70%	
CPIV13 Crescent Park Storm Drainage Phase 4	3,224,970	3,029,428		3,029,428	195,542	6.06%	On going. Minor deficiencies still remain.
CRCB20 Crystal Ridge Community Centre Boilers	70,000				70,000	100.00%	Project delayed due to COVID
CRCH19 Crystal Ridge Community Centre HVAC Replacement	80,000				80,000	100.00%	Project complete
CRCL20 Crystal Ridge Community Centre Fire and Life Safety	25,000				25,000	100.00%	Project delayed due to COVID
CRDR14 Crystal Ridge Arena Dehumidification Replacement	100,000				100,000	100.00%	Project awarded to contractor
CRLC19 Crystal Ridge Library Interlock Paver Replacement	25,000				25,000	100.00%	Project delayed due to COVID
CRLS13 Crystal Ridge Landing Subdivision-Upgrade Thunder Bay Rd	394,000				394,000	100.00%	Work complete, payment certificate recently received from Developer but is not the final certificate
DRTS17 Dominion Rd Trenchless Sanitary Sewer Rehab	150,000	1,106		1,106	148,894	99.26%	
DUFF13 Dufferin St (Central Ave to Niagara Pkwy)	744,000	794,492	22	794,514	(50,514)	(6.79%)	Project is in maintenance
FRCD11 Frenchman's Creek Municipal Drain	65,000	7,007		7,007	57,993	89.22%	
RFD20 Fire Station #5 Decontamination Showers	15,000				15,000	100.00%	Project delayed due to COVID
RSTD20 Fire Station #3 Decontamination Showers	10,000				10,000	100.00%	Project delayed due to COVID
RATE14 Gateway Feature - QEW	230,000	9,568		9,568	220,432	95.84%	Work is on hold
RGAR20 Gibson Centre Asphalt Replacement	100,000				100,000	100.00%	Project delayed due to COVID
RGBE25 Gibson Centre Expansion	90,000				90,000	100.00%	Project delayed due to COVID
RCFR18 Gibson Centre Flooring Replacement	45,000	28,738		28,738	16,262	36.14%	
RLED04 Glenny Municipal Drain	550,000	46,041	151	46,192	503,808	91.60%	Waiting to hold Tribunal
RODR15 Goderich Street Watermain & Storm Sewer Replacement	576,000	429,093	25,312	454,405	121,595	21.11%	Project is in maintenance
GRRP18 Guide Rail Replacement	50,000	38,979		38,979	11,021	22.04%	
GRRP19 Guide Rail Replacement	50,000				50,000	100.00%	Tender being finalized
GRRP20 Guide Rail Replacement	50,000				50,000	100.00%	Tender being finalized
HAGY14 Hagey Ave Road Extension	120,000	24,015	218	24,233	95,767	79.81%	

Capital Variance Report

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Period August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
HGH14 Highland Ave Reconstruction	4,372,999	3,739,036	444	3,739,480	633,519	14.49%	Project is in maintenance
HGH18 Highland Ave Sanitary Sewer and Road Reconstruction	1,268,000	43,209	25,310	68,519	1,199,481	94.60%	Construction underway. Approx. early October completion.
HWM19 High Street Watermain Replacement	639,000	9,318	278	9,596	629,404	98.50%	In preliminary design
HOC18 Houck Cres Road Reconstruction	30,000	2,127		2,127	27,873	92.91%	
HOUS10 House Road Drainage Petition	233,000	24,472		24,472	208,528	89.50%	On going Engineers Report
HVOT14 Holloway Bay, Winger, Ott, Thunder Bay, Centralia Bridge Repair	930,000	617,107	(15,897)	601,210	328,790	35.35%	Project is in maintenance
HYL20 Idleywylde Sanitary Sewer	349,000		4,101	4,101	344,899	98.82%	RFP awarded for engineering design. Survey completed, design to begin in fall.
HNG09 Kingsmill Street Watermain Replacement	589,000	572,059	(41,691)	530,368	58,632	9.95%	Finalizing project tasks
HKE07 Lakeside Road Watermain Replacement	4,288,000	87,389	21,363	108,752	4,179,248	97.46%	90% design completed. Proposed tender date mid Sept.
HWE13 Lawrence Ave. Storm Outlet D4	238,000	242,189		242,189	(4,189)	(1.76%)	This project is 80% complete. Developer driven - no schedule to complete at this time
HND20 Lindbergh Dr Watermain & Sanitary Sewer Replacement	232,000		4,559	4,559	227,441	98.03%	Survey complete, design to begin in fall/winter
HBR21 Leisureplex Structural Repairs	25,000				25,000	100.00%	Project delayed due to COVID
LPEL20 Leisureplex Exterior Lighting Upgrades	45,000				45,000	100.00%	Project delayed due to COVID
LPFR19 Leisureplex Flooring Replacement	75,000				75,000	100.00%	Project awarded to contractor
LPJD21 Leisureplex Jaycee Dome Replacement	440,000				440,000	100.00%	Project delayed due to COVID
LPKD22 Leisureplex Kinsmen Dome Replacement	770,000				770,000	100.00%	Project delayed due to COVID
MACE18 McAfee Cemetery Expansion	200,000	84,628		84,628	115,372	57.69%	Project underway
MAND04 Mann Municipal Drain	1,192,000	60,749		60,749	1,131,251	94.90%	On going Engineers Report
MANE13 Mann Drain Emergency Repairs	48,000	12,402		12,402	35,598	74.16%	
MCCR11 Municipal Campus Concrete Repairs	25,000	4,468		4,468	20,532	82.13%	
MILR11 Miller Municipal Drain	180,000	79,660		79,660	100,340	55.74%	
MURR19 Murray St Sanitary Sewer Replacement	1,881,500	1,743,638	596	1,744,234	137,266	7.30%	Project is in maintenance
NIGH20 Nigh Road Upgrade - R1	105,000				105,000	100.00%	Emerging project - not yet started
NIWM19 Nigh Road Watermain - Prospect Pt Rd to Ridge Rd N	275,000	712	8,774	9,486	265,514	96.55%	Design Approx. 30% complete
NMLL22 North Mill Street Watermain Replacement	837,000	870,264	3,859	874,123	(37,123)	(4.44%)	Complete
NSST17 Nigh Road Sewershed Trenchless Rehabilitation	1,195,000	326,023	643	326,666	868,334	72.66%	Phase 1 construction is in maintenance. Laterals and MH Rehab design work Design approx. 30% complete. Combine contractor procurement with NSST19 and NSST20 to get better price
NSST19 Nigh Road Sewershed Trenchless Rehabilitation	400,000				400,000	100.00%	Laterals and MH Rehab Design approx. 15% complete. Combine contractor procurement with NSST17 and NSST20 to get better price
NSST20 Nigh Rd Sewershed Trenchless Rehabilitation	400,000				400,000	100.00%	Laterals and MH Rehab Design approx. 15% complete. Combine contractor procurement with NSST17 and NSST19 to get better price
NSWC20 New Sidewalk Construction	100,000				100,000	100.00%	On going - locations are yet to be determined.
OTRX17 Ott Road At Grade Rail Crossing	180,000	80,897	9,934	90,831	89,169	49.54%	
OUTD04 Outlet Municipal Drain	388,000	70,628		70,628	317,372	81.80%	On going Engineers report
PABD12 Point Abino Municipal Drain	93,750	5,648		5,648	88,102	93.98%	
PARR20 Pt. Abino Road South Reinstatement of the Shoreline Protection and Road Reconstruction	491,460				491,460	100.00%	In progress, RFP pending
PPBR14 Prospect Point Road - South of Brunswick	370,000	120,980	6,980	127,960	242,040	65.42%	Construction underway, completion est. end Aug.

Capital Variance Report

As of June 30, 2020	Cumulative	Prior	2020	Cumulative	Budget	%	Explanation for projects with
Period August 28, 2020	Budget	LTD	Actuals	Actuals	Remaining	Variance	1) Budget in excess of \$200,000
		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
PF25 Prospect Point Road Upgrade - R6c	261,800	2,406	624	3,030	258,770	98.84%	Ongoing - RFP
PSR19 Prospect Point Road - Friendship Trail to Highland	435,600	2,594	658	3,252	432,348	99.25%	Ongoing - RFP
PTH19 Prospect Point Rd Upgrade Phase 3 - R6a	925,080	208,836		208,836	716,244	77.43%	Work complete, payment certificate recently received from Developer but is not the final certificate
PPT12 Prospect Point Road - Dominion to Cutler	395,000	256,276		256,276	138,724	35.12%	Top asphalt and driveways incomplete. No schedule from developer to complete.
PRL17 Railroad Crossing Upgrades Ph 1	200,000	1,347		1,347	198,653	99.33%	Design approx. 20% complete
PON20 2020 Road Reconstruction Program	660,000		10,508	10,508	649,492	98.41%	In progress - Design
ROYL19 Royal York Reconstruction - Developer Cost-Share	55,000				55,000	100.00%	Developer has not started the project
RKXG20 Railroad Crossing Gates	100,000				100,000	100.00%	In progress
SFFN15 Regulatory and Advisory Road Signage	50,000	30,098		30,098	19,902	39.80%	
SRF19 2019 Road Resurfacing Program	2,426,754	2,115,315	(152,407)	1,962,908	463,846	19.11%	In progress, final locations to be completed in summer 2020
SRF20 2020 Road Resurfacing Program	1,300,000		15,578	15,578	1,284,422	98.80%	In progress
SCHD04 Schill Municipal Drain	255,000	2,001		2,001	252,999	99.22%	Construction on going
SCHO21 Schooley Road Storm Sewer & Outlet - CB1b	688,925				688,925	100.00%	The Development that this project is tied to did not proceed as anticipated so the project has not been initiated.
SCHR21 Schooley Road Upgrade - CB1a	254,660				254,660	100.00%	The Development that this project is tied to did not proceed as anticipated so the project has not been initiated.
SIDE19 2019 Sidewalk Repair Program	200,000	144,116	10,067	154,183	45,817	22.91%	In Maintenance
SIDE20 2020 Sidewalk Repair Program	200,000		2,631	2,631	197,369	98.68%	In Progress
SMTH19 Smith Street Watermain Replacement	222,000	25,970	18,480	44,450	177,550	79.98%	Design 95%, Tender est. mid Aug.
SSFM20 Sanitary Sewer Flow Monitors	60,000				60,000	100.00%	Tender is out for bidding
STBL09 Stevensville-Black Creek Petition	56,000	31,656	8,263	39,919	16,081	28.72%	
STJD04 St John's Marsh Municipal Drain	375,000	182,072		182,072	192,928	51.45%	Drain complete, work still outstanding
STRM20 2020 Storm Sewer Repairs (Various Locations)	100,000				100,000	100.00%	Excess winter control hours are being used to complete this project so funds may not be required.
TBRA09 Thunder Bay Rd Storm Drainage/Bernard Ave Outlet	925,000	768,157	59,534	827,691	97,309	10.52%	Finalizing project tasks
TBTR19 Thunder Bay Trenchless Sewer Rehabilitation	410,000		3,520	3,520	406,480	99.14%	Just started - Design approx. 2% complete
TBLU18 Tennis Club Lighting Replacement	28,000	4,112		4,112	23,888	85.31%	
TBB20 Thunder Bay Road Upgrade - T1d (Prospect to Ridge)	441,600				441,600	100.00%	Work 90% completed
THFR13 Town Hall Foundation Rehabilitation	20,000				20,000	100.00%	Project delayed due to COVID
THA16 Town Hall Heat and Air	50,000	38,153	8,355	46,508	3,492	6.98%	
THA18 Town Hall Alterations	40,000	17,096	1,409	18,505	21,495	53.74%	
THA20 Town Hall Renovation	240,000				240,000	100.00%	Design complete, tender delayed due to COVID
THAF20 Transit Fare Technology & Hardware Upgrades	385,000				385,000	100.00%	This project is waiting on the IMTWG and quotes from the vendor. There will hopefully be spending in Q4.
TRSA21 2021 Trenchless Repairs	400,000		140	140	399,860	99.97%	Engineering Services procurement pending Fall/Winter 2020.
TVST20 Townwide Storm Sewer Rehabilitation	145,000				145,000	100.00%	Awaiting funding from FCM MAMP. Anticipating for Q4.

Capital Variance Report

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		Actuals					2) 100% of budget remaining
							3) Unfavourable budget variance >10%
05219 2019 Water/Wastewater Van	30,000				30,000	100.00%	Received and in service
50020 2020 Water/Wastewater Backhoe	170,000				170,000	100.00%	Ordered - no delivery time frame yet
AVT20 Waverly Beach - Friendship Trail reconstruction	50,000				50,000	100.00%	Project delayed due to COVID
WAYF17 Wayfinding Phase 2 & 3	270,000	81,055		81,055	188,945	69.98%	Project is underway
WAYF20 Wayfinding Signage Roads	150,000				150,000	100.00%	Tender being finalized
BOG19 Waverly Beach Oil-Grit Separator Study	25,000				25,000	100.00%	In progress
BWD19 Waverly Beach Water Dynamics Study	50,000	12,262		12,262	37,738	75.48%	
INT20 Wintemute Street Trenchless Rehabilitation	500,000	309,838	100	309,938	190,062	38.01%	Phase 1 construction is in maintenance. Laterals and MH Rehab design work Design approx. 30% complete. Combine contractor procurement with NSST19 and NSST20 to get better price
WDE18 Dead End Watermain Replacement Program	1,569,000	11,873	7,689	19,562	1,549,438	98.75%	RFP awarded for engineering design. Survey completed, design underway. 30% submission end Aug.
WMET19 2019 Water Meter Replacement Program	450,000	250,625	109,060	359,685	90,315	20.07%	Will be completed by end of year.
WMET20 2020 Water Meter Replacement Program	350,000				350,000	100.00%	Project to start end of September
WVPU19 Workplace Violence Prevention Upgrades	25,000				25,000	100.00%	Project delayed due to COVID
YONG19 Young Hopf Wagner Municipal Drain	10,000				10,000	100.00%	Waiting to be invoiced by Port Colborne
ZAMC19 Zamboni Replacement 2008	90,000				90,000	100.00%	Project delayed due to COVID
ZAVI04 Zavitz Municipal Drain	457,500	245,852	19,305	265,157	192,343	42.04%	Completion early 2021
Total INFRASTRUCTURE SERVICES	66,131,626	30,447,195	(763,018)	29,684,177	36,447,449	55.11%	
DEVELOPER DEPOSITS							
HILLO7 Hill Estates Subdivision		165,295		165,295	(165,295)	#DIV/0!	
Total DEVELOPER DEPOSITS		165,295		165,295	(165,295)	#DIV/0!	
Total OPEN JOBS	78,135,748	35,122,109	(696,210)	34,425,899	43,709,849	55.94%	
Total OPEN JOBS	78,135,748	35,122,109	(696,210)	34,425,899	43,709,849	55.94%	

REGULAR MEETING OF COUNCIL - 21 Sep 2020



Planning and Development Services

Prepared for	Council	Report No.	PDS-41-2020
Agenda Date	September 21, 2020	File No.	130103

Subject	WATERFRONT ROAD ALLOWANCE MARKERS
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Resolution	<p>THAT Council receives Report No. PDS-41-2020 for information purposes, pursuant to a request made by Council at its meeting on July 13, 2020, and further</p> <p>THAT Council will consider the allocation of funding to replace and install waterfront property line markers, through the 2021 Capital Budget deliberations.</p>
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Relation to Council's 2018-2022 Corporate Strategic Plan	<p>Priority: Managed Growth through Responsibility, Stewardship and Preservation Goal: N/A Initiative: N/A</p>
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List of Stakeholders	<p>Residents and Property Owners in Fort Erie The Corporation of the Town of Fort Erie Visitors to the Town of Fort Erie</p>
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Prepared by:	Submitted by:	Approved by:
<i>Original Signed</i>	<i>Original Signed</i>	<i>Original Signed</i>
Lindsay Richardson, MCIP, RPP, Senior Community Planner	Kira Dolch, MCIP, RPP, CNU-A Director, Planning and Development Services	Tom Kuchyt, CET Chief Administrative Officer

Purpose of Report

The purpose of this report is to provide information in response to a Council request at its meeting on July 13th, 2020, whereby Staff were asked to look into the locations of waterfront road allowance property line markers throughout the municipality. Council noted that some waterfront windows are well marked, but expressed concern that others did not have any markers present. Council requested a Response to Enquiry, but based on the scope of background information, required site analysis and resulting recommendation, it was determined that a report to Council would provide greater detail. In order to respond to Council's request, this report provides the following:

- Details on where the white waterfront window property line markers were originally installed;
- An update of whether these property line markers are currently in place, missing and/or damaged or fallen over;
- Locations where property line markers were not originally installed;
- A cost to supply and install new property line markers in the locations where they are missing; and
- A cost to supply and install new property line markers in locations that were not originally marked

Analysis

Background

In 2008 and 2014, the Town installed property line markers at the majority of the waterfront road allowance locations throughout the municipality, as part of its ongoing waterfront improvement efforts. These property markers are important as they provide accurate delineation of the Town's road waterfront allowances and highlight where there is public access to Lake Erie.

The property line markers consisted of a 4' high white metal pole, with red stripes. Where ever possible, 3 poles were installed on each side of a road allowance (6 in total per waterfront road allowance) – at the closest intersecting road, at the point where the waterfront/uplands meet and midway between.

All waterfront road allowances were surveyed prior to the installation of the property line markers, which were installed at iron bar locations. In total, 78 property line markers were previously installed at Maple Leaf Beach Park (east and west access points), Burleigh Road, Stonemill Road, Windmill Point, Prospect Point, Bertie Bay Road, Buffalo Road, Crescent Beach, Kraft Road, Pierce, Beachview and Rose Avenues. At that time, property lines markers were not installed at Holloway Bay Road and Centralia Avenue, due to accessibility.



As part of the Town’s Waterfront Strategy (endorsed by Council in 2017), 5 waterfront road allowances along Black Creek were recognized as waterfront access points. Each of these road allowances was surveyed in 2019, to identify the property line, iron bar locations and encroachments. A map showing all waterfront access locations including those along the Niagara River is attached as Appendix “1”. The focus of this report will be specific to the locations along the Lake Erie shoreline.

Current Conditions

To prepare this report, Staff visited all of the public waterfront road allowance locations and offers the following as a status update. This assessment revealed that nearly 50% of the waterfront property markers have been removed or are otherwise missing, as outlined below.

<u>Waterfront Road Allowance</u>	<u>Property Marker Status</u>	<u>No. of Markers Missing</u>
Locations Where Markers Were Previously Installed		
Prospect Point	<ul style="list-style-type: none"> • 1 marker present at water on west hand side 	• 5 markers missing
Burleigh Road	<ul style="list-style-type: none"> • 2 markers present on east side, at the midpoint and top of bank • 1 marker present at road on the west side 	• 3 markers missing
Windmill Point	<ul style="list-style-type: none"> • 2 markers present on east side, at entrance and halfway down road allowance • 2 markers present on west hand side. 	• 2 markers missing
Stonemill	<ul style="list-style-type: none"> • 1 marker present at entrance by road on east side 	• 5 markers missing
Thunder Bay	<ul style="list-style-type: none"> • 1 marker present • Inaccessible due to overgrown vegetation 	• 5 markers missing
Bertie Bay	<ul style="list-style-type: none"> • No markers present 	• 6 markers missing
Buffalo	<ul style="list-style-type: none"> • 1 markers present on west side at water • 1 marker present on east side at end of road 	• 4 markers missing
Kraft Road	<ul style="list-style-type: none"> • All 6 markers are present 	• No additional markers required
Rose	<ul style="list-style-type: none"> • All 6 markers are present 	• No additional markers required
Beachview	<ul style="list-style-type: none"> • All 6 markers are present 	• No additional

		markers required
Pierce	<ul style="list-style-type: none"> • 5 markers present • West stake missing at water 	<ul style="list-style-type: none"> • 1 marker missing
Locations Where Markers Were Not Installed Previously		
Black Creek (5)	<ul style="list-style-type: none"> • Property lines have been surveyed 	<ul style="list-style-type: none"> • Marking should be undertaken • 30 markers required
English Avenue	<ul style="list-style-type: none"> • Short waterfront road allowance identified in Crystal Beach Secondary Plan • Significant encroachments 	<ul style="list-style-type: none"> • 4 markers required
Centralia	<ul style="list-style-type: none"> • Unique location that is fairly well delineated by maintained path, markers recommended at entrance to the trail to the beach and at various locations along the path and at the beach 	<ul style="list-style-type: none"> • 8 markers required: • Entrance to path at parking lot • Exit to Colony Road • Entrance to beach off Colony Road • North edge of beach
Holloway Bay Road	<ul style="list-style-type: none"> • Unique location with steep terrain, no markers have been placed previously 	<ul style="list-style-type: none"> • 10 markers required
Waterfront Parks – Not Previously Installed		
Crescent Beach Park	<ul style="list-style-type: none"> • Path is well marked, there is fencing on either side (private) as well as bollards and a gate at the entrance • 2 markers at the top of bank would clarify public access 	<ul style="list-style-type: none"> • 2 markers required at edge of bank
Maple Leaf Park	<ul style="list-style-type: none"> • East Access: fairly well marked with fencing along the west side of the path, 2 markers missing at the top of bank and 1 marker missing on the east side • West Access: 4 markers present • Several private encroachments have been identified on the Town's property and markers would clarify public access • Markers should be installed along the northern limit (width) of the beach area to clarify public access 	<ul style="list-style-type: none"> • East Access: 3 markers missing • West Access: 2 markers missing • 10 required along northern limit of beach
Bernard Beach Park	<ul style="list-style-type: none"> • Access is well marked, there is 	<ul style="list-style-type: none"> • 2 markers required at

	fencing on the east side (private) as well as armor stone and a gate at the entrance <ul style="list-style-type: none"> Markers at mid-way and top of bank would clarify public access 	edge of bank <ul style="list-style-type: none"> 2 markers required at mid-way point
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Note: Graeber Avenue has not been included in this list, as ownership has yet to be definitively resolved.

Replacement Costs

In anticipation that Council may wish to replace the missing markers, and place them in locations which were not previously marked, staff provide the following cost estimate. Included in this cost is the supply and installation of the painted metal pole in a four foot deep concrete footing, the survey of iron bars locations and the marking of property line marker locations. Estimated costs are based on budgetary estimates received from suppliers and contractors; cross referenced with past installation costs.

It is recommended that extra property line markers be purchased in the event of future vandalism or removals.

	No. of Markers Required	Marker Cost (\$150 per marker)	Installation Cost (\$150 per marker)	Total Cost
Existing Locations	31	\$4,650 + HST	\$4,650 + HST	\$9,300
New Locations	52	\$7,800 + HST	\$7,800 + HST	\$15,600
Waterfront Parks	21	\$3,150 + HST	\$3,150 + HST	\$6,300
Extras*	17	\$2,550 + HST		\$2,550
Surveying of Iron Bars/Marker locations at 18 sites				\$5,000
Survey English Avenue Waterfront Road Allowance				\$1,500
Contingency – Replace Missing Iron Bars				\$2,000
			Subtotal	\$42,250
			Non Rebatable HST	\$743.60
			GRAND TOTAL	\$42,993.60

Conclusion

As shown above, a number of the waterfront road allowance markers have been removed or gone missing since 2008. A total of 78 markers were installed between 2008 and 2014 at 13 waterfront road allowance locations. Of those 78, only 42 currently remain and slightly less than half (36) have been removed and/or are missing.

Council may consider replacing these, in addition to placing property line markers at new locations in order to provide greater public understanding of the public access points in these locations.

The total cost to replace and install these markers is estimated at approximately \$43,000. Maintaining the property makers at the Town’s waterfront road allowances is an important tool that accurately illustrates where public access to the waterfront is

located. Ensuring clear, demarcated paths to the waterfront ensures that private property abutting the road allowances is clearly identified and protected while public access to Lake Erie is maintained.

Financial/Staffing Implications and AODA Considerations

Funding has not been allocated to replace missing or install new waterfront property markers. It is recommended that Council consider allocating funding for this project through the 2021 Capital Budget deliberations.

Additionally, Staff resources are not available in 2020 to undertake this project due to other priorities of Council, but can be included in Staff's 2021 work plan.

Policies Affecting Proposal

The Town's Waterfront Strategy, was approved in 2017. Several of the guiding principles highlight a desire to ensure public access to the waterfront is maintained. Specifically, the strategy states a desire to:

- Enhance waterfront parks and waterfront windows for use and enjoyment of residents and visitors; and
- Provide mapping, site descriptions and signage that identify and promote awareness and use of public land on or near the waterfront.

These property markers are an important tool to identify public land and public access points to the waterfront.

The supply and installation of the property markers will be carried out pursuant to the Town's Purchasing Policy.

Comments from Relevant Departments/Community and Corporate Partners

There are no comments from other Departments or Partners

Communication Requirements

There are no additional communication requirements at this time.

Alternatives

None recommended.

Attachments

Appendix "1" - Location Map, Waterfront Park and Waterfront Windows

EXISTING CONDITIONS

WATERFRONT PARKS & WATERFRONT WINDOWS

- TOWN BOUNDARY
- TRANS CANADA TRAIL
GREATER NIAGARA CIRCLE ROUTE
- FRIENDSHIP RECREATION TRAIL
- NIAGARA RIVER RECREATION TRAIL
- OTHER TOWN PARK

WATERFRONT ACCESS

TYPES

- WATERFRONT DESTINATION PARK
- WATERFRONT ACCESS MAINTAINED SANDY BEACH
- WATERFRONT ACCESS NOT MAINTAINED/SANDY BEACH
- WATERFRONT ACCESS NATURAL/ROCKY
- WATERFRONT URBAN PARK
- AREA WITH INTERESTING HISTORY
- ① HOLLOWAY BAY
- ② UNNAMED ROAD ALLOWANCE
- ③ POINT ABINO LIGHTHOUSE
- ④ POINT ABINO PARKETTE, BERTIE BOATING CLUB
- ⑤ POVERTY BAY
- ⑥ BAY BEACH
- ⑦ CRYSTAL BEACH WATERFRONT PARK
- ⑧ PROSPECT POINT
- ⑨ MAPLE LEAF BEACH PARK
- ⑩ BURLEIGH ROAD
- ⑪ BERNARD BEACH PARK
- ⑫ CENTRALIA AVENUE
- ⑬ WINDMILL POINT ROAD SOUTH
- ⑭ STONEMILL ROAD & THUNDER BAY ROAD
- ⑮ ROSEHILL
- ⑯ BERTIE BAY ROAD
- ⑰ BUFFALO ROAD
- ⑱ CRESCENT BEACH PARK
- ⑲ KRAFT ROAD
- ⑳ ROSE AVENUE
- ㉑ BEACHVIEW AVENUE
- ㉒ PIERCE AVENUE
- ㉓ WAVERLY BEACH PARK
- ㉔ LAKESHORE ROAD PARKETTE
- ㉕ NIAGARA PARKS, OLD FORT ERIE, PEACE BRIDGE & MATHER ARCH (NPC)
- ㉖ RIVERWALK & FREEDOM PARK
- ㉗ MURRAY STREET BOAT LAUNCH (NPC)
- ㉘ COAL DOCKS
- ㉙ BOWEN ROAD PARK
- ㉚ ANGER AVENUE BOAT LAUNCH (NPC)
- ㉛ MILLER'S CREEK MARINA & BOAT LAUNCH (NPC)
- ㉜ NETHERBY ROAD BOAT LAUNCH (NPC)

(NPC) NIAGARA PARKS COMMISSION

1:20,000

Meters

0 500 1,000 2,000 3,000 4,000





Planning and Development Services

Prepared for	Council	Report No.	PDS-42-2020
Agenda Date	September 21, 2020	File No.	350309-0462

Subject
PROPOSED OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT 260-262 GORHAM ROAD AND 3854 DISHER STREET URBAN & ENVIRONMENTAL MANAGEMENT INC. - GREG TARAS (AGENT) LUCKY GAS INC. – NAJEEB QUIDWAI (OWNER)

Recommendation
THAT Council approves the amendments to the Town's Official Plan and Zoning By-law No. 129-90 as detailed in Appendix "3" and Appendix "4" of Report No. PDS-42-2020 for the lands known as 260-262 Gorham Road & 3854 Disher Street; and further
THAT Council authorizes staff to prepare the necessary By-laws.

Relation to Council's 2018-2022 Corporate Strategic Plan
Priority: Managed Growth through Responsibility, Stewardship and Preservation

List of Stakeholders
Urban & Environmental Management Inc. – Greg Taras (Agent) Lucky Gas Inc. – Najeeb Quidwai (Owner) Residents and Property Owners in the Town of Fort Erie

Prepared by:	Reviewed and Submitted by:	Approved by:
<i>Original Signed</i>	<i>Original Signed</i>	<i>Original Signed</i>
Daryl Vander Veen Planning Technician	Kira Dolch, MCIP, RPP, CNU-A Director, Planning and Development Services	Tom Kuchyt, C.E.T. Chief Administrative Officer

Purpose

An application for a Combined Official Plan and Zoning By-law amendment was submitted by Greg Taras of Urban & Environmental Management Inc., who represents Najeeb Quidway of Lucky Gas Inc., owner of the subject properties. A location map showing the area subject to the amendments is attached as **Appendix “1”**.

An Official Plan Amendment is proposed to expand commercial operations on 260-262 Gorham onto a portion of the residential lot to the east known as 3854 Disher Street. The Official Plan amendment will change the land use designation of a portion of the rear of 3854 Disher Street from Residential – Low Density to Commercial. This area will merge with the commercial operations on 260-262 Gorham Road. The remnant lands of 3854 Disher Street will remain designated as Residential – Low Density and the existing dwelling will continue its residential use.

The Zoning By-law Amendment proposes to change the zoning of the existing commercial operations on 260-262 Gorham Road and the rear of 3854 Disher Street to a site-specific Automotive Service Station (C4) Zone that will include a restaurant with a drive-thru as a permitted use. The proposed zoning will also contain site-specific provisions to implement the associated site plan. The Zoning By-law amendment will also change the zoning of the remnant area of 3854 Disher Street with the existing single detached dwelling from Residential 2 (R2) Zone to a site-specific R2 zone. The site-specific R2 zoning will recognize existing deficiencies and permit reduced lot area and decreased rear yard setback resulting from the expansion of commercial uses onto the rear yard.

Background

Following the Public Meeting held for this application on March 9, 2020 the information report for this application, [Report No. PDS-11-2020](#), was postponed by Council to allow the Town of Fort Erie to arrange for a Traffic Study to be completed for Gorham Road/Ridgeway Road from Garrison Road/Highway 3 to Terrace Lane in Crystal Beach. The Town was unable to initiate the study in 2020 due to impacts from the COVID-10 pandemic and the effect it would have on traffic counts and accuracy of the study. Report No. PDS-11-2020 was submitted for consideration again at the Council-in-Committee meeting on September 14, 2020 in an effort to move the application forward.

Following input received from residents, Council and planning staff, the Owner and Agent have revised the site plan to address concerns raised during the Public Meeting. A site plan illustrating the revised development plan for the property is attached as **Appendix “2”**. An update to the noise study was also completed to reflect the revisions to the development plan. The updated noise study is attached as **Appendix “3”**.

Notable changes to the site plan are as follows:

- Removal of the entrance/exit on Disher Street.
- Relocation of the restaurant closer to the public street to improve the streetscape on the south side of the site and to provide direct access to the restaurant for pedestrians from the street.
- Reduction of the number of car wash bays from two to one bay and relocation of the car wash bay further northwest on the site to provide additional distance from residential dwellings to the east and a 3.00 m landscape strip along the east property line.
- Realignment of the drive-thru lane to reflect the removal of the access from Disher Street and to contain vehicles using the drive-thru onsite.
- Enlargement of the rear yard of 3854 Disher Street to increase the rear yard setback and to provide additional amenity area for the dwelling.
- Relocation of the propane storage tank to improve traffic flow onsite.
- Addition of planting strips and narrowed driveway access off of Gorham Road to improve control of vehicle ingress/egress onsite and pedestrian safety along that frontage.

Nature of the Site

The subject property is located in the Ridgeway-Thunder Bay neighbourhood on the east side of Gorham Road. The following summarizes the land uses surrounding the subject property:

North: The Fort Erie Friendship Trail.
South: Disher Street and single detached dwellings.
East: Single detached dwellings along Disher Street.
West: Gorham Road, Our Lady of Grace Spiritual Centre (operated by Niagara Catholic District School Board), and commercial land, including an automotive service station and restaurant that is currently under construction on 275 Gorham Road.

Planning Context

2020 Provincial Policy Statement

Staff reviewed the Provincial Policy Statement in its entirety and note that this application is consistent with the vision for Ontario's Land Use Planning System outlined in Part IV of the Provincial Policy Statement, namely to focus future growth and development within existing urban settlement areas and to promote efficient development patterns that optimize the use of land, resources and infrastructure.

This proposal is consistent with the above policies as the subject properties are within the existing urban settlement area for Ridgeway-Thunder Bay/Crystal Beach. This proposal represents efficient use of urban land as it involves intensification of an existing commercial property in the urban area with full services, minimizing land consumption and servicing costs.

2019 Ontario Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The subject property is identified as Built-up Area in the Growth Plan. This proposal meets the general intent of the Growth Plan through efficient use of land and infrastructure and is intensification of an existing commercial use in the Built-up Area of Fort Erie.

Regional Official Plan

The Regional Official Plan identifies the subject lands as Built-Up Area in the Urban Area Boundary of Fort Erie. The subject property is also within the Gateway Economic Zone under Section 3.A.1 of the Regional Official Plan. This Combined Official Plan Zoning By-law amendment meets the Regional objectives of directing development within the existing urban boundaries first to ensure efficient use of land and infrastructure. This proposal also meets the Regional objectives of encouraging intensification of existing occupied employment lands through intensifying the site with new employment uses within the Niagara Gateway Economic Zone.

Official Plan / Ridgeway-Thunder Bay Secondary Plan

Official Plan - General

260-262 Gorham Road is designated Commercial on Schedule A of the Town's Official Plan. Section 4.9.2 of the Official Plan states that lands with General Commercial designation are intended for commercial uses, including automotive service stations, retail stores, and restaurants. The proposal to amend the zoning to facilitate the intensification of an existing commercial use, including a restaurant with a drive-thru is consistent with the land use policies of the Official Plan.

Schedule B of the Official Plan illustrates the subject property as being within a petroleum resource area. Section 7.3 of the Official Plan requires protection of petroleum resource operations (wells) as identified by the Ministry of Natural Resources and Forestry (MNR) by ensuring a minimum setback of 75 metres. Staff note that there are no active wells within 75 metres of the subject property as identified on MNR map data of petroleum resources.

Schedule C of the Official Plan identifies the subject property as being within an environmental corridor, the only natural heritage feature in the vicinity of the site. Section 8.3.4 of the Official Plan outlines policy in regards to environmental corridors. The corridor corresponds to the Friendship Trail, which abuts the subject property to the

north. Staff note that this development will not affect the Friendship Trail itself and that fencing is proposed along the northern edge of the property to help preserve the corridor.

3854 Disher Street is designated Urban Residential in the Town's Official Plan. The subject application proposes to change the designation of a portion of the property to Commercial to permit the expansion of the commercial uses, including the car wash onto the rear yard of this property. Section 13.7 III of the Town's Official Plan details criteria for consideration when an amendment to the Official Plan is proposed. An analysis of the proposal with respect to these criteria will be included in the recommendation report to Council.

Official Plan – Policy 13.7 Amendments to the Land Use Plan, Schedule 'A'

When considering a change in land use designation to the Town's Official Plan, Council must have due regard to such items as needed for the proposed use, similar uses and how they are developed, the nature and adequacy of such existing development, the physical suitability of the land, location of the area, compatibility, effect on the surrounding area, effect on the financial position of the municipality and the effect on the Environmental Protection Act. These items are examined as part of the Official Plan amendment attached as **Appendix "3"**.

Ridgeway-Thunder Bay Secondary Plan

260-262 Gorham Road is designated as Commercial on the RTB-2 Future Land Use Plan of the Ridgeway-Thunder Bay Secondary Plan. Lands with Commercial designation are subject to the regulations of Section 4.18.9. The subject property is also subject to the Gorham Commercial Gateway policies under Section 4.18.9.1.

3854 Disher Street is designated Residential – Low Density in the Secondary Plan. This proposal will redesignate a portion of the rear yard of 3854 Disher Street to Commercial to implement the development plan. The remainder of 3854 Disher Street will remain designated Residential – Low Density and will continue to be used as a single detached dwelling.

The Gorham Commercial Gateway area is recognized in the Secondary Plan as a traditional highway commercial built environment that is distinguished from the Core Mixed Use area of Downtown Ridgeway. In particular, Section 4.18.9.1 a) of the Secondary Plan states that contemporary auto-friendly commercial site designs and operations are to be directed to locate within the Gorham Commercial Gateway. This area is within the vicinity of the intersection of two Regional roads and offers opportunities to serve residents of the neighbourhood and commuter and visitor traffic to the Ridgeway-Thunder Bay and Crystal Beach neighbourhoods. This differs from the Core Mixed Use area of Downtown Ridgeway, where drive-thru operations are not permitted in order to preserve the character and pedestrian friendly nature of the historic downtown.

Section 4.18.9.1 b) allows site specific zoning to be utilized within the Gorham Commercial Gateway to resolve conflicts with existing zoning regulations for setbacks and landscape buffering. Furthermore, Section 4.18.9.1 c) allows drive-thru facilities in the Gorham Commercial Gateway provided there are no impacts on functional driveway and roadway operation. The site plan demonstrates that there is adequate space on the subject property to accommodate a drive-thru lane without impacting ingress or egress from the site and that the proposed stacking meets the Town's regulations for drive-thru lane length.

Site design guidelines and landscaping as outlined in Section 4.18.9.1 j) vi through xviii and Section 4.18.14 g) and h) will be implemented through the site plan control process. Staff note that the amount of parking on the site meets the Town's zoning regulations for the proposed uses, and landscape buffers along the north, south and east lot lines are proposed.

The RTB-3 Open Space and Natural Heritage Plan identifies an environmental corridor in the vicinity of the subject property corresponding to the Friendship Trail. Section 4.18.12.4 c) of the Secondary Plan requires any proposals for new development to address how these routes could receive enhancement to assist in wildlife movement. Staff is satisfied that the landscaped area and fencing on the north side of the property is sufficient to enhance the environmental corridor provided existing vegetation between the property and Friendship Trail is protected.

Zoning By-law No. 129-90

260-262 Gorham Road is currently zoned Automobile Service Station Commercial (C4) Zone. The C4 zoning permits the automobile service station, associated retail store and car wash but does not permit a restaurant with a drive-thru. Redevelopment of the site to include the restaurant therefore requires a Zoning By-law amendment to permit this use. The proposed site-specific C4 zone also contains zoning provisions required to implement the Agent/Owner's revised site plan.

The proposed conversion of the rear yard of 3854 Disher Avenue from residential to commercial also requires an amendment to the Zoning By-law to change the zoning from Residential 2 (R2) Zone to the proposed site-specific C4 zoning on 260-262 Gorham Road.

The zoning of the retained residential portion of 3854 Disher Street will change to a site-specific Residential 2 (R2) Zone that contains provisions that recognize existing deficiencies in lot frontage and side yard setback for a dwelling with no attached garage or carport and to permit reduced lot area and decreased rear yard setback.

The proposed zoning is as follows.

Part 1 – A site-specific Automotive Service Station (C4-XX) Zone that permits a restaurant with a drive-thru in addition to the uses permitted by the base C4 zoning. The proposed C4-XX zoning also contains site-specific regulations for the following:

- Minimum front yard (Disher Street) – 2.00 m (to restaurant)
- Minimum exterior side yard (Gorham Road) – 2.00 m (to restaurant)
- Maximum lot coverage (gasoline bars) – 7%
- Minimum setback from pump island canopy to property line (Gorham Road) – 3.66 m
- Minimum rear yard setback – 1.15 m (to car wash)
- Drive-thru lane subject to regulations of 18.6, except for a site-specific regulation to permit a 2.00 m landscape strip along Disher Street (Section 18.6 d)
- Minimum setback of a drive-thru lane to a lot line where the abutting lot contains a residential use on the first or second floor (Section 18.6 e) - 3.00 m
- Maximum entrance width (Section 6.20 d) ii) – 12.23 m (Gorham Road)
- Minimum landscape strip width – 2.00 m southern lot line, 1.00 m western lot line, 0.00 m northern lot line
- Accessible parking space width – 3.25 m

Part 2 – A site-specific Residential 2 (R2-XX) Zone with site specific regulations for the following:

- Minimum lot frontage – 14.00 m
- Minimum lot area – 357.00 sq. m
- Minimum interior side yard setback on a lot where no attached garage or carport is provided – 1.20 m
- Minimum rear yard – 7.50 m

The draft proposed Zoning By-law for the subject property is included as **Appendix “4”**.

Financial/Staffing Implications

All costs associated with processing the application and the development of the property is the responsibility of the owner.

Studies

Noise Study

The Agent/Owner commissioned an updated noise feasibility assessment for the revised site plan. Previous iterations of the noise study and the most recent version are attached as **Appendix “5”** for review. The study notes that expected key sources of sound at the site include the car wash and idling vehicles. Additional sources will occur from the restaurant and its associated mechanical equipment, speaker box and idling vehicles in the drive through. This study focuses on the impacts of the car wash and its

drive-thru. The study notes that the feasibility of the restaurant will be assessed in a separate report when the details of the restaurant are known. The study notes that no significant combined impacts of these two uses are anticipated. The updated study reviewed projected noise impacts on the four closest residential dwellings east of the subject property, as follows:

Residence	Address	Projected Sound Level (dBA)	Maximum Permitted Sound Level per Provincial NPC-300 Guidelines (dBA)
POR 1	3854 Disher Street	42	50
POR 2	3848 Disher Street	41-49	
POR 3	3842 Disher Street	41	
POR 4	3830 Disher Street	33-35	

The projected sound levels outlines above were found to be feasible with the following requirements:

- The carwash operates only between 0700 and 1900h with a single queueing lane for vehicles.
- The AquaDri E-30 On-Board Static dryer is installed, allowing the car wash doors remain closed for the wash and drying cycles.
- A Upwardor Solalite 5-Wall polycarbonate door will be used for the entrance to the car wash.
- A 2.30 m (7.55 ft.) noise barrier is constructed along the eastern property line to reduce sound at the existing residences. The barrier must be continuous without gaps and cracks with a minimum face density of 20 kg/m².

The updated noise study confirms that the proposed car wash and its drive-thru as shown on the revised site plan will not result in noise impacts that exceed Provincial limits under the NPC-300 guidelines. It is noted that Staff will have the ability to ensure the proposed mitigation measures are implemented through site plan control should this application be approved. The revised site plan now features a 3.00 m planting strip along the eastern lot line. Planning staff will explore additional landscaping measures that may be incorporated into this planting strip to further mitigate noise impacts in addition to the noise barrier. Staff also note that the noise study indicates that a 2.30 m noise barrier will be sufficient so previous discussion on the need for a fence height variance will not be required.

Traffic Impact Study

The Agent for this Zoning By-law amendment and the proponent for the development on 275 Gorham Road jointly undertook a traffic impact study to assess the traffic implications of both development proposals on Gorham Road, Disher Street and the Friendship Trail crossover to the north. The consultant that prepared the study conducted site visits on Friday, August 24, 2018 and Saturday, August 25th, 2018 to

collect traffic data that reflected weekday and weekend summer volumes. The full traffic study is attached as **Appendix “6”** for review. The conclusions of this study are as follows:

- The Gorham Road/Disher Street intersection is currently operating at a very good level of service with sufficient capacity for vehicles with no visible queuing occurring.
- The Gorham Road/Disher Street intersection will continue to operate well with the full build-out of the development proposal for 262 Gorham Road with all entrances and exits expected to operate at acceptable levels of service.
- The Gorham Road/Disher Street intersection will continue to operate well with the full build-out of both development proposals on 262 Gorham Road and 275 Gorham Road. The greatest traffic impacts are forecast to occur during Saturday peak hours of traffic, but the study analysis indicates that traffic impacts will remain within acceptable limits.
- All traffic movements at the Disher Street entrance on the subject lands are expected to operate at Level of Service “A” with no significant queuing during all study peak hours and available capacity to accommodate projected future traffic growth.
- Westbound movement at the Gorham Road/Disher Street intersection is expected to operate at Level of Service “C” during AM peak hour, Level of Service “D” at PM peak hour, and Level of Service “D” at Saturday peak hour. Predicted queue at the intersection is two vehicles with residual capacity at the intersection.
- Outbound traffic at the northern entrance on the site is expected to operate at Level of Service “B” during AM peak hour, Level of Service “B” at PM peak hour, and Level of Service “B” at Saturday peak hour with capacity on site to accommodate queuing.
- Outbound traffic at the southern entrance on the site is expected to operate at Level of Service “C” during AM peak hour, Level of Service “E” at PM peak hour, and Level of Service “F” at Saturday peak hour with capacity on site to accommodate queuing.
- If the developments proposed for 262 Gorham Road and 275 Gorham Road are fully built-out, both sites are projected to experience some delay for outbound vehicles making left turns onto Gorham Road during the evening and weekend peak hours. The study notes that the amount of delay is acceptable and is typical for entrances that front onto an urban arterial/collector road.
- Outbound vehicles that experience delays waiting to make left turns onto Gorham Road will queue internally on both sites. Both sites have capacity to accommodate the queued vehicles on site and they will not have any negative impact on the level of service of the Gorham Road/Disher Street intersection.
- The Gorham Road/Disher Street intersection is predicted to have sufficient capacity to accommodate traffic from the proposed developments on 262 Gorham Road and 275 Gorham Road as well as general traffic growth beyond 2024. The study notes that no traffic mitigation measures will be required for the

proposed developments.

Based on the observed and projected pedestrian and vehicle traffic at the intersection of Gorham Road and the Friendship Trail, the study recommends installation of a Type B pedestrian crossover. The final crossing treatment should take into account the proposed design of the site entrance driveways for 262 Gorham Road and 275 Gorham Road.

Policies Affecting Proposal

Notice of the meeting was circulated in accordance with the *Planning Act* by placing an advertisement in the February 13, 2020 edition of the *Fort Erie Post*. In addition, all property owners within 120 metres of the subject lands were mailed a “Notice of Complete Application and Public Meeting” on February 13, 2020. The Public Meeting took place during the Council-in-Committee meeting on March 9, 2020.

Land use policies for the subject lands are contained in the Town’s Official Plan, and applicable Regional and Provincial regulations.

Comments from Relevant Departments/Community and Corporate Partners

A request for comments regarding this Zoning By-law amendment was originally circulated to relevant Departments/Community and Corporate Partners on May 7, 2018. No objections were submitted. A second request for comments was circulated on February 13, 2020 to reflect the changes to the application. As of this writing no additional comments were received aside from emails from Canada Post, Enbridge and the Fort Erie Fire Department, all of whom did not have any objections to this application. Comments received to date are summarized below and are attached in full as **Appendix “7”**.

Agency Comments

Enbridge Gas Distribution

No objection.

Canada Post

No conditions or requirements.

Regional Municipality of Niagara (Niagara Region)

The subject property is within the Urban Area Boundary for Crystal Beach and the Built Boundary according to the Regional Policy Plan. The Urban Area policies provide for a range of industrial, commercial, and residential uses. Provincial and Regional policies

support mixed used commercial development, including the conversion of existing building stock, in the urban area where appropriate levels of services and infrastructure exist. The proposal will facilitate the redevelopment of an existing commercial use and will create additional employment opportunities.

The subject property is eligible to receive Regional curbside waste and recycling collection provided that container limitations met.

A sewer sampling manhole will be required for each lateral connection.

The subject property has frontage on a roadway designated as being within the Regional Niagara Bicycling Network Plan, Gorham Road. If the bicycle route is currently not established and identified with signage, it is the intent of the Region to make provisions for doing so when an appropriate opportunity arises.

Regional staff supports the approval of the proposed amendments from a Regional perspective subject to the above comments and any local concerns. Regional staff has reviewed the draft Official Plan amendment forwarded with the circulation. The proposed Official Plan amendment is exempt from Regional Council approval in accordance with the Memorandum of Understanding.

Staff Comments

Fort Erie Fire Department

No objection.

Development Coordinator

No objection.

Public Comments

An informal public open house was held by a representative of the Agent and Town staff in the Town Hall Atrium on May 24, 2018 from 7:00 p.m. to 8:00 p.m. All property owners within 120 metres of the subject lands were notified of the informal public open house on May 11, 2018 via a notice mailed by the Agent. Eight members of the public signed in at the information open house.

A previous formal public meeting was held on June 11, 2018 for the original submission of this application. Several residents provided comments at this meeting and the minutes are attached as **Appendix "8"** for reference.

The Agent elected to hold another informal public open house to obtain resident feedback on the changes to the original application. This meeting was held by the Agent, the Owner and Town staff in the Town Hall Atrium on February 11, 2020 from

5:00 p.m. to 6:00 p.m. All property owners within 120 metres of the subject lands were notified of the informal public open house on January 27, 2020 via a notice mailed by the Agent. Five members of the public signed in at the information open house.

No written comments were submitted following the mailed notice of complete application and public meeting that was sent on February 13, 2020. However four members of the public provided comments in opposition to the proposal at the public meeting that was held during the Council-in-Committee meeting on March 9, 2020. The minutes from the meeting on March 9 are attached as **Appendix “9”**.

The following summarizes the comments received in 2018 and in 2020 and offers the opinion of Planning staff in response.

Additional Commercial Uses Along Gorham Corridor

A number of residents expressed concern regarding the intensification of commercial uses on the site. The proposal to expand the gas station at this location is consistent with the Town’s long term vision of concentrating automobile-orientated commercial development along arterial roads such as Gorham Road. Staff are of the opinion that this proposal is an appropriate use for the area.

Concern was also expressed regarding the proposal for a restaurant with a drive-thru on the subject property. Staff note that the Core Mixed Use 4 CMU4 zoning of much of downtown Ridgeway prohibits drive-thrus in order to preserve the compact and more pedestrian-friendly nature of the historic downtown. From a land use perspective, the subject site is an ideal location for a restaurant with a drive-thru as it fronts onto Gorham Road, a major arterial road that connects both Ridgeway-Thunder Bay and Crystal Beach to Garrison Road/Highway 3 to the north. (i.e. Gorham Road), has a secondary access to a collector road (i.e. Disher Street) and is located in an area intended for auto-orientated commercial development. Staff note that the revised site plan demonstrates that there is enough space on the subject property to accommodate parking for the restaurant and sufficient vehicle stacking area for a drive-thru lane.

Traffic Impacts

Concern was expressed regarding traffic impacts from the proposed development. A traffic study jointly completed by the Agent and the proponent for 275 Gorham Road concluded that no significant impacts will occur on the level of service of the Gorham Road/Disher Street intersection if both developments are fully built out as proposed. In general, the study concluded that the Gorham Road/Disher Street intersection is operating at a good level of service and has sufficient capacity to accommodate general traffic growth over the next few years and the forecasted traffic resulting from the proposed developments on 262 Gorham Road and 275 Gorham Road. Staff are satisfied that the traffic study demonstrates that no adverse impacts on traffic will result from this proposal.

Since the public meeting in March 2020 the Agent/Owner has revised the site plan to remove the entrance from Disher Street entirely. Ingress/egress to and from the site will now occur from Gorham Road. Traffic impacts on Disher Street are not anticipated as there will no longer be vehicle access from Disher Street to the site.

Staff note that Gorham Road is an important arterial road that provides access to Ridgeway-Thunder Bay and Crystal Beach from Garrison Road/Highway 3, the QEW, and northern portions of the municipality including Stevensville and Douglastown-Black Creek. High vehicular traffic along Gorham Road is an existing situation and characteristic of a major arterial road. The Agent/Owner's traffic study indicated that ingress/egress to the site from Gorham Road will operate at a level of service acceptable for a commercial development along an arterial road. The largest delay will occur to outbound vehicles making left turns out of the site. The study notes that these vehicles will queue on site and not impact traffic along Gorham Road. Staff note that stacking for ten vehicles in the drive-thru lane is provided on the revised plan and that there is space is available for queuing on site.

Ingress/Egress to Disher Street

Some residents expressed concern with the ingress/egress to the site from Disher Street. One resident also commented that their dwelling will be impacted by the headlights of vehicles exiting the drive-thru lane and turning onto Disher Street.

The Agent/Owner's revised site plan has removed the Disher Street entrance entirely and so this will remove the concerns about traffic on Disher Street. The Agent has indicated in discussions with staff that adequate screening will be provided within the landscape strip along the outside of the drive-thru lane to block vehicle headlight emission from escaping the site.

Noise from Car Wash and Drive-thru

A number of residents expressed concern regarding the potential noise impacts from the car wash and drive-thru on residential properties in the area. The Owner/Agent commissioned an updated noise study based on the most recent site plan revision. The updated study concludes that noise impacts from the car wash and its drive-thru will meet Provincial noise limit standards through incorporation of specialized door systems and a 2.30 m noise barrier. Staff will ensure these measures are implemented through site plan control.

Existing Condition of the Property

A number of residents expressed concern with the existing condition of the property, including the open storage of materials and waste. This is a property standards issue, enforceable under the Town's Property Standards By-law on a complaint basis. The revised site plan included in **Appendix "2"** demonstrates that no outside storage is proposed on the property and that all waste will be handled either within buildings or

within deep collection units. Staff note that redevelopment of the property will resolve most of the issues with the existing site condition.

Proposal to Reduce the Backyard of the Dwelling on 3854 Disher Street

One resident expressed concern with the proposal to reduce the rear yard setback of the retained dwelling on 3854 Disher Street. At the time of the public meeting on March 9, 2020, the development proposal was seeking to reduce the rear yard setback to 3.40 m. Since that time the Owner/Agent has revised the site plan to increase the rear yard of 3854 Disher Street to 7.50 m, which is only a 0.50 m reduction from the minimum rear yard setback of 8.00 m required by the R2 Zone. Staff are of the opinion that this is a minor departure and note that the 0.50 m reduction is required to accommodate a 3.00 m planning strip between the proposed commercial areas and the rear lot line of 3854 Disher Street. A 7.50 m rear yard setback will be sufficient to provide adequate amenity area in the rear yard of 3854 Disher Street.

Second Opinion Clause

Should a motion be placed before Council that does not support Planning Staff's Recommendation, Council is advised to table its decision to consider the matter further or until such time as a second planning opinion on the motion, from an independent planning consultant, can be obtained. If the applicant has an opinion from an independent planning consultant then Council can consider their report as the second planning opinion. In the event, the second planning opinion, obtained by the clerk or provided by the applicant, is supported by Council, and Council makes a decision based on that second planning opinion, then the planner who has provided the second opinion shall be retained for the purpose of an Local Planning Appeal Tribunal hearing. The procedures under PLA-06 shall be followed as well.

