The Municipal Corporation of the Town of Fort Erie
Council-in-Committee Meeting Agenda

Monday, April 13, 2026, 6:00 p.m.

Council Chambers

Pages

1. **Call to Order**
2. **Land Acknowledgement** 7 - 7
3. **Roll Call**
4. **Announcements/Addenda**

   4.1 Presentations to the Fort Erie International Academy Falcons

   Re: 2026 Ontario Scholastic Basketball Association Championship
5. **Declarations of Pecuniary Interest**
6. **Notice of Upcoming Public Meetings and Open Houses**
7. **Public Meetings**

   7.1 Official Plan and Zoning By-law Amendments - 848 Garrison Road 8 - 10

   Owner: 2723005 Ontario Inc. (Konstantinos Kentros) - Applicant: NPG Planning Solutions Inc. (Aaron Butler)

   (To participate residents can attend in person in Council Chambers, Town Hall, OR virtually via audio/video, web or telephone. Send an email to Daryl Vander Veen, Intermediate Development Planner at dvanderveen@forterie.ca or 905-871-1600 ext. 2509 for information on joining the zoom meeting)

   7.2 PBBS-15-2026 11 - 74

   Proposed Official Plan and Zoning By-law Amendment Information Report for 848 Garrison Road

   Recommendation:
   That: Council receives for information purposes, Report PBBS-15-2026 regarding a proposed Official Plan Amendment and Zoning By-law Amendment for the lands located at 848 Garrison Road, Fort Erie.

7.3 Official Plan and Zoning By-law Amendments and Plan of Subdivision and Plan of Common Elements Condominium - 145 Derby and 3990 Rebstock Roads 75 - 77

Owner: G & G Developments Inc. (Guy Pellegrino) - Applicant: Peter J. Lesdow Architect (Peter Lesdow)

(To participate residents can attend in person in Council Chambers, Town Hall, OR virtually via audio/video, web or telephone. Send an email to Daryl Vander Veen, Intermediate Development Planner at dvanderveen@forterie.ca or 905-871-1600 ext. 2509 for information on joining the zoom meeting)

7.4 PBBS-16-2026 78 - 130

Proposed Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Common Element Condominium Applications Information Report for 145 Derby Road and 3990 Rebstock Road

Recommendation:
That: Council receives for information purposes, Report PBBS-16-2026 regarding proposed Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Common Elements Condominium Applications for the lands located at 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Fort Erie.

8. Consent Agenda

8.1 CAO-04-2026 131 - 144

2026 Annual Health and Safety Policy Review

Recommendation:
That: Council receive Report CAO-04-2026 regarding the annual review of the Health and Safety Policy for information purposes.

8.2 CAO-05-2026 145 - 150

2025 Health and Safety Statistics Report

Recommendation:
That: Council receive Report CAO-05-2026 regarding the Corporation’s 2025 Health and Safety Statistics for information purposes.

8.3 FES-01-2026 151 - 156

2025 Year End Report

Recommendation:
That: Council receives the 2025 Year-End Report for the Fort Erie Fire Department, including Emergency Management, for information purposes only.

8.4 Memorandum - Update on Provincial Changes Permitting Bring-Your- 157 - 159

Own Alcohol at Outdoor Public Events

Recommendation:
That: Council receives the memorandum regarding the Update on Provincial Changes Permitting Bring-Your-Own Alcohol at Outdoor Public Events.

9. Planning, Building and By-law Services

9.1 Presentations and Delegations

9.1.1 Jim McCaffery, Manager of By-law Services

Re: Proposed Lot Maintenance By-law - Report PBBS-19-2026

9.2 Reports

9.2.1 PBBS-12-2026 160 - 191

Proposed Official Plan and Zoning By-Law Amendments Recommendation Report for 19 Derby Road

Recommendation:
That: Council approves the proposed amendment to the Town's Official Plan as detailed in Report PBBS-06-2026 for land known as 19 Derby Road, and further

That: Council approves the proposed amendment to the Town's Zoning By-law 129-90 as detailed in Report PBBS-06-2026 for land known as 19 Derby Road, and further

That: Council directs staff to submit the necessary by-laws.

9.2.2 PBBS-13-2026 192 - 210

Extension of Draft Plan of Common Elements Condominium Approval Recommendation Report for 0-19829 Walden Avenue (formerly part of 315 Garrison Road)

Recommendation:
That: Council extends draft plan approval for the 0-19829 Walden Avenue Draft Plan of Common Elements Condominium for two years, until March 12, 2028, and the Owner and Regional Municipality of Niagara be so advised.

9.2.3 PBBS-14-2026 211 - 241

Extension of Draft Plan of Subdivision Approval Recommendation Report for Crescent Park Estates (0-11699, 0-11700, 0-11702 and 0-11704 Shayne Avenue)

Recommendation:
That: Council extends draft plan approval for the Crescent Park Estates draft plan of subdivision for 3 years, until April 24, 2029,

and the Owner and Regional Municipality of Niagara be so advised.

9.2.4 PBBS-17-2026 242 - 257

Town-Led Community Gardens

Recommendation:
That: Council receives Report No. PBBS-17-2026 for information purposes; and further

That: Council directs staff to prepare the necessary by-law.

9.2.5 PBBS-18-2026 258 - 286

Amendments to the Town's Tree Bylaw

Recommendation:
That: Report PBBS-18-2026 Amendments to the Tree By-law be received; and further

That: Staff be directed to prepare the necessary By-law;

9.2.6 PBBS-19-2026 287 - 309

Proposed Lot Maintenance By law

Recommendation:
That: Report PBBS-19-2026 Proposed Lot Maintenance By-law be received; and further

That: Staff be directed to prepare the necessary By-law**;**

9.3 New Business/Enquiries

9.4 Business Status Report 310 - 310

10. Infrastructure Services

10.1 Presentations and Delegations

10.2 Reports

10.2.1 IS-03-2026 311 - 459

Town of Fort Erie Roads Assessment and 3 Year Resurfacing Program

Recommendation:
That: Council receives Report No. IS-03-2026 regarding the 2024 Road Condition Assessment and Proposed Three-Year Resurfacing Plan for information purposes.

10.3 New Business/Enquiries

10.3.1 Memorandum, - Niagara Transit Update 460 - 463

Recommendation:
That: Council receives the memorandum regarding the Niagara Transit Update.

10.4 Business Status Report 464 - 464

11. Corporate and Community Services

11.1 Presentations and Delegations

11.1.1 Andrew Mirabella, Planner, Hemson Consulting

Re: Asset Management Financial Strategy - Report CS-03-2026

11.2 Reports

11.2.1 CS-03-2026 465 - 555

Asset Management Financing Strategy

Recommendation:
That: Council receives the Asset Management Financing Strategy for information purposes, and further

That: Council directs staff to use the Financing Strategy recommendations as guidance for 2027 budget planning purposes.

11.2.2 LLS-03-2026 556 - 566

Use of Corporate Resources for Election Purposes Policy Review

Recommendation:
That: Council receives Report LLS-03-2026, and further

That: The updated policy attached as Attachment A - Use of Corporate Resources for Election Purposes, be approved, and further

That: Council directs staff to prepare the necessary By-law to repeal By-law 62-2018.

11.3 New Business/Enquiries

11.3.1 Response to Provincial Proposal on Regional Governance

Resolution to be attached by Friday, April 10, 2026

11.4 Business Status Report 567 - 567

12. Closed Session

12.1 Closed Meeting Minutes - March 23, 2026

12.2 LLS-04-2026 Evaluation of Developer Request for Alternative Security - 0-19829 Walden Boulevard

Pursuant to Section 239 (f) of the *Municipal Act, 2001*, advise that is subject to solicitor-client privilege, including communications necessary for that purpose

To be added by Friday April 10, 2026

13. Back to Open Session

14. Scheduling of Meetings

15. Adjournment

Land Acknowledgement



We acknowledge that the land upon which we are gathered is the traditional territory of the Attawandaronk, the Haudenosaunee and the Anishinaabe people. We are the beneficiaries of ancient agreements such as the Dish With One Spoon between the Anishinaabe and the Haudenosaunee, who agreed to share the abundance of the land through peace, friendship and mutual respect; the Two Row Wampum, by which the Haudenosaunee welcomed the settlers and agreed to share the land in mutual respect; and the Treaty of Niagara, considered a fundamental document by First Nations in all future relations and treaties with the British.

We recognize that we have a responsibility to be stewards of the land, in cooperation and collaboration with the Indigenous peoples, not only for one generation but for all generations to come. We understand that we have an obligation to learn the lessons of our history, educate ourselves about the experiences of the Indigenous people and seek opportunities to heal the wounds that will result in reconciliation with our Indigenous sisters and brothers.

Many First Nations, Métis, and Inuit people live and work in Fort Erie. We stand with all Indigenous people, past and present, in promoting the wise stewardship of the lands on which we live. We have the good fortune to live in a land of such abundance, diversity and beauty – let us be vigilant in protecting Turtle Island.

FORT ERIE

NOTICE OF PUBLIC MEETING

Municipal Address: 848 Garrison Road, Fort Erie
Owner: 2723005 Ontario Inc. (Konstantinos Kentros)
Applicant: NPG Planning Solutions Inc. (Aaron Butler)
File Number(s): OPA-06-2025 & ZBA-15-2025

The Planning, Building and By-law Services Department received an application for an Official Plan and Zoning By-law Amendment pursuant to Section 34 and Section 22 of the *Planning Act*, R.S.O. 1990, c. P.13.



The application was deemed complete on January 27, 2026.

The subject lands are within the Spears-High Pointe Secondary Plan Area in the Town's Official Plan and are designated Low Density Residential and Environmental Conservation Area (Overlay). The subject lands are zoned Neighbourhood Development (ND) Zone and Environmental Conservation (EC) Overlay Zone in accordance with the Town's Comprehensive Zoning By-law 129-90, as amended. Notably, the subject lands are the site of an existing dwelling with heritage value, the General Cruikshank House.

The Applicant is proposing the following:

- a 2-storey restaurant and commercial building;
- a 2-storey building with commercial uses on the ground floor (a proposed clinic/pharmacy) and 8 residential dwellings on the second floor;
- Two (2) 5-storey apartment buildings at the rear of the subject lands with 56 dwelling units each (total of 112 dwelling units);
- The General Cruikshank House is proposed to remain with potential for adaptive re-use for commercial purposes such as office or commercial uses.

A copy of the conceptual site plan is appended to this notice as Schedule "1" for reference.

The purpose and effect of the proposed Official Plan Amendment is to redesignate the subject lands to Core Mixed Use and a Site Specific Policy Area that permits a maximum density of 60 units/ha, a maximum building height of 5 storeys and development on the same site as the General Cruikshank House. The Environmental Conservation Area (Overlay) is proposed to be removed.

The purpose and effect of the Zoning By-law Amendment is to rezone the property to a site-specific Core Mixed Use 3 (CMU3) Zone. The site-specific CMU3 Zone is proposing to permit Apartment Buildings and Banquet Halls as a permitted use in addition to the standard uses permitted in the CMU3 Zone. The Zoning By-law Amendment is also proposing the following zoning regulations for Apartment Buildings:

- reduced interior side yard setback;
- reduced rear yard setback;
- a maximum height of 5 storeys and 20 metres;
- reduced number of parking spaces per dwelling unit;
- a minimum residential open space requirement of 18.50 sq m per dwelling unit or 10.50 sq m by way of a private open-air balcony space.

The Environmental Conservation (EC) Overlay Zone is proposed to be removed.

NOTICE OF PUBLIC MEETING

PUBLIC PARTICIPATION

The Town of Fort Erie is seeking your comments on the Application. The Public Meeting is an opportunity for public input prior to Council making a decision.

To participate in the Public Meeting, you may:

1. Attend the Public Meeting, as follows:

   Date: Monday, April 13, 2026
   Time: 6:00 PM
   Location: Council Chambers, Town Hall, 1 Municipal Centre Drive, Fort Erie

   Residents can participate in the Public Meeting in-person in the Town Council Chambers, or virtually by registering with Peter Todd, Town Clerk by email (clerk@forterie.ca).

   The Public Meeting is also available to view on live stream at youtube.com/townofforterie, or by clicking on the YouTube icon on the Town's website: www.forterie.ca

2. Submit written comments to Peter Todd, Town Clerk by email (clerk@forterie.ca) or regular mail (1 Municipal Centre Drive, Fort Erie, ON L2A 2S6). All written submissions will become part of the public record and will be provided to Council.

If you wish to be notified of Council's decision on the proposed application, you must make a written request to Daryl Vander Veen, Intermediate Development Planner.

APPEAL INFORMATION
Only the Minister, the applicant, specified persons, public bodies, and the registered owner of the land to which the by-law would apply, as defined in the *Planning Act*, may appeal the decision of Council to the Ontario Land Tribunal (OLT).

If a person or public body would otherwise have an ability to appeal the decision of Council to the OLT, but the person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Fort Erie before the by-law is passed, the person or public body is not entitled to appeal the decision.

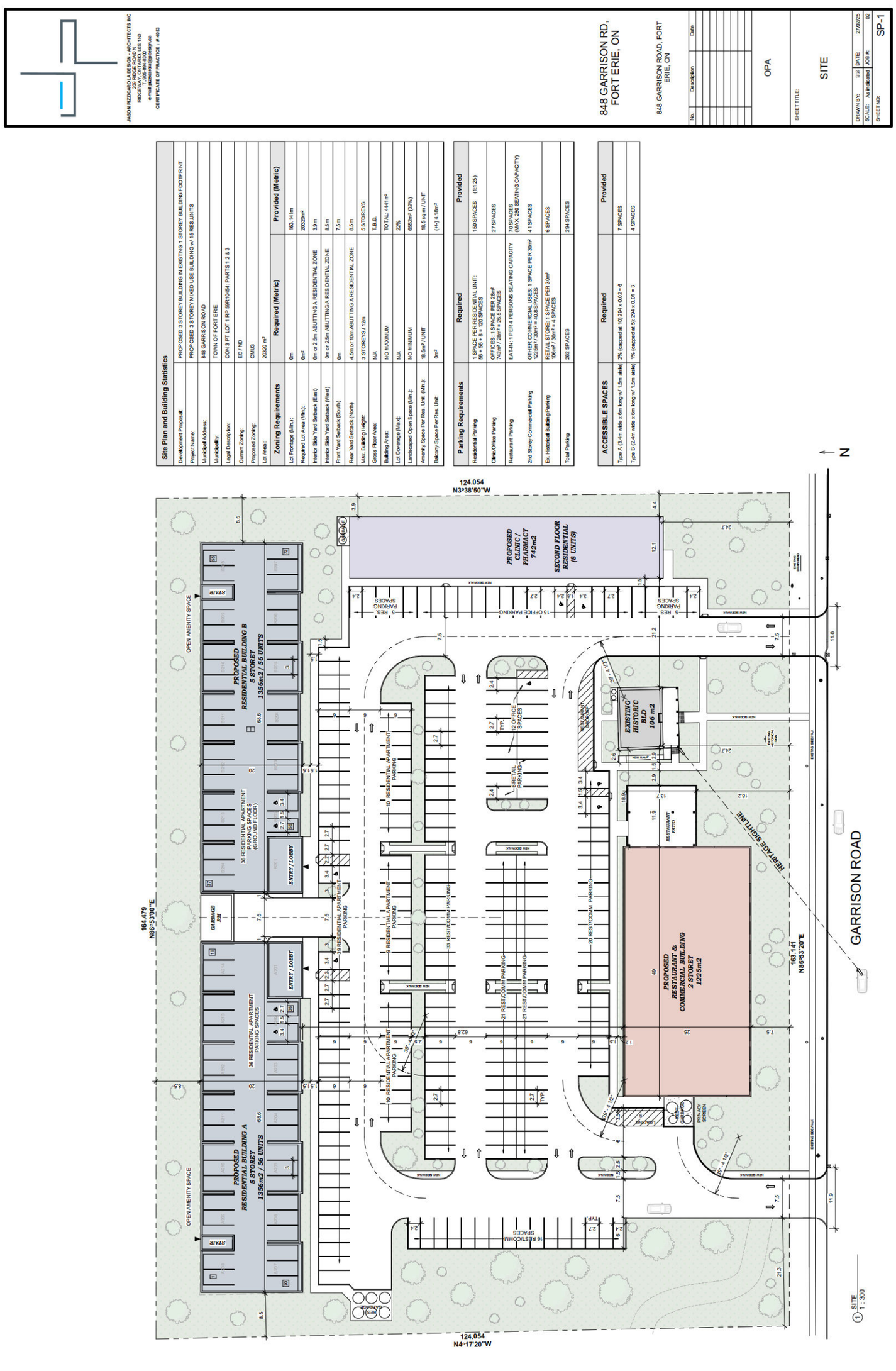
If a person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Fort Erie before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the OLT unless, in the opinion of the OLT, there are reasonable grounds to do so.

MORE INFORMATION
An Information Report accompanying the Public Meeting will be available for review by 5:00 PM on **Wednesday, April 8, 2026** by accessed the Council agenda through the Town's Website: forterie.ca/en/town-hall/council-meetings.aspx

Application materials are available for review on the Town's website (forterie.ca/resource/planningApplications.xsp), or by contacting Daryl Vander Veen, Intermediate Development Planner by email. New or revised application materials will be uploaded to the Town's website at the link above as they become available. Please check the Town's website for updates.

CONTACT
Daryl Vander Veen, Intermediate Development Planner
Planning, Building and By-law Services
dvanderveen@forterie.ca
905-871-1600 x. 2509

Dated at the Town of Fort Erie on March 24, 2026.


JASON PIZZA-ROLA DESIGN ARCHITECTS INC
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905-894-1745
e-mail:jpizzarola@jpdesign.ca
CERTIFICATE OF PRACTICE : # 6933
848 GARRISON RD,
FORT ERIE, ON
848 GARRISON ROAD, FORT ERIE, ON
No. Description Date
OPA
SHEET TITLE:
SITE
DRAWN BY: JP DATE: 27/02/25
SCALE: As Indicated JOB #: 02
SHEET NO: SP-1
Site Plan and Building Statistics
Development Proposal: PROPOSED 3 STOREY BUILDING IN EXISTING 1 STOREY BUILDING FOOTPRINT
Project Name: PROPOSED 3 STOREY MIXED USE BUILDING w/ 15 RES.UNITS
Municipal Address: 848 GARRISON ROAD
Municipality: TOWN OF FORT ERIE
Legal Description: CON 3 PT LOT 1 RP 59R10454; PARTS 1 2 & 3
Current Zoning: EC / ND
Proposed Zoning: CMUS
Lot Area : 20320 m²
Zoning Requirements | Required (Metric) | Provided (Metric)
Lot Frontage (Min.): 0m | 163.141m
Required Lot Area (Min.): 0m² | 20320m²
Interior Side Yard Setback (East): 0m or 2.5m ABUTTING A RESIDENTIAL ZONE | 3.9m
Interior Side Yard Setback (West): 0m or 2.5m ABUTTING A RESIDENTIAL ZONE | 8.5m
Front Yard Setback (South): 0m | 7.5m
Rear Yard Setback (North): 4.5m or 10m ABUTTING A RESIDENTIAL ZONE | 8.5m
Max. Building Height: 3 STOREYS / 12m | 5 STOREYS
Gross Floor Area: N/A | T.B.D.
Building Area: NO MAXIMUM | TOTAL: 4441m²
Lot Coverage (Max): N/A | 22%
Landscaped Open Space (Min.): NO MINIMUM | 6552m² (32%)
Amenity Space Per Res. Unit (Min.): 18.5m² / UNIT | 18.5 sq m / UNIT
Balcony Space Per Res. Unit: 0m² | (+/-) 4.18m²
Parking Requirements | Required | Provided
Residential Parking: 1 SPACE PER RESIDENTIAL UNIT: 56 * 90 = 84 + 120 SPACES | 150 SPACES (1:1.25)
Clinic/Office Parking: OFFICES: 1 SPACE PER 28m² 742m² / 28m² = 26.5 SPACES | 27 SPACES
Restaurant Parking: EAT-IN: 1 PER 4 PERSONS SEATING CAPACITY | 70 SPACES (MAX. 280 SEATING CAPACITY)
2nd Storey Commercial Parking: OTHER COMMERCIAL USES: 1 SPACE PER 30m² 1225m² / 30m² = 40.8 SPACES | 41 SPACES
Ex. Historical Building Parking: RETAIL STORE: 1 SPACE PER 30m² 106m² / 30m² = 4 SPACES | 6 SPACES
Total Parking: 282 SPACES | 294 SPACES
ACCESSIBLE SPACES | Required | Provided
Type A (3.4m wide x 6m long w/ 1.5m aisle): 2% (capped at 10) 294 x 0.02 = 6 | 7 SPACES
Type B (2.4m wide x 6m long w/ 1.5m aisle): 1% (capped at 5) 294 x 0.01 = 3 | 4 SPACES
PROPOSED RESIDENTIAL BUILDING A 5 STOREY 1356m2 / 56 UNITS
PROPOSED RESIDENTIAL BUILDING B 5 STOREY 1356m2 / 56 UNITS
PROPOSED CLINIC / PHARMACY 742m2
SECOND FLOOR RESIDENTIAL (8 UNITS)
EXISTING HISTORIC BLD 106 m2
PROPOSED RESTAURANT & COMMERCIAL BUILDING 2 STOREY 1225m2
36 RESIDENTIAL APARTMENT PARKING SPACES (GROUND FLOOR)
GARBAGE RM
ENTRY / LOBBY
OPEN AMENITY SPACE
STAIR
15 OFFICE PARKING
5 RES. PARKING SPACES
12 OFFICE SPACES
RESTAURANT PATIO
PRIVACY SCREEN
HERITAGE SIGHTLINE
GARRISON ROAD
124.054
N3°38'50"W
164.479
N86°53'00"E
163.141
N86°53'20"E
124.054
N4°17'20"W
N
1 SITE
1 : 300

Planning, Building and By-law Services

Prepared for: Council-in-Committee **Report: PBBS-15-2026**

Meeting Date: April 13, 2026

1. Title

Proposed Official Plan and Zoning By-law Amendment
Information Report for 848 Garrison Road, Fort Erie

2. Recommendations

That: Council receives for information purposes, Report PBBS-15-2026 regarding a proposed Official Plan Amendment and Zoning By-law Amendment for the lands located at 848 Garrison Road, Fort Erie.

3. Relation to Council's Corporate Strategic Plan

Priority: Sustainable and managed growth

4. List of Stakeholders

2723005 Ontario Inc. (Konstantinos Kentros) – Owner
NPG Planning Solutions Ltd. c/o Aaron Butler – Agent
Typical external agencies (e.g. Niagara Region, Niagara Peninsula Conservation Authority, Public Utilities, etc.)
Residents and Property Owners in the Town of Fort Erie

5. Purpose of Report

The purpose of this report is to provide Council with information regarding an application for combined Official Plan and Zoning By-law Amendments for land located at 848 Garrison Road, Fort Erie. The application was submitted by the Agent, NPG Planning Solutions Ltd. (c/o Aaron Butler), on behalf of the Owner, 2723005 Ontario Inc. (c/o Konstantinos Kentros). A location map showing the area subject to the application is attached as **Appendix 1**.

The proposed combined Official Plan Amendment and Zoning By-law Amendment intends to permit the following development:

- Two-storey restaurant and commercial building;
- Two-storey building with commercial uses floor (clinic/pharmacy) on the ground and 8 residential dwellings on the second floor;
- Two (2) five-storey apartment buildings at the rear of the subject lands with 56 dwelling units each (total of 112 dwelling units);

- Retain the General Cruikshank House, a designated heritage building, for adaptive reuse for commercial purposes such as retail uses.
- A total of 294 parking spaces, with 11 accessible parking spaces (7 Type As and 4 Type Bs).

A conceptual site plan is attached as **Appendix 2**.

The Official Plan Amendment proposes to redesignate the subject land from Low Density Residential and Environmental Conservation to a Core Mixed Use Site Specific Policy Area (SSPA). The SSPA proposes policies to permit a maximum density of 60 units per hectare, a maximum building height of five storeys and to permit development on the same parcel as a designated heritage building (the General Cruikshank House).

The Zoning By-law Amendment proposes to rezone the subject land from Neighbourhood Development (ND) Zone and Environmental Conservation (EC) Overlay Zone, in part, to a site specific Core Mixed Use 3 (CMU3) Zone. The site-specific CMU3 Zone is proposing to permit Apartment Buildings and Banquet Halls as a permitted use in addition to the standard uses permitted in the CMU3 Zone. Several site-specific provisions are requested as follows:

- reduced interior side yard setback for an apartment building;
- reduced rear yard setback for an apartment building;
- increased maximum height of 5 storeys and 20 metres for an apartment building;
- reduced number of parking spaces per dwelling unit for an apartment building; and
- additional provision requiring residential open space or private open-air balcony space for an apartment building.

The apartment building will be subjected to the regulations of the RM2 Zone under Section 15.3 of the Zoning By-law. The Environmental Conservation (EC) Overlay Zone is proposed to be removed.

If this application is approved, a future Site Plan application will follow.

6. Analysis

6.1 Site Context

The subject land is located on the north side of Garrison Road, east of Kraft Road North in the Spears-High Pointe neighbourhood. The subject land is approximately 2.00 hectares in area and contains a single detached dwelling that is a designated heritage building (the General Cruikshank House). The remainder of the subject land is vacant and consists of manicured lawn or vegetated area. There are two watercourses on the subject land that are under the regulation of the Niagara Peninsula Conservation Authority (NPCA).

The subject land is in proximity to a range of commercial uses located along Garrison Road and is supported by Garrison Road Public School, Saint Philomena Catholic School and Greater Fort Erie Secondary School.

Spears Park, a neighbourhood park, is located approximately 850 metres to the west of the proposed development. The subject land is surrounded by the following uses:

- North: A stormwater management pond and the draft-approved Alliston Woods Phase 2 Plan of Subdivision;
- East: A single detached dwelling and commercial uses;
- South: Garrison Road, single detached dwelling and vacant residential land; and
- West: A sanitary sewer pump station operated by Niagara Region (Alliston Pump Station), the untravelled Alliston Avenue road allowance and single detached dwellings.

6.2 Planning Policy Framework

6.2.1 Planning Act, R.S.O. 1990, c.P.13

The Planning Act identifies matters of Provincial interest that Council must consider in carrying out their legislative responsibilities. These matters include, but are not limited to, the protection of ecological systems, including natural areas, features and functions, the conservation of features of significant architectural, cultural, historical, and archaeological interest, the adequate provision and efficient use of sewage and water services, the orderly development of safe and healthy communities, the adequate provision of a full range of housing, including affordable housing, the appropriate location of growth and development and the promotion of development that is designed to support public transit and to be oriented to pedestrians.

Decisions of Council must also be consistent with provincial policy statements that are in effect on the date of the decision and shall conform with provincial plans that are in effect on that date or shall not conflict with them.

6.2.2 Provincial Planning Statement, 2024

The subject lands are located within a Settlement Area under the PPS. The Provincial Planning Statement, 2024 (PPS, 2024) directs growth and development to settlement areas with a focus on strategic growth areas (2.3.1.1). Additionally, the PPS, 2024 encourages intensification and redevelopment to support the achievement of complete communities by planning for a range and mix of housing options (2.3.1.3).

The PPS, 2024 further states that with respect to land use compatibility, sensitive land uses are to be planned and developed to avoid, minimize and mitigate any potential adverse effects from noise (3.5.1).

Regarding Natural Heritage, the PPS, 2024 requires natural features and areas to be protected for the long term (4.1.1). The PPS, 2024 also states that development and site alteration shall not be permitted adjacent to natural heritage features and areas unless it has been demonstrated there will be no negative impact to the features and their ecological functions (4.1.8).

Cultural Heritage policies of the PPS, 2024 state that development and site alteration on lands of archaeological potential is prohibited unless the significant archaeological resources have been conserved (4.6.2). Furthermore, site alteration on adjacent lands to protected heritage property is also prohibited, unless the heritage attributes of the protected heritage property will be conserved (4.6.3).

Air Quality Assessment

Completion of an Air Study was originally requested by Niagara Region during pre-consultation for this application as the subject lands is adjacent to the Region's Alliston Sewage Pump Station (900 Garrison Road, directly west of the subject lands). There are several policies in the PPS, 2024 that seek to mitigate land use compatibility impacts to sensitive land uses. The Applicant has submitted an Air Quality Assessment prepared by RWDI Air Inc. and dated June 2025 in support of this proposal.

The only notable source of potential odour in the area is the Alliston Sewage Pump Station. The sewage pump station is considered a Class II facility under Provincial D-6 guidelines, with a potential influence area of 70.00 m. The study notes that local wind data shows that winds blowing from this facility towards the proposed development are fairly infrequent, accounting for less than 16% of the time annually, with the dominant wind direction blowing from the southwest. There is a potential for the facility to cause adverse odour impacts on the proposed development if the equipment located onsite is not properly maintained and operated and, in addition, odour control technology is not currently installed. Odour impacts from the Sewage Pump Station were modelled and are anticipated to be limited and within odour standards accepted by the MECP. No significant odour impacts are anticipated to the subject lands provided the Sewage Pump Station is adequately maintained. The Air Quality Assessment concluded that the proposed development is considered to be compatible with adjacent land uses from an odour perspective and no mitigation measures are recommended at the current time.

Noise Impact Study

Completion of a Noise Impact Study was originally requested by Niagara Region during pre-consultation for this application as the subject lands is adjacent to Garrison Road, near the QEW and there is a large commercial plaza to the east (Walmart, No Frills, Scotia Bank and the LCBO). A Noise Impact Study prepared by RWDI Air Inc. and dated April 2025 was submitted as part of this application. The study assessed potential noise impacts from Garrison Road to the south, Thompson Road to the east and the QEW to the north. Further, the Study assessed stationary noise sources in the area. These include the Alliston Sewage Pump Station to the west, a carwash to the west, and large commercial uses to the east (Walmart and No Frills), including idling trucks.

The study concluded that both nearby transportation noise sources and stationary noise sources resulted in noise impacts that exceeded MECP limits on the proposed residential uses. The study also noted that no vibrations impacts are anticipated to the subject lands. Several mitigation measures are recommended to address noise sources, as follows:

1. Installation of central air-conditioning so that all suites' windows can remain closed.

2. The inclusion of noise warning clauses related to:

    a. Transportation sound levels at the building façade and in the outdoor amenity areas.

    b. Proximity to commercial/industrial land-use.

3. Minimum sound isolation performance standards as follows:

    a. Suite bedroom window glazing with sound isolation performance up to STC-29.

    b. Suite exterior balcony door with sound isolation performance up to STC-28.

4. Construction of perimeter noise barriers along the outdoor amenity areas if feasible, with the applicable warning clause. It is noted that the study recommends a 1.60 m high noise barrier along the rear yard amenity area of the northwest apartment building.

Development Planning Response:

Recommendations from the Noise Impact Study will be included as conditions of approval of a future Site Plan Application if this proposal is approved.

6.2.3 Niagara Official Plan

The Niagara Official Plan, 2022 (NOP) identifies the subject lands as being within the Delineated Built-Up Area. The NOP states that within urban areas, forecasted population growth will be accommodated primarily through intensification in built-up areas. The NOP directs development in urban areas to promote the efficient use of infrastructure, compact built form, opportunities for intensification including infill development, and development of a mix of residential built forms in appropriate locations to ensure compatibility with established residential neighbourhoods. Furthermore, the NOP establishes a minimum target in Fort Erie that requires 50% of all residential units occurring annually to be constructed within built-up areas.

The subject lands are not directly impacted by features that are part of the Natural Environment System as identified by Schedule C2 of the NOP.

The subject lands are also not within an area of archaeological potential as identified in Schedule K of the NOP.

6.2.4 Town of Fort Erie Official Plan

Spears-High Pointe Secondary Plan

The Spears High Point Secondary Plan designates the subject land as Low Density Residential and Environmental Conservation, in part. The Low Density Residential designation supports low-rise residential uses such as single detached dwellings, semi-detached dwellings and duplex dwellings. Commercial uses and apartment dwellings are not permitted under the Low Density Residential designation. The Environmental Conservation designation requires an Environmental Impact Study (EIS) and environmental review prior to development of the subject lands.

The Owner is proposing to redesignate the subject land to a Core Mixed Use Site Specific Policy Area to permit the proposed development.

The Spears-High Pointe Secondary Plan limits the maximum height of development in Core Mixed Use areas to three storeys in height and a density of 25 to 50 units per hectare. The density intended for Low Density Residential areas is up to 16 units per hectare. The Secondary

Plan also contains a policy that further residential development is not contemplated on the subject lands due to the presence of the General Cruikshank House. The policies proposed as part of the SSPA are as follows:

1. The subject lands will be subject to the policies of the Core Mixed Use designation.
2. The subject lands can be developed for a maximum density of 60 units per hectare and a maximum height of 5 storeys.
3. Residential development is permitted on the same property as the General Cruikshank House.

Section 11.3 – Built Heritage Resources

Cultural Heritage policies in the Town's Official Plan state that where any development or land disturbance requires the approval of the Town of Fort Erie, the Town shall ensure the built heritage resources are not adversely affected by the proposed development (11.3)(II).

Accordingly, the Applicant has submitted a Heritage Impact Analysis (HIA), prepared by NPG Planning Solutions Ltd and dated February 2025, in support of the Application. The HIA notes that the General Cruikshank House was designated by the Town in 2019. Aside from the historical connotation with General Ernest Cruikshank, key features of the dwelling that are significant from a heritage perspective include the steeply pitched gable, round-headed openings, fretwork at the top of porch posts, double front door, centred doorway, live-bay façade and the veranda across the front. This aligns with the physical heritage attributes that were identified in the Town's Designation By-law 62-2019.

The HIA concludes that the proposed development will not result in significant direct or indirect impacts to the General Cruikshank House and therefore the dwelling can be conserved and integrated into the proposed development. The HIA provides several recommendations to mitigate any negative impacts. No alterations are proposed to the heritage attributes.

The Town initiated a Peer Review of the HIA that was completed by Leah D. Wallace, Heritage Planning Consultant and dated May 2025. The Peer Review concluded that the Applicant's HIA was well-researched and prepared and is essentially complete. The Peer Review did not oppose the proposed development. The Peer Review did recommend several additions and revisions to the HIA as follows:

1. Addition of curriculum vitae for Patrick Winchur and Brian Narhi, two employees of NPG Planning Solutions Ltd. that assisted with the preparation of the HIA.

2. Addition of a brief discussion of the context of the subject lands in relation to the surrounding landscape and adjacent and nearby cultural heritage resources and consideration of possible impact of the proposed development on these cultural heritage resources.

3. The addition of a scoped Regulation 9/06 analysis to confirm that the heritage attributes are correctly and clearly identified. Amendments to the Ontario Heritage Act (OHA) in 2021 and 2023, amendments to Ontario Regulation 9/06 and several small technical mistakes in the existing designation by-law suggest that the HIA would have benefited from a scoped Regulation 9/06 review and consideration of whether there were additional heritage attributes which should be incorporated into a revised Statement of Significance.

4. Some preliminary urban design recommendations regarding landscaping to screen the parking area and the patio; a potential materials palette and architectural expression that may reduce the impact of the proposed building on the cultural heritage resources on the property.

5. Provision of a recommendation to appropriately “mothball” the Cruikshank House until a decision is made regarding its adaptive reuse and a Conservation Plan is provided.

The Peer Review clarifies that ‘mothball’ refers to temporary measures taken to preserve a building when it is unoccupied but no immediate reuse plan is in place. This involves stabilizing the building to prevent further deterioration, securing it against damage from weather, pests, or vandals, and regularly monitoring and repairing it as needed. In this instance, the windows and doors of the General Cruikshank House should be appropriately covered and ventilation should be provided. Planning staff note that the doors and windows have recently been covered up and secured.

Community Planning staff and the Town’s Museum and Cultural Heritage Advisory Committee (MCHAC) did not have any objections to the HIA or the Peer Review.

Section 13.7 – Amendments to the Land Use Plan, Schedule A

Policy 13.7(III) provides the following criteria for Council to consider when a land use designation is proposed as part of an Official Plan Amendment and/or a Zoning By-law Amendment is proposed to change the zoning of a particular area:

a. The need for the proposed use;

b. The extent to which the existing areas in the proposed categories are developed, and the nature and adequacy of such existing development;

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;

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 Public Health Department and any other appropriate authority deemed advisable.

e. The compatibility of the proposed use with uses in adjoining areas;

f. The effects of such proposed use on the surrounding area in respect of the minimizing of any possible deprecating or deteriorating effect upon adjoining properties;

g. The potential effect of the proposed use on the financial position of the municipality; and

h. *The potential effect of the proposed use in relation to the intent and implementing regulations of the Environmental Protection Act.*

Planning staff will provide analysis with respect to these criteria in the future Recommendation Report to Council.

Community Benefit (Formerly known as Bonusing)

The Town's Official Plan contains policies that permits 'bonus zoning', or increased building heights and/or densities in exchange for certain facilities, services or other matters. It is noted that the two apartment dwellings are five storeys in height and each contain more than ten dwelling units. Community Planning staff have commented that the proposed apartment buildings would be subject to Community Benefits Charges in accordance with the Community Benefits Charge By-law 131-2023. In accordance with the by-law, the Town will require payment of 4% of the appraised value of the land in addition to the standard cash-in-lieu of parkland dedication and development charges if this development is approved.

Schedule B – Mineral Aggregate and Petroleum Resources

The subject lands are within a Petroleum Resource Area as identified on Schedule B of the Town's Official Plan. Planning staff have reviewed Provincial GIS mapping of known petroleum wells in Fort Erie and none are located within 75 metres of the subject lands.

Schedule C – Natural Heritage Features

Schedule C of the Official Plan identifies the subject lands as being part of a Significant Natural Area and Woodlot Over 2 Hectares. The Applicant has submitted an Environmental Impact Study (EIS), prepared by Myler Ecological Consulting and dated August 2025, in support of the application. The Environmental Impact Study concludes that there is no Species at Risk (SAR) or Significant Wildlife Habitat (SWH) on the subject land. Further, the study concludes that the vegetation on site is not woodland or wetland, and is not consistent with designation as a Locally Significant Natural Area (LSNA).

The Town's Senior Environmental Planner has reviewed the EIS and has objections to the study as it currently exists. Town Environmental Planning staff note that the EIS does not identify any mitigation measures or enhancements for the site. Further, additional information and updates to the study are required to reflect protection of the watercourses on site, potential bat habitat and mitigation measures for two locally rare plant species that were identified on the subject lands. It is noted that the current plan proposes to realign the eastern watercourse of the subject lands along the eastern property line. Environmental Planning staff are willing to consider the relocation of the eastern watercourse once the MECP has commented and more information is provided by the Applicant. It is noted that a greater buffer for the eastern watercourse will be required. It is also recommended that both watercourses be placed in a protective zone category such as Environmental Protection (EP) Zone. Full comments from Environmental Planning staff

are attached as part of **Appendix 3** of this Report.

Tree injury and destruction is regulated by the Town's (Tree) By-law No. 33-2024, as amended. It is noted that since application submission vegetation removal has occurred on site. This is a by-law enforcement matter that is being addressed separately from this *Planning Act* application.

Schedule D – Cultural Heritage Archaeological Zones of Potential

Schedule D of the Official Plan identifies the subject lands as partially within an area of archaeological potential. Accordingly, the Applicant has submitted Stage 1 and 2 Archaeological Assessments, prepared by Detritus Consulting Ltd and dated December 2022, in support of the application. The Stage 2 Archaeological Assessment concludes that no archaeological resources were found. And no further archaeological study is recommended for the subject lands. The Applicant has also provided a Ministry Acknowledgement Letter for the Stage 1 and 2 Archaeological Assessment.

6.2.5 Official Plan, Town of Fort Erie, 2025

The Town's new Official Plan, 2025, has been adopted by Council. The 2025 Official Plan is currently under review by the Province of Ontario and is not yet in force and effect but represents Council's intent. Planning staff have provided an analysis of the proposed Zoning By-law regarding the 2025 Official Plan for Council's consideration as outlined below.

Schedule A – Strategic Growth Area

The subject lands are located within a Settlement Area and the Garrison West Strategic Growth Area as identified on Schedules A and A.4 of the 2025 Official Plan. Settlement Areas are intended to accommodate most of the Town's growth over the 2025 Official Plan planning horizon (2051). Strategic Growth Areas are intended to contain a mix of land uses including commercial uses and are to be the focus of redevelopment and intensification.

The land use designation of the subject lands is Community Area in the 2025 Official Plan. The Community Area designation provides a range of housing options and essential everyday amenities to meet the diverse needs of the Town's residents. Residential, public service facilities and neighbourhood-scale commercial uses are intended uses in areas that are designated Community Area.

The permitted Built Form for this site under the 2025 Official Plan is High-Rise development with a height range of 6-10 Storeys due to its location along a Regional Road (Garrison Road).

6.2.6 Comprehensive Zoning By-law 129-90, as amended

The subject lands are zoned Neighbourhood Development (ND) Zone and Environmental Conservation (EC) Overlay Zone, in part, in accordance with the Town's Comprehensive Zoning By-law 129-1990, as amended. The Application proposes to rezone the subject lands to a site-specific Core Mixed Use 3 (CMU3) Zone.

A Zoning By-law Amendment is required prior to development as the Neighbourhood Development (ND) Zone only permits existing single detached dwellings. New uses in the ND Zone shall be established through a Zoning By-law Amendment.

The EC Overlay Zone is also proposed to be removed from the subject lands.

The Applicant is requesting several site-specific provisions as part of the CMU3 Zone. The Zoning By-law Amendment proposed to add Apartment Buildings and Banquet Halls as permitted uses in addition to the standard uses permitted under the CMU3 Zone. Special provisions are requested for reduction to the interior side yard setback, rear yard setback, and number of parking spaces, an increase in the building height and number of storeys, and requiring residential open space or private open-air balcony space for an Apartment Building.