Alternatives

Council may decide to deny this Combined Official Plan and Zoning By-law amendment. Planning staff do not recommend this as this proposal is consistent with Provincial and Regional planning policy and is also consistent with the type of commercial development envisioned for the Gorham Commercial Gateway by the Town's Ridgeway-Thunder Bay Secondary Plan.

Communicating Results

There are no communication requirements at this time.

Conclusion

Planning staff recommend that Council approves the amendments to the Town's Official Plan and Zoning By-law No. 129-90 as detailed in **Appendix "3"** and **Appendix "4"** of

this report. The Combined Official Plan and Zoning By-law amendment will facilitate redevelopment of the site and add a restaurant with a drive-thru to the permitted uses on the property. This development is consistent with Provincial and Regional planning policy and aligns with the type of land use envisioned for the area by the Town's Ridgeway-Thunder Bay Secondary Plan. Staff is of the opinion that the current development proposal has resolved the issues identified through the public input process and represents good planning.

Attachments

- Appendix "1"** - Location Plan
- Appendix "2"** - Revised Site Plan
- Appendix "3"** - Draft Official Plan Amendment
- Appendix "4"** - Draft Zoning By-law Amendment
- Appendix "5"** - Noise Studies
- Appendix "6"** - Traffic Impact Study
- Appendix "7"** - Agency and Staff Comments
- Appendix "8"** - Minutes from 2018 Public Meeting
- Appendix "9"** - Minutes from 2020 Public Meeting



260-262 GORHAM ROAD & 3854 DISHER STREET
Location Plan

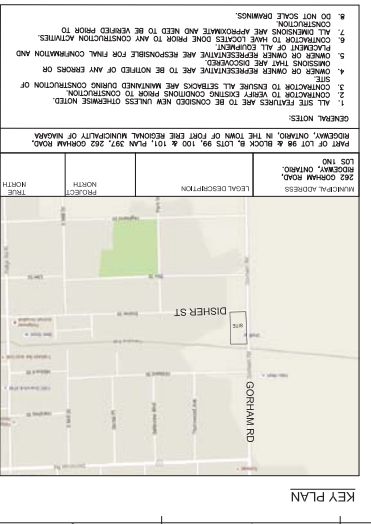
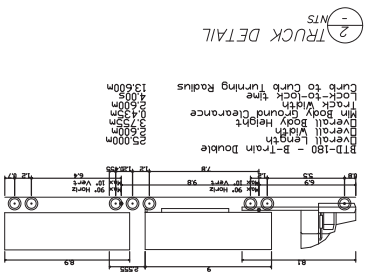
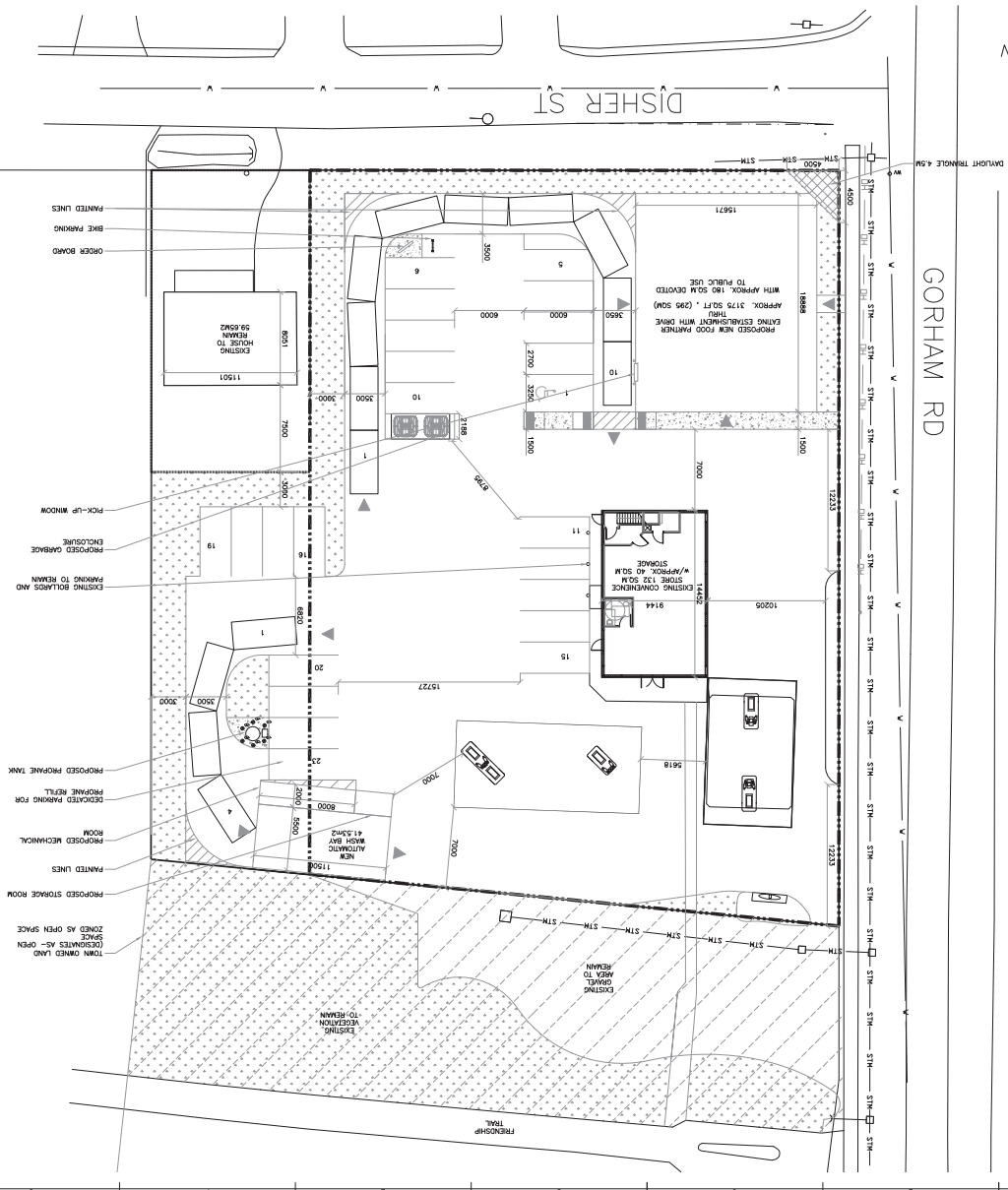
 Subject Lands - 260-262 Gorham Road & 3854 Disher Street

PLAN 57 LOT 99 TO LOT 101 PT LOT 98 PT BLK B NP397 IN THE TOWN OF FORT ERIE, REGIONAL MUNICIPALITY OF NIAGARA

Planning & Development Services
 Map created May 30, 2018



1 SITE PLAN
1:200



REV. NO.	DATE	DESCRIPTION	BY
01	10/21/20	ISSUE SITE PLAN FOR PERMIT	SP01
02	10/22/20	SCHEMATIC REVIEW	SP01
03	12/23/20	SCHEMATIC REVIEW	SP01
04	01/08/21	SCHEMATIC REVIEW	SP01
05	04/08/21	SCHEMATIC REVIEW	SP01

REVISIONS

SITE PLAN

282 GORHAM ROAD, RIDGEMONT, ONTARIO

blueprint2build

Drawn By	chk	Imaged/Checked
DAVID BISHOP - AS SHOWN		DAVID BISHOP

SITE PLAN



The Municipal Corporation of the Town of Fort Erie

By-law No. XX-2020

**Being A By-law To Enact An Amendment To The
Official Plan Adopted By By-law No. 150-06 For The Town Of Fort Erie
Planning Area**

**Amendment No. 47
Urban & Environmental Management Inc. – Greg Taras (Agent)
Lucky Gas Inc. – Najeeb Quidwai (Owner)
260-262 Gorham Road & 3854 Disher Street**

350302

The Municipal Council of the Corporation of the Town Of Fort Erie in accordance with the provisions of Section 17 of the Planning Act R.S.O. 1990 enacts as follows:

1. **THAT** amendment No.47 to the Official Plan for the Town of Fort Erie consisting of the attached explanatory text is hereby adopted and approved.
2. **THAT** this by-law shall come into force and take effect on the day of the final passing thereof.
3. **THAT** the Clerk of the Town of Fort Erie is authorized to effect any minor modifications, corrections or omissions solely of an administrative, numerical, grammatical, semantical or descriptive nature to this by-law or its schedules after the passage of this by-law.

Read a first, second and third time and finally passed this XXth day of October, 2020.

Mayor

Clerk

I, Carol Schofield the Clerk, of The Corporation of the Town of Fort Erie hereby certify the foregoing to be a true certified copy of By-law No. XX-2020 of the said Town. Given under my hand and the seal of the said Corporation this ____ day of _____,20

**AMENDMENT NO. 47
TO THE
OFFICIAL PLAN
FOR THE
CORPORATION OF THE TOWN OF FORT ERIE**

CONTENTS

PART "A" - THE PREAMBLE

- Section 1 - Title and Components
- Section 2 - Purpose of Amendment
- Section 3 - Location of this Amendment
- Section 4 - Basis of this Amendment
- Section 5 - Implementation and Interpretation

PART "B" - THE AMENDMENT

Introductory Statement

Details of the Amendment

- Schedule "A" - Land Use Plan

PART "C" - THE APPENDICES

- Appendix 1 - Notice of Public Information Processes
- Appendix 2 - Public Meeting Minutes
- Appendix 3 - Circulation Comments

PART "A" - THE PREAMBLE

SECTION 1

TITLE AND COMPONENTS

This document, when approved in accordance with Sections 17 and 21 of The Planning Act, 1990, shall be known as Amendment No. 47 to the Official Plan adopted by By-law No. 150-06 of the Fort Erie Planning Area.

Part "A", the Preamble does not constitute part of this amendment.

Part "B", the Amendment, consisting of the following text and map (designated Schedule "A") constitutes Amendment No. 45 to the Official Plan adopted by By-law No. 150-06 for the Fort Erie Planning Area.

Also attached is Part "C", the Appendices, which do not constitute part of this amendment. These Appendices (1 through 3 inclusive) contain the background data, planning considerations and public involvement associated with this amendment.

SECTION 2

PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to effect a change to the land use designation of a portion of the rear yard of 3854 Disher Street from Residential – Low Density to Commercial shown in Schedule A to enable a future boundary adjustment and redevelopment of commercial operations on 260-262 Gorham Road. The portion of 3854 Disher Street subject to this amendment will merge with 260-262 Gorham Road to the west.

SECTION 3

LOCATION OF THIS AMENDMENT

The lands, which are the subject of this amendment, are located at 3854 Disher Street as shown on Schedule "A" attached hereto.

SECTION 4

BASIS OF THIS AMENDMENT

Subsection 13.7(III) of the Official Plan adopted by By-law No. 150-06 of the Fort Erie planning area provides that amendments may be made to the Official Plan. Policies in Subsection 13.7(III) have been considered in the preparation of this amendment and the following factors have been reviewed in supporting this amendment to the Official Plan:

a) The need for the proposed use:

The proposal to expand the Commercial area on 260-262 Gorham Road to include a restaurant with a drive-thru along with a gas station, convenience store and car wash at this location is consistent with the Town's long term vision of concentrating automobile-orientated commercial development along arterial roads such as Gorham Road. There are currently no other commercial uses in Ridgeway-Thunder Bay that offer drive-thru service and the subject property is ideally located to serve both local residents and the travelling public on Gorham Road.

b) The extent to which the existing areas in the proposed categories are developed, and the nature and adequacy of such existing development:

260-262 Gorham Road is already designated Commercial and has several commercial uses operating on site. The proposal to change a small area of 3854 Disher Street from Residential – Low Density to Commercial will facilitate redevelopment of the overall site and improve its function with the streetscape along Gorham Road and Disher Street. Other vehicle-oriented commercial uses are located in the vicinity along Gorham Road. Single detached dwellings exist east of the subject property along Disher Street and are designated Residential – Low Density.

c) The physical suitability of the land for such proposed use, and in the case of lands exhibiting or abutting a Natural Heritage feature, demonstration of compliance with the Natural Heritage policies of this plan:

The subject property is well situated to provide commercial services to Ridgeway-Thunder Bay and Crystal Beach. The property is located along Gorham Road, which is a major arterial road that connects Ridgeway-Thunder Bay and Crystal Beach to Garrison Road/Highway 3 to the north and the Queen Elizabeth Way and the City of Niagara Falls further north. The land subject to this amendment will permit additional commercial uses on site and will add additional space for parking, landscape strips and a new car wash use. Noise mitigation measures will be implemented to ensure there are no undue noise impacts on residences east of the amendment area. There are no Natural Heritage Features present on site.

d) The location of the area under consideration with respect to:

(i) the adequacy of the existing and proposed highway system in relation to the development of such proposed areas,

- (ii) the convenience and accessibility of the site for vehicular and pedestrian traffic and the traffic safety in relation thereto, and**
- (iii) the adequacy of the potable water supply, sewage disposal facilities, and other municipal services in view of the policies contained in this Plan and in accordance with technical reports or recommendations of the Ministry of the Environment and the Regional Niagara Health Services Department and any other appropriate authority deemed advisable;**

260-262 Gorham Road and the amendment area is located on the east side of Gorham Road, a major arterial road. A traffic study has been completed that demonstrates that the Gorham Road/Disher Street intersection and the site itself have sufficient capacity to provide an acceptable level of service for traffic now beyond 2024. The location will provide service to the local community and the wider travelling public along Gorham Road.

The recent revision to the site plan will improve the interaction of the commercial operations with the streetscape and will also provide pedestrian connections to the uses on site. Removal of the entrance from Disher Street and tightening of the entrances of Gorham Road will improve the pedestrian and vehicle safety along the frontage of the property. This proposal will enable location of a proposed restaurant close to the street, thereby creating a street presence that encourages interaction with pedestrians along Gorham Road/Disher Street and improves ingress/egress from Gorham Road which currently is largely uncontrolled.

260-262 Gorham Road and the amendment area are located in the urban boundary with full access to existing sanitary sewer and water service. Redevelopment of the site is efficient use of the existing services in the area.

e) The compatibility of the proposed use with uses in adjoining areas:

The proposal to change the land use designation of a small portion of 3854 Disher Street from Residential – Low Density to Commercial will be compatible with the residential uses on adjoining properties to the south and east. The Commercial area on 260-262 Gorham Road already exists, and the land subject to this amendment will provide additional land for parking, landscape buffers and a new car wash with a stacking lane.

f) The effects of such proposed use on the surrounding area in respect of the minimizing of any possible depreciating or deteriorating effect upon adjoining properties:

No undue depreciating or deteriorating impacts on adjacent lands are anticipated as commercial uses already exist on 260-262 Gorham Road and other commercial uses exist nearby along Gorham Road. Town planning staff will ensure the proposed development interacts well with the streetscape and adjacent uses through a landscaping plan and site plan control. Noise mitigation measures will also be required to mitigate noise impacts on the adjacent residential uses along Disher Street.

g) The potential effect of the proposed use on the financial position of the Municipality:

This proposal will enable redevelopment of the site which will likely result in increased land value. This will in turn result in greater return via property taxes over time. Redevelopment of an existing commercial use also represents efficient use of land in the urban area and existing municipal infrastructure such as sewer and water service.

h) The potential effect of the proposed use in relation to the intent and implementing regulations of the Environmental Protection Act.

There are no Natural Heritage Features or environmentally significant areas on the subject property. 260-262 Gorham Road and 3854 Disher Street are already developed and so there are no anticipated impacts to the intent or implementing regulations of the Environmental Protection Act.

SECTION 5

IMPLEMENTATION AND INTERPRETATION

The relevant policies of the Official Plan adopted by By-law No. 150-06 of the Fort Erie planning area shall apply to the implementation and interpretation of this Amendment.

PART "B" - THE AMENDMENT

All of this part of the document entitled "Part "B" - "The Amendment" consisting of the following policies and attached maps designated as Schedule "A" (Land Use Plan) constitute Amendment No. 47 to the Official Plan adopted by By-law No. 150-06 for the Fort Erie Planning Area. The Official Plan adopted by By-law No. 150-06 for the Fort Erie Planning Area is hereby amended as follows:

1. The land use designation of the rear portion of 3854 Disher Street shown on Schedule "A" attached hereto shall change from Residential – Low Density to Commercial.

PART "C" - THE APPENDICES

- Appendix 1 - Notice of Public Meeting
- Appendix 2 - Public Meeting Minutes
- Appendix 3 - Circulation comments



The Municipal Corporation of the Town of Fort Erie

By-law No. XX-2020

**Being a By-law to Amend Zoning By-law No. 129-90
Urban & Environmental Management Inc. – Greg Taras - Agent
Lucky Gas Inc. – Najeeb Quidwai - Owner
260-262 Gorham Road & 3854 Disher Street**

350309-0462

Whereas an application was received from Greg Taras of Urban * Environmental Management Inc (Agent) on behalf of Lucky Gas Inc (Owner) to amend the Town's Comprehensive Zoning By-law No. 129-90 as amended, for the lands described as 260-262 Gorham Road & 3854 Disher Street, and

Whereas Public Meetings pursuant to Section 34(12) of the *Planning Act*, R.S.O. 1990, c.P.13 were held on June 18, 2018 and March 9, 2020, and

Whereas it is deemed desirable to amend the Comprehensive Zoning By-law No. 129-90 as amended, pursuant to the recommendations of Report No. PDS-XX-2020 considered and approved at the Council meeting held on September 21, 2020;

Now therefore the Municipal Council of The Corporation of the Town of Fort Erie enacts as follows:

- 1. That** Schedule "A" of By-law No. 129-90, as amended, is further amended by changing the zoning of the lands as described above and shown on the attached Appendix "1" from "Automotive Service Station (C4) Zone" and "Residential 2 (R2) Zone" to "Automotive Service Station (C4-XX) Zone" (Part 1) and "Residential 2 (R2-XX) Zone" (Part 2).
- 2. That** By-law No.129-90 as amended, is further amended by adding to "Section 23 – Automotive Service Station (C4) Zone" Subsection – "Exceptions to the Automotive Service Station (C4) Zone" the following exception:
- 3. "C4-XX (XX-2020) 260-262 Gorham Road (Part 1)**

These lands are zoned "Automotive Service Station (C4-XX) Zone", and all of the provisions of By-law No. 129-90 as amended that relate to lands zoned "Automotive Service Station (C4) Zone" by this by-law shall apply to those lands zoned "Automotive Service Station (C4-XX) Zone" subject to the following special regulations:

- (a) Minimum front yard (Disher Street) – 2.00 m (to restaurant)
 - (b) Minimum exterior side yard (Gorham Road) – 2.00 m (to restaurant)
 - (c) Maximum lot coverage (gasoline bars) – 7%
 - (d) Minimum setback from pump island canopy to property line – 3.66 m
 - (e) Minimum rear yard setback – 1.15 m (to car wash)
 - (f) Drive-thru lane subject to regulations of 18.6, except for a site-specific regulation to permit a 2.00 m landscape strip along Disher Street (Section 18.6 d)
 - (g) Minimum setback of a drive-thru lane to a lot line where the abutting lot contains a residential use on the first or second floor (Section 18.6 e) - 3.00 m
- (Section 6.20 d ii)) – 12.23 m (Gorham Road)

- (i) Minimum landscape strip width – 2.00 m southern lot line, 1.00 m western lot line, 0.00 m northern lot line (to be confirmed)

"R2-XX (XX-2020) 3854 Disher Street (Part 2)

These lands are zoned "Residential 2 (R2-XX) Zone ", and all of the provisions of By-law No. 129-90 as amended that relate to lands zoned "Residential 2 (R2) Zone" by this by-law shall apply to those lands zoned "Residential 2 (R2-XX) Zone" subject to the following special regulations:

- (a) Minimum lot frontage – 14.00 m
- (b) Minimum lot area – 357.00 sq m
- (c) Minimum interior side yard setback on a lot where no attached garage or carport is provided – 1.20 m
- (d) Minimum rear yard – 7.50 m

- 4. **That** the Clerk of the Town is authorized to effect any minor modifications, corrections or omissions solely of an administrative, numerical, grammatical, semantical or descriptive nature to this by-law or its schedules after the passage of this by-law.

Read a first, second and third time and finally passed this XX day of October, 2020.

Mayor

Clerk

I, Carol Schofield, the Clerk, of The Corporation of the Town of Fort Erie hereby certifies the foregoing to be a true copy of By-law No. XX-2020 of the said Town. Given under my hand and the seal of the said Corporation, this day of , 20

REPORT



262 GORHAM ROAD

RIDGEWAY, ONTARIO

NOISE FEASIBILITY ASSESSMENT

RWDI # 1802642

March 14, 2018

SUBMITTED TO

Najeeb Quidwai
najeebquidwai@hotmail.com

Shell Ridgeway
262 Gorham Road
Ridgeway, ON L0S 1N0
C: 647.746.5599

SUBMITTED BY

Melissa Annett
Senior Project Manager / Associate
Melissa.annett@rwdi.com

Peter VanDelden, P.Phys., INCE
Technical Director
Peter.vandelden@rwdi.com

RWDI AIR Inc.
Consulting Engineers & Scientists
600 Southgate Drive
Guelph Ontario Canada N1G 4P6
T: 519.823.1311
F: 519.823.1316



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rwdi.com

NOISE FEASIBILITY ASSESSMENT
262 CORHAM ROAD

RWDI#1802642
March 14, 2018



EXECUTIVE SUMMARY

Shell Ridgeway retained RWDI to conduct a noise feasibility assessment for the proposed expansion of an existing Shell gas station to include a car wash. The existing gas station is located at 262 Gorham Road in Ridgeway, Ontario. In addition to the gas station, a future restaurant is also proposed to the south of the gas station. The effect of the restaurant was included to assess the combined effect of the car wash with the restaurant. This noise feasibility assessment has been completed to determine the compatibility of the new car wash with existing residential land uses.

The addition of the car wash was found to be feasible with the following requirements:

- The carwash operates only between 0700 and 1900h;
- The AquaDri E-30 On-Board Static dryer is installed, allowing the car wash doors remain closed for the wash and drying cycles, resulting in a maximum sound power level at the entrance of 93 dBA;
- A 3 m (10 ft.) noise barrier is constructed along the eastern property line to reduce sound at the existing residences. The barrier must be continuous without gaps and cracks with a minimum face density of 20 kg/m²; and
- A detailed study be completed to determine mitigation measures for the restaurant, should it be installed in the future.

NOISE FEASIBILITY ASSESSMENT
262 GORHAM ROAD
RWDI#1802642
March 14, 2018



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**NOISE FEASIBILITY ASSESSMENT
262 CORHAM ROAD**

RWDI#1802642
March 14, 2018



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Table 2: Summary of Source Sound Power Levels
Table 3: Predicted Sound Levels for Stationary Sources – Unmitigated
Table 4: Predicted Sound Levels for Stationary Sources – Mitigated with 3 m Noise Barrier

LIST OF FIGURES

- Figure 1:** Shell Ridgeway Site Layout
Figure 2: Location of Noise Sources
Figure 3: POR Locations
Figure 4: Location of 3 m Noise Barrier

APPENDICES

- Appendix A:** Sound Data



1 SITE DESCRIPTION

Shell Ridgeway retained RWDI to conduct a noise feasibility assessment for the addition of a car wash to an existing gas station located at 262 Gorham Road in Ridgeway, Ontario. In addition to the gas station, a future restaurant is also proposed to the south of the gas station. The effect of the restaurant was included to assess the combined effect of the car wash with the restaurant. The location of the proposed car wash and restaurant are shown in Figure 1.

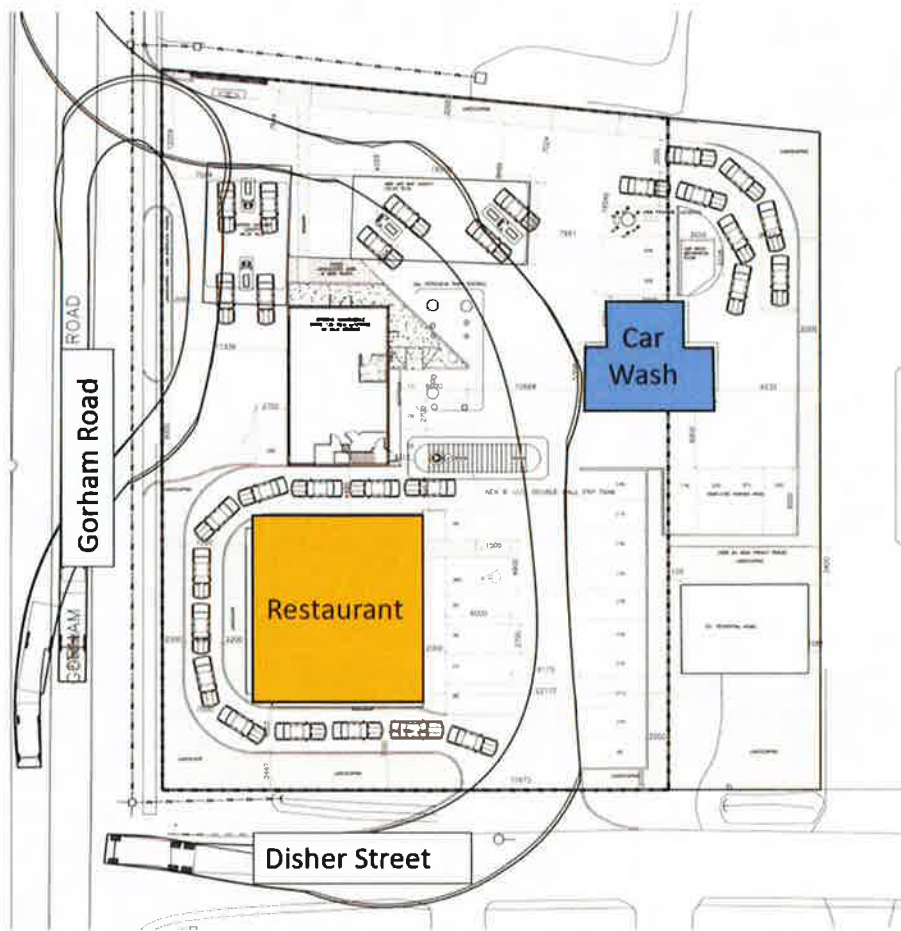


Figure 1: Shell Ridgeway Site Layout

Expected key sources of sound at the proposed site expansion include: the car wash, idling vehicles, mechanical equipment and a speaker box associated with the restaurant. The closest existing residential uses to the car wash are one-storey homes located to the south-east on Disher Street.



2 APPLICABLE GUIDELINES

The Town of Fort Erie and the Region of Niagara do not have specific noise criteria but have adopted the Ministry of Environment and Climate Change (MOECC) guidance. This assessment therefore considered the MOECC Environmental Noise Guideline NPC-300, Stationary and Transportation Sources – Approval and Planning (MOECC, 2013). Guidance from NPC-300 was used to assess environmental sound from the proposed commercial development expansion at existing residential uses.

Publication NPC-300 defines sound level criteria for Points of Reception (PORs) for assessing sound originating from stationary sources, such as the car wash, mechanical equipment at the restaurant, and idling vehicles. Outdoor amenity areas and windows/doors leading to sensitive indoor spaces are both defined as PORs. There are distinct assessment criteria for outdoor PORs, and PORs on the building façade.

The assessment criteria are determined based on the level of urbanization or “Class” of the area. The residential areas surrounding the commercial development are considered to be in a Class 2 (Suburban) area.

Outdoor PORs such as front, side or back yards and large balconies are assessed based on the worst case one-hour equivalent sound level for daytime (07:00 to 19:00h), and evening (19:00 to 23:00h). Outdoor PORs are not assessed during the nighttime (23:00 to 07:00h). Outdoor PORs are evaluated up to 30 m from the façade of the building. Façade PORs, such as windows/doors leading to sensitive indoor spaces, are also assessed based on the worst case one-hour equivalent sound level for daytime, evening, and nighttime. The sound level criteria for stationary sources associated with the development are summarized in Table 1.

Table 1: NPC-300 Stationary Source Sound Level Criteria for Sensitive Land Uses

Assessment Location	Time of Day	Time Period	Exclusion Limit ^[1]
Outdoor Point of Reception	Daytime	07:00 – 19:00h	50 dBA
	Evening	19:00 – 23:00h	45 dBA
Façade Point of Reception	Daytime	07:00 – 19:00h	50 dBA
	Evening	19:00 – 23:00h	50 dBA
	Nighttime	23:00 – 07:00h	45 dBA

Notes: [1] The sound level averaged over a one-hour time period at the assessment location must not exceed the exclusion limit or background sound level, whichever is higher.



3 SOUND FROM THE PROPOSED COMMERCIAL DEVELOPMENT

3.1 Sound Data

Key sources of sound at the proposed commercial development expansion are expected to include: the car wash, idling vehicles, and mechanical equipment and a speaker box associated with the restaurant. Sound power level data for the mechanical equipment and idling vehicles was drawn from data on file at RWDI. Manufacturer sound pressure level data for the car wash was provided by Shell Ridgeway. The AquaDri E-30 On-Board Static dryer was selected for installation. The sound pressure level data was converted to sound power level data. It was confirmed that the doors of the car wash would be closed during the washing and drying cycle. A loss of 11 dB through the closed door was assumed, based on open/closed door sound data provided for an alternative car wash. The locations of the sound sources are shown in green in Figure 2. Resulting sound power levels of sources are summarized in Table 2. Raw sound data is included in Appendix A.

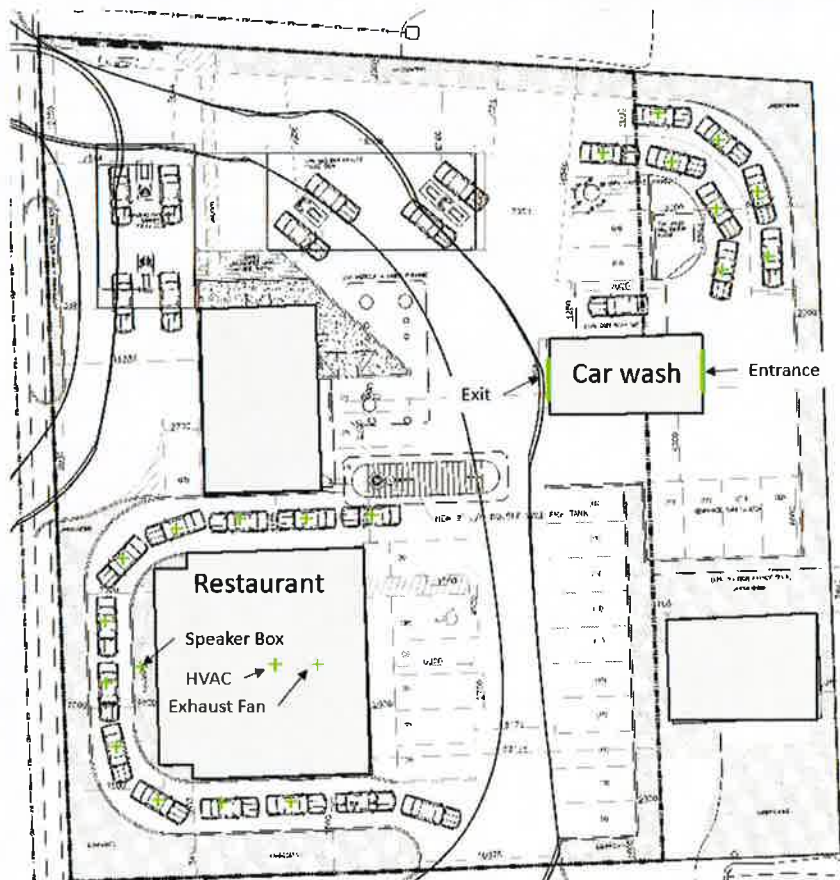


Figure 2: Location of Noise Sources

NOISE FEASIBILITY ASSESSMENT
262 GORHAM ROAD

RWDI#1802642
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Table 2: Summary of Source Sound Power Levels

Source	Sound Power Level (dBA)
Car Wash - Entrance	93
Car Wash - Exit	95
Idling Vehicle	80
Restaurant HVAC	86
Restaurant Exhaust Fan	79
Restaurant Drive-Thru Speaker Box	83

The car wash will only operate during daytime hours only from 0700 to 1900h. Therefore, this assessment was limited to daytime only.

3.2 Representative Receptors

The closest noise sensitive receptors to the car wash are residences located to the south-east of the proposed commercial development expansion. Residences located to the south across Disher Street were not explicitly evaluated in this assessment, as worst-case impacts from the car wash were expected to the east and south-east. Impacts were considered at the façade and outdoor area for the two closest residences, POR1 and POR2. The locations of the worst-case residences with respect to the proposed car wash are shown in Figure 3. The property line of the commercial development is shown in blue with the property lines of the PORs shown in pink.

NOISE FEASIBILITY ASSESSMENT
 262 GORHAM ROAD
 RWDI#1802642
 March 14, 2018

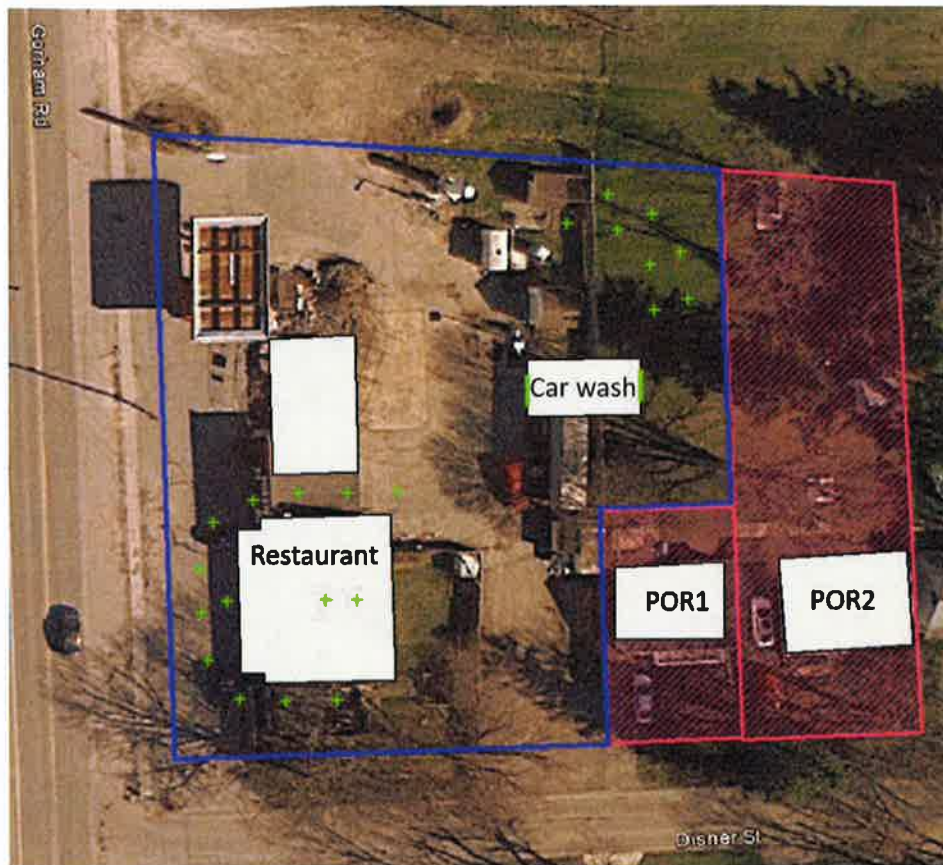


Figure 3: POR Locations

3.3 Modelled Results

Noise modelling was carried out using the Cadna/A software package, a commercially available implementation of the ISO 9613 (ISO, 1994 and ISO, 1996) algorithms. The predicted sound levels during the worst-case 1-hr from the combined impact of the car wash and the future restaurant are presented in Table 3 for both outdoor and façade PORs.

Table 3: Predicted Sound Levels for Stationary Sources - Unmitigated

Receptor	Location	Predicted Daytime Sound Level	Sound Level Limit	Meets Criteria?
POR1	Façade	56 dBA	50 dBA	No
	Outdoor Area	58 dBA	50 dBA	No
POR2	Façade	54 dBA	50 dBA	No
	Outdoor Area	63 dBA	50 dBA	No

NOISE FEASIBILITY ASSESSMENT
262 GORHAM ROAD
 RWDI#1802642
 March 14, 2018



As sound levels are predicted to exceed the applicable sound level limits, mitigation is required to reduce the sound levels at receptors. A 3 m noise barrier located on the property line between the residences and the commercial development is required to reduce sound levels to meet the sound level limits, as shown in Figure 4. The barrier must be continuous without gaps and cracks with a minimum face density of 20 kg/m². The sound levels following the implementation of the barrier are presented in Table 4.

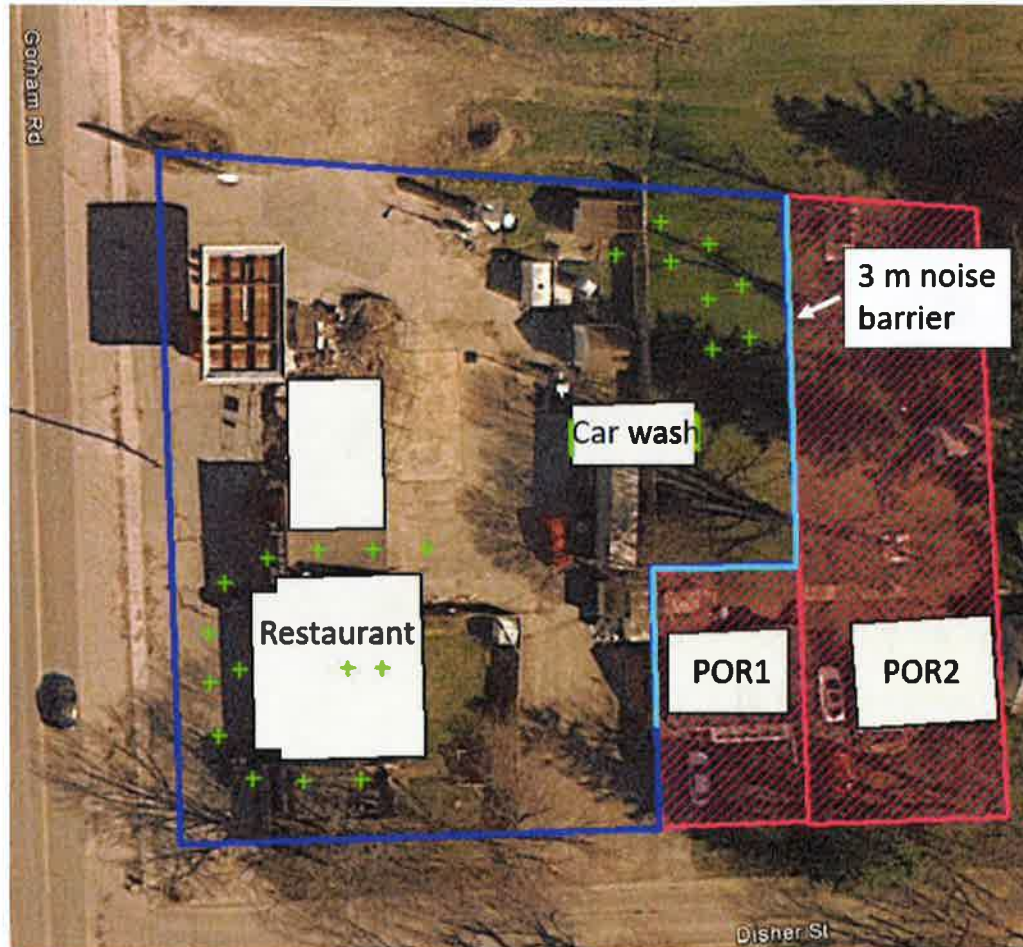


Figure 4: Location of 3 m Noise Barrier

Table 4: Predicted Sound Levels for Stationary Sources – Mitigated with 3 m Noise Barrier

Receptor	Location	Predicted Daytime Sound Level	Sound Level Limit	Meets Criteria?
POR1	Façade	46 dBA	50 dBA	Yes
	Outdoor Area	47 dBA	50 dBA	Yes
POR2	Façade	47 dBA	50 dBA	Yes
	Outdoor Area	50 dBA	50 dBA	Yes

NOISE FEASIBILITY ASSESSMENT
262 GORHAM ROAD

RWDI#1802642
March 14, 2018



4 CONCLUSION

RWDI conducted a noise feasibility assessment for the proposed expansion of an existing gas station at 262 Gorham Road in Ridgeway, Ontario to include a car wash. In addition to the gas station, a future restaurant is also proposed to the south of the gas station. The effect of the restaurant was included to assess the combined effect of the car wash with the restaurant. This noise feasibility assessment has been completed to determine the compatibility of the new car wash with existing residential land uses.

The addition of the car wash was found to be feasible with the following requirements:

- The carwash operates only between 0700 and 1900h;
- The AquaDri E-30 On-Board Static dryer is installed, allowing the car wash doors remain closed for the wash and drying cycles, resulting in a maximum sound power level at the entrance of 93 dBA;
- A 3 m (10 ft.) noise barrier is constructed along the eastern property line to reduce sound at the existing residences. The barrier must be continuous without gaps and cracks with a minimum face density of 20 kg/m²; and
- A detailed study be completed to determine mitigation measures for the restaurant, should it be installed in the future.

NOISE FEASIBILITY ASSESSMENT
262 GORHAM ROAD
RWDI#1802642
March 14, 2018



5 REFERENCES

1. Ontario Ministry of the Environment and Climate Change (MOECC), August 2013, Publication NPC-300, *Environmental Noise Guideline Stationary and Transportation Sources - Approval and Planning*
2. International Organization for Standardization (ISO), 1994b, International Standard ISO 9613-1:1994, *Acoustics - Attenuation of Sound during propagation outdoors. Part 1: Calculation of the absorption of sound by the atmosphere.*
3. International Organization for Standardization (ISO), 1996, International Standard ISO 9613-2:1996, *Acoustics - Attenuation of sound during propagation outdoors - Part 2: General method of calculation*



APPENDIX A



APPENDIX "5" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

REGULAR MEETING OF COUNCIL -21 Sep 2020

AquaDri® Dryers



AquaDri Dryer Model	Noise Levels in dBA									
	Feet from Exit End					Feet from Entrance End				
	10	20	30	40	50	10	20	30	40	50
FS-30 30hp Freestanding	91	86	83	80	75	88	85	80	79	77
FS-40 40hp Freestanding	92	87	84	81	77	89	84	81	80	78
E-20 20hp On-Board Static	84	82	78	74	72	83	80	75	73	71
E-30 30hp On-Board Static	85	83	80	76	74	84	81	78	75	72
C-15 15hp On-Board Contouring	92	88	84	80	77	90	86	82	80	77

Electricity Consumption in kW										
10hp motor consumption in kW	7.460									
Local cost per kWh* (input)	\$0.0728									
Length of Drying Cycle	Electricity Consumed (kW)					Electricity Cost*				
	30 seconds	1 minute	1.5 minutes	2 minutes	60 minutes	30 seconds	1 minute	1.5 minutes	2 minutes	60 minutes
Total Dryer HP										
20	0.340	0.464	0.589	0.713	15.136	\$0.0248	\$0.0338	\$0.0429	\$0.0519	\$1.1019
30	0.510	0.697	0.883	1.070	22.704	\$0.0371	\$0.0507	\$0.0643	\$0.0779	\$1.6528
40	0.680	0.929	1.178	1.426	30.272	\$0.0495	\$0.0676	\$0.0857	\$0.1038	\$2.2038
45	0.819	1.099	1.379	1.659	34.110	\$0.0596	\$0.0800	\$0.1004	\$0.1207	\$2.4832

* The local utility company may add a surcharge for peak demand, which is not reflected in these cost calculations.



August 12, 2019
Project No.: 17-209

Mr. Matthew Kernahan MCIP, RPP
Senior Development Planner
Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, ON L2A 2S6

Dear Matt

**RE: Supplemental Information in Support of Planning Approvals
262 Gorham Road, Ridgeway, Ontario**

Further to the Planning Approval application submitted for 262 Gorham Road, Ridgeway, additional studies, as requested by the Town of Fort Erie, have been completed. The additional studies include:

1. Traffic Impact Study

A traffic Impact Study (TIS) was completed for this property as well as the adjacent property at 275 Gorham Road (Tranplan Associates Inc., January 2019). The TIS concluded that:

- With full build-out of 262 Gorham Road, all entrances and exits are projected to operate at acceptable Levels of Service (LOS). The worst-case conditions are found during the Saturday peak-hours where queuing could be just over 1 vehicle, but the volume to capacity ratio (1.29) indicates there is ample residual capacity in the driveway.
- With both the full build-out of 262 Gorham and the adjacent 275 Gorham Road, the Gorham Road/Disher Street intersection will operate well. Outbound movements from both facilities will operate at acceptable levels with full build-out of both facilities.
- The existing Friendship Trail Crossing north of both facilities was also examined. The TIS determined that even without the development of these facilities, the existing crossing does not meet the OTM Book 12: Traffic Signal Justification Pedestrian Warrant. A Level 2: Type B crossing should be established. It is understood that trail crossings are being reviewed by the Town as part of a larger study being undertaken.

A copy of the TIS is included with this letter.

2. Noise Feasibility Assessment Update

As part of the planning approval submission, a Noise Feasibility Assessment (RWDI, March 2018) was prepared in support of the application. Concerns were raised by the public and Council regarding noise levels from the facility. The main noise source was from the proposed automatic car wash. In response to this, the proponent investigated alternatives to reduce the noise levels from the automatic car wash. This included the following:

- Incorporate More Noise Resistant Doors – Various manufacturers were contacted to determine if doors with better sound resistance could be incorporated into the automatic car wash. Based on input from manufacturers, the Upwardor Solalite 5 – wall polycarbonate door was selected. This door has a Sound Transmission Classification (STC) of 21.
- Reposition Air Dryer Blowers – the dryer blowers for the automatic car wash will be positioned farther from the entrance door more central in the facility to further reduce noise impact.

URBAN & ENVIRONMENTAL MANAGEMENT INC.
4701 St. Clair Avenue, Suite 301, Niagara Falls, ON Canada L2E 3S9
Tel 905.371.9764 1-866-840-9764
www.uemconsulting.com

Project No.: 17-209
Supplemental Information in Support of Planning Approvals
262 Gorham Road, Ridgeway, Ontario
August 12, 2019

RWDI was retained to evaluate the effect of these changes to the automatic car wash design and the overall noise impacts. RWDI determined that:

- The sound levels from the property will comply with the 50 db daytime sound level requirement except for a very small area of the adjacent rear yard (51db) with a 2.3 m barrier in place. The 2.3 m barrier meets the height requirement in the Town Fence by-law. Figure 1 in the RWDI report shows the small area of the adjacent property that has a 1 db exceedance.
- The 50 db daytime sound level requirement can be met in all areas if a portion of the sound barrier adjacent to the queuing area for the automatic car wash is increased to 3m. All other fencing/sound barriers can be 2.3 m.
- It should be noted that the Town by-law does allow acoustic barriers to be higher than the permitted fence by-law 2.3 m height.

To further reduce potential noise impacts, the proponent will install signage requesting people to shut off their vehicles when waiting in the queuing line. A copy of the RWDI Noise Feasibility Assessment Update Report (August 2, 2019) is attached to this letter.

In Conclusion...

We trust the additional studies undertaken by the proponent address the concerns raised by the public and Town Council with respect to this planning approvals application. The owner of the property has also undertaken significant upgrades to the property since the planning application was first submitted. We look forward to the Town's review of the information provided and proceeding with the planning application. If you have any questions regarding the information provided or require further information or clarification, please contact me at (905) 371-9764 (ext. 225) or by email at gtaras@uemconsulting.com.

Yours very truly,

URBAN & ENVIRONMENTAL MANAGEMENT INC.



Greg Taras, RPP
Senior Planner





600 Southgate Drive
Guelph ON Canada
N1C 4P6

Tel: +1.519.823.1311
Fax: +1.519.823.1316
E-mail: solutions@rwdi.com

August 2, 2019

Greg Taras, RPP
Urban & Environmental Management Inc.
4701 St. Clair Avenue, Suite 301
Niagara Falls, ON L2E 3S9
T: 905.358.6873
gtaras@uemconsulting.com

**Re: Update to Noise Feasibility Assessment
262 Gorham Road, Ridgeway, Ontario
RWDI Reference No. 1900889**

Dear Mr. Taras,

Shell Ridgeway retained RWDI to conduct a noise feasibility assessment for the proposed expansion of an existing Shell gas station at 262 Gorham Road to include a car wash. RWDI completed the original assessment and report titled 262 Gorham Road Noise Feasibility Study dated, March 14, 2018. The originally proposed 3 m noise barrier in this report exceeded the 2.3 m fence height by-law from the Town of Fort Erie. To reduce sound levels without a 3 m noise barrier, the effects of an acoustic door for the carwash with a 2.3 m noise barrier were investigated.

Noise Assessment

The selected Upwardor Solalite 5-Wall polycarbonate door was incorporated into the modelling (see **Attachment 1**). The door is constructed of 5/8" thick polycarbonate sheeting, which has an STC 21 rating. To ensure the acoustic performance of the door, gaps and cracks around the perimeter of the door will be minimized during installation. The acoustic door significantly reduced the sound from the car wash. However, to reduce sound from idling vehicles waiting to enter the car wash, a barrier was still required. A 2.3 m barrier was modelled as shown in **Figure 1**. This barrier must be continuous without gaps and cracks with a minimum face density of 20 kg/m². This face density can be achieved with a variety of materials, including wood and fibreglass.

Results

With the acoustic doors on the car wash, and the 2.3 m barrier in place sound levels are predicted to comply at all areas except a small area of the backyard of the neighboring residence as shown in **Figure 1**. The area with a 1 dB exceedance over the 50-dBA daytime sound level limit represents a small area of the total outdoor living space of the residence.



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rwdi.com



Greg Taras, RPP
Urban & Environmental Management Inc.
RWDI#1900889
AUGUST 2, 2019

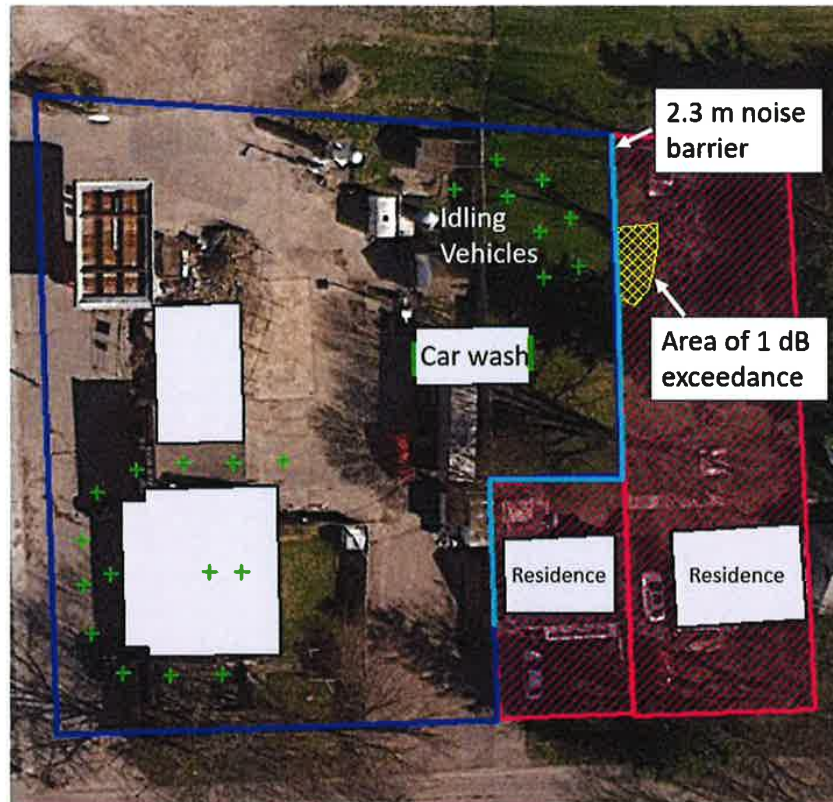


Figure 1: Location of Noise Barrier and Area of 1 dB Exceedance

In order to eliminate the 1 dB exceedance from the idling vehicles, a higher barrier, or limiting the amount of time vehicles idle would be required. Given the by-law height restriction, it is recommended that "No Idling" signs be posted in the area to further reduce sound levels from idling vehicles.

Yours truly,

RWDI

Melissa Annett, d.E.T.
Strategic Director, Senior Project Manager, Associate

MEA/hta

Attach.

262 GORHAM ROAD

RIDGEWAY, ONTARIO

NOISE FEASIBILITY ASSESSMENT

RWDI # 1900889

August 31, 2020

SUBMITTED TO

Najeeb Quidwai
najeebquidwai@hotmail.com

Mobil Ridgeway
262 Gorham Road
Ridgeway, ON L0S 1N0
C: 647.746.5599

SUBMITTED BY

Melissa Annett, d.E.T.
Senior Project Manager, Principal
Melissa.Annett@rwdi.com

Gillian Redman, MSc., P.Eng.
Senior Engineer
Gillian.Redman@rwdi.com

RWDI AIR Inc.
Consulting Engineers & Scientists
600 Southgate Drive
Guelph, ON N1G 4P6
T: 519.823.1311
F: 519.823.1316

EXECUTIVE SUMMARY

Mobil Ridgeway retained RWDI to conduct a noise feasibility assessment for the proposed expansion of an existing gas station to include a car wash. A restaurant with drive-thru is proposed to be developed on the property. The existing gas station is located at 262 Gorham Road in Ridgeway, Ontario. This noise feasibility assessment has been completed to determine the compatibility of the new car wash with existing residential land uses. The study considers impacts from the proposed restaurant; however, this noise feasibility assessment does not assess the compatibility of the proposed restaurant that may be located adjacent to the gas station expansion.

This report is an update to the previously completed noise feasibility report dated March 14th, 2018 and addendum memo dated August 2nd, 2019. This update has been completed to reflect the final design of the site.

The addition of the car wash was found to be feasible and to meet applicable Provincial noise guidelines with the following requirements:

- The carwash operates only between 0700 and 1900h, with a single queuing lane of vehicles (previously 2 queuing lanes);
- The AquaDri E-30 On-Board Static dryer is installed, allowing the car wash doors remain closed for the wash and drying cycles;
- Upwardor Solalite 5-Wall polycarbonate door will be used for the entrance to the car wash; and
- A 2.3 m (8 ft.) noise barrier is constructed along the eastern property line to reduce sound at the existing residences. The barrier must be continuous without gaps and cracks with a minimum face density of 20 kg/m².

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APPENDICES

Appendix A:	Sound Data
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1 SITE DESCRIPTION

Mobil Ridgeway retained RWDI to conduct a noise feasibility assessment for the addition of a car wash to an existing gas station located at 262 Gorham Road in Ridgeway, Ontario. The location of the proposed car wash is shown in Figure 1. In addition to the gas station, a future restaurant with drive-thru is proposed to the south of the gas station. Details on the design of the restaurant are not yet known at this time. Therefore, the restaurant is included in this assessment using typical noise sources to ensure the combined effects of the car wash and the restaurant will not exceed applicable guidelines. This report does not assess the noise feasibility of the restaurant.

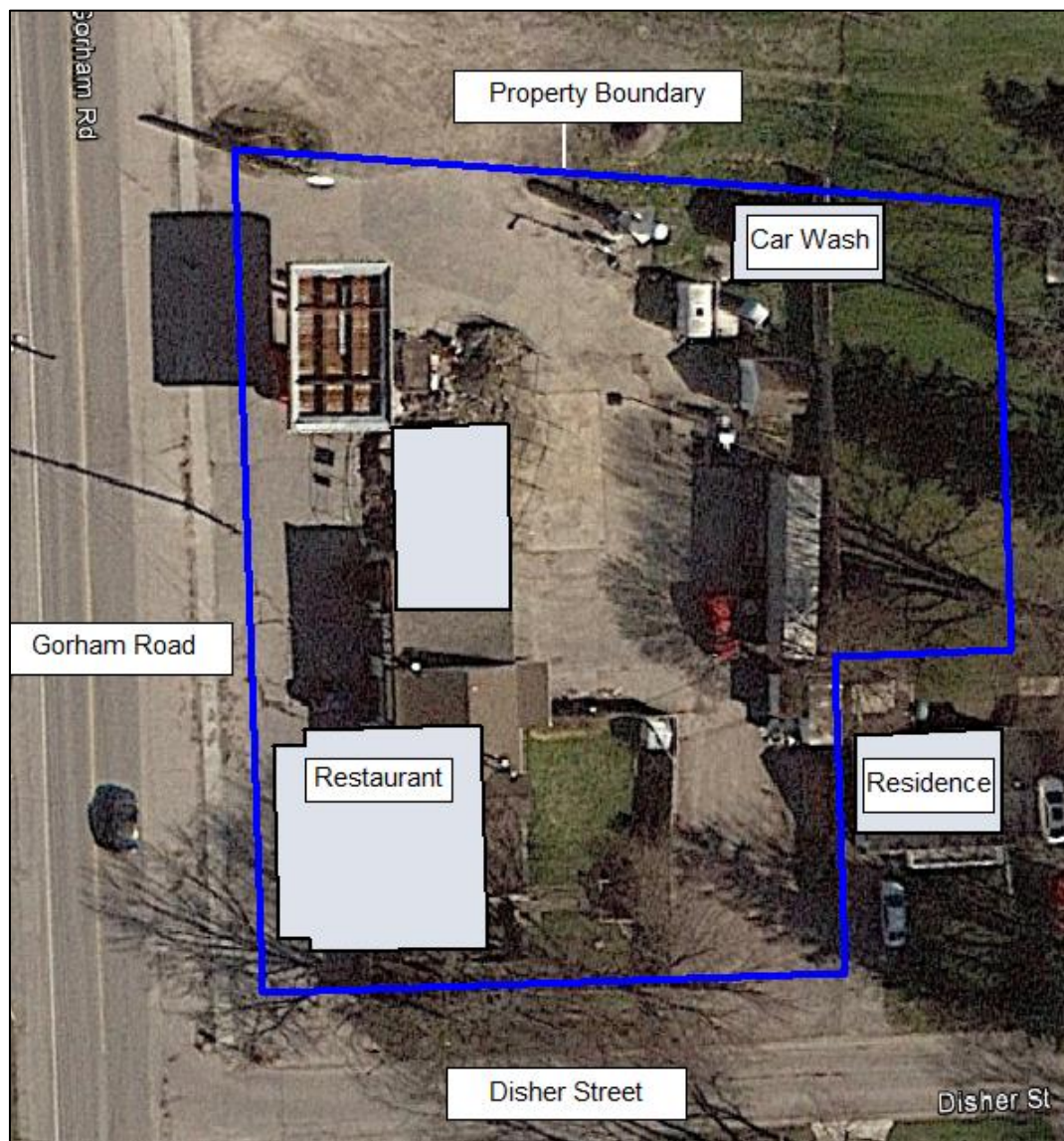


Figure 1: Mobil Ridgeway Site Layout

Expected key sources of sound at the proposed site expansion include: the car wash, and idling vehicles. Additionally, at the restaurant it is anticipated that there will be mechanical equipment, a speaker box associated with the drive-thru, and additional idling vehicles. The closest existing residential uses to the car wash are one-storey homes located to the south-east on Disher Street.

2 APPLICABLE GUIDELINES

The Town of Fort Erie and the Region of Niagara do not have specific noise criteria but have adopted the Ministry of Environment and Climate Change (MOECC) guidance. This assessment therefore considered the MOECC Environmental Noise Guideline NPC-300, Stationary and Transportation Sources – Approval and Planning (MOECC, 2013). Guidance from NPC-300 was used to assess environmental sound from the proposed commercial development expansion at existing residential uses.

Publication NPC-300 defines sound level criteria for Points of Reception (PORs) for assessing sound originating from stationary sources, such as the car wash, mechanical equipment at the restaurant, and idling vehicles. Outdoor amenity areas and windows/doors leading to sensitive indoor spaces are both defined as PORs. There are distinct assessment criteria for outdoor PORs, and PORs on the building façade.

The assessment criteria are determined based on the level of urbanization or “Class” of the area. The residential areas surrounding the commercial development are considered to be in a Class 2 (Suburban) area.

Outdoor PORs such as front, side or back yards and large balconies are assessed based on the worst case one-hour equivalent sound level for daytime (07:00 to 19:00h), and evening (19:00 to 23:00h). Outdoor PORs are not assessed during the nighttime (23:00 to 07:00h). Outdoor PORs are evaluated up to 30 m from the façade of the building. Façade PORs, such as windows/doors leading to sensitive indoor spaces, are also assessed based on the worst case one-hour equivalent sound level for daytime, evening, and nighttime. The sound level criteria for stationary sources associated with the development are summarized in Table 1.

Table 1: NPC-300 Stationary Source Sound Level Criteria for Sensitive Land Uses

Assessment Location	Time of Day	Time Period	Exclusion Limit ^[1]
Outdoor Point of Reception	Daytime	07:00 – 19:00h	50 dBA
	Evening	19:00 – 23:00h	45 dBA
Façade Point of Reception	Daytime	07:00 – 19:00h	50 dBA
	Evening	19:00 – 23:00h	50 dBA
	Nighttime	23:00 – 07:00h	45 dBA

Notes: [1] The sound level averaged over a one-hour time period at the assessment location must not exceed the exclusion limit or background sound level, whichever is higher.

3 SOUND FROM THE PROPOSED COMMERCIAL DEVELOPMENT

3.1 Sound Data

Expected key sources of sound at the proposed site expansion include: the car wash, and idling vehicles. Additionally, at the restaurant it is anticipated that there will be mechanical equipment, a speaker box associated with the drive-thru, and additional idling vehicles. Based on the location of the car wash relative to the restaurant, no significant combined impacts of these two operations are anticipated. Therefore, the restaurant was not modelled as part of the noise feasibility assessment of the car wash. The noise feasibility of the restaurant will be assessed in a separate report when details of the restaurant are known.

Sound power level data for the idling vehicles was drawn from data on file at RWDI. Sound from the car wash is dominated by the dryer. Manufacturer sound pressure level data for the car wash was provided by Mobil Ridgeway. The AquaDri E-30 On-Board Static dryer was selected for installation due to its lower-than-average sound levels. The sound pressure level data was converted to sound power level data.

It was confirmed that the doors of the car wash would be closed during the washing and drying cycle. A loss of 11 dB through the closed door was assumed, based on open/closed door sound data provided for an alternative car wash. The locations of the sound sources are shown in green in Figure 2. Resulting sound power levels of sources are summarized in Table 2. Raw sound data is included in Appendix A.

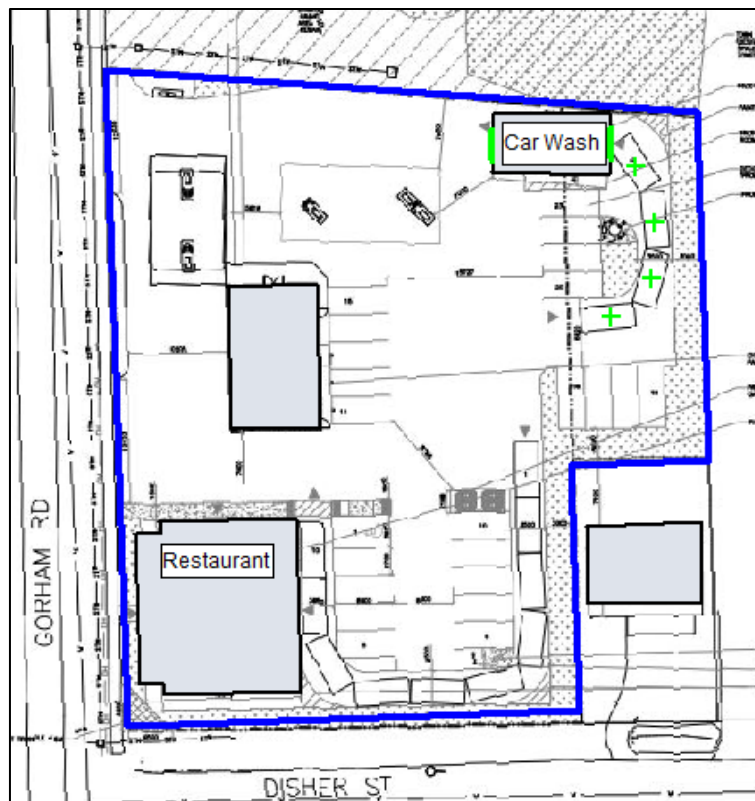


Figure 2: Location of Noise Sources

Table 2: Summary of Source Sound Power Levels

Source	Sound Power Level (dBA)
Car Wash – Entrance	93
Car Wash - Exit	95
Idling Vehicle	80

The car wash will only operate during daytime hours only from 0700 to 1900h. Therefore, this assessment was limited to daytime only.

3.2 Representative Receptors

The closest noise sensitive receptors to the car wash are residences located to the south-east of the proposed commercial development expansion. Residences located to the south across Disher Street were not evaluated in this assessment, as worst-case impacts from the car wash were expected to the east and south-east. Impacts were considered at the façade and outdoor area for the four closest residences, POR1 through POR4. POR1 and POR2 are the worst-case residences with respect to the proposed car wash, with POR3 and POR4 included for additional information. All PORs are shown in Figure 3. The property line of the commercial development is shown in blue with the property lines of the PORs shown in pink.



Figure 3: POR Locations

3.3 Modelled Results

Noise modelling was carried out using the Cadna/A software package, a commercially available implementation of the ISO 9613 (ISO, 1994 and ISO, 1996) algorithms.

A 2.3 m noise barrier located on the property line between the residences and the commercial development is required to reduce sound levels from the idling vehicles at the car wash to meet the sound level limits, as shown in Figure 4. The barrier must be continuous without gaps and cracks with a minimum face density of 20 kg/m².

In addition to the noise barrier an acoustic door was required to reduce sound levels from the entrance and exit to the car wash. The selected Upwardor Solalite 5-Wall polycarbonate door was incorporated into the modelling and details can be found in Appendix A. The door is constructed of 5/8" thick polycarbonate sheeting, which has an STC 21 rating, reducing sound emanating through the doors by approximately 10 dB. To ensure the acoustic performance of the door, gaps and cracks around the perimeter of the door will be minimized during installation. The acoustic door significantly reduces the sound from the car wash.

The predicted sound levels at PORs following the implementation of the barrier and the acoustic door are presented in Table 3.

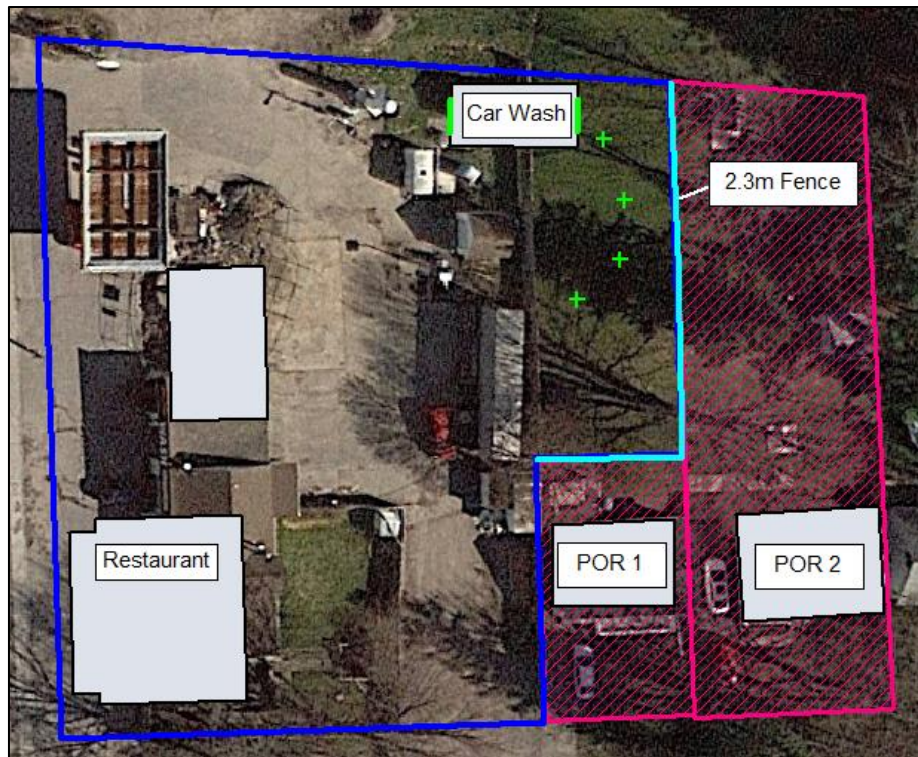


Figure 4: Location of 2.3 m Noise Barrier (Fence)

Table 3: Predicted Sound Levels from the Car Wash – Mitigated with 2.3 m Noise Barrier and Acoustic Door

Receptor	Location	Predicted Daytime Sound Level	Sound Level Limit	Meets Criteria?
POR1	Façade	42 dBA	50 dBA	Yes
	Outdoor Area	43 dBA	50 dBA	Yes
POR2	Façade	41 dBA	50 dBA	Yes
	Outdoor Area	49 dBA	50 dBA	Yes
POR3 ^[1]	Façade	41 dBA	50 dBA	Yes
	Outdoor Area	41 dBA	50 dBA	Yes
POR4 ^[1]	Façade	33 dBA	50 dBA	Yes
	Outdoor Area	35 dBA	50 dBA	Yes

Notes: [1] The values presented for these receptors do not include the effect of existing fences which could reduce the levels presented further.

4 CONCLUSION

RWDI conducted a noise feasibility assessment for the proposed expansion of an existing gas station at 262 Gorham Road in Ridgeway, Ontario to include a car wash. This noise feasibility assessment has been completed to determine the compatibility of the new car wash with existing residential land uses. This noise feasibility assessment considered the potential cumulative impact of sound from the restaurant with drive-thru but does not specifically assess the compatibility of the proposed restaurant that may be located adjacent to the gas station expansion.

The addition of the car wash was found to be feasible with the following requirements:

- The carwash operates only between 0700 and 1900h with a single lane for queuing vehicles;
- The AquaDri E-30 On-Board Static dryer is installed, allowing the car wash doors remain closed for the wash and drying cycles;
- Upwardor Solalite 5-Wall polycarbonate door will be used for the entrance to the car wash; and
- A 2.3 m (8 ft.) noise barrier is constructed along the eastern property line to reduce sound at the existing residences. The barrier must be continuous without gaps and cracks with a minimum face density of 20 kg/m².

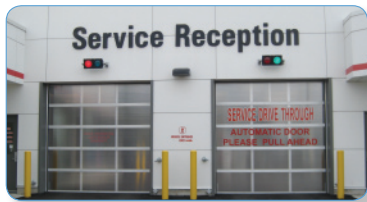
5 REFERENCES

1. Ontario Ministry of the Environment and Climate Change (MOECC), August 2013, Publication NPC-300, *Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning*
2. International Organization for Standardization (ISO), 1994b, International Standard ISO 9613-1:1994, *Acoustics –Attenuation of Sound during propagation outdoors. Part 1: Calculation of the absorption of sound by the atmosphere.*
3. International Organization for Standardization (ISO), 1996, International Standard ISO 9613-2:1996, *Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation*

APPENDIX A

[SOLALITE]

TRANSLUCENT ALUMINIUM



DESIGN INTEGRITY VALUE

Like our other innovative quality products, the Solalite polycarbonate door is another exceptional example of our sophisticated engineering and leading-edge technology.

Solalite translucent aluminum doors offer superior thermal properties, corrosion, moisture and impact resistance under the most demanding environmental conditions. It is a door unrivalled in the industry and was designed to outperform and outlast the competition.

The sleek, contemporary design of Solalite doors complement current architectural trends and these doors can be found in a wide variety of applications including automotive dealerships, service centres, fire halls, industrial and commercial facilities, car washes, agricultural environments and many other locations.



quality & durability

+ Solalite's exclusive features include:

FEATURE	BENEFIT
▶ Aluminum framed construction	▶ Superior corrosion resistance
▶ Polycarbonate translucent glazing	▶ Ensures lightweight doors that are virtually unbreakable and energy efficient
▶ Continuous hinge design	▶ Inhibits water build up between sections
▶ 2 inch construction and built-in integral strut in the meeting rails	▶ Provides extra strength and long term durability
▶ Thermally broken frame	▶ Eliminates ice build-up on the door interior – the only door in the industry with this optional feature
▶ Corrosion resistant hardware package	▶ Ensures operation and protection in harsh environments

TRANSLUCENT ALUMINIUM



THE BEST DOOR DESERVES THE BEST OPERATOR.



UNIQUE DESIGN

The **PowAirDor Pneumatic** operating system coupled with the Solalite door offers a comprehensive door package engineered to withstand the most demanding environmental conditions. Available in both trolley and side mount models, the **PowAirDor's** unique design and built-in safety features makes this system virtually maintenance free, environmentally friendly, dependable and safe.

Ensure your Solalite door gets a **PowAirDor** operating system for maximum durability and reliability!

Thermally Broken Frame (optional)

Continuous Hinge Extrusion



sleek design

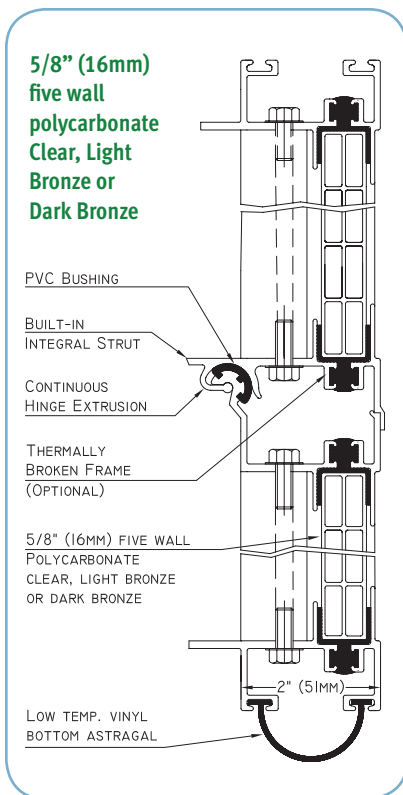
translucent

leading edge technology

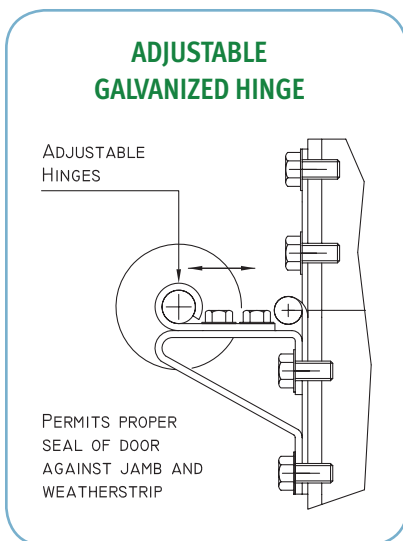
FEATURING A CONTINUOUS HINGE AND THERMALLY BROKEN DOOR

[SOLALITE]

PANEL CROSS SECTION AND ADJUSTABLE HINGE



ADJUSTABLE GALVANIZED HINGE



DOOR SECTIONS: Solalite door sections are 51mm (2 inches) thick and are extruded from 6063-T6 aluminum alloy in a standard clear anodized finish. All aluminum members are 2mm (.070 inches) wall thickness and 3mm (.115 inches) thick at hardware mounting locations. Perimeter framing including meeting rails, end stiles and top and bottom rails incorporate a thermal break — which is optional — to eliminate thermal conductivity between interior and exterior of sections. Meeting rails are interlocking with a continuous hinge designed to inhibit water entry and freezing between joints. Meeting rails also possess an integral strut bar designed to add extra strength to frame sections. Hinges at section ends are combined with roller brackets and are fully adjustable. Centre stiles are installed behind polycarbonate glazing. Doors over 4875 mm (16 feet) wide incorporate double end hinges. Bottom sections are available in optional insulated aluminum stucco embossed or glazed in polycarbonate. Doors have a perimeter weatherstrip of aluminum extrusion with low temperature vinyl.

GLAZING: Glazing materials are 16mm (5/8 inch) thick translucent polycarbonate, five wall, are available in clear, light or dark bronze tint. Polycarbonate runs the full width of the door and is encased in a neoprene seal with both ends enclosed to minimize condensation and dust build up in air cavities. The optional oval cut out window is 457mm x 203mm (18 inches x 8 inches) and is 3mm (1/8 inch) or 6mm (1/4 inch) thick in clear acrylic or polycarbonate. The optional full view glazed panel runs the full width of the door (maximum 10 foot wide door) in clear polycarbonate or acrylic 3mm (1/8 inch) or 6mm (1/4 inch) thick.

TRACKS: Tracks are 51mm (2 inch) thick minimum of 14 gauge or 76mm (3 inch) thick minimum of 12 gauge galvanized steel. All vertical tracks are bolted and assembled to a continuous vertical angle of 51mm x 102mm (2 inches x 4 inches) of minimum 14 gauge, or to jamb brackets of 11 gauge and are fully adjustable. Horizontal tracks have a maximum radius of 381mm (15 inches) with a continuous 12 gauge angle, 38mm x 51mm (1 1/2 inches x 2 inches), welded to the horizontal tracks. Powder coated hardware is optional and available for corrosive environments.

HINGES: Roller carriers are minimum 13 gauge galvanized steel to suit door width. (For 4875mm or 16 foot wide doors and over, specify double end hinges. Strut bar reinforcement is required for doors 6096mm or 20 feet and wider.) Rollers are 51mm (2 inches) or 76mm (3 inches) in diameter, 10 ball bearing with hardened raceway and cold rolled 11mm diameter x 14mm stem (7/16 inch diameter x 4 1/2 inch stem.) Long stem, 203mm (8 inch), rollers are supplied with double end hinges. Rust proof bearingless Nystroll stainless steel, nylon rollers in 51mm (2 inch) or 76mm (3 inch) diameter available for corrosive environments.

TORSION SPRINGS: Torsion springs are oil tempered with 10,000 standard cyclage (specify higher cyclage if required to maximum 125,000 cycles) fitted on a continuous 25mm (1 inch) hollow, 14 gauge tube shaft, or on a 25mm (1 inch) cold rolled solid shaft, keyed and mounted on ball bearings, supported by heavy gauge gusset plates. (Counter weight system available on request.) Galvanized springs available for corrosive environments.

CABLE DRUMS: Should suit the type of lift required and be able to withstand maximum cycle requirements. Cables are made of galvanized aircraft grad, 7 x 19 constructions, designed to suit door weight at a safety factor of 8 to 1. Stainless steel cable available for corrosive environments.

NOTE: When specifying Chain Hoist or Jack Shaft Electrical operator on standard lift doors, use solid shaft, spreader bars, and pusher springs. For car wash, explosion proof or high cycle applications, use PowAirDor pneumatic operator.

CORROSION PACKAGE: For harsh environments Upwardor offers corrosion protection hardware which includes powder coated hardware, galvanized springs, zinc plated shaft, stainless steel cables and Nystroll rust proof rollers.

OPTIONS: Upwardor offers a full range of hardware options regarding lift, door operating devices and safety features. Please consult factory for specifications.



8025 Lawson Road
Milton, ON Canada L9T 5C4
Toll Free: 1-800 667-3367

sales@upwardor.com
www.upwardor.com

APPENDIX "5" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

AquaDri® Dryers



AquaDri Dryer Model	Noise Levels in dBA									
	<u>Feet from Exit End</u>					<u>Feet from Entrance End</u>				
	<u>10</u>	<u>20</u>	<u>30</u>	<u>40</u>	<u>50</u>	<u>10</u>	<u>20</u>	<u>30</u>	<u>40</u>	<u>50</u>
FS-30 30hp Freestanding	91	86	83	80	75	88	85	80	79	77
FS-40 40hp Freestanding	92	87	84	81	77	89	84	81	80	78
E-20 20hp On-Board Static	84	82	78	74	72	83	80	75	73	71
E-30 30hp On-Board Static	85	83	80	76	74	84	81	78	75	72
C-15 15hp On-Board Contouring	92	88	84	80	77	90	86	82	80	77

Length of Drying Cycle	Electricity Consumption in kW									
	<u>Electricity Consumed (kW)</u>					<u>Electricity Cost*</u>				
	<u>30 seconds</u>	<u>1 minute</u>	<u>1.5 minutes</u>	<u>2 minutes</u>	<u>60 minutes</u>	<u>30 seconds</u>	<u>1 minute</u>	<u>1.5 minutes</u>	<u>2 minutes</u>	<u>60 minutes</u>
10hp motor consumption in kW	7.460									
Local cost per kWh* (input)	\$0.0728									
Total Dryer HP	0.340	0.464	0.589	0.713	15.136	\$0.0248	\$0.0338	\$0.0429	\$0.0519	\$1.1019
30	0.510	0.697	0.883	1.070	22.704	\$0.0371	\$0.0507	\$0.0643	\$0.0779	\$1.6528
40	0.680	0.929	1.178	1.426	30.272	\$0.0495	\$0.0676	\$0.0857	\$0.1038	\$2.2038
45	0.819	1.099	1.379	1.659	34.110	\$0.0596	\$0.0800	\$0.1004	\$0.1207	\$2.4832

* The local utility company may add a surcharge for peak demand, which is not reflected in these cost calculations.



**Proposed Lucky Gas Development
(Gas Station, Restaurant with
Drive-Through and Car Wash)**

262 Gorham Road

AND

**Proposed Petrogold Development
(Gas Station and Restaurant with
Drive-Through) 275 Gorham Road**

Town of Fort Erie

Traffic Impact Study

Prepared by:

Tranplan Associates Inc.

Toronto 416-670-2005

Sudbury 705-522-0272

Peterborough 705-874-3638

www.tranplan.com

Prepared for:

Luck Gas Development

Petrogold Development

January, 2019



February 15, 2019

Mr. Greg Taras, RPP
Urban and Environmental Management Inc.
4701 St. Clair Avenue, Suite 301
Niagara Falls, ON
L2E 3S9
and
Mr. Michael Fry, RPP
D.G. Biddle and Associates Limited
96 King Street East
Oshawa, ON
L1H 1B6

Re: Traffic Study for Lucky Gas (Gas Station with Convenience Store, Restaurant with Drive-Through and Car Wash) Development on 262 Gorham Road and for Petrogold (Gas Station with Convenience Store, Restaurant with Drive-Through) Development on 275 Gorham Road, Town of Fort Erie

Enclosed please find our final report on the traffic study for the proposed two developments on Gorham Road, both including mainly Gas Station with Convenience Store and Restaurant with Drive-Through operations land uses.

The study carried out a detailed examination of the impacts of existing, future background and the impact of the site-generated traffic on the future background traffic (the impact of both developments was assessed independently as well as the impact of the combined developments) on the adjacent road network. The study also provides preliminary review of the Friendship Trail crossing on Gorham Road based on OTM Book 12 and Book 15 warrants involving pedestrians. The study reached the following conclusions:

- Under the existing conditions and 2024 background traffic conditions (12% increase to reflect growth in the study area), the intersection capacity analysis results indicate that the Gorham Road/Disher Street intersection operates at



good Level of Service with residual capacity to accommodate future growth in the existing road network.

- When the impacts of the Lucky Gas Development and the Petrogold Development are assessed independently, there is a minor impact on the study road network (the study intersections continue to operate at good Levels of Service with residual capacity) and the impacts are mostly contained within the proposed development sites. That is, the traffic passing by the proposed developments or traffic turning into the Lucky Gas or the Petrogold sites, will experience good Levels of Service at the site entrance driveways. There will be some delays and associated minor queuing at the site entrance driveways for vehicles exiting the development sites on Gorham Road.
- Under the 2024 planning horizon, with the increase in background traffic added to the full build-out of both developments, the overall impact on the study intersections are at acceptable Levels of Service. There are slight increases in delay and associated 95th percentile queues and some reductions in the capacity at the study intersection. However, the greatest impact is found at the site entrance driveways on Gorham Road with the vehicles exiting the study sites by making left turns. Even though the outbound left turn movements are projected to operate at poor Levels of Service, the amount of delay projected reflects conditions typically found during peak hour conditions at the urban arterial/collector commercial driveways, and are acceptable. In assessing the three principal components of intersection MOE's (measures of effectiveness - delay, queue length and v/c ratio), there is sufficient capacity in the study road network to accommodate the traffic from the study site, as well as traffic growth beyond the 2024 planning horizon.
- Review of the Friendship Trail Crossing on Gorham Road based on OTM Book 12 and Book 15 warrants for pedestrian traffic signals and crossing treatments respectively, indicates that the projected 2024 pedestrian and vehicular traffic volumes do not meet the warrant volumes for Pedestrian Traffic Signals. The projected volumes, based on OTM Book 15, Table 7: The Pedestrian Crossover Treatment Matrix, fall under Level 2: Type B as the PXO treatment.
- The Town of Fort Erie, in conjunction with the Region of Niagara is considering undertaking a full review of trail crossings in 2019 or 2020. The study



recommends that the final crossing treatment this location take into account the design of the site entrance driveways for both Lucky Gas and Petrogold developments.

If you should require further information on the study, please do not hesitate to contact us at your convenience.

Yours truly,

Seo-Woon (Swan) Im, B.E.S
Senior Transportation Planner

Toivo Rukholm, P. Eng.,
Project Engineer



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B Intersection Analysis Summaries
C OTM Book 12: Justification 6: Pedestrian Signal Warrant Analysis.
D OTM Book 15: Pedestrian Crossover Selection Matrix and Level 2 Type B Examples

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1. INTRODUCTION AND BACKGROUND

Tranplan Associates is pleased to present the results of a traffic impact study for two developments on Gorham Road, located just south of the Friendship Trail (see **Exhibit 1.1 – Key Map**). The proposed *Lucky Gas Station with Convenience Store, an Automatic Car Wash and a Restaurant with Drive-Through* Development (Lucky Gas) consists of approximately 406 m² (4,360 ft²) of total floor space for a restaurant with drive-through, a gas station with 8 fuelling positions and a convenience store, is located on the east side at 262 Gorham Road, in Ridgeway, Town of Fort Erie, (see **Exhibit 1.2A – Proposed Site Plan**). The proposed *Petrogold Gas Station with Convenience Store and a Restaurant with Drive-Through* Development (Petrogold) consists of approximately 291.4 m² (3,130 ft²) of total floor space for a restaurant with drive-through, a gas station with 6 fuelling positions and a convenience store is located on the west side at 275 Gorham Road, in Ridgeway, Town of Fort Erie (see **Exhibit 1.2B – Proposed Site Plan**).

Tranplan Associates has been retained by the owners of both developments to carry out one traffic impact study to assess the impact of individual developments as well as the impact of both developments on the adjacent road network. The Terms of Reference for the study from the Town was received through the planners (Urban and Environmental Management Inc., and DG Biddle and Associates Limited) and included assessment of Gorham Road, Disher Street and the site entrance driveways on Gorham Road and on Disher Street of the proposed developments. A preliminary review of the Friendship Trail located to the north (forms the norther boundary) of both properties and the crossing on Gorham Road is also provided.

Tranplan Associates carried out site visits on Friday August 24th and on Saturday August 25th, 2018 (as requested by the Town to collect both summer weekday and weekend volumes) to collect current traffic data at the study intersections. The traffic volumes forecasts for this study have been based on observed

EXHIBIT 1.1: KEY MAP

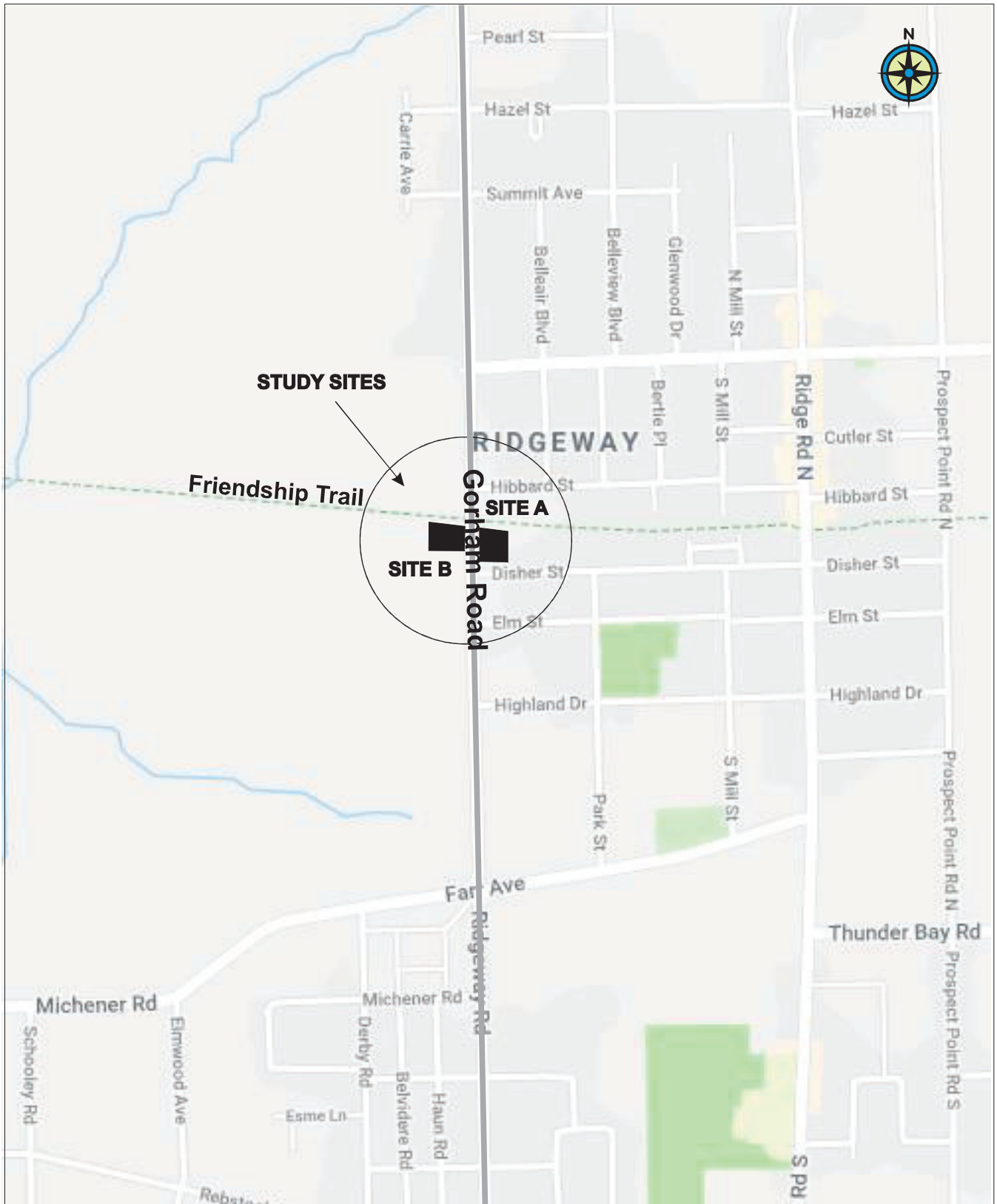


EXHIBIT 1.2A: LUCKY GAS PROPOSED SITE PLAN

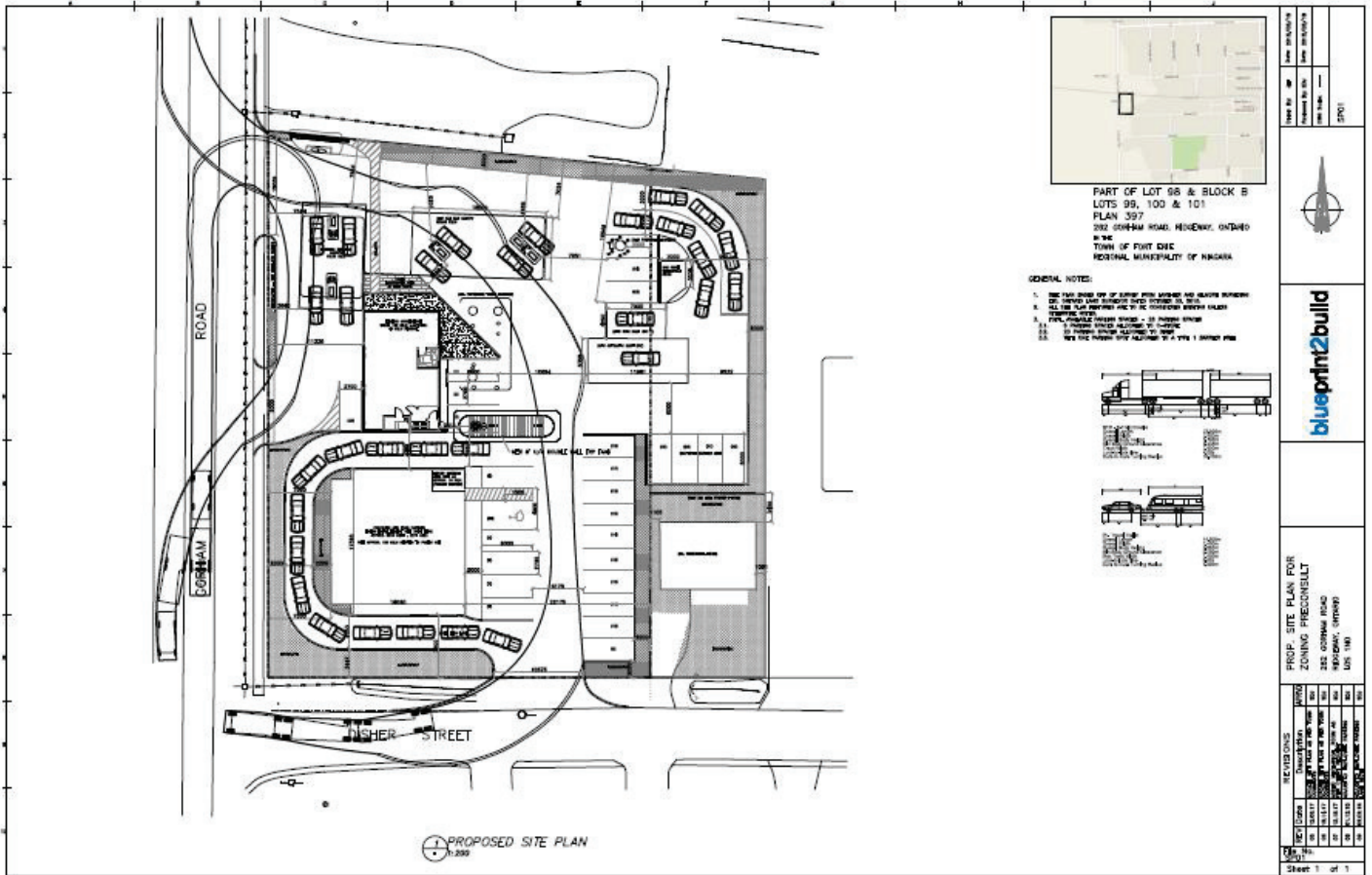
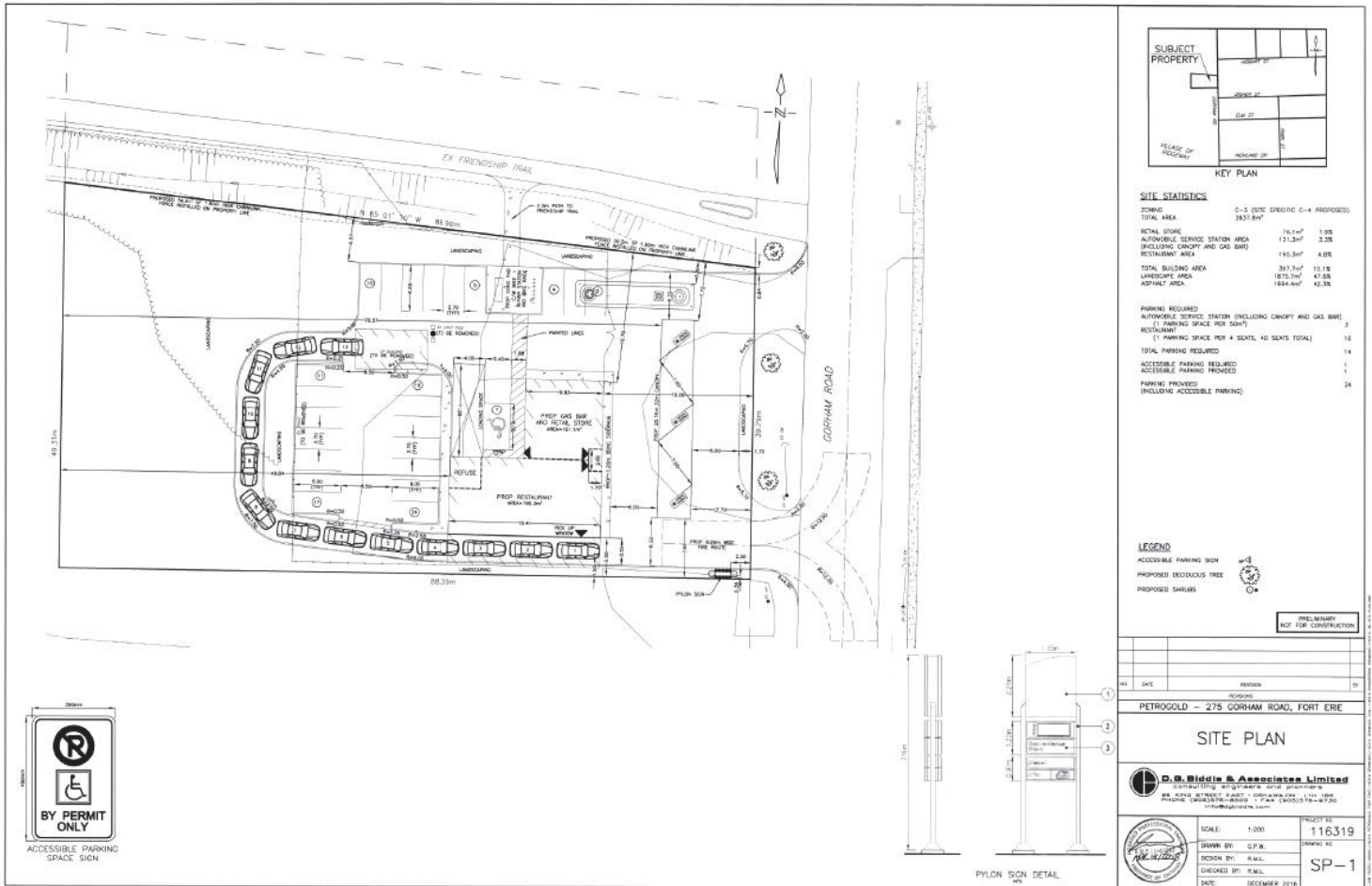


EXHIBIT 1.2B: PETROGOLD PROPOSED SITE PLAN





weekday morning peak, weekday afternoon peak and Saturday peak hour of observed summer traffic volumes (see **Appendix "A"**).

Detailed intersection capacity analyses have been carried out to assess the existing conditions and to assess the impact of the proposed development on the study area road network. The analysis included assessments of planned full build-out of the site development by 2019 and forecast represented by 2024 planning horizon.

This report describes the study methodology and presents the findings and recommendations from the analysis.



2. EXISTING CONDITIONS

2.1 The Study Site

The study sites are located on Gorham Road, just south of the Friendship Trail, across the street, facing each other. The Lucky Gas property (located on the east side of the street) is currently under renovation/re-development of the existing gas station/convenience store/car wash facilities. The Petrogold study site (located on the west side) has an unoccupied building formerly used for automotive related services. The study sites and the intersection controls and lane configurations used for study analyses are provided in **Exhibit 2.1 – Existing Traffic Control and Lane Configurations**.

2.2 Access to the Study Site

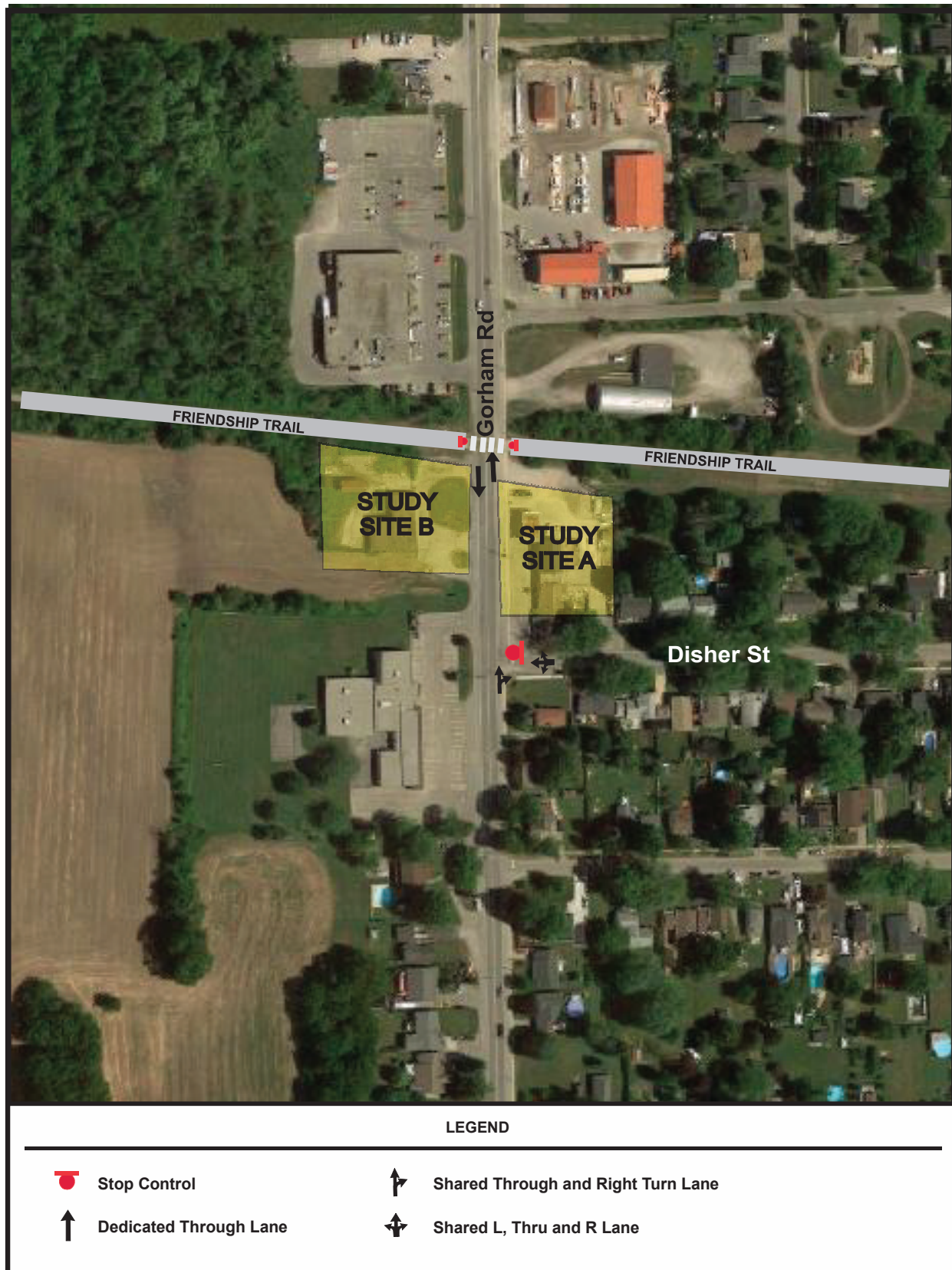
Gorham Road

Gorham Road in the vicinity of the study sites is identified as a Collector Road under the jurisdiction of the Town of Fort Erie. In the vicinity of the study sites, it has a two-lane rural cross-section, paved shoulders, sidewalks only on the east side and a posted speed limit of 50 km/h. Based on the observed traffic volumes, the daily traffic is assumed to be approximately 9,000 vehicles per day (a factor of 10 was applied to PM peak hour volume).

Disher Street

Disher Street is a local road under the jurisdiction of the Town of Fort Erie. In the vicinity of the study site, it has a two-lane rural cross-section, surface treated pavement, gravel/grass shoulder, ditch, sidewalks on the north side of the street and an assumed speed limit of 50 km/h. Based on the observed traffic volumes, the daily traffic is assumed to be approximately less than 1,000 vehicles per day (a factor of 10 was applied to PM peak hour volume).

Exhibit 2.1: Existing Traffic Control and Lane Configurations





2.3 Peak Hour Traffic Volumes/Level of Service (LOS)¹

Tranplan Associates carried out site visits on Friday August 24th and on Saturday August 25th, 2018 to collect current traffic data at the study sites. The traffic volumes forecasts for this study have been based on weekday morning peak (9:45 AM – 10:45 AM), weekday afternoon peak (4:15 PM – 5:15 PM) and Saturday mid-day (2:15 PM – 3:15 PM) periods. **Exhibit 2.2(a)** illustrates the 2018 peak hour volumes used for study analysis.

Detailed intersection capacity analyses were carried out to assess the current operation of the study intersections. The intersection assessment was performed using the *Trafficware Traffic Signal Timing* software -*Synchro Version 9.0*. The results of these analysis are summarized in **Table 2.1: Summary of Intersection Capacity Analysis** and detailed calculation sheets are provided in **Appendix "B"**.

Table 2.1: Summary of Intersection Capacity Analysis: Existing Conditions

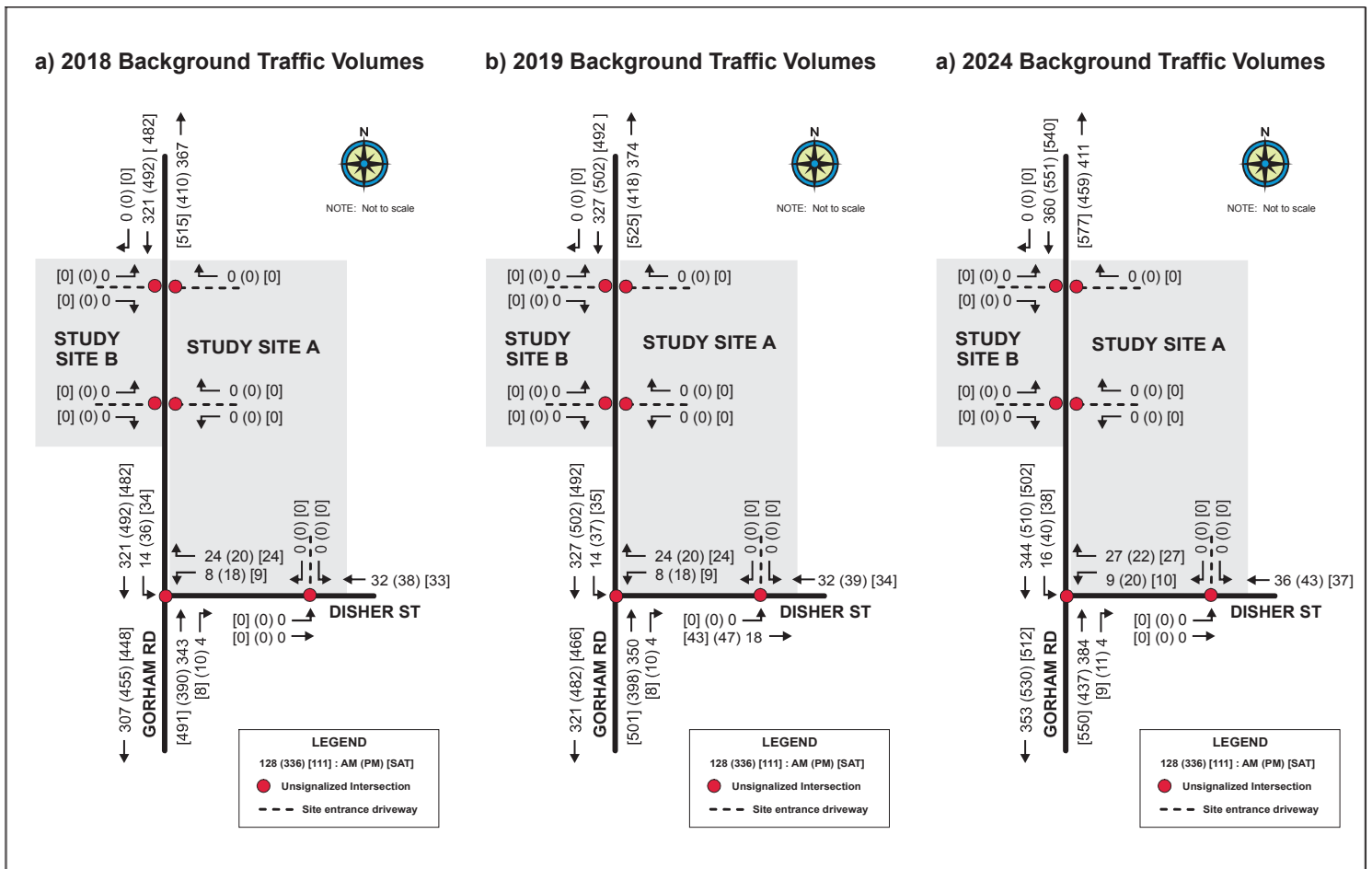
Intersection	Existing Conditions AM Peak				Existing Conditions PM Peak				Existing Conditions Sat Peak				
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	
Gorham Road & Disher Street (TWSC)	WB-LR	B	11.8	0.2	0.06	C	15.9	0.4	0.11	C	15.2	0.3	0.09
	SB-L	A	8.1	0.0	0.01	A	8.3	0.1	0.04	A	8.6	0.1	0.04

Note: Delay in seconds; 95th Queue measurement in vehicles as provided in Synchro output files, see Appendix "B"

The intersection capacity analysis results for the unsignalized intersection of Gorham Road / Disher Street operating with Two-Way-Stop-Control (TWSC) under 2018 existing conditions indicate that during the study peak hours, (AM, PM and Saturday peak hours), the worst individual intersection turning movements are associated with outbound movements (westbound left and right turns) from Disher Street onto Gorham Street. The westbound movement is currently operating at LOS "B" (11.8s), LOS "C" (15.5s) and LOS "C" (15.5s), respectively with queue of less than one vehicle and with residual capacity at the intersection.