Table 1 outlines proposed site-specific Core Mixed Use 3 (CMU3) Zone to implement the proposal:

Table 1: Proposed Provisions for the Site-Specific Core Mixed Use 3 (CMU3) Zone			
Zoning Provision	**Requirement**	**Proposed**	**Complies**
26C.1 Permitted Uses in the CMU3 Zone	Per 26C.2 Permitted Uses	Add Apartment Dwellings and Banquet Hall as permitted uses.	No
26C.3 Minimum Lot Frontage	0.0 m (no minimum)	163.14 m	Yes
26C.3 Minimum Lot Area	0.0 sq m (no minimum)	2.00 ha	Yes
26C.3 Minimum Front Yard	0.0 m (no minimum)	7.50 m	Yes
26C.3 Minimum Interior Side Yard	0.0 m (no minimum), except a interior side yard abutting a Residential Zone shall be 2.50 m	2.50 m or greater provided	Yes
26C.3 Minimum Rear Yard	4.5 m	8.5 m	Yes
26C.3 Maximum Building Height	3 storeys and 12 m	5 storeys and 20 m (apartments)	No
26C.3 Maximum Lot Coverage	No specified maximum lot coverage	22%	Yes
6.20(A)(i) – Minimum Parking Requirement (Apartments)	1.5 parking spaces per dwelling unit (apartments) 112 apartment dwellings x 1.5 = 168 parking spaces required	1.28 parking spaces per dwelling unit (apartments) 144 parking spaces provided	No
6.20(A)(i) –	1 parking space per	8 parking spaces	Yes

Minimum Parking Requirement (Second Floor Dwelling Units in Mixed-use Building)	dwelling unit (mixed-use building) 8 dwelling units X 1 parking space = 8 parking spaces required	provided	
6.20(A)(i) – Minimum Parking Requirement (Offices and Clinic)	1 parking space per 28 sq m (offices and clinic) 724 sq m / 28 sq m = 17 parking spaces required	17 parking spaces provided	Yes
6.20(A)(i) – Minimum Parking Requirement (Restaurant)	1 parking space per 4 persons seating capacity 280 persons seating capacity proposed / 4 = 70 parking spaces required	70 parking spaces provided	Yes
6.20(A)(i) – Minimum Parking Requirement (Other Commercial on Second Floor above Restaurant)	1 parking space per 30 sq m (second floor commercial) 1,225 sq m / 30 sqm m = 41 parking spaces required	41 parking spaces provided	Yes
6.20(A)(i) – Minimum Parking Requirement (Retail Use in General Cruikshank House)	1 parking space per 30 sq m (General Cruikshank House) 106 sq m / 30 sq m = 4 parking spaces required	4 parking spaces provided	Yes
6.20(D) Ingress and Egress Driveways	A minimum width of 7.50 m and a maximum width of 12.00 m for Commercial Zones for two-way traffic.	7.50 m	Yes
6.20(I) Parking Area Location on Lot	3.00 m setback required for all parking areas from a property line or a Residential Zone	3.00 m or greater provided	Yes
6.20(M) Accessible Parking Spaces	2 accessible parking spaces + 2% of the	11 accessible parking spaces provided (7	

	total number of parking spaces. Accessible parking to be divided equally between Type As and Type Bs. (294 parking spaces X 0.02) + 2 = 8 accessible parking spaces required (4 Type As and 4 Type Bs)	Type As and 4 Types Bs)	
6.21(a) and (b) Planting Strip Widths	3.00 m planting strip width required along all Residential Zones	3.00 m or greater provided	Yes
42 Schedule D - Parking Space Dimensions	2.70 m X 6.00 m 2.40 m x 6.00 m if adjacent to planting strip 3.00 m x 6.00 m if next to an obstruction	2.70 m X 6.00 m 2.40 m x 6.00 m if adjacent to planting strip 3.00 m x 6.00 m if next to an obstruction	Yes
42 Schedule D - Parking Aisle Dimensions	6.00 m width minimum	6.00 m – 7.50 m	Yes

The Applicant's Zoning By-law Amendment is proposing to subject the proposed apartment dwellings to the RM2 Zone regulations under Section 15.3 of the Zoning By-law. Planning staff have provided the following additional zoning table to assess zoning compliance of the proposed apartment buildings compared to these regulations:

Table 2: Proposed Site-Specific RM2 Zone Provisions for the Apartment Dwellings			
Zoning Provision	**RM2 Zone Requirement**	**Proposed**	**Complies**
15.3 Minimum Lot Frontage	30.0 m	163.14 m	Yes
15.3 Minimum Lot Area	115 sq m per dwelling unit 115 sq m X 112 = 12,880 sq m (1.2 ha) minimum lot area	181 sq m per dwelling unit 2.00 ha	Yes
15.3 Maximum Lot Coverage	40%	13.3% (apartment dwellings) 22% overall	Yes
15.3 Minimum Front	7.50 m	Greater than 7.50 m	Yes

Yard			
15.3 Minimum Interior Side Yard	One-half of the building height or 4.0 m, whichever is greater 10.0 m required as the building height is 20.0 m	8.50 m	No
15.3 Minimum Rear Yard	One-half of the building height or 4.0 m, whichever is greater 10.0 m required as the building height is 20.0 m	8.5 m	No
15.3 Maximum Building Height	9 storeys and 26 m	5 storeys and 20 m	Yes
15.3 Landscaped Area	25%	32%	Yes
Residential Open Space	Not applicable.	A minimum of 18.5 sq. m. of open area shall be provided on-site for the exclusive use of each dwelling unit. Where the open area is provided by way of private open-air balcony space directly adjoining a residential unit, a minimum of 10.5 sq m per unit shall be provided.	No

Circulation of Town Staff and external agencies has identified a potential need to implement a Holding (H) Zone on the subject lands for several items. If this application is approved, a Holding (H) Zone provision may be required for the following reasons:

1. Confirmation that the Region-owned Alliston Sanitary Sewer Pump Station and Town sanitary sewers have adequate capacity for the proposed sanitary sewer flows from the development to the satisfaction of the Town's Director, Infrastructure Services.
2. Revisions or an addendum to the Environmental Impact Study to the satisfaction of the Town's Manager, Policy and Community Planning.
3. Review and correspondence from MECP regarding potential Species at Risk and wildlife habitat.

Planning staff will provide analysis and staff recommendations on the proposed zoning as part of a future recommendation report to Council.

6.2.7 Studies

The following items were submitted in support of the Application:

- Air Quality Assessment
  Prepared by RWDI Air Inc. and dated June, 2025.
- Archaeological Assessment Stage 1 and 2
  Prepared by Detritus Consulting Ltd. and dated December 12, 2022.
- Conceptual Landscape Plan
  Prepared by James McWillaim Landscape Architect and dated November 2025.
- Conceptual Elevations
- Environmental Impact Study
  Prepared by Myler Ecological Consulting and dated August 2025.
- Functional Servicing Report
  Prepared by Hallex Engineering Ltd. and dated February 2025.
- Heritage Impact Assessment
  Prepared by NPG Planning Solutions. and dated February 2025.
- Noise Study
  Prepared by RWDI Air Inc. and dated April 2025.
- Planning Justification Report
  Prepared by NPG Planning Solutions Ltd and dated August 2025.
- Site Plan
  Prepared by Jason Pizzicarola Design – Architects Inc. and dated December 2025.
- Sun Shadow Study
  Prepared by Jason Pizzicarola Design – Architects Inc. and dated March 2025.
- Topographic Survey
  Prepared by J.D. Barnes Ltd. and dated Jackson Arboriculture Inc. and dated July 2024.
- Traffic Study
  Prepared by Paradigm Transportation Solutions Ltd and dated July 2025.
- Tree Inventory and Preservation Plan Report
  Prepared by Jackson Arboriculture Inc. and dated March 2025.
- Tree Preservation Plan
  Prepared by Jackson Arboriculture Inc. and dated March 2025.

7. Financial, Staffing and Accessibility (AODA) Implications

All costs associated with development of the subject lands will be borne by the Owner.

Development charges shall be paid in full on the earlier of, the day a permit is issued under the Building Code Act, 1992 authorizing occupation of the building, or the day the building is first occupied.

A payment in lieu of parkland dedication is required in accordance with the Town's Parkland Dedication By-law 69-2008. This requirement will be addressed at the Site Plan Control or Building Permit stage.

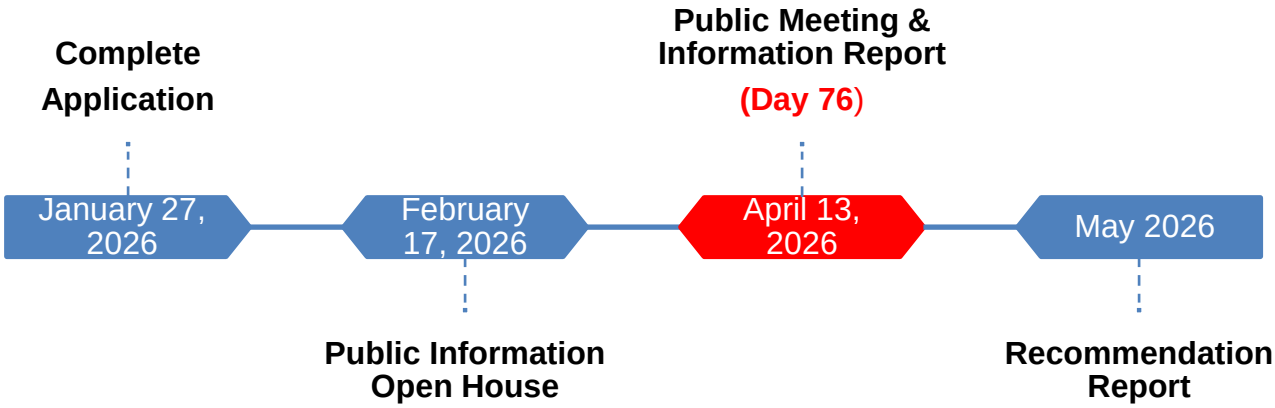
A Community Benefit Charge is required in accordance with the Town's Community Benefits Charge By-law 131-2023. This requirement will be addressed at the Site Plan Control or Building Permit stage.

8. Policies Affecting Proposal

The applications were submitted on August 25, 2025, and deemed complete on January 27, 2026.

In accordance with the *Planning Act*, the proposed combined Official Plan and Zoning By-law Amendment application is subject to a 120-day processing and review timeline. A Council decision was therefore required by May 27, 2026. The Owner may appeal the application to the Ontario Land Tribunal for non-decision if this timeline is exceeded.

The applications are currently on day 76, as illustrated below.



Statutory requirements of the *Planning Act* were satisfied by circulating a Notice of Public Meeting by regular mail on March 24, 2026, to all landowners within 120 metres of the subject lands, by updating the sign placed on the subject lands and by circulating internal and external review partners and agencies electronically.

9. Comments from Departments, Community and Corporate Partners

A request for comments was circulated to Town Departments and agency stakeholders on September 25, 2025, for comment and review on the submitted applications. Town comments are summarized below and are attached in full as **Appendix 3**.

9.1 Town Comments

Building Division

No objections.

Community Planning

The subject lands are designated as Community Area on Schedule E of the adopted Official Plan 2051, which has been submitted to MMAH for review and approval.

The subject lands are located within the Garrison West Strategic Growth Area as per Schedule A.4. As per Table C-4 and policy C.5.5, the permitted Built Form for this site is High-Rise development with a height range of 6-10 Storeys.

Section D.2.2 of the adopted Official Plan speaks to the Community Area designation, and Policy D.2.2.3 outlines the permitted uses. The proposed apartment buildings would be permitted (if between 6-10 storeys) but the proposed Clinic and Restaurant/Banquet Hall would require an Official Plan Amendment under the 2025 Official Plan to add these as additional permitted uses.

It is noted that the proposed development, which includes two five-storey apartment buildings, will be subject to the Town of Fort Erie's Community Benefit Charges (CBCs) as per By-law 132-2023.

Payment in Lieu of Parkland Dedication will be required as a condition of the future Site Plan Control application.

Several preliminary comments on the conceptual site plan are included. These can be viewed in full in **Appendix 3**.

Development Planning Response:

Parkland Dedication and Community Benefit Charges will be addressed at the Site Plan Control or Building Permit stage.

Environmental Advisory Committee (EAC)

EAC attended the site with Town staff and the Applicant also in attendance on April 1, 2026. Discussion occurred regarding tree removal and the two watercourses on site. Further discussion took place at a follow-up meeting at Town Hall immediately after the site visit.

EAC offered the following preliminary comments:

- The Applicant should consider eastern redbud, tulip tree, sugar maple and other native trees for tree plantings on site.
- It was noted that migratory birds need foraging berries and seeds. Plantings of this nature should be included in the Landscape Plan.
- Larger buffers are recommended for the watercourses.

- It is recommended to include wetland plants in the riparian buffer.
- Integration of side pools into the realigned eastern watercourse may help control and slow down water flow.

Development Engineering

Roads

Garrison Road (RR 3) is designated as a Regional Road and is under the jurisdiction of Niagara Region.

Servicing

Watermains – There is a 300 mm diameter Town watermain along north side of Garrison Road and a 400 m diameter Regional watermain along the south side of Garrison Road.

Sanitary Sewer – There is a 250 mm diameter Town sanitary sewer located along the north side of Garrison Road.

Storm Sewer – There is a 450 mm diameter Regional storm sewer located along the west side of the subject lands on the north side of Garrison Road. Another 750 mm diameter storm sewer is located on the east side of the subject lands on the north side of Garrison Road.

Development Engineering staff are requesting that a Holding (H) Zone provision be implemented on the subject lands for a Peer Review of the Applicant's Functional Servicing Report. The peer review shall include an assessment of the adequacy of the existing downstream system and provide recommendations, if required. In the event that capacity constraints are identified, a Hold Provision shall remain in place until such time as any recommended improvements to rectify downstream capacity constraints, if identified, are implemented to the satisfaction of the Town, at the Owner's sole cost.

The Applicant is encouraged to explore Low Impact Development elements as part of the stormwater management design. A comprehensive and detailed Stormwater Management Report will be required as part of the future Site Plan application. The final design shall demonstrate that sufficient capacity exists within the downstream municipal system and that major overland flow routes are adequately defined for storm events up to and including the 100-year event.

Transportation Impact Study

Development Engineering staff have reviewed the Transportation Impact Study that was submitted in support of this application. The study concludes that traffic from the proposed development can be accommodated within the existing road network without significant operational impacts. All intersections within the study area, including the site's two proposed full-movement driveways to Garrison Road, are forecasted to operate at acceptable levels of service under both opening-year and five-year conditions with no critical storage exceedances.

The Transportation Impact Study also makes several recommendations with respect to driveway access throat lengths and potential removal of a median within Garrison Road:

1. The throat length of the westernmost driveway is slightly deficient from TAC standards. It is recommended that a side lane off of the main access driveway on Driveway 1 to a loading area and refuse collection area be removed to meet TAC requirements.

2. The throat length of the easternmost driveway is slightly deficient from TAC standards. It is recommended that one parking space (the southernmost one) be removed to meet TAC standards.

3. That a median containing plantings located approximately 29 m west of easternmost driveway should' be removed to facilitate east left-hand turns heading eastbound.

Development Planning Response:

Recommendations # 1 and #2 are relatively minor and can be accommodated through review of a future Site Plan Control application.

It is noted that the Region has indicated that they are not in support of recommendation #3 to remove the planted median on Garrison Road approximately 29 m west of easternmost driveway. This planted median was a shared initiative between the Town and Niagara Region to enhance the road. The Region has requested that the TIS be updated to remove this recommendation. Planning staff note that a revised TIS can be required through a future Site Plan Control application.

Development Engineering staff generally concur with the findings of the TIS at this stage and accept the conclusions in principle for the Zoning By-law Amendment. At the subsequent Site Plan Application stage, additional design-level detail will be required.

Environmental Planning

There is concern that there has been very little discussion of mitigation measures or recommendations in the Constraints Analysis and it is stated that these items will be addressed later in the impact assessment, however the EIS does not identify mitigation measures or enhancement for the site. A list of important items that should be included in the EIS are listed in the fulsome comments from Environmental Planning attached as **Appendix 3**.

More information is requested regarding potential Species at Risk (SAR) bat species on the site. It is required that the MECP be contacted for further analysis and to confirm the findings of the EIS with respect to bat species and bat habitat on the subject lands.

Further information is required regarding protection and mitigation measures for watercourses on the subject lands, including protective buffers and zoning. These features are typically zoned Environmental Protection Zone and include enhancement and restoration measures.

Environmental Planning staff also note that the Tree Inventory and Preservation Plan (TIPP) submitted with the application is no longer valid as the tree removal has occurred on site and is not reflective of the TIPP submitted with the application. Staff will be requesting a new TIPP prepared by a registered ISA arborist. Detailed comments are available for review in **Appendix 3**.

The FSR makes reference to using two of the existing box culverts, on site, however it is noted

that the culvert on the west side of the development is not functional and needs maintenance and a possible replacement. If this culvert is to be replaced, Environmental Planning staff request that animal crossing structures be added to this new culvert.

Environmental Planning staff recommend treating stormwater to an enhanced standard as both watercourses are considered to be type 3 fish habitat.

Fire Department

No objections.

9.2 External Agency Comments

Canadian Niagara Power, Cogeco and Enbridge

No objections.

Mississaugas of the Credit First Nation (MCFN)

MCFN staff have identified some issues related to the eastern watercourse on the subject lands and impacts to potential fish habitat. Further, several minor additions to the HIA are requested describing Indigenous land use and treaty history related to the property.

Niagara Peninsula Conservation Authority (NPCA)

NPCA were initially not in support of the application as the conceptual site plan did not illustrate the NPCA-regulated features on site. The Applicant later revised the site plan to include the watercourses and buffer.

The NPCA submitted an updated set of comments following the revised submission. They acknowledge that progress has occurred with respect to incorporating the watercourses on site on the preliminary site plan.

The NPCA recognizes the need to realign the watercourses. They are not opposed in principle, however the realigned watercourses need to be adequately sized to convey 1-in-100-year stormwater runoff events. They have requested that the Applicant provide an updated stormwater management calculation or report to support this proposal.

Further, the NPCA has requested that the Applicant confirm that the culverts at the driveways and Garrison Road are adequately-sized to accommodate the peak 1-in-100-year stormwater flows. If new or replacement culverts are required, the specifics will be addressed at detailed design stage and work permits.

The NPCA has requested that watercourses should be within their own block (or other protective area) and zoned an appropriate zoning category that will protect these features (such as a Environmental Protection or Environmental Conservation Zone). The application should be revised to reflect this update.

The NPCA is supportive of a reduced buffer for the watercourse channels provided the block is sized correctly to convey 1-in-100-year stormwater flows.

Niagara Region

Noise and Air Quality Impacts

The subject development is located next to the Region's Alliston Sewage Pumping Station (SPS). It is noted that the Town is responsible for ensuring that potential noise and air quality impacts are properly assessed and appropriately mitigated in accordance with applicable Provincial and Niagara Official Plan policies and guidelines.

The future Site Plan Agreement should at minimum include a warning clause advising prospective purchasers of potential noise and odour impacts from the operation of the SPS and stating that the Owner agrees to include the required warning clause in all future Agreements of Purchase and Sale or Lease.

Servicing

Niagara Region staff have reviewed the Functional Servicing Report provided by the Applicant. Several technical revisions are recommended, and the FSR should also assess the capacity of the Alliston Sewage Pump Station. Currently, the Applicant's FSR only speaks to anticipated sanitary outflow from the proposed development.

A detailed Stormwater Management Plan will be required at the future Site Plan application stage. Several technical items are referenced that will need to be included in this plan.

Transportation

It is noted that Garrison Road is a Regional Road (RR 3). Region staff have reviewed the Transportation Impact Study (TIS) provided in support of this application. The Region offered no objections to the conclusions of the study, but did note that the TIS recommends removing the raised curb median on Garrison Road west of the easterly driveway. Regional staff do not support removing this median, and note it was installed as an outcome of a Town/Region streetscaping project. The Region requests that the TIS be revised to remove this recommendation.

Waste Collection

The proposed development may be eligible to receive Regional collection provided that the owners/tenants bring the waste to the curbside on their designated pick-up day, and that the waste collection limits are not exceeded. It is noted that the development is proposing to utilize in-ground waste containers and a garbage room. The applicant is advised that this method of waste storage is not eligible for Regional collection, and waste collection for the subject property will be the responsibility of the owner through a private waste collection and not the Niagara Region.

9.3 Public Comments

A Public Information Open House Meeting was held in the Atrium of Town Hall on February 17, 2026, at 5:00 PM. All property owners within 120 metres of the subject land were notified of the Open House via notice by regular mail sent on February 3, 2026. Town Planning Staff, the Owner, and the Agent and 6 members of the public were in attendance. Generally, the

comments from the public were positive and no major issues were identified.

At the time of writing of this report one written comment from the public have been received indicating support of the proposal. The comment is attached as **Appendix 5**.

10. Alternatives

Not applicable. The *Planning Act* requires Council to host a Public Meeting.

11. Communicating Results

There are no communication requirements at this time.

12. Conclusion

This report is submitted to Council for information purposes. A Recommendation Report will be presented to Council in the future.

13. Report Approval

Prepared by:
Daryl Vander Veen
Intermediate Development Planner

Reviewed by:
Mark Iamarino, MCIP, RPP
Manager, Development Approvals

Submitted by:
Anamika Dilwaria, M.A., M.Pl., MCIP, RPP, Dipl.M.M
Director, Planning and Development Services

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix 1 – Location Map
Appendix 2 – Site Plan
Appendix 3 – Town Comments
Appendix 4 – External Comments
Appendix 5 – Public Comments

Appendix 1

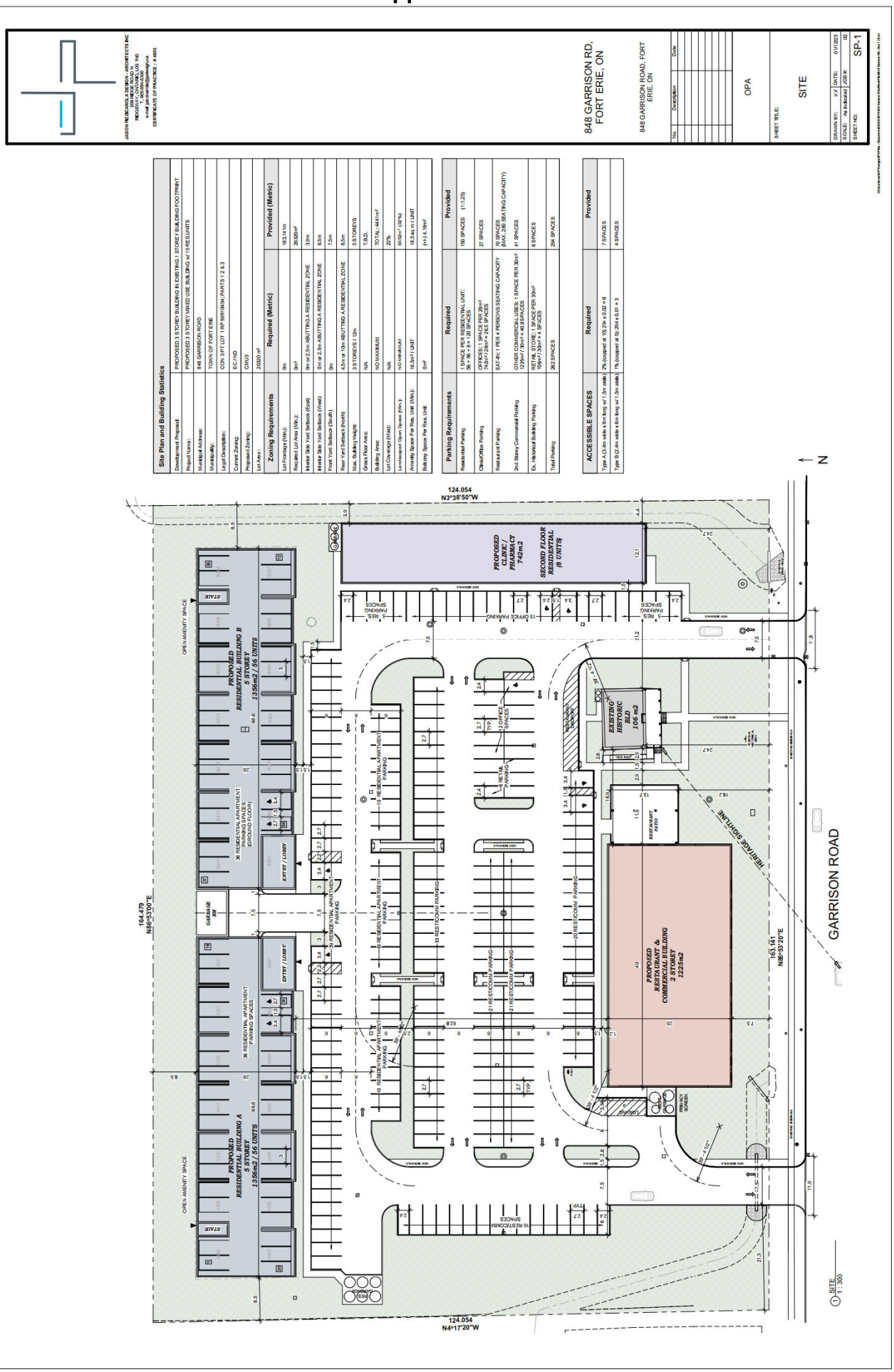


LOCATION PLAN
Proposed Official Plan Amendment and Zoning By-law Amendment - 848 Garrison Road

Subject Lands - 848 Garrison Road

Concession 3 Part Lot 1 RP 59R10454 Parts 1, 2 & 3

Planning, Building and By-law Services
Map created March 26, 2026



Site Plan and Building Statistics	
Development Proposal:	PROPOSED 3 STOREY BUILDING IN EXISTING 1 STOREY BUILDING FOOTPRINT
Project Name:	PROPOSED 3 STOREY MIXED USE BUILDING w/ 15 RESUNITS
Municipal Address:	848 GARRISON ROAD
Municipality:	TOWN OF FORT ERIE
Legal Description:	CON 3 PT LOT 1 RP 59R10454; PARTS 1 2 & 3
Current Zoning:	EC / ND
Proposed Zoning:	CMU3
Lot Area:	2020 m²

Zoning Requirements	Required (Metric)	Provided (Metric)
Lot Frontage (Min.):	0m	163.141m
Required Lot Area (Min.):	0m²	2030m²
Interior Side Yard Setback (East)	0m or 2.5m ABUTTING A RESIDENTIAL ZONE	3.0m
Interior Side Yard Setback (West)	0m or 2.5m ABUTTING A RESIDENTIAL ZONE	8.5m
Front Yard Setback (South)	0m	7.5m
Rear Yard Setback (North)	4.5m or 10m ABUTTING A RESIDENTIAL ZONE	8.5m
Max. Building Height:	3 STOREYS / 13m	5 STOREYS
Gross Floor Area:	N/A	7,663.
Building Area:	NO MAXIMUM	TOTAL: 4441m²
Lot Coverage (Max):	N/A	22%
Landscaped Open Space (Min.):	NO MINIMUM	953m² (39%)
Amenity Space Per Res. Unit (Min.):	18.5m² / UNIT	18.5 sq.m / UNIT
Balcony Space Per Res. Unit:	0m²	(+/-) 4.1 9m²

Parking Requirements	Required	Provided
Residential Parking	1 SPACE PER RESIDENTIAL UNIT: 56 + 56 + 8 = 120 SPACES	100 SPACES (1:1.25)
Clinic/Office Parking	OFFICES: 1 SPACE PER 28m² 742m² / 28m² = 26.5 SPACES	27 SPACES
Restaurant Parking	EAT-IN: 1 PER 4 PERSONS SEATING CAPACITY	70 SPACES (MAX. 280 SEATING CAPACITY)
2nd Storey Commercial Parking	OTHER COMMERCIAL USES: 1 SPACE PER 30m² 1225m² / 30m² = 41 SPACES	41 SPACES
Ex. Historical Building Parking	RETAIL STORE: 1 SPACE PER 50m² 106m² / 50m² = 4 SPACES	6 SPACES
Total Parking		264 SPACES

ACCESSIBLE SPACES	Required	Provided
Type A (3.4m wide x 6m long w/ 1.5m aisle)	2% (capped at 10) 2% x 0.02 = 6	7 SPACES
Type B (2.4m wide x 6m long w/ 1.5m aisle)	1% (capped at 5) 264 x 0.01 = 3	4 SPACES

Outlook

Re: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

From Keegan Gennings <KGennings@forterie.ca>
Date Thu 2025-10-16 10:25 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

Hi Daryl,

I have reviewed the information that was submitted for the OPA and ZBA and have noted the following items:

1) The functional servicing report is using Fort Erie Population density numbers in the sanitary sewer calculations. When the apartment units are reviewed, they have an occupant load of 192 persons, if OBC regulations of 2 persons per bedroom are used the occupant load would be 224 persons which will impact the sewer design capacities. This is also similar with the commercial floor areas. It is suggested that development engineering review the calculations.
2) The proposed zoning regulations for the apartment buildings include increasing the maximum height to 5 storeys or 20m with yard setbacks of ½ the building height or 7.5m whichever is greater, if the building is constructed the maximum height the indicated setbacks of 8.5m would not be sufficient. It is suggested that the setbacks or proposed zoning provisions be reviewed to ensure additional or future zoning amendments are not required.
3) An existing well is noted in the information provided, the location of the well is to be located on the site plan drawing to ensure there are no conflicts between the well location and the proposed development. If the well is to be decommissioned, this is to be done the Ministry of Environment, Conservation and Parks standards.

Additional comments will be provided through the site plan agreement process.

Regards,

Keegan Gennings C.B.C.O.
Manager of Building and By-Law/ CBO
Town of Fort Erie
(905)871-1600 ext 2515

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: Thursday, September 25, 2025 3:31 PM
Subject: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

Good afternoon,

The Town of Fort Erie has received applications for an Official Plan Amendment and a Zoning By-law Amendment for 848 Garrison Road. The subject lands are located on the north side of

848 Garrison

The subject lands are designated as Community Area on Schedule E of the adopted Official Plan 2051, which has been submitted to MMAH for review and approval.

The subject lands are located with the Garrison West Strategic Growth Area as per Schedule A.4. As per Table C-4 and policy C.5.5 the permitted Built Form for this site is High-Rise development with a height range of 6 – 10 Storeys.

- Can the proposed apartments be increased to 6 storeys to better align with this policy without negatively impacting the heritage building located on the site? Alternatively, the Official Plan Amendment could speak to the reduced height.

Section D.2.2 of the adopted Official Plan speaks to the Community Area designation, and Policy D.2.2.3 outlines the permitted uses. The proposed apartment buildings would be permitted (if between 6 – 10 storeys) but the proposed Clinic and Restaurant/Banquette Hall would require an Official Plan Amendment to add these as additional permitted uses.

Please provide a copy of the Ministry acceptance letter for the Archaeological Assessment.

As part of the proposed rezoning application for the property located at 848 Garrison Road, which includes the conversion of the existing heritage building into a small-scale commercial use, and the development of two five-storey apartment buildings, a doctor's clinic, and a restaurant with banquet hall, we respectfully request that a Holding Provision (H) be applied to the subject lands.

The purpose of the Holding Provision is to ensure that the proposed development meets the Town's design and aesthetic standards. We request that the Holding Provision be lifted only upon the Town's receipt and acceptance of a complete Site Plan Control Application, which must include:

- Elevation drawings for all proposed buildings;
- Details of exterior building materials and colours;
- Confirmation that these elements are to the satisfaction of the Town of Fort Erie.

This approach will help ensure that the development is compatible with the surrounding area and maintains the integrity of the heritage building while supporting thoughtful urban growth.

Please note that the proposed development, which includes two five-storey apartment buildings, will be subject to the Town of Fort Erie's Community Benefit Charges (CBCs), in accordance with the Community Benefits Charge Strategy prepared by Hemson Consulting and adopted by the Town on June 26, 2023.

As outlined in the strategy, CBCs apply to developments that are five or more storeys in height and contain ten or more residential units. The charges are intended to fund growth-related capital expenditures such as public realm improvements, active transportation infrastructure, affordable housing, and other urban amenities not covered by development charges or parkland contributions.

For further details, please refer to the Community Benefits Charge Strategy document.

Payment in Lieu of Parkland Dedication will be required as a condition of the future Site Plan Control application.

Additional Comments will be forthcoming once a detailed site plan and elevations drawings are submitted.

Preliminary Site Plan Comments:

- Please ensure that paths/walkways are designed to the Accessibility for Ontarians with Disabilities Act Accessible Exterior Paths of Travel standards.
- How will the garbage containers located on the north side of the proposed clinic be accessed, when the landscape plan shows trees being planted along the walkway?
- Will bicycle parking be provided?
- According to the FSR the entire area between the Clinic and the Eastern property will be used for the new/relocated drainage ditch.
    - Is there sufficient room between the proposed building and property line to provide for maintenance of the drain?
    - Will there be any access/egress to the rear of the building in this location? How will this function.
    - Will there be any utility metres at the rear of the building (east side), how will they get accessed, if there is a ditch located here?
- The location of the western ditch is not being consistently shown across the various submitted drawings. The Landscape Plan shows this ditch as a sidewalk to the western property, this should be corrected, and the east drain should also be added to the Landscape drawing.
- On some drawings, there is a garbage room being shown between the two apartment buildings and on other drawings it is not being shown, please confirm if this is going to be provided.

Interoffice Memorandum

October 15th, 2025
File No. ZBA-15-2025

To: Daryl Vander Veen, Intermediate Development Planner

From: Taylor Boyle, Project Manager, Development Engineering

Subject: **Zoning By-Law Amendment: 848 Garrison Road**

Town of Fort Erie Development Engineering Staff have reviewed the above noted application to address technical concerns related to the Zoning By-law Amendment for 848 Garrison Road.

The Applicant is proposing a development with:

- a 2-storey proposed restaurant and commercial building;
- a 2-storey building with commercial uses on the ground floor (a proposed clinic/pharmacy) and residential dwellings on the second floor (8 dwelling units total);
- two 5-storey apartment buildings that each have 56 dwelling units. According to the Applicant's site plan, 292 parking spaces are proposed as part of the development proposal.
- Cruikshank House is proposed to remain, with potential for adaptive re-use for commercial purposes such as office or commercial uses.

Town Staff have reviewed the following documentation for the purpose of this application:

- Site Plan, prepared by Jason Pizzicarola Design – Architects Inc., dated February 27, 2025;
- Functional Servicing Design Brief, prepared by Hallex Engineering Ltd., REV 0 dated February 03, 2025; and
- Traffic Impact Study, prepared by Paradigm Transportation Solutions Ltd., dated July 2025;

The following comments and conditions shall be addressed to the satisfaction of the Director of Infrastructure Services. These comments are provided on a preliminary basis and are without prejudice to any additional comments, modifications, or requirements that may be identified by the Town through the review of subsequent submissions.

Roads:

Garrison Road (RR 3) is designated as a Regional Road in accordance with the Town's current Official Plan. As such, the Town has no jurisdiction over Garrison Road, and any matters regarding right-of-way width or road condition are subject to review and comment by the Niagara Region.

Alliston Avenue (Unassumed) is designated a LOCAL ROAD per the Town's current Official Plan. The designated road width is 20m. Its current width is sufficient and therefore no roading widening will be required.

Linear Municipal Services

Watermains **Garrison Road**
300mm dia. AV (TOFE) (north side of RR3)
400mm dia. AC (RMON) (south side of RR3)

The Owner shall have a suitably sized water distribution system designed by a qualified Professional Engineer to the Director of Infrastructure Services' satisfaction and in accordance with the Town's current standards and connected to the existing water distribution system from Parkdale Avenue. The Owner shall also make themselves familiar with the requirements of the Town's current Water Testing & Disinfection Criteria and ensure these requirements are met, prior to the Town authorizing connections to the existing water system. Fire Hydrants shall also be accommodated at the standard spacing requirements, and subject to review and approval by Town staff.

Sanitary **Garrison Road**
250mm dia. PVC (TOFE) (north side of RR3)

- The Owner shall have an adequately sized sanitary sewer distribution system designed by a qualified Professional Engineer, to the satisfaction of the Director of Infrastructure Services and in accordance with the Town's current standards.

- The Owner has submitted a Functional Servicing Report (FSR), prepared and certified by Hallex Engineering Ltd., REV 0 dated February 03, 2025, in support of this Zoning By-law Amendment application.

- The Report shall be submitted for peer review by the Town's sanitary sewer consultant, GEI Consultants.

  The peer review shall include an assessment of the adequacy of the existing downstream system and provide recommendations, if required. The submission of this Functional Servicing Report and any resulting recommendations shall be required as condition of this Zoning By-Law Amendment Application.

  In the event that capacity constraints are identified, A HOLD Provision shall remain in place until such a time as any recommended improvements to rectify downstream capacity constraints, if identified, are implemented to the satisfaction of the Town, at the Owner's sole cost.

- The Owner shall also make themselves familiar with the requirements of the Town's current Sanitary Sewer Consolidated Linear Infrastructure license, and ensure these requirements are met, prior to the Town authorizing connections to the existing sewer system.

Conditions for Sanitary Sewers:

- The Functional Servicing Report shall be submitted for peer-review by the Town's Sanitary Sewer Consultant, GEI Consultants. The peer review shall include an assessment of the adequacy of the existing downstream system and provide recommendations, if required.

  A HOLD provision may be applied and remain in place until such a time as any recommended improvements to rectify downstream capacity constraints, if identified, are implemented to the satisfaction of the Town, at the Owner's sole cost.

- That the applicant submit a Peer Review Fee to the Town in the amount of $2,160.00.

Storm

Garrison Road
450mm dia. CONC (RMON) (west side of #848 Garrison)
750mm dia. RCP (TOFE) (east side of #848 Garrison)

- The Owner has submitted a Functional Servicing Report (FSR), prepared and certified by Hallex Engineering Ltd., REV 0 dated February 03, 2025, which includes a stormwater management strategy, in support of this Zoning By-law Amendment application.

- Town Development Engineering staff are committed to promoting the implementation of Low Impact Development (LID) and other green infrastructure measures in stormwater management design. In keeping with this objective, staff recommend that the Applicant explore opportunities to utilize the grassed boulevards within the parking area to provide both quality and quantity control benefits. Specifically, staff suggest that stormwater runoff from the paved surfaces be directed towards these landscaped areas, where feasible, to promote infiltration and initial treatment prior to entering the storm sewer system. Where grading permits, storm flows should be conveyed towards a centrally located catch basin within each landscaped island to facilitate controlled drainage and enhance overall stormwater performance.

- Staff note that a comprehensive and detailed Stormwater Management Report will be required at the future Site Plan Application stage to confirm the feasibility of the proposed 229 m^3 storage volume and the outlet configuration to the existing 1800x1500mm culvert at Garrison Road. The final design shall demonstrate that sufficient capacity exists within the downstream municipal system and that major overland flow routes are adequately defined for storm events up to and including the 100-year event. The detailed submission shall include, at a minimum, stormwater management plans, pre- and post-development drainage area plans, and confirmation of compliance with the Town's current stormwater management design standards, the Niagara Region's Stormwater Management Guidelines (2022) and the MECP Stormwater Management Planning and Design Manual (2003).

- Staff note that a comprehensive and detailed Stormwater Management Report will be required at future Site Plan Application stage to confirm the feasibility of the proposed storage volume (229 m³) and the outlet configuration to the existing 1800x1500mm culvert at Garrison Road. The final design must demonstrate that sufficient capacity exists within the downstream municipal system and that major overland flow routes are adequately defined for events up to and including the 100-year storm. This report will also require stormwater management plans, pre and post drainage area plans etc…

- Town Development Engineering staff note that, as previously identified during the pre-consultation stage, the Consulting Engineer will be required to identify the existing storm drainage easement that conveys overland flows from the Alliston Woods Development to the Garrison Road storm sewer. The stormwater management design must ensure that post-development flows conveyed through this easement are controlled to pre-development rates, and that the easement is properly delineated and protected through the detailed design process. This matter shall be addressed as part of the future Site Plan Application and incorporated into the detailed Stormwater Management Plan, with registration of the required easement in favour of the Town to be completed prior to Site Plan Approval.

Transportation Impact Study

Town Development Engineering staff have reviewed the submitted Transportation Impact Study (TIS) prepared by Paradigm Transportation Solutions Limited, dated July 2025, in support of the Zoning By-law Amendment for 848 Garrison Road. The study was completed in accordance with the Niagara Region's Transportation Impact Assessment Guidelines (2023) and appropriately assesses existing, background, and total traffic conditions for the 2028 (build-out) and 2033 (five-year horizon) scenarios.

The TIS concludes that the proposed mixed-use development—comprising 120 residential units, 742 m² of medical office space, 1,327 m² of commercial space, and 1,338 m² of restaurant space—can be accommodated within the existing roadway network without significant operational impacts. All intersections within the study area, including the site's two proposed full-movement driveways to Garrison Road, are forecasted to operate at acceptable levels of service under both opening-year and five-year conditions. Minor storage exceedances are identified at the intersections of Thompson Road/Helena Street and Kraft Road with Garrison Road; however, these are not considered critical and can be accommodated within existing tapers. The report also recommends removal of the raised median west of Driveway 2 to allow eastbound left-turn ingress and minor internal site layout adjustments to improve throat length and circulation.

Town staff generally concur with the findings of the TIS at this stage and accept the conclusions in principle for the Zoning By-law Amendment. At the subsequent Site Plan Application stage, additional design-level detail will be required, including:

- Verification of the proposed driveway throat lengths and turning radii to ensure compliance with Town and Regional access management standards.

- Confirmation from Niagara Region regarding the feasibility of median modification on Garrison Road and the need for any associated road occupancy or works permits.

- Updated trip generation analysis if the site layout, land use mix, or phasing differs from that assessed in the current TIS.

Please be advised that Lot Grading and Drainage Plan will be required at the future building permit application stage.

Development Engineering have no further comments or conditions to impose regarding the submitted Zoning By-Law Amendment applications, subject to the above conditions.

Regards,



Taylor Boyle – Project Manager, Development Engineering

c. Mark Iamarino, Manager, Development Approvals (email only)

Outlook

Updated Comments - Tree Protection Plan - 848 Garrison Road

From Jessica Abrahamse <JAbrahamse@forterie.ca>
Date Wed 2026-04-08 11:06 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>; Anamika Dilwaria <ADilwaria@forterie.ca>; Meagan Opatovsky <MOpatovsky@forterie.ca>

Hi Please provide the following comments to the applicant:

Based on the recent tree cutting the subject lands, the current Tree Inventory and Protection Plan is not valid and will require a new Tree Inventory and Protection Plan to be completed by a registered ISA Arborist in good standing.

Regards,

Jessica Abrahamse M.E.S.
Senior Environmental Planner

Town of Fort Erie
Planning and Development Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2510

forterie.ca | jabrahamse@forterie.ca

Outlook

848 Garrison Road - Further comments

From Jessica Abrahamse <JAbrahamse@forterie.ca>
Date Tue 2026-03-31 3:09 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>
Cc Mark Iamarino <MIamarino@forterie.ca>; Anamika Dilwaria <ADilwaria@forterie.ca>; Edward Terry <ETerry@forterie.ca>

Hi Daryl,

Please find my comments below to summarize the direction of the meeting on Friday and outline the current environmental items that are outstanding.

MECP - Ministry of Conservation and Parks
NOP - Niagara Official Plan
EIS - Environmental Impact Study

The applicant will need to contact MECP for further comments on this file with respect to Eastern Red Bat species. The EIS, constraints analysis, addendum and Tree Protection Plan should all be provided to MECP for review. Environmental planning staff are not in a position to support this application without this action being taken. However, this is not the only item that will require further response from the applicant, and it should be noted that the Environmental Impact Study and Tree Protection Plan are not approved at this point in time.

Town staff are willing to consider the relocation of the eastern watercourse once MECP has provided comments and provided the following policies are considered:

NOP. Section 3.1. m, t., u., section 3.1.10.3.,

Town staff note that buffer requirements are listed as 30m for intermittent streams in the NOP under section 3.1.9.2, and that development or site alteration shall not be permitted unless it can be demonstrated that it will not have a negative impact on the interaction and linkage between key hydrologic areas, key hydrologic features, sensitive surface water features and sensitive groundwater features and other components of the natural environment system.