¹ Level of Service (LOS) is commonly used in traffic engineering to describe the level of congestion along a roadway or at an intersection. Levels from "A" to "F" denote increasing amounts of congestion with "F" representing a complete breakdown in traffic flow. Level of Service "C" and "D" are commonly used as design standards. However, many individual turning movements at TWSC intersections and commercial entrances along urban arterial corridors operate at LOS "F" during peak periods.

EXHIBIT 2.2: BACKGROUND TRAFFIC VOLUMES



Gas Stations and Convenience Store/Restaurant, Fort Erie, Traffic Impact Study – January 2019



The intersection capacity analysis indicates that the study site intersection under 2018 existing peak hours conditions are operating at very good Level of Service with sufficient residual capacity and no meaningful queuing at the study intersection.



3. TRAFFIC FORECASTS

3.1 Background Traffic

Background traffic is defined as all traffic within the study area that is not related to the proposed development. For planning purposes, the 2018 traffic volumes were projected ahead to 2019 and 2024 based on an average growth rate of 2.0% per annum for the traffic passing through the study sites on Gorham Road and on Disher Street (see **Exhibit 2.2:** Background Traffic Volumes).

3.2 Traffic Generation by the Proposed Developments

Based on information provided by the proponents, the following are planned for each of the developments:

Lucky Gas Development

- A gas station with eight fueling positions; and
- A convenience store approximately 250 m² or 2,700 ft²; and
- A Fast Food Restaurant with Drive-Through Window; and
- A Single Vehicle Automatic Car Wash and a Single Self-Serve Car Wash Bay

Petrogold Development

- A gas station with six fueling positions; and
- A convenience store approximately 250 m² or 2,700 ft²; and
- A Fast Food Restaurant with Drive-Through Window

Forecasts of future site trip generation were developed using the trip generation relationships taken from the current Institute of Transportation Engineers (ITE) *Trip*



*Generation Manual*². The following *ITE* land use categories were used:

- *Gasoline/Service Station with Convenience Market (LU 945)*
- *Fast Food Restaurant with Drive Through Window (LU 934)*
- *Car Wash (LU 948)*

For land use category *Gasoline/Service Station with Convenience Market (LU 945)*, the *ITE* presents users with an option of using one of two independent variables to calculate the number of site-generated trips and they include the number of fueling positions and the size of the convenience store. For this study, the trips based on the number of fueling stations was chosen to best represent the site traffic. For land use category *Fast-Food Restaurant with Drive-Through Window (LU 934)* is based on the size of the restaurant, and for *Car Wash (LU 948)* land use, the size of the car wash building was considered to calculate the trip generation of the automatic car wash land use.

A detailed summary of the trip generation calculations for each development is provided in **Table 3.1A** and **Table 3.1B**. The total site trip generation described above will have two components: new traffic attracted to the study site and pass-by traffic attracted from the adjacent traffic streams. The resulting number of site generated trips is illustrated in **Exhibit 3.1A** and in **Exhibit 3.1B**.

3.2.1 Pass-by Trips

The *ITE* trip generation forecast relationships compute total driveway traffic volumes. However, depending on the type of development, not all driveway volumes are new traffic. Some of this traffic can be drawn from the passing traffic stream. The current *ITE Trip Generation Handbook*³ contains detailed information on percentage of pass-by traffic for a

² The Institute of Transportation Engineers, based in the United States, is an international association for traffic engineers and transportation planners. The organization publishes a number of handbooks and manuals, including the *Trip Generation Manual* which is based on American and Canadian experience. The 10th edition of this publication was used.

³ *ITE Trip Generation Handbook*, 3rd Edition.

Table 3.1A: Projected Trip Generation by Lucky Gas Development

LAND USE	WEEKDAY AM PEAK HOUR				WEEKDAY PM PEAK HOUR				SATURDAY PEAK HOUR			
	ITE Trip Generation Manual - 10 th Edition	Vehicle Trips			ITE Trip Generation Manual - 10 th Edition	Vehicle Trips			ITE Trip Generation Manual - 10 th Edition	Vehicle Trips		
		Total	In	Out		Total	In	Out		Total	In	Out
Gasoline/Service Station with Convenience Market (ITE LU#945) - 8 fueling positions	<u>Trips Per Fueling Position</u> 13.66 per pump (pk hr. factor)	109	51%	49%	<u>Trips Per Fueling Position</u> 15.87 per pump (pk hr. factor)	127	50%	50%	<u>Trips Per Fueling Position</u> 19.28 per pump (pk hr. factor)	154	50%	50%
	Pass-by: 50% New Trips	55 55	27 28	27 26	Pass-by: 50% New Trips	63 63	32 32	32 32	Pass-by: 50% New Trips	77 77	39 39	39 39
Fast Food Restaurant with Drive-Through Window (ITE LU#934) - GFA 2,950 ft ²	<u>Trips Per 1,000 ft² GFA</u> 50.97 per 1,000 ft ² GFA	150	52%	48%	<u>Trips Per 1,000 ft² GFA</u> 51.36 per 1,000 ft ² GFA	152	51%	49%	<u>Trips Per 1,000 ft² GFA</u> 54.86 per 1,000 ft ² GFA	162	51%	49%
	Pass-by: 50% New Trips	75 75	38 41	38 35	Pass-by: 50% New Trips	76 76	38 39	38 36	Pass-by: 50% New Trips	81 81	40 42	40 39
Car Wash Including Automatic and Self-Serve (Tranplan Files)	Not Provided				Automatic car Wash rate based on maximum 12 Washes per Hour: PM Rate 5 vehicles washes	10	50%	50%	Automatic car Wash rate based on maximum 12 Washes per Hour: Sat Rate 10 vehicles washes	20	50%	50%
Total	Total Trips: Pass-By Trips: New Trips:	260 130 130	134 65 69	126 65 61	Total Trips: Pass-By Trips: New Trips:	278 139 139	141 70 71	138 70 68	Total Trips: Pass-By Trips: New Trips:	316 158 158	160 79 81	156 79 77

*Note: Numbers do not add up exactly due to rounding

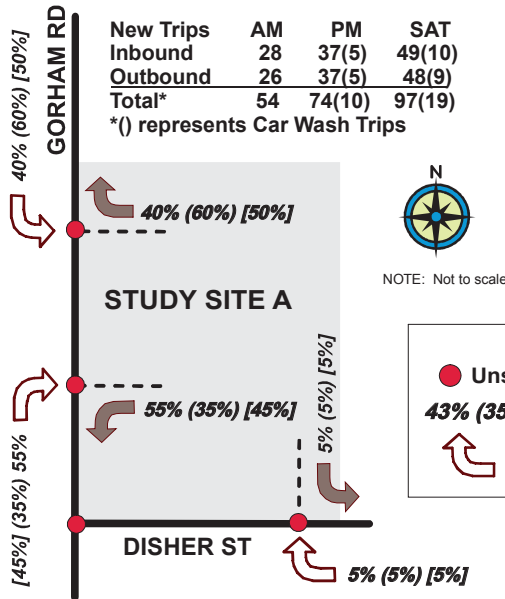
Table 3.1B: Projected Trip Generation by Petrogold Development

LAND USE	WEEKDAY AM PEAK HOUR				WEEKDAY PM PEAK HOUR				SATURDAY PEAK HOUR			
	ITE Trip Generation Manual - 10 th Edition	Vehicle Trips			ITE Trip Generation Manual - 10 th Edition	Vehicle Trips			ITE Trip Generation Manual - 10 th Edition	Vehicle Trips		
		Total	In	Out		Total	In	Out		Total	In	Out
Gasoline/Service Station with Convenience Market (ITE LU#945) - 6 fueling positions	<u>Trips Per Fueling Position</u> 13.66 per pump (pk hr. factor)	82	51%	49%	<u>Trips Per Fueling Position</u> 15.87 per pump (pk hr. factor)	95	50%	50%	<u>Trips Per Fueling Position</u> 19.28 per pump (pk hr. factor)	116	50%	50%
	Pass-by: 50% New Trips	41 41	20 21	20 20	Pass-by: 50% New Trips	48 48	24 24	24 24	Pass-by: 50% New Trips	58 58	29 29	29 29
Fast Food Restaurant with Drive-Through Window (ITE LU#934) - GFA 2,043 ft ²	<u>Trips Per 1,000 ft² GFA</u> 50.97 per 1,000 ft ² GFA	104	52%	48%	<u>Trips Per 1,000 ft² GFA</u> 51.36 per 1,000 ft ² GFA	105	51%	49%	<u>Trips Per 1,000 ft² GFA</u> 54.86 per 1,000 ft ² GFA	112	51%	49%
	Pass-by: 60% New Trips	62 42	31 23	31 19	Pass-by: 60% New Trips	63 42	31 21	31 21	Pass-by: 60% New Trips	67 45	34 22	34 22
Total	Total Trips: Pass-By Trips: New Trips:	186 104 82	96 52 44	90 52 38	Total Trips: Pass-By Trips: New Trips:	200 111 89	101 55 46	99 55 44	Total Trips: Pass-By Trips: New Trips:	228 115 113	115 58 57	113 58 55

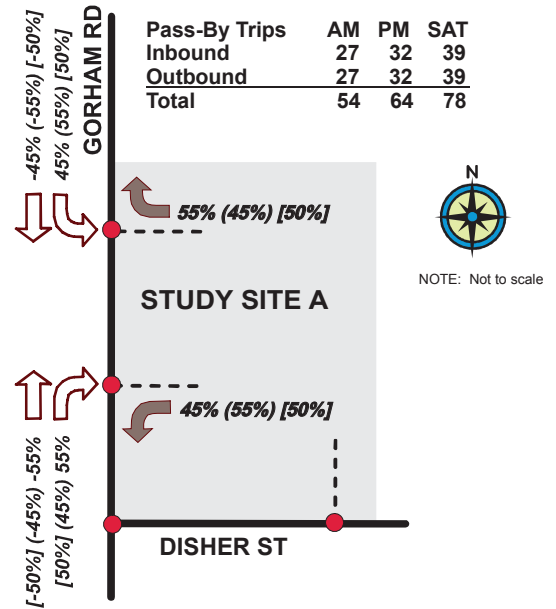
*Note: Numbers do not add up exactly due to rounding

EXHIBIT 3.1A: LUCKY GAS SITE TRAFFIC DISTRIBUTION

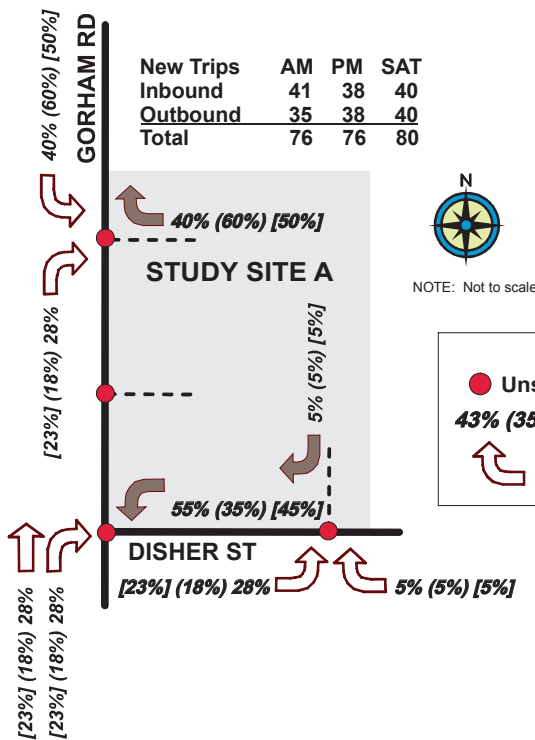
a) Service Station and Car Wash - New Trips



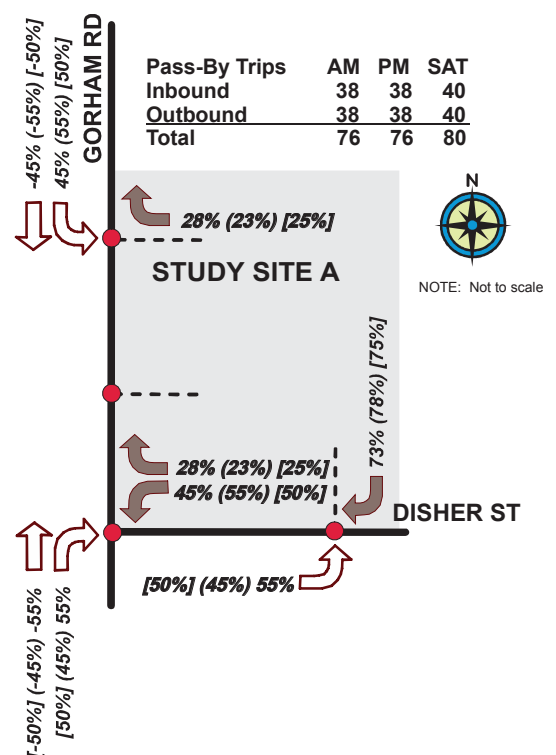
b) Service Station and Car Wash - Pass-By Trips



c) Fast Food Restaurant - New Trips

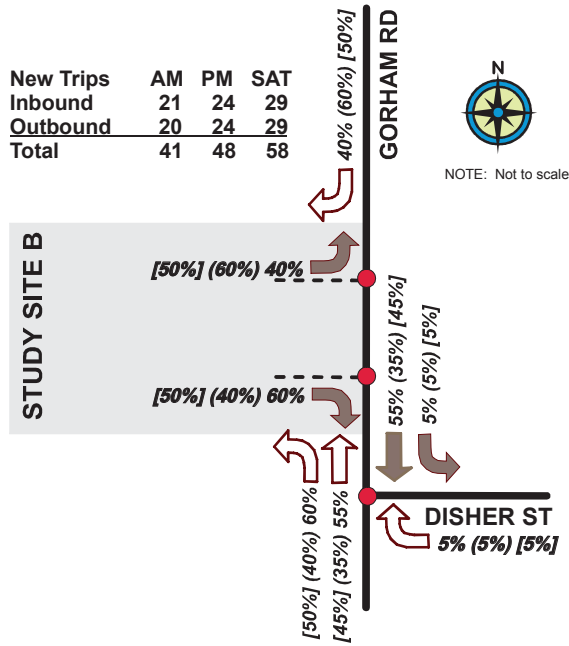


d) Fast Food Restaurant - Pass-By Trips

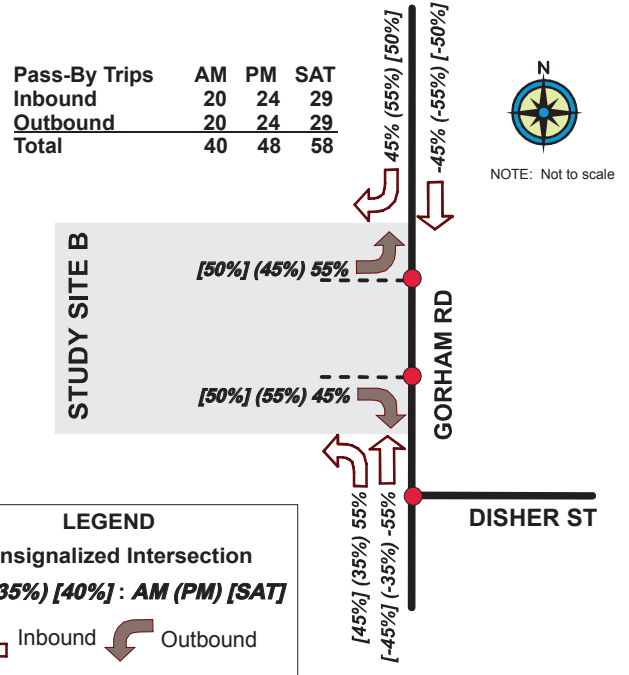


APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020
EXHIBIT 3.1B: PETROGOLD SITE TRAFFIC DISTRIBUTION

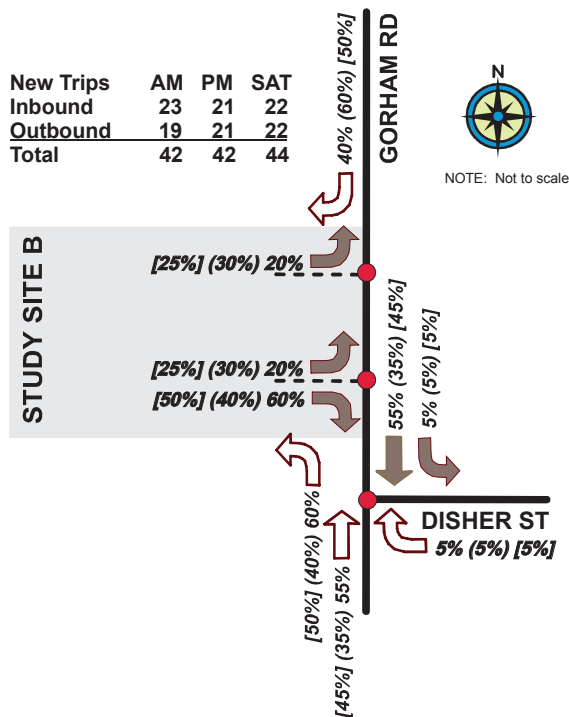
a) Service Station - New Trips



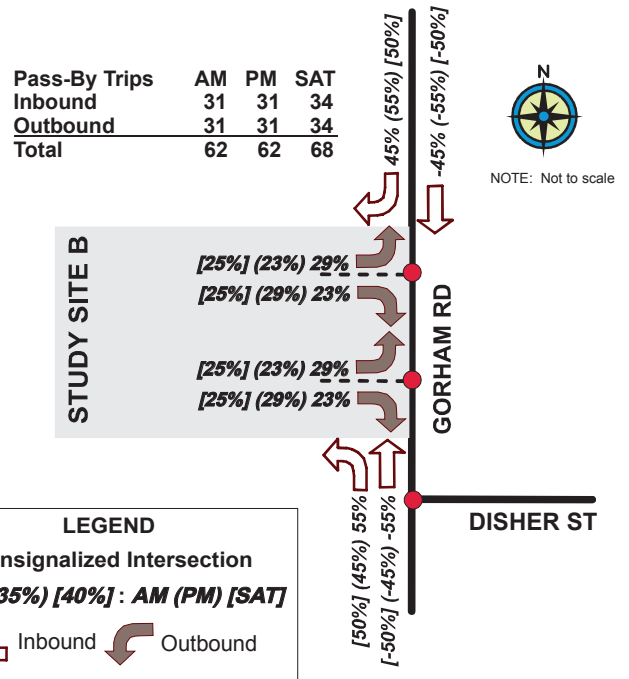
b) Service Station - Pass-By Trips



c) Fast Food Restaurant - New Trips



d) Fast Food Restaurant - Pass-By Trips





number of the different land uses contained in the ITE *Trip Generation Manual*. The proposed land uses planned for the study site can have significant pass-by rates. The total traffic forecasts were then adjusted to account for pass-by traffic. A pass-by rate of 50% was assumed for gas station land use. For Petrogold’s Fast-Food Restaurant with Drive Through Window, the tenant is assumed to be A & W restaurant and 60% of pass-by trips was assumed; Lucky Gas development’s tenant is not yet finalized but informed the study that the restaurant will not have a significant drive-through component, and the study assumed 50% of the restaurant trips to be pass-by trips.

3.2.2 New Site Trip Generation

The total new trips generated by the planned developments were computed by subtracting the pass-by trips from the total forecast trips. The resulting net trips are the new trips that will be added to the forecast background traffic on adjacent road corridors and intersections.

3.3 Directional Orientation of Site Traffic

The directional distribution of the site traffic from each site is described in **Exhibit 3.1A** and **Exhibit 3.1B**. The study developed three gateways for the site traffic, north of the study sites on Gorham Road, south of the study sites on Gorham Road (south of Disher Street) and traffic along Disher Street. The study assumed the following distribution patterns for the new site traffic:

Table 3.2: Site Traffic Distribution

	AM Peak Hour	PM Peak Hour	Sat Peak Hour
North on Gorham Road	40%	60%	50%
South on Gorham Road	55%	35%	45%
on Disher Street	5%	5%	5%

The directional percentages for the pass-by trips were distributed according to the trip patterns that currently exist on the adjacent road network along with certain assumptions of population distribution and the general commuting



patterns in the study area. The study assumed 45%, 55% and 50% pass-by trips from the north on Gorham Road and 55%, 45% and 50% from the south on Gorham Road during AM peak hour, PM peak hour and Saturday peak hour, respectively.

The directional split between the two driveways were determined by the location of the gas pumps, location of the drive-through operation, car wash entrance, general convenience store front door and the general layout of the site.

3.4 Projected Traffic Volumes

Total 2019 and 2024 peak hour traffic volumes were computed by adding the future site-generated traffic from the proposed developments to the 2019 and 2024 background traffic volumes. The resulting peak hour volumes for the study intersection and the proposed site accesses are illustrated in **Exhibit 3.2A**, **Exhibit 3.2B** and **Exhibit 3.2C**.

EXHIBIT 3.2A: LUCKY GAS SITE TRAFFIC VOLUMES

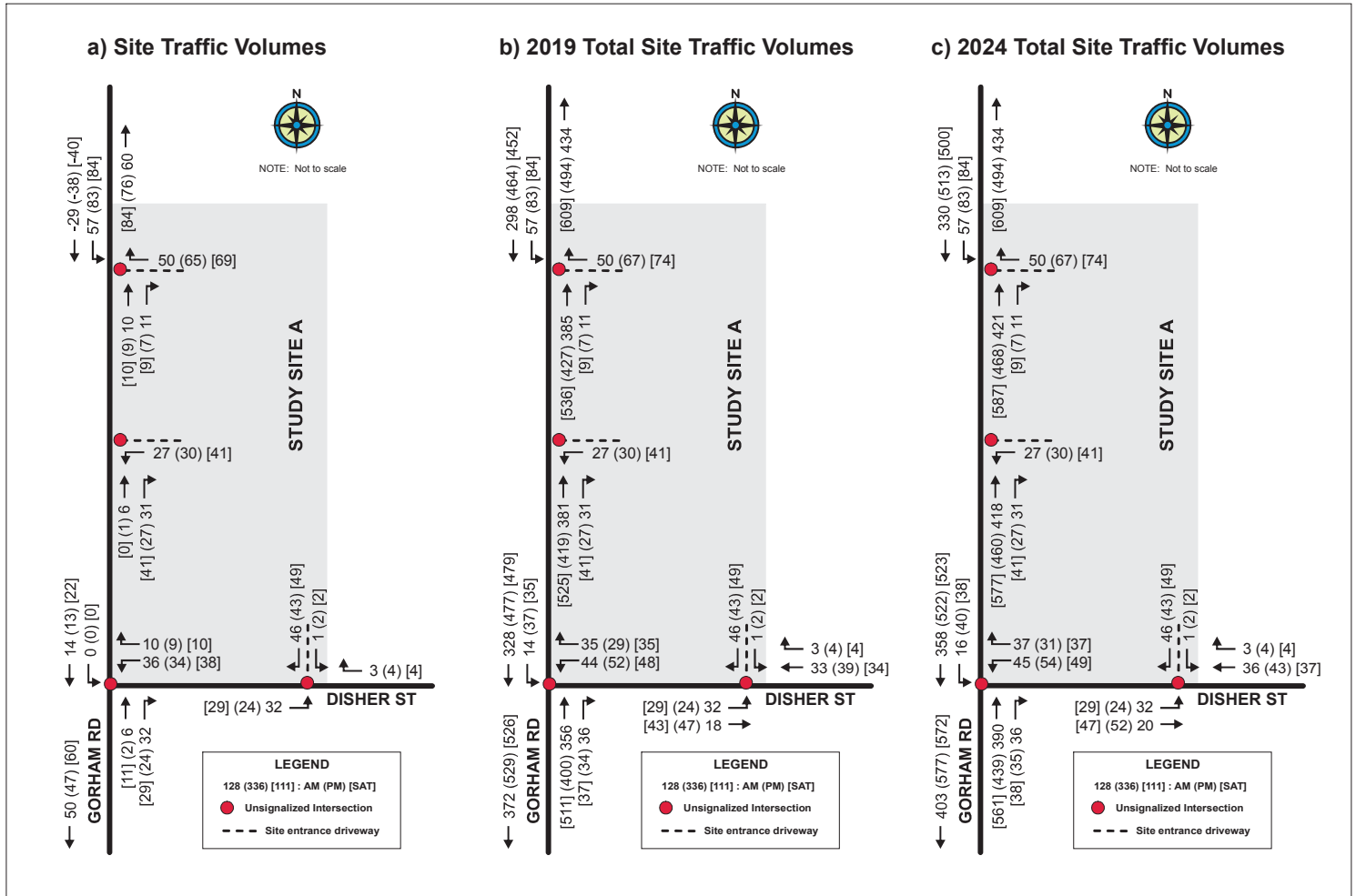


EXHIBIT 3.2B: PETROGOLD SITE TRAFFIC VOLUMES

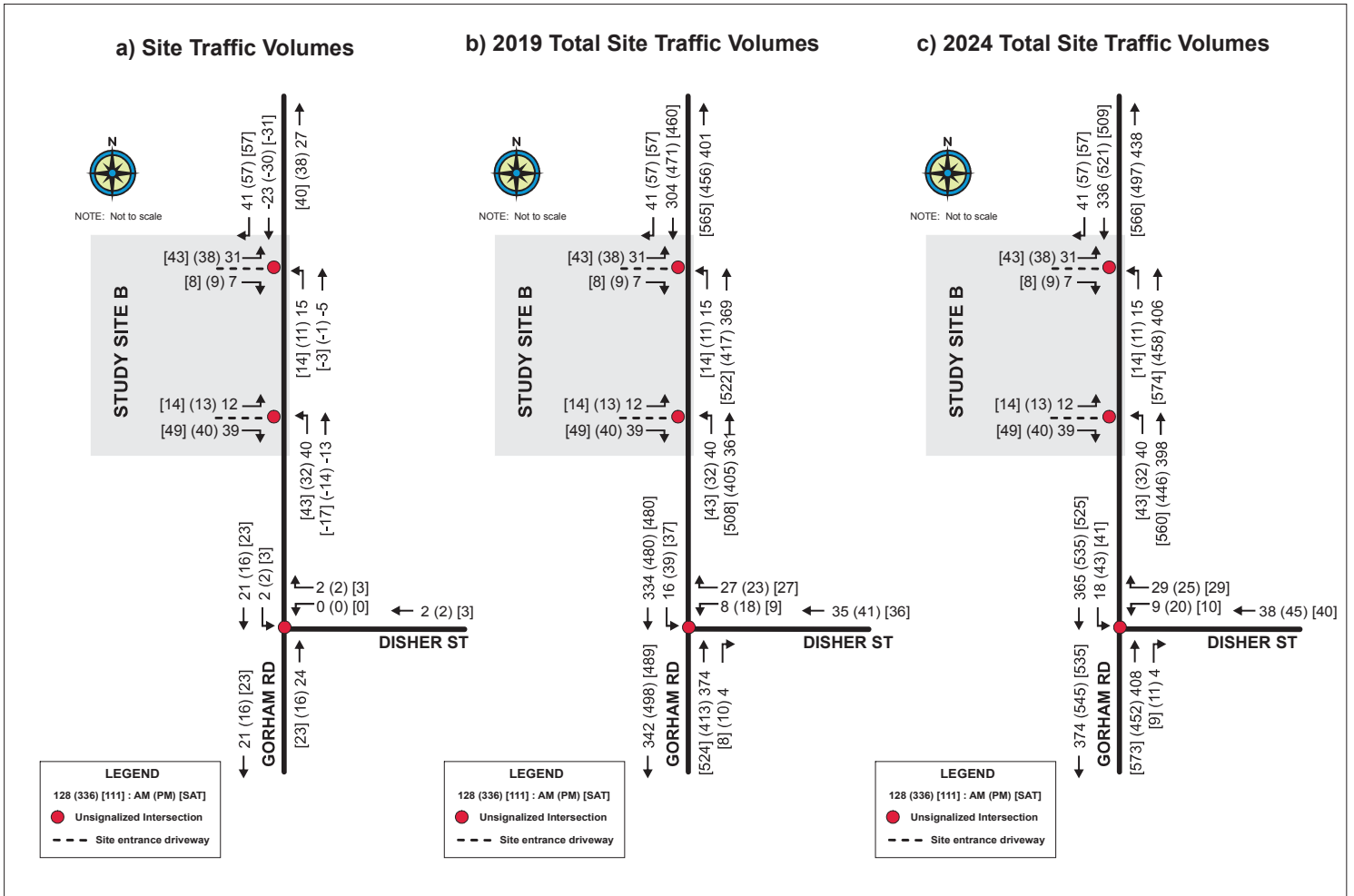
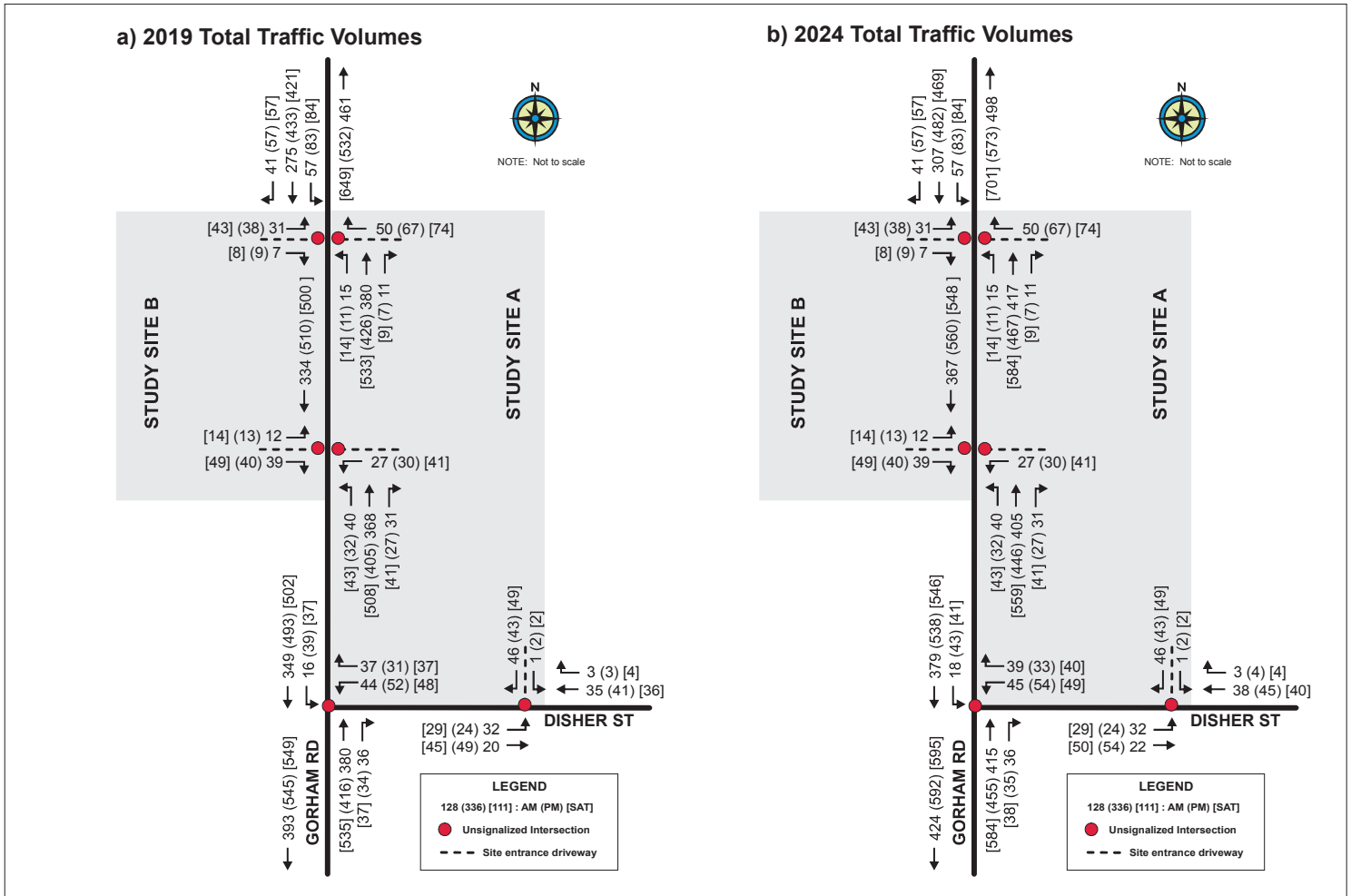


EXHIBIT 3.2C: TOTAL SITE TRAFFIC VOLUMES





4. ANALYSIS OF PROJECTED TRAFFIC VOLUMES

4.1 Future 2019 and 2024 Background Traffic Analysis

Detailed intersection capacity analyses were carried out to assess the future operation of the study intersection without the traffic from the proposed developments. The intersection assessment was performed using the *Trafficware Traffic Signal Timing* software -*Synchro Version 9.0*. The results of these analysis are summarized in **Table 4.1A: Summary of Intersection Capacity Analysis: Background Conditions** and detailed calculation sheets are provided in **Appendix "B"**. While the summary table provides both 2019 and 2024 planning horizon results, the results from the 2024 planning horizon are described in detail as it represents the "worst case" background traffic scenario.

Table 4.1A: Summary of Intersection Capacity Analysis: Background Conditions

Intersection	2019 Background				2019 Background				2019 Background			
	AM Peak				PM Peak				Sat Peak			
Gorham Road & Disher Street (TWSC)	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
WB-LR	B	11.9	0.2	0.06	C	16.2	0.4	0.11	C	15.4	0.3	0.09
SB-L	A	8.1	0.0	0.01	A	8.3	0.1	0.04	A	8.7	0.1	0.04
Intersection	2024 Background				2024 Background				2024 Background			
	AM Peak				PM Peak				Sat Peak			
Gorham Road & Disher Street (TWSC)	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
WB-LR	B	12.5	0.2	0.08	C	18.0	0.5	0.14	C	17.0	0.4	0.12
SB-L	A	8.2	0.0	0.02	A	8.5	0.1	0.04	A	8.9	0.1	0.04

Note: Delay in seconds; 95th Queue measurement in vehicles as provided in Synchro output files, see Appendix "B"

Under the 2024 background conditions, the westbound movement is forecast to operate at LOS "B" (12.5s), LOS "C" (18.0s) and LOS "C" (17.0s), during AM peak hour, PM peak hour and Saturday peak hour, respectively, with all peak hour 95th percentile queue of less than one vehicle and with residual capacity at the intersection.

In summary, the study intersection is forecast to maintain its very good existing Level of Service. All Measures of Effectiveness (MOE's - delay, queue length and v/c ratio) related to the intersection capacity analyses results show very little



increase to suggest that no mitigation measures will be required to accommodate the increase in the background traffic.

4.2 Future Total Traffic Analysis

The future 2019 and 2024 total peak hour traffic volumes for each site development and combined total traffic volumes from the two sites for the study intersection and at the site entrances are illustrated in **Exhibit 3.2A**, **Exhibit 3.2B** and **Exhibit 3.2C**. The intersection capacity analysis results for each site and the impact on the adjacent road network is discussed independently as well as the impact of both sites being developed at the same time. While the summary table provides both 2019 and 2024 planning horizon results, the results from the 2024 planning horizon are described in detail as it represents the "worst case" for both proposed developments.

Lucky Gas Development

Table 4.2A provides the intersection capacity analysis results for the proposed Lucky Gas Site Development. With the proposed development, under the 2024 total conditions, the westbound movement at the Gorham Road/Disher Street intersection is forecast to operate at LOS "C" (16.3s), LOS "D" (25.2s) and LOS "D" (29.7s), during AM peak hour, PM peak hour and Saturday peak hour, respectively, with PM and Saturday peak hour 95th percentile queue of less than two vehicles and with residual capacity at the intersection. All movements at the Disher Street site entrance driveway are projected to experience LOS "A" with no significant queuing (less than 0.2 vehicles) at the Disher Street site entrance driveway during all study peak hours and with available capacity to accommodate growth in future site traffic.

The outbound movements from the Lucky Gas site (WB – LR) at the North Driveway on Gorham Road is projected to operate at LOS "B" (11.6s), LOS "B" (12.4s) and LOS "B" (14.2s), during AM peak hour, PM peak hour and Saturday peak hour, respectively, with 95th percentile queue of less than one vehicle (0.6 vehicles on Saturday peak hour is the longest projected 95th percentile queue) and



with residual capacity at the driveway. The South Driveway on Gorham Road is projected to operate at LOS "C" (19.6s), LOS "D" (28.6s) and LOS "E" (37.9s), during AM peak hour, PM peak hour and Saturday peak hour, respectively. The 95th percentile queue during the Saturday peak hour is projected to be just over one vehicle (1.1 vehicles) but the volume to capacity (v/c) ratio at 0.29 suggests that there is ample residual capacity at the driveway.

Table 4.2A: Summary of Intersection Capacity Analysis: Lucky Gas Site

Intersection	2019 Total LG				2019 Total LG				2019 Total LG			
	AM Peak				PM Peak				Sat Peak			
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
Gorham Road & Disher Street (TWSC)												
WB-LR	C	15.2	0.7	0.20	C	21.5	1.2	0.29	C	24.8	1.4	0.33
SB-L	A	8.2	0.0	0.01	A	8.4	0.1	0.04	A	8.8	0.1	0.04
Gorham Road & North Entrance (TWSC)												
NB - L	-	-	-	-	-	-	-	-	-	-	-	-
WB-LR	B	11.3	0.3	0.09	B	11.9	0.4	0.12	B	13.4	0.6	0.16
SB-L	A	8.4	0.2	0.06	A	8.6	0.3	0.08	A	9.0	0.3	0.09
Gorham Road & South Entrance (TWSC)												
NB - L	-	-	-	-	-	-	-	-	-	-	-	-
WB-LR	C	17.8	0.3	0.10	C	24.6	0.5	0.15	D	31.3	0.9	0.25
SB-L	-	-	-	-	-	-	-	-	-	-	-	-
Disher Street Entrance (TWSC)												
EB - L	A	7.3	0.1	0.02	A	7.3	0.1	0.02	A	7.3	0.1	0.02
SB-LR	A	8.7	0.2	0.05	A	8.7	0.2	0.05	A	8.7	0.2	0.05
Intersection	2024 Total LG				2024 Total LG				2024 Total LG			
	AM Peak				PM Peak				Sat Peak			
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
Gorham Road & Disher Street (TWSC)												
WB-LR	C	16.3	0.8	0.22	D	25.2	1.5	0.34	D	29.7	1.8	0.39
SB-L	A	8.3	0.0	0.02	A	8.6	0.1	0.04	A	9.0	0.1	0.04
Gorham Road & North Entrance (TWSC)												
NB - L	-	-	-	-	-	-	-	-	-	-	-	-
WB-LR	B	11.6	0.3	0.09	B	12.4	0.4	0.13	B	14.2	0.6	0.17
SB-L	A	8.5	0.2	0.06	A	8.8	0.3	0.09	A	9.3	0.3	0.10
Gorham Road & South Entrance (TWSC)												
NB - L	-	-	-	-	-	-	-	-	-	-	-	-
WB-LR	C	19.6	0.4	0.11	D	28.6	0.6	0.18	E	37.9	1.1	0.29
SB-L	-	-	-	-	-	-	-	-	-	-	-	-
Disher Street Entrance (TWSC)												
EB - L	A	7.4	0.1	0.02	A	7.4	0.1	0.02	A	7.3	0.1	0.02
SB-LR	A	8.7	0.2	0.05	A	8.8	0.2	0.05	A	8.7	0.2	0.05

Note: Delay in seconds; 95th Queue measurement in vehicles as provided in Synchro output files, see Appendix "B"

Petrogold Development

Table 4.2B provides the intersection capacity analysis results for the proposed Petrogold Site Development. With the proposed development, under the 2024 total conditions, the westbound movement at the Gorham Road/Disher Street intersection is forecast to operate at LOS "B" (12.9s), LOS "C" (18.5s) and LOS "C" (17.6s), during AM peak hour, PM peak hour and Saturday peak hour,



respectively, with all peak hour 95th percentile queue of less than one vehicle and with residual capacity at the intersection.

Table 4.2B: Summary of Intersection Capacity Analysis: Petrogold Site

Intersection	2019 Total PG				2019 Total PG				2019 Total PG			
	AM Peak				PM Peak				Sat Peak			
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
Gorham Road & Disher Street (TWSC)												
WB-LR	B	12.2	0.2	0.07	C	16.5	0.4	0.12	C	15.9	0.4	0.11
SB-L	A	8.2	0.0	0.02	A	8.4	0.1	0.04	A	8.8	0.1	0.04
Gorham Road & North Entrance (TWSC)												
NB - L	A	8.1	0.0	0.01	A	8.6	0.0	0.01	A	8.6	0.0	0.02
EB-LR	B	17.0	0.4	0.12	C	23.8	0.8	0.21	D	29.9	1.1	0.28
SB-L	-	-	-	-	-	-	-	-	-	-	-	-
Gorham Road & South Entrance (TWSC)												
NB - L	A	8.1	0.1	0.04	A	8.7	0.1	0.03	A	8.7	0.1	0.05
EB-LR	B	13.2	0.4	0.11	C	16.4	0.5	0.15	C	17.8	0.7	0.20
SB-L	-	-	-	-	-	-	-	-	-	-	-	-
	2024 ToTal PG				2024 ToTal PG				2024 ToTal PG			
Intersection	AM Peak				PM Peak				Sat Peak			
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
Gorham Road & Disher Street (TWSC)												
WB-LR	B	12.9	0.3	0.08	C	18.5	0.5	0.16	C	17.6	0.4	0.13
SB-L	A	8.3	0.1	0.02	A	8.5	0.1	0.04	A	9.0	0.1	0.05
Gorham Road & North Entrance (TWSC)												
NB - L	A	8.2	0.0	0.01	A	8.8	0.0	0.01	A	8.8	0.0	0.02
EB-LR	C	18.6	0.5	0.14	D	27.7	0.9	0.24	E	36.6	1.3	0.33
SB-L	-	-	-	-	-	-	-	-	-	-	-	-
Gorham Road & South Entrance (TWSC)												
NB - L	A	8.2	0.1	0.04	A	8.8	0.1	0.04	A	8.9	0.1	0.05
EB-LR	B	13.9	0.4	0.12	C	18.1	0.6	0.17	C	20.1	0.8	0.22
SB-L	-	-	-	-	-	-	-	-	-	-	-	-

Note: Delay in seconds; 95th Queue measurement in vehicles as provided in Synchro output files, see Appendix "B"

The outbound movements from the Petrogold site (EB – LR) at the North Driveway on Gorham Road is projected to operate at LOS "C" (18.6s), LOS "D" (27.7s) and LOS "E" (36.6s), during AM peak hour, PM peak hour and Saturday peak hour, respectively. The 95th percentile queue during the Saturday peak hour is projected to be just over one vehicle (1.3 vehicles) but the volume to capacity at 0.33 suggests that there is ample residual capacity at the driveway. The South Driveway on Gorham Road is projected to operate at LOS "B" (13.9s), LOS "C" (18.1s) and LOS "C" (20.1s), during AM peak hour, PM peak hour and Saturday peak hour, respectively, with all peak hour 95th percentile queue of less than one vehicle and with residual capacity at the intersection.



Full Build-Out of Lucky Gas and Petrogold Developments

Table 4.2C provides the intersection capacity analysis results when both developments are combined.

Table 4.2C: Summary of Intersection Capacity Analysis: Full Build-Out of Two Sites

Intersection	2019 Total LG & PG				2019 Total LG & PG				2019 Total LG & PG			
	AM Peak				PM Peak				Sat Peak			
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
Gorham Road & Disher Street (TWSC)												
WB-LR	C	15.9	0.8	0.21	C	22.7	1.3	0.31	D	26.9	1.6	0.36
SB-L	A	8.3	0.0	0.02	A	8.5	0.1	0.04	A	8.9	0.1	0.04
Gorham Road & North Entrance (TWSC)												
NB - L	A	8.0	0.0	0.01	A	8.5	0.0	0.01	A	8.5	0.0	0.02
EB-LR	C	22.5	0.6	0.17	E	42.0	1.4	0.35	F	63.4	2.2	0.49
WB-LR	B	11.2	0.3	0.09	B	11.9	0.4	0.12	B	13.3	0.6	0.16
SB-L	A	8.3	0.2	0.05	A	8.6	0.3	0.08	A	9.0	0.3	0.09
Gorham Road & South Entrance (TWSC)												
NB - L	A	8.1	0.1	0.04	A	8.7	0.1	0.03	A	8.7	0.1	0.05
EB-LR	B	13.2	0.4	0.11	C	16.6	0.5	0.16	C	18.1	0.7	0.20
WB-LR	C	22.2	0.4	0.12	D	31.7	0.7	0.20	E	46.5	1.4	0.34
SB-L	-	-	-	-	-	-	-	-	-	-	-	-
Disher Street Entrance (TWSC)												
EB - L	A	7.3	0.1	0.02	A	7.4	0.1	0.02	A	7.3	0.1	0.02
SB-LR	A	8.7	0.2	0.05	A	8.7	0.2	0.05	A	8.7	0.2	0.05
	2024 Total LG & PG				2024 Total LG & PG				2024 Total LG & PG			
Intersection	AM Peak				PM Peak				Sat Peak			
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
Gorham Road & Disher Street (TWSC)												
WB-LR	C	17.4	0.9	0.24	D	27.1	1.6	0.37	D	33.2	2.0	0.44
SB-L	A	8.4	0.1	0.02	A	8.6	0.1	0.05	A	9.1	0.2	0.05
Gorham Road & North Entrance (TWSC)												
NB - L	A	8.1	0.0	0.01	A	8.7	0.0	0.01	A	8.7	0.0	0.02
EB-LR	D	25.2	0.7	0.19	F	53.0	1.8	0.41	F	89.4	2.8	0.60
WB-LR	B	11.5	0.3	0.09	B	12.4	0.4	0.13	B	14.1	0.6	0.17
SB-L	A	8.5	0.2	0.06	A	8.8	0.3	0.09	A	9.2	0.3	0.10
Gorham Road & South Entrance (TWSC)												
NB - L	A	8.2	0.1	0.04	A	8.8	0.1	0.04	A	8.9	0.1	0.05
EB-LR	B	13.9	0.4	0.12	C	18.3	0.6	0.18	C	20.4	0.9	0.23
WB-LR	C	24.8	0.5	0.14	E	37.8	0.8	0.23	F	60.0	1.7	0.41
SB-L	-	-	-	-	-	-	-	-	-	-	-	-
Disher Street Entrance (TWSC)												
EB - L	A	7.4	0.1	0.02	A	7.4	0.1	0.02	A	7.4	0.1	0.02
SB-LR	A	8.7	0.2	0.05	A	8.8	0.2	0.05	A	8.8	0.2	0.06

Note: Delay in seconds; 95th Queue measurement in vehicles as provided in Synchro output files, see Appendix "B"

With both the Lucky Gas and the Petrogold developments fully built-out in 2024, the westbound movement at the Gorham Road/Disher Street intersection is forecast to operate at LOS "C" (17.4s), LOS "D" (27.1s) and LOS "D" (33.2s), during AM peak hour, PM peak hour and Saturday peak hour, respectively, with PM and Saturday peak hour 95th percentile queue of two vehicles and v/c ratio at 0.44 indicates that there will be residual capacity at the intersection.



All movements at the Lucky Gas Disher Street site entrance driveway is projected to experience LOS "A" with no significant queuing (less than 0.2 vehicles) at the site entrance driveway during all study peak hours and with available capacity to accommodate growth in future site traffic.

Under the 2024 full build-out scenario for both sites, the outbound movements from the Lucky Gas site (WB – LR) at the North Driveway on Gorham Road is projected to operate at good LOS "B" (11.5s), LOS "B" (12.4s) and LOS "B" (14.1s), during AM peak hour, PM peak hour and Saturday peak hour, respectively, with 95th percentile queue of less than one vehicle (0.6 vehicles on Saturday peak hour is the longest projected 95th percentile queue) and with residual capacity at the driveway. The outbound movements from the Petrogold site (EB – LR) at the North Driveway on Gorham Road, however, is projected to operate at LOS "D" (25.2s), LOS "F" (53.0s) and LOS "F" (89.4s), during AM peak hour, PM peak hour and Saturday peak hour, respectively. The 95th percentile queue during the PM peak hour and the Saturday peak hour is projected to be approximately two and three vehicles respectively. The Saturday peak hour v/c ratio at 0.60 suggests that there is residual capacity at the North driveway.

The outbound movements from the Lucky Gas site (WB – LR) at the South Driveway on Gorham Road is projected to operate at LOS "C" (24.8s), LOS "E" (37.8s) and LOS "F" (60.0s), during AM peak hour, PM peak hour and Saturday peak hour, respectively. The 95th percentile queue during the Saturday peak hour is projected to be approximately two vehicles (1.7 vehicles) but the v/c ratio at 0.41 suggests that there is residual capacity at the driveway. The Petrogold South Driveway on Gorham Road is projected to operate at LOS "B" (13.9s), LOS "C" (18.3s) and LOS "C" (20.4s), during AM peak hour, PM peak hour and Saturday peak hour, respectively, with all peak hour 95th percentile queue of less than one vehicle and with residual capacity at the intersection.



These results indicate that the changes in operational performances of the study intersections from 2024 background conditions to the forecast total conditions for each development has some impact on the adjacent road network. When both sites are fully built-out, the site traffic from both developments are projected to experience some delays when making outbound left turns onto Gorham Road during PM and Saturday peak hours. However, the amount of delay projected at the site entrances reflect conditions typically found during peak hour conditions in the urban arterial/collector commercial driveways and are acceptable. Furthermore, the delay and the associated queue described are associated with the vehicles exiting the study sites and happens internally within the study sites. The intersection capacity analysis results indicate that there may be some maneuvering by drivers between the multiple driveways if the wait becomes unacceptable. The intersection capacity analysis results further show that there is no significant delay or queue expected at any of the site entrances on Gorham Road during study peak hours.

In assessing the three principal components of intersection MOE's (measures of effectiveness - delay, queue length and v/c ratio), there will be sufficient capacity in the study road network to accommodate the traffic from the study site, as well as traffic growth beyond the 2024 planning horizon.

4.3 Friendship Trail Crossing

The Friendship Trail forms the north property limits for both the Lucky Gas and the Petrogold properties. Currently, it is an uncontrolled crossing, where pedestrians cross without the aid of traffic control measures (currently, stop signs face the Trail, and there are pavement markings on Gorham Road) and a dedicated pedestrian right-of-way. As such, pedestrians need to wait for safe gaps in traffic before attempting to cross Gorham Road. Tranplan Associates collected the pedestrian crossing volumes at the Friendship Trail at Gorham Road between Friday August 24th and on Saturday August 25th, 2018, while collecting current traffic data at the study intersections (see **Appendix "A"**).



Ontario Traffic Manual (OTM) Book 15 (Pedestrian Crossing Facilities, June 2016), along with Transportation Association, Canada (TAC) Pedestrian Crossing Control Guide (December 2012) provides guidelines for installing pedestrian crossing controls. For this study, the most recent OTM Book 15 is referenced. In general, there are two types of pedestrian crossings: 1) Controlled Crossings, and 2) Un-Controlled Crossings. The existing crossing is a Mid-Block crossing with stop signs facing the Friendship Trail. For planning purposes, existing conditions and future 2024 full built-out of both Lucky Gas and Petrogold sites have been tested for the type of pedestrian crossing treatment that is required for Friendship Trail pedestrians to cross Gorham Road.

There are three types of pedestrian crosswalks considered for utilization:

- Traffic Signals
- Pedestrian Crossover
- Supervised School Crossing

Similar to signal warrant assessments, pedestrian crossings warrants are determined by the number of pedestrians that will cross a road intersection of mid-block. The peak 8 hours Pedestrian and Vehicular volumes collected on Saturday August 25, 2018, was used to test the pedestrian signal warrant under the OTM Book 12: Traffic Signals, Justification 6. It was found that the volumes did not meet the volume requirements under Justification 6 (see **Appendix "C"**). For planning purposes, the observed vehicular and pedestrian volumes were increased by 2% per annum to 2024 planning horizon and used to test the pedestrian signal warrant under the OTM Book 12: Traffic Signals, Justification 6. Under the 2024 planning horizon projected volumes, it was determined that the volumes did not meet the volume requirements under Justification 6 (see **Appendix "C"**).

Moreover, OTM Book 15 further includes warrants for the installation of



pedestrian crossover facilities. The manual recommends the following minimum thresholds before pedestrian crossover installations should be considered:

8 hour pedestrian volume = 100 and 8 hour vehicle volume = 750

OR

4 hour pedestrian volume = 65 and 4 hour vehicle volume = 395

AND

The location is > 200 metres from another traffic control device

The observed pedestrian volumes indicate that the minimum threshold criteria is met, and as such, the observed volumes were tested against OTM Book 15, Table 7: The Pedestrian Crossover Treatment⁴ Matrix, the new Pedestrian Crossovers (PXO's) Selection Matrix, to determine the type of Crossover Treatment. The Selection Matrix, Table 7 and the four types of PXO's provided in OTM Book 15 are provided in **Appendix "D"**. Based on the observed and the projected volumes on Gorham Road at Friendship Trail, the recommended PXO treatment according to the section matrix is **Level 2: Type B** (see **Appendix "D"**).

It is our understanding that the Town of Fort Erie, in conjunction with the Region of Niagara, is considering undertaking a full review of the trail crossings in the Town of Fort Erie, will be carried out by the Town of Fort Erie and the Region of Niagara in 2019 or 2020. It is further understood that as part of the review, the impacts of proposed developments and the design of site entrance driveways will be taken into consideration when determining the appropriate final form of the Friendship Trail crossing on Gorham Road and the site entrance driveways design (currently located adjacent to the North Entrance driveways) for each of the proposed developments.

⁴ A defined set of roadside signs and pavement markings which form a new passive treatment to provide pedestrians the right-of-way when crossing the roadway where the treatment is installed.



5. PRINCIPAL FINDINGS AND RECOMMENDATIONS

This traffic study was carried out in support of two developments proposed on Gorham Road, located just south of the Friendship Trail. The proposed *Lucky Gas Station with Convenience Store, Car Wash and a Restaurant with Drive-Through* Development (Lucky Gas) consists of approximately 406 m² (4,360 ft²) of total floor space for a restaurant with drive-through, a gas station with 8 fuelling positions and a convenience store is located on the east side at 262 Gorham Road. The proposed *Petrogold Gas Station with Convenience Store and a Restaurant with Drive-Through* Development (Petrogold) consists of approximately 291.4 m² (3,130 ft²) of total floor space for a restaurant with drive-through and a gas station with 6 fuelling positions and a convenience store is located on the west side at 275 Gorham Road. The traffic impact analysis described in this report has provided a detailed examination of the anticipated impacts of future background and site-generated traffic for the proposed development.

- 5.1 The study considered the summer weekday morning peak hour, the weekday afternoon peak hour and Saturday mid-day peak hour for study analysis.
- 5.2 The intersection capacity analysis indicates that the Gorham Road/Disher Street intersection, under 2018 existing conditions during the study peak hours, is operating at very good Level of Service with sufficient residual capacity and no visible queuing at the study intersection to accommodate future growth in background traffic.
- 5.3 The traffic that will be generated by the two proposed developments was developed using the trip generation relationships taken from the current ITE Trip Generation Manual. The proposed Lucky Gas development is expected to generate approximately 260 vehicle trips (134 in, 126 out) during the AM peak hour, 280 vehicle trips (140 in, 140 out) during the PM peak hour and 315 vehicle trips (160 in, 155 out) during the Saturday peak hour. The study



assumed 50% Lucky Gas development traffic to be pass-by traffic for the Gas Station and Convenience and Restaurant with Drive-Through uses. The proposed Petrogold development is expected to generate approximately 185 vehicle trips (95 in, 90 out) during the AM peak hour, 200 vehicle trips (100 in, 100 out) during the PM peak hour and 230 vehicle trips (115 in, 115 out) during the Saturday peak hour. The study assumed for Petrogold development, 50% of traffic for the Gas Station and Convenience as pass-by traffic and 60% of the traffic for the Restaurant with Drive-Through use to be pass-by traffic. The future site traffic from both developments were distributed based on observed traffic patterns at the study intersection during peak hours.

- 5.4 For planning purposes, the 2018 traffic volumes were projected ahead to 2019 and 2024 based on an average growth rate of 2.0% per annum for the traffic volumes on Gorham Road and on Disher Street.

- 5.5 The study intersection is forecast to maintain its very good existing Level of Service under 2019 and 2024 background conditions. All intersection Measures of Effectiveness (MOE's - delay, queue length and v/c ratio) related to the intersection capacity analyses results show very little increase to suggest that no mitigation measures will be required to accommodate the increase in the background traffic.

- 5.6 The following provides the results of the intersection capacity analysis and the impact of each development as well as the impact of both full-build-out conditions of both developments under the 2024 total conditions:

Lucky Gas Development

With the full build-out of the Lucky Gas development, the westbound movement at the Gorham Road/Disher Street intersection is forecast to operate well with the "worst" operating conditions projected for Saturday with LOS "D" (29.7s) and 95th percentile queue of less than two vehicles and with residual capacity at the intersection. All movements at the Disher Street site entrance driveway are



projected to experience LOS "A" with no significant queuing (less than 0.2 vehicles). The outbound movements from the Lucky Gas site (WB – LR) at the North Driveway on Gorham Road is projected to operate without any significant delay or queue (0.6 vehicles on Saturday peak hour is the longest projected 95th percentile queue) and with residual capacity at the driveway. The South Driveway on Gorham Road is projected to operate at acceptable levels during all peak hours. The "worst" conditions are found during Saturday peak hour, LOS "E" (37.9s), the projected 95th percentile queue to be just over one vehicle (1.1 vehicles) but the volume to capacity ratio at 0.29 suggests that there is ample residual capacity at the driveway.

Petrogold Development

With the full build-out of the Petrogold development, the westbound movement at the Gorham Road/Disher Street intersection is forecast to operate well with all peak hour 95th percentile queue of less than one vehicle and with residual capacity at the intersection. The outbound movements from the Petrogold site (EB – LR) at the North Driveway on Gorham Road is projected to operate at acceptable levels during all peak hours. The "worst" conditions are found during Saturday peak hour, LOS "E" (36.6s), the projected 95th percentile queue to be just over one vehicle (1.3 vehicles) but the volume to capacity ratio at 0.33 suggests that there is ample residual capacity at the driveway. The South Driveway on Gorham Road is projected to operate at acceptable levels during all peak hours, with all peak hour 95th percentile queue of less than one vehicle and with residual capacity at the intersection.

Full Build-Out of Lucky Gas and Petrogold Developments

With both Lucky Gas and Petrogold developments fully built-out in 2024, the westbound movement at the Gorham Road/Disher Street intersection is forecast to operate well with the "worst" operating conditions projected for Saturday with 95th percentile queue of two vehicles and v/c ratio at 0.44 indicates that there will be residual capacity at the intersection. All movements at the Lucky Gas Disher Street site entrance driveway is projected to experience LOS "A" with no significant



queuing (less than 0.2 vehicles) at the site entrance driveway during all study peak hours and with available capacity to accommodate growth in future site traffic.

Under the 2024 full build-out scenario for both sites, the outbound movements from the Lucky Gas site (WB – LR) at the North Driveway on Gorham Road is projected to operate at good and acceptable LOS with 95th percentile queue of less than one vehicle (0.6 vehicles on Saturday peak hour is the longest projected 95th percentile queue) and with residual capacity at the driveway. The outbound movements from the Petrogold site (EB – LR) at the North Driveway on Gorham Road, however, is projected to operate at poor LOS during PM peak hour and Saturday peak hour, with the 95th percentile queue during the PM peak hour and the Saturday peak hour projected to be approximately two and three vehicles respectively. The Saturday peak hour volume to capacity ratio at 0.60 suggests that there is residual capacity at the North driveway.

The outbound movements from the Lucky Gas site (WB – LR) at the South Driveway on Gorham Road is projected to operate at poor LOS during Saturday peak hour. The 95th percentile queue during the Saturday peak hour is projected to be approximately two vehicles (1.7 vehicles) but the volume to capacity at 0.41 suggests that there is residual capacity at the driveway. The Petrogold South Driveway on Gorham Road is projected to operate well during all study peak hours, with all peak hour 95th percentile queue of less than one vehicle and with residual capacity at the intersection.

These results indicate that the changes in operational performances of the study intersections from 2024 background conditions to the forecast total conditions for each development has some impact on the adjacent road network. When both sites are fully built-out, the site traffic from both developments are projected to experience some delays when making outbound left turns onto Gorham Road during PM and Saturday peak hours. However, the amount of delay projected at the site entrances reflect conditions typically found during peak hour conditions in the urban arterial/collector commercial driveways and



are acceptable. The intersection capacity analysis results indicate that there may be some maneuvering by drivers between the multiple driveways if the wait becomes unacceptable. In assessing the three principal components of intersection MOE's (measures of effectiveness - delay, queue length and v/c ratio), there will be sufficient capacity in the study road network to accommodate the traffic from the study sites, as well as traffic growth beyond the 2024 planning horizon.

5.7 Preliminary review of the Friendship Trail crossing on the Gorham Road indicates the following:

- Based on the observed and projected 2024 pedestrian and vehicular volumes, it does not meet the OTM Book 12: Traffic Signal Justification 6, Pedestrian Warrant.
- Based on the observed and the projected volumes on Gorham Road at Friendship Trail, the recommended PXO treatment according to the OTM Book 15, Table 7: The Pedestrian Crossover Treatment Matrix, is Level 2: Type B.

However, the study recommends that the final crossing treatment take into account the proposed design of the site entrance driveways for both Lucky Gas and Petrogold developments and incorporate them into the final form of the Friendship Trail crossing on Gorham Road during the review of the Friendship Trail, in 2019 or in 2020 by Town of Fort Erie and the Region of Niagara.

5.8 The study analysis indicates that while certain movements at the site entrance driveways will operate at poor LOS, the amount of delay is often found in the urban arterial/collector road and considered generally acceptable when the other measures of effectiveness (delay, queue length and v/c ratio) are taken into account. There will be sufficient capacity in the study road network to accommodate the traffic from the study site, as well as traffic growth beyond



the 2024 planning horizon. No other mitigation measures will be required for the proposed developments.

TECHNICAL APPENDIX

APPENDIX A: Traffic Data

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

15 MINUTE REPORT

North-South Road: Gorham Road
 East-West Road: Disher St. / none (parking lot)

Municipality: Fort Erie
 Weather: PM: Mainly Clear

Day: Friday
 Survey Date: August 24, 2018



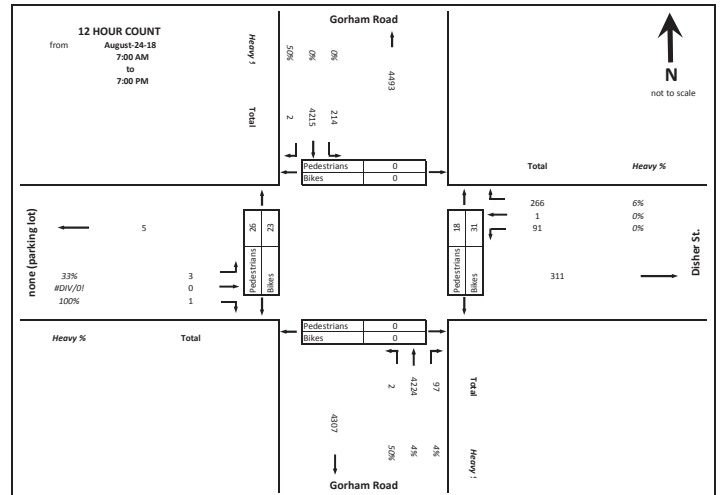
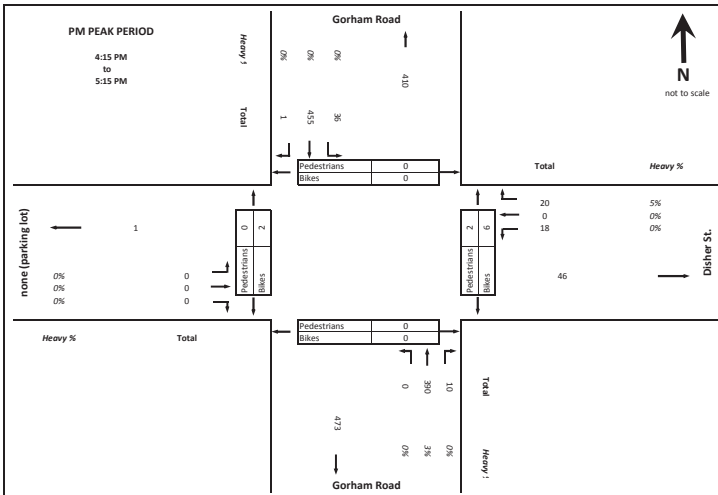
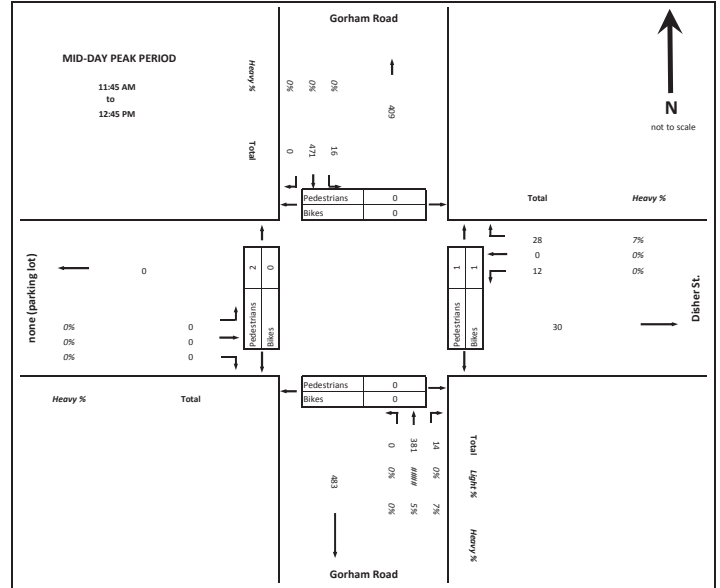
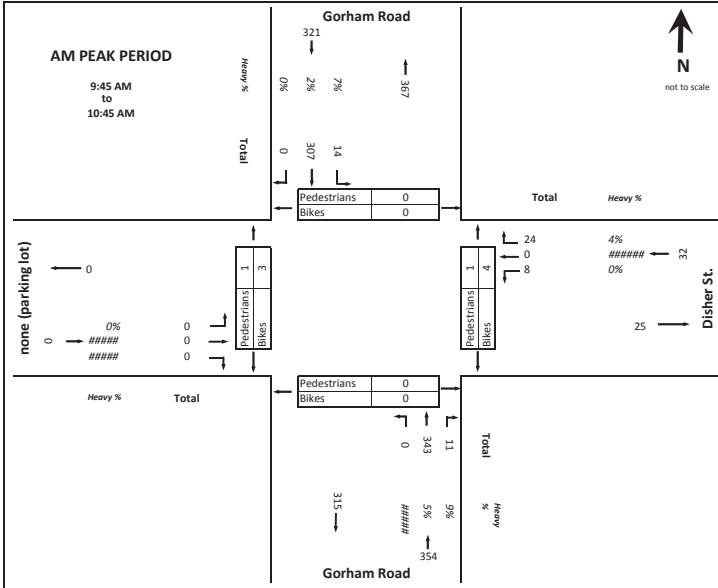
TIME BEGINNING	NORTH APPROACH				EAST APPROACH				SOUTH APPROACH				WEST APPROACH				Total Vehicular Traffic	Total PED/BIKE Traffic								
	CAR & PICKUP		HEAVY		Ped	Bike	CAR & PICKUP		HEAVY		Ped	Bike	CAR & PICKUP		HEAVY				Ped	Bike						
Left	Thru	Right	Left	Thru			Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right			Left	Thru	Right			
7:00	0	35	0	0	0	0	0	2	0	0	0	0	0	69	1	1	2	0	0	0	0	0	0	110	1	
7:15	0	30	0	0	1	0	0	0	0	0	0	0	0	66	1	0	0	0	0	0	0	0	0	0	101	0
7:30	0	29	0	0	1	0	0	0	0	1	0	0	0	80	0	0	2	0	0	0	0	0	0	0	118	1
7:45	2	24	0	0	2	0	0	0	0	0	0	0	0	70	4	0	5	0	0	0	0	0	0	0	110	1
8:00	3	31	0	0	3	0	0	0	0	0	0	0	0	94	1	0	3	0	0	0	0	0	4	0	142	4
8:15	1	50	0	0	3	0	0	0	0	1	1	0	0	86	2	0	1	0	0	0	0	0	0	0	149	2
8:30	1	36	0	0	2	0	0	0	0	2	0	0	0	83	0	0	2	0	0	0	0	0	1	0	130	2
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11:45	1	102	0	0	0	0	0	0	0	0	0	0	0	96	3	0	9	1	0	0	0	0	2	0	216	2
12:00	5	134	0	0	1	0	0	0	0	2	0	0	0	96	4	0	4	0	0	0	0	0	0	0	251	1
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12:30	5	112	0	0	0	0	0	0	0	6	0	0	0	87	3	0	3	0	0	0	0	0	0	0	228	1
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13:15	3	105	0	0	0	0	0	0	0	4	0	0	0	89	4	0	7	0	0	0	1	0	0	2	220	2
13:30	0	84	0	0	2	0	0	0	0	4	0	0	0	76	2	0	10	1	0	0	1	0	0	1	190	7
13:45	7	98	0	0	0	0	0	0	0	1	0	0	0	75	1	0	3	0	0	0	0	0	0	0	190	0
14:00	5	93	0	1	2	0	0	0	0	1	0	0	0	82	3	0	7	0	0	0	0	0	0	1	199	0
14:15	9	109	0	0	2	0	0	0	0	1	0	0	0	73	4	0	1	0	0	0	0	0	0	1	208	1
14:30	3	103	0	0	1	1	0	0	0	1	0	0	0	86	2	0	6	0	0	0	0	0	0	0	208	1
14:45	3	111	0	0	0	0	0	0	0	3	0	0	0	85	1	0	2	0	0	0	0	0	0	0	213	0
15:00	6	106	0	0	1	0	0	0	0	2	0	0	0	87	0	0	4	0	0	0	0	0	0	0	213	0
15:15	6	106	0	0	2	0	0	0	0	2	0	0	0	96	0	0	8	0	0	0	0	0	0	1	226	3
15:30	5	81	0	0	0	0	0	0	0	0	0	0	0	89	2	0	7	0	0	0	0	0	1	0	189	1
15:45	4	90	0	0	1	0	0	0	0	1	0	0	0	69	4	0	4	0	0	0	0	0	0	0	181	0
16:00	6	101	0	0	0	0	0	0	0	3	0	0	0	79	4	0	3	0	0	0	0	0	0	0	205	0
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16:45	11	106	0	0	1	0	0	0	0	4	0	0	0	85	5	0	3	0	0	0	0	0	0	1	218	1
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17:45	7	131	0	0	0	0	0	0	0	2	0	0	0	91	2	0	5	0	0	0	0	0	0	0	240	0

TURNING MOVEMENT DIAGRAMS

North-South Road: Gorham Road
 East-West Road: Disher St. / none (parking lot)

Municipality: Fort Erie
 Weather: PM: Mainly Clear

Day: Friday
 Survey Date: August 24, 2018



APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

15 MINUTE REPORT

North-South Road: Gorham Road
 East-West Road: Disher St. / None (parking lot)

Municipality: Fort Erie
 Weather: PM: Cloudy/Rain

Day: Saturday
 Survey Date: August 25, 2018



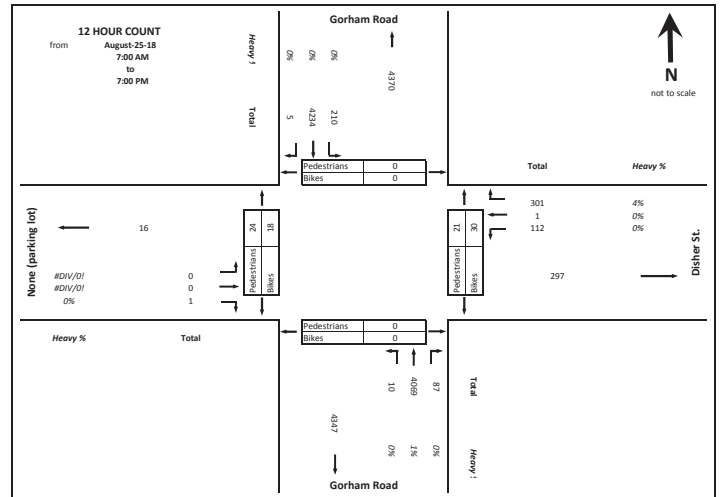
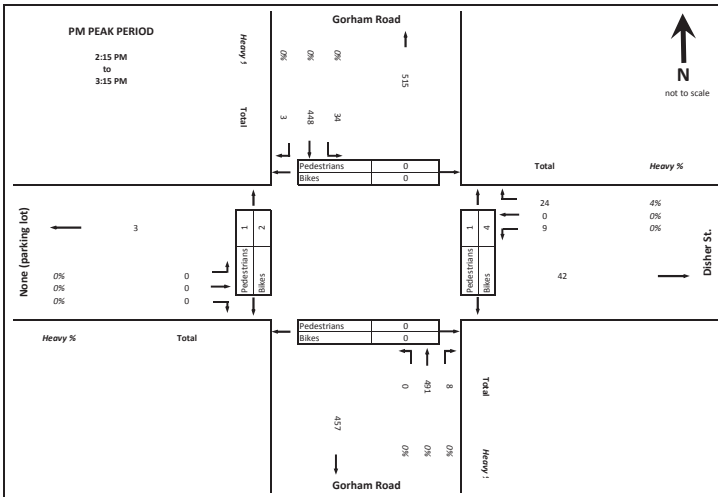
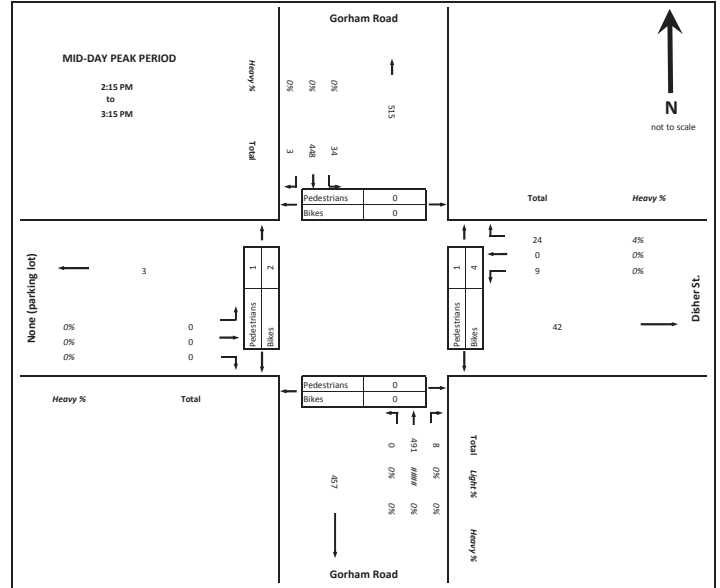
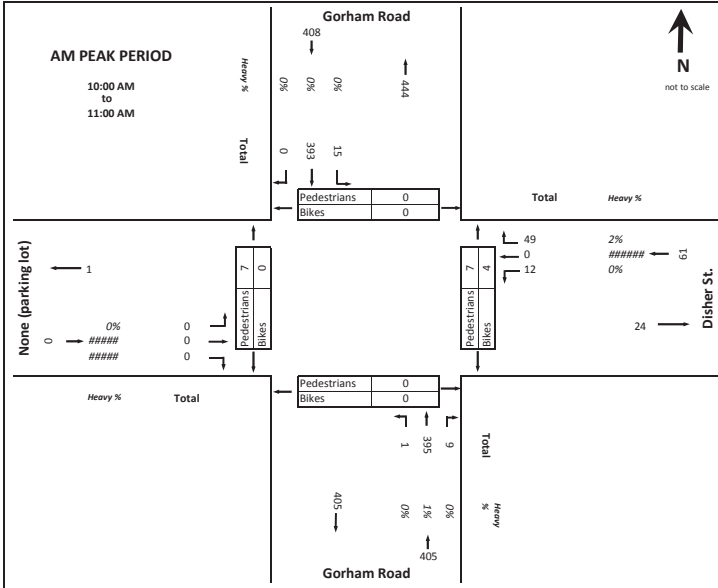
TIME BEGINNING	NORTH APPROACH				EAST APPROACH				SOUTH APPROACH				WEST APPROACH				Total Vehicular Traffic	Total PED/BIKE Traffic									
	CAR & PICKUP		HEAVY		Ped	Bike	CAR & PICKUP		HEAVY		Ped	Bike	CAR & PICKUP		HEAVY				Ped	Bike							
Left	Thru	Right	Left	Thru			Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right			Left	Thru	Right				
7:00	2	13	0	0	2	0	0	0	0	0	0	0	1	29	0	0	2	0	0	0	0	0	0	0	49	0	
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7:30	1	18	0	0	0	0	0	0	0	0	0	0	0	42	0	0	2	0	0	0	0	0	0	0	0	63	0
7:45	1	17	0	0	1	0	0	0	0	0	1	0	1	56	0	0	1	0	0	0	0	0	0	0	0	80	1
8:00	3	34	0	0	1	0	0	0	0	0	3	0	0	44	1	0	1	0	0	0	0	0	0	1	0	88	1
8:15	3	46	0	0	1	0	0	0	0	0	2	0	0	62	3	0	3	0	0	0	0	0	1	0	0	122	1
8:30	2	39	0	0	1	0	0	0	0	1	0	5	0	66	2	0	2	0	0	0	0	0	0	2	0	118	3
8:45	0	52	0	0	5	0	0	0	0	3	0	6	0	77	1	0	2	0	0	0	0	0	0	1	0	146	1
9:00	2	49	0	0	4	0	0	0	0	2	0	7	0	84	5	0	3	0	0	0	0	0	0	0	0	156	1
9:15	7	68	0	0	5	0	0	0	0	4	0	8	0	89	4	0	2	0	0	0	0	0	0	1	0	188	1
9:30	1	73	0	0	2	0	0	0	0	2	0	7	0	91	5	0	6	0	0	0	0	0	0	0	2	189	2
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10:15	2	98	0	0	0	0	0	0	0	1	0	11	0	94	1	0	1	0	0	0	0	0	0	0	0	209	4
10:30	7	101	0	0	0	0	0	0	0	2	0	15	0	106	3	0	1	0	0	0	0	0	0	2	0	235	5
10:45	3	109	0	0	0	0	0	0	0	6	0	14	0	94	3	0	0	0	0	0	0	0	0	5	0	229	8
11:00	2	84	1	0	0	0	0	0	0	7	0	12	0	110	2	0	0	0	0	0	0	0	0	0	0	220	0
11:15	2	108	0	0	0	0	0	0	0	5	0	10	0	94	2	0	0	0	0	0	0	0	0	2	2	220	5
11:30	13	103	0	0	0	0	0	0	0	3	0	12	0	92	2	0	0	0	0	0	0	0	0	0	0	225	2
11:45	3	125	0	0	0	0	0	0	0	6	0	9	0	92	1	0	0	0	0	0	0	0	0	0	0	236	0
12:00	4	134	0	0	2	0	0	0	0	4	0	13	0	98	2	0	0	0	0	0	0	0	0	2	0	257	6
12:15	6	127	0	0	0	0	0	0	0	3	0	7	0	99	1	0	0	0	0	0	0	0	0	0	4	245	4
12:30	6	130	0	0	0	0	0	0	0	0	0	5	0	78	1	0	0	0	0	0	0	0	0	0	1	220	6
12:45	4	120	0	0	2	0	0	0	0	1	0	7	0	87	1	0	1	0	0	0	0	0	0	1	0	223	1
13:00	2	131	0	0	0	0	0	0	0	2	0	13	0	91	0	0	0	0	0	0	0	0	0	0	0	239	0
13:15	3	137	0	0	0	0	0	0	0	5	0	7	0	88	1	0	2	0	0	0	0	0	0	0	0	244	1
13:30	6	130	0	0	0	0	0	0	0	0	0	5	0	88	1	0	0	0	0	0	0	0	0	0	1	230	1
13:45	5	122	0	0	0	0	0	0	0	3	0	7	0	104	2	0	0	0	0	0	0	0	0	0	0	243	2
14:00	9	123	0	0	0	0	0	0	0	4	0	3	0	89	1	0	0	0	0	0	0	0	0	2	0	229	2
14:15	8	109	0	0	0	0	0	0	0	3	0	7	0	92	1	0	0	0	0	0	0	0	0	1	0	220	5
14:30	10	98	2	0	0	0	0	0	0	2	0	4	0	134	2	0	0	0	0	0	0	0	0	0	2	253	2
14:45	9	123	0	0	0	0	0	0	0	1	0	6	0	132	2	0	0	0	0	0	0	0	0	0	0	273	1
15:00	7	118	1	0	0	0	0	0	0	3	0	6	0	133	3	0	0	0	0	0	0	0	0	0	0	271	0
15:15	8	98	0	0	0	0	0	0	0	3	0	5	0	105	4	0	0	0	0	0	0	0	0	0	0	223	0
15:30	10	116	0	0	0	0	0	0	0	3	1	11	0	97	2	0	0	0	0	0	0	0	0	2	0	241	2
15:45	5	109	0	0	1	0	0	0	0	2	0	5	0	95	0	0	0	0	0	0	0	0	0	0	0	217	1
16:00	5	92	0	0	0	0	0	0	0	1	0	4	0	90	2	0	0	0	0	0	0	0	0	0	0	194	0
16:15	5	102	0	0	0	0	0	0	0	0	0	7	0	94	3	0	0	0	0	0	0	0	0	1	0	213	1
16:30	5	81	0	0	0	0	0	0	0	4	0	4	0	97	0	0	0	0	0	0	0	0	0	0	2	191	6
16:45	1	86	0	0	0	0	0	0	0	2	0	5	0	69	1	0	0	0	0	0	0	0	0	0	0	164	0
17:00	2	85	0	0	0	0	0	0	0	1	0	1	0	65	1	0	0	0	0	0	0	0	0	0	0	155	0
17:15	5	68	0	0	0	0	0	0	0	3	0	0	0	78	0	0	0	0	0	0	0	0	0	1	0	155	1
17:30	3	89	0	0	0	0	0	0	0	1	0	5	0	71	5	0	0	0	0	0	0	0	0	0	2	174	2
17:45	8	70	1	0	0	0	0	0	0	2	0	0	0	56	5	0	0	0	0	0	0	0	0	1	0	142	5

TURNING MOVEMENT DIAGRAMS

North-South Road: Gorham Road
 East-West Road: Disher St. / None (parking lot)

Municipality: Fort Erie
 Weather: PM: Cloudy/Rain

Day: Saturday
 Survey Date: August 25, 2018



Number of Bicycles Observed Friendship Trail at Gorham Road: Saturday Aug. 25, 2018													
Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	1	0	0	1	0	0	0	0	2
7:30	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15	0	1	0	0	3	0	0	0	1	0	2	0	7
8:30	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45	0	0	1	0	1	0	0	0	1	0	1	0	4
9:00	0	0	0	2	0	0	0	0	0	0	0	0	2
9:15	0	0	0	0	4	0	0	0	0	0	3	0	7
9:30	0	1	2	0	0	0	0	0	0	1	12	0	16
9:45	0	0	0	0	0	0	0	0	0	0	3	0	3
10:00	2	0	0	2	3	1	1	0	0	0	6	0	13
10:15	1	0	2	1	0	0	0	0	0	0	0	1	4
10:30	0	0	0	0	11	0	0	0	0	0	10	0	21
10:45	0	0	0	0	2	0	0	0	0	0	0	0	2
11:00	0	0	0	0	4	0	0	0	0	0	5	0	9
11:15	1	0	0	0	11	0	0	0	0	3	2	0	16
11:30	0	0	0	0	2	0	1	1	1	0	0	0	5
11:45	0	0	1	2	6	2	0	2	0	0	0	0	13
12:00	2	0	2	0	2	2	2	2	0	0	4	1	15
12:15	0	2	0	0	8	0	0	0	0	1	1	0	12
12:30	0	1	0	0	2	0	0	3	0	0	0	0	6
12:45	0	0	2	0	2	1	0	0	0	0	2	1	8
13:00	0	0	0	0	2	0	0	0	0	0	3	0	5
13:15	0	0	0	0	0	0	0	0	0	0	1	0	1
13:30	0	0	0	0	3	1	0	0	0	0	0	0	4
13:45	0	0	0	0	3	0	0	0	0	0	4	0	7
14:00	0	0	0	0	1	0	0	0	0	0	0	0	1
14:15	0	1	1	3	3	0	3	1	0	0	1	0	13
14:30	0	2	0	0	1	0	1	0	0	0	2	1	7
14:45	0	0	0	0	0	0	0	0	0	0	4	0	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	0	0	0	4	0	5
15:30	0	0	0	0	0	0	0	0	0	0	2	0	2
15:45	0	0	0	0	1	0	0	1	0	0	2	0	4
16:00	0	0	0	0	1	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	1	0	0	0	0	0	1	2
16:30	0	0	0	0	0	0	4	0	0	2	2	0	8
16:45	0	0	0	1	0	0	0	0	0	0	2	0	3
17:00	0	0	1	1	0	0	0	0	0	0	1	0	3
17:15	0	0	0	0	0	0	0	0	0	0	2	0	2
17:30	2	0	1	0	1	0	0	0	0	0	0	1	3
17:45	0	0	0	0	0	0	0	0	2	0	0	0	2

Number of Pedestrians Observed Friendship Trail at Gorham Road: Saturday Aug. 25, 2018													
Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	1	1	1	0	1	0	0	0	0	4
8:00	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30	0	1	0	0	0	1	0	0	0	0	0	0	2
8:45	0	1	2	0	0	0	0	0	0	0	0	0	3
9:00	0	0	0	1	1	0	0	0	0	0	0	0	2
9:15	0	1	4	0	0	0	0	0	0	0	0	0	5
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	1	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	4	1	0	0	1	0	6
10:30	0	2	0	1	0	0	3	0	0	0	1	0	7
10:45	0	3	1	0	0	2	0	2	1	0	0	0	9
11:00	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15	0	2	0	0	0	0	0	1	0	0	0	0	3
11:30	0	0	0	2	0	0	0	0	0	0	0	0	2
11:45	0	0	2	0	0	0	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	1	2	0	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	1	0	0	2	0	3
12:45	0	0	0	0	0	0	0	0	1	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	3	0	0	0	0	3
14:00	0	3	0	0	0	0	0	0	0	0	0	0	3
14:15	0	0	0	0	3	0	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	3	0	3
14:45	0	0	0	0	0	0	0	1	0	0	0	0	1
15:00	1	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30	0	2	0	0	0	0	0	0	0	0	1	0	3
15:45	0	0	1	1	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	1	0	0	0	0	0	0	1

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Total Number of Bicycles & Pedestrians Observed Friendship Trail at Gorham Road: Saturday Aug. 25, 2018															
Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left	Total	Crossing Total	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	0	0	0	0	1	0	1	1	0	0	0	0	3	1	
7:30	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
7:45	0	0	0	1	2	1	0	1	0	0	0	0	5	2	
8:00	0	1	0	0	1	0	0	0	0	0	0	0	2	1	
8:15	0	1	0	0	3	0	0	1	1	0	3	0	9	6	
8:30	0	1	0	1	0	1	0	0	0	0	0	0	3	0	
8:45	0	1	3	0	1	0	0	0	1	0	1	0	7	2	
9:00	0	0	0	3	1	0	0	0	0	0	0	0	4	1	
9:15	0	1	4	0	4	0	0	0	0	0	3	0	12	7	
9:30	0	1	2	0	0	0	0	0	0	1	12	0	16	12	
9:45	0	0	0	0	0	0	0	0	0	0	3	0	3	3	
10:00	2	0	1	2	3	1	1	0	0	0	6	0	16	9	
10:15	1	0	2	1	0	0	4	1	0	0	1	1	11	1	
10:30	0	2	0	1	11	0	3	0	0	0	11	0	28	22	
10:45	0	3	1	0	2	2	0	2	1	0	0	0	11	2	
11:00	0	0	1	0	4	0	0	0	0	0	5	0	10	9	
11:15	1	2	0	0	11	0	0	1	0	3	2	0	20	13	
11:30	0	0	0	2	2	0	1	1	1	0	0	0	7	2	
11:45	0	0	3	2	6	2	0	2	0	0	0	0	15	6	
12:00	2	0	2	0	2	2	2	2	0	0	4	1	17	6	
12:15	0	2	0	1	10	0	0	0	0	1	1	0	15	11	
12:30	0	1	0	0	2	0	0	4	0	0	2	0	9	4	
12:45	0	0	2	0	2	1	0	0	1	0	2	1	9	4	
13:00	0	0	0	0	2	0	0	0	0	0	3	0	5	5	
13:15	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
13:30	0	0	0	0	3	1	1	0	0	0	0	0	5	3	
13:45	0	0	0	0	3	0	0	3	0	0	4	0	10	7	
14:00	0	3	0	0	1	0	0	0	0	0	0	0	4	1	
14:15	0	1	1	3	6	0	3	1	0	0	1	0	16	7	
14:30	0	2	0	0	1	0	1	0	0	0	5	1	10	6	
14:45	0	0	0	0	0	0	0	1	0	0	4	0	5	4	
15:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
15:15	0	0	1	0	0	0	0	1	0	0	4	0	6	4	
15:30	0	2	0	0	0	0	0	0	0	0	3	0	5	3	
15:45	0	0	1	1	1	0	0	1	0	0	2	0	6	3	
16:00	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
16:15	0	0	0	0	0	1	0	0	0	0	0	1	2	0	
16:30	0	0	0	0	0	0	4	0	0	2	2	0	8	2	
16:45	0	0	0	1	0	0	0	0	0	0	2	0	3	2	
17:00	0	0	1	1	0	0	0	0	0	0	1	0	3	1	
17:15	1	0	0	0	0	0	0	1	0	0	2	0	4	2	
17:30	2	0	1	0	1	0	0	0	0	0	0	1	5	1	
17:45	0	0	0	0	0	1	0	0	2	0	0	0	3	0	
													Total	336	178
													Pk 8 Hrs	271	147

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Total Number of Bicycles & Pedestrians Observed Friendship Trail at Gorham Road: Friday Aug. 24, 2018															
Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left	Total	Crossing Total	
7:00	0	0	0	0	0	2	0	2	0	0	0	0	4	0	
7:15	0	0	1	0	0	0	0	0	0	0	1	0	2	1	
7:30	2	0	0	0	1	0	0	4	0	1	0	0	8	1	
7:45	0	0	0	0	2	0	0	0	0	0	0	0	2	2	
8:00	0	2	0	0	0	0	0	0	0	0	0	0	2	0	
8:15	0	0	0	1	0	0	0	0	2	0	0	0	3	0	
8:30	0	0	2	1	0	0	0	1	0	0	0	0	4	0	
8:45	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
9:00	0	0	1	2	2	2	0	1	0	1	4	0	13	6	
9:15	0	0	0	0	1	1	0	0	0	0	2	0	4	3	
9:30	0	1	0	2	2	0	0	1	0	0	2	0	8	4	
9:45	0	1	1	0	3	1	1	1	0	0	0	0	8	3	
10:00	0	1	0	1	6	0	1	2	0	1	1	0	13	7	
10:15	0	0	0	0	5	0	0	1	0	0	1	0	7	6	
10:30	0	1	0	1	3	1	0	2	0	0	0	0	8	3	
10:45	0	0	0	0	1	0	0	1	0	0	3	0	5	4	
11:00	0	1	1	1	1	0	1	0	0	0	1	0	6	2	
11:15	1	0	0	0	0	0	0	0	0	2	3	0	6	3	
11:30	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
11:45	0	1	0	0	3	0	0	0	2	0	11	0	17	14	
12:00	0	0	0	0	2	0	0	0	0	0	2	0	4	4	
12:15	0	0	0	0	13	0	0	0	0	0	1	0	14	14	
12:30	0	0	0	0	0	0	0	1	1	0	6	0	8	6	
12:45	0	0	0	6	4	1	0	0	0	0	2	0	13	6	
13:00	2	1	5	1	1	0	0	0	0	0	4	0	14	5	
13:15	1	0	1	0	3	0	0	0	0	2	1	0	8	4	
13:30	0	0	0	0	0	0	0	4	0	0	4	0	8	4	
13:45	0	2	0	0	7	0	0	0	0	0	6	1	16	13	
14:00	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
14:15	2	0	0	2	3	0	0	0	0	0	0	0	7	3	
14:30	0	0	0	0	0	0	0	1	0	0	2	0	3	2	
14:45	1	0	1	1	5	0	0	0	0	0	0	0	8	5	
15:00	0	0	1	0	7	0	0	0	0	0	1	0	9	8	
15:15	0	0	0	0	0	1	2	0	0	0	3	0	6	3	
15:30	0	0	0	0	1	0	0	0	0	0	1	0	2	2	
15:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
16:00	0	0	1	2	1	0	0	0	0	0	3	0	7	4	
16:15	0	0	2	0	0	0	0	1	0	0	0	0	3	0	
16:30	0	0	1	1	0	0	1	4	0	0	1	0	8	1	
16:45	0	1	0	2	2	0	0	1	0	0	1	1	8	3	
17:00	3	0	0	1	0	0	0	0	0	0	6	0	10	6	
17:15	0	3	1	2	2	0	0	1	0	0	0	0	9	2	
17:30	0	1	1	0	0	1	0	0	0	0	0	0	3	0	
17:45	0	1	0	1	0	0	0	0	0	0	0	0	2	0	
													Total	294	156
													Pk 8 Hrs	249	140

APPENDIX B: Intersection Analysis Summaries

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Existing (2018) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	24	343	4	14	307
Future Vol, veh/h	8	24	343	4	14	307
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	26	373	4	15	334

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	739	375	0	0	377
Stage 1	375	-	-	-	-
Stage 2	364	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	385	671	-	-	1181
Stage 1	695	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	379	671	-	-	1181
Mov Cap-2 Maneuver	379	-	-	-	-
Stage 1	695	-	-	-	-
Stage 2	692	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	563	1181
HCM Lane V/C Ratio	-	-	0.062	0.013
HCM Control Delay (s)	-	-	11.8	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Existing (2018) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	18	20	390	10	36	455
Future Vol, veh/h	18	20	390	10	36	455
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	22	424	11	39	495

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1003	430	0	0	435
Stage 1	430	-	-	-	-
Stage 2	573	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	268	625	-	-	1125
Stage 1	656	-	-	-	-
Stage 2	564	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	255	625	-	-	1125
Mov Cap-2 Maneuver	255	-	-	-	-
Stage 1	656	-	-	-	-
Stage 2	537	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	1125
HCM Lane V/C Ratio	-	-	0.112	0.035
HCM Control Delay (s)	-	-	15.9	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Existing (2018) Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	24	491	8	34	448
Future Vol, veh/h	9	24	491	8	34	448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	534	9	37	487

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1100	539	0	0	543	0
Stage 1	539	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	235	542	-	-	1026	-
Stage 1	585	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	542	-	-	1026	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	390	1026
HCM Lane V/C Ratio	-	-	0.092	0.036
HCM Control Delay (s)	-	-	15.2	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Background Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	8	24	350	4	14	313
Future Vol, veh/h	8	24	350	4	14	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	26	380	4	15	340

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	752	382	0	0	384	0
Stage 1	382	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	378	665	-	-	1174	-
Stage 1	690	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	665	-	-	1174	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	556	1174
HCM Lane V/C Ratio	-	-	0.063	0.013
HCM Control Delay (s)	-	-	11.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Background Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	20	398	10	37	464
Future Vol, veh/h	18	20	398	10	37	464
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	22	433	11	40	504

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1023	439	0	0	444	0
Stage 1	439	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	261	618	-	-	1116	-
Stage 1	650	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	248	618	-	-	1116	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	362	1116
HCM Lane V/C Ratio	-	-	0.114	0.036
HCM Control Delay (s)	-	-	16.2	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Background Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	24	501	8	35	457
Future Vol, veh/h	9	24	501	8	35	457
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	545	9	38	497

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1123	550	0	0	554	0
Stage 1	550	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	227	535	-	-	1016	-
Stage 1	578	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	535	-	-	1016	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	381	1016
HCM Lane V/C Ratio	-	-	0.094	0.037
HCM Control Delay (s)	-	-	15.4	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Background Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	27	384	4	16	344
Future Vol, veh/h	9	27	384	4	16	344
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	29	417	4	17	374

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	827	419	0	0	421
Stage 1	419	-	-	-	-
Stage 2	408	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	341	634	-	-	1138
Stage 1	664	-	-	-	-
Stage 2	671	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	335	634	-	-	1138
Mov Cap-2 Maneuver	335	-	-	-	-
Stage 1	664	-	-	-	-
Stage 2	658	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	518	1138
HCM Lane V/C Ratio	-	-	0.076	0.015
HCM Control Delay (s)	-	-	12.5	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Background Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	20	22	437	11	40	510
Future Vol, veh/h	20	22	437	11	40	510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	24	475	12	43	554

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1121	481	0	0	487	0
Stage 1	481	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	228	585	-	-	1076	-
Stage 1	622	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	215	585	-	-	1076	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	322	1076
HCM Lane V/C Ratio	-	-	0.142	0.04
HCM Control Delay (s)	-	-	18	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Background Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	27	550	9	38	502
Future Vol, veh/h	10	27	550	9	38	502
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	29	598	10	41	546

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1231	603	0	0	608	0
Stage 1	603	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	196	499	-	-	970	-
Stage 1	546	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	499	-	-	970	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	341	970
HCM Lane V/C Ratio	-	-	0.118	0.043
HCM Control Delay (s)	-	-	17	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	44	35	356	36	14	328
Future Vol, veh/h	44	35	356	36	14	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	38	387	39	15	357

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	794	407	0	0	426
Stage 1	407	-	-	-	-
Stage 2	387	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	357	644	-	-	1133
Stage 1	672	-	-	-	-
Stage 2	686	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	351	644	-	-	1133
Mov Cap-2 Maneuver	351	-	-	-	-
Stage 1	672	-	-	-	-
Stage 2	674	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	440	1133
HCM Lane V/C Ratio	-	-	0.195	0.013
HCM Control Delay (s)	-	-	15.2	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

AM Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	50	0	385	11	57	298	0
Future Vol, veh/h	0	0	0	0	0	50	0	385	11	57	298	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	54	0	418	12	62	324	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	899	878	324	872	872	424	324	0	0	430	0	0
Stage 1	448	448	-	424	424	-	-	-	-	-	-	-
Stage 2	451	430	-	448	448	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	260	287	717	271	289	630	1236	-	-	1129	-	-
Stage 1	590	573	-	608	587	-	-	-	-	-	-	-
Stage 2	588	583	-	590	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	225	268	717	257	270	630	1236	-	-	1129	-	-
Mov Cap-2 Maneuver	225	268	-	257	270	-	-	-	-	-	-	-
Stage 1	590	535	-	608	587	-	-	-	-	-	-	-
Stage 2	537	583	-	550	535	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		11.3		0		1.3	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	-	630	1129	-
HCM Lane V/C Ratio	-	-	-	-	0.086	0.055	-
HCM Control Delay (s)	0	-	-	0	11.3	8.4	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2	-

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

AM Peak Hour

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	27	0	0	0	381	31	0	327	0
Future Vol, veh/h	0	0	0	27	0	0	0	381	31	0	327	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	29	0	0	0	414	34	0	355	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	786	803	355	786	786	431	355	0	0	448	0	0
Stage 1	355	355	-	431	431	-	-	-	-	-	-	-
Stage 2	431	448	-	355	355	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	310	317	689	310	324	624	1204	-	-	1112	-	-
Stage 1	662	630	-	603	583	-	-	-	-	-	-	-
Stage 2	603	573	-	662	630	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	310	317	689	310	324	624	1204	-	-	1112	-	-
Mov Cap-2 Maneuver	310	317	-	310	324	-	-	-	-	-	-	-
Stage 1	662	630	-	603	583	-	-	-	-	-	-	-
Stage 2	603	573	-	662	630	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	17.8	0	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1204	-	-	-	310	1112	-
HCM Lane V/C Ratio	-	-	-	-	0.095	-	-
HCM Control Delay (s)	0	-	-	0	17.8	0	-
HCM Lane LOS	A	-	-	A	C	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2019) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	32	18	33	3	1	46
Future Vol, veh/h	32	18	33	3	1	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	20	36	3	1	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	39	0	-	0	128 38
Stage 1	-	-	-	-	38 -
Stage 2	-	-	-	-	90 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1571	-	-	-	866 1034
Stage 1	-	-	-	-	984 -
Stage 2	-	-	-	-	934 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1571	-	-	-	846 1034
Mov Cap-2 Maneuver	-	-	-	-	846 -
Stage 1	-	-	-	-	961 -
Stage 2	-	-	-	-	934 -

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	1029
HCM Lane V/C Ratio	0.022	-	-	-	0.05
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Total Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	29	398	34	37	475
Future Vol, veh/h	52	29	398	34	37	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	32	433	37	40	516

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1048	452	0 0 470 0
Stage 1	452	-	- - - -
Stage 2	596	-	- - - -
Critical Hdwy	6.42	6.22	- - 4.12 -
Critical Hdwy Stg 1	5.42	-	- - - -
Critical Hdwy Stg 2	5.42	-	- - - -
Follow-up Hdwy	3.518	3.318	- - 2.218 -
Pot Cap-1 Maneuver	252	608	- - 1092 -
Stage 1	641	-	- - - -
Stage 2	550	-	- - - -
Platoon blocked, %			- - - -
Mov Cap-1 Maneuver	239	608	- - 1092 -
Mov Cap-2 Maneuver	239	-	- - - -
Stage 1	641	-	- - - -
Stage 2	522	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	21.5	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	305	1092
HCM Lane V/C Ratio	-	-	0.289	0.037
HCM Control Delay (s)	-	-	21.5	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

PM Peak Hour

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	67	0	427	7	83	464	0
Future Vol, veh/h	0	0	0	0	0	67	0	427	7	83	464	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	73	0	464	8	90	504	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1189	1156	504	1152	1152	468	504	0	0	472	0	0
Stage 1	684	684	-	468	468	-	-	-	-	-	-	-
Stage 2	505	472	-	684	684	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	197	568	175	198	595	1061	-	-	1090	-	-
Stage 1	439	449	-	575	561	-	-	-	-	-	-	-
Stage 2	549	559	-	439	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	132	174	568	160	175	595	1061	-	-	1090	-	-
Mov Cap-2 Maneuver	132	174	-	160	175	-	-	-	-	-	-	-
Stage 1	439	397	-	575	561	-	-	-	-	-	-	-
Stage 2	482	559	-	389	397	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		11.9		0		1.3	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	-	595	1090	-
HCM Lane V/C Ratio	-	-	-	-	0.122	0.083	-
HCM Control Delay (s)	0	-	-	0	11.9	8.6	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.3	-

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

PM Peak Hour

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	30	0	0	0	419	27	0	502	0
Future Vol, veh/h	0	0	0	30	0	0	0	419	27	0	502	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	33	0	0	0	455	29	0	546	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1016	1030	546	1016	1016	470	546	0	0	484	0	0
Stage 1	546	546	-	470	470	-	-	-	-	-	-	-
Stage 2	470	484	-	546	546	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	216	233	538	216	238	594	1023	-	-	1079	-	-
Stage 1	522	518	-	574	560	-	-	-	-	-	-	-
Stage 2	574	552	-	522	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	216	233	538	216	238	594	1023	-	-	1079	-	-
Mov Cap-2 Maneuver	216	233	-	216	238	-	-	-	-	-	-	-
Stage 1	522	518	-	574	560	-	-	-	-	-	-	-
Stage 2	574	552	-	522	518	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		24.6		0		0	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1023	-	-	-	216	1079	-
HCM Lane V/C Ratio	-	-	-	-	0.151	-	-
HCM Control Delay (s)	0	-	-	0	24.6	0	-
HCM Lane LOS	A	-	-	A	C	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2019) Total Traffic Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 3.6

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	24	47	39	4	2	43
Future Vol, veh/h	24	47	39	4	2	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	51	42	4	2	47

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	46	0	-	0	147	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1562	-	-	-	845	1026
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	831	1026
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	921	-

Approach EB WB SB

HCM Control Delay, s	2.5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1562	-	-	-	1015
HCM Lane V/C Ratio	0.017	-	-	-	0.048
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	35	511	37	35	479
Future Vol, veh/h	48	35	511	37	35	479
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	38	555	40	38	521

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1172	575	0	0	595	0
Stage 1	575	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	213	518	-	-	981	-
Stage 1	563	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	201	518	-	-	981	-
Mov Cap-2 Maneuver	201	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.8	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	271	981
HCM Lane V/C Ratio	-	-	0.333	0.039
HCM Control Delay (s)	-	-	24.8	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	74	0	535	9	84	452	0
Future Vol, veh/h	0	0	0	0	0	74	0	535	9	84	452	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	80	0	582	10	91	491	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1300	1265	491	1260	1260	587	491	0	0	592	0	0
Stage 1	673	673	-	587	587	-	-	-	-	-	-	-
Stage 2	627	592	-	673	673	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	138	169	578	147	170	510	1072	-	-	984	-	-
Stage 1	445	454	-	496	497	-	-	-	-	-	-	-
Stage 2	471	494	-	445	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	105	148	578	133	148	510	1072	-	-	984	-	-
Mov Cap-2 Maneuver	105	148	-	133	148	-	-	-	-	-	-	-
Stage 1	445	396	-	496	497	-	-	-	-	-	-	-
Stage 2	397	494	-	388	396	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	13.4	0	1.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	-	510	984	-
HCM Lane V/C Ratio	-	-	-	-	0.158	0.093	-
HCM Control Delay (s)	0	-	-	0	13.4	9	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.3	-

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	41	0	0	0	525	41	0	492	0
Future Vol, veh/h	0	0	0	41	0	0	0	525	41	0	492	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	45	0	0	0	571	45	0	535	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1129	1151	535	1129	1129	594	535	0	0	616	0	0
Stage 1	535	535	-	594	594	-	-	-	-	-	-	-
Stage 2	594	616	-	535	535	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	181	198	545	181	204	505	1033	-	-	964	-	-
Stage 1	529	524	-	491	493	-	-	-	-	-	-	-
Stage 2	491	482	-	529	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	181	198	545	181	204	505	1033	-	-	964	-	-
Mov Cap-2 Maneuver	181	198	-	181	204	-	-	-	-	-	-	-
Stage 1	529	524	-	491	493	-	-	-	-	-	-	-
Stage 2	491	482	-	529	524	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	31.3	0	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1033	-	-	-	181	964	-
HCM Lane V/C Ratio	-	-	-	-	0.246	-	-
HCM Control Delay (s)	0	-	-	0	31.3	0	-
HCM Lane LOS	A	-	-	A	D	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2019) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection

Int Delay, s/veh 4.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	29	43	34	4	2	49
Future Vol, veh/h	29	43	34	4	2	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	47	37	4	2	53

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	41	0	-	0	150	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1568	-	-	-	842	1033
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	824	1033
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	914	-

Approach EB WB SB

HCM Control Delay, s	3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1568	-	-	-	1023
HCM Lane V/C Ratio	0.02	-	-	-	0.054
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	27	374	4	16	334
Future Vol, veh/h	8	27	374	4	16	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	29	407	4	17	363

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	806	409	0	0	411	0
Stage 1	409	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	351	642	-	-	1148	-
Stage 1	671	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	344	642	-	-	1148	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	536	1148
HCM Lane V/C Ratio	-	-	0.071	0.015
HCM Control Delay (s)	-	-	12.2	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

AM Peak Hour

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	0	7	0	0	0	15	366	0	0	304	41
Future Vol, veh/h	31	0	7	0	0	0	15	366	0	0	304	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	8	0	0	0	16	398	0	0	330	45

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	783	783	353	787	805	398	375	0	0	398	0	0
Stage 1	353	353	-	430	430	-	-	-	-	-	-	-
Stage 2	430	430	-	357	375	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	311	325	691	309	316	652	1183	-	-	1161	-	-
Stage 1	664	631	-	603	583	-	-	-	-	-	-	-
Stage 2	603	583	-	661	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	307	319	691	302	311	652	1183	-	-	1161	-	-
Mov Cap-2 Maneuver	307	319	-	302	311	-	-	-	-	-	-	-
Stage 1	653	631	-	593	573	-	-	-	-	-	-	-
Stage 2	593	573	-	654	617	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	0	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	342	-	1161	-
HCM Lane V/C Ratio	0.014	-	-	0.121	-	-	-
HCM Control Delay (s)	8.1	0	-	17	0	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	-	0	-