Although section NOP 3.1.9.2 states that a 30m buffer is suggested, there is another policy under NOP Section 3.1.9.9.1. That states that the width of the buffer may be determined through an environmental impact study or hydrological evaluation, and the width of the buffer would be based on the sensitivity of the ecological functions from the proposed development or site alteration. As the watercourse is type 3 fish habitat and it is outletting into a Provincially Significant Wetland across the street the watercourse has ecologically sensitivity and this should be considered when proposing any realignment or channel design. The current buffer width that has been proposed of 3.7m is not sufficient for replanting trees and shrubs to replace the existing bird and bat habitat that is located in the riparian zone of the eastern watercourse. Discussion of water quality and quantity controls are requested, as is a revised plan showing a larger buffer area for the eastern watercourse.

A riparian planting plan prepared by a biologist is requested.

The following comments require a response.

Technical Comments - EIS, Constraints Analysis & Appendix A

- There is concern that there has been very little discussion of mitigation measures or recommendations in the Constraints Analysis and it is stated that these items will be addressed later in the impact assessment, however the EIS does not identify mitigation measures or enhancement for the site.
    - Important missing pieces
        - Restoration
        - Invasive Species Management
        - Lighting
        - Wildlife crossings
        - Riparian areas
        - Erosion and Sediment Control
        - Tree Retention

- A fulsome policy analysis of the Region of Niagara OP, and TOFE OP, and any other legislation that may pertain to the subject lands including the Species at Risk Act and the Fisheries Act should be discussed in the EIS
- There has been no discussion of the retention of snag trees to maintain bat habitat that currently exists within the EIS prepared by Myler Ecological Consulting, only discussion of mitigation of the building. Eastern Red Bat is considered a species at risk and was identified in 2020 in the original constraints report, although the Myler report provides evidence that there may not have been calls from this particular bat species, MECP should be notified for further comments and analysis of this evidence. Snag trees were identified in the Constraints Analysis on the eastern edge of open space surrounding the building.
- Buffers have not been discussed in the EIS provided by Myler Ecological Consulting with respect to the proposed realigned channel on the east side of the property, in addition it does not appear to be on the subject lands on any of the site plans or landscape plans, further clarification is requested. In addition, the edge of the east side of the lot does not allocate much buffer space from the proposed building 3.9m per the site plan? (NOP 3.1.9.2 & 3.1.9.9.1) (FE 2025 Table D-1, 15m for warm water watercourses from the high water mark)
- There are two locally rare species that have been identified in the constraints analysis however there have been no efforts to preserve or transplant these species elsewhere on the site. Please provide further detail on how these species can be retained and/or transplanted. Swamp Agrimony (Agrimonia parviflora) and Narrow Leaved Sundrops (Oenothera fruiticosa).

- Town staff are not in a position to support the proposed application without further discussion and information provided, the watercourse that is regulated by the NPCA along with the agreed buffer should be zoned EP and the eastern watercourse and buffer should be zoned EP, enhancement and restoration are requested. (NOP 3.1.4.8.)

Technical Comments - Tree Preservation Plan

- It is noted that only 11 trees of 112 are proposed to be retained, 7 of the 11 trees are neighboring trees
- Town staff request that consideration for the native species in good condition on site be reevaluated for retention.

- 110 trees are required for either replanting or cash in lieu @ $1000.00 per tree, totalling $110 000.00.
- Trees part of a streetscape plan may be counted towards the compensation replanting requirements.

- **Please add the following notes to the Tree Preservation Plan:**
  - If large roots are encountered (typically those with a diameter greater than 5cm), it is recommended that roots be assessed by an arborist prior to pruning to determine impacts on stability and long-term health of the tree.
  - Vegetation Enhancement - It is strongly recommended that injured trees be thoroughly watered once per week, from spring to fall, for two years after completion of the work on the site below their drip lines. A layer of mulch should be placed below the drip line of these trees, 7-10cm deep and at least 10 centimeters away from the trunks.
  - To reduce the possibility of contravention of the MBCA, and roosting bats, Vegetation removal should be scheduled to occur between October 1 and March 31. Some birds may nest before and after this peak bird nesting season due to seasonal fluctuations.
  - **A letter of verification of tree protection by an ISA certified Arborist is required to be submitted to the satisfaction of the Director of Planning prior to pre-grading on the subject lands**

NO TREES ARE TO BE REMOVED WITHOUT APPROVAL IN WRITING FROM ENVIRONMENTAL PLANNING STAFF.

Other Comments:

-The landscape plan does not show the buffer areas from the watercourse on the east side of the development or the west side of the new realigned"watercourse on the west side. Both water courses with buffer width measurements are requested to be shown on all figures.
- Town staff recommend treating stormwater to an enhanced standard as both watercourses are considered to be type 3 fish habitat per the Constraints Analysis (LCA). Other opportunities to enhance and water quality are encouraged.

Please let me know if you have any questions or need clarification on any of these items.

Regards,

Jessica Abrahamse M.E.S.
Senior Environmental Planner

Town of Fort Erie
Planning and Development Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2510

forterie.ca | jabrahamse@forterie.ca



Outlook

Re: Revised submission - combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

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From Jessica Abrahamse <JAbrahamse@forterie.ca>
Date Tue 2026-03-24 5:18 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>
Cc Edward Terry <ETerry@forterie.ca>; Breanna Antonio <bantonio@forterie.ca>; Devon Morton <DMorton@forterie.ca>; Kartiki Sharma <ksharma@npca.ca>; Walker, Roberta (MECP) <roberta.walker@ontario.ca>

Hi Mark,

To answer your earlier questions, yes the applicant can attend the EAC meeting on April 1st and can provide a brief overview of their project (10 minutes maximum).

Also, the Town's new OP has been adopted by council, however is not currently enforceable. As such I have revised my comments with the Region's policies which will still apply. I would suggest that the applicant have regard for the Town's new OP policies as they have been approved by council.

Please see my revisions below:

Technical Comments - EIS, Constraints Analysis & Appendix A

- There is concern that there has been very little discussion of mitigation measures or recommendations in the Constraints Analysis and it is stated that these items will be addressed later in the impact assessment, however the EIS does not identify mitigation measures or enhancement for the site.
    - Important missing pieces
        - Restoration
        - Invasive Species Management
        - Lighting
        - Wildlife crossings
        - Riparian areas
        - Erosion and Sediment Control
        - Tree Retention

- A fulsome policy analysis of the Region of Niagara OP, and TOFE OP, and any other legislation that may pertain to the subject lands including the Species at Risk Act and the Fisheries Act should be discussed in the EIS
- A conceptual restoration plan was proposed in the Constraints Analysis, as the watercourse was remaining in situ in this plan. Restoration along the riparian edges and retention of native trees this concept is preferred. (NOP 3.1.27.1)
- There has been no discussion of the retention of snag trees to maintain bat habitat that currently exists within the EIS prepared by Myler Ecological Consulting, only discussion of mitigation of the building. Eastern Red Bat is considered a species at risk and was identified in 2020 in the original constraints report, although the Myler report provides evidence that there may not have been

calls from this particular bat species, MECP should be notified for further comments and analysis of this evidence. Snag trees were identified in the Constraints Analysis on the eastern edge of open space surrounding the building.

- There is concern that the original interpretation of the headwater drainage feature is not being followed as a medium constraint feature per the Constraints analysis completed by LCA. Town staff request further efforts to keep the existing watercourse in situ, even if it is low or marginal type 3 fish habitat, it would enable retaining mature native trees, bat habitat and further measures such as removing invasive species through a management plan can improve the functionality of the area. Further discussion is requested. (NOP 3.1. C. E. J.) (3.1.1.2. B.i), (3.1.3.1.) (3.1.10.1.d.,e)
- (FE 2025 D.4.1.21 & D.4.1.22) (FE 2025 D.4.1.19.3. - 4.)
- Town staff reject the notion that the drainage functionality of the water course on the eastern portion of the lot has been disabled due to the storm pond on the adjacent lot as there was water flowing through top eastern side of the watercourse to the bottom discharging out of a culvert to the property across the street at 825 Garrison road, on a site visit attended on March 24, 2026.
- Buffers have not been discussed in the EIS provided by Myler Ecological Consulting with respect to the proposed realigned channel on the east side of the property, in addition it does not appear to be on the subject lands on any of the site plans or landscape plans, further clarification is requested. In addition, the edge of the east side of the lot does not allocate much buffer space from the proposed building 3.9m per the site plan? (NOP 3.1.9.9.1) (FE 2025 Table D-1, 15m for warm water watercourses from the high water mark)
- There are two locally rare species that have been identified in the constraints analysis however there have been no efforts to preserve or transplant these species elsewhere on the site. Please provide further detail on how these species can be retained and/or transplanted. Swamp Agrimony (Agrimonia parviflora) and Narrow Leaved Sundrops (Oenothera fruiticosa).

- Town staff are not in a position to support the proposed application without further discussion and information provided, the watercourse that is regulated by the NPCA along with the agreed buffer should be zoned EP and the eastern watercourse and buffer should be zoned EP, enhancement and restoration are requested. (NOP 3.1.4.8.)

Regards,

Jessica Abrahamse M.E.S.
Senior Environmental Planner

Town of Fort Erie
Planning and Development Services
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From: Jessica Abrahamse <JAbrahamse@forterie.ca>
Sent: Thursday, March 19, 2026 11:48 AM
To: Daryl Vander Veen <DVanderVeen@forterie.ca>
Cc: Edward Terry <ETerry@forterie.ca>; Breanna Antonio <bantonio@forterie.ca>; Devon Morton <DMorton@forterie.ca>; Kartiki Sharma <ksharma@npca.ca>; Walker, Roberta (MECP) <roberta.walker@ontario.ca>
Subject: Re: Revised submission - combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

Hi Daryl,

Please note that this file will go to the Town's Environmental Advisory Committee on April 1st, 2025.

Senior Environmental Planning staff have reviewed the following document as part of the Combined OPA/ZBA for 848 Garrison Road:

- Concept Landscape Plan, dated February 2025, prepared by James McWilliam Landscape Architect
- Functional Servicing Design Brief, dated February 3, 2025 prepared by Hallex Engineering
- Revised Site Plan, dated January 12, 2025
- Environmental Impact Study, dated August 8, 2025, prepared by Myler Ecological Consulting
- Appendix A - Mapping, prepared by LCA Consulting, dated October 21, 2020
- Garrison Road Constraits Analysis, prepared by LCA Consulting, dated October 21, 2020
- Comment Response letter to EIS, prepared by Myler Ecological Consulting, dated November 14, 2025
- Tree Preservation Plan, dated March 20, 2025, prepared by Jackson Arboriculture Inc.

Note, environmental planning staff review the PJR, FSR,Landscape Plan and Site Plan as they relate to the natural environment system, not to provide technical comments on the merits or faults of these reports

Technical Comments - EIS, Constraints Analysis & Appendix A

- There is concern that there has been very little discussion of mitigation measures or recommendations in the Constraints Analysis and it is stated that these items will be addressed later in the impact assessment, however the EIS does not identify mitigation measures or enhancement for the site.
    - Important missing pieces
        - Restoration
        - Invasive Species Management
        - Lighting
        - Wildlife crossings
        - Riparian areas
        - Erosion and Sediment Control
        - Tree Retention

- A fulsome policy analysis of the Town's new OP, the Region of Niagara OP and any other legislation that may pertain to the subject lands including the Species at Risk Act and the Fisheries Act should be discussed in the EIS
- A conceptual restoration plan was proposed in the Constraints Analysis, as the watercourse was remaining in situ in this plan. Restoration along the riparian edges and retention of native trees

this concept is preferred. (NOP 3.1.27.1)

- There has been no discussion of the retention of snag trees to maintain bat habitat that currently exists within the EIS prepared by Myler Ecological Consulting, only discussion of mitigation of the building. Eastern Red Bat is considered a species at risk and was identified in 2020 in the original constraints report, although the Myler report provides evidence that there may not have been calls from this particular bat species, MECP should be notified for further comments and analysis of this evidence. Snag trees were identified in the Constraints Analysis on the west edge of open space surrounding the building.
- There is concern that the original interpretation of the headwater drainage feature is not being followed as a medium constraint feature per the Constraints analysis completed by LCA. Town staff request further efforts to keep the existing watercourse in situ, even if it is low or marginal type 3 fish habitat, it would enable retaining mature native trees, bat habitat and further measures such as removing invasive species through a management plan can improve the functionality of the area. Further discussion is requested. (FE 2025 D.4.1.21 & D.4.1.22) (FE 2025 D.4.1.19.3. - 4.)
- Buffers have not been discussed in the EIS provided by Myler Ecological Consulting with respect to the proposed realigned channel, in addition it does not appear to be on the subject lands on any of the site plans or landscape plans, further clarification is requested. In addition, the edge of the east side of the lot does not allocate much buffer space from the proposed building 3.9m per the site plan? This does not meet the minimum threshold for a buffer area from the high water mark of a watercourse. (FE 2025 Table D-1, 15m for warm water watercourses from the high water mark)
- There are two locally rare species that have been identified in the constraints analysis however there have been no efforts to preserve or transplant these species elsewhere on the site. Please provide further detail on how these species can be retained and/or transplanted. Swamp Agrimony (Agrimonia parviflora) and Narrow Leaved Sundrops (Oenothera fruiticosa).

- Town staff are not in a position to support the proposed application without further discussion and information provided, the watercourse that is regulated by the NPCA along with the agreed buffer should be zoned EP and the eastern watercourse and buffer should be zoned EP, enhancement and restoration are requested.

Technical Comments - Tree Preservation Plan

- It is noted that only 11 trees of 112 are proposed to be retained, 7 of the 11 trees are neighboring trees
- Town staff request that consideration for the native species in good condition on site be reevaluated for retention.
- 110 trees are required for either replanting or cash in lieu @ $1000.00 per tree, totalling $110 000.00.
- Trees part of a streetscape plan may be counted towards the compensation replanting requirements.

  - **Please add the following notes to the Tree Preservation Plan:**
    - If large roots are encountered (typically those with a diameter greater than 5cm), it is recommended that roots be assessed by an arborist prior to pruning to determine impacts on stability and long-term health of the tree.
    - Vegetation Enhancement - It is strongly recommended that injured trees be thoroughly watered once per week, from spring to fall, for two years after completion of the work on the site below their drip lines. A layer of mulch should be placed below the drip line of these trees, 7-10cm deep and at least 10 centimeters away from the trunks.

- To reduce the possibility of contravention of the MBCA, and rooting bats, Vegetation removal should be scheduled to occur between October 1 and March 31. Some birds may nest before and after this peak bird nesting season due to seasonal fluctuations.
- A letter of verification of tree protection by an ISA certified Arborist is required to be submitted to the satisfaction of the Director of Planning prior to pre-grading on the subject lands

Other Comments:

-The landscape plan does not show the buffer areas from the watercourse on the east side of the development or the west side of the new "realigned" watercourse on the west side. The west side water course is requested to be shown on all figures.
-The FSR makes reference to using two of the existing box culverts, on site, however it is noted that the culvert on the west side of the development is not functional and needs maintenance and a possible replacement. If this culvert is to be replaced, town staff request that animal crossing structures are added to this new culvert.
- Town staff recommend treating stormwater to an enhanced standard as both watercourses are considered to be type 3 fish habitat per the Constraints Analysis (LCA).

With Best Regards,

Jessica Abrahamse M.E.S.
Senior Environmental Planner

Town of Fort Erie
Planning and Development Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2510

forterie.ca | jabrahamse@forterie.ca

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: Thursday, March 12, 2026 5:57 PM
To: Jessica Abrahamse <JAbrahamse@forterie.ca>
Subject: Re: Revised submission - combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

Hello Jessica,

Outlook

Re: Revised submission - combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

---

From Jessica Abrahamse <JAbrahamse@forterie.ca>
Date Mon 2026-01-05 8:54 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

Hi Daryl,

Thanks for passing this information along, I am satisifed that the applicant has provided information sufficient for review.

Regards,

Jessica Abrahamse M.E.S.
Senior Environmental Planner

Town of Fort Erie
Planning and Development Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2510

forterie.ca | jabrahamse@forterie.ca

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: Friday, December 12, 2025 2:12 PM
To: Jessica Abrahamse <JAbrahamse@forterie.ca>
Subject: Fw: Revised submission - combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

Hello Jessica,

Can you please take a look at the revised submission for 848 Garrison Road (attached) and let me know if it is satisfactory to deem the application complete? Thanks!

Outlook

Fw: RE: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

From Jessica Abrahamse <JAbrahamse@forterie.ca>
Date Tue 2025-10-21 9:08 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

Jessica Abrahamse M.E.S.
Senior Environmental Planner

Town of Fort Erie
Planning and Development Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2510

forterie.ca | jabrahamse@forterie.ca

From: Jessica Abrahamse <JAbrahamse@forterie.ca>
Sent: Wednesday, October 8, 2025 3:33 PM
To: Edward Terry <ETerry@forterie.ca>
Cc: Zachary George <ZGeorge@forterie.ca>; Kartiki Sharma <ksharma@npca.ca>
Subject: Re: RE: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

Senior Environmental Planning staff have reviewed the following documents for the OPA/ZBA Application at 848 Garrison Road:

- Environmental Impact Study, prepared by Myler Ecological Consulting dated August 8, 2025
- Functional Servicing Design Brief, prepared by Hallex Engineering Ltd. dated Feb.03, 2025
- Site Plan, prepared by Jason Pizzicarola Design Architects, dated Feb.27, 2025
- Tree Inventory and Preservation Plan, prepared by Jackson Arboriculture, dated June 27, 2024

EIS Technical Comments:

- It is noted that the EIS does not provide field notes or data of the surveys that were completed, this information is requested.
- The EIS does not contain the approved Terms of Reference from the Town, NPCA or Region, this information is requested to be added. This was requested in an email to the Town's development planner on May 7th, 2025.
- It is unclear to environmental planning staff if a HDF assessment was completed per the TRCA HDF protocol (2013)? This is a usual step to justify the relocation and realignment of a watercourse.
- The Significant Wildlife habitat screening has not been completed appropriately, this is normally done using a chart format and going through each classification.
- Environmental planning staff disagree with the conclusion of the author that the site does not contain bat maternity habitat, per the Eco-Region 7e schedules, Big Brown Bat is listed as a species that should be considered in evaluating this habitat. There is no discussion of any of the trees on the subject lands that may be potential snag trees providing habitat. "Maternity colonies can be found in tree cavities, vegetation and often in buildings xxii, xxv, xxvi, xxvii, xxxi (buildings are not considered to be SWH). • Maternity roosts are not found in caves and mines in Ontario xx."

Tree Inventory and Preservation Plan - Technical Comments:

- It would appear that the applicant provided the wrong document as this is a quotation vs. an Arborist report that was requested to determine the trees and compensation requirements for removals as this application is subject to the Town's tree by-law 53-2025. I will reiterate that this work needs to be completed regardless of if the proposal is to remove all of the trees on site.

FSR & Site Plan - Technical Comments:

- Further work is to be provided by the EIS to support the proposed plan(s) as there are concerns for Significant Wildlife Habitat.

Regards,

Jessica Abrahamse M.E.S.
Senior Environmental Planner

Town of Fort Erie
Planning and Development Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2510

forterie.ca | jabrahamse@forterie.ca

Outlook

Re: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

From Jessica Goodings <JGoodings@forterie.ca>
Date Fri 2025-10-03 9:13 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

Good Afternoon Daryl,

Thank you for providing the opportunity to review the proposed official plan and zoning bylaw amendments for 848 Garrison Rd.

At this time the fire department has no comments or concerns relating to the proposed amendments. Any concerns we have will be brought forward at the pre-consultation phase for the development.

Thank you and kind regards,

Jessica Goodings
Senior Fire Prevention Officer

Town of Fort Erie
Fire Department
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2605 | c: 289-321-0019

forterie.ca | jgoodings@forterie.ca

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: Thursday, September 25, 2025 3:31 PM
Subject: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

Good afternoon,

The Town of Fort Erie has received applications for an Official Plan Amendment and a Zoning By-law Amendment for 848 Garrison Road. The subject lands are located on the north side of Garrison Road east of Alliston Avenue in the Spears-High Pointe neighbourhood of the Town of Fort Erie. Notably, the subject lands are the site of an existing dwelling with heritage value, the General Cruikshank house. The Applicants are NPG Planning Solutions Ltd. on behalf of the Owner, 2723005 Ontario Inc.

Outlook

RE: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

From Sidin, Alex <Alex.Sidin@cnpower.com>
Date Fri 2025-09-26 11:29 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

You don't often get email from alex.sidin@cnpower.com. Learn why this is important

⚠ **External Email Warning:**
This email originated from outside the organization. Please exercise caution before clicking links, opening attachments, or responding.

Hi Daryl.

Owner to approach CNP with electrical requirements prior to construction. No concerns from Canadian Niagara Power.

Thanks,
Alex.

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: September 25, 2025 3:31 PM
Subject: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

WARNING: This email originated from outside of FortisOntario. Pause and look for any **RED FLAGS** or signs of phishing.
If this is a suspicious email, **before you delete it** use the "Phish Alert Report" in Outlook or log a helpdesk ticket.

Good afternoon,

The Town of Fort Erie has received applications for an Official Plan Amendment and a Zoning By-law Amendment for 848 Garrison Road. The subject lands are located on the north side of Garrison Road east of Alliston Avenue in the Spears-High Pointe neighbourhood of the Town of Fort Erie. Notably, the subject lands are the site of an existing dwelling with heritage value, the General Cruikshank house. The Applicants are NPG Planning Solutions Ltd. on behalf of the Owner, 2723005 Ontario Inc.

The Applicant is proposing a development with a 2-storey proposed restaurant and commercial building, a 2-storey building with commercial uses on the ground floor (a proposed clinic/pharmacy) and residential dwellings on the second floor (8 dwelling units total), and two 5-storey apartment buildings that each have 56 dwelling units. According to the Applicant's site plan, 292 parking spaces are proposed as part of the development proposal. The proposed residential density of the site is approximately 59.11 units per hectare. The Cruikshank House is proposed to remain, with potential for adaptive re-use for commercial purposes such as office or commercial uses.

Outlook

Re: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

From Mike Embleton <mike.embleton@cogeco.com>
Date Wed 2025-10-01 8:01 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

⚠ **External Email Warning:**
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Good morning Daryl,

Cogeco has no comment.

Thank you,

Mike Embleton
Network Delivery Coordinator
7170 McLeod Rd, Niagara Falls ON, L2H 3H2
C 905-246-8621



Join the conversation
#cogecommunity



On Thu, Sep 25, 2025 at 3:31 PM Daryl Vander Veen <DVanderVeen@forterie.ca> wrote:

> Good afternoon,
>
> The Town of Fort Erie has received applications for an Official Plan Amendment and a Zoning By-law Amendment for 848 Garrison Road. The subject lands are located on the north side of Garrison Road east of Alliston Avenue in the Spears-High Pointe neighbourhood of the Town of Fort Erie. Notably, the subject lands are the site of an existing dwelling with heritage value, the General Cruikshank house. The Applicants are NPG Planning Solutions Ltd. on behalf of the Owner, 2723005 Ontario Inc.
>
> The Applicant is proposing a development with a 2-storey proposed restaurant and commercial building, a 2-storey building with commercial uses on the ground floor (a proposed clinic/pharmacy) and residential dwellings on the second floor (8 dwelling units total), and two 5-storey apartment buildings that each have 56 dwelling units. According to the Applicant's site plan, 292 parking spaces are proposed as part of the development proposal. The proposed residential density of the site is approximately 59.11 units per hectare. The

Outlook

RE: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

From Municipal Planning <MunicipalPlanning@enbridge.com>
Date Fri 2025-10-03 4:07 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

⚠ **External Email Warning:**
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Thank you for your circulation.

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Willie Cornelio CET (he/him)
Sr Analyst, Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8

enbridge.com
Safety. Integrity. Respect. Inclusion.

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: Thursday, September 25, 2025 3:31 PM
Subject: [External] Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

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This email was sent from DVanderVeen@forterie.ca.

Good afternoon,

October 22, 2025

Project Name: 848 Garrison Road, Fort Erie
DOCA Project Number: 2024-0135
Proponent: 2723005 Ontario Inc,
Project Location: 848 Garrison Road, Fort Erie

Dear Samantha Yeung,

This letter is to confirm receipt of the project-related correspondence sent by the Town Fort Erie, on September 25, 2025, regarding 848 Garrison Road, Fort Erie.

The Mississaugas of the Credit First Nation (MCFN) are the Treaty Holders of the land on which the project will take place – specifically, the Mississaugas Treaty at Niagara of 1781. The MCFN holds Indigenous and Treaty Rights specific to the project location and its environs, which may be adversely impacted by it. The Department of Consultation and Accommodation (DOCA) is designated by the MCFN to handle consultation matters on its behalf.

The DOCA consultation team has reviewed the project-related correspondence identified above, in addition to any associated documentation. The following DOCA Units have completed a review and their questions and comments have been included below.

Archaeology Unit
Primary Reviewer: **Adrian Blake, MCFN DOCA- Archaeologist**
Questions and Comments- *After reviewing the Stage 1 & 2 archaeological reports, MCFN DOCA has no comments or concerns at this time. Please note that for any future projects involving development on MCFN Treaty Lands, MCFN must be notified early in the project planning process. This ensures that MCFN DOCA can work collaboratively with the proponent to meet their obligations under the Duty to Consult and Accommodate.*

Environment Unit
Primary Reviewer: **Lindsay Wong, MCFN DOCA- Manager of Environment**
Questions and Comments- *I'm concerned about this application because of the impacts of a previous subdivision on 848 Garrison. It appears that the Alliston Woods subdivision has had substantial impacts on water flows to 848 Garrison. The report suggests that the alteration / reduction of the catchment area has led to even less flow to the eastern watercourse. I'm not clear if the Town of Fort Erie has done enough to ensure that natural features remain as intact as possible. If developments are permitted to have significant impacts on surrounding properties, then the planning process has not led to sustainable practices. If Alliston Woods subdivision hadn't been built or had been built in a more*

sustainable way, then the eastern watercourse at 848 Garrison could've been viable fish habitat. Now we're relying on the word of a consultant that the eastern watercourse is not viable fish habitat and thus can be destroyed or altered in any way the developer likes. Mississaugas of the Credit would really like to see Fort Erie do more to ensure that their development practices are as protective of the natural environment as possible.

Heritage and Culture Unit
Primary Reviewer: **Darin Wybenga, MCFN DOCA- Acting Manager of Culture**
Questions and Comments- *I have had the opportunity to review the Heritage Impact Assessment Report for 848 Garrison Road, Fort Erie prepared by NPG Planning Solutions and dated February 26, 2025. The purpose of the report is to evaluate potential impacts of proposed commercial development to the Cultural Heritage Value of a farmhouse formerly owned by Brigadier Ernest Cruikshank, a person of Nation Historic Significant Interest. The report anticipates no direct negative impacts to the Cultural Heritage Value of the property.*

From the First Nation's perspective, an inclusion of a brief paragraph describing Indigenous land use and treaty history related to the property would add to the completeness of the report. While it is recognized that the report's primary focus is the built heritage on the property, authors are encouraged to acknowledge, even briefly, the Indigenous presence on the land before the arrival of settlers. A simple land acknowledgement at the beginning of the report would not have been remiss.

Until the questions, concerns, and/or interests identified in this letter have been satisfactorily addressed, the project must not receive approval or proceed with any ground-altering activities. We request a response to our feedback within two to three weeks' time.

DOCA expects to be notified of any and all future project updates and/or changes.

If you have any questions for the DOCA consultation team, please feel free to contact us.

Thank you,



Abby (LaForme) Lee
Consultation Coordinator
Department of Consultation and Accommodation
Phone: 905-768-4260
Email: abby.laforme@mncfn.ca

CC:
Megan DeVries, MCFN DOCA- Manager of Consultations, megan.devries@mncfn.ca
Adrian Blake, MCFN DOCA- Archaeologist, Adrian.Blake@mncfn.ca
Lindsay Wong, MCFN DOCA- Manager of Environment, Lindsay.Wong@mncfn.ca
Darin Wybenga, MCFN DOCA- Acting Manager of Culture, Darin.Wybenga@mncfn.ca

Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, Ontario N0A 1H0
Phone: (905) 768-1133
Fax: (905) 768-1225

Niagara Region

Public Works Infrastructure Planning and Development Division
1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
905-980-6000 Toll-free:1-800-263-7215

Via Email Only

October 15, 2025

Daryl Vander Veen
Intermediate Development Planner
1 Municipal Centre Drive
Fort Erie, ON L2A 2S6

Regional File Numbers: PLOPA202502122 & PLZBA202502123
LAM File Numbers: OPA-06-2025 & ZBA-15-2025

Dear Mr. Vander Veen:

Re: Regional Comments
Application Type: Official Plan Amendment and Zoning By-law Amendment
Applicant: NPG Planning Solutions Inc. (Owner – 2723005 Ontario Inc.)
848 Garrison Road
Town of Fort Erie

Staff of the Regional Public Works Infrastructure Planning and Development Division have reviewed the Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) applications as circulated by the Town of Fort Erie on September 25, 2025. The OPA and ZBA applications propose to facilitate the development of commercial and residential buildings. The applications propose to redesignate the subject property from Low Density Residential with an Environmental Conservation Area Overlay to Core Mixed Use designation.

Planning Act Changes

Staff advise pursuant to the *Planning Act*, as of March 31, 2025, Niagara Region is an upper-tier municipality without planning responsibilities. The council of an upper-tier municipality, on conditions agreed upon with the council of a lower-tier municipality, may provide advice and assistance to lower-tier municipalities in respect of planning matters generally. Niagara Region has not entered into a Planning Services Agreement (PSA) with the Town of Fort Erie to continue providing planning support and advice to the Town.

Through Bill 23 changes to the Planning Act, the *Niagara Official Plan, 2022* (NOP) is effectively an official plan of the Town of Fort Erie, which remains in effect until the Town revokes or amends it to provide otherwise. The Town should be satisfied that the application conforms to the NOP.

Staff further notes that Regional staff continue to be involved in reviewing development applications related to Regional infrastructure and waste collection in accordance with the Memorandum of Understanding (MOU) for Engineering Services between the Region and the Town.

Noise and Air Quality Impacts

The subject development is located next to the Region's Alliston Sewage Pumping Station (SPS). Given that the Town did not enter a PSA with the Region for continued planning review, the Town is responsible for ensuring that potential noise and air quality impacts are properly assessed and appropriately mitigated in accordance with applicable Provincial and Niagara Official Plan policies and guidelines.

Accordingly, Regional staff strongly recommend that the noise and air quality studies for the application be peer reviewed. It is noted that NPC-300 stationary sources need to be able to maintain compliance with the legal requirements of Ministry, Environment, Conservation and Parks (MECP) approval, when the development of new noise sensitive land uses are introduced in their proximity. Best practice is for any required mitigation measures to be located on the subject lands (and not the SPS lands).

Furthermore, the future Site Plan Agreement should at minimum include a warning clause advising prospective purchasers of potential noise and odour impacts from the operation of the SPS and stating that the Owner agrees to include the required warning clause in all future Agreements of Purchase and Sale or Lease. Regional staff will provide specific wording for the warning clause when future development applications are circulated for review.

Servicing

Regional Infrastructure

There is a 400 mm diameter Regional watermain on Garrison Road at the subject property. Regional infrastructure is not to be damaged or disturbed by any future construction works for the proposed development.

Functional Servicing Review (FSR)

Regional staff have reviewed the submitted Functional Servicing Design Brief (prepared by Hallex Engineering and dated February 3, 2025) and offer the following comments:

- An infiltration allowance of 0.280 L/ha/s is used, instead of Regional standard of 0.286 L/ha/s and should be revised.
- An average daily per capita flow of 320 L/cap/d is used, instead of the Regional standard of 255 L/cap/day for residential and 310 L/cap/day for business. This should be revised.
- The FSR is to be updated to assess the capacity of the Alliston Sewage Pumping Station (SPS) capacity have been reviewed.

Sewer Use By-Law
Niagara Region has a Sewer Use By-Law that requires the owner / occupant of commercial, institutional or industrial premises to install and maintain a suitable maintenance access (manhole) at each sanitary connection to allow observation, sampling and flow measurement of sewage effluent from the development. Each maintenance access point must be located entirely on the property of the owner, as close to the property line as possible.

The full requirements of the Region's Sewer Use By-Law are available online: https://www.niagararegion.ca/living/sewage/sewage-bylaw.aspx

Regional Road

Road Allowance
The subject property has frontage along Regional Road 3 (Garrison Road). The existing right-of-way satisfies Regional requirements.

Road Use Permits
The applicant is responsible for obtaining any applicable Regional Road Use Permits:

- Construction Encroachment Permit – needed for any construction work to be completed on or below the Regional Road allowance
- Entrance Permit – needed for any private road entranceway, driveway, gate or facility constructed as a means of access to a Regional Road
- Sign Permit – needed for placing any sign, notice or advertisement within 20 metres of the centreline of Regional Road.
- Road Occupancy Permit – needed for any item that will be installed and remain on a Regional Road allowance for a period of time.

Permit applications can be made through the following link: https://www.niagararegion.ca/living/roads/permits/

Restorations within the Regional right-of-way are to be to Niagara Region standards: https://www.niagararegion.ca/living/roads/permits/construction-encroachment-specifications.aspx

An Issued for Construction (IFC) drawing set must be submitted with any construction encroachment permit application, in addition to any previously submitted drawings.

Protection of Survey Evidence
Survey evidence adjacent to Regional Road allowances is not to be damaged or removed during the development of the property. Any development agreements entered should include a clause requiring for the applicant to obtain a certificate from an Ontario Land Surveyor stating that all existing and new evidence is in place at the completion of the development.

Transportation

Transportation Study

Regional staff have reviewed the submitted Transportation Impact Study (TIS) (prepared by Paradigm Transportation Solutions and dated July 2025) and offer the following comments:

- The TIS recommends removing the raised curb median on Garrison Road west of the 'Site Driveway 2'. The eastbound left-turn queues are not shown to reach this median. Regional staff do not support removing this median, and note it was installed as an outcome of a Town/Region streetscaping project. Please revise the TIS to remove the recommendation.

The revised TIS, removing the reference as noted above, is to be submitted to the Region at Site Plan.

Engineering Drawings

Regional staff have reviewed the submitted Site Plan (prepared by Jason Pizzicarola Design and dated February 27, 2025) and offer the following comments:

- Catch basins shall not be placed within the intersection, or the radius of the intersection, as currently shown at 'Site Driveway 2'. The catch basin shown within 'Site Driveway 2' is to be relocated.

Detailed civil engineering plans will be required at Site Plan, and are to address the above.

Stormwater Management

A detailed stormwater management (SWM) plan is required to be submitted at the time of Site Plan or Draft Plan stage to address the following:

- The post-development flow to Garrison Road (Regional Road 3) must not exceed the pre-development level during all design storms (i.e., the 2-year up to and including the 100-year storm). Note that the 2-year and 100- year storm flows must be analyzed and documented in the submission.
- Given the proximity to the site to the Kraft Drain Welland – a Provincially Significant Wetland, the development must provide an Enhanced Level of water quality treatment prior to discharge from the site.
- The SWM Plan must incorporate Low Impact Development practices to mitigate the effects of urbanization and reduce the impact on the downstream receiver.

Waste Collection

Niagara Region provides curbside waste collection services for developments that satisfy its Procedure for Requirements for Waste Collection. The proposed development may be eligible to receive Regional collection provided that the owners/tenants bring the waste to the curbside on their designated pick-up day, and that the following limits are not exceeded:

Multi-Residential

- Green – no limit (weekly collection)
- Waste – 2 bags/cans per unit to a max. of 24 bags/cans per building (bi-weekly collection)

Industrial, Commercial, Institutional

- Green – 8 green carts (weekly collection)
- Waste – 8 bags/cans (bi-weekly collection)

Regional staff have reviewed the submitted site plan (SP-1) and acknowledge that the development is proposing to utilize in-ground waste containers and a garbage room. The applicant is advised that this method of waste storage is not eligible for Regional collection, and waste collection for the subject property will be the responsibility of the owner through a private waste collection and not the Niagara Region.

Circular Materials Ontario is responsible for the delivery of residential blue and grey box recycling collection services, and related information can be found at the following link: https://www.circularmaterials.ca/resident-communities/niagara-region/

Conclusion

Regional Infrastructure Planning and Development staff provides the above comments pursuant to the MOU for engineering services for the Town's consideration and subject to the Town's review of the noise and air quality studies to ensure that they are in accordance with applicable Provincial and NOP policies and guidelines.

Please be advised that through changes to the Planning Act, the NOP is effectively an official plan of the Town of Fort Erie, which remains in effect until the Town revokes or amends it to provide otherwise. As such, Town staff should be satisfied that the application conforms to NOP policies.

Please send copies of the staff report and notice of the Town's decision on these applications. If you have any questions related to the above comments, please contact me at Adithi.Luckyreddy@niagararegion.ca

Regards,

Adithi

Adithi Lucky Reddy
Development Planner

cc: Jessica Fajta, Development Approvals Technician
Josh Wilson, P.Eng., Manager, Development Engineering
Pat Busnello, MCIP, RPP, Manager, Development Planning.

Outlook

NPCA Response - OPA/ZBA 848 Garrison Road

From Taran Lennard <tlennard@npca.ca>
Date Thu 2026-03-26 10:35 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

⚠ **External Email Warning:**
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Hi Daryl,

First, there may be reasonable grounds to believe an offence has occurred within the NPCA's regulated features. Officer Sean Callaghan of our Office has completed a drive-by review of this property and has concerns on this matter. The applicant must connect with Officer Callaghan of our Office at their earliest availability to discuss. Officer Callaghan can be reached via email at: scallaghan@npca.ca

Respecting our Planning comments: We recognize and appreciate the progress to date which includes incorporating the watercourses within the site plans. This has allowed us to proceed further on our review of the application. A few points of clarity remain from our original email of October 15, 2025 that we will need addressed at this stage, prior to proceeding to detailed design.

In support of this revised application, the NPCA has reviewed the:

- Revised Site Plan as prepared by Jason Pizzicarola Design & Architects Inc (dated Dec 1, 2025)
- FSR & SWM Reports, as prepared by Hallex Engineering Ltd (dated Feb 3 2025)
- EIS and EIS Comment response both as prepared by Myler Ecological Consulting (dated Aug 8, 2025 and Nov 14, 2025 respectively)

- Please clarify on the plans, the setback distances from the top of bank of the newly realigned watercourses to show its new blocks.
    - We recognize the need for realignment of the watercourses, to which the NPCA can in principle be supportive. However, the realigned channel block still needs to be sized appropriately to convey the 100 year flows. Please provide a calculation or report to support this. In our October 15th response, it is noted that Natural Channel Design Principles will need to be used on the new channel. While the overall specifics on the Principle will be for future applications at detailed design, the NPCA needs to be satisfied at a high level that it can be achieved and 100-year peak flows will be contained within the new channel block. As such, certain high-level calculations will be required now. This can be achieved through a Hydraulic Analysis or similar FSR/SWM Report or Memo that confirms no negative impacts to the 100 year flows within a new channel.
    - Ensure that the culverts at the driveway and Garrison Rd are also sized appropriately to convey the peak 100-year flows. If new or replacement culverts are proposed, the specifics will be addressed at details design and works permits. Please provide clarity to ensure that appropriately sized culverts will be used for conveyance of flows.
    - Watercourses should be within their own block (or similar protective area) and zoned an appropriate Environmental Protection, Conservation, or similar Municipal Zone category that protects the feature. Clarity / drawing revisions should show this update.

- We are supportive of a reduced buffer for the channel provided the block is sized correctly to convey 100 year flows.

Should clarity be provided on the above with appropriate principles used in the design of the realigned channels, the NPCA will likely soon be in a position to move forward with support, provided any possible Enforcement Matters are addressed to the satisfaction of NPCA.

As a kind note for future detailed design and works permits (not required at this time), the applicant should simply be aware of the following:

- Final details to natural channel design used on the realigned channels.
  - Restoration and Monitoring Plan included.
  - Erosion and Sediment Control Plan(s)
  - Grading, Staging and Sequencing Plans
- Culvert design details for the driveway and any manipulations to the existing headwall at Garrison Rd.
- Any other details as requested by NPCA at the time of a works permit.

Thank you.

Taran Lennard
Watershed Planner II

Niagara Peninsula Conservation Authority (NPCA)
3350 Merrittville Highway | Unit 9 | Thorold, ON L2V 4Y6

905.788.3135 ext. 277
www.npca.ca
tlennard@npca.ca

For more information on Permits & Planning, please go to the Permits & Planning webpage at https://npca.ca/administration/permits.

For mapping on features regulated by the NPCA please go to our GIS webpage at https://gis-npca-camaps.opendata.arcgis.com/ and utilize our Watershed Explorer App or GIS viewer.

To send NPCA staff information regarding a potential violation of Ontario Regulation 41/24 please go to the NPCA Enforcement and Compliance webpage at https://npca.ca/administration/enforcement-compliance

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From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: March 12, 2026 5:53 PM
To: Taran Lennard <tlennard@npca.ca>
Cc: Kartiki Sharma <ksharma@npca.ca>
Subject: Re: Revised submission - combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

Hello Taran and Kartiki,

Just circling back to this application since we are looking to hold the public meeting for it in April. If you can let me know if you have any additional comments by Thursday, March 26, 2026, it would be greatly appreciated.

We have a new file system that is somewhat half baked right now, so let me know if you have any problems accessing these files: 848 Garrison Road

Outlook

RE: Revised submission - combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

From Taran Lennard <tlennard@npca.ca>
Date Tue 2025-12-16 8:23 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>
Cc Kartiki Sharma <ksharma@npca.ca>

⚠ **External Email Warning:**
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Hi Daryl,

I had spoken with Aaron at NPG about this file as well shortly after the comment submission. We had a good conversation about the site and what we needed to see. It does appear that the features have now been included so we can deem this file complete.

As a friendly heads up, I am out of the Office starting this afternoon and returning on January 5th. We have a number of other Staff holidays starting next week as well as you can imagine. We will still like to see the formal circulation so we can review the reports, but I won't be able to provide you comments until the New Year. Still circulate me once you are ready to do so, but I simply may need a bit more time.

Thank you. Have a great holiday. Looking forward to continuing to work with you and your Staff at the Town in 2026.

Taran Lennard
Watershed Planner II

Niagara Peninsula Conservation Authority (NPCA)
3350 Merrittville Highway | Unit 9 | Thorold, ON L2V 4Y6

905.788.3135 ext. 277
www.npca.ca
tlennard@npca.ca

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To send NPCA staff information regarding a potential violation of Ontario Regulation 41/24 please go to the NPCA Enforcement and Compliance webpage at https://npca.ca/administration/enforcement-compliance

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: December 12, 2025 2:15 PM
To: Taran Lennard <tlennard@npca.ca>
Cc: Kartiki Sharma <ksharma@npca.ca>
Subject: Fw: Revised submission - combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

Hello Taran,

We have recieved a revised submission for 848 Garrison Road. Can you please take a look at the attached and let me know if it addresses NPCA concerns? We are looking to determine if the application is adequate to be deemed complete. Thanks!