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

AM Peak Hour

Intersection

Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	39	0	0	0	40	361	0	0	334	0
Future Vol, veh/h	13	0	39	0	0	0	40	361	0	0	334	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	42	0	0	0	43	392	0	0	363	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	841	841	363	862	841	392	363	0	0	392	0	0
Stage 1	363	363	-	478	478	-	-	-	-	-	-	-
Stage 2	478	478	-	384	363	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	284	301	682	275	301	657	1196	-	-	1167	-	-
Stage 1	656	625	-	568	556	-	-	-	-	-	-	-
Stage 2	568	556	-	639	625	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	274	287	682	249	287	657	1196	-	-	1167	-	-
Mov Cap-2 Maneuver	274	287	-	249	287	-	-	-	-	-	-	-
Stage 1	626	625	-	542	530	-	-	-	-	-	-	-
Stage 2	542	530	-	599	625	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	0	0.8	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1196	-	-	497	-	1167	-
HCM Lane V/C Ratio	0.036	-	-	0.114	-	-	-
HCM Control Delay (s)	8.1	0	-	13.2	0	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Total Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	18	23	413	10	39	480
Future Vol, veh/h	18	23	413	10	39	480
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	25	449	11	42	522

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1061	455	0
Stage 1	455	-	-
Stage 2	606	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	248	605	-
Stage 1	639	-	-
Stage 2	545	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	235	605	-
Mov Cap-2 Maneuver	235	-	-
Stage 1	639	-	-
Stage 2	516	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.5	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	358	1101
HCM Lane V/C Ratio	-	-	0.124	0.039
HCM Control Delay (s)	-	-	16.5	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

PM Peak Hour

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	0	9	0	0	0	11	411	0	0	471	57
Future Vol, veh/h	38	0	9	0	0	0	11	411	0	0	471	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	0	10	0	0	0	12	447	0	0	512	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1014	1014	543	1019	1045	447	574	0	0	447	0	0
Stage 1	543	543	-	471	471	-	-	-	-	-	-	-
Stage 2	471	471	-	548	574	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	217	239	540	215	229	612	999	-	-	1113	-	-
Stage 1	524	520	-	573	560	-	-	-	-	-	-	-
Stage 2	573	560	-	521	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	214	235	540	209	225	612	999	-	-	1113	-	-
Mov Cap-2 Maneuver	214	235	-	209	225	-	-	-	-	-	-	-
Stage 1	516	520	-	564	551	-	-	-	-	-	-	-
Stage 2	564	551	-	512	503	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.8	0	0.2	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	999	-	-	242	-	1113	-
HCM Lane V/C Ratio	0.012	-	-	0.211	-	-	-
HCM Control Delay (s)	8.6	0	-	23.8	0	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	-	0	-

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

PM Peak Hour

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	40	0	0	0	32	405	0	0	510	0
Future Vol, veh/h	13	0	40	0	0	0	32	405	0	0	510	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	43	0	0	0	35	440	0	0	554	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1064	1064	554	1086	1064	440	554	0	0	440	0	0
Stage 1	554	554	-	510	510	-	-	-	-	-	-	-
Stage 2	510	510	-	576	554	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	201	223	532	194	223	617	1016	-	-	1120	-	-
Stage 1	517	514	-	546	538	-	-	-	-	-	-	-
Stage 2	546	538	-	503	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	194	213	532	172	213	617	1016	-	-	1120	-	-
Mov Cap-2 Maneuver	194	213	-	172	213	-	-	-	-	-	-	-
Stage 1	493	514	-	521	513	-	-	-	-	-	-	-
Stage 2	521	513	-	462	514	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.4	0	0.6	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1016	-	-	373	-	1120	-
HCM Lane V/C Ratio	0.034	-	-	0.154	-	-	-
HCM Control Delay (s)	8.7	0	-	16.4	0	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	-	0	-

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	27	524	8	37	480
Future Vol, veh/h	9	27	524	8	37	480
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	29	570	9	40	522

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1177	575	0	0	579	0
Stage 1	575	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	211	518	-	-	995	-
Stage 1	563	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	199	518	-	-	995	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	995
HCM Lane V/C Ratio	-	-	0.106	0.04
HCM Control Delay (s)	-	-	15.9	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	0	8	0	0	0	14	522	0	0	460	57
Future Vol, veh/h	43	0	8	0	0	0	14	522	0	0	460	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	0	9	0	0	0	15	567	0	0	500	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1128	1128	531	1133	1159	567	562	0	0	567	0	0
Stage 1	531	531	-	597	597	-	-	-	-	-	-	-
Stage 2	597	597	-	536	562	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	181	204	548	180	196	523	1009	-	-	1005	-	-
Stage 1	532	526	-	490	491	-	-	-	-	-	-	-
Stage 2	490	491	-	529	510	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	178	200	548	174	192	523	1009	-	-	1005	-	-
Mov Cap-2 Maneuver	178	200	-	174	192	-	-	-	-	-	-	-
Stage 1	520	526	-	479	480	-	-	-	-	-	-	-
Stage 2	479	480	-	521	510	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	29.9		0		0.2		0	
HCM LOS	D		A					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1009	-	-	199	-	1005	-
HCM Lane V/C Ratio	0.015	-	-	0.279	-	-	-
HCM Control Delay (s)	8.6	0	-	29.9	0	0	-
HCM Lane LOS	A	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	-	0	-

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	49	0	0	0	43	508	0	0	500	0
Future Vol, veh/h	14	0	49	0	0	0	43	508	0	0	500	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	53	0	0	0	47	552	0	0	543	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1189	1189	543	1216	1189	552	543	0	0	552	0	0
Stage 1	543	543	-	646	646	-	-	-	-	-	-	-
Stage 2	646	646	-	570	543	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	188	540	158	188	533	1026	-	-	1018	-	-
Stage 1	524	520	-	460	467	-	-	-	-	-	-	-
Stage 2	460	467	-	506	520	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	157	176	540	135	176	533	1026	-	-	1018	-	-
Mov Cap-2 Maneuver	157	176	-	135	176	-	-	-	-	-	-	-
Stage 1	489	520	-	430	436	-	-	-	-	-	-	-
Stage 2	430	436	-	456	520	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.8	0	0.7	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	350	-	1018	-
HCM Lane V/C Ratio	0.046	-	-	0.196	-	-	-
HCM Control Delay (s)	8.7	0	-	17.8	0	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	0	-

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	37	380	36	16	349
Future Vol, veh/h	44	37	380	36	16	349
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	40	413	39	17	379

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	846	433	0	0	452	0
Stage 1	433	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	333	623	-	-	1109	-
Stage 1	654	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	327	623	-	-	1109	-
Mov Cap-2 Maneuver	327	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	1109
HCM Lane V/C Ratio	-	-	0.211	0.016
HCM Control Delay (s)	-	-	15.9	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.8	0

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

AM Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	0	7	0	0	50	15	376	11	57	275	41
Future Vol, veh/h	31	0	7	0	0	50	15	376	11	57	275	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	8	0	0	54	16	409	12	62	299	45

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	920	899	322	897	915	415	344	0	0	421	0	0
Stage 1	446	446	-	447	447	-	-	-	-	-	-	-
Stage 2	474	453	-	450	468	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	251	279	719	261	273	637	1215	-	-	1138	-	-
Stage 1	591	574	-	591	573	-	-	-	-	-	-	-
Stage 2	571	570	-	589	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	215	256	719	242	250	637	1215	-	-	1138	-	-
Mov Cap-2 Maneuver	215	256	-	242	250	-	-	-	-	-	-	-
Stage 1	581	535	-	581	563	-	-	-	-	-	-	-
Stage 2	513	560	-	543	523	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	22.5		11.2		0.3		1.3			
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1215	-	-	247	637	1138	-
HCM Lane V/C Ratio	0.013	-	-	0.167	0.085	0.054	-
HCM Control Delay (s)	8	0	-	22.5	11.2	8.3	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.2	-

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

AM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	39	27	0	0	40	368	31	0	334	0
Future Vol, veh/h	12	0	39	27	0	0	40	368	31	0	334	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	42	29	0	0	43	400	34	0	363	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	866	883	363	887	866	417	363	0	0	434	0	0
Stage 1	363	363	-	503	503	-	-	-	-	-	-	-
Stage 2	503	520	-	384	363	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	285	682	265	291	636	1196	-	-	1126	-	-
Stage 1	656	625	-	551	541	-	-	-	-	-	-	-
Stage 2	551	532	-	639	625	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	264	271	682	239	277	636	1196	-	-	1126	-	-
Mov Cap-2 Maneuver	264	271	-	239	277	-	-	-	-	-	-	-
Stage 1	625	625	-	525	515	-	-	-	-	-	-	-
Stage 2	525	506	-	599	625	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		22.2		0.7		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1196	-	-	497	239	1126	-
HCM Lane V/C Ratio	0.036	-	-	0.112	0.123	-	-
HCM Control Delay (s)	8.1	0	-	13.2	22.2	0	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.4	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2019) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	32	20	35	3	1	46
Future Vol, veh/h	32	20	35	3	1	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	22	38	3	1	50

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	41	0	0 132 40
Stage 1	-	-	- 40 -
Stage 2	-	-	- 92 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1568	-	- 862 1031
Stage 1	-	-	- 982 -
Stage 2	-	-	- 932 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1568	-	- 842 1031
Mov Cap-2 Maneuver	-	-	- 842 -
Stage 1	-	-	- 959 -
Stage 2	-	-	- 932 -

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	1026
HCM Lane V/C Ratio	0.022	-	-	-	0.05
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Total Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	31	416	34	39	493
Future Vol, veh/h	52	31	416	34	39	493
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	34	452	37	42	536

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1091	471	0 0 489 0
Stage 1	471	-	- - - -
Stage 2	620	-	- - - -
Critical Hdwy	6.42	6.22	- - 4.12 -
Critical Hdwy Stg 1	5.42	-	- - - -
Critical Hdwy Stg 2	5.42	-	- - - -
Follow-up Hdwy	3.518	3.318	- - 2.218 -
Pot Cap-1 Maneuver	238	593	- - 1074 -
Stage 1	628	-	- - - -
Stage 2	536	-	- - - -
Platoon blocked, %			- - - -
Mov Cap-1 Maneuver	225	593	- - 1074 -
Mov Cap-2 Maneuver	225	-	- - - -
Stage 1	628	-	- - - -
Stage 2	506	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	293 1074	-
HCM Lane V/C Ratio	-	-	0.308 0.039	-
HCM Control Delay (s)	-	-	22.7 8.5	0
HCM Lane LOS	-	-	C A	A
HCM 95th %tile Q(veh)	-	-	1.3 0.1	-

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

PM Peak Hour

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	0	9	0	0	67	11	426	7	83	433	57
Future Vol, veh/h	38	0	9	0	0	67	11	426	7	83	433	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	0	10	0	0	73	12	463	8	90	471	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1210	1177	502	1178	1204	467	533	0	0	471	0	0
Stage 1	682	682	-	491	491	-	-	-	-	-	-	-
Stage 2	528	495	-	687	713	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	159	191	569	168	184	596	1035	-	-	1091	-	-
Stage 1	440	450	-	559	548	-	-	-	-	-	-	-
Stage 2	534	546	-	437	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	125	166	569	148	160	596	1035	-	-	1091	-	-
Mov Cap-2 Maneuver	125	166	-	148	160	-	-	-	-	-	-	-
Stage 1	433	397	-	550	539	-	-	-	-	-	-	-
Stage 2	461	537	-	379	384	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	42		11.9		0.2		1.2	
HCM LOS	E		B					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1035	-	-	147	596	1091	-
HCM Lane V/C Ratio	0.012	-	-	0.348	0.122	0.083	-
HCM Control Delay (s)	8.5	0	-	42	11.9	8.6	0
HCM Lane LOS	A	A	-	E	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.4	0.4	0.3	-

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

PM Peak Hour

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	40	30	0	0	32	405	27	0	510	0
Future Vol, veh/h	13	0	40	30	0	0	32	405	27	0	510	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	43	33	0	0	35	440	29	0	554	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1079	1093	554	1101	1079	455	554	0	0	469	0	0
Stage 1	554	554	-	525	525	-	-	-	-	-	-	-
Stage 2	525	539	-	576	554	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	196	214	532	189	218	605	1016	-	-	1093	-	-
Stage 1	517	514	-	536	529	-	-	-	-	-	-	-
Stage 2	536	522	-	503	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	189	204	532	167	208	605	1016	-	-	1093	-	-
Mov Cap-2 Maneuver	189	204	-	167	208	-	-	-	-	-	-	-
Stage 1	493	514	-	511	504	-	-	-	-	-	-	-
Stage 2	511	497	-	462	514	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB				
HCM Control Delay, s	16.6		31.7		0.6		0				
HCM LOS	C		D								

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1016	-	-	368	167	1093	-
HCM Lane V/C Ratio	0.034	-	-	0.157	0.195	-	-
HCM Control Delay (s)	8.7	0	-	16.6	31.7	0	-
HCM Lane LOS	A	A	-	C	D	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.7	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2019) Total Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	24	49	41	4	2	43
Future Vol, veh/h	24	49	41	4	2	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	53	45	4	2	47

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	49	0	-	0	152 47
Stage 1	-	-	-	-	47 -
Stage 2	-	-	-	-	105 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1558	-	-	-	840 1022
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	919 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1558	-	-	-	826 1022
Mov Cap-2 Maneuver	-	-	-	-	826 -
Stage 1	-	-	-	-	958 -
Stage 2	-	-	-	-	919 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	1011
HCM Lane V/C Ratio	0.017	-	-	-	0.048
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2019) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	37	535	37	37	502
Future Vol, veh/h	48	37	535	37	37	502
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	40	582	40	40	546

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1228	602	0	0	622	0
Stage 1	602	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	197	500	-	-	959	-
Stage 1	547	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	185	500	-	-	959	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.9	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	255	959
HCM Lane V/C Ratio	-	-	0.362	0.042
HCM Control Delay (s)	-	-	26.9	8.9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	0	8	0	0	74	14	533	9	84	421	57
Future Vol, veh/h	43	0	8	0	0	74	14	533	9	84	421	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	0	9	0	0	80	15	579	10	91	458	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1325	1290	489	1290	1316	584	520	0	0	589	0	0
Stage 1	671	671	-	614	614	-	-	-	-	-	-	-
Stage 2	654	619	-	676	702	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	133	163	579	140	158	512	1046	-	-	986	-	-
Stage 1	446	455	-	479	483	-	-	-	-	-	-	-
Stage 2	456	480	-	443	440	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	99	139	579	122	134	512	1046	-	-	986	-	-
Mov Cap-2 Maneuver	99	139	-	122	134	-	-	-	-	-	-	-
Stage 1	437	395	-	469	473	-	-	-	-	-	-	-
Stage 2	376	470	-	379	382	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	63.4		13.3		0.2		1.3	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1046	-	-	114	512	986	-
HCM Lane V/C Ratio	0.015	-	-	0.486	0.157	0.093	-
HCM Control Delay (s)	8.5	0	-	63.4	13.3	9	0
HCM Lane LOS	A	A	-	F	B	A	A
HCM 95th %tile Q(veh)	0	-	-	2.2	0.6	0.3	-

Gas Stations on Gorham Road

Future (2019) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	49	41	0	0	43	508	41	0	500	0
Future Vol, veh/h	14	0	49	41	0	0	43	508	41	0	500	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	53	45	0	0	47	552	45	0	543	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1212	1234	543	1239	1212	575	543	0	0	597	0	0
Stage 1	543	543	-	669	669	-	-	-	-	-	-	-
Stage 2	669	691	-	570	543	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	159	177	540	152	182	518	1026	-	-	980	-	-
Stage 1	524	520	-	447	456	-	-	-	-	-	-	-
Stage 2	447	446	-	506	520	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	151	165	540	130	169	518	1026	-	-	980	-	-
Mov Cap-2 Maneuver	151	165	-	130	169	-	-	-	-	-	-	-
Stage 1	488	520	-	416	425	-	-	-	-	-	-	-
Stage 2	416	415	-	456	520	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.1		46.5		0.6		0	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	343	130	980	-
HCM Lane V/C Ratio	0.046	-	-	0.2	0.343	-	-
HCM Control Delay (s)	8.7	0	-	18.1	46.5	0	-
HCM Lane LOS	A	A	-	C	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	1.4	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2019) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	29	45	36	4	2	49
Future Vol, veh/h	29	45	36	4	2	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	49	39	4	2	53

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	43	0	-	0	154 41
Stage 1	-	-	-	-	41 -
Stage 2	-	-	-	-	113 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1566	-	-	-	838 1030
Stage 1	-	-	-	-	981 -
Stage 2	-	-	-	-	912 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1566	-	-	-	820 1030
Mov Cap-2 Maneuver	-	-	-	-	820 -
Stage 1	-	-	-	-	960 -
Stage 2	-	-	-	-	912 -

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	1020
HCM Lane V/C Ratio	0.02	-	-	-	0.054
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	37	390	36	16	358
Future Vol, veh/h	45	37	390	36	16	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	40	424	39	17	389

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	867	444	0	0	463	0
Stage 1	444	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	323	614	-	-	1098	-
Stage 1	646	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	317	614	-	-	1098	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	648	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	406	1098
HCM Lane V/C Ratio	-	-	0.22	0.016
HCM Control Delay (s)	-	-	16.3	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.8	0

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

AM Peak Hour

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	50	0	421	11	57	330	0
Future Vol, veh/h	0	0	0	0	0	50	0	421	11	57	330	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	54	0	458	12	62	359	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	974	953	359	947	947	464	359	0	0	470	0	0
Stage 1	483	483	-	464	464	-	-	-	-	-	-	-
Stage 2	491	470	-	483	483	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	231	259	685	241	261	598	1200	-	-	1092	-	-
Stage 1	565	553	-	578	564	-	-	-	-	-	-	-
Stage 2	559	560	-	565	553	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	199	241	685	228	242	598	1200	-	-	1092	-	-
Mov Cap-2 Maneuver	199	241	-	228	242	-	-	-	-	-	-	-
Stage 1	565	514	-	578	564	-	-	-	-	-	-	-
Stage 2	508	560	-	525	514	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.6	0	1.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	-	598	1092	-
HCM Lane V/C Ratio	-	-	-	-	0.091	0.057	-
HCM Control Delay (s)	0	-	-	0	11.6	8.5	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2	-

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

AM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	27	0	0	0	418	31	0	360	0
Future Vol, veh/h	0	0	0	27	0	0	0	418	31	0	360	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	29	0	0	0	454	34	0	391	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	862	879	391	862	862	471	391	0	0	488	0	0
Stage 1	391	391	-	471	471	-	-	-	-	-	-	-
Stage 2	471	488	-	391	391	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	275	286	658	275	293	593	1168	-	-	1075	-	-
Stage 1	633	607	-	573	560	-	-	-	-	-	-	-
Stage 2	573	550	-	633	607	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	275	286	658	275	293	593	1168	-	-	1075	-	-
Mov Cap-2 Maneuver	275	286	-	275	293	-	-	-	-	-	-	-
Stage 1	633	607	-	573	560	-	-	-	-	-	-	-
Stage 2	573	550	-	633	607	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		19.6		0		0	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1168	-	-	-	275	1075	-
HCM Lane V/C Ratio	-	-	-	-	0.107	-	-
HCM Control Delay (s)	0	-	-	0	19.6	0	-
HCM Lane LOS	A	-	-	A	C	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2024) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	32	20	36	3	1	46
Future Vol, veh/h	32	20	36	3	1	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	22	39	3	1	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	42	0	-	0	133 41
Stage 1	-	-	-	-	41 -
Stage 2	-	-	-	-	92 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1567	-	-	-	861 1030
Stage 1	-	-	-	-	981 -
Stage 2	-	-	-	-	932 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1567	-	-	-	841 1030
Mov Cap-2 Maneuver	-	-	-	-	841 -
Stage 1	-	-	-	-	958 -
Stage 2	-	-	-	-	932 -

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	1025
HCM Lane V/C Ratio	0.022	-	-	-	0.05
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Total Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	31	439	35	40	522
Future Vol, veh/h	54	31	439	35	40	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	34	477	38	43	567

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1149	496	0
Stage 1	496	-	-
Stage 2	653	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	219	574	-
Stage 1	612	-	-
Stage 2	518	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	206	574	-
Mov Cap-2 Maneuver	206	-	-
Stage 1	612	-	-
Stage 2	487	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.2	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	269	1051
HCM Lane V/C Ratio	-	-	0.343	0.041
HCM Control Delay (s)	-	-	25.2	8.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

PM Peak Hour

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	67	0	468	7	83	513	0
Future Vol, veh/h	0	0	0	0	0	67	0	468	7	83	513	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	73	0	509	8	90	558	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1288	1255	558	1251	1251	513	558	0	0	517	0	0
Stage 1	738	738	-	513	513	-	-	-	-	-	-	-
Stage 2	550	517	-	738	738	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	141	172	529	149	172	561	1013	-	-	1049	-	-
Stage 1	410	424	-	544	536	-	-	-	-	-	-	-
Stage 2	519	534	-	410	424	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	111	151	529	135	151	561	1013	-	-	1049	-	-
Mov Cap-2 Maneuver	111	151	-	135	151	-	-	-	-	-	-	-
Stage 1	410	371	-	544	536	-	-	-	-	-	-	-
Stage 2	452	534	-	359	371	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		12.4		0		1.2	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1013	-	-	-	561	1049	-
HCM Lane V/C Ratio	-	-	-	-	0.13	0.086	-
HCM Control Delay (s)	0	-	-	0	12.4	8.8	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.3	-

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

PM Peak Hour

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	30	0	0	0	460	27	0	551	0
Future Vol, veh/h	0	0	0	30	0	0	0	460	27	0	551	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	33	0	0	0	500	29	0	599	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1114	1128	599	1114	1114	515	599	0	0	529	0	0
Stage 1	599	599	-	515	515	-	-	-	-	-	-	-
Stage 2	515	529	-	599	599	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	185	204	502	185	208	560	978	-	-	1038	-	-
Stage 1	488	490	-	543	535	-	-	-	-	-	-	-
Stage 2	543	527	-	488	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	185	204	502	185	208	560	978	-	-	1038	-	-
Mov Cap-2 Maneuver	185	204	-	185	208	-	-	-	-	-	-	-
Stage 1	488	490	-	543	535	-	-	-	-	-	-	-
Stage 2	543	527	-	488	490	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		28.6		0		0	
HCM LOS	A		D					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	978	-	-	-	185	1038	-
HCM Lane V/C Ratio	-	-	-	-	0.176	-	-
HCM Control Delay (s)	0	-	-	0	28.6	0	-
HCM Lane LOS	A	-	-	A	D	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2024) Total Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	24	52	43	4	2	43
Future Vol, veh/h	24	52	43	4	2	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	57	47	4	2	47

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	51	0	-	0	158 49
Stage 1	-	-	-	-	49 -
Stage 2	-	-	-	-	109 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1555	-	-	-	833 1020
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	916 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1555	-	-	-	819 1020
Mov Cap-2 Maneuver	-	-	-	-	819 -
Stage 1	-	-	-	-	956 -
Stage 2	-	-	-	-	916 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	1009
HCM Lane V/C Ratio	0.017	-	-	-	0.048
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	37	561	38	38	523
Future Vol, veh/h	49	37	561	38	38	523
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	40	610	41	41	568

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1281	631	0	0	651
Stage 1	631	-	-	-	-
Stage 2	650	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	183	481	-	-	935
Stage 1	530	-	-	-	-
Stage 2	520	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	171	481	-	-	935
Mov Cap-2 Maneuver	171	-	-	-	-
Stage 1	530	-	-	-	-
Stage 2	487	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.7	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	237	935
HCM Lane V/C Ratio	-	-	0.394	0.044
HCM Control Delay (s)	-	-	29.7	9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.8	0.1

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	74	0	587	9	84	500	0
Future Vol, veh/h	0	0	0	0	0	74	0	587	9	84	500	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	80	0	638	10	91	543	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1408	1373	543	1368	1368	643	543	0	0	648	0	0
Stage 1	725	725	-	643	643	-	-	-	-	-	-	-
Stage 2	683	648	-	725	725	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	116	146	540	124	147	473	1026	-	-	938	-	-
Stage 1	416	430	-	462	468	-	-	-	-	-	-	-
Stage 2	439	466	-	416	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	86	126	540	111	127	473	1026	-	-	938	-	-
Mov Cap-2 Maneuver	86	126	-	111	127	-	-	-	-	-	-	-
Stage 1	416	370	-	462	468	-	-	-	-	-	-	-
Stage 2	364	466	-	358	370	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	14.2	0	1.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	-	473	938	-
HCM Lane V/C Ratio	-	-	-	-	0.17	0.097	-
HCM Control Delay (s)	0	-	-	0	14.2	9.3	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.3	-

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	41	0	0	0	577	41	0	540	0
Future Vol, veh/h	0	0	0	41	0	0	0	577	41	0	540	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	45	0	0	0	627	45	0	587	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1237	1259	587	1237	1237	650	587	0	0	672	0	0
Stage 1	587	587	-	650	650	-	-	-	-	-	-	-
Stage 2	650	672	-	587	587	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	153	171	510	153	176	469	988	-	-	919	-	-
Stage 1	496	497	-	458	465	-	-	-	-	-	-	-
Stage 2	458	454	-	496	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	153	171	510	153	176	469	988	-	-	919	-	-
Mov Cap-2 Maneuver	153	171	-	153	176	-	-	-	-	-	-	-
Stage 1	496	497	-	458	465	-	-	-	-	-	-	-
Stage 2	458	454	-	496	497	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	37.9	0	0
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	988	-	-	-	153	919	-
HCM Lane V/C Ratio	-	-	-	-	0.291	-	-
HCM Control Delay (s)	0	-	-	0	37.9	0	-
HCM Lane LOS	A	-	-	A	E	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2024) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection

Int Delay, s/veh 3.9

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	29	47	37	4	2	49
Future Vol, veh/h	29	47	37	4	2	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	51	40	4	2	53

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	44	0	-	0	157	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1564	-	-	-	834	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1564	-	-	-	816	1029
Mov Cap-2 Maneuver		-	-	-	816	-
Stage 1		-	-	-	959	-
Stage 2		-	-	-	910	-

Approach EB WB SB

HCM Control Delay, s	2.8	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1564	-	-	-	1019
HCM Lane V/C Ratio	0.02	-	-	-	0.054
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	29	408	4	18	365
Future Vol, veh/h	9	29	408	4	18	365
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	32	443	4	20	397

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	882	445	0	0	447	0
Stage 1	445	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	317	613	-	-	1113	-
Stage 1	646	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	310	613	-	-	1113	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	498	1113
HCM Lane V/C Ratio	-	-	0.083	0.018
HCM Control Delay (s)	-	-	12.9	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

AM Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	0	7	0	0	0	15	402	0	0	336	41
Future Vol, veh/h	31	0	7	0	0	0	15	402	0	0	336	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	8	0	0	0	16	437	0	0	365	45

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	857	857	388	861	879	437	410	0	0	437	0	0
Stage 1	388	388	-	469	469	-	-	-	-	-	-	-
Stage 2	469	469	-	392	410	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	295	660	276	286	620	1149	-	-	1123	-	-
Stage 1	636	609	-	575	561	-	-	-	-	-	-	-
Stage 2	575	561	-	633	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	273	290	660	269	281	620	1149	-	-	1123	-	-
Mov Cap-2 Maneuver	273	290	-	269	281	-	-	-	-	-	-	-
Stage 1	625	609	-	565	551	-	-	-	-	-	-	-
Stage 2	565	551	-	626	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	0	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1149	-	-	306	-	1123	-
HCM Lane V/C Ratio	0.014	-	-	0.135	-	-	-
HCM Control Delay (s)	8.2	0	-	18.6	0	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	-	0	-

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

AM Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	39	0	0	0	40	398	0	0	367	0
Future Vol, veh/h	13	0	39	0	0	0	40	398	0	0	367	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	42	0	0	0	43	433	0	0	399	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	918	918	399	939	918	433	399	0	0	433	0	0
Stage 1	399	399	-	519	519	-	-	-	-	-	-	-
Stage 2	519	519	-	420	399	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	252	272	651	244	272	623	1160	-	-	1127	-	-
Stage 1	627	602	-	540	533	-	-	-	-	-	-	-
Stage 2	540	533	-	611	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	243	259	651	220	259	623	1160	-	-	1127	-	-
Mov Cap-2 Maneuver	243	259	-	220	259	-	-	-	-	-	-	-
Stage 1	596	602	-	514	507	-	-	-	-	-	-	-
Stage 2	514	507	-	571	602	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.9		0		0.8		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1160	-	-	459	-	1127	-
HCM Lane V/C Ratio	0.037	-	-	0.123	-	-	-
HCM Control Delay (s)	8.2	0	-	13.9	0	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Total Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	25	452	11	43	525
Future Vol, veh/h	20	25	452	11	43	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	27	491	12	47	571

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1162	497	0	0	503
Stage 1	497	-	-	-	-
Stage 2	665	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	216	573	-	-	1061
Stage 1	611	-	-	-	-
Stage 2	511	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	202	573	-	-	1061
Mov Cap-2 Maneuver	202	-	-	-	-
Stage 1	611	-	-	-	-
Stage 2	478	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	315	1061
HCM Lane V/C Ratio	-	-	0.155	0.044
HCM Control Delay (s)	-	-	18.5	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

PM Peak Hour

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	0	9	0	0	0	11	452	0	0	521	57
Future Vol, veh/h	38	0	9	0	0	0	11	452	0	0	521	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	0	10	0	0	0	12	491	0	0	566	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1112	1112	597	1117	1143	491	628	0	0	491	0	0
Stage 1	597	597	-	515	515	-	-	-	-	-	-	-
Stage 2	515	515	-	602	628	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	186	209	503	185	200	578	954	-	-	1072	-	-
Stage 1	490	491	-	543	535	-	-	-	-	-	-	-
Stage 2	543	535	-	486	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	184	205	503	179	197	578	954	-	-	1072	-	-
Mov Cap-2 Maneuver	184	205	-	179	197	-	-	-	-	-	-	-
Stage 1	482	491	-	534	526	-	-	-	-	-	-	-
Stage 2	534	526	-	477	476	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	27.7		0		0.2		0	
HCM LOS	D		A					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	954	-	-	209	-	1072	-
HCM Lane V/C Ratio	0.013	-	-	0.244	-	-	-
HCM Control Delay (s)	8.8	0	-	27.7	0	0	-
HCM Lane LOS	A	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	-	0	-

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

PM Peak Hour

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	40	0	0	0	32	446	0	0	560	0
Future Vol, veh/h	13	0	40	0	0	0	32	446	0	0	560	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	43	0	0	0	35	485	0	0	609	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1164	1164	609	1186	1164	485	609	0	0	485	0	0
Stage 1	609	609	-	555	555	-	-	-	-	-	-	-
Stage 2	555	555	-	631	609	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	171	194	495	166	194	582	970	-	-	1078	-	-
Stage 1	482	485	-	516	513	-	-	-	-	-	-	-
Stage 2	516	513	-	469	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	165	184	495	146	184	582	970	-	-	1078	-	-
Mov Cap-2 Maneuver	165	184	-	146	184	-	-	-	-	-	-	-
Stage 1	458	485	-	491	488	-	-	-	-	-	-	-
Stage 2	491	488	-	428	485	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.1		0		0.6		0	
HCM LOS	C		A					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	970	-	-	332	-	1078	-
HCM Lane V/C Ratio	0.036	-	-	0.174	-	-	-
HCM Control Delay (s)	8.8	0	-	18.1	0	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	-	0	-

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	29	573	9	41	525
Future Vol, veh/h	10	29	573	9	41	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	32	623	10	45	571

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1289	628	0
Stage 1	628	-	-
Stage 2	661	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	181	483	-
Stage 1	532	-	-
Stage 2	514	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	169	483	-
Mov Cap-2 Maneuver	169	-	-
Stage 1	532	-	-
Stage 2	479	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	950
HCM Lane V/C Ratio	-	-	0.13	0.047
HCM Control Delay (s)	-	-	17.6	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	0	8	0	0	0	14	574	0	0	509	57
Future Vol, veh/h	43	0	8	0	0	0	14	574	0	0	509	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	0	9	0	0	0	15	624	0	0	553	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1238	1238	584	1243	1269	624	615	0	0	624	0	0
Stage 1	584	584	-	654	654	-	-	-	-	-	-	-
Stage 2	654	654	-	589	615	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	152	176	512	151	168	485	965	-	-	957	-	-
Stage 1	498	498	-	456	463	-	-	-	-	-	-	-
Stage 2	456	463	-	494	482	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	149	172	512	146	164	485	965	-	-	957	-	-
Mov Cap-2 Maneuver	149	172	-	146	164	-	-	-	-	-	-	-
Stage 1	486	498	-	445	452	-	-	-	-	-	-	-
Stage 2	445	452	-	486	482	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	36.6		0		0.2		0	
HCM LOS	E		A					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	168	-	957	-
HCM Lane V/C Ratio	0.016	-	-	0.33	-	-	-
HCM Control Delay (s)	8.8	0	-	36.6	0	0	-
HCM Lane LOS	A	A	-	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	-	0	-

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	49	0	0	0	43	560	0	0	548	0
Future Vol, veh/h	14	0	49	0	0	0	43	560	0	0	548	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	53	0	0	0	47	609	0	0	596	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1299	1299	596	1326	1299	609	596	0	0	609	0	0
Stage 1	596	596	-	703	703	-	-	-	-	-	-	-
Stage 2	703	703	-	623	596	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	138	161	504	133	161	495	980	-	-	970	-	-
Stage 1	490	492	-	428	440	-	-	-	-	-	-	-
Stage 2	428	440	-	474	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	130	149	504	112	149	495	980	-	-	970	-	-
Mov Cap-2 Maneuver	130	149	-	112	149	-	-	-	-	-	-	-
Stage 1	455	492	-	397	408	-	-	-	-	-	-	-
Stage 2	397	408	-	424	492	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.1		0		0.6		0	
HCM LOS	C		A					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	980	-	-	307	-	970	-
HCM Lane V/C Ratio	0.048	-	-	0.223	-	-	-
HCM Control Delay (s)	8.9	0	-	20.1	0	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	-	0	-

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	39	415	36	18	379
Future Vol, veh/h	45	39	415	36	18	379
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	42	451	39	20	412

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	923	471	0	0	490
Stage 1	471	-	-	-	-
Stage 2	452	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	299	593	-	-	1073
Stage 1	628	-	-	-	-
Stage 2	641	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	292	593	-	-	1073
Mov Cap-2 Maneuver	292	-	-	-	-
Stage 1	628	-	-	-	-
Stage 2	626	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.4	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	382	1073
HCM Lane V/C Ratio	-	-	0.239	0.018
HCM Control Delay (s)	-	-	17.4	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

AM Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	0	7	0	0	50	15	413	11	57	307	41
Future Vol, veh/h	31	0	7	0	0	50	15	413	11	57	307	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	8	0	0	54	16	449	12	62	334	45

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	995	974	357	972	990	455	379	0	0	461	0	0
Stage 1	481	481	-	487	487	-	-	-	-	-	-	-
Stage 2	514	493	-	485	503	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	224	252	687	232	246	605	1179	-	-	1100	-	-
Stage 1	566	554	-	562	550	-	-	-	-	-	-	-
Stage 2	543	547	-	563	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	190	230	687	214	224	605	1179	-	-	1100	-	-
Mov Cap-2 Maneuver	190	230	-	214	224	-	-	-	-	-	-	-
Stage 1	556	514	-	552	540	-	-	-	-	-	-	-
Stage 2	485	537	-	517	502	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	25.2		11.5		0.3		1.2			
HCM LOS	D		B							

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1179	-	-	219	605	1100	-
HCM Lane V/C Ratio	0.014	-	-	0.189	0.09	0.056	-
HCM Control Delay (s)	8.1	0	-	25.2	11.5	8.5	0
HCM Lane LOS	A	A	-	D	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.7	0.3	0.2	-

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

AM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	39	27	0	0	40	405	31	0	367	0
Future Vol, veh/h	12	0	39	27	0	0	40	405	31	0	367	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	42	29	0	0	43	440	34	0	399	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	942	959	399	963	942	457	399	0	0	474	0	0
Stage 1	399	399	-	543	543	-	-	-	-	-	-	-
Stage 2	543	560	-	420	399	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	243	257	651	235	263	604	1160	-	-	1088	-	-
Stage 1	627	602	-	524	520	-	-	-	-	-	-	-
Stage 2	524	511	-	611	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	234	244	651	211	250	604	1160	-	-	1088	-	-
Mov Cap-2 Maneuver	234	244	-	211	250	-	-	-	-	-	-	-
Stage 1	595	602	-	497	493	-	-	-	-	-	-	-
Stage 2	497	485	-	571	602	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB				
HCM Control Delay, s	13.9		24.8		0.7		0				
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1160	-	-	459	211	1088	-
HCM Lane V/C Ratio	0.037	-	-	0.121	0.139	-	-
HCM Control Delay (s)	8.2	0	-	13.9	24.8	0	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.5	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2024) Total Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	32	22	38	3	1	46
Future Vol, veh/h	32	22	38	3	1	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	24	41	3	1	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	44	0	-	0	137 43
Stage 1	-	-	-	-	43 -
Stage 2	-	-	-	-	94 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1564	-	-	-	856 1027
Stage 1	-	-	-	-	979 -
Stage 2	-	-	-	-	930 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1564	-	-	-	836 1027
Mov Cap-2 Maneuver		-	-	-	836 -
Stage 1		-	-	-	956 -
Stage 2		-	-	-	930 -

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1564	-	-	-	1022
HCM Lane V/C Ratio	0.022	-	-	-	0.05
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Total Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	33	455	35	43	538
Future Vol, veh/h	54	33	455	35	43	538
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	36	495	38	47	585

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1193	514	0	0	533	0
Stage 1	514	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	206	560	-	-	1035	-
Stage 1	600	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	192	560	-	-	1035	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.1	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	256	1035
HCM Lane V/C Ratio	-	-	0.369	0.045
HCM Control Delay (s)	-	-	27.1	8.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

PM Peak Hour

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	0	9	0	0	67	11	467	7	83	482	57
Future Vol, veh/h	38	0	9	0	0	67	11	467	7	83	482	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	0	10	0	0	73	12	508	8	90	524	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1308	1275	555	1276	1302	512	586	0	0	516	0	0
Stage 1	735	735	-	536	536	-	-	-	-	-	-	-
Stage 2	573	540	-	740	766	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	136	167	531	144	161	562	989	-	-	1050	-	-
Stage 1	411	425	-	529	523	-	-	-	-	-	-	-
Stage 2	505	521	-	409	412	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	105	143	531	126	138	562	989	-	-	1050	-	-
Mov Cap-2 Maneuver	105	143	-	126	138	-	-	-	-	-	-	-
Stage 1	404	371	-	520	514	-	-	-	-	-	-	-
Stage 2	432	512	-	350	359	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	53	12.4	0.2	1.2
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	989	-	-	124	562	1050	-
HCM Lane V/C Ratio	0.012	-	-	0.412	0.13	0.086	-
HCM Control Delay (s)	8.7	0	-	53	12.4	8.8	0
HCM Lane LOS	A	A	-	F	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.8	0.4	0.3	-

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

PM Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	40	30	0	0	32	446	27	0	560	0
Future Vol, veh/h	13	0	40	30	0	0	32	446	27	0	560	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	43	33	0	0	35	485	29	0	609	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1179	1193	609	1201	1179	500	609	0	0	514	0	0
Stage 1	609	609	-	570	570	-	-	-	-	-	-	-
Stage 2	570	584	-	631	609	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	167	187	495	162	190	571	970	-	-	1052	-	-
Stage 1	482	485	-	506	505	-	-	-	-	-	-	-
Stage 2	506	498	-	469	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	160	177	495	142	180	571	970	-	-	1052	-	-
Mov Cap-2 Maneuver	160	177	-	142	180	-	-	-	-	-	-	-
Stage 1	457	485	-	480	479	-	-	-	-	-	-	-
Stage 2	480	473	-	428	485	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.3		37.8		0.6		0	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	970	-	-	327	142	1052	-
HCM Lane V/C Ratio	0.036	-	-	0.176	0.23	-	-
HCM Control Delay (s)	8.8	0	-	18.3	37.8	0	-
HCM Lane LOS	A	A	-	C	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.8	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2024) Total Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	24	54	45	4	2	43
Future Vol, veh/h	24	54	45	4	2	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	59	49	4	2	47

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	53	0	-	0	162 51
Stage 1	-	-	-	-	51 -
Stage 2	-	-	-	-	111 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1553	-	-	-	829 1017
Stage 1	-	-	-	-	971 -
Stage 2	-	-	-	-	914 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1553	-	-	-	815 1017
Mov Cap-2 Maneuver		-	-	-	815 -
Stage 1	-	-	-	-	954 -
Stage 2	-	-	-	-	914 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1553	-	-	-	1006
HCM Lane V/C Ratio	0.017	-	-	-	0.049
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Gas Stations on Gorham Road
3: Gorham Road & Disher Street

Future (2024) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	40	584	38	41	546
Future Vol, veh/h	49	40	584	38	41	546
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	43	635	41	45	593

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1339	656	0	0	676
Stage 1	656	-	-	-	-
Stage 2	683	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	168	465	-	-	915
Stage 1	516	-	-	-	-
Stage 2	502	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	156	465	-	-	915
Mov Cap-2 Maneuver	156	-	-	-	-
Stage 1	516	-	-	-	-
Stage 2	465	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.2	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	222	915
HCM Lane V/C Ratio	-	-	0.436	0.049
HCM Control Delay (s)	-	-	33.2	9.1
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2	0.2

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

5: Gorham Road & PG Site Entrance N/LG Site Entrance N

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	0	8	0	0	74	14	584	9	84	469	57
Future Vol, veh/h	43	0	8	0	0	74	14	584	9	84	469	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	0	9	0	0	80	15	635	10	91	510	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1433	1398	541	1398	1424	640	572	0	0	645	0	0
Stage 1	723	723	-	670	670	-	-	-	-	-	-	-
Stage 2	710	675	-	728	754	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	112	141	541	118	136	475	1001	-	-	940	-	-
Stage 1	417	431	-	446	455	-	-	-	-	-	-	-
Stage 2	424	453	-	415	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	81	118	541	102	114	475	1001	-	-	940	-	-
Mov Cap-2 Maneuver	81	118	-	102	114	-	-	-	-	-	-	-
Stage 1	407	369	-	436	445	-	-	-	-	-	-	-
Stage 2	344	443	-	350	357	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	89.4		14.1		0.2		1.3	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1001	-	-	93	475	940	-
HCM Lane V/C Ratio	0.015	-	-	0.596	0.169	0.097	-
HCM Control Delay (s)	8.7	0	-	89.4	14.1	9.2	0
HCM Lane LOS	A	A	-	F	B	A	A
HCM 95th %tile Q(veh)	0	-	-	2.8	0.6	0.3	-

APPENDIX "6" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

Gas Stations on Gorham Road

Future (2024) Total Traffic Volumes

8: Gorham Road & PG Site Entrance S/LG Site Entrance S

SAT Mid-Day Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	49	41	0	0	43	559	41	0	548	0
Future Vol, veh/h	14	0	49	41	0	0	43	559	41	0	548	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	53	45	0	0	47	608	45	0	596	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1321	1343	596	1348	1321	631	596	0	0	653	0	0
Stage 1	596	596	-	725	725	-	-	-	-	-	-	-
Stage 2	725	747	-	623	596	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	134	152	504	128	157	481	980	-	-	934	-	-
Stage 1	490	492	-	416	430	-	-	-	-	-	-	-
Stage 2	416	420	-	474	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	126	140	504	108	145	481	980	-	-	934	-	-
Mov Cap-2 Maneuver	126	140	-	108	145	-	-	-	-	-	-	-
Stage 1	453	492	-	384	397	-	-	-	-	-	-	-
Stage 2	384	388	-	424	492	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.4		60		0.6		0	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	980	-	-	302	108	934	-
HCM Lane V/C Ratio	0.048	-	-	0.227	0.413	-	-
HCM Control Delay (s)	8.9	0	-	20.4	60	0	-
HCM Lane LOS	A	A	-	C	F	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	1.7	0	-

Gas Stations on Gorham Road
11: Disher Street & LG Site Entrance

Future (2024) Total Traffic Volumes
SAT Mid-Day Peak Hour

Intersection

Int Delay, s/veh 3.8

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	29	50	40	4	2	49
Future Vol, veh/h	29	50	40	4	2	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	54	43	4	2	53

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	47	0	-	0	163	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1560	-	-	-	828	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	811	1025
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	907	-

Approach EB WB SB

HCM Control Delay, s	2.7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1560	-	-	-	1015
HCM Lane V/C Ratio	0.02	-	-	-	0.055
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

APPENDIX C: OTM Book 12: Justification 6: Pedestrian Signal Warrant Analysis

APPENDIX "C"

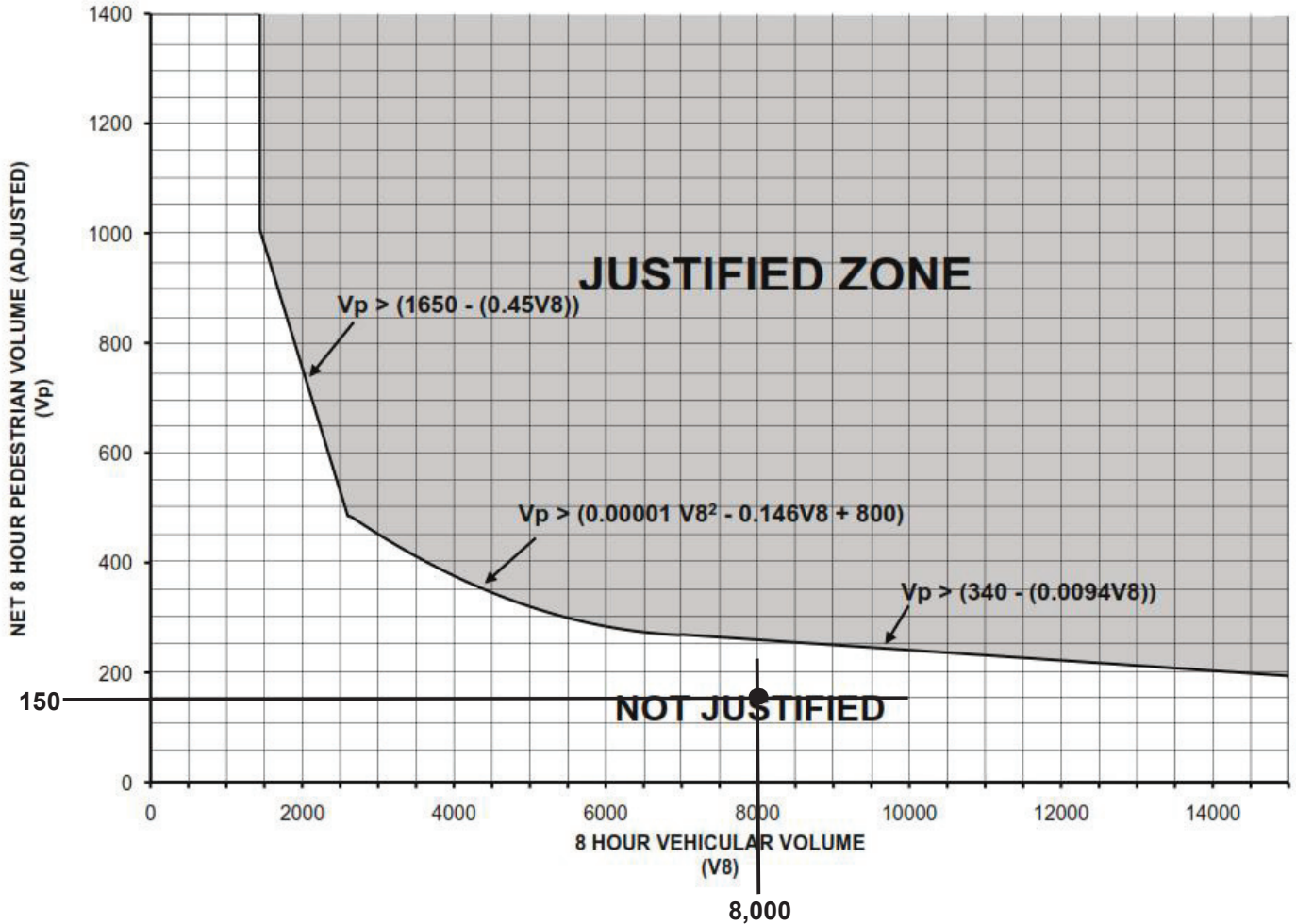


Figure 22 – Justification 6 – Pedestrian Volume

At Frienship Trail Crossing at Gorham Road, Saturday August 25, 2018

Observed 8 hr Vehicular Volume: approximately 8,000

Observed 8 hr Pedestrian Volume: approximately 150

APPENDIX "C"

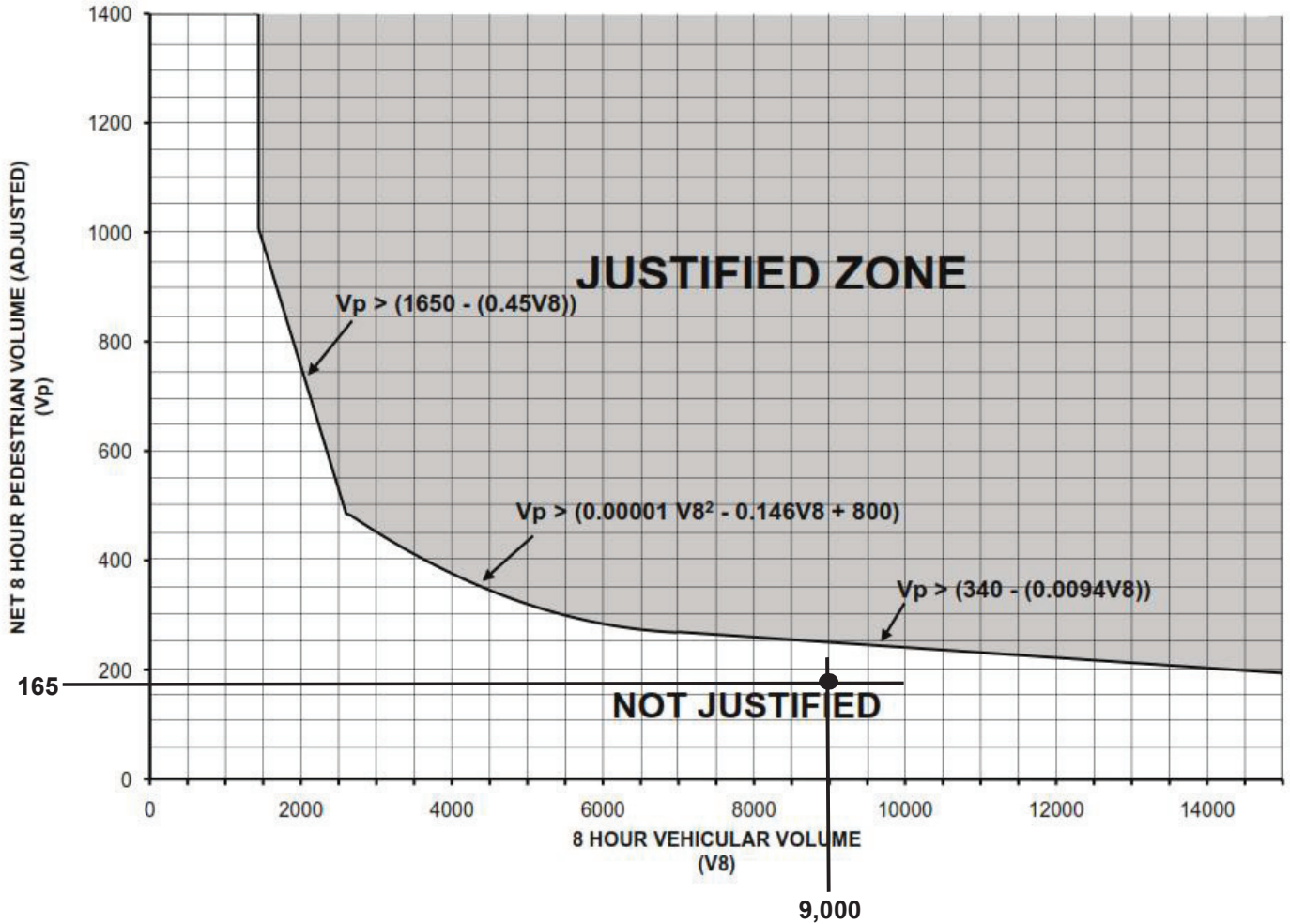


Figure 22 – Justification 6 – Pedestrian Volume

At Frienship Trail Crossing at Gorham Road, 2024 Forecast Volumes

Projected 8 hr Vehicular Volume: approximately 9,000
 Projected 8 hr Pedestrian Volume: approximately 165

**APPENDIX D: OTM Book 15: Pedestrian
Crossover Selection Matrix and Level 2
Type B Examples**

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h)	Total Number of Lanes for the Roadway Cross Section ¹			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C ³	Level 2 Type D ²	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D ²	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C ²	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A
 Type B
 Type C
 Type D

Approaches to roundabouts should be considered a separate roadways.