Regards,

Daryl

Daryl Vander Veen
Intermediate Development Planner
Planning & Development Services
Town of Fort Erie

1 Municipal Centre Drive
Fort Erie, Ontario L2A 2S6

(905) 871-1600 ext. 2509
dvanderveen@forterie.ca

From: Max Fedchyshak <mfedchyshak@npgsolutions.ca>
Sent: December 10, 2025 9:04 AM
To: Daryl Vander Veen <DVanderVeen@forterie.ca>
Cc: Aaron Butler <abutler@npgsolutions.ca>; Mark Iamarino <MIamarino@forterie.ca>; Konstantinos Kentros <kkentros@serottelaw.com>; Anthony Infurna <ainfurna@hallex.ca>; Devon Morton <DMorton@forterie.ca>
Subject: RE: Notice of incomplete application - combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

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Hi Daryl,

As discussed yesterday, the materials needed to circulate to the NPCA and Town Environmental department are attached to this email. Can you please confirm when they are circulated and if you have any comments and concerns.

As also discussed we are still waiting on the fee confirmation from you to pay the peer review fee.

We would like to get this deemed complete ASAP so we can proceed with having the Open House and Public Meeting scheduled early in the new year. Thanks!

Max Fedchyshak, MCIP, RPP

Outlook

NPCA Review: Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road

From Taran Lennard <tlennard@npca.ca>
Date Wed 2025-10-15 2:13 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

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Hi Daryl,

The NPCA has reviewed the provided information associated with this first circulation for OPA-06-2025 and ZBA-15-2025.

The NPCA is not yet in a position to express support of this application.

Our Agency has reviewed the Functional Servicing Report as prepared by Hallex Engineering (dated Feb 3, 2025), and the Environmental Impact Study as prepared by Myler Ecological Consulting (dated August 8, 2025). We offer the following:

- As confirmed by NPCA Staff through a site visit, two watercourses have been confirmed on site. Drawing CSK2, the Post Development Catchment Area Plan, show these two watercourses present.
    - In principle, the NPCA can support the realignment of these two watercourses provided principles of natural channel design are incorporated into the realignment and that the channel blocks are sized appropriately to convey the 100-year flows.
- Through the incorporation of the two watercourses, the applicant shall be aware that the watercourse buffer shall not cross property boundaries and will need to be kept within this property.
    - A discussion on NPCA Policy 9.2.3.2 for watercourse realignments shall also be included which justifies the need to realign. This discussion should also include a demonstration of no negative impacts to the hydrologic function, specifically in relation to flooding and erosion around natural hazards.

The NPCA has reviewed the proposed Site Plan by Jason Pizzicarola Design (dated Feb 27, 2025) and the Landscape Plan by James McWilliam Landscape Architecture (dated Febrary 2025) and notes that the watercourse channels are absent from both plans. The NPCA will require that the realigned watercourses be shown on all plans and include the appropriate zoning to protect these watercourses. The NPCA will note that the westernmost feature drains the subdivision to the rear and must remain present.

While certain elements can be focused to detailed design, the appropriate sizing of the channel blocks and justification shall be provided at this present time. Applicable zoning categories will also need to be placed over the watercourses.

Thank you.

Taran Lennard
Watershed Planner II

Niagara Peninsula Conservation Authority (NPCA)

3350 Merrittville Highway | Unit 9 | Thorold, ON L2V 4Y6

905.788.3135 ext. 277
www.npca.ca
tlennard@npca.ca

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To send NPCA staff information regarding a potential violation of Ontario Regulation 41/24 please go to the NPCA Enforcement and Compliance webpage at https://npca.ca/administration/enforcement-compliance

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From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: September 25, 2025 3:31 PM
Subject: Request for comments - proposed combined Official Plan Amendment and Zoning By-law Amendment for 848 Garrison Road (file OPA-06-2025 & ZBA-15-2025)

Good afternoon,

The Town of Fort Erie has received applications for an Official Plan Amendment and a Zoning By-law Amendment for 848 Garrison Road. The subject lands are located on the north side of Garrison Road east of Alliston Avenue in the Spears-High Pointe neighbourhood of the Town of Fort Erie. Notably, the subject lands are the site of an existing dwelling with heritage value, the General Cruikshank house. The Applicants are NPG Planning Solutions Ltd. on behalf of the Owner, 2723005 Ontario Inc.

The Applicant is proposing a development with a 2-storey proposed restaurant and commercial building, a 2-storey building with commercial uses on the ground floor (a proposed clinic/pharmacy) and residential dwellings on the second floor (8 dwelling units total), and two 5-storey apartment buildings that each have 56 dwelling units. According to the Applicant's site plan, 292 parking spaces are proposed as part of the development proposal. The proposed residential density of the site is approximately 59.11 units per hectare. The Cruikshank House is proposed to remain, with potential for adaptive re-use for commercial purposes such as office or commercial uses.

The subject lands are currently designated Low Density Residential and Environmental Conservation Area (Overlay) in the Spears-High Pointe Secondary Plan in the Town's Official Plan. An Official Plan Amendment is required as the current land use designation only permits low density residential uses such as single detached, semi-detached or duplex dwellings. The Applicant is proposing to change the land use designation to Core Mixed Use and a Site Specific Policy Area (SSPA) to permit the proposed development. The SSPA proposes special policies to permit an increased maximum density of 60 units per hectare, a maximum building height of 5 storeys and to permit development on the same site as the Cruikshank House.

The subject lands are currently zoned Neighbourhood Development (ND) Zone and Environmental Conservation (EC) Overlay Zone in accordance with the Town's Comprehensive Zoning By-law No. 129-90. A Zoning By-law Amendment is required as the ND Zone only permits existing single detached dwellings. The Applicant is proposing to change the zoning to a

Outlook

Fw: Comments 848 Garrison Road

From Anamika Dilwaria <ADilwaria@forterie.ca>
Date Tue 2026-03-24 2:15 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>; Mark Iamarino <MIamarino@forterie.ca>

Hi Daryl,

Included below is an email from Dan Andrews regarding 848 Garrison Road. Please ensure to include the comments in the public comments section of your report.

Anamika Dilwaria, M.A, M.Pl, MCIP, RPP, Dipl.M.M
Director, Planning, Building and By-law Services

Town of Fort Erie
Planning, Building and By-law Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2500

forterie.ca | adilwaria@forterie.ca

From: Dan Andrews [redacted]
Sent: March 24, 2026 1:38 PM
To: Wayne Redekop <wredekop@forterie.ca>
Cc: Mayor and Council <council@forterie.ca>; Anamika Dilwaria <ADilwaria@forterie.ca>
Subject: Re: Council Chambers foreign symbolism

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attachments, or responding.

Sorry for the mix up Mayor Wayne. My comment were meant for the 848 Garrison Rd property as it was on Councils agenda. I already added comment on 825 Garrison when it was before council. My apologies for the confusion.

Sincerely
Dan Andrews

Only dead fish go with the flow.

On Tue, Mar 24, 2026, 1:10 p.m. Wayne Redekop <wredekop@forterie.ca> wrote:

> Thank you for your message, Dan.
>
> The Ukrainian flag is properly staffed, with the blue on top.
>
> To my knowledge, there is no plaque on the sidewalk outside 825 Garrison Road. There is one outside 848 Garrison Road, the Cruikshank homestead. It is historically designated as the home of Brigadier-General Ernest Alexander Cruickshank, first chair of the Historic Sites and Monuments Board of Canada and a former Reeve of the village of Fort Erie.
>
> To ensure that your comments regarding 825 Garrison are on record, I have copied your message to the Planning Director.
>
> Wayne
>
> ---
>
> **From:** Dan Andrews [redacted]
> **Sent:** March 23, 2026 19:37
> **To:** Wayne Redekop <wredekop@forterie.ca>
> **Cc:** Mayor and Council <council@forterie.ca>
> **Subject:** Re: Council Chambers foreign symbolism
>
> Some people who received this message don't often get email from [redacted] Learn why this is important
>
> ⚠ **External Email Warning:**
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>
> Thank you Mayor Wayne
>
> I am watching from home tonight and it appears as though the Ukranian flag behind the staff is being flown upsidedown at the moment. I'm not sure if that is intentional or not.
>
> With that said I'd like to throw support behind the 825 Garrison Rd development. Hopefully drainage can be redirected away from the Kraft Drain or that drain can be cleaned and enhanced to offset all the development. The Beaver Creek restoration would be a wonderful example.
>
> Also there may be a need to add charcoal scrubbers to the sanitary infrastructure there if people are going to be living next door. It's already hard to walk past in a hot summer day. The smell is overwhelming.

I have no desire to save that historical building. I haven't been inside and have never seen an opportunity to. It's not a museum and the only interaction I've had was to stop and read a plaque out near the sidewalk. If there was a historical home that had belonged to my ancestors and it was doing nothing except replacing an opportunity to build high density housing during a housing crisis, I would be embarrassed to oppose that development.

I welcome almost all high density housing within the Urban boundary and will always let you know when I oppose it but unfortunately most people don't speak in favour when not opposed so I will take this moment to support this newest housing effort. Lastly it would be beneficial to open the road through into the super centre so we don't have to plug the Garrison with more signal crossings.

Sincerely
Dan Andrews

Only dead fish go with the flow.

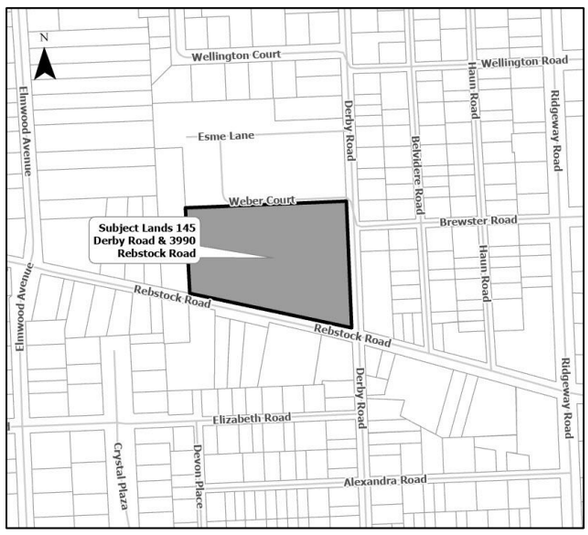
On Wed, Mar 11, 2026, 10:08 p.m. Wayne Redekop <wredekop@forterie.ca> wrote:

> I appreciate your comments, Dan. I don't agree with all of your analysis of the situation, but I also did not think that the war between Russia and Ukraine would drag on for over 4 years. I will discuss the matter with members of Council.
>
> Wayne
>
> Get Outlook for iOS
>
> ---
>
> **From:** Dan Andrews [redacted]
> **Sent:** Wednesday, March 11, 2026 7:20:33 PM
> **To:** Mayor and Council <council@forterie.ca>
> **Subject:** Council Chambers foreign symbolism
>
> [Some people who received this message don't often get email from [redacted] Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]
>
> ⚠️ External Email Warning:
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>
> Dan Andrews
> [redacted]
>
> Good evening,
>
> I have a concern about the current setup in Council chambers. When I mistakenly showed up 2 weeks early for the 825 Garrison proposal and was instead treated to the Bob Gale presentation I was shocked by the state of council chambers. It's been nearly a decade since I last

NOTICE OF PUBLIC MEETING

Municipal Address: 145 Derby Road and 3990 Rebstock Road, Fort Erie
Owner: G & G Developments Inc. (Guy Pellegrino)
Applicant: Peter J. Lesdow Architect (Peter Lesdow)
File Number(s): OPA-09-2024, ZBA-18-2024, SUB-05-2025 & CON-02-2024

The Planning, Building and By-law Services Department received concurrent applications for an Official Plan Amendment, a Zoning By-law Amendment, a Plan of Subdivision and a Plan of Common Elements Condominium pursuant to Sections 22, 34 and 51 of the *Planning Act*, R.S.O. 1990, c. P.13.



The applications were deemed complete on February 5, 2026.

The subject lands are within the Crystal Beach Secondary Plan Area in the Town's Official Plan and are designated Medium Density Residential. The subject lands are also subject to Policy 4.22.9.3 of the Secondary Plan.

The subject lands are zoned Residential Multiple 1 (RM1-680) Zone, in part, and Residential Multiple 1 (RM1-681) Zone, in part, in accordance with the Town's Comprehensive Zoning By-law 129-90, as amended.

The Applicant is proposing a Plan of Subdivision and Plan of Common Elements Condominium with thirty-six (36) block townhouses arranged in nine (9) blocks, and one (1) 4-storey apartment building with twenty-four (24) dwelling units. In total, sixty (60) dwelling units are proposed. Ninety (90) parking spaces are being provided.

A copy of the draft plan of subdivision, draft plan of common elements condominium and the site plan is appended to this notice as Schedule "1" for reference.

The purpose and effect of the proposed Official Plan Amendment is to amend the policies rated to the subject lands to permit a minimum density of thirty-eight (38) units per hectare and a minimum number of apartment units to twenty-four (24). Currently, the Secondary Plan policies require a minimum density of fifty (50) units per hectare and a minimum number of thirty-six (36) apartment units for the subject lands.

The purpose and effect of the Zoning By-law Amendment is to rezone the property to a site-specific Residential Multiple 1 (RM1) Zone with regulations that permit the following:

- Add block townhouses as a permitted use;
- reduced rear yard setback;
- reduced planting strip width;
- reduced setback of a parking area to a lot line;
- reduced number of apartment units from thirty-six (36) units to twenty-four (24) units;
- reduced minimum landscaped area;
- reduced exterior side yard setback for an apartment;
- reduced minimum density from fifty (50) units per hectare to thirty-eight (38) units per hectare.

PUBLIC PARTICIPATION

The Town of Fort Erie is seeking your comments on the Application. The Public Meeting is an opportunity for public input prior to Council making a decision.

To participate in the Public Meeting, you may:

NOTICE OF PUBLIC MEETING

1. Attend the Public Meeting, as follows:

   Date: Monday, April 13, 2026
   Time: 6:00 PM
   Location: Council Chambers, Town Hall, 1 Municipal Centre Drive, Fort Erie

   Residents can participate in the Public Meeting in-person in the Town Council Chambers, or virtually by registering with Peter Todd, Town Clerk by email (clerk@forterie.ca).

   The Public Meeting is also available to view on live stream at youtube.com/townofforterie, or by clicking on the YouTube icon on the Town's website: www.forterie.ca

2. Submit written comments to Peter Todd, Town Clerk by email (clerk@forterie.ca) or regular mail (1 Municipal Centre Drive, Fort Erie, ON L2A 2S6). All written submissions will become part of the public record and will be provided to Council.

If you wish to be notified of Council's decision on the proposed application, you must make a written request to Daryl Vander Veen, Intermediate Development Planner.

APPEAL INFORMATION
Only the Minister, the applicant, specified persons, public bodies, and the registered owner of the land to which the by-law would apply, as defined in the *Planning Act*, may appeal the decision of Council to the Ontario Land Tribunal (OLT).

If a person or public body would otherwise have an ability to appeal the decision of Council to the OLT, but the person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Fort Erie before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Fort Erie before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the OLT unless, in the opinion of the OLT, there are reasonable grounds to do so.

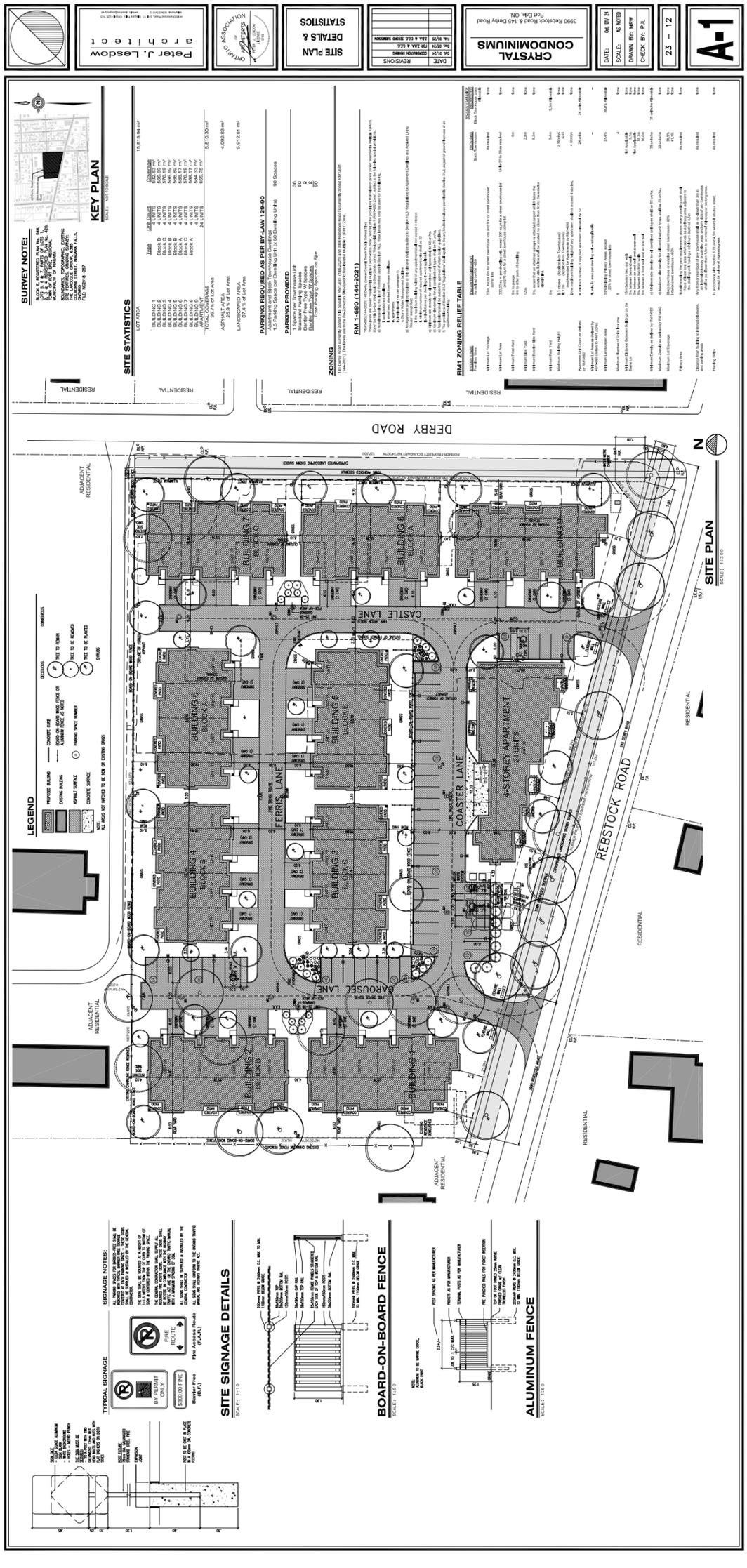
MORE INFORMATION
An Information Report accompanying the Public Meeting will be available for review by 5:00 PM on **Wednesday, April 8, 2026** by accessed the Council agenda through the Town's Website: forterie.ca/en/town-hall/council-meetings.aspx

Application materials are available for review on the Town's website (forterie.ca/resource/planningApplications.xsp), or by contacting Daryl Vander Veen, Intermediate Development Planner by email. New or revised application materials will be uploaded to the Town's website at the link above as they become available. Please check the Town's website for updates.

CONTACT
Daryl Vander Veen, Intermediate Development Planner
Planning, Building and By-law Services
dvanderveen@forterie.ca
905-871-1600 x. 2509

Dated at the Town of Fort Erie on March 24, 2026.

Schedule 1


CRYSTAL CONDOMINIUMS
3990 Rebstock Road & 145 Derby Road Fort Erie, ON.
SITE PLAN DETAILS & STATISTICS
Peter J. Lesdow architect
A-1
SITE PLAN
SCALE: 1:150
DERBY ROAD
REBSTOCK ROAD
CASTLE LANE
FERRIS LANE
COASTER LANE
CAROUSEL LANE
4-STOREY APARTMENT 24 UNITS
BUILDING 1 BLOCK D
BUILDING 2 BLOCK B
BUILDING 3 BLOCK C
BUILDING 4 BLOCK B
BUILDING 5 BLOCK B
BUILDING 6 BLOCK A
BUILDING 7 BLOCK C
BUILDING 8 BLOCK A
BUILDING 9
ADJACENT RESIDENTIAL
RESIDENTIAL
LEGEND
SURVEY NOTE:
KEY PLAN
SITE STATISTICS
ZONING
PARKING REQUIRED AS PER BY-LAW 129-90
PARKING PROVIDED
RM1 ZONING RELIEF TABLE
SITE SIGNAGE DETAILS
BOARD-ON-BOARD FENCE
ALUMINUM FENCE
TYPICAL SIGNAGE
SIGNAGE NOTES:

Planning, Building and By-law Services

Prepared for: Council-in-Committee **Report: PBBS-16-2026**

Meeting Date: April 13, 2026

1. Title

Proposed Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Common Element Condominium Applications
Information Report for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Fort Erie

2. Recommendations

That: Council receives for information purposes, Report PBBS-16-2026 regarding proposed Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Common Elements Condominium Applications for the lands located at 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Fort Erie.

3. Relation to Council's Corporate Strategic Plan

Priority: Sustainable and managed growth

4. List of Stakeholders

G&G Developments Inc. (Guy Pellegrino) – Owner
Peter J. Lesdow Architect (Peter Lesdow) – Agent
Typical external agencies (e.g. Niagara Region, Niagara Peninsula Conservation Authority, Public Utilities, etc.)
Residents and Property Owners in the Town of Fort Erie

5. Purpose of Report

The purpose of this report is to provide Council with information regarding applications for combined Official Plan Amendment and Zoning By-law Amendments, Draft Plan of Subdivision and Draft Plan of Common Elements Condominium for lands located at 145 Derby Road and 3990 Rebstock Road in the Crystal Beach neighbourhood of the Town of Fort Erie. The application was submitted by the Agent, Peter J. Lesdow Architect (c/o Peter Lesdow), on behalf of the Owner, G&G Developments Inc. (c/o Guy Pellegrino). A location map showing the area subject to the application is attached as **Appendix 1**.

The proposed combined Official Plan Amendment and Zoning By-law Amendments intend to permit an apartment dwelling with 24 dwelling units and 9 blocks of townhouses with a total of 36 dwelling units.

The Official Plan Amendment proposes to amend existing site-specific policies for the subject lands in the Crystal Beach Secondary Plan to permit a minimum density of 38 units per hectare and set the minimum required number of apartment units to 24. Currently, the Secondary Plan policies for the site requires a minimum density of 50 units per hectare and a minimum requirement of 32 apartment units on the subject lands.

The Zoning By-law Amendment proposes to rezone the subject lands from Residential Multiple 1 (RM1-680) Zone and Residential Multiple 1 (RM1-681) Zone to a site-specific Residential Multiple 1 (RM1) Zone with regulations that permit the following:

- Add block townhouses as a permitted use;
- reduced rear yard setback;
- reduced planting strip width;
- reduced setback of a parking area to a lot line;
- reduced the minimum number of apartment units to 24 units;
- reduced minimum landscaped area;
- reduced exterior side yard setback for an apartment;
- reduced minimum density to 38 units per hectare.

It is noted that the current RM1-680 Zone on 145 Derby Road only permits semi-detached dwellings, street townhouses, stacked townhouses and apartment buildings. Further, the existing zoning requires a minimum density of 50 units per hectare and a minimum of 32 apartment dwelling units on the subject lands. The RM1-681 Zone on 3990 Rebstock Road permits development to be subject to the RM1-680 Zone regulations if 3990 Rebstock Road is consolidated with 145 Derby Road to form one parcel. This has occurred and so the entirety of the subject lands can be developed in accordance with the RM1-680 Zone requirements.

A Draft Plan of Subdivision and Draft Plan of Common Elements Condominium are proposed as part of this development. Below is a description of each block in the Plan of Subdivision.

Blocks 1 through 9 - These blocks are intended for the proposed block townhouses. There are four (4) block townhouses per block for a total of thirty-six (36) block townhouse dwelling units.

Block 10 - This block will contain the majority of the common elements of the development including internal roadways, landscaped areas and visitor parking. The Plan of Common Elements Condominium will be registered to this block.

Block 11 - This block will contain the proposed 4 storey apartment building with twenty-four (24) dwelling units, along with parking for the apartment building.

Block 12 - This block is land that will be conveyed to the Town for the purposes of road widenings along Derby Road and Rebstock Road and a 7.00 m x 7.00 m daylighting triangle at the intersection.

Conditions of approval for the Plan of Subdivision and Plan of Common Elements Condominium will be included in a future recommendation report to Council. Following registration of both the Plan of Subdivision and the Plan of Common Elements Condominium, the individual block townhouse parcels will be created through a future application to remove Part Lot Control.

A conceptual site plan is attached as **Appendix 2.** The proposed Draft Plan of Subdivision is attached as **Appendix 3**. The proposed Draft Plan of Common Elements Condominium is attached as **Appendix 4**.

6. Analysis

6.1 Site Context

The subject lands are located within the Urban Boundary in the Crystal Beach Secondary Plan Area in the Town of Fort Erie. The subject lands are a corner lot that is irregular in shape and is located on the north side of Rebstock Road and the west side of Derby Road. The subject lands are comprised of 3990 Rebstock Road and 145 Derby Road, which are both under common ownership and have been consolidated into one PIN. The subject lands are approximately 1.58 hectares in area and have 114.53 metres of lot frontage along Derby Road.

The subject lands are largely vacant. 145 Derby Road was formerly the site of Crystal Beach Public School, however the school was demolished in 2018 and the land was sold by the District School Board of Niagara shortly after. There is a small set of playground equipment still on the subject lands. There is an existing single detached dwelling on 3990 Rebstock Road that is proposed to be demolished.

The surrounding neighbourhood consists of a mix of single detached dwellings, townhouses and apartment buildings.

The subject lands are surrounded by the following uses:

- North: A block townhouse development and single detached dwellings.
- East: Derby Road, single detached dwellings, and two three-storey apartment buildings.
- South: Single detached dwellings and a street townhouse development that is currently before the Ontario Land Tribunal (OLT).
- West: Single detached dwellings and a non-conforming industrial property that is not longer in operation (former planing mill).

The subject lands are situated along a designated Bike Route and intersect with the Niagara Region Cycling Network at Erie Road. They are located approximately 840 metres north of commercial areas on Erie Road. The subject lands are located approximately 510 metres west of Crystal Ridge Park, a community park, and approximately 270 metres east of Elizabeth Street Park, a future park that will be developed on the south side of Rebstock Road.

6.2 Site Design

The proposed development is for a Draft Plan of Subdivision and a Draft Plan of Common Elements Condominium on the subject lands. The proposed density of the development is 38 units per hectare. There are a total of 60 dwelling units proposed as part of this development (36 block townhouses and 24 dwelling units in an apartment building).

The townhouse units consist of 9 blocks of 2-storey block townhouses. The townhouses are arranged in block of 4 units per block. Each townhouse dwelling unit has an attached garage as well as space for one parking space in a driveway in front of the dwelling. Each townhouse dwelling has a privacy area of 4.50 m or greater at the rear of each dwelling. The townhouse

dwelling units also have a covered patio located along the rear face of each unit that provides additional amenity area.

The apartment building is 4 storeys and 16.10 m in height. The apartment is located along the southern property line adjacent to Rebstock Road and contains 24 dwelling units.

There are 6 different unit types proposed in the apartment building. Unit Types A, B, C, E and F are 2-bedroom units with floor area ranging from 76.6 sq m to 104.5 sq m in floor area. Unit Type D is a 3-bedroom unit with a floor area of 82.1 sq m. Each dwelling unit will include private balconies/patios that are attached to each dwelling unit. The private balconies/patios are generally 5.48 sq m to 6.32 sq m in area, depending on the unit. There is one of each unit type per floor, so a total of 20 2-bedroom units and 4 3-bedroom units.

The development contains private internal roadways intended for two-way traffic that are generally 6.20 m in width. A total of 90 parking spaces are proposed for the 60 dwelling units. This meets the Zoning By-law requirement of 1.5 parking spaces per unit for block townhouses and apartment buildings. The development also includes the required number of accessible parking spaces (2 Type As and 2 Type Bs).

The Applicant has also provided a conceptual Landscape Plan. Currently, the Landscape Plan is proposing 43 new tree plantings and 69 shrub plantings as part of the development.

6.3 Planning Policy Framework

6.3.1 Planning Act, R.S.O. 1990, c.P.13

The Planning Act identifies matters of Provincial interest that Council must consider in carrying out their legislative responsibilities. These matters include, but are not limited to the conservation of features of significant architectural, cultural, historical, and archaeological interest, the adequate provision and efficient use of sewage and water services, the orderly development of safe and healthy communities, the adequate provision of a full range of housing, including affordable housing, the appropriate location of growth and development and the promotion of development that is designed to support public transit and to be oriented to pedestrians.

Decisions of Council must also be consistent with provincial policy statements that are in effect on the date of the decision and shall conform with provincial plans that are in effect on that date or shall not conflict with them.

Section 51(24) of the Planning Act includes several criteria for Council to consider for Draft Plan of Subdivision applications. These include whether the subdivision is premature or in the public interest, whether the plan conforms to the Official Plan, the suitability of the land which is to be subdivided, provision of affordable housing units, adequacy of highways near the development, the dimensions and shapes of the proposed lots, adequacy of utilities and municipal services, adequacy of school sites, and are of land, if any, that is to be dedicated for public use.

Planning staff will provide analysis with respect to Section 51(24) in the future Recommendation Report to Council.

6.3.2 Provincial Planning Statement, 2024

The subject lands are located within a Settlement Area under the PPS 2024. The PPS 2024 directs growth to settlement areas that promote intensification of underutilized lands and efficient use of existing municipal infrastructure. Furthermore, the PPS 2024 encourages providing an appropriate range and mix of housing options and densities, including affordable housing, and by supporting active transportation.

6.3.3 Niagara Official Plan

The Niagara Official Plan, 2022 (NOP) identifies the subject lands as being within the Delineated Built-Up Area. The NOP states that within urban areas, forecasted population growth will be accommodated primarily through intensification in built-up areas. The NOP directs development in urban areas to promote the efficient use of infrastructure, compact built form, opportunities for intensification including infill development, and development of a mix of residential built forms in appropriate locations to ensure compatibility with established residential neighbourhoods. Furthermore, the NOP establishes that 50% of new development in Fort Erie shall occur in built-up areas annually.

The subject lands are not impacted by features that are part of the Natural Environment System as identified by Schedule C1 or C2 of the NOP.

The subject lands are partially within an area with archaeological potential as identified in Schedule K of the NOP. The Applicant has completed a Stage 1 and a Stage 2 Archaeological Assessment. One significant site was located on the subject lands and Stage 3 Archaeological Assessment will be required. Community Planning staff recommend that a Holding (H) Zone Provision be included as part of the Zoning By-law Amendment if these applications are approved to ensure that the Stage 3 Archaeological Assessment is completed.

6.3.4 Town of Fort Erie Official Plan, 2021 Consolidation, as amended

Crystal Beach Secondary Plan

The subject lands are within the Crystal Beach Secondary Plan Area in the Town's Official Plan and are designated Medium Density Residential. The subject lands are also subject to site specific policies under Sections 4.22.9.3 and 4.22.9.4 of the Secondary Plan.

Section 4.22.9.3 of the Secondary Plan contains the following policies:

a) *The site shall be reserved for, semi-detached dwellings, multiple-unit structures (townhouses and apartment dwellings), their accessory uses and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.*

b) *A Medium Density range for the entire site of 50 to 75 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form.*

c) *An apartment shall be required on the site with a minimum of 32 residential units, as per the intent of Council when these lands were first re-designated through OPA 39. The building*

façade should be directed to the intersection of Derby Road and Rebstock Road.

d) *Low-rise apartment dwellings will generally be restricted to 4 storeys in height. Medium Density apartment building height beyond 4 storeys will only be allowed by Zoning By-law Amendment with required supporting studies demonstrating compatibility.*

e) *Permit institutional uses subject to the policies contained in 4.12.1.*

The Official Plan Amendment proposed for the subject lands seeks to modify subsection b of these policies to permit a density of 38 units per hectare for the subject lands. Further, the minimum required number of apartment dwelling units under subsection c is proposed to be lowered to 24.

Section 4.22.9.4 states that if 3990 Rebstock Road is consolidated with 145 Derby Road, the entirety of the land is subject to Section 4.22.9.3. Planning staff note that 145 Derby Road and 3990 Rebstock Road are both under common ownership and have been consolidated into one PIN. However, since the subject lands were part of a previous plan of subdivision, Plan 544 from 1921, Town staff recommend that the subject lands be deemed, by by-law, to no longer be part of Plan 544 under Section 50(4) of the *Planning Act*.

Section 13.5 – Subdivision Control

Policy 13.5.II. contains the following criteria for Council to consider for Plan of Subdivision applications:

a. *The Plan of Subdivision conforms with the policies of this Plan;*

b. *Adequate servicing such as water supply, sewage disposal facilities, storm water drainage, solid waste collection and disposal, roads, pedestrian facilities and fire and police protection can be provided;*

c. *The Town is able to provide necessary services without imposing undue increases in taxation on all residents; and*

d. *The Plan of Subdivision is not deemed to be premature, and it is considered necessary in the public interest.*

Planning staff will provide analysis with respect to these criteria in the future Recommendation Report to Council.

Section 13.7 – Amendments to the Land Use Plan, Schedule A

Policy 13.7(III) provides criteria for Council to consider when a land use designation is proposed as part of an Official Plan Amendment and/or a Zoning By-law Amendment is proposed to change the zoning of a particular area, as follows:

a. *The need for the proposed use;*

b. The extent to which the existing areas in the proposed categories are developed, and the nature and adequacy of such existing development;

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;

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 Public Health Department and any other appropriate authority deemed advisable.

e. The compatibility of the proposed use with uses in adjoining areas;

f. The effects of such proposed use on the surrounding area in respect of the minimizing of any possible deprecating or deteriorating effect upon adjoining properties;

g. The potential effect of the proposed use on the financial position of the municipality; and

h. *The potential effect of the proposed use in relation to the intent and implementing regulations of the Environmental Protection Act.*

Planning staff will provide analysis with respect to these criteria in the future Recommendation Report to Council.

Schedule B – Mineral Aggregate & Petroleum Resources

The subject lands are not within a petroleum resource area. Planning staff have reviewed Provincial mapping of known petroleum wells and there are none within 75 metres of the subject lands.

Schedule C – Natural Heritage Features and Schedule C1 – Natural Hazards and Fish Habitat

No natural heritage features, natural hazards or fish habitat are identified on the subject lands. The NPCA has confirmed that the subject lands are not within their regulated area.

Schedule D - Cultural Heritage Archaeological Zones of Potential

The subject lands are not within an area of archaeological potential as identified on Schedule D of the Town's Official Plan. However, the Applicant has completed a Stage 1 and a Stage 2 Archaeological Assessment in accordance with NOP mapping and policies. One significant site

was located on the subject lands and a Stage 3 Archaeological Assessment will be required.

6.3.5 Official Plan, Town of Fort Erie, 2025

The Town's new Official Plan, 2025, has been adopted by Council. The 2025 Official Plan is currently under review by the Province of Ontario and is not yet in force and effect but represents Council's intent. However, Planning staff offer the following analysis with respect to the 2025 Official Plan.

The subject lands are located within a Settlement Area but are not within a Strategic Growth Area (SGA). The land use designation of the subject lands in the 2025 Official Plan is Community Area. The Community Area designation provides a range of housing options and essential everyday amenities to meet the diverse needs of the Town's residents. Residential, public service facilities and neighbourhood-scale commercial uses are intended uses in areas that are designated Community Area.

The subject lands front onto two municipal roads, one of which is identified as a collector road in the 2025 Official Plan (Rebstock Road). Under the regulations of the 2025 Official Plan, the permitted built form on the subject lands is mid-rise with an intended building height that is generally greater than 3 storeys with a maximum of 6 storeys. The 2025 Official Plan notes that mid-rise residential uses include built forms such as townhouse dwellings, apartment buildings or other cluster or multi-unit dwellings, as may be defined by the implementing Zoning By-law.

Due to the relatively recent approval of the Crystal Beach Secondary Plan by Town Council, some of the policies in the Crystal Beach Secondary Plan are being carried forward as part of the 2025 Official Plan. Section C5(7) of the 2025 Official Plan states that if there is a conflict between the permitted built forms under the 2025 Official Plan and a Secondary Plan adopted on or after November 2021, the Secondary Plan policies prevail. The Crystal Beach Secondary Plan was approved after that date and so the site-specific policies of 4.22.9.3 are applicable. Namely, that the intended built form for the subject lands is semi-detached dwellings, townhouse dwellings and apartment buildings, with apartment buildings subject to a maximum building height of 4 storeys.

6.3.6 Comprehensive Zoning By-law 129-90, as amended

The subject lands are zoned Residential Multiple 1 (RM1-680) Zone, in part, and Residential Multiple 1 (RM1-681) Zone, in part, in accordance with the Town's Zoning By-law. The zoning provisions for the RM1-680 Zone (145 Derby Road) are applicable to the whole of the subject lands as the RM1-681 Zone (3990 Rebstock Road) permits the RM1-680 Zone regulations to be applicable if that parcel is consolidated with 145 Derby Road.

The Zoning By-law Amendment proposed by the Applicant includes site-specific regulations to permit block townhouses, a minimum of 24 apartment dwellings units on the subject lands a minimum density of 38 units per hectare, a reduced landscape area and a reduced rear yard setback.

Planning staff have identified additional zoning departures that can either be addressed through revisions to the site layout or be included as part of the Zoning By-law Amendment. Namely a reduced setback of a parking area to a property line, a reduced planting strip width, and a reduced exterior side yard setback of an apartment building.

The following Tables compare the proposed development to the various regulations of the Zoning By-law that are applicable to the subject lands. Zoning deficiencies are highlighted in a darker grey colour.

Table 1: Comparison of Provisions for the Site-Specific RM1 Zone to Section 14 Residential Multiple 1 (RM1) Zone (Regulations for Block Townhouses)			
Zoning Provision	**Requirement**	**Proposed**	**Complies**
14.3 Minimum Lot Frontage	50.00 m	114.53 m	Yes
14.3 Minimum Lot Area	300 sq m per dwelling unit (block townhouses)	Approx 438 sq m per dwelling unit (block townhouses)	Yes
14.3 Minimum Front Yard	6.00 m to garage 4.00 m to other parts of dwelling	N/A to garage (block townhouses) 5.40 m to other parts of dwelling	Yes
14.3 Minimum Interior Side Yard	1.5 m	2.60 m or greater	Yes
14.3 Minimum Exterior Side Yard	3.00 m	5.31 m or greater	Yes
14.3 Minimum Rear Yard	6.00 m	6.00 m	Yes
14.3 Maximum Building Height	3 storeys 12.00 m	2 storeys 9.41 m	Yes
14.3 Minimum Landscaped Area	50% including privacy areas	32%	No
14.3 Maximum Number of Units in a Row	8	4	Yes
14.3 Minimum Distance Between Buildings on the Same Lot	3.00 m between two end walls 9.00 m between an end wall and a rear wall 6.00 m between two front walls	3.10 m or greater between two end walls 16.05 between an end wall and a rear wall 18.20 m between two front walls	Yes
14.3 Maximum Lot Coverage	40%	38.5%	Yes
14.3 Privacy Area	A privacy area with a minimum depth of 4.5 m adjacent to each unit	5.40 m or greater	Yes
14.3 Distance from	Front or rear face of a	Front or rear face of a	Yes

Building to Internal Driveways, and Parking Areas	townhouse – 3.00 m Side of townhouse – 1.50 m	townhouse - 5.40 m or greater Side of townhouse – 3.04 m or greater	

Table 2: Comparison of Provisions for the Site-specific RM1 Zone to Section 15 Residential Multiple 2 (RM2) Zone (Regulations for Apartment Buildings)			
Zoning Provision	**Requirement**	**Proposed**	**Complies**
15.3 Minimum Lot Frontage	30.00 m	114.53 m	Yes
15.3 Maximum Lot Coverage	40%	36%	Yes
15.3 Minimum Front Yard	7.50 m	Greater than 7.50 m	Yes
15.3 Minimum Interior Side Yard	One-half of the building height or 4.00 m, whichever is greater (minimum 8.05 m due to height of 16.10 m)	Greater than 8.05 m provided	Yes
15.3 Minimum Rear Yard	One-half of the building height or 6.00 m, whichever is greater (minimum 8.05 m due to height of 16.10 m)	Greater than 8.05 m provided	Yes
15.3 Minimum Exterior Side Yard	One-half of the building height or 7.50 m, whichever is greater (minimum 8.05 m due to height of 16.10 m)	5.48 m	No
15.3 Minimum Floor Area Per Dwelling Unit	Two bedroom – 60.00 sq m Three bedroom – 79.00 sq m	Two bedroom – 76.60 sq m or greater Three bedroom – 82.10 sq m	Yes
15.3 Landscaped Area	25%	36%	Yes

Table 3: Comparison of Provisions for the Site-specific RM1 Zone to the Existing Site-specific Residential Multiple 1 (RM1-680) Zone			
Zoning Provision	**Requirement**	**Proposed**	**Complies**
RM1-680 a) Permitted Uses	Semi-detached dwellings, street and stacked townhouse dwellings and	Add block townhouses	No

	apartments		
RM1-680 b) i. Maximum Height of an Apartment Building	4 storeys 26.00 m	4 storeys 16.10 m	Yes
RM1-680 b) ii. Minimum Number of Required Apartment Units	32	24	No
RM1-680 b) iii. Minimum Lot Area Per Dwelling Unit for Apartment Building	Not applicable	Approximately 657.00 sq m per dwelling unit	Yes
RM1-680 c) Minimum Site Density for All Combined Unit Types	Minimum 50 units per hectare	38 units per hectare	No

Table 4: Comparison of Provisions for the Site-Specific RM1 Zone to Section 6 General Provisions and Section 42 Geometric Design Standards for Parking			
Zoning Provision	**Requirement**	**Proposed**	**Complies**
6.20(A)(i) – Minimum Parking Requirement (Apartments and Block Townhouses)	1.5 parking spaces per dwelling unit (apartments and block townhouses) (24 apartment dwellings + 36 block townhouse dwellings) x 1.5 = 90 parking spaces required	1.5 parking spaces per dwelling unit 90 parking spaces provided	Yes
6.20(D) Ingress and Egress Driveways	A minimum driveway width of 7.50 m and a maximum width of 9.00 m for two-way traffic in Residential Zones.	Less than 9.00 m for two-way traffic	Yes
6.20(I) Parking Area Location on Lot	3.00 m setback required for all parking areas from a property line or a Residential Zone	2.50 m in one location along the northern property line	No
6.20(M) Accessible Parking Spaces	4% of the total number of parking spaces. Accessible	4 accessible parking spaces provided (2 Type As and 2 Types	Yes

	parking to be divided equally between Type As and Type Bs. (90 parking spaces x 0.04) = 4 accessible parking spaces required (2 Type As and 2 Type Bs)	Bs)	
6.21(a) and (b) Planting Strip Widths	3.00 m planting strip width required along all Residential Zones	2.50 m in one location along the northern property line	No
42 Schedule D - Parking Space Dimensions	Generally 2.70 m x 6.00 m	Generally 2.70 m x 6.00 m	Yes
42 Schedule D - Parking Aisle Dimensions	6.00 m width minimum	6.20 m	Yes

Planning staff will provide analysis and staff recommendations on the proposed zoning as part of a future recommendation report to Council.