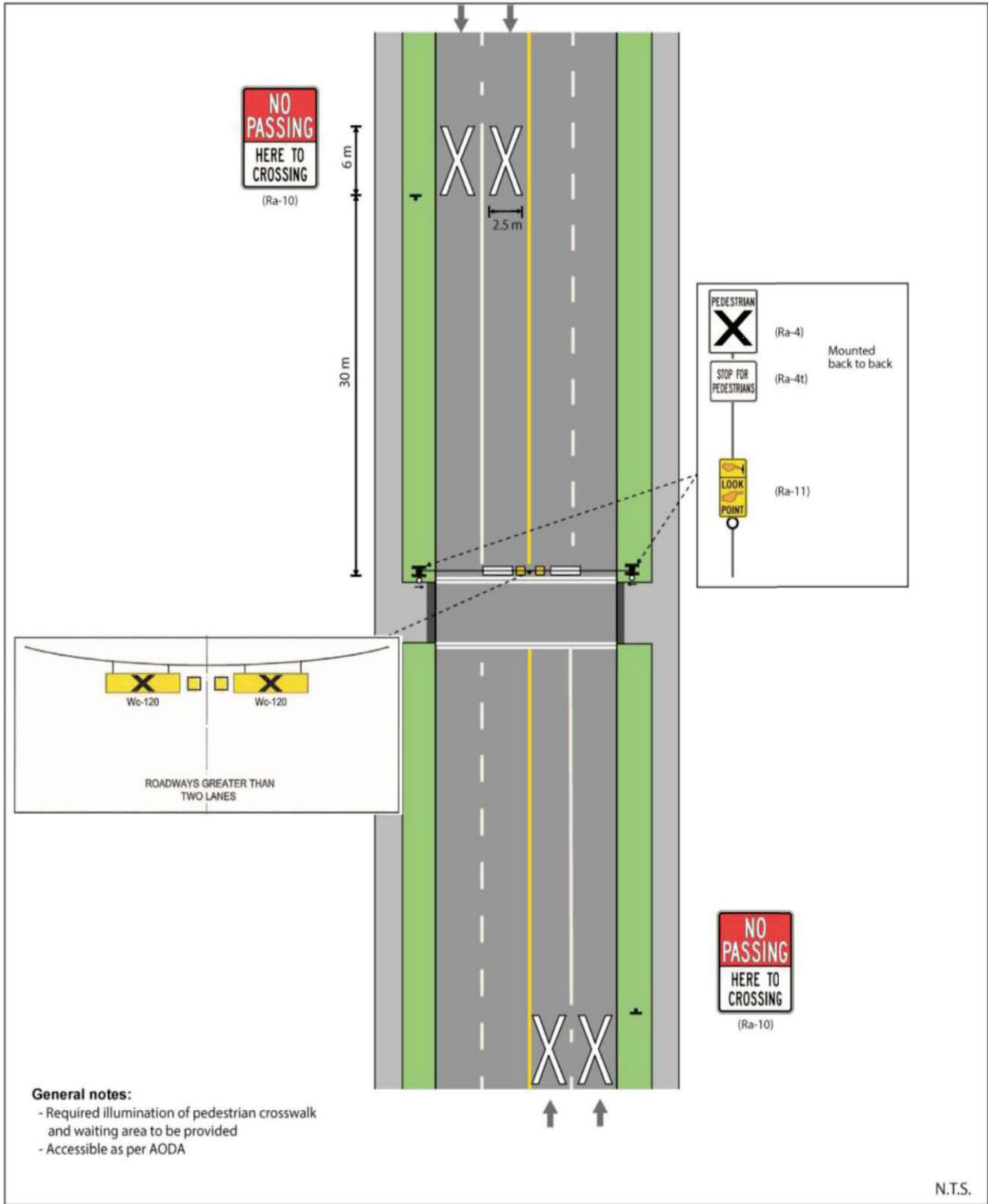
¹The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

²Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

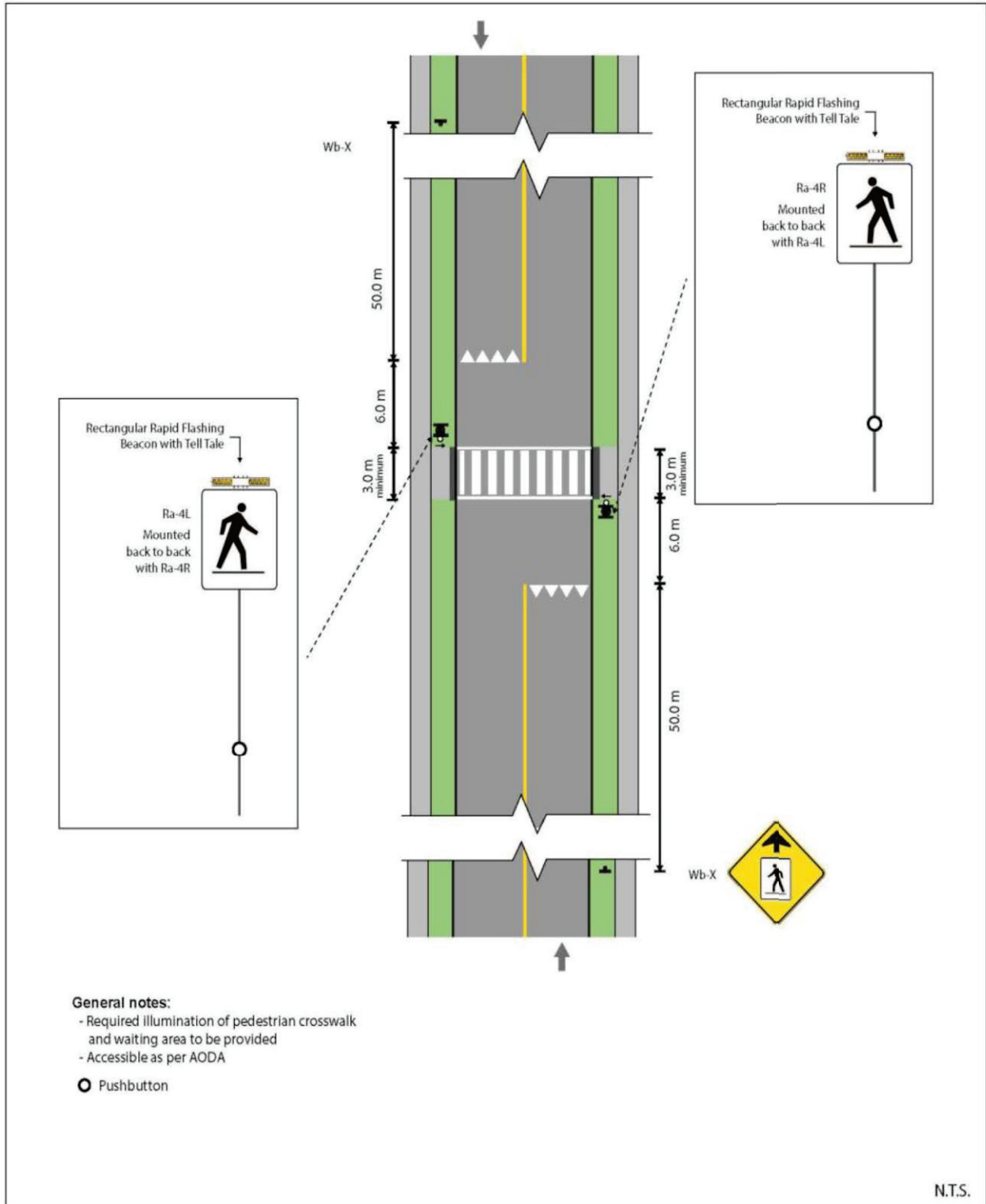
³Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

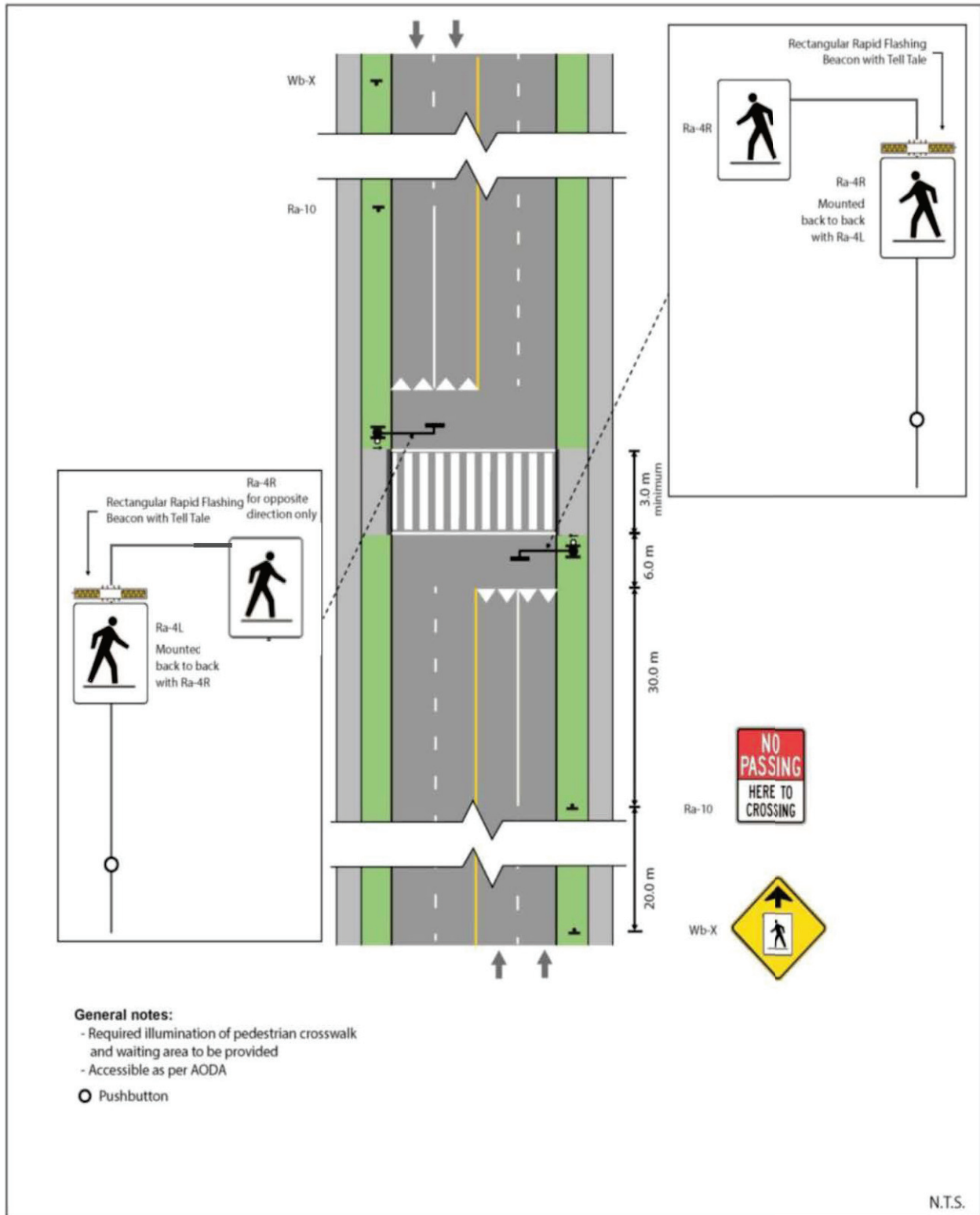
Type A PXO Example



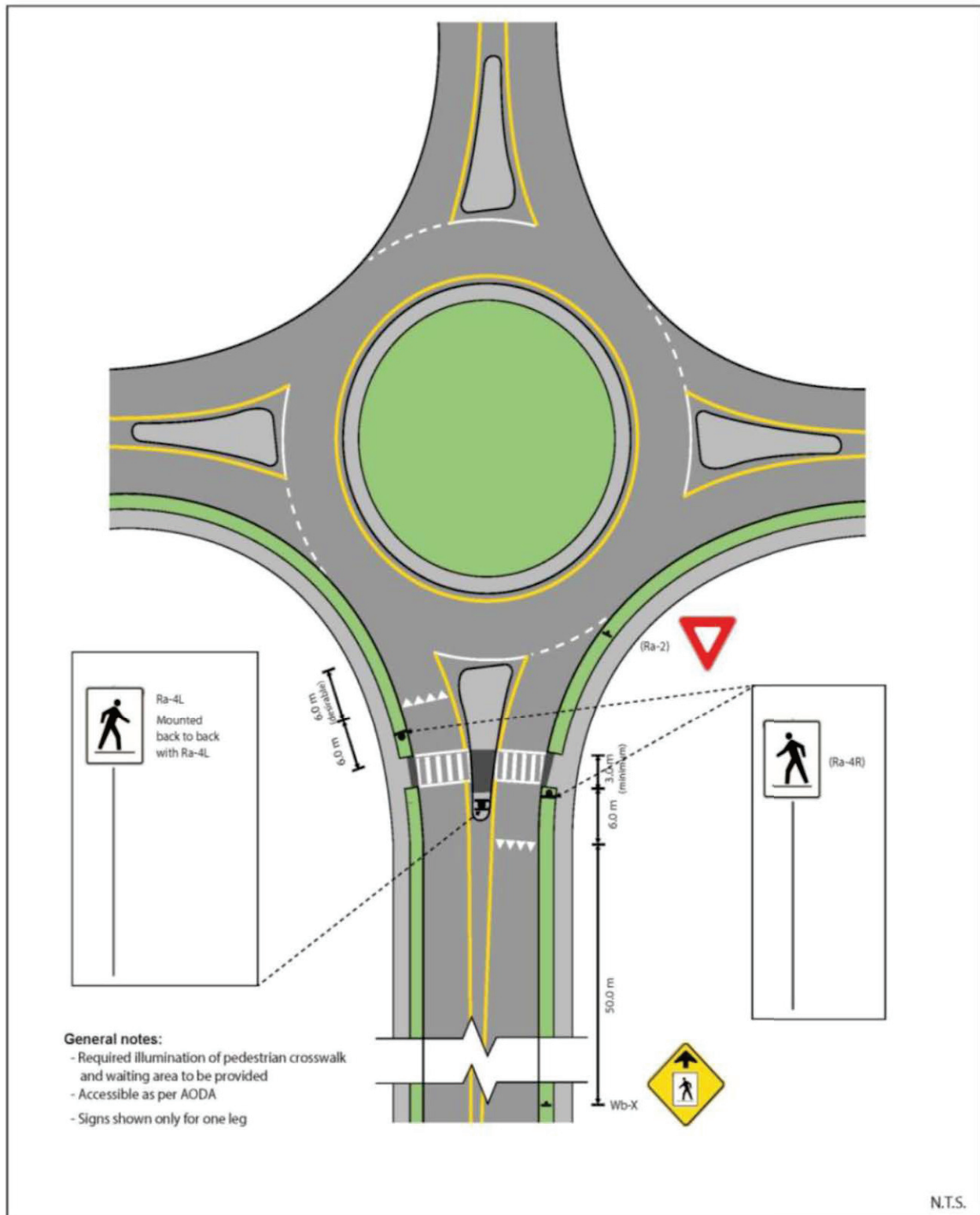
Type B PXO Example



Type C PXO Example



Type D PXO Example





Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
Canada

May 14, 2018

Matt Kernahan, MCIP, RPP,
Senior Development Planner
Town of Fort Erie
Planning & Development Services
1 Municipal Centre Drive
Fort Erie, ON L2A 2S6

Dear Matt Kernahan,

Re: Official Plan Amendment, Zoning By-law Amendment
Lucky Gas Inc. c/o Najeeb Quidwai
260-262 Gorham Road, Ridgeway
Town of Fort Erie

Enbridge Gas Distribution does not object to the proposed application(s).

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink that reads 'Alice Coleman'.

Alice Coleman

Municipal Planning Coordinator
Long Range Distribution Planning

ENBRIDGE GAS DISTRIBUTION

TEL: 416-495-5386

MunicipalPlanning@enbridge.com

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

AC/jh



DELIVERY PLANNING
CANADA POST CORPORATION
955 HIGHBURY AVENUE NORTH
LONDON ON N5Y 1A3

May 22, 2018

Matt Kernahan, MCIP, RPP
Senior Development Planner
Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, Ontario, L2A 2S6

RE: 260-262 Gorham Road

Dear Matt:

Canada Post Corporation has no requirements or conditions regarding this project as the development in question falls within the Post Office Box-served boundaries of the Ridgeway Post Office.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding this decision, I can be reached at 226-268-5914 or the above noted address.

I appreciate the opportunity to comment on this project.

Sincerely,

A. Carrigan

Andrew Carrigan
Delivery Services Officer



Planning and Development Services

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7
Telephone: 905-980-6000 Toll-free: 1-800-263-7215 Fax: 905-641-5208
www.niagararegion.ca

Via Email Only

May 25, 2018

Files:

D.18.01.ZA-18-061

D.10.01.ZA-18-024

Mr. Matt Kernahan, MCIP, RPP, CNUa
Senior Development Planner
Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, Ontario
L2A 2S6

Dear Mr. Kernahan:

**RE: Regional and Provincial Review Comments
Combined Official Plan and Zoning By-law Amendment
Applicant: Mr. Najeeb Quidwai
Address: 260 Gorham Road
Town of Fort Erie**

An initial pre-consultation meeting for the proposal was held on October 13, 2016 with the applicant and staff from the Region, Town and Canadian Niagara Power. An additional pre-consultation meeting was held on January 11, 2018 where the applicant provided updated drawings and information. Regional staff also conducted a site visit on January 11, 2018.

The proposed amendments are to rezone and re-designate the subject lands to permit the addition of a car wash and drive-thru restaurant to an existing gasoline bar. The application also seeks to permit the expansion of commercial uses onto the abutting residential property to the east (existing residential dwelling will remain). The existing residential property is known as 3854 Disher Street and will change from an existing c4 zone to a site specific C4 Zone to allow the drive-thru restaurant. This site specific zoning change also captures existing deficient setbacks associated with the residential building. Regional staff offers the following comments to assist the Town in considering the proposed amendments.

Provincial and Regional Policies

The subject property is within the Urban Area Boundary for Crystal Beach according to the Regional Policy Plan. In addition, the lands are located within the Built Boundary according to Regional Official Plan. The Urban Area policies provide for a range of

industrial, commercial, and residential uses. Provincial and Regional policies support mixed used commercial development, including the conversion of existing building stock, in the urban area where appropriate levels of services and infrastructure exist.

The proposal will facilitate the redevelopment of an existing commercial use and will create additional employment opportunities.

Core Natural Heritage

A review of Regional and Provincial mapping indicates that there are no natural heritage features located on or near the subject lands.

Technical Comments

Waste Collection

Niagara Region provides curbside waste and recycling collection for developments that meet the requirements of Niagara Region's Waste Collection Policy. The subject property is eligible to receive Regional curbside waste and recycling collection provided that the owner bring the waste and recycling to the curbside on the designated pick up day, and that the following limits are met:

- No limit blue/grey containers;
- No limit green containers; and,
- 4 garbage containers for the entire property

Sewer Sampling

Based on the proposed uses, a sewer sampling manhole will be required for each lateral connection.

Stormwater Management

If the Town of Fort Erie is requesting a Stormwater Management brief or plan, quantity control will be the Town of Fort Erie's requirements, however, the Region would request quality control be required to a Normal standard. If required, this can be reviewed by the Region at the Site Plan phase.

Bikeways Master Plan

The subject property has frontage on a roadway designated as being within the Regional Niagara Bicycling Network Plan, Tice Road. If the bicycle route is currently not established and identified with signage, it is the intent of the Region to make provisions for doing so when an appropriate opportunity arises. This may involve additional pavement width, elimination of on-street parking, etc.

Conclusion

As indicated to Town staff, the Zoning By-Law amendment application is eligible for a reduction in the required Regional review fee from \$1250 to \$300 due to the subject lands being within the Urban Area, on a local road, with local servicing and the limited scope of Regional and Provincial interests.

Regional staff supports the approval of the proposed amendments from a Regional perspective subject to the above comments and any local concerns.

Regional staff has reviewed the draft Official Plan amendment forwarded with the circulation. The proposed Official Plan amendment is exempt from Regional Council approval in accordance with the Memorandum of Understanding. Please forward notice of Town Council's decision on these applications and a copy of the amendments as adopted for our files.

If you have any questions or would like to discuss these comments, please contact me at extension 3610.

Please send notice of Council's decision on this application.

Sincerely,

Erik Acs, MCIP, RPP
Senior Planner



Re: Public Notice and Request for Comments - 260-262 Gorham Road 
Ed Melanson to: Matt Kernahan

07/05/2018 06:21 PM

Good evening Matt,

I have no questions on this application at this time.

Ed Melanson
Fire Chief & CEMC
Fort Erie Fire Department

Office: (905) 871-1600 ext. 2600
Cell: (905) 329-7255



Matt Kernahan

Please find attached a notice of complete applic...

07/05/2018 03:11:55 PM

From: Matt Kernahan/FortErie
To: Andrew.Carrigan@Canadapost.ca, circulations@mmm.ca, smastroianni@npca.ca, kathy.levinski@ncdsb.com, kris.watson@cnpower.com, LandUsePlanning@HydroOne.com, MunicipalPlanning@enbridge.com, planification@csdccc.edu.on.ca, Randy.Leppert@cogeco.com, sue.mabee@dbsn.org, karen.singer@bell.ca, Jacqueline.moyle@bell.ca, Chris Millar/FortErie@TownOfFortErie, Signe Hansen/FortErie@TownOfFortErie, Ed Melanson/FortErie@TownOfFortErie, Keegan Gennings/FortErie@TownOfFortErie, Jeremy Korevaar/FortErie@TownOfFortErie, "Deluce, David" <ddeluce@npca.ca>, erik.acs@niagararegion.ca, executivedirector@fenfc.org, craig.krueger@cogeco.com, esavoia@niagaraparks.com, lynne.cunningham@mpac.ca, aazouz@csdccc.edu.on.ca, jthibert@forteriecanada.com, cgrummett@forteriecanada.com, kaudet@forteriecanada.com, scott.whitwell@ncdsb.com, doug.giles@niagararegion.ca, Fawn.Sault@mncfn.ca, pontdj@hotmail.com, clerk@niagararegion.ca
Date: 07/05/2018 03:11 PM
Subject: Public Notice and Request for Comments - 260-262 Gorham Road

Please find attached a notice of complete application and public meeting and associated application for a combined Official Plan and Zoning By-law amendment for the property located at 260-262 Gorham Road. Please provide any comments you have on the application not later than **Monday, May 27, 2018**. Thanks.

[attachment "2018 Zoning OPA Application.pdf" deleted by Ed Melanson/FortErie] [attachment "180314-Shell Ridgeway Noise Feasibility Assessment 1802642 Report.pdf" deleted by Ed Melanson/FortErie] [attachment "Landscape Plan.pdf" deleted by Ed Melanson/FortErie] [attachment "Planning Justification Report Apr 5 2018.pdf" deleted by Ed Melanson/FortErie] [attachment "Site Plan.pdf" deleted by Ed Melanson/FortErie] [attachment "Notice of Complete Ap and Public Mtg - 260-262 Gorham.pdf" deleted by Ed Melanson/FortErie]

Matt Kernahan, MCIP, RPP
Senior Development Planner
Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, Ontario
Canada
L2A 2S6



Interoffice Memorandum

May 22, 2018
File No. 350309-0462

To: Matt Kernahan, Senior Development Planner
From: Jeremy Korevaar, Coordinator, Development Approvals
Subject: **Application for Combined Official Plan and Zoning By-law Amendment –
260-262 Gorham Road – Engineering Division Comments**

On behalf of the Infrastructure Services Department, Engineering Division, I have reviewed the proposed Combined Official Plan and Zoning By-law Amendment for 260-262 Gorham Road and the supporting documentation and have no objections to the proposed amendment.

Jeremy Korevaar, C.E.T.
Coordinator, Development Approvals

cc: Jason Marr, Manager, Engineering Division



February 14, 2020

Planning & Development Services
The Corporation of the Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, Ontario, L2A 2S6

Re: Official Plan and Zoning By-law Amendment (260-262 Gorham Road & 3854 Disher Street

Dear Daryl,

Canada Post Corporation has no comments or conditions regarding the proposed zoning by-law amendment.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding this decision, I can be reached at 226-268-5914.

I appreciate the opportunity to comment on this project.

Regards,

A. Carrigan

Andrew Carrigan
Delivery Services Officer

APPENDIX "7" TO ADMINISTRATIVE REPORT PDS-42-2020 DATED SEPTEMBER 21, 2020

RE: [External] Request for comments - recirculation for Official Plan and Zoning By-law Amendment (260-262 Gorham Road & 3854 Disher Street)
 Municipal Planning to: Daryl Vander Veen 2020-02-18 05:34 AM
 From: "Municipal Planning" <MunicipalPlanning@enbridge.com>
 To: "Daryl Vander Veen" <DVanderVeen@forterie.ca>

Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Alice Coleman

Municipal Planning Analyst
 Long Range Distribution Planning

ENBRIDGE GAS INC.

TEL: 416-495-5386
 500 Consumers Road, North York, Ontario M2J 1P8

Enbridge.com

Safety. Integrity. Respect.

From: Daryl Vander Veen <DVanderVeen@forterie.ca>

Sent: Thursday, February 13, 2020 5:29 PM

Subject: [External] Request for comments - recirculation for Official Plan and Zoning By-law Amendment (260-262 Gorham Road & 3854 Disher Street)

EXTERNAL: PLEASE PROCEED WITH CAUTION.

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Good evening,

An revised application has been received from Greg Taras (Urban & Environmental Management Inc) on behalf of Lucky Gas Inc (Najeeb Quidwai) for a Combined Official Plan and Zoning By-law Amendment for 260-260 Gorham Road and 3854 Disher Street. As a result planning staff are recirculating the application.

The purpose of the application is to permit the addition of a car wash and drive thru restaurant to the existing gasoline bar and to permit the expansion of the commercial uses onto the rear yard of the residential property immediately to the east. The existing residential dwelling on 3854 Disher Street will remain. The proposed



Re: Request for comments - recirculation for Official Plan and Zoning By-law Amendment (260-262 Gorham Road & 3854 Disher Street) 📎

Ed Melanson to: Daryl Vander Veen

2020-02-17 01:03 PM

From: Ed Melanson/FortErie
To: Daryl Vander Veen/FortErie@TownOfFortErie

Good Afternoon Daryl,

i have no comments or concerns at this time.

Ed Melanson
Fire Chief & CEMC
Fort Erie Fire Department

Office: (905) 871-1600 ext. 2600
Cell: (905) 329-7255



Daryl Vander Veen

Good evening, An revised application has been...

2020-02-13 05:29:11 PM

From: Daryl Vander Veen/FortErie
To:
Date: 2020-02-13 05:29 PM
Subject: Request for comments - recirculation for Official Plan and Zoning By-law Amendment (260-262 Gorham Road & 3854 Disher Street)

Good evening,

An revised application has been received from Greg Taras (Urban & Environmental Management Inc) on behalf of Lucky Gas Inc (Najeeb Quidwai) for a Combined Official Plan and Zoning By-law Amendment for 260-260 Gorham Road and 3854 Disher Street. As a result planning staff are recirculating the application.

The purpose of the application is to permit the addition of a car wash and drive thru restaurant to the existing gasoline bar and to permit the expansion of the commercial uses onto the rear yard of the residential property immediately to the east. The existing residential dwelling on 3854 Disher Street will remain. The proposed Official Plan amendment will change the land use designation of the rear of 3854 Disher Street from Low Density Residential to Commercial. The proposed Zoning By-law Amendment will change the zoning of 260-262 Gorham Road and the rear of 3854 Disher Street from C4 Zone and R2 Zone to a site-specific C4 Zone that permits a drive thru restaurant and contains zoning provisions that implement the site plan. The zoning of the remnant portion of 3854 Disher Street will change from R2 Zone to a site-specific R2 Zone that contains provisions for reduced lot area, reduced lot frontage, reduced rear yard setback and increased maximum lot coverage for the dwelling.

The following was submitted with the application package:

1. Application for Combined Official Plan & Zoning By-law Amendment
2. Updated Site Plan
3. Landscape Plan & Details
4. Traffic Impact Study



The Municipal Corporation of the
Town of Fort Erie

Council-in-Committee Meeting Minutes

Monday, June 11, 2018

1. Call to Order

The meeting was called to order at 6:00 p.m.

2. Roll Call

Present: Mayor Redekop, Councillors Butler, Knutt, Lubberts, McDermott, Passero and Zanko

Staff: K. Dolch, J. Janzen, *S. Hansen, M. Kernahan, M. Marshall, E. Melanson, C. Millar, *L. Richardson, J. Tessmer, K. Walsh and C. Watson

**Arrived at 8:00 p.m.*

3. Announcements/Addenda

Mayor Redekop made the following announcements:

- The Fort Erie Race Track opened for its 121st season on May 29th. They had a large crowd and generous wagering. After the racing was over The Caverners played, a Beatles Tribute Band.
- On June 1st the Canadian Citizenship Ceremony was held at the Peace Bridge Public School where 30 new Canadians were sworn in. They were from various parts of the world and are now choosing Canada as their home. The ceremony was presided over by Mike Scott, Order of Canada and one of the former owners of Peace Bridge Brokerage Logistics.
- On June 4th the Chamber of Commerce Bursary Awards Ceremony was held at the Bell Tower and was made possible by sponsorships from businesses locally and outside of Fort Erie. The Mayor congratulated the bursary recipients: Gabriel Demizio, Noah Desmarais, Aracely-Elizabeth Huezo, Laura Kim, Caitlyn MacInnis, Samantha Meli, Payton Midgley, Kendell Perchaluk, Jakob Schulz and Holly Smith.
- The Provincial Election was held on June 7th and we have a new government. The Mayor sent a letter today on behalf of Council to the Premier-Elect to indicate we are quite anxious to work with the new

(c) Official Plan Amendment and Property Rezoning

Re: Urban & Environmental Management Inc. - Greg Taras (Agent) - Lucky Gas - Najeeb Quidwai (Owner) - 260-262 Gorham Road and 3854 Disher Street. The applicant is proposing to amend the Official Plan designation of the property known as 3854 Disher Street from Residential to Commercial and the zoning from C4 Zone to a site specific C4 Zone all to permit the addition of a car wash and drive-thru restaurant to the existing gasoline bar and the expansion of the commercial uses onto the residential property immediately to the east.

Mayor Redekop announced that this portion of the meeting would be devoted to the holding of a Public Meeting to consider the proposed Official Plan Amendment and Zoning By-law Amendment to the Town's Comprehensive Zoning By-law No. 129-90.

Matt Kernahan, Senior Development Planner, delivered a power point presentation which is available for viewing on the Town's website.

Mr. Kernahan confirmed the statutory requirements for the Public Meeting were met, summarized the purpose of the meeting and reviewed the related report.

Mayor Redekop inquired if the agent wished to speak to the proposed amendment.

Greg Taras Planner with Urban & Environmental Management Inc. and Agent for the owner Mr. Quidwai, stated that Mr. Kernahan provided a detailed presentation and he would like to add a few things. He displayed some slides which are available for viewing on the Town's website.

Mr. Taras stated there have been some questions about the component being the residential that is being added. They are proposing that approximately 125 feet of the rear of the property be added in as commercial use so the whole property would be rezoned commercial. The lot is approximately 200 feet deep so they are looking to utilize the rear portion of it. The front is residential on Disher Street and Mr. Quidwai's personal residence which he would continue to maintain as his residence even though it would be rezoned to commercial. The components of the rezoning is to use the rear portion of the

residential for the stacking lanes for the car wash. The mechanical room for the car wash and the two car wash bays, one a self-serve is to the north and the portion to the south is the automatic car wash. Four of the required parking spots would also be included on the residential property along the north boundary where Mr. Quidwai's current residence is. The other component is the restaurant on the southwest corner of the property where there is currently a residence. That would be torn down and also there's an existing automatic car wash that would be torn down to create a restaurant and drive-thru lanes.

Mr. Taras explained they are proposing to have employee parking on the four parking spots that are in the residential area. There would be less traffic and those cars would be parked for a longer period as opposed to cars that would be coming in and out of the restaurant where there would be more movement. Waste, garbage and recycling would be managed indoors and a garbage room is proposed at the northeast corner of the restaurant. He advised the entire site will be paved and landscaped which will include a two metre wide grass strip and as well coniferous and deciduous trees will be planted. In the southeast and northeast corner there will be additional tree plantings, with evergreen and shrubbery plantings along with south side of the restaurant, along Disher Street, between the restaurant and the drive-thru, and between Gorham Road and the drive-thru.

Mr. Taras stated the noise study was completed and to meet the noise guidelines a three metre high noise barrier fence is required along the east of the property line at the northeast corner of the property, the residential property, south to where the residential property is and moving west. To the south is an area that required a three metre high noise barrier fence. South of that to Disher Street will be a two metre high privacy fence. Along the north side of the property along the Friendship Trail will be a lower fence, approximately 1.3 metres. The Town has requested the fence be lower and they are confirming that with the Town. Further to the request to connect the property to the Friendship Trail, there will be a walkway to the convenience area in the northwest corner that would have an opening in the fence to connect to the Friendship Trail.

Mr. Taras stated with respect to the noise study, in addition to the three metre high noise barrier, the automatic car wash would only operate from 7:00 a.m. to 7:00 p.m. in order to meet the noise guidelines. The car wash doors will remain closed in the

washing and drying wash cycle, and new automatic car wash technology will be employed. Specific types of dryer and wash equipment has been specified that could have low noise impacts which was considered by the consultant.

Mayor Redekop inquired if anyone wished to speak in favour of the proposed amendment.

No person(s) came forward.

Mayor Redekop inquired if anyone wished to speak in opposition of the proposed amendment.

Eilish Barkhouse Coulis (BC), 3830 Disher Street advised she has lived 4 doors down from the gas station for 13 years and her family for 50 years. Ms. BC advised they just found out about the plan two weeks ago, even though the gas station modifications started two years ago and is still not finished. It is an eyesore to the neighbourhood.

Ms. BC stated they have a couple of concerns and complaints:

- The property isn't taken care of;
- People pick up the garbage and construction garbage that is flying into the neighbours' yards;
- The grass was recently mowed for the first time;
- There are two mounds of dirt that has been there for the past two years;
- Blocking access to the bike path which the residents on that side of Disher Street use;
- Transport trucks back up on Disher Street which is a busy street with kids, people walking their dogs and it is a safety concern;
- Worried these things will persist and get worse with the expansion of the residential home turning into commercial property;
- Noise study has been done but still worried about that;
- Concerned about fumes;
- Concerned about traffic on Disher Street being unsafe for the residents and going onto Gorham Road being a bottleneck situation like it is at Tim Hortons in Crystal Beach;
- Concerned about a gas station going up across the street on Gorham Road and what happens if one or both fail, it will be an eyesore, there will be gas pumps and they are worried about that lowering the price of their homes;
- The property across from the gas station on Disher Street

petitioned for commercial status and was denied because they were worried about traffic;

- Disher Street is a residential street and they want peace and quiet and for it to stay that way.

Ms. BC presented a hand drawn slide of a proposal which included a few minor differences:

- No need to encroach on the residential property;
- The restaurant is pushed back;
- Remove one set of gas pumps because it is unnecessary with the gas station across the street;
- Reduce double lane entrance to car wash to one lane;
- Drive-thru should be on south side of restaurant going around the back instead of the front and not going onto Disher Street, food pick-up on the east side;
- Exit road would be big enough for transport trucks to go in and out for gasoline and a directed exit so there is no crossing oncoming traffic;
- Parking lot can be removed for the diesel fuel pump and leaves ample parking in front of the restaurant and store and have employee parking in the back;
- Fencing around entire property so it doesn't encroach on other people's property will act as a noise and light barrier and deter garbage from being thrown on public land;
- Consideration for people who live there and bought residential and expect it to stay a peaceful community.

Robert Baker, 3842 Disher Street stated that he and his wife Vicki own the property which is one house away from the proposed car wash. He stated his concerns are based in three areas:

1. Noise - the noise study states the decibel level at the entrance to the car wash would be a noise level of 93 dba which is basically a lawn mower running. They stipulated a fence, hours of operation but there will be a noise problem. He would like to know what the noise will be in his backyard as he's not that far away. A small change in the angle of the car wash a few degrees would help. It's the entrance that's noisy.
2. Light – there are big high ones so that you can see gas stations from kilometres away. He asked that the lights be set up to have a minimum impact on the surrounding properties;
3. Smells - since the prevailing winds are from the west puts them in the path of restaurant odors.

Mr. Baker asked Council to consider the impact of this development on them and their neighbours and to mitigate the impact in every way possible.

Gord Shaw, 3848 Disher Street stated his wife Amy is a long-time resident and he is a recent resident from Toronto. He expressed the following issues:

- Disher Street is a patchwork quilt of small patches of tar and asphalt and has been that way for a number of years. They have not repaved the street which is a Town issue. The culverts in that area are not dug out and the water flow goes into their backyards. He questioned what will happen when they change that system or add additional load on that system. It needs to be either redone, repaired or improved;
- Transit uses the street and trucks use the street. They watch the trucks back into the gas station creating a safety issue;
- He referred to the storage of gasoline and with the additional tanks or pumps he will need to add more fuel;
- He referred to the convenience store and stated there is one storage tank in that area and they have to come in and drill, there seems to be a well driller thing going down in there;
- A traffic study is needed on Gorham Road and Disher Street;
- The noise study has been done but they will be impacted directly and he will have no peace in his backyard;
- Instead of a drive-thru make it a drop in and pick up like other restaurants on Garrison Road;
- It has been under construction for 1 ½-2 years;
- Traffic is not safe for walkers and bikers on the Friendship Trail. It is difficult to get across Gorham Road now. There will be additional traffic and someone may get hurt;
- He is concerned about the proximity of the propane tank and suggested it be moved to an area closer to the fence;
- There will be more tanks, more trucks, more gas storage;
- If he's keeping the house it has to be brought up to code;
- There is an old tree that needs to come down although it is a heritage tree. He can see problems for neighbours for that one tree;
- He referred to the four trees that run on the property and stated a third of a sentry tree is on his property and two-thirds are on the other property; the tree on the far end is half and half between the two of them and the other two in the middle are on the other property;
- He referred to the indoor storage of garbage and is concerned about rats. The more people, the more garbage and not everybody is going to throw their garbage into the

inside storage;

- There are a number of old trailers on the property and if they are removed there will be more room so that 3854 could be left residential as a buffer;
- People on the south side of Disher Street have concerns regarding the lights of vehicles coming in and out.

Mike Minor, 3859 Disher Street advised he has raised his family across the street from this proposed project for 25 years and has lived in Ridgeway for 42 years. He has seen businesses come and go because this is a small and quiet community. He does not want to see this project go through for the following reasons:

- Traffic flow is a big issue. There has been no traffic study. This is an extremely busy area from mid-June to Labour Day and Gorham Road is the only direct road to Crystal Beach;
- From a safety point of view, for first responders, fire, ambulance and police will have an increase in response time due to the increased traffic;
- Infrastructure - he questioned if the sewers and water lines will be able to withstand the added volume and pressures because of the increase in public use;
- Population in Ridgeway after Labour Day drops off considerably and he questioned if the business will be able to sustain itself in slow times or will it go bankrupt and they will have to stare at a deserted building;
- LCBO trailer up the road is there for the second season and then it's gone for the winter;
- He spoke with Wayne who said it was the worst winter in years and the same with Jeff, Manager at ValuMart;
- At a meeting in the Atrium he was told there could be no drive-thru's on Gorham Road. With the drive-thru exit onto Disher Street it's going to be a nightmare to get out and into their driveways;
- The exit from the drive-thru is directly in front of his house. He will have lights on his house all the time and traffic;
- He would like to see the restaurant moved back;
- He would like to see residential remain residential and add more than 60 x 100 lots, possibly 120 and a noise buffer.

Mayor Redekop closed the Public Meeting.

7. Consent Agenda Items



The Municipal Corporation of the
Town of Fort Erie

Council-in-Committee Meeting Minutes

Monday, March 9, 2020

1. Call to Order

The meeting was called to order by Mayor Redekop, Chair at 6:05 p.m.

Mayor Redekop acknowledged the land on which we gather is the traditional territory of the Haudenosaunee, Mississaugas of the New Credit and Anishinaabe people, many of whom continue to occupy this area.

2. Roll Call

Present: His Worship Mayor Redekop, Councillors Butler, Dubanow, Lubberts, McDermott, Noyes and Zanko

Staff: K. Dolch, J. Ferraccioli, K. Gennings, J. Janzen, T. Kuchyt, D. Maiden, E. Melanson, C. Millar, C. Schofield, J. Tessmer, D. Vander Veen and K. Walsh

3. Announcements/Addenda

There was one Addendum being a revision under Section 9. Planning and Development Services, 9.2 Report No. PDS-16-2020. Report No. PDS-16-2020 was replaced due to additional public comments being added to Appendix "5".

Mayor Redekop made the following announcements:

- On Saturday, March 7th, the Fort Erie Native Friendship Center held it's 25th Annual Mid-Winter Pow Wow. It was very well attended, and thanked the Town's CAO for being in attendance. They were very much welcomed by the indigenous community, and there were a lot of activities, dancing, drumming, singing, and a lot of good food as well.
- Last Tuesday, March 3rd, the Consul General in New York for Canada was in Buffalo, and they had an opportunity to discuss the situation in the United States where the Homeland Security has indicated that it will not renew or accept new applications for the Trusted Traveler Program, which includes Nexus. That of course has implications for

Stevensville Fire Hall on the north side, whenever it rains it floods out completely so there's obviously another storm drain concern or issue that's underlying that maybe this could fix that with enhancements to the storm drain or a bigger, better one that could fix that problem as well. His last point is they were told by Mr. Judd who was the drainage superintendent in 2014, that the reason they're doing this is because of what the Region is doing is illegal by dumping municipal water onto private property with no access to be able to clean it up and do anything with it. They don't want that. They stand pretty firm they do not want this drain done and would like it to go down Stevensville Road.

The Mayor asked Mr. Morris if he had comments to any issues raised by Mr. Brunning to which he advised he did not. The Mayor thinks that one of the suggestions was that this water should be directed instead of west and south, east to Stevensville Road along the Eagle Street road allowances? Mr. Brunning clarified not down Eagle Street, strictly Stevensville Road. He referenced Eagle Street because that's where the Region's plan is to do road reconstruction from Bowen Road to Eagle Street. He took a measurement from the ditch where it's starting now to Eagle Street and that's 125 feet. It's not far off from where they're planning on stopping the road construction so he thinks that 120 feet isn't too much to ask if they extended that much to fix the existing problems. The Mayor stated the water north of the CP rail line would have to flow towards Stevensville Road as opposed to south. Mr. Brunning advised it already flows down Stevensville Road so it would just be putting in a dog leg or however they have to attach it to the storm drain on Stevensville Road. The Mayor asked Mr. Morris if he had any comments to which he replied that he did not.

Mayor Redekop closed the Public Meeting.

Council recessed at 8:04 p.m. for 10 minutes.

(c) Official Plan Amendment and Property Rezoning

Re: Lucky Gas Inc. (Najeeb Quidwai) - Owner - Urban & Environmental Management Inc. (Greg Taras) - Applicant/Agent - 260-262 Gorham Road / 3854 Disher Street. The applicant is proposing the addition of a car wash and drive thru restaurant to the existing gasoline bar and expansion of the commercial uses onto the rear yard of the residential property immediately to the east. The Official Plan Amendment will change the land use

designation of the rear of 3854 Disher Street from Low Density Residential to Commercial. The zoning amendment will change the zoning of 260-262 Gorham Road and the rear of 3854 Disher Street from C4 Zone and R2 Zone to a site specific C4 Zone. The zoning of the remnant portion of 3854 Disher Street will change from R2 Zone to a site specific R2 Zone for reduced lot area, lot frontage and rear yard setbacks and increased maximum lot coverage for the dwelling.

Mayor Redekop announced that this portion of the meeting would be devoted to the holding of a Public Meeting to consider an Official Plan Amendment to change the land use designation of the rear of 3854 Disher Street, and a Property Zoning Amendment to change the zoning of 260-262 Gorham Road and the rear of 3854 Disher Street.

Mr. Vander Veen, Planning Technician, delivered a PowerPoint Presentation which is available for viewing on the Town's website.

Mr. Vander Veen confirmed the statutory requirements for the Public Meeting were met, summarized the purpose of the meeting, and public comments received.

Mayor Redekop enquired if the applicant or agent wished to speak to the proposed amendments.

Greg Taras stated he is a registered professional planner and senior planner at Urban & Environmental Management Inc. He introduced Mr. Quidwai, owner of Lucky Gas and the property. He wanted to focus on a few items that will assist Council in their consideration. Lucky Gas first submitted their official plan and zoning by-law amendment in April 2018. In May 2018 they held an informal public open house and then a formal public meeting on June 11, 2018. There were a number of comments received from Council members and the public at that time so what the proponent has done is they undertook a number of studies and made some changes from what was originally proposed. Another informal public open house was held on February 11, 2020 so they could present this information to the public.

Mr. Taras summarized the major changes made so that Council is aware of what's been done since the original application:

- The existing property at 3854 Disher Street was originally part of the application. The whole property was going to be zoned C4. They received comments from the public expressing

concern that in the future, the residence might be removed, torn down and the whole property would then be expanded for commercial use. In order to remedy that, they have left the residence and part of the property as residential and the commercial now would be around it so it's only the rear part of 3854 Disher Street that would be included in the C4 designation.

- Council requested that a traffic impact study be completed. At the same time there was a proposal being done for 275 Gorham Road which is across the street. The traffic impact study was done in conjunction with both developments by the same traffic consultant and that report went before Council when the property at 275 Gorham Road was considered. The conclusions from the traffic impact study was that there would be no significant impact to the surrounding road network from both of these proposals going forward. The second conclusion was that the existing trail crossing, even if neither of these developments went forward requires improvement. This was already an issue before either of these were being considered.
- The other issue was to do with the car wash and the noise that could potentially occur from the car wash. The proponent is proposing to add both a self-wash and an automatic car wash bay so there'll be two bays. Concerns were identified with respect to the noise impact to neighbours from the proposed automatic car wash operation. The proponent investigated a number of measures to reduce the potential sound impact from the car wash. The main one they looked at was to enhance the door for the car wash so rather than a standard car wash door they would be utilizing a five layer polycarbonate sheeting door for this purpose that helps to reduce the sound impact significantly.
- Within the car wash itself, the dryers, which are one main source of noise, will be moved forward in the car wash bay so it doesn't have as much impact on noise. This car wash will not be able to operate with the doors open. So when a car enters, the door opens, the car enters, both doors must close before the car wash process can engage and then once it's finished, the doors will open so that the car can leave the car wash.
- Based on these changes, the proponent had their noise consultant, RWDI, update the noise study. They had previously provided a noise study from the sub-consultant and this was updated considering these changes. Two conclusions were reached, if the eight foot high noise barrier was allowed along the east side of the property, there would

be a very small area of the adjacent property that would have a one decibel increase over the permitted 50 decibel sound limit at the property line. That is with the 2.3 metre tall fence. If the three metre high fence is permitted, then the 50 decibel guideline is achieved at the property line. You will see that it is actually no longer the car wash that is the source of the noise that creates the one decibel increase. With the enhanced door and moving the blowers forward, it's actually now the queuing area that is the cause of the one decibel increase. So it's cars potentially idling in that location that creates the one decibel increase. In order to try to reduce the impact of the idling, the proponent is proposing to put up "no idling" signs at the queuing area entrance and at a couple of spots in the queue so the drivers will shut off their engines while waiting. When the car wash comes into operation the proponent will have staff monitoring any idling instances at the beginning to make sure that customers are aware and that they shouldn't be idling.

Mr. Taras explained that for the operation of the automatic car wash, customers will first have to go into the convenience store to get a token or pin number to enter the car wash. The proponent's staff will let customers know the wait times to try to limit the number in the queuing lane to three vehicles. The queuing lane has to have a minimum of four vehicles but they would like to get it down to three and that would reduce potential idling. The automatic car wash, because of the door system, will have a 7-8 minute cycle time. So if someone was waiting as the fourth car in line, they potentially could be waiting a half an hour. From Mr. Quidwai's experience as an operator of a facility with a car wash, customers won't wait that long. He's not anticipating people waiting in the queuing line that long to use the facility. There's also a lot of newer vehicles where car's automatically shut off when they're idling for a short period of time, even coming to a stop sign or a traffic light, some cars stop idling and then restart. There is technology that's moving forward in the automobile industry that is reducing idling as well. When they asked the noise consultant to look at the impacts of the noise from the car wash and idling, they also predicted what the noise would be offsite at adjacent properties. Where they have the eight foot high, 2.3 metre high noise barrier and the one decibel increase, they predicted sound levels at an adjacent property on the property line, 45 decibels reducing to 38 decibels at this location, 42 at this location, 41 and then decreasing to 36 at this location. What they did not consider was if there were any barriers or fencing in between these. They took a straight line

approach in a worst case. If you look at the three metre high fence those decibel readings go down a little further, 42, 35, 39, 38, 33. Mr. Taras has provided staff with some examples of typical noise at those decibel ratings. For example, a normal sound level for a quiet neighbourhood is 50 decibels. A busy street has a 70 decibel rating. Average noise rating inside a house is approximately 40 decibels. The 50 decibels is the typical urban quiet neighbourhood for daytime ratings. The car wash will only operate from 7:00 a.m. to 7:00 p.m.

Mr. Taras explained another concern that was raised was with respect to the condition of the property. He went back to the site plan with the landscape plan. Originally the diesel tanks were on the right side and the gasoline tanks on the left side in terms of the underground storage tanks. This necessitated the fuel truck to come in, offload fuel into the gas tanks, go to Disher Street, turn around and come back in so they could then fill the diesel tanks. The proponent, with the reconstruction, is moving all the tanks to the same side so that the fuel tank now comes in, fills up both tanks, then leaves out Disher Street and back onto Gorham Road. There's no turning around and the frequency with which fuel is delivered is about every five days in the summer months, June, July and August, and once every seven days during other times of the year.

Finally, Mr. Taras advised that the proponent undertook a survey at his facility in the convenience store for the last four months. A copy has been provided to the Town. It was basically were they for or against the proposal and there was a space for anyone to provide comments. Approximately 600 signatures were received, all were in favour and support of the proposed development including nine residents on Disher Street.

Mayor Redekop enquired if anyone present wished to speak in favour of the proposed amendments.

No members of the public came forward.

Mayor Redekop enquired if anyone present wished to speak in opposition to the proposed amendments or have questions.

a) Robert Baker – 3842 Disher Street

Mr. Baker stated that he wanted to point out to Council a couple of things on the noise study. His lot is the second lot over and it is actually the noisier lot than the one beside the

fence. That is where more of the noise is. The numbers that Mr. Taras gave you are not correct. The noise level in his lot or point of arrival in the noise study, is 50 decibels. It's certainly not 50 decibels at this point. If you look at where the lots are laid out, his lot is against the Friendship Trail, three lots from the gas station. This is not reasonable that its going to make 50 decibels. The other thing he wanted to point out in the noise study, this is required by a perfectly fitted door. It has five layers and has to be perfectly hung and fitted. If there's a gap, if somebody bumps it, if anything changes, he would now be living at 60 decibels which is way beyond any reasonable limit for his backyard. He believes in Ridgeway. He does not believe people are moving here from Toronto to live at the provincial limit. That's not where he is now or where he wants to be in the future.

Mr. Baker also mentioned that the study keeps mentioning a future restaurant, they want to evaluate future changes based on the restaurant. What he's basically saying is we can make it now but when the restaurant's running, depending on how many people, they're not going to make 50 decibels. Council's decision is going to make a huge difference in how his backyard and life is. The future restaurant and future impact in the study may have to be looked at again. In the report, it also says that the Town has said that the distance of two metres to a residential property is not fair.

Mr. Baker will provide Council with a handout. He has done some research that two metres is not a reasonable distance to a residential property. A perfectly fitted door, no cars can be running, windows down and radio on, a 12-minute cycle and they're going to cut it down to three cars maximum. Even at two cars he's at 20 minutes listening to that gentleman's preferred choice of music. People don't roll up their windows in a drive-thru. They don't shut off their engines all the time. Some will. But this is not fair and reasonable to expect that everybody's going to not have their window down, not be on their cell phone, not have their engine running. Guys on 4 x 4 trucks are not going to shut their engine off. That's not how it works.

Mr. Baker explained that he has been all around the peninsula since this happened a year and a half ago, he's looked at every car wash. There isn't one anywhere that pointed to somebody's backyard at that distance. It's not

reasonable. He thinks there's going to be further problems down the line. He questioned what happens when the refill truck comes in and if there's a car or a car with a trailer at the gas pumps, he can't get by them. He'll hear the horn going because he can't get through to fill up the tanks because there's cars in the filling station at the pumps.

Mr. Baker stated that everything is pushed to the absolute maximum of what is allowable. It's not fair. He's lived here for 30 years. He's owned two homes in this Town and paid his taxes. A change like this to his life is not fair and reasonable. He asked last time when he was in front of Council and told them he liked them to change that car wash and pin it around so the side was facing him and the doors were facing the public area but he won't move one brick.

Mr. Baker advised that according to what he's read, when this place hits its maximum in 2024, the number of cars going through and going to the restaurant is over 50%. Is this not going to also impact noise. It's just not reasonable. He asked Council to deny this application because there's no way you're forcing me out of Town. A drive-thru next to a residence at that distance is just not right.

b) Erin Tyler, 1918 Nigh Road

Ms. Tyler asked if there is a restriction on how high the lights can be when in a residential neighbourhood knowing there are street lights on Disher Street and on Gorham Road and in a concentrated area around a fast food place? She also questioned where is the garbage storage located on the map. Mr. Vander Veen advised the indoor garbage is in the corner. Ms. Tyler asked if it was for the full facility to which Mr. Taras confirmed it's an enclosed area for garbage. Ms. Tyler asked if would be a standard one week pick-up. If all of the garbage is going into one compartment but there is one, two, three, four, five facilities that are going to be using the storage unit. Mr. Taras advised it would be a private collection, so as required to whatever set-up under contract for the facility. Ms. Tyler stated from the moral and mom's side of it, a fast food restaurant located across the street from a school is risky business, especially considering the impression of the surrounding area especially Crystal Beach, with how natural it seems to be growing. It's been very progressive in how it's made its moves to have people and control of the flow of people in the Town but then having a

fast food restaurant across the street from a school is not so great. She referred to the smell that comes from it if it is frying food, there's some chicken places for instance, have an odour that neighbourhoods have noticed. This is a concern that she sees coming up in the future.

c) Mike Minor, 3859 Disher Street

Mr. Minor stated the school being referred to is still being used, not as a school, but they do have students there on Thursdays and sleep the weekend. He is the gentleman with the lights that are always shining on his house. It's become a problem because of the addition of the pumps at the top. Never was before because the pumps were to the left. This is causing an issue for him. He feels if the restaurant and drive-thru were turned towards Gorham Road. He knows it could cause a lot of problems with traffic but you're going to have extreme traffic issues no matter if this goes through or not with both restaurants. To the point of the tanker truck, how many times has he heard him blowing his horn trying to get away from traffic. The whole thing doesn't make sense to him. He's trying to be a good corporate citizen. If you turned the restaurant around. He doesn't feel there is enough people for the car wash. The idling aspect, a car is shut off, he has a car that shuts off and automatically comes back on two and a half to three minutes and the car wash is approximately eight minutes. The proximity of the parking on the east wall for the restaurant to the west, is too close. He sees issues with pedestrians. He feels there is too much going on and they need to re-evaluate.

d) Jacob Van Den Akker, 3848 Disher Street

Mr. Van Den Akker stated that everyone's concerns are valid. He is concerned with the minor variance to shrink the backyard. He showed where his house is. He's worried about the proximity of the commercial property in relation to shrinking his backyard and the impact it may or may not have on him sitting on his deck in the backyard. He may have kids and doesn't want them playing and people hanging outside in their cars, smoking cigarettes or other things. This is a concern. He's not against someone trying to build a business or further a business.

e) Eilish BC (Barkhouse-Coulis), 3830 Disher Street

Ms. BC stated her concerns are pretty much the same as everybody else's about noise. Her main concern is the traffic. She knows that a traffic study has been done but we're adding more cars to Disher Street and there is already a lot of cars there. They have kids playing on the street, She walks her dogs on that street as do many other people. They are concerned about safety also how are they going to get off of Disher Street by adding more cars coming onto Disher Street from the gas station. How is she supposed to get to work on time. She asked Council to consider what it would feel like to live there if this went through.

Ms. BC explained they don't want to see the development completely shut down. We want to see business succeed in Ridgeway they just feel there's a way it can be done without encroaching onto their residential street. They don't want to live in a noisy place that's why they moved to sleepy Fort Erie.