As mentioned earlier in this report, a Holding (H) Zone Provision may be required as part of the Zoning By-law Amendment to address the requirement for a Stage 3 Archaeological Assessment.

6.3.7 Studies

The following items were submitted in support of the Application:

- Apartment Plans and Elevations
  Prepared by Peter J. Lesdow Architect and dated December 2024.
- Arborist Report
  Prepared by Arborwood Tree Service Inc. and dated October 2024.
- Functional Servicing Design Brief
  Prepared by Hallex Engineering Ltd. and dated November 2024.
- Landscape Plan
  Prepared by Arcadis and dated November 2024.
- Perspective Renderings
  Prepared by Peter J. Lesdow Architect and dated December 2024.
- Planning Justification Report
  Prepared by Urban & Environmental Management Inc. and dated February 2025.
- Stormwater Management Design Brief
  Prepared by Hallex Engineering Ltd. and dated November 2024.
- Streetscapes

Prepared by Peter J. Lesdow Architect and dated December 2024.

- Stage 1 Archaeological Assessment
  Prepared by AS&G Archaeological Consulting and dated November 2024.
- Stage 2 Archaeological Assessment
  Prepared by AS&G Archaeological Consulting and dated December 2024.
- Townhouse Plans and Elevations
  Prepared by Peter J. Lesdow Architect and dated September 2024.
- Tree Inventory and Preservation Plan Report
  Prepared by Jackson Arboriculture Inc. and dated July 7, 2025.
- Traffic Impact Study
  Prepared by TraffMobility Engineering Inc. and dated December 2024.
- Urban and Architectural Design Brief
  Prepared by Peter J. Lesdow Architect and dated December 2024.

7. Financial, Staffing and Accessibility (AODA) Implications

All costs associated with development of the subject lands will be borne by the Owner.

Development charges shall be paid in full on the earlier of, the day a permit is issued under the Building Code Act, 1992 authorizing occupation of the building or the day the building is first occupied.

A payment in lieu of parkland dedication is required in accordance with the Town's Parkland Dedication By-law 69-2008. This will be required as a condition of approval of the Draft Plan of Subdivision/Draft Plan of Common Elements Condominium.

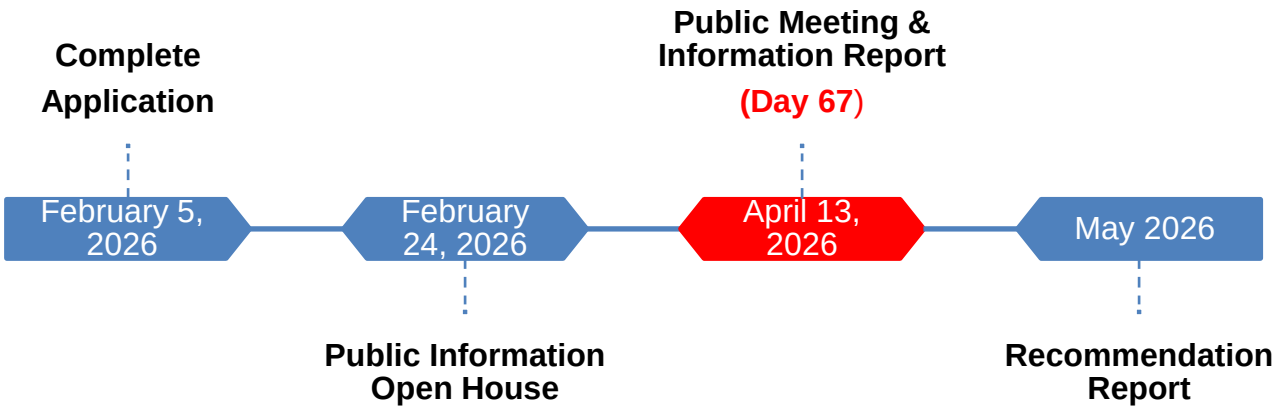
The proposed development will be required to adhere to the requirements of the *Accessibility for Ontarians with Disabilities Act, 2005.*

8. Policies Affecting Proposal

The applications were submitted on December 18, 2024, and deemed complete on February 5, 2026.

In accordance with the *Planning Act*, the proposed Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Common Elements Condominium applications are subject to a 120-day processing and review timeline. A Council decision is therefore required by June 5, 2026. The Owner may appeal the application to the Ontario Land Tribunal for non-decision if this timeline is exceeded.

The applications are currently on day 67, as illustrated below.



Statutory requirements of the *Planning Act* were satisfied by circulating a Notice of Public Meeting by regular mail on March 24, 2026, to all landowners within 120 metres of the subject lands, by updating the sign placed on the subject lands and by circulating internal and external review partners and agencies electronically.

9. Comments from Departments, Community and Corporate Partners

Town Departments were circulated on June 19, 2025, for comment and review on the submitted application. Town comments are summarised below and are attached in full as **Appendix 5**.

9.1 Town Comments

Community Planning

Conformity with the Crystal Beach Secondary Plan

The proposed development does not meet the minimum density and apartment unit requirements outlined in Sections 4.22.9.3 of the Crystal Beach Secondary Plan.

It is recommended that the Applicant reduce the number of block townhouse units and increase the number and size of apartment units to better align with the Secondary Plan's minimum density target of 50 units per hectare and 32 apartment units.

The Secondary Plan also envisions higher-density built form at prominent intersections to support walkability and community design objectives.

Community Planning notes that the proposed apartment building shall be relocated to the intersection of Derby Road and Rebstock Road to comply with the Secondary Plan's urban design direction.

Archaeological Assessment

The submission includes Stage 1 and 2 Archaeological Assessments; however it is noted that a Stage 3 Assessment is required.

It is recommended that a Holding (H) Zone Provision should be applied through the Zoning By-

law Amendment to ensure that the Stage 3 Archaeological Assessment is completed and cleared prior to development proceeding.

Parkland Dedication

As per the Town's parkland dedication policies, this development will be subject to parkland requirements. Payment in lieu of parkland dedication will be required as a condition of approval of the Draft Plan of Subdivision.

Development Engineering

Roads

Derby Road is designated as an arterial road in the Town's Official Plan. The designated road width is 23.00 m. The current road width is 12.19 m. The Owner will be required to transfer and dedicate a widening of approximately 5.40 m measured from the centreline of the original road allowance as a condition of approval of this development application.

Rebstock Road is also designated an arterial road in the Town's Official Plan. The designated road width is 23.00 m. The current road width is deficient and ranges from 11.40 m to 13.40 m. The Owner will be required to transfer and dedicate a widening of half of the desired road width established in the Official Plan and measured from the centreline of the original road allowance as a condition of approval of this development application. Due to the irregular shape of the subject lands, the required road widening ranges from a width of 4.80 m at the southeast corner of the site to 5.80 m at the northwest edge of the site.

Derby Road and Rebstock Road are not constructed to the Town's urban standard road cross-section. These sections of both roads have not been identified in any previous Development Charge Background Study, therefore the Owner will be required to upgrade Derby Road and Rebstock Road to an urban cross-section standard along both frontages of the subject lands, including new curb and gutter, as a condition of approval. The cost of the upgrades will be the responsibility of the Owner. Only the side of the road along the frontage of the subject lands (west side of Derby Road and north side of Restock Road) will be required to be upgraded.

The Town's Official Plan requires a 7.00 m x 7.00 m daylighting triangle at the intersections of arterial roads, after considerations of any required road widenings. Therefore, a 7.00 m x 7.00 m daylighting triangle will be required to be conveyed to the Town as a condition of approval.

Transportation Impact Study

It is noted that a Transportation Impact Study (TIS) was submitted as part of this application.

The TIS analysis concludes that all traffic movements at the studied intersections are expected to operate with acceptable level of service and residual capacity during the weekday AM and the weekday PM peak hours under future total conditions for opening year (2027) and 2032 horizons. Traffic queues can be accommodated within the available storage. The eastbound queues on Rebstock Road at the intersection of Derby Road and Rebstock Road are not expected to extend back to the site access at Castle Lane and therefore, the spacing between Castle Lane site access and Derby Road is considered adequate.

Garbage truck and fire trucks can be accommodated at the site access and internally through the site. The swept path analysis also shows that a passenger car can be accommodated at the designated parking spaces. It is noted that the number of parking spaces meets the Zoning By-law requirement. No sightline issues were observed on the site plan. Dedicated left turn lanes are not warranted at the site accesses at Rebstock Road.

The TIS was reviewed by Infrastructure Services staff and they had no concerns or comments with respect to the study.

Sidewalks

It is noted that sidewalks are typically required along one side of all future public roads. As sidewalks already exist on the opposite side of both Derby Road and Rebstock Road, Development Engineering is not requiring additional sidewalk construction along the frontage of the subject lands.

Servicing

Watermains – There is a 150 mm diameter Town watermain along south side of Rebstock Road and a 200 m diameter Town watermain along the east side of Derby Road.

Sanitary Sewer – There is a 200 mm diameter Town sanitary sewer located along the north side of Rebstock Road and a 315 mm diameter Town sanitary sewer located along the west side of Derby Road.

Storm Sewer - There is a 200 mm diameter Town storm sewer located along the north side of Rebstock Road and a 315 mm diameter Town storm sewer located along the west side of Derby Road.

A Peer Review of the Applicant's Functional Servicing Design Brief occurred in September 2025 by the Town's engineering consultant GEI Consultants Canada Ltd. The Peer Review concluded that there is sufficient capacity in the sanitary sewer system to accommodate the proposed development. There is one section of downstream sanitary sewer from Queen's Circle to the intersection of Erie Road and Ryan Avenue that will have surcharging when the proposed development and all known other development applications are factored in, however this portion will not surcharge above the 1.80 m basement flooding protection under the 5-year design storm. The other sections of sanitary sewer from Derby Road to Queen's Circle and from Erie Road and Ryan Avenue intersection to the Crystal Beach Wastewater Treatment Plant will not surcharge at all, even with the proposed development and all other known developments factored in.

Other

Development Engineering staff have requested a number of technical conditions of approval that will be applicable to the Plan of Subdivision/Plan of Common Elements Condominium. These include conditions for watermains, sanitary sewers, storm sewers, street lighting, pre-construction condition surveys, fees and securities, PSAB records and asset management and engineering construction and geotechnical compaction.

Environmental Planning

It is noted that the proposed development will be subject to the Town's Tree By-law 33-2024, as amended.

In total 23 trees are proposed to be removed from the subject lands. Only one of these trees is dead, so 22 of the trees will require compensation under the Tree By-law. There are 9 boundary trees that are proposed to be removed. These trees will require permission from adjacent landowners to be removed. There are 3 Town trees that are proposed to be removed. Removal of these trees will require permission from the Town.

Environmental Planning has no objections. Based on the quantity of trees proposed to be planted (43) and the minimum caliper size of 60 mm, the Town's compensation requirements have been fulfilled.

Several technical clauses were provided to be added to the Tree Protection Plan.

Fire Department

No objections. A fire hydrant will be required to be installed to provide water supply for firefighting. Several technical requirements with respect to road widths and turning radii were provided at the pre-consultation stage and remain applicable. It is noted that the proposed 4 storey apartment building is required to have a fire access route.

Landscape Architect

No objections. Several technical comments were provided with respect to plantings and landscaping for the development.

9.2 External Agency Comments

Cogeco, District School Board of Niagara (DSBN), Enbridge, Hydro One

No comments.

Mississauga's of the Credit First Nation (MCFN)

MCFN Department of Consultation and Accommodation (DOCA) wishes to remind The Applicant that the Stage 3 Archaeological Assessment remains outstanding and requires MCFN involvement. The Applicant is required to contact the MCFN DOCA Archaeological Unit to coordinate next steps.

MCFN DOCA has no comments or concerns regarding natural heritage features for this site.

Niagara Peninsula Conservation Authority (NPCA)

No objections. The subject lands are outside of any NPCA regulated features.

Niagara Region

No objections. The Region confirmed in an email that there are no known capacity issues at the Region-operated Crystal Beach Wastewater Treatment Plant. The Applicant has provided an Engineering Review Fee to Niagara Region and they will be providing additional comments regarding waste collection.

Development Planning Response

Any Regional conditions will be included as part of a future Recommendation Report to Council.

9.3 Public Comments

A Public Information Open House Meeting was held in the Atrium of Town Hall on February 24, 2026, at 5:00 PM. All property owners within 120 metres of the subject land were notified of the Open House via notice by regular mail sent on February 10, 2026. Town Planning Staff, the Owner, and the Agent and three members of the public were in attendance.

Generally, the comments from the public were positive. Comments made by the public at the Information Open House Meeting are summarized below. At the time of writing of this report no written comments from members of the public have been received.

<u>Sidewalk along Derby Road</u>

Questions arose about the proposal to install a sidewalk along Derby Road. In their opinion of one resident, a sidewalk along the west side of Derby Road is unnecessary and will not pose much benefit as the proposed development is self-contained.

Development Planning Response:

There are existing sidewalks on the east side of Derby Road and the south side of Rebstock Road. It was noted during the Information Open House Meeting that the decision to require a sidewalk along the frontages of this development will be made by Town Development Engineering Staff.

Comments from Development Engineering indicate that sidewalks will not be required along the frontages of the subject lands as sidewalks already exist on the east side of Derby Road and the south side of Rebstock Road.

<u>Affordable Housing and/or Social Housing</u>

One resident asked if any of the dwelling units in the proposed development are intended to be affordable units or social housing units.

Development Planning Response:

At the current time, none of the proposed dwelling units are intended to be affordable units or social housing units. Dwelling units in the apartment building will be rental units.

<u>Height of the Proposed Development</u>

There was question as to the height of buildings in the proposed development.

Development Planning Response:

The proposed block townhouse dwellings are two storeys and 9.41 m in height. The proposed apartment building is 4 storeys and 16.10 m in height.

10. Alternatives

Not applicable. The *Planning Act* requires Council to host a Public Meeting.

11. Communicating Results

There are no communication requirements at this time.

12. Conclusion

This report is submitted to Council for information purposes. A Recommendation Report will be presented to Council in the future.

13. Report Approval

Prepared by:
Daryl Vander Veen
Intermediate Development Planner

Reviewed by:
Mark Iamarino, MCIP, RPP
Manager, Development Approvals

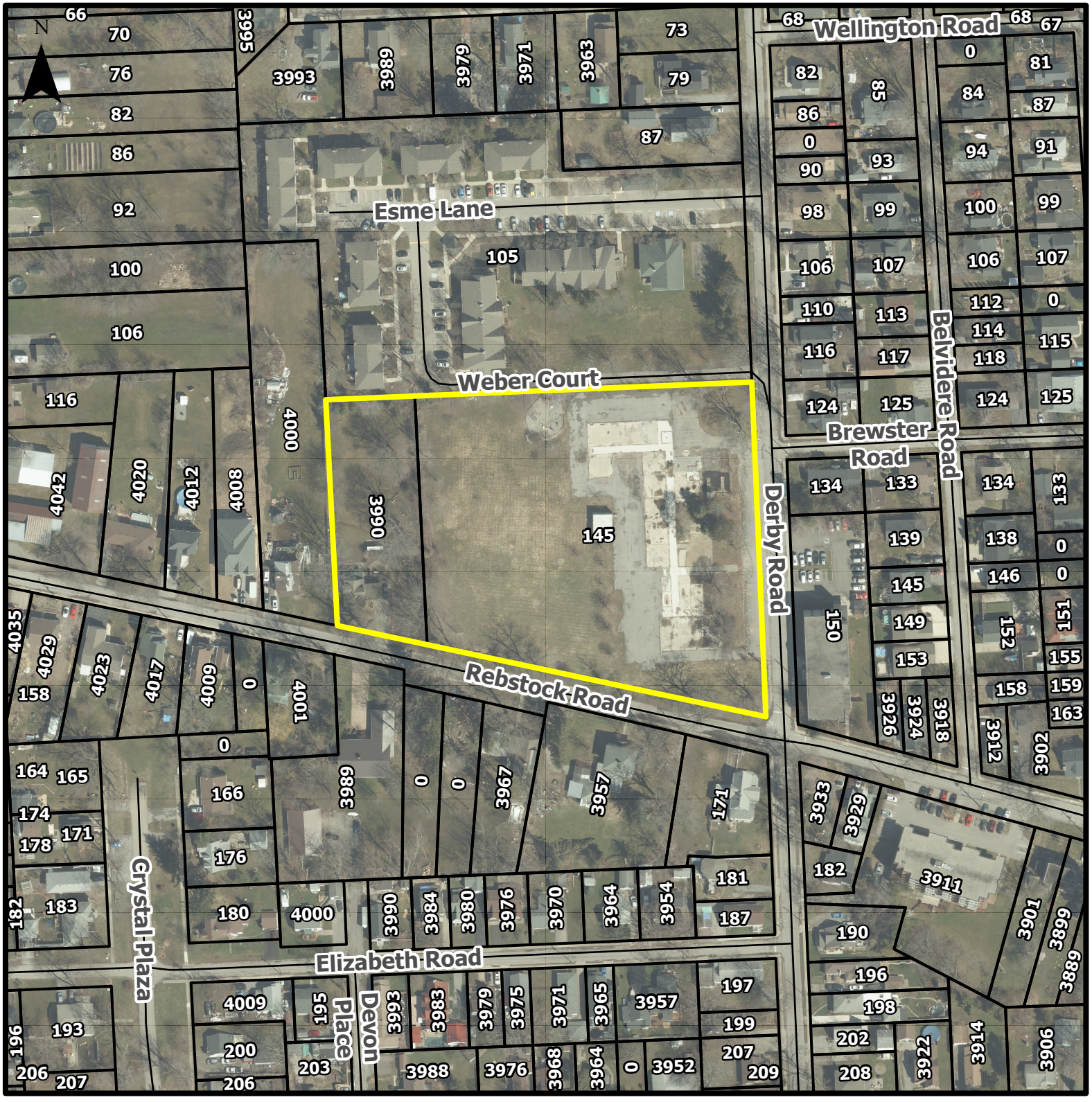
Submitted by:
Anamika Dilwaria, M.A., M.Pl., MCIP, RPP, Dipl.M.M
Director, Planning and Development Services

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix 1 – Location Map
Appendix 2 – Site Plan
Appendix 3 – Draft Plan of Subdivision
Appendix 4 – Draft Plan of Common Elements Condominium
Appendix 5 – Internal Comments
Appendix 6 – External Comments

Appendix 1



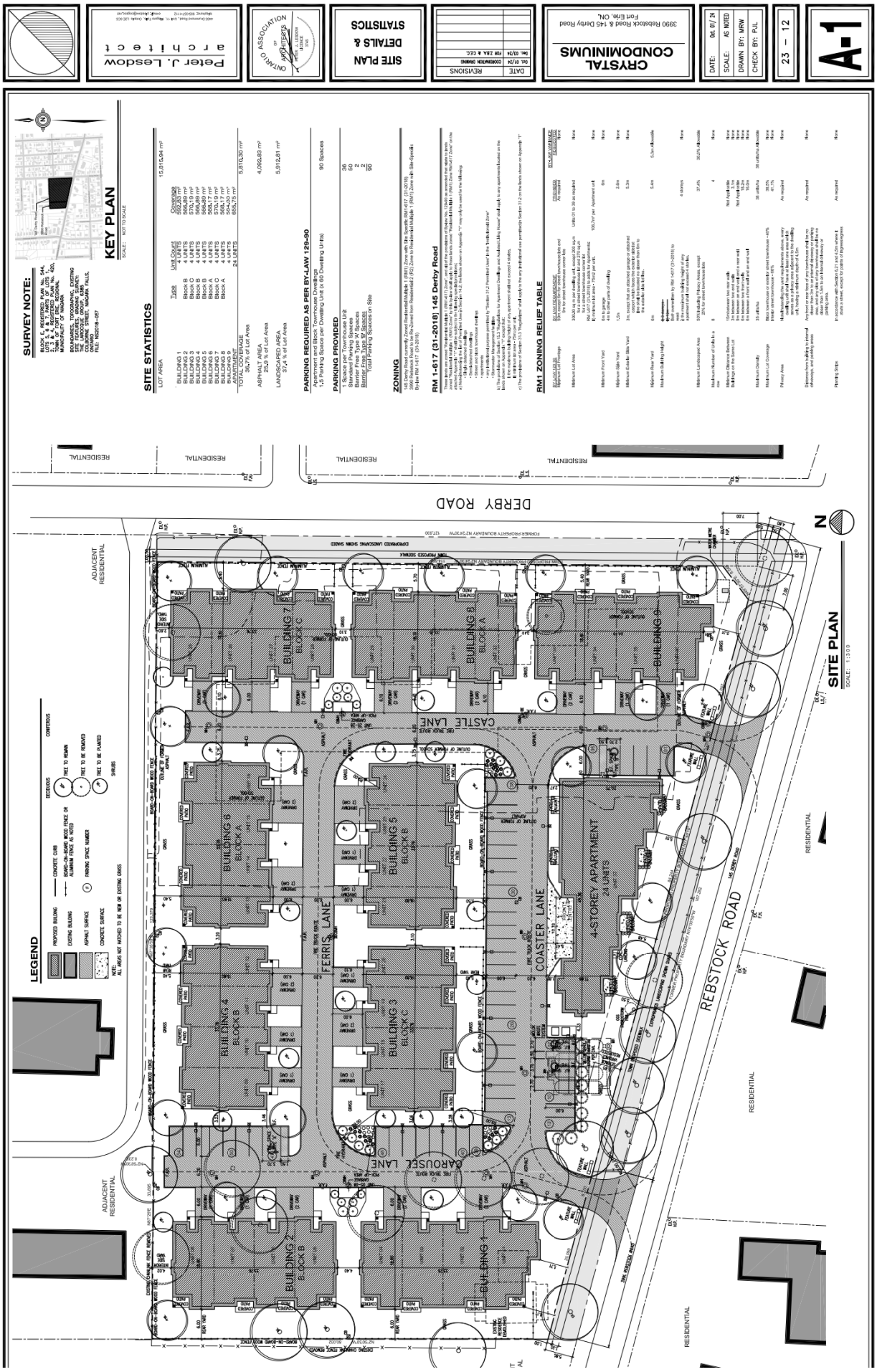
LOCATION PLAN
Proposed Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Common Elements Condominium - 145 Derby Road and 3990 Rebstock Road

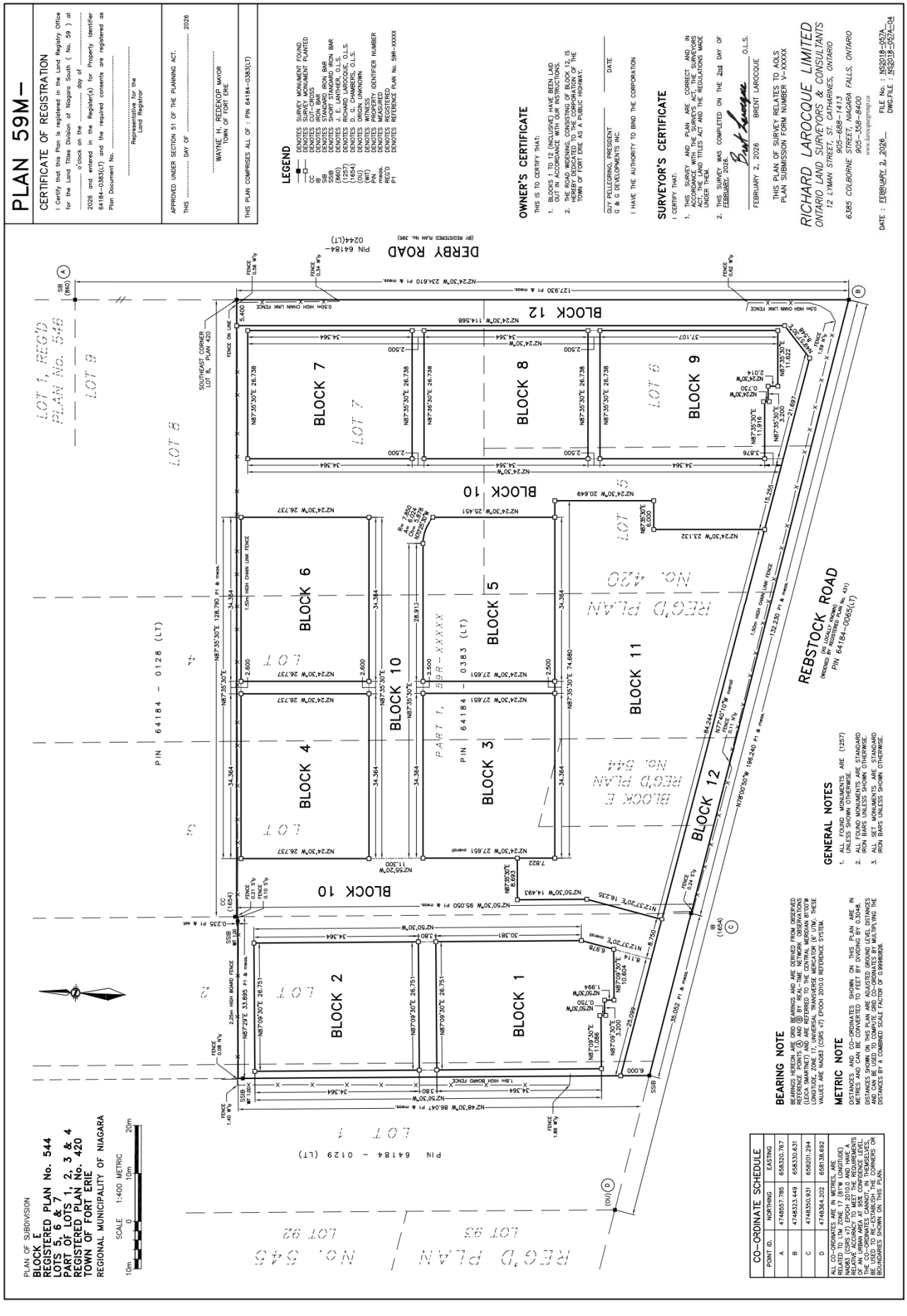
Subject Lands - 145 Derby Road and 3990 Rebstock Road

Block E Plan 544 Lots 5, 6 & 7 Part of Lots 1, 2, 3 & 5 Plan 420

Planning, Building and By-law Services
Map created March 26, 2026

Appendix 2


SURVEY NOTE:
KEY PLAN
SITE STATISTICS
PARKING REQUIRED AS PER BY-LAW 129-90
PARKING PROVIDED
ZONING
RM 1-617 (31-2018) 145 Derby Road
RM1 ZONING RELIEF TABLE
LEGEND
SITE PLAN
DERBY ROAD
REBSTOCK ROAD
CASTLE LANE
FERRIS LANE
COASTER LANE
CAROUSEL LANE
4-STOREY APARTMENT
24 UNITS
BUILDING 1
BUILDING 2
BUILDING 3
BUILDING 4
BUILDING 5
BUILDING 6
BUILDING 7
BUILDING 8
BUILDING 9
RESIDENTIAL
ADJACENT RESIDENTIAL
Peter J. Leslow
architect
CRYSTAL CONDOMINIUMS
3990 Rebstock Road & 145 Derby Road
Fort Erie, ON.
SITE PLAN DETAILS & STATISTICS
A-1


PLAN 59M–
CERTIFICATE OF REGISTRATION
I Certify that this Plan is registered in the Land Registry Office for the Land Titles Division of Niagara South (No. 59) at ..... o'clock on the ..... day of ..... 2026 and entered in the Register(s) for Property Identifier 64184–0383(LT) and the required consents are registered as Plan Document No. .....
Representative for the Land Registrar
APPROVED UNDER SECTION 51 OF THE PLANNING ACT.
THIS ..... DAY OF 2026
WAYNE H. REDEKOP MAYOR
TOWN OF FORT ERIE
THIS PLAN COMPRISES ALL OF : PIN 64184–0383(LT)
LEGEND
DENOTES SURVEY MONUMENT FOUND
DENOTES SURVEY MONUMENT PLANTED
DENOTES CONCRETE
DENOTES IRON BAR
DENOTES STANDARD IRON BAR
DENOTES DISTINCTIVE IRON BAR
DENOTES J. E. LANTHIER, O.L.S.
DENOTES RICHARD LAROCQUE, O.L.S.
DENOTES ORIGIN UNKNOWN
DENOTES WITNESS
DENOTES PROPERTY IDENTIFIER NUMBER
DENOTES MEASURED
DENOTES REGISTERED
DENOTES REFERENCE PLAN No. 59R–XXXXX
REGD
P1
OWNER'S CERTIFICATE
THIS IS TO CERTIFY THAT:
1. BLOCKS 1 TO 12 (INCLUSIVE) HAVE BEEN LAID OUT IN ACCORDANCE WITH OUR INSTRUCTIONS.
2. THE ROAD WIDENING, CONSISTING OF BLOCK 12, IS HEREBY DEDICATED TO THE CORPORATION OF THE TOWN OF FORT ERIE AS A PUBLIC HIGHWAY.
GUY PELLEGRINO, PRESIDENT — DATE
G & G DEVELOPMENTS INC.
I HAVE THE AUTHORITY TO BIND THE CORPORATION
SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THIS SURVEY WAS COMPLETED ON THE 2nd DAY OF FEBRUARY, 2026.
FEBRUARY 2, 2026 — BRENT LAROCQUE O.L.S.
THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER V–XXXXX
RICHARD LAROCQUE LIMITED
ONTARIO LAND SURVEYORS & CONSULTANTS
12 LYMAN STREET, ST. CATHARINES, ONTARIO
905–688–1413
6385 COLBORNE STREET, NIAGARA FALLS, ONTARIO
905–356–9400
www.laroquegroup.ca
DATE : FEBRUARY 2, 2026 — FILE No. : NS2018–057A
DWG.FILE : NS2018–057A–04
PLAN OF SUBDIVISION
BLOCK E
REGISTERED PLAN No. 544
LOTS 5, 6 & 7
PART OF LOTS 1, 2, 3 & 4
REGISTERED PLAN No. 420
TOWN OF FORT ERIE
REGIONAL MUNICIPALITY OF NIAGARA
SCALE 1:400 METRIC
0 10m 20m
10m
DERBY ROAD
(BY REGISTERED PLAN No. 386)
PIN 64184–0244(LT)
REBSTOCK ROAD
(WIDENED BY LOCAL AND REGISTERED PLAN No. 431)
PIN 64184–0085(LT)
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
BLOCK 7
BLOCK 8
BLOCK 9
BLOCK 10
BLOCK 11
BLOCK 12
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 92
LOT 93
PART 1, 59R–XXXXX
PIN 64184 – 0383 (LT)
PIN 64184 – 0128 (LT)
PIN 64184 – 0129 (LT)
LOT 1, REGD PLAN No. 546
REG'D PLAN No. 420
REG'D PLAN No. 544
REG'D PLAN No. 545
BLOCK E REG'D PLAN No. 544
SOUTHEAST CORNER LOT 8, PLAN 420
FENCE ON LINE
0.30m HIGH CHAIN LINK FENCE
1.50m HIGH CHAIN LINK FENCE
2.25m HIGH BOARD FENCE
1.8m HIGH BOARD FENCE
CO-ORDINATE SCHEDULE
POINT ID. | NORTHING | EASTING
A | 4748557.785 | 658320.767
B | 4748323.449 | 658330.631
C | 4748350.931 | 658201.294
D | 4748364.202 | 658136.692
ALL CO-ORDINATES ARE IN METRES, ARE RELATED TO UTM ZONE 17 (81°W LONGITUDE), NAD83 (CSRS) (2010.0) AND ARE USED TO ATTAIN A RELATIVE ACCURACY TO MEET THE REQUIREMENTS OF AN URBAN AREA AT 95% CONFIDENCE LEVEL. THE CO-ORDINATES CONTAINED HEREIN MAY BE USED TO RE-ESTABLISH THE CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.
BEARING NOTE
BEARINGS HEREON ARE GRID BEARINGS AND ARE DERIVED FROM OBSERVED REFERENCE POINTS (A) AND (B) BY REAL TIME NETWORK OBSERVATIONS (RTN) AND ADJUSTED TO THE 3° MTM ZONE 17 (81° WESTERN MERIDIAN LONGITUDE, ZONE 17, UNIVERSAL TRANSVERSE MERCATOR (6° UTM). THESE VALUES ARE NAD83 (CSRS v7) EPOCH 2010.0 REFERENCE SYSTEM.
METRIC NOTE
DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048. THE CO-ORDINATES SHOWN HEREON HAVE BEEN DERIVED FROM OBSERVATIONS AND CAN BE USED TO COMPUTE GRID CO-ORDINATES AND GROUND DISTANCES BY A COMBINED SCALE FACTOR OF 0.9998826.
GENERAL NOTES
1. ALL FOUND MONUMENTS ARE (1257) UNLESS SHOWN OTHERWISE.
2. ALL PLANTED MONUMENTS ARE STANDARD IRON BARS UNLESS SHOWN OTHERWISE.
3. ALL SET MONUMENTS ARE STANDARD IRON BARS UNLESS SHOWN OTHERWISE.

Appendix 4


NIAGARA SOUTH COMMON ELEMENT CONDOMINIUM PLAN No. ____
PART/SHEET
PART 1 OF 4 PARTS
SHEET 1 OF 1 SHEETS
REGISTERED IN THE LAND REGISTRY OFFICE FOR
THE LAND TITLES DIVISION OF NIAGARA SOUTH (No. 59)
AT ..... O'CLOCK ON THE ..... DAY OF ..... , 2026
REPRESENTATIVE FOR THE LAND REGISTRAR
SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THE SURVEY AND PLAN ARE CORRECT IN ACCORDANCE WITH THE CONDOMINIUM ACT, 1998 AND THE SURVEYS AND DESCRIPTIONS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 22nd DAY OF FEBRUARY, 2024.
BRENT LAROCQUE O.L.S. FEBRUARY 2, 2026
DECLARATION REGISTERED AS No.
THIS PLAN COMPRISES ALL OF PIN 64184-0XXX (LT)
SCHEDULE OF APPURTENANT AND SERVIENT INTERESTS (PURSUANT TO CLAUSES 5 (i) (6) AND (9) OF THE CONDOMINIUM ACT 1998)
PARTS | PLAN | DESCRIBED IN | NOTES
TOGETHER WITH (Appurtenant Interests) - - - -
SUBJECT TO (Servient Interests) - - - -
THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER V-XXXXX
CERTIFICATE OF APPROVAL
PURSUANT TO SUBSECTION 9 (2) OF THE CONDOMINIUM ACT 1998 AND SECTION 51 OF THE PLANNING ACT, R.S.O. 1990 AS AMENDED BY THE COUNCIL OF THE CORPORATION OF THE TOWN OF FORT ERIE
WAYNE H. REDEKOP – MAYOR
THE CORPORATION OF THE TOWN OF FORT ERIE
DATED AT FORT ERIE THIS ..... DAY OF ..... 2026.
CERTIFICATE OF DECLARANT
THIS IS TO CERTIFY THAT THE PROPERTY INCLUDED ON THIS PLAN HAS BEEN LAID OUT INTO COMMON ELEMENTS IN ACCORDANCE WITH MY INSTRUCTIONS.
DECLARANT : G & G DEVELOPMENTS INC.
DATED AT FORT ERIE
THIS ____ DAY OF _____, 2026.
GUY PELLEGRINO, PRESIDENT
AUTHORIZED SIGNING OFFICER
I HAVE THE AUTHORITY TO BIND THE CORPORATION
RICHARD LAROCQUE LIMITED
ONTARIO LAND SURVEYORS & CONSULTANTS
12 LYMAN STREET, ST. CATHARINES, ONTARIO
6385 COLBORNE STREET, NIAGARA FALLS, ONTARIO
905-688-1413 905-358-8400
DATE : FEBRUARY 2, 2026 DWG.FILE : 1650918-2570-06
PLAN OF CONDOMINIUM
BLOCK 10
REGISTERED PLAN No. 59M-XXX
TOWN OF FORT ERIE
REGIONAL MUNICIPALITY OF NIAGARA
SCALE 1:400 METRIC
INDEX OF PARTS
PART | SHEET(S) | DESCRIPTION
1 | 1 | PLAN OF SURVEY OF THE COMMON ELEMENTS ON THE CONDOMINIUM PROPERTY
2 | NIL | PLAN OF SURVEY OF THE EXCLUSIVE USE PORTIONS OF THE COMMON ELEMENTS
3 | NIL | ARCHITECTURAL PLANS
4 | NIL | STRUCTURAL PLANS
DERBY ROAD
(BY REGISTERED PLAN No. 393)
PIN 64184-0244(LT)
REBSTOCK ROAD
(BY REGISTERED PLAN No. 431)
PIN 64184-0004(LT)
REG'D PLAN No. 420
REG'D PLAN No. 545
REG'D PLAN No. 546
PIN 64184 - 0128 (LT)
PIN 64184 - 0129 (LT)
PIN 64184 - 0XXX (LT)
PIN 64184 - OXXX (LT)
BLOCK 10
BLOCK 11
BLOCK 12
LOT 1
LOT 2
LOT 3
LOT 4
LOT 8
LOT 9
LOT 92
LOT 93
LANDS NOT INCLUDED
PART 1, SAR-XXXXX
PART 2, SAR-XXXXX
PART 3, SAR-XXXXX
PART 4, SAR-XXXXX
PART 5, SAR-XXXXX
PART 6, SAR-XXXXX
PART 7, SAR-XXXXX
PART 8, SAR-XXXXX
PART 9, SAR-XXXXX
PART 10, SAR-XXXXX
PART 11, SAR-XXXXX
PART 12, SAR-XXXXX
PART 13, SAR-XXXXX
PART 14, SAR-XXXXX
PART 15, SAR-XXXXX
PART 16, SAR-XXXXX
PART 17, SAR-XXXXX
PART 18, SAR-XXXXX
PART 19, SAR-XXXXX
PART 20, SAR-XXXXX
PART 21, SAR-XXXXX
PART 22, SAR-XXXXX
PART 23, SAR-XXXXX
PART 24, SAR-XXXXX
PART 25, SAR-XXXXX
PART 26, SAR-XXXXX
PART 27, SAR-XXXXX
PART 28, SAR-XXXXX
PART 29, SAR-XXXXX
PART 30, SAR-XXXXX
PART 31, SAR-XXXXX
PART 32, SAR-XXXXX
PART 33, SAR-XXXXX
PART 34, SAR-XXXXX
PART 35, SAR-XXXXX
PART 36
PART 37, SAR-XXXXX
LEGEND
SIB DENOTES STANDARD IRON BAR
SSIB DENOTES SHORT STANDARD IRON BAR
(460) DENOTES A. E. LAWTHER, O.L.S.
(1654) DENOTES D. C. CHAMBERS, O.L.S.
(W1) DENOTES UNKNOWN
PIN DENOTES PROPERTY IDENTIFIER NUMBER
RED'D DENOTES REGISTERED
PT. DENOTES REFERENCE PLAN No. 59R-XXXXX
BEARING NOTE
BEARINGS HEREON ARE GRID BEARINGS AND ARE DERIVED FROM OBSERVED REFERENCE POINTS (C) AND (D) BY REAL-TIME NETWORK OBSERVATIONS AND ARE REFERRED TO THE NAD83 (CSRS) (2010.0) ADJUSTMENT OF THE LONGITUDE, ZONE 17, UNIVERSAL TRANSVERSE MERCATOR (UTM) PROJECTION. DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE GRID VALUES AND ARE RELATED TO UTM ZONE 17 (81°W LONGITUDE)
METRIC NOTE
DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048. DISTANCES AS SHOWN ON THIS PLAN ARE ADJUSTED GROUND LEVEL DISTANCES AND CAN BE USED TO COMPUTE GRID CO-ORDINATES BY MULTIPLYING THE DISTANCES BY A COMBINED SCALE FACTOR OF 0.9996043.
GENERAL NOTES
1. UNLESS SHOWN OTHERWISE, ALL MONUMENTS ARE STANDARD IRON BARS UNLESS SHOWN OTHERWISE.
2. ALL FOUND MONUMENTS ARE STANDARD IRON BARS UNLESS SHOWN OTHERWISE.
CO-ORDINATE SCHEDULE
POINT ID. | NORTHING | EASTING
A | 4748557.785 | 658320.767
B | 4748323.449 | 658330.631
C | 4748350.831 | 658201.284
D | 4748364.202 | 658138.692
ALL CO-ORDINATES ARE GRID, ARE REFERRED TO AND ARE RELATED TO UTM ZONE 17 (81°W LONGITUDE) NAD83 (CSRS) (2010.0) ADJUSTMENT AND ARE DERIVED FROM OBSERVED REFERENCE POINTS (C) AND (D) BY REAL-TIME NETWORK OBSERVATIONS OF AN URBAN AREA AT 0.05 CENTIMETRE (STANDARD DEVIATION) ACCURACY RELATIVE TO THE NEAREST CONTROL MONUMENTS. THE CO-ORDINATES MAY BE USED TO RE-ESTABLISH THE CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

Outlook

Re: Request for comments - proposed OPA, ZBA and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

---

From Aaron Hair <ahair@forterie.ca>
Date Mon 2025-07-07 7:43 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

Thank you for the opportunity to review the proposed applications for Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Common Elements Condominium (CEC) for the subject lands.

Upon review, the following comments and recommendations are provided:

Conformity with the Crystal Beach Secondary Plan

- The proposed development does not meet the minimum density and apartment unit requirements outlined in Sections 4.22.9.3 and 4.22.9.4 of the Crystal Beach Secondary Plan.
- Recommendation: The applicant should consider reducing the number of block townhouse units and increasing the number and size of apartment units to better align with the Secondary Plan's minimum density target of 50 units per hectare and 36 apartment units.

Location of Apartment Building

- The Secondary Plan envisions higher-density built form at prominent intersections to support walkability and community design objectives.
- Recommendation: The proposed apartment building should be relocated to the intersection of Derby Road and Rebstock Road to comply with the Secondary Plan's urban design direction.

Archaeological Assessment

- The submission includes Stage 1 and 2 Archaeological Assessments; however, a Stage 3 Assessment is required.
- Recommendation: A Holding (H) Provision should be applied through the Zoning By-law Amendment to ensure that the Stage 3 Archaeological Assessment is completed and cleared prior to development proceeding.

Parkland Dedication

- As per the Town's parkland dedication policies, this development will be subject to parkland requirements.
- Recommendation: Payment in lieu of parkland dedication will be required as a condition of approval.

Best regards,

Aaron Hair, MCIP, RPP
Project Manager, Policy

Town of Fort Erie
Planning, Building and By-law Services, Community Planning
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2507
forterie.ca | ahair@forterie.ca

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: Thursday, June 19, 2025 5:39 PM
Subject: Request for comments - proposed OPA, ZBA and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

Good evening,

The Town of Fort Erie has received applications for a combined Official Plan and Zoning By-law Amendment and a Plan of Common Elements Condominium for 145 Derby Road and 3990 Rebstock Road in the Town of Fort Erie. The subject lands are located in the Crystal Beach neighbourhood on the northwest corner of Derby Road and Rebstock Road. The intent of the application is to facilitate development of thirty-six (36) block townhouse dwellings and a four-storey apartment with twenty-four (24) dwelling units. The proposed density is approximately 38 units per hectare.

The subject lands are currently designated Medium Density Residential in the Crystal Beach Secondary Plan in the Town's Official Plan. 145 Derby Road is subject to the policies of Section 4.22.9.3 and 3990 Rebstock Road is subject to the policies of Section 4.22.9.4 in the Secondary Plan. The Official Plan Amendment proposes to amend the policies rated to the site to permit a minimum density of 38 units per hectare and a minimum number of apartment units to 24. Currently, the Secondary Plan policies require a minimum density of 50 units per hectare and a minimum number of 36 apartment units.

The subject lands are currently zoned Residential Multiple 1 (RM1-680) Zone (145 Derby Road) and Residential Multiple 1 (RM1-681) Zone (3990 Rebstock Road) in the Town's Comprehensive Zoning By-law 129-90, as amended. The Zoning By-law Amendment associated with this application is seeking to change the zoning of the subject lands to a new site-specific Residential Multiple 1 (RM1-XX) Zone with special provisions for the following:

a) To permit block townhouse dwellings as a permitted use.
b) To permit a reduced minimum rear yard of 5.30 metres from 6.00 metres.
c) To permit a reduced number of apartment units to 24 units from 36 units.
d) To permit a reduced minimum landscaped area of 36% from 50%.
e) To permit a reduced minimum density of 38 units per hectare from 50 units per hectare.

Please provide any comments or conditions you may have by July 9, 2025. If you or your organization require additional review time please let me know. If any review fees are outstanding, please let me know and I will follow up accordingly.

Outlook

Fw: Some Development Engineering questions related to the development on 145 Derby Road and 3990 Rebstock Road

---

From Taylor Boyle <TBoyle@forterie.ca>
Date Wed 2026-04-08 11:12 AM
To Mark Iamarino <MIamarino@forterie.ca>; Daryl Vander Veen <DVanderVeen@forterie.ca>

1 attachment (105 KB)
PW-501-FE - Urban Road Cross-Section 20.0m.pdf;

Hi Mark and Daryl,
Please see the email below.

In terms of policy, the 2021 Official Plan states in Section 12.7.2:
VIII: The full costs of road improvements on a roadway established by the public road authority, deemed necessary because of proposed development, shall be paid for by the developer unless otherwise identified in the Development Charges Background Study.

I am happy to meet to discuss this further if you have any questions, comments, concerns.

Thank you,

Taylor Boyle, C.Tech., rcsi

Project Manager, Development Engineering
Infrastructure Services

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive | Fort Erie, ON | L2A 2S6
D: 905-871-1600 ext. 2505
tboyle@forterie.ca | www.forterie.ca

From: Taylor Boyle <TBoyle@forterie.ca>
Sent: Tuesday, April 7, 2026 8:56 PM
To: Leo Ferreira <LFerreira@forterie.ca>
Subject: Re: Some Development Engineering questions related to the development on 145 Derby Road and 3990 Rebstock Road

Hi Leo,
Yes please, let's chat about this tomorrow (or when you're available) and we can respond promptly:

1. Since Derby Road and Rebstock Road are not constructed to the Town's urban cross section standard, and the both sections of these roads are not identified in a Development

Charge Background Study, will the Owner be required to pay for the full cost of upgrading the roads, curbs and gutters to urban standard?

Pursuant to Section E.9 of the Town's Official Plan, local roads are required to provide sidewalks on, at a minimum, one side of the roadway.

Consistent with this policy direction, and as identified in previous Development Engineering comments, development within the urban area is expected to be serviced with an urban road cross-section, including curb and gutter and sidewalk infrastructure, in accordance with the Town's Subdivision Design Guidelines and Engineering Standards.

As Derby Road and Rebstock Road are not currently constructed to this standard, upgrades to an urban cross-section are required.

As these roads are not identified within the Town's Development Charge Background Study, the required upgrades are considered a local service and are the responsibility of the Owner, limited to the frontage of the subject lands.

For reference, a typical 20.0 m urban road cross-section has been attached.

2. If that is the case, will the Owner be required to upgrade both sides of the Derby Road and Rebstock Road to urban standard, or only the side along the frontage of the development?

   Development Engineering is only requiring upgrades to the urban cross-section along the frontage of the subject lands, not both sides of the roadway.

   This approach is consistent with the Town's standard practice for local service improvements and aligns with the Subdivision Design Guidelines, which establish requirements for curb and gutter and sidewalk infrastructure to support development.

   Derby Road and Rebstock Road are currently in a partially urbanized cross-section on the opposite side of the roadway. As such, a full road reconstruction is not warranted at this time.

   Furthermore, as these works are not identified within the Development Charge Background Study, the required upgrades are considered a local service and are therefore limited to the frontage of the subject lands.

3. In terms of sidewalks, is the Town requesting that the Owner install a sidewalk along the frontage of the property along both Derby Road and Rebstock Road? There are existing sidewalks on the east side of Derby Road and south side of Rebstock Road already. Just looking to clarify since the Town typically only requires them on one side (is my understanding).

   Pursuant to Section E.9 of the Official Plan, sidewalks are required on at least one side of local roads. As sidewalks already exist on the opposite side of both Derby Road and Rebstock Road, Development Engineering is not requiring additional sidewalk construction along the subject frontage.

4. If we are requiring it, should the sidewalk construction along Rebstock Road be approx. 167 m? Your comments mention 133 m but this doesn't extend across the frontage of 3990 Rebstock Road.

While the Official Plan requirement for sidewalks is satisfied by the existing sidewalks on the opposite side of the road, the Town encourages enhanced pedestrian connectivity and infrastructure where feasible.

Should a sidewalk be proposed along the development frontage, it is recommended that it extend along the full frontage and flankage to provide a continuous pedestrian connection.

Taylor Boyle, C.Tech., rcsi

Project Manager, Development Engineering
Infrastructure Services

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive | Fort Erie, ON | L2A 2S6
D: 905-871-1600 ext. 2505
tboyle@forterie.ca | www.forterie.ca

From: Leo Ferreira <LFerreira@forterie.ca>
Sent: Tuesday, April 7, 2026 3:23 PM
To: Taylor Boyle <TBoyle@forterie.ca>
Subject: FW: Some Development Engineering questions related to the development on 145 Derby Road and 3990 Rebstock Road

I hadn't read this yet. Mark has been FYIing me on things we talk about later – full circle back to urbanization and policy surrounding that again. If you haven't already replied, we can brainstorm together

Leo Ferreira, P. Eng., PMP
Manager of Engineering

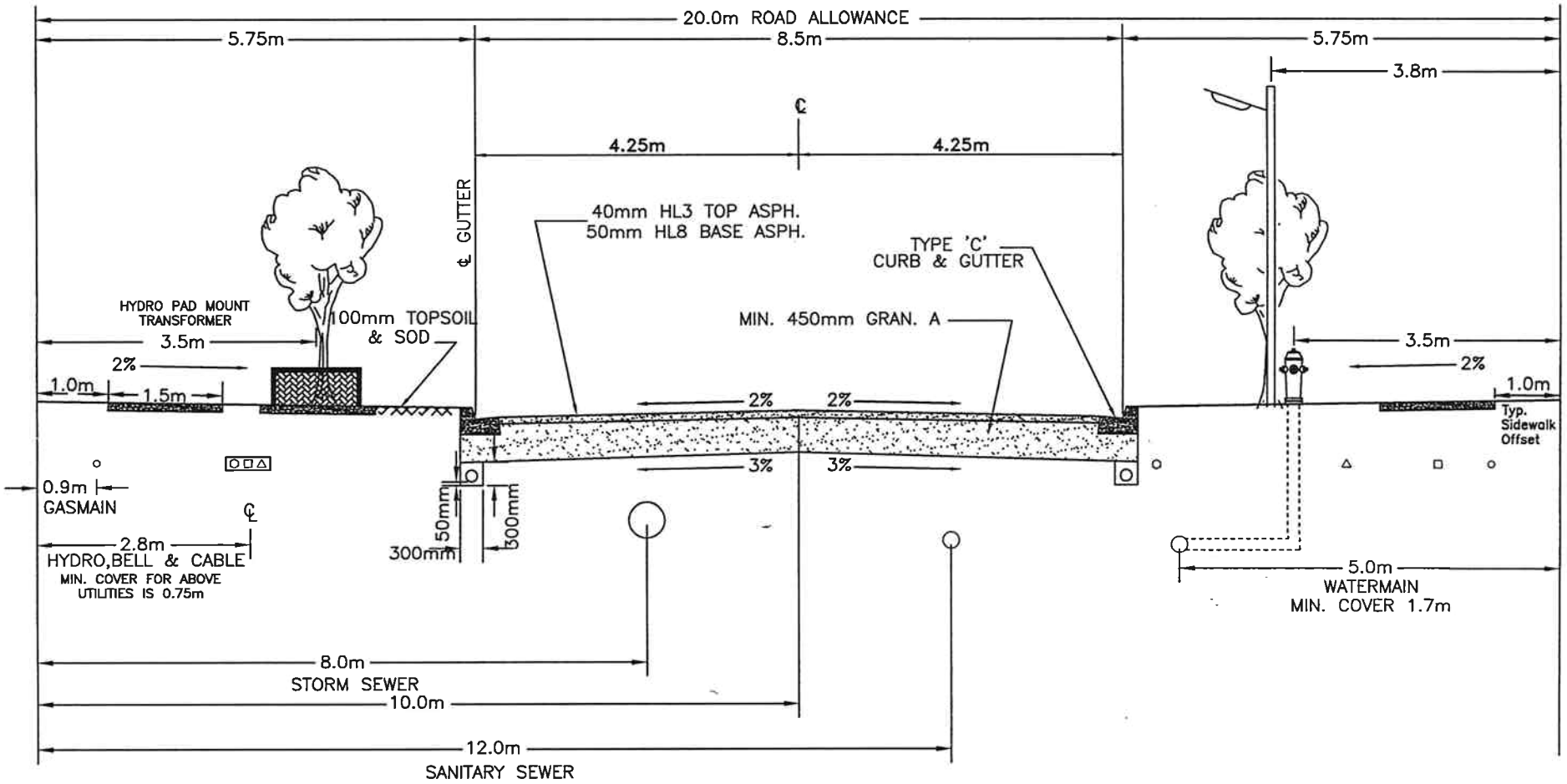
Town of Fort Erie
Infrastructure Services, Engineering Division
1 Municipal Centre Dr, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2402

forterie.ca | lferreira@forterie.ca





From: Mark Iamarino <MIamarino@forterie.ca>
Sent: Thursday, April 2, 2026 4:02 PM
To: Leo Ferreira <LFerreira@forterie.ca>
Subject: Fw: Some Development Engineering questions related to the development on 145 Derby Road and 3990 Rebstock Road



Appendix 5

NOTES:

1) FOR RESIDENTIAL DEVELOPMENT ROADS, BELL, HYDRO, AND CABLE TV SHALL BE LOCATED IN A COMMON TRENCH, 2.8m FROM THE PROPERTY LINE.

2) HYDRO LIGHTING POLES, OVERHEAD HYDRO, CABLE TV PEDESTALS, AND TREES WILL BE PLACED ON A 3.8m LINE ON ONE OR BOTH SIDES OF THE STREET.

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

TOWN OF FORT ERIE

TYPICAL URBAN ROAD CROSS SECTION
20m R.O.W.

SCALE	NOT TO SCALE	DRAWN BY	L.J.S.
DATE	APR. 2004	DWG. No.	PW-501 FE

G:\Town Of Fort Erie Standard\typical urban cross section with gutters

Interoffice Memorandum

Date: September 04, 2025
File No. ZBA-18-2024

To: Daryl Vander Veen, Intermediate Development Planner

From: Taylor Boyle, Project Manager, Development Engineering

Subject: **Official Plan Amendment, Zoning By-Law Amendment, Common Element Condominium – 1st and 2ndSubmission: 145 Derby Road and 3990 Rebstock Road**

Town of Fort Erie Development Engineering Staff have reviewed the above noted application to address technical concerns related to the Official Plan Amendment and Zoning By-law Amendment Applications for 145 Derby Road and 3990 Rebstock Road.

The subject lands are currently designated Medium Density Residential in the Crystal Beach Secondary Plan in the Town's Official Plan. 145 Derby Road is subject to the policies of Section 4.22.9.3 and 3990 Rebstock Road is subject to the policies of Section 4.22.9.4 in the Secondary Plan. The Official Plan Amendment proposes to amend the policies rated to the site to permit a minimum density of 38 units per hectare and a minimum number of apartment units to 24. Currently, the Secondary Plan policies require a minimum density of 50 units per hectare and a minimum number of 36 apartment units.

The subject lands are currently zoned Residential Multiple 1 (RM1-680) Zone (145 Derby Road) and Residential Multiple 1 (RM1-681) Zone (3990 Rebstock Road) in the Town's Comprehensive Zoning By-law 129-90, as amended. The Zoning By-law Amendment associated with this application is seeking to change the zoning of the subject lands to a new site-specific Residential Multiple 1 (RM1-XX) Zone with special provisions for the following:

a) To permit block townhouse dwellings as a permitted use.

b) To permit a reduced minimum rear yard of 5.30 metres from 6.00 metres.

c) To permit a reduced number of apartment units to 24 units from 36 units.

d) To permit a reduced minimum landscaped area of 36% from 50%.

e) To permit a reduced minimum density of 38 units per hectare from 50 units per hectare.

Town Staff have reviewed the following documentation for the purpose of this application:

- Functional Servicing Design Brief, prepared by Hallex Engineering Ltd., dated November 22, 2024;
- Storm Water Management Design Brief, prepared by Hallex Engineering Ltd., dated November 22, 2024;
- 145 Derby Road Traffic Impact Study Report, prepared by Traffmobility, dated December 2, 2024;
- Civil Drawing Package, prepared by Hallex Engineering Ltd., dated November 22, 2024:
    - General Notes, Typical Details & Key Plans (C0);
    - Site Services Plan (C1); and
    - Site Drainage Plan (C2)
- Site Lighting Photometric Plan (E-01), prepared by Peter J. Lesdow Architect, dated December 12, 2024

The following comments and conditions shall be addressed to the satisfaction of the Director of Infrastructure Services. Note that further comments are to be forthcoming on subsequent submissions.

Roads:

Derby Road is designated an ARTERIAL ROAD per the Town's current Official Plan. The designated road width is 23m. Its current width is approximately 12.19m. It is therefore required the Owner transfer and dedicate a widening of approximately 5.40m measured from the centerline of the original road allowance as per New Plan 420 to the Town, free and clear of any encumbrances to be known as Public Highway Derby Road, as a condition of this development application.

Currently Derby Road is not constructed to the Town's urban standard road cross-section. This section of Derby Road has not been identified in any previous Development Charge Background Study, therefore the Owner shall accommodate an urban cross-section standard along the subject land frontage, complete with new curb and gutter, at 100% Owner costs, as a condition of a future Development application.

Rebstock Road is also designated an Arterial Road as per the Town's current Official Plan with an ultimate desired right-of-way width of 23.0m. Its current width is deficient and varies from the intersection of Derby Road from approximately 11.4m± to 13.4m. It is therefore required the Owner transfer and dedicate a varied widening along the frontage to obtain half of the desired width to achieve a 23.0m right-of-way, measured from the centerline of the original road allowance as per New Plan 420 to the Town, free and clear of any encumbrances, to be known as Public Highway Rebstock Road, as a condition of a future Development application.

In its current state, it is a semi-urban cross-section condition, with existing roadside ditches. This section of Rebstock Road has not been identified in any previous Development Charge Background Study, therefore the Owner shall accommodate an urban cross-section standard along the subject land frontage to the westerly limit, complete with curb and gutter, at 100% Owner costs, as a condition of a future Development application.

Daylighting Triangle

Pursuant to the Town's Official Plan (Section 12.7.4.), daylighting triangles are required at intersections of Arterial Roads, at a measurement of 7.0m x 7.0m, taken after considerations of any required widening portions along the frontages. Therefore, an additional daylighting triangle shall be identified at the intersection of Derby and Rebstock Road, transferred and dedicated to the Town, free and clear of any encumbrances to be known as Public Highway Rebstock Road, as a condition of the future development application.

Transportation Impact Study (TIS)

The proposed Official Plan Amendment and Zoning By-law Amendment is requesting a reduction in the minimum density and number of apartment units. These changes have the potential to alter traffic volumes, turning movements, and overall transportation patterns on the surrounding road network. A Transportation Impact Study (TIS) prepared by a qualified professional is required to assess these impacts and to identify any mitigation measures necessary to support the proposed development.

The Applicant has submitted with this Official Plan and Zoning By-law Amendment applications a Traffic Impact Study Report, prepared by TraffMobility, dated December 2, 2024. The TIS will be reviewed by Town staff to confirm the assessment of potential impacts and to determine any required mitigation measures or infrastructure improvements."

Conditions for Transportation Impact Study (TIS):

1. Prior to approval of the Official Plan Amendment and Zoning By-law Amendment, the applicant shall submit a Transportation Impact Study (TIS), prepared by a qualified transportation engineer, to the satisfaction of the Director of Infrastructure Services. The TIS shall evaluate the potential impacts of the proposed development on the adjacent and regional transportation network, including intersections and active transportation facilities, and identify any required mitigation measures or infrastructure improvements. The applicant shall implement, or provide satisfactory security for, any recommended works to the satisfaction of the Town.

Sidewalks, Curbs, and Driveway Aprons:

In maintaining the Town's need for sidewalks with respect to lands subject to development approvals, sidewalks are typically required on one side of all future public roads. All sidewalks shall be constructed in accordance with the Town of Fort Erie standards to the satisfaction of the Director of Infrastructure Services.

Sidewalks proposed should be noted at the standard town location of 1.0m off street property line along the west side of Derby Road, from Webber Court south to Rebstock Road, with applicable tactile warning surfaces provisioned accordingly, and Rebstock Road from Derby Road to approximately 133 meters northwest. Sidewalk extensions shall constructed at the cost of the Owner.

All proposed driveway aprons shall be installed at a minimum with paved hard surface asphalt from the street property lines to the proposed road curbs.

Linear Municipal Services

Watermains	**Derby Road**	**Rebstock Road**
	200mm dia. CI (TOFE)	150mm dia. PVC (TOFE)

The Owner shall have a suitably sized water distribution system designed by a qualified Professional Engineer to the Director of Infrastructure Services' satisfaction and in accordance with the Town's current standards and connected to the existing water distribution system from Derby Road. The Owner shall also make themselves familiar with the requirements of the Town's current Water Testing & Disinfection Criteria and ensure these requirements are met, prior to the Town authorizing connections to the existing water system. Fire Hydrants shall also be accommodated at the standard spacing requirements, and subject to review and approval by Town staff.

Conditions for Watermains:

2. The Owner shall have the water distribution system and appurtenances designed by a Professional Civil Engineer in accordance with the Town of Fort Erie Standards, as amended, and constructed to the satisfaction of the Director of Infrastructure Services, inclusive of a watermain connection on Derby Road; and
3. The Owner's Consulting Engineer submit a ***Ministry of Environment – Form 1 – Record of Watermains Authorized as a Future Alteration*** form to the satisfaction of the Director of Infrastructure Services; and
4. The Owner adheres to the Town's current Drinking Water Quality Management System Requirements and Criteria

Sanitary	**Derby Road**	**Rebstock Road**
	315mm dia. PE (TOFE)	200mm dia. PVC (TOFE)

The Owner shall have an adequately sized sanitary sewer distribution system designed by a qualified Professional Engineer, to the satisfaction of the Director of Infrastructure Services and in accordance with the Town's current standards, a minimum size of 200mm within the future public road(s). The Applicant has submitted with this Official Plan, and Zoning By-Law Amendment applications, a Functional Servicing Report, prepared and certified by Hallex Engineering Ltd., dated November 22, 2024. Although the report in its preliminary form adequately assesses the downstream system for acceptance and conveyance of the proposed peak flows generated for the development lands, further minor revisions are required to the report.

- The Functional Servicing Report shall be peer-reviewed by the Town's Sanitary Sewer Consultant, GEI Consultants. The analysis by the Town's Consultant shall provide comments and recommendations for the existing downstream system. The submission of this Functional Servicing component and recommendations thereof to the downstream system, if any, shall result in a HOLD Provision until recommended improvements to rectify capacity constraints are implemented accordingly at 100% responsibility of the Owner.

- The Owner shall also make themselves familiar with the requirements of the Town's current Sanitary Sewer Consolidated Linear Infrastructure license, and ensure these requirements are met, prior to the Town authorizing connections to the existing sewer system.

Conditions for Sanitary Sewers:

1. That the Functional Servicing Report (FSR) be peer-reviewed by the Town's Sanitary Sewer Consultant, GEI Consultants. The peer review shall include analysis and recommendations regarding the capacity of the existing downstream system. Should the peer review identify required improvements to address capacity constraints, a HOLD provision shall apply until such improvements are implemented, at the sole cost and responsibility of the Owner.
2. The Owner shall have the sanitary sewer system and appurtenances and any required improvements to the existing system designed by a Professional Civil Engineer in accordance with the Town's Standards, as amended, and be constructed at the cost of the Owner, to the satisfaction of the Director of Infrastructure Services; and
3. The Owner's Consulting Engineer submit and receive the Town's **Consolidated Linear Infrastructure - Environmental Compliance Approval** (**CLI-ECA**) certificates for the public sanitary sewers within the development lands and those required for sewer installations external to the development lands, to the satisfaction of the Director of Infrastructure Services

Storm	**Derby Road**	**Rebstock Road**
	315mm dia. PE (TOFE)	200mm dia. PVC (TOFE)

That a detailed Stormwater Management Report shall be prepared, certified, and implemented for this development by a Professional Civil Engineer in accordance with the Town's Standards, as amended, and in accordance with By-Law 39-2003 and to the satisfaction of the Project Manager, Development Engineering.

In general, Town staff are committed to better environmental stewardship. In accordance with the Niagara Region's Stormwater Management Guidelines, Town Staff require that water quality control be to an Enhanced level (80% TSS removal).

The Owner shall have an adequately sized storm sewer distribution system designed by a qualified Professional Engineer, to the satisfaction of the Director of Infrastructure Services and in accordance with the Town's current standards, to outlet expected peak storm flows to a secured and suitable outlet, using the 5-year storm design.

Conditions for Storm Sewers:

1. The Owner shall have the local storm sewer system and appurtenances designed by a Professional Civil Engineer in accordance with the Town's Standards, as amended, and constructed to the satisfaction of the Director of Infrastructure Services; and
2. A Stormwater Management Report shall be prepared for this development by a Professional Civil Engineer in accordance with the Town's Standards, as amended, to the satisfaction of the Director of Infrastructure Services; and
3. An overland flow route be incorporated into the design of the stormwater management for the site identifying a suitable outlet for the major storm event (> 5-year event); and
4. The storm system be designed to accommodate residential foundation weeping tile

drainage via sump pump discharge at grade to the front and / or rear yards only, not the side yards; and

5. That the future site plan/condominium agreement includes a clause requiring that each agreement of purchase and sale state that "*Roof downspouts shall discharge only to the ground surface via splash pads to either the front, or rear yards. No direct connection to the storm sewer will be permitted nor should downspouts discharge directly to the driveway or a roadway.*"
6. The Owner's Consulting Engineer submit and receive the Town's **Consolidated Linear Infrastructure - Environmental Compliance Approval** (**CLI-ECA**) certificates for the public storm sewers within and external to the development lands, to the satisfaction of the Director of Infrastructure Services

Conditions for Street Lighting:

1. The Owner shall submit to the Town a street lighting design prepared by a Professional Electrical Engineer, for review and acceptance to the satisfaction of the Director of Infrastructure Services and/or Canadian Niagara Power; and
2. Pay for and construct the proposed street lighting design in accordance with the Town's, Electrical Safety Authority's, and Canadian Niagara Power's standards, to the satisfaction of the Director of Infrastructure Services
3. Submit to the Town the digital as-constructed data in the Town's AutoCAD standards, in addition to Cost Schedules reflective of the actual costs of construction of all assets to be assumed by the Town through the future site plan/condominium agreement, to the satisfaction of the Director of Infrastructure Services

Pre-Construction Condition Surveys

The Owner shall obtain Pre-Construction Condition surveys of all existing abutting properties and structures surrounding all areas of proposed infrastructure installations. The purpose of a pre-construction condition survey is to obtain independent documentary evidence of the conditions of adjacent buildings, structures, features etc., prior to construction activities commencing on and within the subject lands and lands external to the site. While it is not expected that construction will cause damage to neighboring buildings, structures, features etc., a survey is undertaken as a precautionary measure and will assist building owners, contractors, and developers in the event of any claims for damages.

Conditions for Pre-Construction Condition Surveys:

1. The Owner shall submit to the Town a Pre-Construction Condition survey for all existing abutting properties and structures surrounding all areas of proposed infrastructure installations, to the satisfaction of the Director of Infrastructure Services, prior to the commencement of any construction works

Engineering Fees and Securities for Performance Obligations

The Owner shall be required to submit to the Town, Engineering, regulatory street signage, water testing and construction fees and securities for performance obligations involved with ensuring the design and construction of services to develop the above subject lands and required off-site improvements are completed and function in accordance with Town's standards for assumption, to the satisfaction of the Director of Infrastructure Services.

Conditions for Engineering Fees and Securities for Performance Obligations:

1. The Owner submits to the Town the required fees for Engineering, water testing, regulatory street signage, and construction fees and securities for performance obligations through the means of entering into a pre-servicing and/or future site plan/condominium agreement, to the satisfaction of the Director of Infrastructure Services

PSAB, Records & Asset Management

The Public Sector Accounting Board's (PSAB) 3150 Regulations set the standard for Municipalities to record and report their existing and future tangible capital assets through a comprehensive management approach. Digital data shall be provided by the Owner in accordance with the Town of Fort Erie's Standard Contract documents and AutoCAD standards, for compliance to the above PSAB requirements.

Conditions for PSAB, Records & Asset Management:

1. The Owner submits to the Town the digital data and contract documentation for both Primary and Secondary Services, in accordance with the Town of Fort Erie's Standard Contract documents and AutoCAD standards, in addition to Cost Schedules reflective of the actual costs of construction of all assets to be assumed by the Town through the future site plan/condominium agreement, to the satisfaction of the Director of Infrastructure Services

Engineering Construction, and Geotechnical Compaction Inspections

The Owner's Engineering Consultant shall be responsible to provide full time engineering inspection in order to provide adequate certification of the works required to install Municipal services on and off-site to develop the lands, to the satisfaction of the Director of Infrastructure Services. Engineering Inspection shall also include provisions for Geotechnical Compaction testing inspection for municipal servicing installations, in accordance with the Town's standards. Weekly reports from both the Engineering Consultant and the Geotechnical Engineering Consultant, shall be forwarded to the Town of Fort Erie as part of the requirements for acceptance of the Primary Services proposed.

Conditions for Engineering Construction, and Geotechnical Compaction Inspections:

1. The Owner's Engineering Consultant be responsible to provide full time engineering inspection in order to provide adequate certification of the works required to install Municipal services on and off-site to develop the lands, to the satisfaction of the Director of Infrastructure Services; and
2. The Owner's Geotechnical Engineering Consultant be responsible for providing adequate compaction testing and certification of the works required to install Municipal services on and off-site to develop the lands, to the satisfaction of the Director of Infrastructure Services; and
3. The Owner's Engineering Consultant submit to the Town all relevant and required Construction and Geotechnical Testing and Inspection Records and Reports, to the satisfaction the Director of Infrastructure

Development Engineering have no further comments or conditions to impose regarding the submitted Official Plan Amendment, and Zoning By-Law Amendment and Common Element Condominium applications, subject to the above conditions. The Owner shall be required to enter into a Site Plan/ Condominium Agreement with the Town to address the above

obligations, and all proposed municipal improvements off-site and external to the subject lands, as required.

Regards,



Taylor Boyle – Project Manager, Development Engineering

c. Mark Iamarino, Manager, Development Approvals (email only)

Outlook

145 Derby Road & 3990 Rebstock Road

From Jessica Abrahamse <JAbrahamse@forterie.ca>
Date Wed 2025-07-09 4:15 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>
Cc Zachary George <ZGeorge@forterie.ca>

Hi Daryl,

Senior Environmental Planning staff have reviewed the following reports/plans:

- Landscape Plan, prepared by Arcadis, dated December 10, 2024
- Arborist Report, prepared by Urban Arboretum, dated October 17, 2024 (Kyle Berwick - Arborist)

General Comments:

I would like to request that the applicant acknowledge that their file will be subject to By-law 33-2024 as their pre-consultation meeting was held in 2023. The acknowledgement will waive the requirement for a new pre-consultation meeting. Overall, the report has been well done, and staff appreciate that the Arborist has made an effort to retain some of the large native trees on site. It should be noted that the plan is not approved, and some revisions are required.

Technical Comments:

Arborist Report and Tree Protection Plan

- Please note that written permission for removal or injury from the adjacent landowner for the following trees will be required: 2, 3, 4, 38, 39, 40, 41, 42, 43, 44
- Please note that written permission from the Town's infrastructure department will be required for the following trees: 24, 25, 26
- The following clauses should be added to the Tree Protection Plan
    - An Arborist is to be on site during any works that are within the MTPZ. The tree service shall raise the crown of all branches to provide adequate clearance for construction equipment.
    - Root pruning in open trench methods of construction is require under the direction of and alongside written approval of an arborist. The objective is to minimize severance of anchor roots, which provide upright support for the tree, thereby minimizing potential hazards.
    - The Town of Fort Erie specifies the non-invasive methods of excavation including air spade, hydro vac, hand digging to minimize the health and structure of trees.
    - A letter of tree protection verification is required to be submitted prior to pre-grading to the satisfaction of the Director of Planning.

Landscape Plan

- Based on the quantity of trees proposed to be planted (43) and the minimum caliper size of 60mm, the Town's compensation requirements have been fulfilled.
- No further comments from the Town's environmental planning department.

Regards,
Jessica Abrahamse M.E.S.
Senior Environmental Planner

Town of Fort Erie
Planning and Development Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2510

forterie.ca | jabrahamse@forterie.ca





Outlook

Re: Request for comments - proposed OPA, ZBA and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

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From Jessica Goodings <JGoodings@forterie.ca>
Date Tue 2025-06-24 1:39 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

Good afternoon Daryl,

The fire department has no additional comments regarding this proposal. The previous comments about water supply and fire department access routes will still apply.

Thank you and kind regards,

Jessica Goodings
Senior Fire Prevention Officer

Town of Fort Erie
Fire Department
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2605 | c: 289-321-0019

forterie.ca | jgoodings@forterie.ca

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: Thursday, June 19, 2025 5:39 PM
Subject: Request for comments - proposed OPA, ZBA and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

Good evening,

The Town of Fort Erie has received applications for a combined Official Plan and Zoning By-law Amendment and a Plan of Common Elements Condominium for 145 Derby Road and 3990 Rebstock Road in the Town of Fort Erie. The subject lands are located in the Crystal Beach neighbourhood on the northwest corner of Derby Road and Rebstock Road. The intent of the application is to facilitate development of thirty-six (36) block townhouse dwellings and a four-storey apartment with twenty-four (24) dwelling units. The proposed density is approximately 38 units per hectare.

Outlook

Fw: TIS Review - ZBA-18-2025 - 145 Derby Rd & 3990 Rebstock Rd

---

From Robert Judd <RJudd@forterie.ca>
Date Thu 2025-09-04 4:08 PM
To Taylor Boyle <TBoyle@forterie.ca>
Cc Jordan Frost <JFrost@forterie.ca>; Mark Iamarino <MIamarino@forterie.ca>; Daryl Vander Veen <DVanderVeen@forterie.ca>

2 attachments (12 MB)

Crystal Condominiums - 20241218 - 21 of 39 - Traffic Impact Study.pdf; Crystal Condominiums - 20241218 - 36 of 39 - Civil Site Plans.pdf;

Hello Taylor,

No concerns or comments for the attached TIS for the proposed 60 unit development.

regards,
Robert D. Judd, P.Eng.
Municipal Engineer - Infrastructure Renewal
Town of Fort Erie
Infrastructure Services, Engineering Division
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2412
forterie.ca | rjudd@forterie.ca

From: Taylor Boyle <TBoyle@forterie.ca>
Sent: Thursday, September 4, 2025 1:24 PM
To: Robert Judd <RJudd@forterie.ca>
Cc: Jordan Frost <JFrost@forterie.ca>; Daryl Vander Veen <DVanderVeen@forterie.ca>; Mark Iamarino <MIamarino@forterie.ca>
Subject: TIS Review - ZBA-18-2025 - 145 Derby Rd & 3990 Rebstock Rd

Good afternoon Robert,
I am currently reviewing the submitted documentation for an OPA and ZBA application for 145 Derby Road.

At your earliest convenience can you please review the TIS, attached, and provide any comments/concerns.

The purpose of this OPA/ZBA is to amend the MINIMUM density of 50 units per hectare to 38 units per hectare. The application proposes 24 units whereas 36 is currently required.

I have already included in my comments that both Derby and Rebstock Rd are to be upgraded to urban standard cross-sections, and that a daylighting triangle will be required. The plans already include the provision of sidewalks on Derby and Rebstock as well.

If you require anything else to complete your review, please don't hesitate to contact me.

Thank you,

\\lightning\tomrms\D - Development and Planning\D14 - Zoning\2024\ZBA-18-2024 Derby Road, 145 and Rebstock Road, 3990\2_Submission Materials\2024.12.18 First Submission

Taylor Boyle, C.Tech., rcsi

Project Manager, Development Engineering
Planning and Development Services, Development Approvals

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive | Fort Erie, ON | L2A 2S6
D: 905-871-1600 ext. 2505
tboyle@forterie.ca | www.forterie.ca

Outlook

Re: Request for comments - proposed OPA, ZBA and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

---

From Kathryn Strachan <KStrachan@forterie.ca>
Date Wed 2025-07-09 5:33 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>
Cc Elizabeth Latif <ELatif@forterie.ca>

Hi Daryl,

Please see landscape comments below:

145 Derby Road and 3990 Redstock Road

Landscape Comments

Sidewalk Location:
Sidewalks are to be located on one side of the street

Townhouse Orientation:
Townhouse frontages should be oriented toward municipal streets, where feasible.

Snow Storage:
The Landscape Plan must clearly identify the location of snow storage areas.

Soil Volume Calculations:
The Landscape Plan must include soil volume calculations for large, medium, and small trees, indicating:

- The minimum soil volume (m^3) required for each tree size surrounded by hard surfaces.
- The corresponding minimum surface area (m^2) per tree.

Street Tree Planting:
Street trees should be planted along the municipal boulevard, where possible.

Tree Protection Consistency:
The Landscape Plan showing existing trees to remain is inconsistent with the Tree Protection/Arborist Report, which identifies different trees to be retained or removed.
The plan must be revised to ensure consistency and alignment between the landscape plan and the arborist report.

Standard Town notes to be included on landscape plan

Appendix 5

Required Landscape Plan Notes:

1. Any plant material or play equipment (if applicable) substitutions require the approval of the Town of Fort Erie.

2. Plant material, play equipment (if applicable) and fencing shall be provided by the Owner. Any additions must comply with the Zoning By-law.

3. Any sodding, planting or work on lands abutting the property from the lot lines to sidewalk and curbing shall be to the satisfaction of the Town.

4. All landscaping shall be installed prior to the end of the first growing season following occupancy of the development.

5. Notwithstanding the Maintenance Guarantee period in the agreement, all plant materials shall have a two (2) year warranty.

Kathryn Strachan
Landscape Architect Associate (MLA, BFA)

Town of Fort Erie
Planning and Development Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2529

forterie.ca | kstrachan@forterie.ca

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: Thursday, June 19, 2025 5:39 PM
Subject: Request for comments - proposed OPA, ZBA and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

Good evening,

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Outlook

Re: Request for comments - proposed OPA, ZBA and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

---

From Mike Embleton <mike.embleton@cogeco.com>
Date Mon 2025-06-23 8:05 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

Good morning Daryl,

Cogeco has no comment on this application.

Thank you,
Mike

Mike Embleton
Network Delivery Coordinator
7170 McLeod Rd, Niagara Falls ON, L2H 3H2
C 905-246-8621

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On Thu, Jun 19, 2025 at 5:39 PM Daryl Vander Veen <DVanderVeen@forterie.ca> wrote:

> Good evening,
>
> The Town of Fort Erie has received applications for a combined Official Plan and Zoning By-law Amendment and a Plan of Common Elements Condominium for 145 Derby Road and 3990 Rebstock Road in the Town of Fort Erie. The subject lands are located in the Crystal Beach neighbourhood on the northwest corner of Derby Road and Rebstock Road. The intent of the application is to facilitate development of thirty-six (36) block townhouse dwellings and a four-storey apartment with twenty-four (24) dwelling units. The proposed density is approximately 38 units per hectare.
>
> The subject lands are currently designated Medium Density Residential in the Crystal Beach Secondary Plan in the Town's Official Plan. 145 Derby Road is subject to the policies of Section 4.22.9.3 and 3990 Rebstock Road is subject to the policies of Section 4.22.9.4 in the Secondary Plan. The Official Plan Amendment proposes to amend the policies rated to the site to permit a minimum density of 38 units per hectare and a minimum number of apartment

DISTRICT SCHOOL BOARD OF NIAGARA

191 CARLTON ST. ▪ ST. CATHARINES, ON ▪ L2R 7P4 ▪ 905-641-1550 ▪ DSBN.ORG

June 20, 2025

Daryl Vander Veen
Intermediate Development Planner
Planning & Development Services
The Corporation of the Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, ON L2A 2S6

Dear Mr. Vander Veen,

Re: APPLICATION FOR OFFICIAL PLAN, ZONING BY-LAW AMENDMENT & COMMON ELEMENT CONDOMINIUM
145 DERBY ROAD & 3990 REBSTOCK ROAD, CRYSTAL BEACH, ONTARIO

Thank you for circulating the District School Board of Niagara (DSBN) the above noted Complete Application for the lands, municipally known as 145 Derby Road and 3990 Rebstock Road. We understand the purpose of the application is to facilitate the construction of 9 blocks of townhouses totaling 36 units and a 24-unit 4 storey apartment building. The proposed Official Plan Amendment and Zoning By-law amendment will rezone the site accordingly to facilitate the development.

DSBN Planning staff has completed its review and has no objections to the application. Students from this area would attend John Brant PS (Gr. JK-8) and Greater Fort Erie Secondary School (Gr. 9-12).

If you have any questions, please feel free to contact Aidan Hawkins, Planning Services at 905-641-2929 Ext 54225.

Sincerely,

S. Veld

Stacy Veld,
Associate Director of Education, Corporate Services

Municipal Planning,
Engineering

tel 416 495 5180
municipalplanning@enbridge.com

Enbridge Gas Inc.
500 Consumers Road
North York, ON
M2J 1P8

June 26, 2025

Daryl Vander Veen
Intermediate Development Planner
Planning & Development Services Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, ON L2A 2S6

RE: Draft Plan of Condominium, Official Plan Amendment, Zoning By-law Amendment
G & G Developments Inc.
145 Derby Road and 3990 Rebstock Road
Town of Fort Erie

Dear Daryl,

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

The Owner agrees to provide Enbridge Gas Inc. (Enbridge Gas) the necessary easements at no cost and/or agreements required by Enbridge Gas for the provision of local gas services for this project, in a form satisfactory to Enbridge Gas.

Sincerely,



Casey O'Neil
Advisor Municipal Planning

Outlook

Fort Erie - 145 Derby Road and 3990 Rebstock Road - Pre Con

From LANDUSEPLANNING <LandUsePlanning@HydroOne.com>
Date Tue 2025-07-08 3:32 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

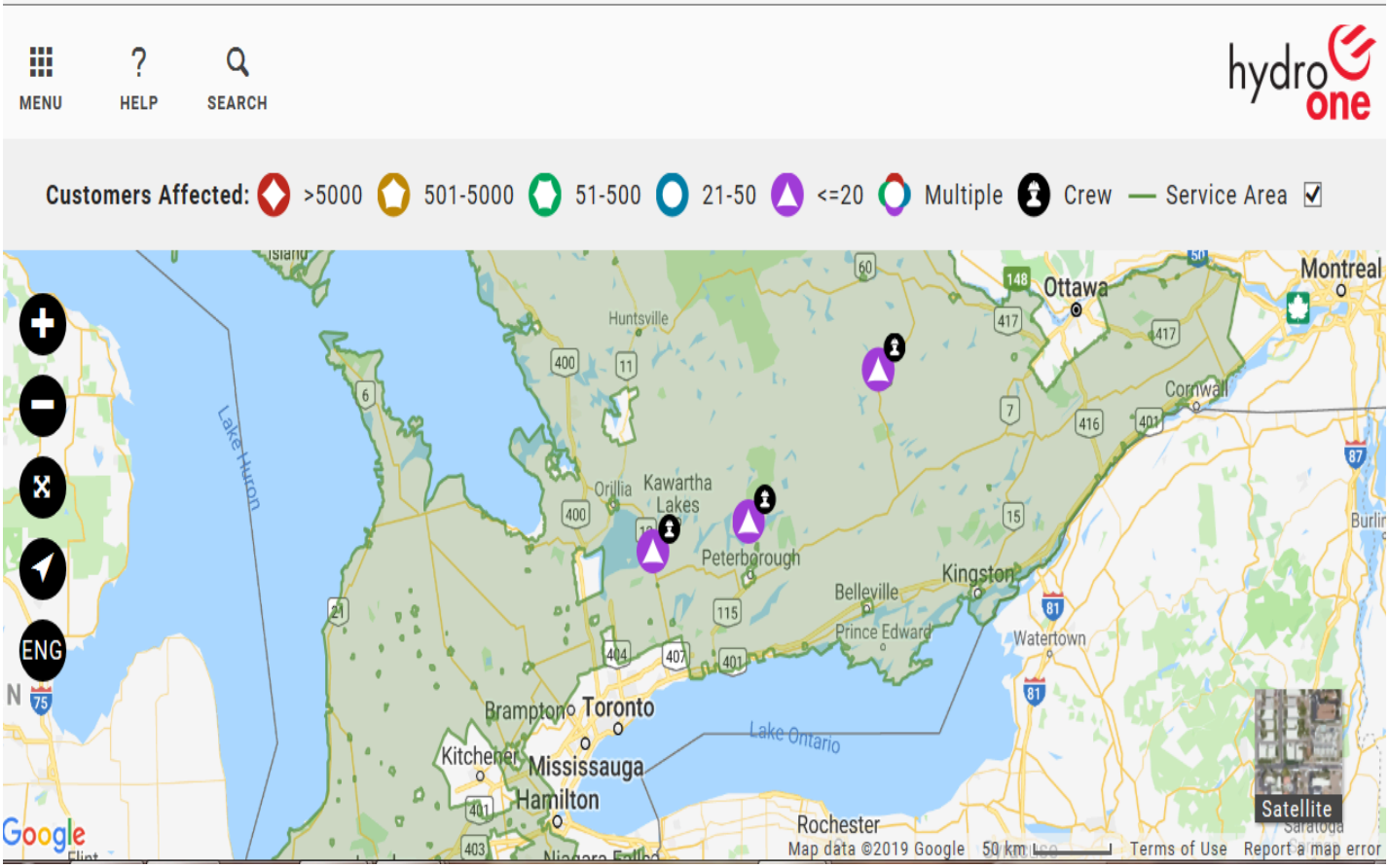
Hello,

We are in receipt of your Application for Condominium, Pre Con dated 2025-06-19. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330.