Mayor Redekop closed the Public Meeting.

(d) Public Meeting

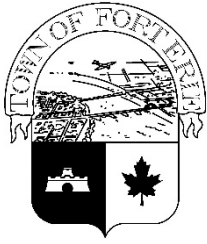
Re: *Building Code Act* - Proposed Increase in Building Permit Fees

Mayor Redekop announced that this portion of the meeting would be devoted to the holding of a Public Meeting to consider the proposed increase in Building Permit Fees.

Mr. Gennings, Chief Building Official, delivered a PowerPoint Presentation which is available for viewing on the Town's website.

Mr. Gennings advised that this Public Meeting is a requirement of the *Ontario Building Code Act* when a municipality is considering changing Building Permit fees.

Mr. Gennings advised that notice of the Public Meeting was advertised in the Fort Erie Post newspaper on February 13, 2020 in accordance with the *Building Code Act*. Staff provided notice through a number of other means by posting on the Town's website, Facebook and emailed to the Town's frequent builders, including an excerpt of the proposed permit fees. The Fees and Charges report was approved by Council on



The Municipal Corporation of the Town of Fort Erie

By-law No. 92-2020

Being a By-law to Amend Zoning By-law No. 129-90, as Amended – Removal of Holding Provision South Coast Village Phase 3 Condominium (Marz Homes (Crystal Beach) Inc. – Dan Gabriele)

350309-0494

Whereas the Municipal Council of The Corporation of the Town of Fort Erie passed By-law No. 38-2020 on the 23rd day of March, 2020, rezoning certain lands within the South Coast Village Phase 3 Condominium generally located south of Ryan Avenue, east of Ridgeway Road to “Residential Multiple 1 Holding RM1-649(H) Zone” with a Holding provision preventing the development of the lands until Council approved a Condominium Agreement or a Site Plan Agreement is approved by the Director, Planning and Development Services; and

Whereas a Site Plan Agreement between The Corporation of the Town of Fort Erie and Marz Homes (Crystal Beach) Inc. was approved by the Director, Planning and Development Services on September 15, 2020; and

Whereas A. J. Clarke and Associates Ltd., the agent for the owner, requested the holding provision be removed in a letter dated June 16, 2020;

Now therefore the Municipal Council of The Corporation of the Town of Fort Erie enacts as follows:

1. **That** Schedule “A” of By-law 129-90 as amended is further amended by changing the zoning on the lands shown on the attached Appendix “1” from “Residential Multiple 1 Holding RM1-649(H) Zone” to “Residential Multiple 1 RM1-649 Zone”.
2. **That** the Clerk of the Town is authorized to effect any minor modifications, corrections, or omissions, solely of an administrative, numerical, grammatical, semantical or descriptive nature to this by-law or its schedules after the passage of this by-law.

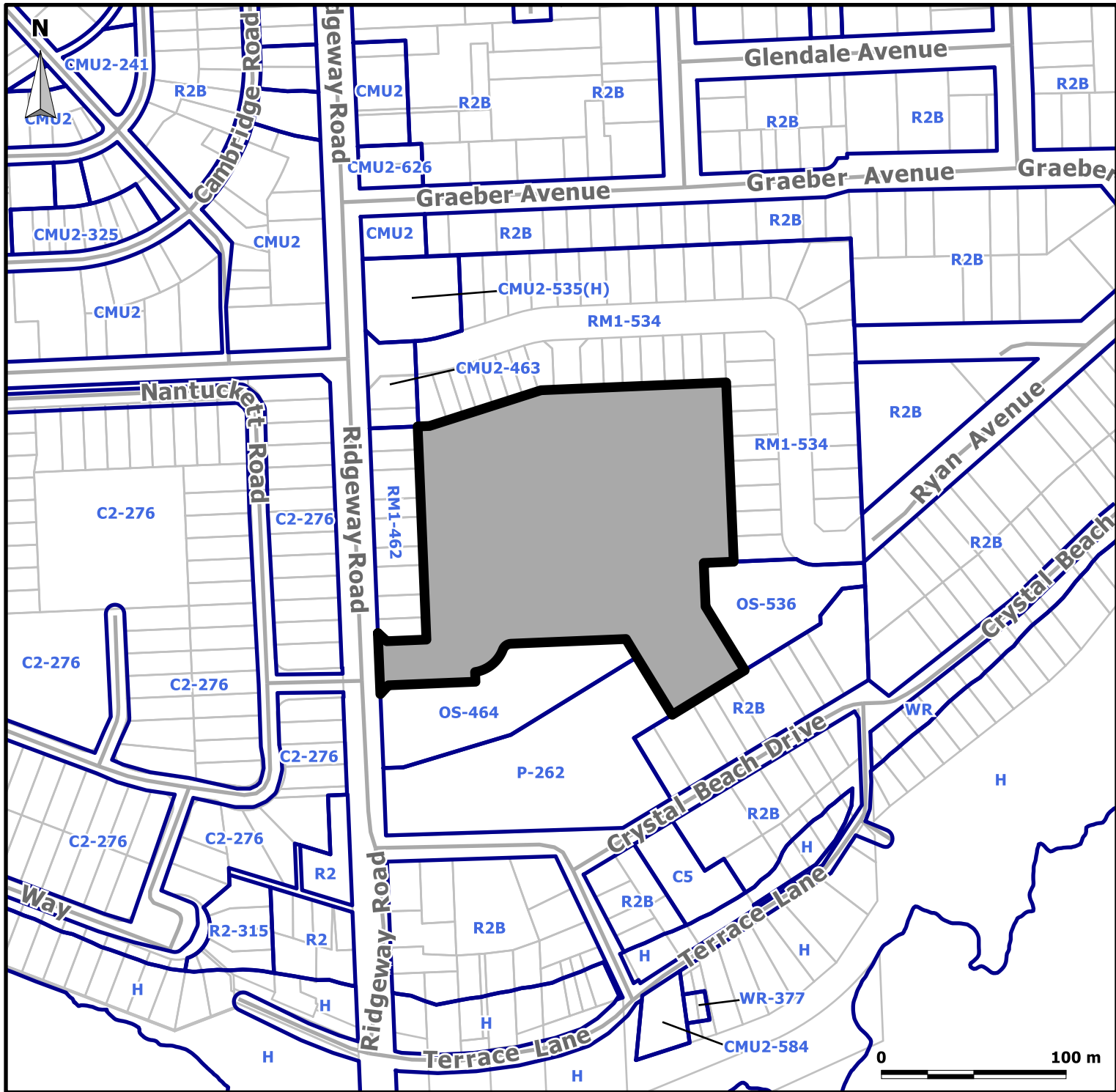
Read a first, second and third time and finally passed this 21st day of September, 2020.

Mayor

Clerk



I, Carol Schofield, the Clerk, of The Corporation of the Town of Fort Erie certifies the foregoing to be a true copy of By-law No. 92-2020 of the said Town. Given under my hand and the seal of the said Corporation, this day of _____, 20__.

APPENDIX "1"



By-law No. 92-2020

**THIS SKETCH FORMS PART OF SCHEDULE "A" TO BY-LAW NO. 129-90
PASSED THIS 21st DAY OF SEPTEMBER, 2020**

-  Subject Area - South Coast Village Phase 3 Condominium
-  Part 1 - Change from Residential Multiple 1 Holding (RM1-649(H)) Zone to Residential Multiple 1 (RM1-649) Zone



Interoffice Memorandum

September 21, 2020
File No. 350309-0494

To: Mayor and Council
From: Jeremy Korevaar, Coordinator, Development Approvals
Subject: **REMOVAL OF HOLDING PROVISION – SOUTH COAST VILLAGE PHASE 3**

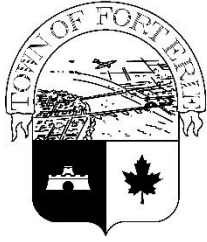
Staff will be bringing forth a Zoning By-law Amendment proposing to remove the Holding (H) Zone provision from the South Coast Village Phase 3 development site. This is the proposed townhouse condominium site located behind the existing units on Ridgeway Road and Ryan Avenue. The removal of the holding provision is required to permit further development of the site.

The subject properties were rezoned in March 2020. The amending Zoning By-law included a holding provision that was to remain in place until such time that approval was given by the Director, Planning and Development Services of the site plan agreement. The site plan agreement was approved on September 15, 2020. Town Planning Staff are satisfied that the intent of the holding provision has been met and can therefore be removed.

All of which is respectfully submitted,

Original Signed

Jeremy Korevaar, C.E.T.
Coordinator, Development Approvals



The Municipal Corporation of the Town of Fort Erie

By-law No. 93-2020

Being A By-law to Regulate Open Air Burning in the Town of Fort Erie and to Repeal By-law No. 167-03

Whereas Section 7.1(1) of the *Fire Protection and Prevention Act, 1997*, S.O. 1997, c. 4, as amended, states that a council of a municipality may pass by-laws regulating fire prevention including the prevention of the spreading of fires, and regulating the setting of open-air fires, including establishing the times during which open air fires may be set;

Whereas Section 7.1(3) of the *Fire Protection and Prevention Act, 1997*, S.O. 1997, c. 4, as amended, provides that a by-law under this section may deal with different areas of the municipality differently;

Whereas Article 2.4.4.4. of the *Ontario Fire Code O. Reg. 213/07*, as amended, provides that open-air burning shall not be permitted unless approved, or unless such burning consists of a small confined fire supervised at all times, and used to cook food on a grill, barbeque or spit, or such burning takes place in an appliance that is in conformance with the *Technical Standards and Safety Act, 2000*, S.O. 2000, c.16, is for outdoor use, and is assembled and/or installed in accordance with the manufacturer's instructions;

Whereas Section 7.1(4) of the *Fire Protection and Prevention Act, 1997*, S.O. 1997, c. 4, as amended, provides that a municipality may appoint an officer to enter upon land and into structures at any reasonable time to inspect the land and structures to determine whether by-laws enacted in accordance with Section 7.1 are being complied with;

Whereas Section 19(2) of the *Fire Protection and Prevention Act, 1997*, S.O. 1997, c. 4, provides an inspector may, without a warrant, enter and inspect land and premises for the purposes of assessing fire safety, and

Whereas Section 128 of the *Municipal Act, 2001*, S.O. 2001, c. 25, provides that a municipality may pass by-laws to prohibit and regulate public nuisances including matters that, in the opinion of Council, are or could become or cause public nuisance;

Whereas Section 391 of the *Municipal Act, 2001*, S.O. 2001, c. 25, provides that a municipality and a local board may pass by-laws imposing fees or charges for services or activities provided or done by or on behalf of it, or for costs payable by it for services or activities provided or done by or on behalf of any other municipality or local board, and

Whereas Section 425 of the *Municipal Act, 2001*, S.O. 2001, c. 25, provides by-laws may be passed by all municipalities for providing that any person who contravenes any by-law of the municipality, passed under this Act, is guilty of an offence, and

Whereas Section 446 of the *Municipal Act, 2001*, S.O. 2001, c. 25, provides that where the municipality has the authority by any Act or under a by-law to direct or require a person to do a matter or thing, the municipality may also provide that, in default or it being done by the person directed or required to do it, the matter or thing shall be done at the person's expense, and the municipality may recover the costs of doing the matter or thing from the person required to do it by action or by adding the costs to the tax roll and collecting them in the same manner as property taxes;

Now therefore the Municipal Council of The Corporation of The Town of Fort Erie enacts as follows:

SECTION 1 DEFINITIONS

For the purposes of this By-law, definitions in the *Fire Protection and Prevention Act, 1997*, S.O. 1997, c. 4., shall be used with respect to matters pertaining to fire prevention and fire safety and which are undefined in this By-law, otherwise the following definitions will apply:

- 1.1 "**Applicant**" means an **Owner** or person who is the **Authorized Agent** for an **Owner** applying for a **Burning Permit**.
- 1.2 "**Approved**" means approved by the **Fire Chief** or his designate.
- 1.3 "**Authorized Agent**" means any **Responsible Person** who can provide evidence that they are authorized to act for the **Owner** of a particular property.
- 1.4 "**Back-Yard**" means the space on the property behind a **Building**, on the side opposite from the street address side.
- 1.5 "**Ban**" on **Open-Air Fires** means a restriction or prohibition on **Open-Air Fires** issued by the **Fire Chief**.
- 1.6 "**Building**" means any **Structure** used or intended for supporting or sheltering any use or **Occupancy**, but does not include a non-enclosed open-sided **Structure**.
- 1.7 "**Barbeque**" means any fuel-fired **Cooking** device that is commercially manufactured, completely contains the fire, and expressly designed for the purpose of **Cooking**.
- 1.8 "**Burning Permit**" means a written, conditional, authorization issued and administered by the **Fire Chief** to set or maintain an **Open-Air Fire** that is not an **Exempt** fire and pursuant to any restrictions and conditions contained in this By-law or as may be specified on the **Burning Permit** itself.
- 1.9 "**Burning Safety Plan**" means a formal statement of procedures and facilities provided by the **Applicant** and/or **Owner**, and shall include provisions for facilitating emergency vehicle access and response, and **Open-Air Fire** safety and control, and protection of the environment.

- 1.10 "**Chiminea**" means a device largely made from pottery or metal and which is equipped with a chimney and an enclosed **Hearth** in which a recreational fire may be set.
- 1.11 "**Combustible**" means any material, combination of materials, or arrangement of materials in which any portion thereof is susceptible to catch fire when exposed to heat, flame, or burning materials.
- 1.12 "**Cooking**" means the activity of preparing food for human consumption by placing it over a fire until such time as it is ready to eat, and includes fire pre-burn time before the **Cooking** commences but only as is reasonably necessary.
- 1.13 "**Deputy Fire Chief**" means a Town of Fort Erie Deputy Fire Chief.
- 1.14 "**Exempt**" means that, under specified conditions, a particular type or configuration of **Open-Air Fire** that does not require a **Burning Permit**.
- 1.15 "**Fire Chief**" means the appointed Fire Chief in the Town of Fort Erie and, whether stated or not, also means his/her designates which may include a **Deputy Fire Chief**, a **Fire Prevention Officer** or a **Firefighter**; unless it is stated as Fire Chief only, in which case there is no designate.
- 1.16 "**Firefighter**" means a Town of Fort Erie firefighter.
- 1.17 "**Fire Prevention Officer**" means a Town of Fort Erie Fire Prevention Officer or Fire Prevention Inspector.
- 1.18 "**Grill**" means any custom-designed fuel-fired **Cooking** device that is constructed of metal, ceramic, stone, or masonry, that completely contains the fire, and that has been **Approved** for use as a **Cooking** device.
- 1.19 "**Hearth**" means that part of a device in which a fire is set and maintained and which is fully enclosed by the device and screens.
- 1.20 "**Heat Alert**" means any day or portion of a day when a heat advisory or alert has been issued by the Ministry of the Environment and Climate Change, for the Town of Fort Erie.
- 1.21 "**Incinerator**" means a device that is operated and regulated (licensed) under a Certificate of Approval from the Ministry of the Environment and Climate Change and is not subject to the requirements of this By-law.
- 1.22 "**Made Safe**" means that all reasonable and prudent steps are taken to guard against injury to persons due to a fire deteriorated condition of a **Structure** or property or the residue from a fire; including steps for the erecting of safety barriers and signs, grading of property, demolition of unstable **Structures** or materials, removal of residue left from the burning process, and/or ensuring that the fire is fully and completely extinguished.
- 1.23 "**Multi-Unit Residential Building**" means any **Building** in which there are three or more residential dwelling units as defined by the Ontario Building Code.

- 1.24 "**Nuisance**" means the travel of the products of a fire, including but not limited to, smoke, odour, ash, and hot embers, which products in the opinion of the **Fire Chief** may cause unreasonable discomfort to persons, loss of enjoyment of normal use of property, interference with normal conduction of business, or damage to property.
- 1.25 "**Occupancy**" means the use or intended use of a **Building** or part thereof as defined in the Ontario Building Code.
- 1.26 "**Occupant**" means that person or persons who is present on a property.
- 1.27 "**Open-Air Fire**" means:
- 1.27.1 any fire set outdoors, i.e. not in a **Building**, or
 - 1.27.2 any fire set in a device or appliance located outside of a **Building**,
 - 1.27.3 but does not include:
 - 1.27.3.1 fires in **Incinerators**; or
 - 1.27.3.2 fires in devices installed outside of a **Building** and that are used as a source of heat or power for the **Building** or that are ancillary to a manufacturing process and provided that such device is certified for the purpose by a recognized and appropriate agency.
- 1.28 "**Owner**" means the person registered on title as the owner of a property or **Structure** or **Building**.
- 1.29 "**Responsible Person**" means any adult person (18 years of age or older) who, in the opinion of the Fire Chief, or his designate, is capable of exercising the required judgment and is capable of performing the necessary actions to control a fire and prevent its unwanted spread, and does not include persons impaired by alcohol or drugs.
- 1.30 "**Smog Day**" means any day or portion of a day when a smog advisory or alert has been issued by the Ministry of the Environment and Climate Change, for the Town of Fort Erie.
- 1.31 "**Structure**" means anything constructed or erected, the use of which requires location on or in the ground.
- 1.32 "**Town**" means The Corporation of the Town of Fort Erie.

SECTION 2 SCOPE

- 2.1 The provisions of this By-law shall be applicable on all lands and properties within the corporate and geographic limits of the **Town**.
- 2.2 Nothing in this By-law shall be construed as limiting, restraining, superseding, impeding or otherwise conflicting with the authority of the Medical Officer of Health, the Fire Marshal, the *Fire Protection and Prevention Act, 1997, S.O.*

1997, c. 4, as amended, or any Provincial or Federal Minister and his/her powers as set out in any Act, By-law or Regulation.

- 2.3 Any **Open-Air Fires** under the direct and constant supervision and control of the **Town** Fire Department are exempt from the provisions of this By-law.
- 2.4 Despite the provisions of this By-law, the Council of the **Town** may direct the **Fire Chief** to issue a **Burning Permit** for a specific event in the **Town**, under such fire safety conditions as may be appropriate.

SECTION 3 RESTRICTIONS ON BURNING

- 3.1 No person shall set or maintain an **Open-Air Fire** except an **Exempt** fire as described in "Section 4, Exempt Fires".

SECTION 4 EXEMPT FIRES

- 4.1 The types of **Open-Air Fires** listed in this Section are **Exempt** and such fires may be set and maintained anywhere in the **Town** provided that the restrictions in this Section and the conditions in "Section 5, Conditions on Exempt Fires" are fully met.

4.2 Cooking Fires

A fire that is confined within a **Barbeque** or **Approved Grill** being used for the purposes of **Cooking** provided that:

- 4.2.1 the fire is only large enough for the purpose,
- 4.2.2 such fire is not in or near dry vegetation,
- 4.2.3 such fire is not in any other place conducive to the development or the spread of fire or explosion, and
- 4.2.4 the fire is attended at all times by a **Responsible Person** to supervise it,

except such fire shall not be on a **Combustible** porch, balcony, roof, or verandah that is attached to or part of a **Multi-Unit Residential Building**.

4.3 Construction or Maintenance Activities

An appliance of a portable nature which requires an open flame for the heating of a material during a construction or maintenance process provided that:

- 4.3.1 such appliance is safe to operate,
- 4.3.2 such appliance is not operated in such a manner as to create a fire hazard, and
- 4.3.3 the fire is attended at all times by a **Responsible Person**.

4.4 Other Flaming Devices

- 4.4.1 Patio torches and candles provided that:
- 4.4.1.1 such devices are not operated in or near dry vegetation, and
 - 4.4.1.2 such devices are not operated in any place conducive to the development or the spread of fire or explosion.
- 4.4.2 Consumer (family) fireworks and licensed fireworks displays where and when permitted by the "Fireworks By-law" of the **Town**.
- 4.4.3 A compressed natural or propane gas-fired appliance that is in conformance with the *Technical Standards and Safety Act, 2000*, S.O. 2000, c. 16, is for outdoor use and is installed and used in accordance with the manufacturer's instructions.

4.5 Campfires and Chimineas

With the permission of the **Owner**, a **Chimineea** or campfire on privately owned lands are permitted, provided that:

- 4.5.1 for a **Chimineea**, the fire is completely contained within a metal, masonry, or ceramic enclosure device with no openings of any kind that are not completely covered at all times except when charging the device with fuel, by tight-fitting and suitable metal spark screen(s) in which no opening is larger than 6 millimetres in any dimension,
- 4.5.2 the **Hearth** area designated for the fire is not more than 66 centimetres in any horizontal dimension,
- 4.5.3 the pile of materials to be burned is not more than 66 centimetres in height,
- 4.5.4 all solid fuels are completely contained at all times within the fire device and screens,
- 4.5.5 the device is not located on any **Combustible** surface,
- 4.5.6 the fire is controlled such that flames and hot embers do not pose an undue risk of fire to nearby **Combustible** materials,
- 4.5.7 the fire is not burned on any **Smog Day**, during a **Heat Alert**, rainy or foggy weather, or when the winds exceed 20 kilometres per hour,
- 4.5.8 the fire is located in a **Back-Yard**,
- 4.5.9 the fire is no closer than 4 metres to the property line, and no closer than 3 metres to any **Combustible Structure**, and
- 4.5.10 the fire is attended at all times by a **Responsible Person** to supervise it.

SECTION 5 CONDITIONS ON EXEMPT FIRES

5.1 Any person who sets or maintains an **Exempt** fire listed in "Section 4, Exempt Fires" shall be responsible to take all necessary steps to ensure that all of the conditions in this Section are fully met.

5.2 Smoke

5.2.1 shall not travel to a neighbouring property to such an extent or degree that it is a **Nuisance**, and

5.2.2 shall not travel across any public roadway to the extent or degree that in the opinion of the **Fire Chief** it may cause a public safety hazard to any person travelling on the roadway.

5.3 Clearances

To prevent the spread of fire from heat, flame, and sparks, all **Exempt** fire devices shall be a minimum horizontal and vertical distance from any **Combustible Structure** or accumulation of **Combustible** materials, as measured from the nearest point on the device as follows:

5.3.1 for campfires and **Chimineas**: no less than 3 metres horizontally and 5 metres below,

5.3.2 for a **Barbeque**: no less than 1 metre horizontally and 3 metres below,

5.3.3 for a **Grill**: no less than 3 metres horizontally and 4 metres below, and

5.3.4 despite meeting the minimum distances specified in this Subsection burning is prohibited at any location or under conditions where there is a reasonable probability of such fire spreading to a **Building, Structure**, grass, or other **Combustible** vegetation or material.

5.4 Permitted Burned Materials

Except as may be more specifically restricted elsewhere in this By-law, only the following materials may be burned:

5.4.1 dry wood that has not been chemically treated, painted, stained,

5.4.2 unprinted paper and cardboard, but only for the purposes and to the extent reasonably required for starting the fire,

5.4.3 natural or petroleum gases or liquids used as appliance fuels in an appliance that is in conformance with the *Technical Standards and Safety Act, 2000*, S.O. 2000, c. 16, and

5.4.4 commercial charcoal products, and such commercial lighter fuels only as is required to start a charcoal fire.

5.5 Extinguishment

Any person supervising a fire shall ensure that:

- 5.5.1 at all times that the fire is burning, there shall be ready to hand at the site of the fire an adequate means in which the fire may be controlled and extinguished. Such means may include a garden hose charged with water, a minimum 10-A rated dry-chemical fire extinguisher, a minimum 15 litre pail full of water, or additional and alternate means as the circumstances may require, and
- 5.5.2 at all times the fire is burning, there shall be ready to hand at the site of the fire an adequate means for calling the Fort Erie Fire Department to assist if such fire should get out of control, and
- 5.5.3 at the completion of the burn, the fire shall be fully and completely extinguished and the burn site shall be **Made Safe** before it is left unattended.

5.6 Time Restrictions

Exempt fires may be started and maintained during the following periods of time:

- 5.6.1 **Cooking** fires at any time,
- 5.6.2 construction and maintenance activity fires only between the hours of 7:30 AM and 7:30 PM Monday to Saturday inclusive, and
- 5.6.3 all other **Exempt** fires only between the hours of 4:00 PM and 11:00 PM daily except, where the provisions of a **Burning Permit** for a campground approved according to Section 24.2 of the Town of Fort Erie Comprehensive Zoning By-law 129-90, as amended, will allow an extension to the time restrictions in this Subsection as **Approved**.

SECTION 6 BURNING PERMITS

The **Town** may issue a **Burning Permit** to an **Owner** or **Authorized Agent** of the **Owner**, permitting a **Responsible Person** to set and maintain an **Open-Air Fire** on private property or on municipal property, subject to the following:

6.1 General Restrictions

All of the "Section 5, Conditions on Exempt fires" shall apply to **Burning Permit** fires, and in addition:

- 6.1.1 continuous supervision of the fire shall be maintained by a **Responsible Person** with the adequate means immediately available to extinguish the fire or limit its spread in proportion to the size of the fire and the fire risk, and

- 6.1.2. the **Owner** shall be responsible and shall be liable personally and for the actions of their **Authorized Agent** with respect to any contravention of the provisions, conditions, restrictions and penalties contained in this By-law, and
 - 6.1.3. burning is prohibited on any public road allowance or municipal property unless such burning is being conducted by authorized employees of an **Authorized Agent** of the **Town** or of the Niagara Region, and
 - 6.1.4. fires must be located at least 30 metres away from any **Building, Combustible Structure, Combustible** vegetation, accumulation of **Combustible** materials, or as measured on the ground horizontally from any overhead wires carrying electricity, or any longer distances that may be required if in the opinion of the **Fire Chief** the material burned will emit sparks and embers such as to create a fire hazard, and
 - 6.1.5. fires must be located at least 250 metres away from any occupied **Building** when the wind direction is such that at any time during the course of the fire, smoke from the fire is likely to pass in the vicinity of the occupied **Building**, and
 - 6.1.6. notwithstanding any of the above restrictions in this Section, greater or lesser restrictions may be imposed through the conditions in a **Burning Permit**.
- 6.2. Material To Be Burned
- 6.2.1. Any piles of materials to be burned:
 - 6.2.1.1. shall not exceed 9 square metres in area and 2 metres in height unless specifically **Approved** under application of a **Burning Safety Plan**,
 - 6.2.1.2. all adjacent piles of materials to be burned shall be at least 15 metres apart from each other, and
 - 6.2.1.3. in any case, the fire size or materials burned shall be controlled such that flames and hot embers do not pose an undue risk of fire to nearby **Combustible** materials.
 - 6.2.2. In addition to the materials allowed to be burned under "Section 5, Conditions on Exempt Fires", permit holders may also burn other natural materials as specifically **Approved** on the **Burning Permit** including dry brush, stumps, hay, straw, grass and other dry yard or natural agricultural materials, but not including animal wastes and parts of animals unless such animals are diseased and special provisions are stipulated on the **Burning Permit** authorized by the **Fire Chief**.

6.3. Time, Day and Conditional Restrictions

- 6.3.1. Except in the case of special provisions that might be contained in a **Burning Safety Plan**, a fire established and maintained under a **Burning Permit** shall only be **Approved** and the permit shall only remain valid if:
- 6.3.1.1. burning does not occur between 30 minutes after sunset and 30 minutes before sunrise (i.e. not at night),
 - 6.3.1.2. the permit has not expired,
 - 6.3.1.3. the permit has not been suspended,
 - 6.3.1.4. the permit has not been revoked, and
 - 6.3.1.5. the **Fire Chief** has not declared a **Ban on Open-Air Fires**.
- 6.3.2. A **Burning Permit** shall have an expiry date of no later than needed by the **Applicant** to complete the burn, but in any case, no later than six (6) months after the date of issue.
- 6.3.3. The expiry date on a **Burning Permit** shall not be extended due to any suspension of the **Burning Permit** for whatever reason.

6.4. Fees

- 6.4.1. Fees and charges associated with this by-law are as established by Fees and Charges By-law No. 40-09, as amended.
- 6.4.2. The fee collected for each **Burning Permit** is non-refundable regardless of whether or not the privileges granted under the permit have been exercised.
- 6.4.3. No adjustment or refund of fees shall be provided due to suspension or revocation of any **Burning Permit**.

6.5. Burning Permit General Conditions

- 6.5.1. **Applicants** for a **Burning Permit** must apply at least 14 calendar days before the permit may be issued to allow time for the **Fire Chief** to inspect the site of the proposed burn. No **Burning Permit** will be issued without a site inspection. All required application form information must be provided at the time of application.
- 6.5.2. The **Fire Chief** shall refuse to **Approve** or issue a **Burning Permit** if:
- 6.5.2.1. the proposed **Open-Air Fire** would be in contravention of this By-law, or

- 6.5.2.2. the **Applicant** or **Owner** or permit holder has outstanding costs owing to the **Town** from a previous Order.
- 6.5.3. The **Fire Chief** may refuse to **Approve** or issue a **Burning Permit** if:
- 6.5.3.1. the **Applicant** or **Owner** or permit holder has in the past contravened the provisions of this By-law or has not complied with any conditions of a previous **Burning Permit** issued pursuant to this By-law.
- 6.5.4. All **Burning Permits** are automatically suspended on any **Smog Day** and holders of **Burning Permits** are responsible for keeping informed of such days.
- 6.5.5. All **Burning Permits** are automatically suspended during such periods and in such areas where gusting or sustained wind speeds exceed 20 kilometres per hour or where wind directions are changing frequently.
- 6.5.6. All **Burning Permits** are automatically suspended during such periods and in such areas where the **Fire Chief** has determined that there exists hazardous conditions and has imposed a **Ban on Open-Air Fires**.
- 6.5.7. A **Burning Permit** shall specify as precisely as possible the civic address of the location of the intended fire. Separate **Burning Permits** will be required for properties at different addresses.
- 6.5.8. Unless specified, the holder of a **Burning Permit** will be required to advise Fire Dispatch each day that the holder will be burning at the telephone number indicated on the **Burning Permit** approximately 30 minutes before any burning commences and again when the fire is being extinguished.
- 6.5.9. The holder of a **Burning Permit** shall keep it or a legible copy of it at the location of the fire specified on the **Burning Permit**.
- 6.5.10. Any **Burning Permit** holder who is in violation of this By-law or of any provision of their **Burning Permit** or their **Burning Safety Plan** may have their **Burning Permit** summarily revoked by the **Fire Chief**.
- 6.5.11. **Burning Permits** are non-transferable, meaning the **Burning Permit** is only valid for the person(s) authorized on the **Burning Permit** and at the location indicated on the **Burning Permit**.

SECTION 7 COMBUSTIBLE MATERIAL ACCUMULATION

- 7.1 This Section shall apply to all properties except those that:
- 7.1.1 contain a residential **Occupancy** but not including a **Multi-Unit Residential Building**, and
 - 7.1.2 contain an industrial **Occupancy**, and
 - 7.1.3 contain an agricultural **Occupancy**, but not including one that is being used for public assembly.
- 7.2 No **Owner** shall permit an excessive accumulation of **Combustible** materials, rubbish, or debris on the property that is within five (5) metres
- 7.2.1 of any portion of a **Building**,
 - 7.2.2 of any portion of a **Combustible Structure** or **Combustible** vegetation, and
 - 7.2.3 as measured on the ground horizontally from any overhead wires carrying electricity or communications,
- or to the extent that in the opinion of the **Fire Chief** such materials pose a risk of fire spread, or damage, to exposed **Buildings, Structures** or other **Combustible** materials or infrastructure if such accumulated materials were to be ignited.

SECTION 8 BURNING OF RUBBISH PROHIBITED

- 8.1 No one shall install, use, or maintain an unlicensed incineration device for the burning of garbage, yard wastes, or other refuse in any class or classes of a **Building**.

SECTION 9 FIRE BAN

- 9.1 Despite the existence of any valid **Burning Permit** the **Fire Chief** may issue a **Ban** on any or all **Open-Air Fires** or may suspend without recourse any or all **Burning Permits** and cause to be extinguished any or all **Open-Air Fires** (whether permitted or **Exempt**) until such conditions as the **Fire Chief** may indicate are met.

SECTION 10 ADMINISTRATION, ENFORCEMENT AND RIGHT OF ENTRY

- 10.1 This By-law shall be administered and enforced by the **Fire Chief** who is hereby authorized to enforce the provisions of this By-law.
- 10.2 The **Fire Chief** only may formally delegate the enforcement of any portion of this By-law to a **Deputy Fire Chief**, a **Fire Prevention Officer** or to a **Firefighter**.
- 10.3 The **Fire Chief** may enter upon and within, and inspect any land, property, **Building** or **Structure** at any reasonable time to determine if any Section of

this by-law is being complied with, or, to determine if any direction, notice or Order issued pursuant to this By-law or the *Municipal Act, 2001*, or the *Fire Protection and Prevention Act, 1997*, S.O. 1997, c. 4, or any court has been complied with, or to perform any remedial work authorized in "Section 11, Orders and Cost Recovery" of this By-law.

- 10.4 Notwithstanding Subsection 10.3 of this By-law the **Fire Chief** shall not enter or remain in any room or place actually used as a dwelling unless the provisions of Section 437 of the *Municipal Act, 2001* are complied with.
- 10.5 The **Fire Chief** shall have the inspection powers provided in Subsection 436(b) of the *Municipal Act, 2001* and Section 19 of the *Fire Protection and Prevention Act, 1997*, S.O. 1997, c. 4.
- 10.6 Where an **Owner** or **Occupant** is in contravention of any provision of this By-law, the **Fire Chief**, in addition to any other action, may send a notice in the form of a letter or email to the **Owner** or **Occupant** describing the contravention.
- 10.7 Any notice, Order or direction given under this By-law may be given personally to the person to whom it is directed, or may be mailed by ordinary or registered mail, or by hand delivery to the mailing address of the **Owner** or the **Occupant** of the property and any such delivery or posting shall be deemed good and sufficient service.
- 10.8 No person shall obstruct or hinder, or attempt to obstruct or hinder, the **Fire Chief** in the exercise of a power or the performance of a duty under this By-law.
- 10.9 No person shall refuse to produce any documents or things required by the **Fire Chief** under this By-law, and every person shall assist any entry, inspection, examination or inquiry by the **Fire Chief**.
- 10.10 No person shall knowingly furnish false or misleading information to the Town of Fort Erie or to the **Fire Chief** with respect to this By-law.

SECTION 11 ORDERS AND COST RECOVERY

- 11.1 If the **Fire Chief** believes that this By-law has been contravened he may issue an Order directing compliance with this By-law and may require the work specified in the Order be carried out immediately, or within the time frame or other conditions specified in the Order.
- 11.2 The **Fire Chief** may Order at any time that any **Open-Air Fire** be immediately extinguished and the site of the fire **Made Safe**.
- 11.3 An Order may contain requirements by an agency that may provide emergency services or electricity or natural gas or other utility services to the property location, necessary for the safety of its employees.
- 11.4 No **Owner** or **Authorized Agent** of such **Owner**, or **Occupant** of a property shall fail to comply with any Order issued under this By-law.

- 11.5 Should the **Owner** or **Occupant**, or **Authorized Agent**, fail to rectify the non-compliance in accordance with the Order, the **Town** in addition to other remedies shall have the right to correct the situation and, for this purpose, its servants and agents may from time to time enter in and upon the property at any reasonable time without a warrant.
- 11.6 Anything done or removed, under the direction of an Order, by the **Town**, its employees or agent or contractor, may be deposited elsewhere on the property or may be removed from the property and forthwith destroyed, or otherwise disposed of by the **Town**, its employees, agent or contractor.
- 11.7 The **Town** shall not be liable to compensate such **Owners, Occupants**, or any another person having an interest in the property, by reason of anything done by or on behalf of the **Town** in a reasonable exercise of its power under the provisions of this *Section*.
- 11.8 The **Fire Chief** may cause a prosecution to be brought against any person who is in breach of an Order and upon conviction, such person shall forfeit and pay at the discretion of the convicting Provincial Judge or Justice of the Peace acting within his/her territorial jurisdiction, a penalty in accordance with the provisions of Part VII of the *Fire Protection and Prevention Act, 1997*, as amended.
- 11.9 If the **Owner** fails to pay the cost of any work done by or for the **Town** under an Order issued under the provisions of this By-law, within thirty (30) calendar days of issuance of an invoice by the **Town**, then the outstanding amount shall be added to the tax roll of the subject property and collected in the same manner as property taxes.

SECTION 12 OFFENCES AND PENALTIES

- 12.1 A person is guilty of an offence if the person:
- 12.1.1 fails to comply with an order, notice, direction or other requirement under this By-law, or
 - 12.1.2 contravenes any provision of this By-law.
- 12.2 A director or officer of a corporation who knowingly concurs in the contravention of this By-law by the corporation is guilty of an offence.
- 12.3 Any person who knowingly and falsely reports a violation of this By-law shall upon the second and any subsequent false reports be guilty of an offence.
- 12.4 If the contravention of this By-law results in fire suppression or fire prevention personnel and vehicles being dispatched to respond to the property, the person in control of the fire and/or the **Owner** may be charged, at the discretion of the **Fire Chief**, for the cost of such response according to the rates established by Fees and Charges By-law No. 40-09, as amended. However, nothing in any schedule of rates shall be construed as limiting the rights of the **Town** to seek restitution for other direct or consequential damages or costs incurred beyond those listed.

- 12.5 The quantity and type of fire vehicles and personnel dispatched to respond for the purposes of extinguishing, controlling, or investigating any **Open-Air Fire** are at the discretion of the **Fire Chief**.
- 12.6 Every holder of a **Burning Permit** who is in contravention of any Section of this By-law may have the **Burning Permit** summarily revoked or suspended. Any person who has had a **Burning Permit** revoked shall not be eligible to apply for a new **Burning Permit** for a period of not less than 90 days from the date the **Burning Permit** was revoked.
- 12.7 Every person who is convicted of an offence of this By-law by any court of competent jurisdiction is liable to a fine plus costs as provided for in the *Provincial Offences Act, 1990*, as amended from time to time, and regulations thereof.
- 12.8 The court in which the conviction has been entered, and any court of competent jurisdiction thereafter, may make an order prohibiting the continuation or repetition of the offence by the person convicted, and such order shall be in addition to any other penalty imposed on the person convicted.

SECTION 13 ENACTMENT

13.1 Severability

If any section or sections of this by-law or parts thereof shall be found by any court to be illegal or beyond the power of Municipal Council of the **Town** to enact, such section or sections or parts thereof shall be deemed to be severable and all other sections or parts of this by-law shall be deemed to be separate and independent therefrom and shall continue in full force and effect unless and until similarly found and this by-law shall be enacted as such.

13.2 Short Title

The short title of this by-law shall be "The Open-Air Burning By-law".

13.3 Clerk's Correcting Clause

The Clerk of the **Town** is authorized to effect any minor modifications, corrections, or omissions, solely of an administrative, numerical, grammatical, semantical or descriptive nature, to this by-law or its schedules of the passage of this by-law.

13.4 Effective Date

This By-law shall come into force and effect on its final passage thereof.

SECTION 14 REPEAL FORMER BY-LAW

14.1 By-law No. 167-03 is repealed.

Read a first, second and third time and finally passed this 14th day of September, 2020.

Mayor

Clerk

I, Carol Schofield, the Clerk, of The Corporation of the Town of Fort Erie certify the foregoing to be a true copy of By-law No. 93-2020 of the said Town. Given under my hand and the seal of the said Corporation, this day of , 20 .



The Municipal Corporation of the Town of Fort Erie

By-law No. 94-2020

Being a By-law to Amend Fees and Charges By-law No. 40-09, as amended (Burning Permit and Safety Plan Review)

Whereas By-law No. 40-09, as amended, was passed by the Municipal Council of The Corporation of the Town of Fort Erie on March 9, 2009, to establish fees and charges for various services provided by the Town of Fort Erie; and

Whereas Report No. FES-03-2020 was considered and approved at the Council-in-Committee meeting held on September 14, 2020, to implement a fee for a Burning Permit and Safety Plan Review including on-site Inspection and Burning;

Whereas it is deemed desirable to further amend By-law No. 40-09 to approve the new fee;

Now therefore the Municipal Council of The Corporation of the Town of Fort Erie enacts as follows:

1. **That** the following Schedule to By-law No. 40-09 as amended, is repealed:

Fire & Emergency Services

Schedule "FIRE-B" Service Fees & Charges

and replaced with the Schedule attached hereto as **Schedule "A"**, and the fees and charges contained therein are hereby authorized, approved, and established, effective upon passage of this by-law.

2. **That** the Clerk of the Town is authorized to effect any minor modifications, corrections or omissions solely of an administrative, numerical, grammatical, semantical or descriptive nature to this by-law or its schedules after the passage of this by-law.

Read a first, second and third time and finally passed this 21st day of September, 2020.

Mayor

Clerk

I, Carol Schofield, the Clerk, of The Corporation of the Town of Fort Erie certifies the foregoing to be a true copy of By-law No. 94-2020 of the said Town. Given under my hand and the seal of the said Corporation, this _____ day of _____, 20____

SCHEDULE "FIRE-B"
to By-law 40-09

FIRE & EMERGENCY SERVICES
Service Fees & Charges

The *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides municipalities with authority to establish and impose fees and charges.

The following fees shall be adjusted annually based on the Statistics Canada *Consumer Price Index (CPI)*, save and except *MTO Rates and those identified with "NCPI"*.

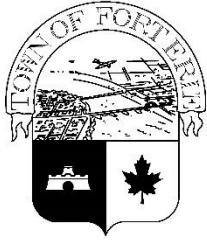
CATEGORY	DESCRIPTION	FEE
<i>File Search</i>	Letter of Compliance	\$ 87.92
	Insurance Company Report	\$ 87.92
	Court Filing & Information	\$ 87.92
	L.L.B.O. Letter of Compliance	\$ 87.92
<i>Products</i>	Fire Department Access Lock Box	\$ 250.00
	Fire Safety Plan Box	\$ 175.00
<i>On Site Inspection: (As Requested)</i>	Residential & Rooming or House (Group Home)	\$ 122.79
	Multi-unit (apartment) (1-4 units)	\$ 205.04
	Each unit after 4 units (per unit)	\$ 46.15
<i>Commercial and Industrial (On Site Inspection)</i>	First 10,000 sq.ft. or any part thereof	\$ 233.27
	Additional 5,000 sq. ft. or part thereof	\$ 46.15
<i>Multi-Unit (Hotel/Motel) (On Site Inspection)</i>	1 – 10 units	\$ 233.27
	Over 10 units – per unit	\$ 34.91
<i>Burning Permit</i>	Includes Safety Plan Review and on-site Inspection and Burning	\$ 80.00
<i>Fire Safety Plan Review</i>	Second and each additional Fire Safety Plan revision	\$ 100.00
<i>Fire Inspections for Trade Shows/Special Functions for after hour events</i>	Weekdays after 5 p.m. and all day on weekends and holidays	\$ 150.00
<i>Private Home Day Care (As Requested)</i>	On Site	\$ 117.30
<i>Accreditation Inspection</i>	Daycare Centre	\$ 140.80
	Care & Treatment Occupancy	\$ 205.04
	Retirement Home	\$ 205.04
<i>(Inspections that are required to be performed by the Fire Department pursuant to any Town of Fort Erie business licencing by-law in force from time to time, are not subject to the additional fees listed under Accreditation Inspections.)</i>		
<i>Compliance Evaluation</i>	Long Term Care Facility (required by the Fire Marshall's Office)	\$ 224.03
<i>Public Hall Inspection and Occupant Load (As Requested)</i>		\$ 105.93
<i>Fire Re-inspections for compliance</i>		\$ 100.00

Schedule "FIRE-B" Page 2

Fireworks Inspection and Approval:	Commercial Business:	
	Site Inspection shooting (per inspection)	\$ 233.27
	Site Inspection sale and storage (per inspection)	\$ 233.27
	Not-for-Profit Event (maximum one (1) week sale period:	
	Site Inspection shooting (per inspection)	\$ 135.71
	Site Inspection sale and storage (per inspection)	\$ 135.71
Bingo Hall Issuance of Licence Inspection:	Yearly	\$ 280.62
Propane Facility RSMP Approval:	Review of Risk Safety Management Plan for TSSA licence application	Cost
Legal Marihuana Grow Operation Inspection	Residential	\$ 250.66
	Commercial	\$ 501.11
Illegal Marijuana Grow Operation Inspection	Residential or Commercial	\$1,949.00
Fire Suppression	Fire watch at suspicious fire (per hour/person)	\$ 61.99
Secure Building:		Cost
Response to Vehicle Fire or Extrication (Non-Resident):	MTO Rate - Per vehicle – 1 st hour	\$ 485.00
	MTO Rate - Per vehicle, per 30 minutes thereafter	\$ 242.50
Out of Control Fire:	MTO Rate - Per vehicle – 1 st hour	\$ 485.00
	MTO Rate - Per vehicle, per 30 minutes thereafter	\$ 242.50
Prohibited Open Air Burning – Repeat Offender	MTO Rate - Per vehicle – 1 st hour	\$ 485.00
	MTO Rate - Per vehicle, per 30 minutes thereafter	\$ 242.50
On-Site Standby:	MTO Rate - Per vehicle – 1 st hour	\$ 485.00
	MTO Rate - Per vehicle, per 30 minutes thereafter	\$ 242.50
Clean up after a fire: (not overhaul) (4 man crew)	MTO Rate - Per vehicle – 1st hour	\$ 485.00
	MTO Rate - Per vehicle, per 30 minutes thereafter	\$ 242.50
Hazardous materials clean up and/or mitigation	MTO Rate - Per vehicle – 1 st hour	\$ 485.00*
	MTO Rate - Per vehicle, per 30 minutes thereafter * Additional direct costs plus overhead may apply	\$ 242.50*
Response to Natural Gas Incident relating to Ontario Underground Infrastructure Notification System Act, 2012	MTO Rate - Per vehicle – 1 st hour	\$ 485.00
	MTO Rate - Per vehicle, per 30 minutes thereafter	\$ 242.50
Extraordinary Expenses:	The Fire Chief may recover extraordinary expenses incurred to control or eliminate an emergency or to investigate the cause, such as retaining private contractors, renting special equipment, and using unusual consumable materials.	Cost

Schedule "FIRE-B" Page 3

Combination Smoke and Carbon Monoxide Alarm	Supply and Installation (NCPI)	\$ 50.00
Boat Service:	Per hour (plus 1 hour daily for servicing)	\$ 96.99
Fire Prevention Assistance: <i>(Technical training to fire & emergency responders)</i>	Per hour	\$ 70.97
Fire Instructor Assistance: <i>(Technical training to fire & emergency responders)</i>	Per hour	\$ 70.97
Fire Drills <i>(As Requested)</i>	Industrial Establishments, Vulnerable Occupancies and other agencies	\$ 150.00
Extinguisher Training <i>(Industrial Establishments, Vulnerable Occupancies and other agencies)</i>	Up to 10 people	\$ 200.00
	Per person thereafter	\$ 15.00
Fire Safety Training <i>(As Requested)</i>	Per hour with 4 hour minimum	\$ 50.00
Use of Fire Training Facility: (per day)	Use of the Fire Training Centre which includes without limitation, the Training Tower, the Pumping Station Unit and the equipment, materials and facilities therein, used or intended for use in the operation of any part of the Fire Training Centre	\$ 473.23
	Use of the classroom only	\$ 61.99
<i>(The Fire Chief is delegated authority to waive or adjust the daily fee for joint training and reciprocal training exercises.)</i>		
Fire Course Training	For Non-Town of Fort Erie Personnel	Cost
Rental of Frerotte-Wells Memorial Hall (Central Fire Station) <i>(Rental includes tables and chairs)</i>	Active or Retired Firefighter	No Charge
	Town of Fort Erie Function	No Charge



The Municipal Corporation of the Town of Fort Erie

By-law No. 95-2020

Being a By-law to Amend Council Rules of Procedure By-law No. 36-2016, as amended Electronic Meetings & Participation

Whereas subsection 238(2) of the *Municipal Act, 2001*, S.O. 2001, C.25, as amended, (the “Act”) provides that every municipality shall pass a procedure by-law for governing the calling, place and proceedings of meetings, and

Whereas Council Rules of Procedure By-law No. 36-2016 was passed by the Municipal Council of the Town of Fort Erie on March 29, 2016, and provides for the calling, place and proceedings of meetings of Council and Council-in-Committee, and local boards (excluding BIA Boards of Management); and

Whereas in response to the COVID-19 pandemic, the Province of Ontario enacted the *Municipal Emergency Act, 2020* to amend Section 238 of the *Act* to give municipalities the ability to fully conduct both open and closed meetings of Council, committees and local boards electronically when an emergency has been declared pursuant to the *Emergency Management and Civil Protection Act*, in order to respond quickly and continue to function when in-person meetings cannot be held and Council decisions need to be made; and

Whereas on March 17, 2020 a Declaration of Emergency was made by the Province of Ontario pursuant to section 7.0.1 of the *Emergency Management and Civil Protection Act* to slow the spread of COVID-19 amidst a global pandemic outbreak, which was subsequently revoked effective July 24, 2020; and

Whereas on April 3, 2020, the Head of Council declared that an emergency exists within the boundaries of the municipality, pursuant to the *Emergency Management and Civil Protection Act*, which remains in force; and

Whereas By-law No. 39-2020 was passed by the Municipal Council of the Town of Fort Erie to amend Council Rules of Procedure By-law No. 36-2016 to permit electronic participation in meetings by members of Council where a Declaration of Emergency has been declared; and

Whereas on July 21st, 2020, Bill 197, the *COVID-19 Economic Recovery Act, 2020*, was enacted to further amend Section 238 of the *Act* to provide that the Procedural By-law may provide that a member of Council, local board or a committee, can participate electronically in an open or closed meeting to the extent and in the manner set out in the by-law, and the member may be counted in determining quorum; and

Whereas at the Council-in-Committee meeting held on September 14, 2020, Report No. COS-04-2020 was considered and approved, authorizing amendments to Rules of Procedure By-law No. 36-2016, as amended, with respect to electronic meetings and participation; and

Whereas it is deemed expedient to further amend Council's Rules of Procedure By-law No. 36-2016, as amended, to permit members of Council, local boards, and committees, to hold and participate in electronic meetings whenever necessary, including delegations;

Now therefore the Municipal Council of The Corporation of the Town of Fort Erie enacts as follows:

1. **That** Rules of Procedure By-law No. 36-2016, as amended, is further amended by repealing subsection 4.4 c) and replacing it with the following:

“4.4 c) Electronic Participation

- i) All members of Council, of a local board, or of a committee of either of them as defined in the *Municipal Act, 2001*, as amended, or replaced, may participate electronically in an open meeting and in a meeting that is closed to the public, when and as permitted by the *Municipal Act, 2001*, as amended or replaced, or any other provincial statute.
- ii) Members of Council, of a local board, or of a committee of either of them as defined in the *Municipal Act, 2001*, as amended, or replaced, may participate electronically in an open meeting and in a meeting that is closed to the public, if they are ill, have a disability which makes it difficult to attend in person, need to care for a sick family member, or due to inclement weather. The Clerk shall be given at least 48 hours notice of the need to attend electronically and the reason. In the event a shorter notice is needed due to an unexpected situation, it will be in the Clerk's discretion whether the late calling of an electronic meeting is warranted and if time permits to arrange the electronic meeting and give notice to all participants.
- iii) Members of Council, or of a local board, or of a committee of either of them as defined in the *Municipal Act, 2001*, as amended, or replaced, participating electronically, shall be counted in determining whether or not a quorum of members is present at any point in time, and shall have the same rights and responsibilities as if he or she were in physical attendance, including the right to vote.
- iv) Public delegations shall be permitted to participate electronically in meetings being held electronically, by a means made available by the municipality. All other rules pertaining to delegations in Section 9 of this by-law, shall be adhered to.”

2. That Rules of Procedure By-law No. 36-2016, as amended, is further amended by adding the following Subsection to Subsection 9.1 "Request to appear", immediately following Subsection 9.1 (b):

"(c) Anyone wishing to appear electronically as a delegation before Council at an in-person meeting, may request the Clerk to permit an electronic delegation in a manner made available by the municipality, if they are ill, have a disability which makes it difficult to attend in person, need to care for a sick family member, or due to inclement weather. The Clerk shall be notified at the time that the delegation request is made, or, given at least 48 hours notice of the need to attend electronically and the reason. In the event a shorter notice is needed due to an unexpected situation, it will be in the Clerk's discretion whether the late calling of an electronic meeting is warranted and if time permits to arrange the electronic meeting and give notice to all participants."

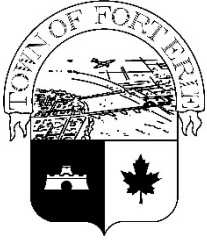
3. That the Clerk of the Town is authorized to effect any minor modifications, corrections or omissions, solely of an administrative, numerical, grammatical, semantical or descriptive nature to this by-law or its schedules after the passage of this by-law.

Read a first, second and third time and finally passed this 21st day of September, 2020.

Mayor

Clerk

I, Carol Schofield, the Clerk, of The Corporation of the Town of Fort Erie certifies the foregoing to be a true copy of By-law No. 95-2020 of the said Town. Given under my hand and the seal of the said Corporation, this _____ day of _____, 20 .



The Municipal Corporation of the Town of Fort Erie

By-law No. 96-2020

Being a By-law to Confirm the Actions of Council at its Special Council-in-Committee Meetings held on August 31, 2020 and September 2, 2020, Council-in-Committee Meeting held on September 14, 2020 and Council Meeting held on September 21, 2020

Whereas it is desirable to have the actions and proceedings of Council adopted, ratified and confirmed by by-law;

Now therefore the Municipal Council of The Corporation of the Town of Fort Erie enacts as follows:

1. **That** the actions of Council at its Special Council-in-Committee Meetings held on August 31, 2020 and September 2, 2020, Council-in-Committee Meeting held on September 14, 2020 and Council Meeting held on September 21, 2020 including all motions, resolutions and other actions are adopted, ratified and confirmed as if they were expressly embodied in this by-law, except where the law requires the prior approval of the Ontario Municipal Board or other authority.
2. **That** where no individual by-law has been or is passed with respect to the taking of any action authorized in or with respect to the exercise of any powers by the Council, then this by-law is deemed for all purposes to be the by-law required for such authorization or exercise of any powers.
3. **That** the Mayor and officers of The Corporation of the Town of Fort Erie are authorized and directed to do all things necessary to give effect to such actions or to obtain approvals where required.
4. **That** except where otherwise provided, the Mayor and the Clerk are authorized and directed to execute all documents arising from such actions.
5. **That** the Clerk of the Town is authorized to effect any minor modifications, corrections or omissions, solely of an administrative, numerical, grammatical, semantical or descriptive nature to this by-law or its schedules after the passage of this by-law.

Read a first, second and third time and finally passed this 21st day of September, 2020.

Mayor

Clerk

I, Carol Schofield, the Clerk, of The Corporation of the Town of Fort Erie certifies the foregoing to be a true copy of By-law No. 96-2020 of the said Town. Given under my hand and the seal of the said Corporation, this