To confirm if Hydro One is your local distributor please follow the following link: [Stormcentre (hydroone.com)]

Please select "Search" and locate the address in question by entering the address or by zooming in and out of the map.



If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

If you have any questions please feel free to contact myself.

Thank you,

Land Use Planning Department
Hydro One Networks Inc.
Email: LandUsePlanning@HydroOne.com

August 20, 2025

Project Name: 145 Derby Road & 3990 3990 Rebstock Road, Crystal Beach, Fort Erie
DOCA Project Number: 2023-1055
Proponent: G&G Developments Inc.
Project Location: 145 Derby Road & 3990 3990 Rebstock Road, Crystal Beach, Fort Erie

Dear Daryl Vander Veen,

This letter is to confirm receipt of the project-related correspondence sent by the Town of Fort Erie, on June 19, 2025, regarding 145 Derby Road & 3990 3990 Rebstock Road, Crystal Beach, Fort Erie.

The Mississaugas of the Credit First Nation (MCFN) are the Treaty Holders of the land on which the project will take place – specifically, the Between the Lakes Treaty No. 3, of 1792. The MCFN holds Indigenous and Treaty Rights specific to the project location and its environs, which may be adversely impacted by it. The Department of Consultation and Accommodation (DOCA) is designated by the MCFN to handle consultation matters on its behalf.

The DOCA consultation team has reviewed the project-related correspondence identified above, in addition to any associated documentation. The following DOCA Units have completed a review and their questions and comments have been included below.

Archaeology Unit
Primary Reviewer: **Adam LaForme, MCFN DOCA- Manager of Archaeology**
Questions and Comments- *MCFN DOCA wishes to remind G&G Developments that the Stage 3 Archaeological Assessment remains outstanding and requires MCFN involvement. Please contact the MCFN DOCA Archaeological Unit to coordinate next steps.*

Environment Unit
Primary Reviewer: **Lindsay Wong, MCFN DOCA- Manager of Environment**
Questions and Comments - *After reviewing the submitted environmental reports, MCFN DOCA has no comments or concerns at this time.*

Until the questions, concerns, and/or interests identified in this letter have been satisfactorily addressed, the project must not receive approval or proceed with any ground-altering activities. We request a response to our feedback within two to three weeks' time.

DOCA expects to be notified of any and all future project updates and/or changes.

If you have any questions for the DOCA consultation team, please feel free to contact us.

Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, Ontario N0A 1H0
Phone: (905) 768-1133
Fax: (905) 768-1225

Thank you,



Abby (LaForme) Lee
Consultation Coordinator
Department of Consultation and Accommodation
Phone: 905-768-4260
Email: abby.laforme@mncfn.ca

CC: Megan DeVries, Manager of Consultations, megan.devries@mncfn.ca
Adam LaForme, Manager of Archaeology, Adam.LaForme@mncfn.ca
Lindsay Wong, Manager of Environment, Lindsay.Wong@mncfn.ca

Outlook

RE: Request for comments - proposed OPA, ZBA, DPS and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

From Lucky Reddy, Adithi <Adithi.Lucky.Reddy@niagararegion.ca>
Date Thu 2026-04-02 3:48 PM
To Daryl Vander Veen <DVanderVeen@forterie.ca>
Cc devtplanningapplications@niagararegion.ca <devtplanningapplications@niagararegion.ca>; Fajta, Jessica <Jessica.Fajta@niagararegion.ca>

⚠ **External Email Warning:**
This email originated from outside the organization. Please exercise caution before clicking links, opening attachments, or responding.

Hi Daryl,

We have no comments or any capacity issues with Crystal Beach Wastewater Treatment Plant with this development.

Our comments and conditions focus on waste collection for these applications.

We haven't received the fees for the applications yet. I will send the comments next week after the fee is paid. I would like to note that the Regional offices are closed for Good Friday and Easter Monday. If we receive the fees soon, the earliest I will be able to send the comments will be on Tuesday.

Thank you,

Growing Better Together
Niagara Region

Adithi Lucky Reddy
Planner
Niagara Region, Sir Isaac Brock Way,
Thorold, ON, L2V 4T7, PO Box 1042

P: (905) 980-6000 ext. 3264
W: www.niagararegion.ca
E: adithi.luckyreddy@niagararegion.ca

My workday may look different from your workday. Please do not feel obligated to respond outside of your normal working hours.

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: April 2, 2026 2:33 PM
To: Lucky Reddy, Adithi <Adithi.Lucky.Reddy@niagararegion.ca>
Cc: Development Planning Applications <devtplanningapplications@niagararegion.ca>
Subject: Re: Request for comments - proposed OPA, ZBA, DPS and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

Outlook

RE: Request for comments - proposed OPA, ZBA and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

From Taran Lennard <tlennard@npca.ca>
Date Fri 2025-06-20 9:08 AM
To Daryl Vander Veen <DVanderVeen@forterie.ca>

Hi Daryl,

No objections from NPCA. The lands remain outside of our regulated areas.

Thank you for including us.

Taran Lennard
Watershed Planner II

Niagara Peninsula Conservation Authority (NPCA)
3350 Merrittville Highway | Unit 9 | Thorold, ON L2V 4Y6

905.788.3135 ext. 277
www.npca.ca
tlennard@npca.ca

For more information on Permits & Planning, please go to the Permits & Planning webpage at https://npca.ca/administration/permits.

For mapping on features regulated by the NPCA please go to our GIS webpage at https://gis-npca-camaps.opendata.arcgis.com/ and utilize our Watershed Explorer App or GIS viewer.

To send NPCA staff information regarding a potential violation of Ontario Regulation 41/24 please go to the NPCA Enforcement and Compliance webpage at https://npca.ca/administration/enforcement-compliance

---

From: Daryl Vander Veen <DVanderVeen@forterie.ca>
Sent: June 19, 2025 5:39 PM
Subject: Request for comments - proposed OPA, ZBA and CEC applications for 145 Derby Road and 3990 Rebstock Road, Crystal Beach, Town of Fort Erie

Good evening,

The Town of Fort Erie has received applications for a combined Official Plan and Zoning By-law Amendment and a Plan of Common Elements Condominium for 145 Derby Road and 3990 Rebstock Road in the Town of Fort Erie. The subject lands are located in the Crystal Beach neighbourhood on the northwest corner of Derby Road and Rebstock Road. The intent of the

Office of the CAO

Prepared for: Council-in-Committee **Report: CAO-04-2026**

Meeting Date: April 13, 2026

1. Title

2026 Annual Health and Safety Policy Review

2. Recommendations

That: Council receive Report CAO-04-2026 regarding the annual review of the Health and Safety Policy for information purposes.

3. Relation to Council's Corporate Strategic Plan

Priority: Quality of life and community well-being
Initiative: Maintaining corporate health and safety policies to support legislative compliance and workplace best practices.

4. List of Stakeholders

- Employees
- CUPE Local #714
- Managers and Supervisors
- Members of Council

5. Purpose of Report

The purpose of this report is to provide Council an opportunity to review The Corporation's Health and Safety Policy.

6. Analysis

The policy was reviewed by the Joint Health and Safety Committee on February 20, 2026.

No changes at this time.

7. Financial, Staffing and Accessibility (AODA) Implications

No implications at this time.

8. Policies Affecting Proposal

The Occupational Health and Safety Act (Act) requires that employers prepare and review at least annually, a written occupational health and safety policy.

9. Comments from Departments, Community and Corporate Partners

The Joint Health and Safety Committee considered and approved the new policy on February 20, 2026.

10. Alternatives

N/A

11. Communicating Results

N/A

12. Conclusion

The Corporation's Health and Safety Policy demonstrates due diligence and confirms the employer's commitment to complying with applicable legislation and implementing best practices to respond to evolving workplace issues.

13. Report Approval

Prepared by:
Anthony Giammarco
Health and Safety Specialist

Reviewed by:
Lorraine Daymond
Director of Human Resources

Submitted by:
Anthony Giammarco
Health and Safety Specialist

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix "1" – The Corporation of the Town of Fort Erie - Health and Safety Policy

The Corporation of the Town of Fort Erie

Health and Safety Policy

Appendix 1

1.0 Definitions

"Bargaining Agent" means
- the Canadian Union of Public Employees (CUPE) Local #714

"Corporation" means
- The Corporation of the Town of Fort Erie

"**Council**" means
- the municipal Council of the Town of Fort Erie

"**Domestic Violence**" is
a) a pattern of behaviour to gain power and control over an employee by a person who has a personal relationship with the employee, such as a spouse, partner or other family member
b) this behaviour may include physical violence, sexual, emotional and psychological intimidation, verbal abuse, stalking and the use of electronic devices to harass and control

"Gender Expression" is
- how a person publicly presents their gender and through which others perceive that person's gender and includes external attributes and behaviours such as dress, hairstyle, make-up, body language, voice, name and chosen pronoun

"Gender Identity" is
- each person's internal and individual experience of gender and sense of being a woman, a man, both, neither or anywhere in between and may be the same as or different from their birth-assigned sex

"Hazard" means
- human, material, equipment, environment and process factors that can contribute to an accident/incident or injury, including but not limited to;
  a) Musculoskeletal Disorders
  b) Workplace Harassment
  c) Workplace Impairment
  d) Workplace Sexual Harassment
  e) Workplace Violence
  f) Noise Induced Hearing Loss
  g) Pandemic
  h) Critical Injury
  i) Fatality

"Internal Responsibility System" (IRS)

- A system within an organization, where everyone in the workplace shares responsibility for health and safety. These responsibilities are defined in the Occupational Health and Safety Act and is an integral part of every worker's role.

"Musculoskeletal Disorder" includes

- Soft-tissue injuries caused by sudden or sustained exposure to repetitive motion, force, vibration and awkward positions. These disorders may affect the muscles, nerves, tendons, joints and cartilage areas

"Equivalent Sound Exposure Level" means

- the continuous sound pressure level of noise averaged over time, measured in dBA, and if present in the workplace for eight (8) hours a day, would contain the same total energy as that generated by the actual and varying sound levels to which a worker may be exposed in a total work day

"Prohibited Grounds" includes

a) race
b) ancestry
c) place of origin
d) colour
e) ethnic origin
f) citizenship
g) creed
h) sex (including pregnancy, gender identity and gender expression)
i) sexual orientation
j) age
k) marital status
l) family status
m) disability
n) receipt of public assistance
o) record of offences

"Psychological Health" includes

- a positive state of well-being in which an individual realizes their own abilities, can cope with the normal stresses of life, can work productively and is able to make contributions to their community (interchangeable with psychological well-being, mental health, mental well-being).

"Psychological Safety" means

- the absence of harm and/or threat of harm to worker psychological health.

"Psychologically Healthy and Safe Workplaces" includes

- workplaces that promote worker psychological well-being and actively work to prevent harm to worker psychological health, including negligent, reckless or intentional ways.

"Psychosocial Risk Factors" includes

- hazards, including elements of the work environment, management practices, and/or organizational dimensions that increase the risk to health. Includes, but not limited to the following:
  a) Psychological support
  b) Organizational culture
  c) Civility and respect
  d) Psychological job demands
  e) Growth and development
  f) Recognition and reward
  g) Involvement and influence
  h) Workload management
  i) Engagement
  j) Work/life balance
  k) Psychological protection from violence, bullying and harassment
  l) Protection of physical safety

"**Workplace**" means

a) any land, premises, location, vehicle or thing at, upon, in or near which an employee works; and
b) includes all locations where business or social activities of The Corporation are conducted

(Consider: is the location in some way connected to work? i.e. deliveries, charity events, offsite meetings, business trips, conferences and social activities during a conference, any other event or place related to employment or when the employee is present in the course of employment or as a representative of The Corporation.)

"**Workplace Harassment**" means

a) engaging in a course of vexatious comment or conduct against an employee, in a workplace, including virtually through the use of information and communications technology, that is known or ought reasonably to be known to be unwelcome and includes workplace sexual harassment and any harassment based on a prohibited grounds
b) depending on the circumstances, one incident could be significant or substantial enough to be considered harassment
c) does not include a reasonable action taken by an employer or supervisor relating to the management and direction of workers or the workplace (this is not considered workplace harassment)

"Workplace Impairment" means

- negative physical, psychosocial, behavioural and performance side effects from the use, abuse or misuse of alcohol, drugs and medications

"Workplace Sexual Harassment" means

a) engaging in a course of vexatious comment or conduct against a worker in a workplace, including virtually through the use of information and communications technology, because of sex, sexual orientation, gender identity or gender expression, where the course of comment or conduct is known or ought reasonably to be known to be unwelcome, or
b) making a sexual solicitation or advance where the person making the solicitation or advance is in a position to confer, grant or deny a benefit or advancement to the worker and the person knows or ought reasonably to know that the solicitation or advance is unwelcome

"Workplace Violence" means

a) the exercise of physical force by a person against a worker, in a workplace, that causes or could cause physical injury to a worker
b) an attempt to exercise physical force against a worker, in a workplace, that could cause physical injury to a worker
c) a statement or behaviour that a worker could reasonably interpret as a threat to exercise physical force against the worker, in a workplace, that could cause physical injury to a worker
d) domestic violence as defined in this policy
e) gender-based violence, including violence against transgender persons' and
f) acts that constitute offences under Canada's *Criminal Code*

2.0 Preface

It is a legislated requirement that The Corporation develop, adopt and maintain a health and safety policy.

Council sets the health and safety policy and establishes expectations for this policy's implementation and maintenance by the administration.

3.0 Purpose

This policy is a formal, written statement of The Corporation's on-going commitment to protect workers from occupational illness, injury, workplace violence and workplace harassment and continually improve occupational health and safety performance.

This policy describes the guiding principles upon which The Corporation's Occupational Health and Safety Management System (OHSMS) is built and puts corporate health and safety into action.

This policy delegates roles and responsibilities for the development, implementation and maintenance of the OHSMS.

An effective health and safety management system and the communication of the system to all workers are sound business practices and an important indicator of leadership and managerial performance.

4.0 Policy Statement

It is the policy of The Corporation to:

4.1 Provide and maintain an inclusive, professional work environment that promotes unity through diversity, in a work environment in which all individuals; customers, clients, members of the public and staff are treated with respect and dignity

4.2 Maintain a fair and equitable environment free from harassment

4.3 Continually strive for the elimination of foreseeable hazards and control accidental loss

4.4 Provide and maintain a legal, respectful, healthy and safe workplace for all employees and visitors

4.5 Protect workers and visitors from workplace hazards that may include discrimination harassment, violence and domestic violence at the workplace

4.6 Adopt and comply with applicable legal obligations, industry norms and standards for workplace health and safety and ensure continual OHSMS improvement

4.7 Provide workers with job-specific, appropriate and regular health and safety information, instruction and skills upgrades

4.8 Investigate and address potential workplace violence or harassment, even in the absence of a formal complaint, in a fair and timely manner without reprisal for good faith complaints

5.0 Application and Scope

5.1 This policy applies to every Corporation employee, agent, contractor, volunteer(s), members of Council and the workplace and will be followed in all work activities.

5.2 This policy applies to employment-related incidents that occur beyond the normal workplace on social media or outside working hours including working from home.

5.3 This policy will be posted in conspicuous places, communicated to all employees and reviewed annually.

5.4 It is a requirement of this policy that all corporate officers, senior managers, supervisors, the bargaining agent and workers embrace the objective of reducing the risk of occupational illness and injury.

6.0 Policy Implementation

This policy will be reflected in and implemented through the establishment and maintenance of a comprehensive OHSMS.

6.1 The OHSMS is the administrative program for setting, communicating and enforcing health & safety policies and procedures, guidelines and practices that protect and promote the health and safety of workers and visitors.

6.2 The OHSMS will address the sophistication, complexity and risks associated with the varied industrial and construction work performed by Corporation employees and contractors.

6.3 The key elements of the OHSMS include:

a) Organizational commitment, leadership and participation

b) Management commitment and leadership

c) Worker participation

d) Planning

e) Review

f) Hazard identification and assessment

g) Setting, communicating and enforcing health & safety policies and procedures, guidelines and practices

h) Health and safety objectives, targets and measures

NOTE:

The Safety Policy and the associated guidelines above may change depending on the status and determinations projected by Region of Niagara Public Health, provincial and federal government guidelines including declared state of emergency.

6.4 The OHSMS will remain consistent with The Corporation's vision and values.

7.0 Accountabilities

7.1 The Corporation of the Town of Fort Erie is ultimately responsible for workplace health and safety. Roles and Responsibilities are described in the prevailing Safety Policy & Procedures.

7.2 Council will ensure:

a) this policy remains current;

b) health and safety activities are adequately funded;

c) the administration understands the Council's expectations for maintaining adequate health and safety policies and procedures; and

d) the administration develops, implements and maintains a health and safety program consistent with this policy and legal requirements.

7.3 The Chief Administrative Officer will:

a) direct the OHSMS program;

b) ensure all employees are aware of their responsibilities under this policy and Safety Policy & Procedures;

c) appoint a designate responsible for developing, implementing and maintaining the OHSMS and acting as a resource for management;

d) ensure that all appropriate health and safety protection resources are in place, implemented and maintained in a manner consistent with Council policy and legal requirements;

e) report annually to Council on OHSMS performance; and

f) be evaluated, in part, on health and safety program outcomes.

7.4 Every manager will:

a) ensure the health & safety policies, procedures and practices are communicated and carried out in the workplace;

b) actively participate in the maintenance of a safe and healthy work environment;

c) assign and monitor applicable responsibilities for health and safety;

d) appoint a competent person to be a supervisor;

e) be evaluated, in part, on health and safety performance in the work unit; and

f) investigate when facts come to light that may indicate the presence of Harassment or Discrimination in the Workplace, with or without a formal complaint.

7.5 Every supervisor will:

a) ensure safe and healthy working conditions are maintained in the workplace;

b) ensure machinery and equipment are safe;

c) advise a worker of the existence of any potential or actual danger to the health or safety of the worker of which the supervisor is aware;

d) provide a worker with written instructions as to the measures and procedures to be taken for protection of the worker;

e) ensure workers follow established safety policies and procedures and receive regular health and safety instruction and information;

f) investigate when facts come to light that may indicate the presence of Harassment or Discrimination in the Workplace, with or without a formal complaint; and

g) take every precaution reasonable in the circumstances for the protection of a worker.

7.6 The bargaining agent will:

a) represent workers in health and safety matters and disputes;

b) select worker health and safety representatives to be active members of the Multi-Site Workplace Joint Health & Safety Committee (MJHSC);

c) join the employer in promoting the well-being and security of employees in the bargaining unit; and

d) dutifully exercise its rights and duties under health and safety legislation/regulations.

7.7 Every worker and volunteer will:

a) understand and comply with legislated standards, corporate procedures and instructions for working safely;

b) use or wear the equipment, protective devices or clothing that The Corporation requires the employee to wear or use;

c) report any workplace accident, injury, illness, hazard or contravention to the supervisor immediately or as soon as practical; and

d) take every precaution reasonable to protect the worker, any co-worker and member of the public.

Dated this __**1st**_ day of _**March 2026**

_____ _____
WAYNE REDEKOP Date
Mayor

_____ _____
CHRIS MCQUEEN Date
Chief Administrative Officer

_____ _____
AL NICK Date
CUPE Local #714

The Corporation of the Town of Fort Erie - Health and Safety Policy		
Effective: June 2006	LAST REVIEWED: FEBRUARY 27, 2025	Reviewed: March 2026

Revisions:	Reviewed (Date):	By (Name) & Title
Added Revision column	April 23, 2024	Anthony G (CWS)
Page 2 – Definitions - Added – the term "*incident*" to the definition of hazard. (…factors that can contribute to an accident/*incident* or injury…)	April 23, 2024	Anthony G (CWS)
Page 2 – Definitions – under Hazards – Added – h? Critical Injury and i) Fatality	April 23, 2024	Anthony G (CWS)
Page 2 – Definitions – Added the definition of Internal Responsibility System	April 23, 2024	Anthony G. (CWS)
Page 2 & 3 – Definitions – under Musculoskeletal Disorders – removed – injuries and disorders of the muscles, tendons, nerves and ADDED – Soft tissues injuries caused by sudden……	April 23, 2024	Anthony G (CWS)
Page 3 – Definitions – under Prohibited Grounds – Added – including pregnancy, gender identity and gender expression) to h) sex – Added – clause n) receipt of public assistance (in housing) and Added under o) (in employment) under record of offences	April 23, 2024	Anthony G (CWS)
Page 3 & 4 – Definitions – Added the definitions – Psychological Health, Psychological Safety, Psychologically Healthy and Safe Workplace and Psychosocial Risk Factors		
Page 6 – Under the Heading Policy Statement – 4.1 – Provide and maintain an inclusive, professional work environment that promotes unity through diversity, in a work environment in which all individuals; customers, clients, members of the public and staff are treated with respect and dignity.	April 23, 2024	Anthony G (CWS)
Page 6 – Removed – 4.5 … and workplace violence and workplace harassment from all sources. Added - harassment, violence and domestic violence at the workplace.	April 23, 2024	Anthony G (CWS)
Page 9 – under the Heading Accountabilities – clause 7.6 b) – Added … to be active members of the Multi-site Workplace Joint Health & Safety Committee (MJHSC)	April 23, 2024	Anthony G (CWS)
2025 – Page 4 – Workplace Harassment – definition updated - – " including virtually through the use of information and communications technology.	Feb 6, 2025	Anthony G (HSS)
Page 5 – Workplace Sexual Harassment – definition updated - – " including virtually through the use of information and communications technology.	Feb 6, 2025	Anthony G (HSS)
2026 – Annual Date upgrade to current year. Prepare for council	Feb 16, 2026	Anthony G. (HSS)

Office of the CAO

Prepared for: Council-in-Committee **Report: CAO-05-2026**

Meeting Date: April 13, 2026

1. Title

2025 Health and Safety Statistics Report

2. Recommendations

That: Council receive Report CAO-05-2026 regarding the Corporation's 2025 Health and Safety Statistics for information purposes.

3. Relation to Council's Corporate Strategic Plan

Priority: Quality of life and community well-being
Initiative: Monitoring and reporting on corporate workplace and health and safety performance.

4. List of Stakeholders

- Employees
- CUPE Local #714
- Managers and Supervisors
- Members of Council
- Taxpayers

5. Purpose of Report

Council monitors the Corporation's health and safety performance by reviewing an annual health and safety report. This report is for the year 2025 (January 1, 2025 – December 31, 2025)

6. Analysis

The Corporation's health and safety performance, as of December 31st, 2025, is illustrated in the tables below.

In 2025, The Corporation of the Town of Fort Erie had a total of 91 incidents, including fifteen (15) WSIB claims, with four (4) lost time injuries, and 21 lost workdays.

Breakdown of statistics for the Town of Fort Erie staff and Fort Erie Fire Department are listed below.

Town of Fort Erie (TOFE) – Employee Incident Report

- In 2025, TOFE had 78 total incidents that included eleven (11) WSIB claims, with three (3) lost time injuries, equalling sixteen (16) days of work lost.

2025 TOFE Lost Time Incidents

LT FREQUENCY – TOFE STAFF			
Year	# of LTI's	LTI Frequency	Rate Group Avg LTI Frequency
2025	3	1.71	1.98
2024	2	0.78	1.55
2023	3	1.62	1.74
2022	1	0.93	1.96

2025 – TOFE – Employee Incident Summary

2025 Stats - Total of 78 Incidents	2024 Stats - Total of 60 Incidents
23 – Non-WSIB Employee	8 – Non-WSIB Employee
19 – Non-Employee	24 – Non-Employee
18 – Vehicle Incidents	11 – Vehicle Incidents
10 – Equipment / Property Damage	11 – Equipment / Property Damage
11 – WSIB (3 Lost Time Injuries = 16 lost days of work)	6 – WSIB (2 Lost Time Injuries = 3 lost days of work)

Fort Erie Fire Department (FEFD) Employee Incident Report

In 2025, FEFD had 13 total incidents that included four (4) WSIB Claims, with one (1) lost time injury, equalling five (5) days of work lost.

2025 FEFD Lost Time Incidents

LT FREQUENCY – FEFD			
Year	# of LTI's	LTI Frequency	Rate Group Avg LTI Frequency
2025	1	0.72	2.28
2024	1	0.78	2.23
2023	2	1.62	2.60
2022	0	0.93	2.06

2025 – FEFD – Employee Incident Summary

2025 Stats – Total of 13 Incidents	2024 Stats – Total of 11 Incidents
7 – Non-WSIB Employee	4 – Non-WSIB Employee
0 – Non-Employee	1 – Non-Employee
2 – Vehicle Incidents	2 – Vehicle Incidents
0 – Equipment / Property Damage	1 – Equipment / Property Damage
4 – WSIB (1 Lost Time Injury = 5 lost days of work)	3 – WSIB (1 Lost Time Injury = 19 lost days of work)

Training

As in previous years, employees continue to receive regular health and safety training on workplace specific hazards, notably:

- Worker Awareness and Supervisor Awareness Training
- WHMIS
- Joint Health & Safety Committee Certification
- Supervisor Competency Training
- First Aid and AED
- Working at Heights
- Medical Testing for Asbestos & Silicia (Public Works)

- Hearing Test – 2025 – New hires
- Traffic Control – Book 7

2025 - Ministry of Labour visits = 3

1. **February 21, 2025 – Asbestos Complaint** – Ministry of Labour received a complaint regarding the presence of asbestos containing material in a building located at 136 Gilmore Road, Fort Erie - Centennial Public Library. Orders were issued to prepare a record of all asbestos materials on-site, and have each location tested to determine if the asbestos was friable or non-friable. June 2025 – Stage 1 of the abatement took place in notably areas of the library and stage 2 will commence in 2026 to remove the remaining asbestos containing material.

2. **April 9, 2025** – **Occupational Illness FEFD** – Ministry of Labour followed-up to an occupational illness reported by a former FEFD employee. The illness was not part of the "presumptive legislation" and the Ministry followed up with the fire department to ensure self-contained breathing apparatus were appropriate and that the FEFD abides by the Firefighter's Cancer Prevention Checklist. Claim was not allowed.

3. **September 3, 2025 – Vehicle Incident** – During a road closure on Townline Road, the roads crew were clearing ditches when a public vehicle entered the closed road area and clipped one of the Town's workers as the worker was exiting a vehicle. Worker was transported to hospital for treatment and observation. No orders were issued, but the Ministry recommended to upgrade our road closure procedure to ensure no vehicle enters a road closure area.

Medical Surveillance Testing

2025 – Continued with the medical surveillance testing for asbestos and silica testing for our operational staff. Five (5) employees from the roads department and arena staff were tested. Testing in 2026 will continue with the remaining arena staff, by-law and planning departments.

Testing to occur every 5 years. Testing should be implemented for all new hires, and when employee(s) leaves the Town.

2025 – Hearing Tests – resumed with baseline hearing tests, that commenced in 2023. 81 participants were tested in 2025 which included new hires and existing staff.

In 2026, 40 existing staff will be coming due for their 3 years testing, in addition to new hires.

Testing will be completed every three (3) years for those who are exposed to loud noise at the workplace, whereas individuals with less exposure at the workplace (e.g. office staff), will be tested at a five (5) year mark.

7. Financial, Staffing and Accessibility (AODA) Implications

Our 2025 WSIB premiums were $460,643 based on a premium rate of $2.51/100 of insurable earnings.

In addition, we received a rebate of $263,738 and the net WSIB cost to the Corporation for 2025 was $196,905.

(Comparison - Our 2024 WSIB premiums were $372,120.57 based on a premium rate of $2.65/100 of insurable earnings)

Premiums are paid on behalf of full-time, casual, part-time and student employees, crossing guards and volunteer firefighters.

According to industry standards, typical *indirect* LTI costs (lost productivity, recruitment and selection of replacement, overtime, etc.) amount to four times *direct* LTI costs.

The Corporation enjoys the benefit of two active and engaged Multi-Site Workplace Joint Health and Safety Committees. The Corporation's front-line supervisors are adept at demonstrating due diligence on a daily basis. Every supervisor and manager are evaluated annually on their health and safety competency as part of The Corporation's Performance Management program.

8. Policies Affecting Proposal

N/A

9. Comments from Departments, Community and Corporate Partners

Comments are incorporated into the body of the report.

10. Alternatives

No alternatives at this time.

11. Communicating Results

Our health and safety outcomes are communicated through the posting of the Joint Health and Safety Committee minutes in the workplace.

12. Conclusion

Council receives report CAO-05-2026 for information purposes on the Corporation's Health and Safety status for the year of 2025.

13. Report Approval

Prepared by:
Anthony Giammarco
Health and Safety Specialist

Reviewed by:
Lorraine Daymond
Director of Human Resources

Submitted by:
Anthony Giammarco
Health and Safety Specialist

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

N/A

Fire and Emergency Services

Prepared for: Council-in-Committee **Report: FES-01-2026**

Meeting Date: April 10, 2024

1. Title

2025 Year End Report

2. Recommendations

That: Council receives the 2025 Year-End Report for the Fort Erie Fire Department, including Emergency Management, for information purposes only.

3. Relation to Council's Corporate Strategic Plan

Not applicable

4. List of Stakeholders

1) Mayor and Council
2) Town of Fort Erie Residents and Property Owners
3) Town of Fort Erie Fire Department and its members

5. Purpose of Report

This report outlines the work accomplished by the Fort Erie Fire Department in 2025, including its emergency management efforts.

6. Analysis

Administration

2025 was another busy year for the Fort Erie Fire Department. We continued to prioritize training consistency, the development of Standard Operating Guidelines (SOG), and policy changes. In 2025, we placed a strong emphasis on suppression activities, with a deliberate focus on reducing firefighter exposure to carcinogenic contaminants prevalent in the fire service. This cultural shift prioritized health and safety without compromising operational effectiveness.

In 2025, we conducted a comprehensive review and update of our Respiratory Protection Policy. Education sessions were delivered to all firefighters to reinforce policy requirements, increase awareness of occupational exposures that can lead to job-related illnesses, and provide practical strategies to reduce personal risk.

A significant operational enhancement in 2025 was the addition of a second tactical radio channel. This channel is designated for longer-duration and more technically complex incidents, allowing the primary channel to remain available for lower-acuity calls and dispatch operations. Dispatch monitors both channels and provides town-wide coverage, improving operational coordination and firefighter safety compared to our previous single-channel model.

The introduction of the new channel required updates to our Standard Operating Guidelines regarding radio channel selection and incident communications. These changes were implemented through in-person training sessions delivered to all staff prior to the channel going live, ensuring a smooth and safe transition.

In late winter 2025, Kevin Hesse took a temporary role with the City of Thorold. This left the Fire Prevention Division short-staffed until early summer. Darryl Seuss was hired as our temporary Fire Inspector. This position focuses mainly on business licensing and short-term rental inspections. Darryl is a Volunteer Firefighter and a municipal water operator.

Mandatory certification under O. Reg. 343/22, introduced in 2022, requires staff, volunteer firefighters, and volunteer public educators to obtain certification in the relevant core competencies by July 1, 2026, excluding technical rescue. The Fire Department is ready to meet these requirements for the upcoming deadline. Additionally, technical rescue certifications are required by July 1, 2028, and we continue to provide training for our staff to meet this timeline.

Suppression Attendance

2025 saw fluctuations in the number of volunteer staff responding to incidents; overall, the department's average remained similar to the previous year.

Station	2024 Attendance	2025 Attendance
2	31%	
3	36%	
4	32%	
5	33%	
Average	**33%**	

Response Data

Suppression volunteers, comprising approximately 87 active responders, attended a cumulative total of 1,040 emergency response events, totalling 11,672 response hours.

(See table below)

Station	2024 Calls	2025 Calls
2	287	279
3	321	293
4	334	326
5	133	142
Totals	**1075**	**1040**

Incident Type	Percentage (%)
Medicals	27
Alarm Activation	20
Burning Complaint	8
MVC	11
Fire – Car / House	3
Aid to other agencies	2
Ice/Water Rescue	1
All other calls	28
Totals	**100**

Year	Calls	Variance (%)
2025	1040	(3.4)
2024	1075	9.5
2023	1027	(8.7)
2022	1171	9.7
2021	1058	2.9

Training

The recruitment of replacement firefighters was necessary in 2024/2025, resulting in 10 graduates. The need for additional firefighters at Stations 2, 3, and 5 prompted us to initiate a recruitment drive for 2025/2026. This campaign attracted 50 applicants, led to 22 interviews, and resulted in 19 conditional job offers. These new firefighters started their training in January 2026.

Peer Team

The peer team provides emotional and mental health support and guidance to all fire staff and their families. They help in various forms, including text messages, phone calls, in-person one-on-one sessions, and group debriefings following traumatic incidents. All interactions with the peer team are strictly confidential.

In 2025, the peer team engaged with 44 individuals through 54 in-person contacts, 39 phone calls, and 73 text messages. They also conducted 3 critical incident debriefings. Their efforts are significantly impacting the well-being of fire staff and their families.

Fire Prevention

The Fire Prevention Division has been establishing a 'compliance philosophy' focused on Bylaw 135-2019, which oversees the Fire Prevention & Public Education Policy. Staff divided the municipality into zones and devised an inspection schedule aligned with the bylaw's criteria for all occupancy types. Basic details for each property are entered into Emergency Reporting and will be updated after inspections. A risk score will also be assigned to support community risk assessment.

A third-party review in 2025 issued 13 recommendations, including staff training, Division leadership, SOG development, and cultural rebuilding. Staff training was well underway by the end of the year, and SOG review and development are ongoing. Changes within the division to

improve culture were being implemented by the end of 2025. The development of supervisory oversight is in its early stages in 2026.

Public Education

Public education efforts in 2025 were supported through strong collaboration with the Niagara District Catholic School Board and Niagara District School Board, resulting in 935 elementary students receiving in-class fire safety presentations, reaching approximately one-third of Fort Erie's estimated 3,000 elementary-aged children, all of whom were provided with take-home safety information. Additional outreach included visits to private daycares and station tours for approximately 150 children. Engagement with older youth was also a priority, with GFESS and FEIA connecting with over 200 local high school students.

Seasonal programming, including March Break and summer Junior Firefighter Camps, as well as partnerships with the Boys and Girls Club and local gymnastics camps, saw participation from 170 children. The department maintained a strong presence at major community events such as Bridgeburg Easter, Dog Days in Stevensville, PRIDE, Stevensville Springfest, Ridge fest, the Niagara Region Water Festival, the Stevensville Conservation Fall Festival, Jarvis

Street Touch-a-Truck for Halloween, Santa at the Racetrack, and a large-scale fire safety presentation at Ridgeway by the Lake.

Educational outreach tables were also featured at events, including the Crystal Beach Co-op Housing event, Stevensville Market, Niagara College, Fort Erie Railway Museum, LaFrance Association Open House, and the Stevensville Fire Station 100th Anniversary.

Niagara CampFIRE was another success, providing 32 young women from across Niagara the opportunity to experience firefighting over three days.

The SAFE program remained active, conducting 23 deployments and visiting 156 homes to support smoke and carbon monoxide alarm compliance, which currently stands at approximately 35%. High-rise fire safety education was delivered at two local residential buildings, and additional community engagement included fire extinguisher training at the Fort Erie Native Friendship Centre, as well as multiple station tours, school visits, and participation in their Community Day. Following a recent fire, an After the Fire canvass was completed in the Buffalo Road and Crescent Park areas, reaching 75 homes. Public education staff also continued their support of Victim Services Niagara by participating in monthly bingo.

Emergency Management

In 2025, Emergency Management continued to strengthen municipal preparedness through ongoing planning, training, and inter-agency coordination. A key initiative was the development and delivery of a comprehensive emergency exercise to test the resilience of municipal systems and their ability to maintain essential services during significant disruption. The exercise involved activation of the Emergency Operations Center (EOC) and brought together internal departments to test decision-making and continuity of operations.

Lessons learned from this exercise have informed improvements to response plans, reinforced system redundancies, and enhanced overall readiness to manage complex, multi-faceted emergencies.

Training efforts also continued in Incident Management System (IMS) and Basic Emergency Management (BEM), further enhancing staff capacity and readiness.

As part of our obligations, municipalities must submit a compliance report to Emergency Management Ontario (EMO). This report includes details such as meeting dates and minutes, training records, exercises, Hazard Identification and Risk Assessment (HIRA), and the name of the Community Emergency Management Coordinator (CEMC). We have received our compliance approval from EMO for our electronic submission.

7. Financial, Staffing and Accessibility (AODA) Implications

There are no direct financial implications associated with this report, as it is provided for information purposes only.

Staffing levels remained consistent with approved complement requirements, with temporary adjustments made to support Fire Prevention operations during a short-term vacancy.

The initiatives outlined in this report align with the principles of the AODA. Public education programs, emergency response services, and community engagement efforts continue to be delivered in a manner that supports accessibility and inclusivity for all residents.

8. Policies Affecting Proposal

This report is provided for information purposes only and is intended to provide information to Council on the activities of the Fire Department in 2025, with the proposed plans for 2026.

9. Comments from Departments, Community and Corporate Partners

The Fire Department continues to collaborate with internal departments and external partners to support service delivery and community safety. Key partnerships in 2025 included coordination with municipal departments, local school boards, community organizations, and emergency service agencies.

10. Alternatives

Not applicable.

11. Communicating Results

This report will be made available to the public through the Town’s website.

12. Conclusion

The 2025 initiatives are designed to ensure ongoing service delivery to residents, taxpayers, and visitors.

Other fire services see the Fort Erie Fire Department as a progressive, professional, and well-trained team. Efforts will focus on advancing this vision, aiming to deliver the best possible service to the community while fostering unity and a sense of belonging among our volunteers and staff.

13. Report Approval

Prepared by:
Mark Schmitt

Fire Chief, CEMC

Reviewed by:
Enter Name, Accreditations
Job Title

Submitted by:
Enter Name, Accreditations
Job Title

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

N/A

Memorandum

Legal and Legislative Services

Prepared for: Council-in-Committee

Meeting Date: Monday, April 13, 2026

Title: Update on Provincial Changes Permitting Bring-Your-Own Alcohol at Outdoor Public Events

Purpose

The purpose of this memorandum is to provide Council with an update on recent provincial legislative changes that permit the consumption of bring-your-own alcohol (BYOB) at certain outdoor public events and to explain how these changes interact with existing Town policies.

Background

Effective April 30, 2026, the Province of Ontario amended Ontario Regulation 747/21 under the *Liquor Licence and Control Act, 2019*. These amendments expand the circumstances under which individuals may bring and consume their own alcohol at outdoor public events. Previously, this permission was limited to certain sporting-related tailgate events. The revised regulation will now allow this framework to apply to outdoor community and cultural events that have been designated by a municipality.

The newly approved legislation which amended the regulation refers to these as "bring-your-own events." Alcohol consumption at such events continues to be regulated by the Alcohol and Gaming Commission of Ontario (AGCO) through the existing Special Occasion Permit (SOP) program.

Overview of the Provincial Framework

Under the provincial framework, event organizers must continue to apply to the AGCO for a SOP that authorizes a bring-your-own event. For events that are not associated with professional, semi-professional, or post-secondary sporting events, the AGCO requires confirmation that the event has been designated by a municipal council or its delegated authority as a community or cultural event.

The regulation makes it clear that municipalities are not obligated to designate events for this purpose. The Province has also confirmed that the changes do not override municipal bylaws, policies, or authority over land use and event approvals.

Impact on the Town of Fort Erie

The provincial amendments do not automatically permit alcohol consumption in Town-owned parks, beaches, or public spaces. Under Fort Erie's Municipal Alcohol Policy (By-law No. 72-99, as amended), alcohol consumption is prohibited in parks, open spaces, beaches, and other outdoor public areas unless specifically authorized. Alcohol may only be permitted in accordance with Town policies and permit processes and remains subject to Town approval and conditions.

Similarly, the Festivals and Community Events Policy (By-law No. 45-08) requires that community events be reviewed and approved through the Town's established event permitting process. The Town retains discretion over whether an event is approved, the use of municipal property, and the conditions under which events may be held.

As a result, any community or cultural event proposing to operate as a bring-your-own event on Town-owned property would continue to require municipal approval as a special or community event. This approval would need to expressly authorize alcohol consumption at the proposed location. Municipal authorization would then form part of the organizer's application to the AGCO. Without such authorization, the AGCO will not issue a bring-your-own Special Occasion Permit for a community or cultural event.

Operational Considerations

The Town's existing policy framework is capable of accommodating this legislative change. Alcohol at community events has historically required municipal approval, compliance with the Municipal Alcohol Policy, appropriate insurance and risk management measures, and adherence to AGCO requirements. The bring-your-own framework does not change these fundamental requirements but expands the types of events that may request approval.

Previously, Council delegated authority to staff to review and approve special occasion permits for public events, including related alcohol permissions, as part of the Town's event approval framework. Should Council wish to reconsider the scope of this delegated authority in light of the new bring-your-own-alcohol (BYOB) framework, it may direct staff at any time to amend the applicable by-laws to clarify whether events requesting BYOB permissions should be brought forward for Council approval rather than administered through the existing delegated process.

Conclusion

The Province's recent amendments expand the availability of bring-your-own alcohol permissions at outdoor public events but do not limit the Town's authority. Alcohol consumption in parks and public spaces remains prohibited within the Town unless specifically authorized through the Town's event approval process. The AGCO's bring-your-own permits operate within the existing Special Occasion Permit framework and continue to rely on municipal designation and authorization for community and cultural events.

Prepared by:
Peter Todd
Manager, Legislative Services/ Town Clerk

Planning, Building and By-law Services

Prepared for: Council-in-Committee **Report: PBBS-12-2026**

Meeting Date: April 13, 2026

1. Title

Proposed Official Plan and Zoning By-Law Amendments
Recommendation Report for 19 Derby Road

2. Recommendations

That: Council approves the proposed amendment to the Town's Official Plan as detailed in Report PBBS-06-2026 for land known as 19 Derby Road and

That: Council approves the proposed amendment to the Town's Zoning By-law 129-90 as detailed in Report PBBS-06-2026 for land known as 19 Derby Road, and further

That: Council directs staff to submit the necessary by-laws.

3. Relation to Council's Corporate Strategic Plan

Priority: Sustainable and managed growth; Comprehensive housing options

4. List of Stakeholders

Steve Bremner – Owner
Typical external agencies (e.g. Niagara Region, Niagara Peninsula Conservation Authority, Public Utilities, etc.)
Residents and Property Owners in the Town of Fort Erie

5. Purpose of Report

The purpose of this report is to provide Council with a recommendation regarding a proposed combined Official Plan and Zoning By-law Amendment application for 19 Derby Road to permit the development of a three-storey, 30-unit rental apartment building. The application was submitted by Steve Bremmer, the Owner of the subject lands. A location map showing the subject lands is attached as **Appendix 1.**

The subject lands are designated Site-Specific Medium Density Residential in the Crystal Beach Secondary Plan and are zoned Residential Multiple 1 (RM1-692) in accordance with the Town's Comprehensive Zoning By-law 129-90, as amended.

The purpose and effect of the proposed Official Plan Amendment is to permit a three-storey apartment building on the subject lands within the existing Site-Specific Medium Density Residential designation. Under Section 4.22.9.8 of the Crystal Beach Secondary Plan, apartment buildings are not a permitted built form on the subject lands. As a result, the applicant is seeking an Official Plan Amendment to permit an apartment building on the subject lands.

The purpose and effect of the proposed Zoning By-law Amendment is to rezone the subject lands from a site-specific Residential Multiple 1 (RM1-692) Zone to a site-specific Residential Multiple 2 (RM2) Zone to permit the development of a three-storey apartment building. The proposed site-specific provisions pertain to a reduction in the minimum lot area, width of the landscape strip and the number of parking spaces, and an increase in the maximum lot coverage.

The Owner has concurrently submitted an application for Site Plan Approval. If the proposed Official Plan and Zoning By-law Amendments are approved, staff will enter into a Site Plan Agreement with the Owner.

A Site Plan for the subject lands is attached as **Appendix 2,** Floor Plans are attached as **Appendix 3,** and Elevations are attached as **Appendix 4.**

The applicant has also expressed an intention to include affordable housing units in the proposed apartment, as indicated in an email to staff attached as **Appendix 5**.

6. Analysis

6.1 Site Context

The subject lands are located within the urban boundary in the Crystal Beach neighbourhood, situated at the northwestern corner of the Derby Road and Michener Road intersection. The subject lands have an area of 3004.16 square meters, with 33.5 meters of frontage on Derby Road and approximately 88 meters of flankage along Michener Road. The subject lands are fully serviced with municipal water, sanitary and storm connections and currently contain two multi-unit buildings. The surrounding neighbourhood is primarily residential, characterized primarily by single detached dwellings.

The surrounding land uses are as follows:

- North: Residential (single detached dwellings)
- East: Derby Road and the Ridgeway Memorial Cemetery
- South: Michener Road and Residential (single detached dwellings)
- West: Residential (single detached dwellings)

The subject lands are approximately 900 metres west of Crystal Ridge Park, a Community Park. The subject lands are also approximately one kilometer south from commercial uses along Gorham Road and one kilometre north of the Derby Road and Erie Road commercial area.

6.2 Planning Policy Framework

6.2.1 Planning Act, R.S.O. 1990, c. P.13

The *Planning Act* provides for a land use planning system led by Provincial policy, integrating provincial interests with municipal decision making, promoting sustainable economic development and encouraging coordination among various interests.

The *Planning Act* identifies matters of Provincial interest that Council must consider in carrying out their legislative responsibilities, including, but not limited to, the efficient use of sewage and water services, orderly development of safe and healthy communities, adequate provision of a full range of housing, including affordable housing, the appropriate location of growth and development, and the promotion of built form that is well-designed and provides public spaces that are high quality, safe, attractive and vibrant.

Decisions of Council must also be consistent with provincial policy statements and conform with provincial plans and municipal official plans that are in effect.

It is Staff's opinion that the application has appropriate regard for the matter of provincial interest outlined in the *Planning Act* and is consistent with the Provincial Planning Statement (2024) and conforms with provincial plans and municipal official plans, subject to the following analysis.

6.2.2 Provincial Planning Statement, 2024

Land use planning decisions are required to be consistent with the Provincial Planning Statement, 2024 (PPS). The subject lands are located within a Settlement Area under the PPS. The PPS directs growth to settlement areas to provide an appropriate range and mix of housing options and densities, encourages building complete communities, promotes intensification within built up areas, and supports efficient use of resources and infrastructure.

Planning Staff are of the opinion that the application complies with the PPS. The proposed three-storey rental apartment supports the integration of a range and mix of housing options and densities in a settlement area, as the neighbourhood is primarily characterized by single detached dwellings. The proposal also demonstrates intensification through the redevelopment and expansion of the existing multi-unit buildings on the lot. Furthermore, the subject lands are fully serviced with municipal water, storm and sewer connections, which contributes to the efficient use of existing municipal infrastructure.

6.2.3 Niagara Official Plan, 2022

The Niagara Official Plan, 2022 (NOP) identifies the subject lands as being within the Delineated Built-Up Area. Section 2.2.1.1 of the NOP outlines the policies for development in Built-Up Areas. The NOP supports opportunities for compact built form (2.2.1.1 (b)), a diverse range and mix of housing types, unit sizes, and densities (2.2.1.1 (c)), built forms and land use patterns that minimize land consumption, reduce costs of municipal water and wastewater systems/services, and optimize investments in infrastructure 2.2.1.1 (e)), opportunities for intensification 2.2.1.1 (g)) and the integration of a mix and range of housing options that consider the character of established residential neighbourhoods (2.2.1.1(h)).

Further, the NOP states that forecasted population growth in urban areas will be accommodated primarily through intensification in Built-up Areas (2.2.2.1). Section 2.2.2.6 of the NOP also establishes a minimum density target in Fort Erie that requires 50% of all new residential units to be constructed within Built-up Areas annually.

Planning Staff are of the opinion that this proposal conforms to the policies of the Niagara Official Plan. The surrounding neighbourhood is currently characterized by single detached dwellings with some variation in lot size, and the subject lands currently contain two (2) multi-unit buildings. The proposed three-storey rental apartment with 30 units is a less common built form in this area that would contribute to establishing a range and mix of housing options, unit sizes densities, and tenure type by providing additional residential units on underutilized land and increasing the supply of rental housing. The subject lands also benefit from municipal water sanitary and storm connections, which reduces servicing costs and optimizes investments in infrastructure.

Schedule C1 – Natural Environment System Overlay and Provincial Natural Heritage Systems

Schedule C1 of the NOP does not identify any natural heritage features or systems on the subject lands.

Schedule K – Areas of Archaeological Potential

The subject lands are in an area of archaeological potential as shown on Schedule K of the NOP.

A Stage 1–2 Archaeological Assessment completed by Seguin Archaeological Services, dated May 9, 2024, was completed on the subject lands. The Stage 2 Archaeological Assessment concluded that no further archaeological assessment is recommended. Acknowledgement from the Ministry of Citizenship and Multiculturalism (MCM) confirming that the report has been entered into the Ontario Public Register of Archaeological Reports is still outstanding. In accordance with the *Planning Act* and PPS policies, no demolition, grading, or other soil disturbance should occur on the property until the MCM issues an acknowledgement confirming that all archaeological resource requirements have been addressed. If approved, the MCM Acknowledgement Letter will be required prior to the execution of the Site Plan Agreement.

6.2.4 Official Plan, Town of Fort Erie, 2021 Consolidation

Crystal Beach Secondary Plan

The subject lands are designated as Medium Density Residential in the Crystal Beach Secondary Plan and are subject to sites-specific policies provided in Section 4.22.9.8 of the Secondary Plan which apply to the subject lands as well as adjacent lands. This section reserves the area for semi-detached dwellings and street, block and stacked townhouses, and establishes a target density of 50 to 100 units per hectare. The subject lands are also within a residential intensification area, as shown on Schedule CB-1 in the Crystal Beach Secondary Plan.

Given that apartment buildings are not a permitted built form, the applicant is proposing an Official Plan Amendment to permit apartment buildings on the subject lands. This proposal provides a density of 99.86 units per hectare. No amendments to the permitted density range are proposed.

Section 4.22.4 establishes the main objectives of the Crystal Beach Secondary Plan. Relevant objectives include:

a) *Provide a variety of housing choice that supports housing opportunities for all ages, that spans the full lifecycle and economic status;*.

b) Encourage development forms which are more compact, affordable and utilize urban land and services more efficiently;

c) *Identify locations within the Plan Area which best support intensifying residential form and reinforce support for these locations through zoning implementation;*

d) Increase population in a moderate manner through intensification efforts in key locations. An increased population will better support existing community facilities and offer increased viability to commercial enterprise year-round;

This proposal aligns with these objectives. The proposed apartment building would provide a built-form and tenure type that is less common in the area, which is currently characterized by single detached dwellings. The applicant has also expressed an intention to include affordable housing units in the proposed apartment. Additionally, the development of a three-storey, 30-unit apartment building provides a notably more compact built form than the prevailing built form in the neighbourhood and represents a more compact built form than the current state of the lot. The subject lands are also fully serviced with municipal storm, water and sewer connections.

The location also supports intensifying residential form, as the subject lands are designated as medium density residential, with an established density target of 50 to 100 units per hectare. The Medium Density Residential designation supports apartment buildings in certain locations within the Crystal Beach Secondary Plan area. Although apartments are not permitted under policy 4.22.9.8, similar built forms such as Block and stacked townhouses are currently permitted on the subject lands.

Section 4.22.6 of the Crystal Beach Secondary Plan states that when considering medium density uses and/or residential intensification by the redevelopment of an existing building, regard shall be given to lot size, the height, bulk and arrangement of buildings and structures to achieve a harmonious design, compatible integration with the surrounding area, landscaping and buffering that maximizes privacy, parking, convenient access to an arterial road, and distance to traditional neighbourhood design elements and the central focus of the neighbourhood.

The proposed development provides interior side yard, exterior side yard and rear yard setback distances that meet the requirements of the current RM1-692 Zone and the proposed RM2 Zone. A three (3) meter landscape strip is required along the northerly lot line and rear yard lot line. A Tree Protection Plan and Landscape Plan have also been submitted by the applicant and reviewed by Town Staff. The Landscape Plan also features fencing along the northerly lot line. The proposed development is also compliant with the building height regulations of the Official Plan and Zoning By-law. These considerations provide screening and buffering to the neighbouring lots, which minimizes potential privacy impacts and supports compatible integration with the surrounding area. Additionally, the majority of the proposed parking (26 out of 42 spaces) would be located underground, further mitigating potential disturbances or visual impacts.

The subject lands also have frontage along Derby Road, which is designated as an Arterial Road in accordance with the Town’s current Official Plan. Amenities are also located nearby,

including Crystal Ridge Park (0.6 kilometers from subject lands), St. George Catholic Elementary School (0.5 kilometers from subject lands) and several commercial uses along Ridgeway Road (0.7 kilometers from subject lands).

Section 4.22.9.8 of the Crystal Beach Secondary Plan notes that Lands bound by Farr Avenue, Derby Road and Michener Road, represent a unique opportunity to provide additional multi-unit residential that can take advantage of being centrally located to public amenities on Farr and Gorham Road. This section also states that these lands are reserved for semi detached, street, stacked or block townhouses and their accessory uses with a medium density range of 50 to 100 units per hectare to assist in efficient use of existing and proposed infrastructure and diversify housing stock and form. A maximum building height of 3 storeys is provided (4.22.9.8c).

This proposal would yield a density of 99.86 units per hectare, which falls within the established density range. The building is proposed to be 3 storeys, which also aligns with Official Plan policy.

Amendments to the Land Use Plan (Schedule A)

Section 13.7 (III) of the Official Plan requires Council to have regard to the following criteria when considering amendments to the Land Use Plan (Schedule A) of Town's Official Plan and Zoning By-law:

a) *The need for the proposed use;*

The development will provide diversity in housing options in an area primarily characterized by single-detached dwellings. The applicant has also expressed that affordable units are intended to be included among the proposed units, which would provide housing opportunities for a broader range of residents.

b) *The extent to which the existing areas in the proposed categories are developed, and the nature and adequacy of such existing development;*

The Crystal Beach secondary Plan notes that the Medium Density Residential designation is reserved for multiple unit structures including townhouses and low-rise apartment buildings generally up to 3 storeys. Apartments and other medium density built-forms are permitted as-of-right on various sites in the surrounding area. 150 Derby Road and 3899 Rebstock Road, are both designated as Medium Density residential in the Crystal Beach Secondary Plan, and both feature 3 storey apartment buildings located within 0.5 kilometers of the subject lands.

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 lands are suitable for the proposed use with available municipal services. The subject lands are also regularly shaped and generally flat with minimal changes in grade, and there are no natural heritage features on or abutting the subject lands.

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,

The proposed development would have frontage along Derby Road, and accessed from Michener Road. Derby Road is designated as an Arterial Road in accordance with the Town's current Official Plan, whereas Michener Road is classified as a local road. Arterial Roads are designed to carry moderate volumes of medium distance inter-regional and inter-municipal traffic as well as traffic en route to or from the Provincial highway system. Local roads are designed to carry relatively low volumes of traffic travelling at low speeds from abutting properties to Arterial Roads. The anticipated use of these roads following the proposed development, aligns with the intent of the existing road designations. An entrance permit will be required at the building permit stage. Road widening along Derby Road and a daylighting triangle at the intersection of Derby Road and Michener Road will be required as conditions of the site plan agreement.

ii. The convenience and accessibility of the site for vehicular and pedestrian traffic and the traffic safety in relation thereto, and

The proposed development would be accessed through Michener Road, a local road. Local roads are designed to carry traffic travelling at low speeds from abutting properties. A sidewalk connection from the existing sidewalk on Wellington Court to Derby Road has also been requested by Development Engineering Staff.

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;

Municipal services (water and sanitary) are available to the subject land with sufficient capacity.

e) The compatibility of the proposed use with uses in adjoining areas;

The proposed three-storey apartment is a residential use compatible with surrounding residential uses. Townhouses and stacked townhouses are currently permitted on the subject lands up to three-storeys in the Official Plan and Zoning By-law.

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;

The proposed development is not anticipated to have depreciating or deteriorating effects on adjoining properties.

g) The potential effect of the proposed use on the financial position of the Municipality;

The proposed use is not anticipated to negatively impact the financial position of the Town. The Town would collect securities and cash-in-lieu of parkland dedication as part of the site plan process. Development Charges would be collected as part of the building permit process.

h) The potential effect of the proposed use in relation to the intent and implementing regulations of the Environmental Protection Act.

The subject lands do not contain any Natural Heritage features, as confirmed by the Niagara Peninsula Conservation Authority (NPCA) and Environmental Planning Staff. The applicant has also submitted a Tree Protection Plan, ensuring that trees will be retained on the subject lands. The applicant has also submitted a Landscape Plan and planting detail.

Schedule C – Natural Heritage Features and Schedule C1 – Natural Hazards and Fish Habitat

There are no natural heritage features on the subject lands as identified on Schedule C. Schedule C1 similarly does not identify any natural hazard areas or fish habitat on the subject lands.

Schedule D - Cultural Heritage Archaeological Zones of Potential

Schedule D of the Town's Official Plan identifies the subject lands as being within an area of archaeological potential. As noted in Section 6.2.3 of this report, a Stage 1–2 Archaeological Assessment was completed and determined that no further archaeological assessment is required, however confirmation from the MCM that the report has been entered into the Ontario Public Register of Archaeological Reports is required prior to any development or soil disturbance.

6.2.5 Official Plan, Town of Fort Erie, 2025 (adopted by Council)

Town of Fort Erie Council adopted a new Official Plan on August 25, 2025, through the passage of By-law 78-2025. The 2025 Official Plan will not be in force and effect until it receives approval from the Ministry of Municipal Affairs and Housing, but it currently represents Council intent.

Schedule D.1 of the 2025 Official Plan identifies the subject land as being within the Delineated Built-Up Area. Schedule E of the 2025 Official Plan designates the subject lands as Community Area.

Section C.4.2.1 of the 2025 Official Plan states that the Delineated Built-Up Areas are intended to accommodate a significant portion of the Town's future growth through intensification. This section also identifies policies for Delineated Built-Up areas that encourage compact, mixed-use development, efficient use of land and resources, development that meets evolving housing needs, and optimum use of existing and planned infrastructure, among other things. This section also notes that a minimum of 60-percent of all residential units developed annually will be within the built-up area.

Section D.2.2 of the 2025 Official Plan envisions Community Areas as complete communities that provide a range of housing options and essential everyday amenities to meet the diverse needs of the Town's residents and provide residents of all ages and abilities with access to housing, everyday amenities, and recreation.

Table C-3, under Section C.5 of the 2025 Official Plan, establishes the permitted built forms along different road classifications. Derby Road and Michener Road are identified as local roads on Schedule L of the Official Plan. Table C-3 establishes low-rise built forms, including

apartment buildings, with a maximum height of 3-storeys as a permitted built form along local roads.

The proposed apartment promotes compact built form and efficient use of land and introduces additional housing options to the surrounding area with access to amenities and services.

The subject lands are also located in the Crystal Beach Secondary Plan Area, as shown on Schedule P of the 2025 Official Plan. The Crystal Beach Secondary Plan policies in the 2025 Official Plan are the same as those discussed in section 6.2.4 of this report.

6.2.6 Site Design

The proposal features a three-storey apartment building with 30 residential rental units. The unit mix includes 1 one-bedroom unit, 24 two-bedroom units, and 5 three-bedroom units, each with a 5 square meter private balcony.

The building also proposes 42 parking spaces, with 16 uncovered located at the rear of the building along Michener Road, and 26 underground parking spaces. Underground parking will be accessed through a parking ramp located at the rear (westerly side) of the building.

A landscape strip is also proposed along the northerly and westerly lot lines, in addition to fencing with a proposed height of 1.8 – 2.3 meters and in accordance with the Fence By-law. Molok waste containers are also proposed in the northeasterly corner of the site.

A 3.5 m road widening and 7 m x 7 m daylighting triangle are also proposed at the southeastern corner of the lot near the intersection of Derby Road and Michener Road which would be conveyed to the Town as a condition in the Site Plan Agreement. A sidewalk connection from the existing sidewalk on Wellington Court to Derby Road has been requested by Development Engineering Staff at the Site Plan stage.

6.2.7 Comprehensive Zoning By-law No. 129-1990, as amended

The subject lands are currently zoned RM1-692 in the Town's Comprehensive Zoning By-law, as amended.

The Zoning By-law Amendment proposes to rezone the subject lands to a site-specific RM2 Zone. The proposed site-specific provisions pertain to reduced Minimum Lot Area, increased Maximum Lot Coverage, reduced Minimum Number of Parking Spaces and reduced Landscape Strip Width.

Table 1 below compares the provisions of the existing RM1-692 Zone, the RM2 Zone and the proposed site-specific RM2 Zone.

Table 1 – RM1-692 Zone Requirements Compared to the RM2 Zone Requirements and the Proposed Site-specific RM2 Zone

Regulation	RM1-692 Zone Requirements	RM2 Zone Requirements	Proposed	Comments
Permitted Use	Semi detached dwellings	Apartment	Apartment	Complies.

	Street, block and stacked townhouses			
Minimum Lot Frontage	7.5 m; 9.5 m (corner lot) – Street townhouses 7.5 m (unit width) – Block and stacked townhouses	30 m	33.5 m	Complies.
Minimum Lot Area	210 sq m – Street townhouses 300.00 sq m per dwelling unit – Block and stacked townhouses	115 sq m per unit	100.139 square meters per unit.	Staff are of the opinion that this deficiency is supportable. The proposal maintains sufficient space to accommodate the proposed development, including the building footprint, landscaping, parking, and appropriate access.
Maximum Lot Coverage	50% – Street townhouses 40% – Block and stacked townhouses	40%	40.5%	Staff are of the opinion that this deficiency is supportable. The proposed lot coverage represents a modest departure from the By-law and is not anticipated to cause any negative impacts related to access or drainage and meets the rear and side yard setback requirements.
Minimum Front Yard Setback	4.5 m and 6 m to garage – Street townhouses	7.5 m	7.59 m	Complies.

	6 m to private road or parking area – Block and stacked townhouses			
Minimum Interior Side Yard Setback	1.5 m – Street, block and stacked townhouses 3 m side yard separation between buildings – Block and stacked townhouses	One-half of the building height (5 m) or 4 m, whichever is greater.	5.0 m	Complies.
Minimum Exterior Side Yard Setback	3 m – Street townhouses 6 m – Block and stacked townhouses	One-half of the building height (5 m) or 6 m, whichever is greater.	6.0 m	Complies.
Minimum Rear Yard Setback	6 m – Street townhouses 6 m to property line, 12 m back-to-back, or 7.5 m to sidewall – Block and stacked townhouses	One-half of the building height (5 m) or 7.5 m, whichever is the greater	22.82 m	Complies.
Minimum Floor Area Per Dwelling Unit	Not Applicable	Bachelor Unit: 40 sq m One-Bedroom Unit: 50 sq m Two-Bedroom Unit: 60 sq m Three or more bedrooms: 79 sq m plus 7 sq m for each bedroom in excess of three	One-Bedroom Unit: 62 sq m Two bedroom Units: 87 sq m Three bedroom Units: 132 sq m	Complies.
Maximum Building Height	3 storeys or 12 m – Street, block and stacked	9 Storeys, 26 m	3 Storeys, 10 m	Complies.

	townhouses			
Minimum Landscaped Area	50% including Privacy Areas, except 25% for street townhouse lots	25%	38.8%	Complies.
Maximum Density	100 units per ha – Street, block and stacked townhouses	Not applicable	99.86 units per ha	Complies.
Minimum Driveway Width/Depth (Section 6.20)	6.0 m 50% of unit width – Street townhouses	6.0 m	6.0 m	Complies.
Aisle Width (Section 6.20)	6.0 m	6.0 m	6.0 m	Complies.
Minimum Number of Parking Spaces (Section 6.20)	1 space per dwelling unit (Street Townhouse) and 1.5 spaces per dwelling for (Block or Stacked Townhouse)	1.5 spaces per unit (30 x 1.5 = 45 spaces)	42 parking spaces	Staff are of the opinion that this deficiency is supportable. The proposed parking spaces represent a modest departure from the by-law requirement. The 42 parking spaces proposed represents 1.4 spaces per unit.
Parking Area Location (Section 6.20)	3.0 m to any street line and any lot line.	3.0 m to any street line and any lot line.	3.0 m	Complies.
Landscape Strip (Section 6.21.b)	3.0 m to any interior and rear lot line abutting a residential zone.	3.0 m to any interior and rear lot line abutting a residential zone.	0.9 m behind the proposed garbage molok.	Staff are of the opinion that this deficiency is supportable. This deficiency is in a limited area behind the proposed moloks, which spans 6 meters in length. The remainder of the 88 meter landscape strip is compliant.

Accessible Parking Space Requirement (Section 6.20 (g))	1 Type A Parking Space and 1 Type B Parking Space	1 Type A Parking Space and 1 Type B Parking Space	1 Type A Parking Space and 1 Type B Parking Space	Complies.

6.3 Studies

The following studies were submitted as part of the Application and are discussed throughout the report:

- Environmental Site Assessment
  Prepared by Hallex Environmental LTD. And dated January 23, 2023
- Stormwater Management Plan
  Prepared by JAM Engineering and Construction and dated June 26, 2023
- Drainage Area Plan
  Prepared by JAM Engineering and Construction and dated June 26, 2023
- Landscape Plan
  Prepared by Donald Martin Landscape Architects and dated August 22, 2023
- Tree Protection Plan
  Prepared by Terrastory and dated September 9, 2023
- Archaeological Assessment
  Prepared by Seguin Archaeological Services and Dated May 9, 2024
- Photometrics
  Prepared by SGI Electrical Engineering and dated May, 2024
- Functional Servicing Report
  Prepared by JAM Engineering and Construction and dated April 14, 2025
- Planning Justification Report
  Prepared by PLW Planning and Environmental Consulting and dated September, 2025
- Phase Two Environmental Site Assessment
  Prepared by EON Environmental Consulting LTD and dated February 2, 2026
- Geotechnical and Hydrogeological Assessment
  Prepared by EON Environmental Consulting LTD and dated February 4, 2026

7. Financial, Staffing and Accessibility (AODA) Implications

All costs associated with processing the application and the development of the subject lands is the responsibility of the Owner.

There are existing municipal services (water and sanitary) available to the subject lands within the road allowances of Derby Road and Michener Road. Municipal storm sewers are also available along Michener Road. There will not be an additional cost to the Town to service the site. Any costs related to service connections or restoration of Town infrastructure are the responsibility of the developer.

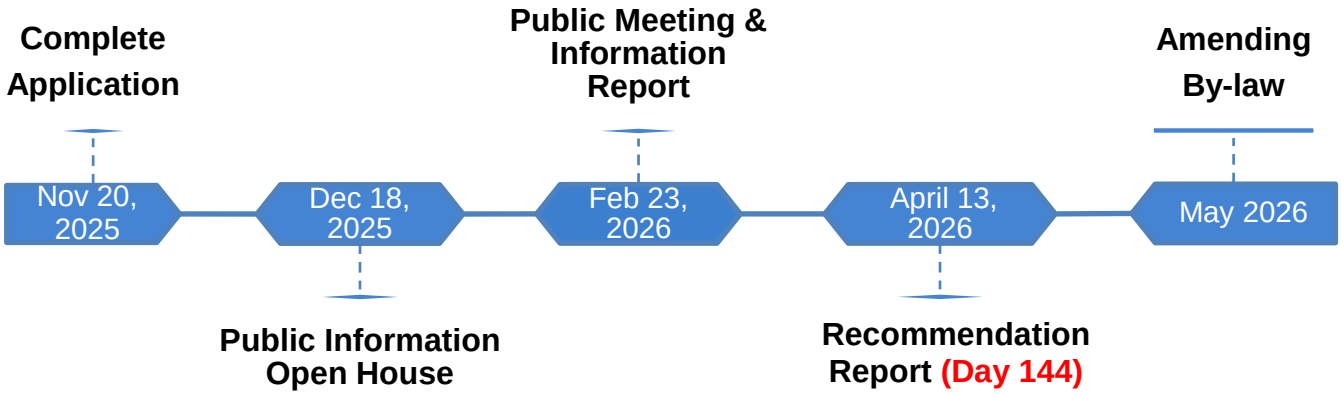
Development charges will be collected through the building permit application process. Cash-in-lieu of parkland dedication will be required as a condition of Site Plan approval.

No staffing implications are expected. No impediments to the AODA legislation are expected to be developed through the amendment proposed.

8. Policies Affecting Proposal

The Application was submitted on October 21, 2025 and formally deemed complete on November 20, 2025.

In accordance with the *Planning Act*, the proposed application for an Official Plan Amendment and Zoning By-law Amendment is subject to a 120-day processing and review timeline. A Council decision is therefore required by March 20, 2026. The application is currently on day 144, as illustrated below.



9. Comments from Departments, Community and Corporate Partners

A request for comments was circulated to Town Departments and agency stakeholders. Previous comments for this application are compiled in the Information Report PBBS-06-2026. No further comments from External Agencies or Town Staff have been received to date.

9.1 Council and Public Comments

The Public Meeting for this application was held on February 23, 2026. At the Public Meeting, Council Members and members of the public provided several additional comments on the proposal. Additional written comments from the public in opposition of the proposal, were also received following the Public Meeting. Comments made by Council and the public at or following the Public Meeting are summarized below with responses from staff. The public comments are attached for review as **Appendix 6.**

- The proposed apartment building doesn't match the character of the surrounding neighbourhood.

Development Planning Response: Medium Density Residential designations in the Crystal Beach Secondary Plan area permit developments of up to three (3) storeys. Similar built forms to an apartment, including block and stacked townhouses are also permitted on the subject lands and two other 3 storey apartment buildings are located within 0.5 kilometers of this property.

The Landscape Plan submitted by the applicant features fencing along the northerly and westerly lot lines and identifies trees that will be planted on the property. A 3 meter landscape strip is also proposed that would surround the apartment.

The majority of the proposed parking is also located underground (26 of the 42 proposed parking spaces), further mitigating any visual impacts.

- The units that are currently on the property are one bedroom, the development of predominantly two and three bedroom units will negatively impact affordability, leading to displacement of residents.

Staff Response: The proposed 30-unit rental apartment building would provide more housing supply and rental options for residents. Two- and three-bedroom rental apartment units generally provide cheaper options for families compared to single detached dwellings. The applicant has also noted an intent to include affordable units in the proposed apartment.

- Are there any affordable units proposed?

Staff Response: The applicant has expressed the intent to include affordable units in the proposed apartment. Correspondence from the applicant regarding this consideration can be found in ***Appendix 5.***

- What is the height of the fencing?

Staff Response: The applicant has indicated that the proposed fencing will be 1.8 - 2.3 meters in height in compliance with Fence By-law 70-2013.

- The additional vehicular traffic will cause disruptions to the neighbourhood due to speeding and overflow parking. The proposed development features 30 units, which may have more than one vehicle.

Staff Response: The anticipated use of Derby and Michener Road, following the proposed development, aligns with the intent of the existing road designations. A road widening along Derby Road is also required as a condition of approval, which may assist in accommodating future road improvements, if needed.

By-law Staff note that on-street parking is not prohibited in the immediate area, but on-street parking is prohibited from 2:00 am-7:00 am, from November 1 to March 31, within 10 metres (10m) of an intersection, and boulevard parking restrictions also apply. The Zoning By-law requires 45 parking spaces whereas 42 are proposed, and new residents would be made aware of parking availability and arrangements.

- Will the underground parking cause damage to neighbouring properties?

Staff Response: The current structures on the property already contain basements. A Geotechnical and Hydrogeological study has also been submitted by the applicant. The Geotechnical Study supports the feasibility of the proposed development, indicating that the site would require engineered groundwater and drainage controls with design and construction practices to mitigate potential impacts to adjacent properties. These considerations would be implemented a necessary at the site plan application stage.

- There will be disturbances from construction.

Staff Response: A Site Plan Agreement would be required before construction can begin if this proposal is approved. The Site Plan Agreement would include clauses with respect to dust and cleanliness of the site. Securities will be held accordingly.

- The proposed apartment will cause overlook issues and lighting disruption on neighbouring properties.

Staff Response: The proposed development maintains existing building height, side yard setback and the rear yard setback requirements. Fencing, additional trees/hedges and a landscape strip are also proposed to reduce overlook impacts. A photometrics study has also been submitted by the applicant which will need to be reviewed and accepted before entering into the site plan agreement.

- There are drainage issues in the area, how will drainage impacts be addressed?

Staff Response: Building and Development Engineering Staff note that grading and servicing plans will be required during the Site Plan Application stage to accommodate drainage and stormwater.

- The site plan does not provide any amenity space for residents, and how will massing impacts be mitigated?

Staff Response: Each of the proposed units features 5 square meter balconies. Crystal Ridge Park is also publicly accessible and located approximately 900 metres from the subject lands. The proximity of the development to this park provides access to additional open space for residents. The subject lands also located near several commercial amenities and community services along Ridgeway Road, at the intersection of Gorham and Farr Avenue, and along Gorham Road, within half a kilometer to 1 kilometer of the property.

- Would trees that grow tall enough to provide screening be proposed?

Staff Response: The landscape plan includes large trees in the northwestern corner of the lot and along the southern lot line. The landscape plan and tree protection plan indicate that the existing trees along the northern lot line would remain. Smaller trees are also proposed along the rear yard lot line, and the applicant has stated an intent to include hedges along the fencing of the side yard lot line. Correspondence from the applicant regarding this consideration can be found in ***Appendix 5.***

- Will there be any accessibility considerations?

Staff Response: One type A and type B parking space is proposed and the proposed apartment features elevators that would provide access to all floors. The building permit would require the building to meet AODA requirements for approval.

- Are there any aesthetic changes that could be made to improve alignment with neighbourhood character?

Staff Response: The applicant has indicated that they would be willing to change the building/construction materials to align the proposed development with neighbourhood

character. Details regarding specific materials would be confirmed at the Site Plan Application stage.

9 Alternatives

Council may decide to deny to the proposed Official Plan and Zoning By-law Amendment application. Planning staff do not recommend this alternative as the proposal is consistent with Provincial, Regional and Town planning policies. If denied, the lands may be developed in accordance with the existing RM1-692 Zone which permits block, street and stacked townhouses up to three-storeys.

10 Communicating Results

If this recommendation report is approved, amending by-laws will be prepared and submitted to Council for approval during the next available Regular Council meeting. Following passage of the by-laws, notice of Council's decision will be circulated as required by the *Planning Act*. The applications are subject to a 20-day appeal period. If no appeals are received during the appeal period, Council's decision is final.

11 Conclusion

Planning Staff support the proposal as it represents good land-use planning and meets the requirements of the *Planning Act*, is consistent with the PPS, and conforms to the NOP and the Town's Official Plan. The proposed development supports the provision of variety in housing choice, density and unit sizes. It also supports the growing and diverse needs of the community. Furthermore, the proposal represents a compact and efficient urban form that makes efficient use of land and existing infrastructure within the urban boundary.

12 Report Approval

Prepared by:
Myles Banfield, MPLAN
Junior Development Planner

Reviewed by:
Mark Iamarino, MCIP, RPP
Manager, Development Approvals

Submitted by:
Anamika Dilwaria, M.A., M.PL., MCIP, RPP, Dipl.M.M
Director, Planning and Development Services

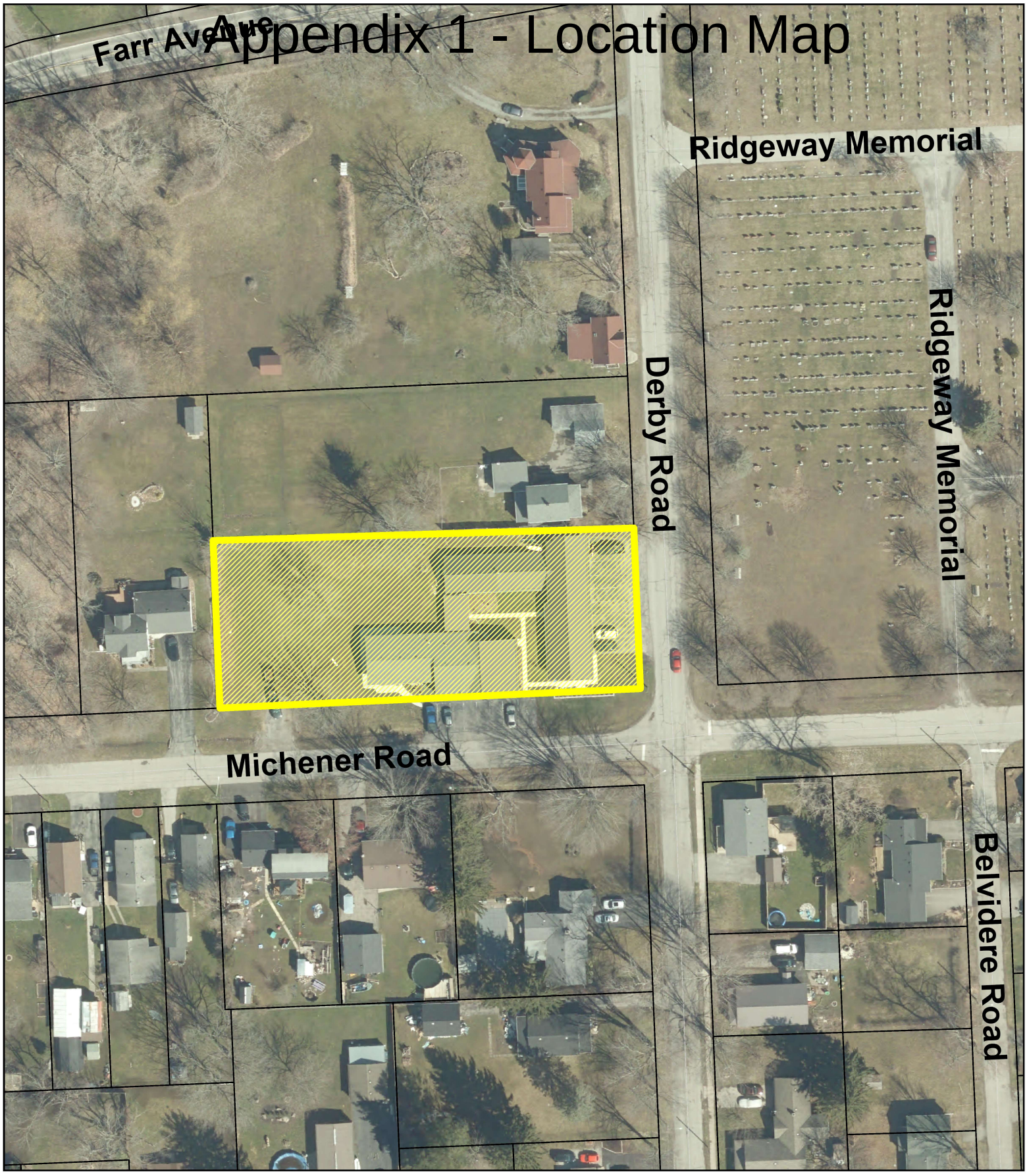
Approved by:
Chris McQueen, MBA
Chief Administrative Officer

13 Attachments

Appendix 1 – Location Map
Appendix 2 – Site Plan

Appendix 3 – Floor Plans
Appendix 4 – Elevations
Appendix 5 – Applicant Email Correspondence
Appendix 6 – Public Comments

Appendix 1 - Location Map



0 10 20 40 Meters

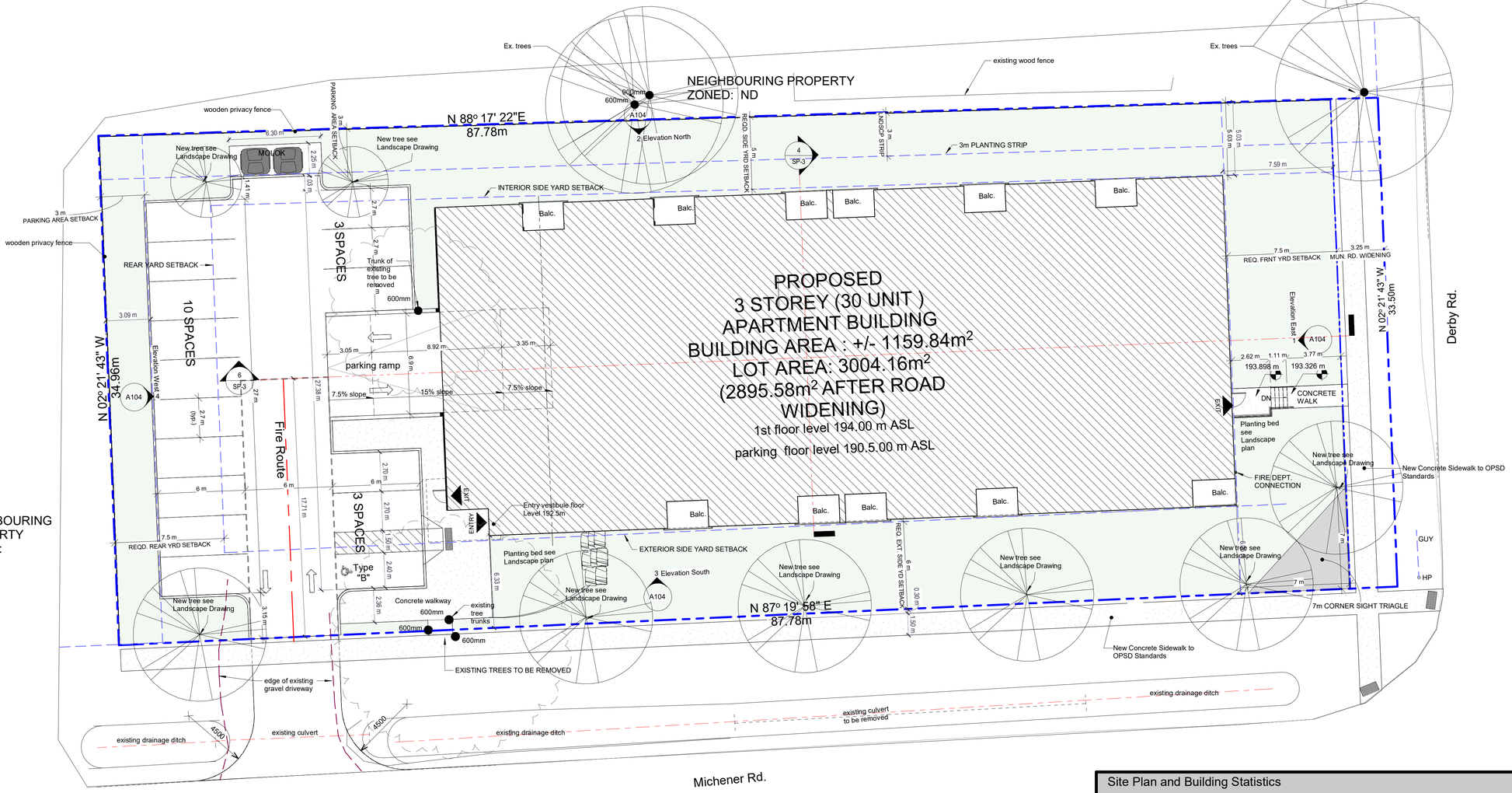
Location Map

Subject lands - 19 Derby Road, Fort Erie

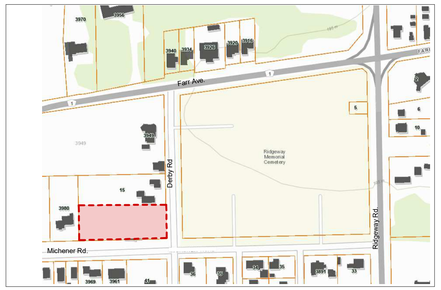
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Planning, Building and By-law Services, Map created on 19th January 2026

Appendix 2 - Site Plan



1 SITE PLAN
1 : 150



KEY PLAN

Site Plan and Building Statistics

Development Proposal:	New 30 Unit - Multi-family Apartment
Project Name:	New Multifamily Apartment Derby Road
Owner:	.
Municipal Address:	19 Derby Road
Municipality:	Town of Fort Erie
Legal Description:	Part 1,2, and 3 of TWP LOT 25 Concession 1 L.E. in the former Township of Bertie now in the town of Fort Erie
Official Plan Designation:	Urban Residential
Current Zoning:	Residential Multiple 2 - RM2-226
Lot Area :	3004.16m²

Zoning By-Law Requirements	Required	Provided
Lot Frontage (Min.):	30m	33.5m
Required Lot Area (Min.):	427 sq.m per unit	100.139 sq.m per unit
Interior Side Yard Setback (north)	Greater of 1/2 of building height or 4m	5 m
Exterior Side Yard Setback (south)	Greater of 1/2 of building height or 6m	6.06m
Front Yard Setback (East)	7.5m	7.7m
Rear Yard Setback (West)	Greater of 1/2 Building height or 7.5 m	22.82m
Building Height (Max):	Greater of 9 storeys or 26m	3 stories 10m
Gross Floor Area:	N.A.	3,425.251 m²
Building Area:	N.A.	1,165.79 m²
Lot Coverage (Max):	40 %	38.81%
Landscaped Open Space (Min.):	25%	38.96%
Amenity Space Per Unit (Min.):	18.5 m²	1046 m² / 30 = 34.87m² + 5.174 (balc.)= 40.04m²
Parking - Minimum Number of Spaces Required:	1.5 Spaces per unit: 1.5 x 30 = 45 spaces	42 spaces (including barrier free spaces)
Barrier Free Spaces Required	1 type A and 1 type B space	1 type A space and 1 type B space

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RIDGEWAY, ONTARIO, L0S 1N0
T. 905-894-8300
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e-mail jpizzicarola@jpdesign.ca
CERTIFICATE OF PRACTICE : # 4053

N W E S

ONTARIO ASSOCIATION OF ARCHITECTS
JASON MATTHEW PIZZICAROLA LICENCE 5872

New Apartment Building

19 Derby Road

No.	Description	Date
C	Issued For Coordination	2023-05-01
D	Issued For Coordination	2023-09-26
E	Issued post Planning Dept Comments	2024-02-15
F	ISSUED IN RESP. TO MUN. COMMENTS	2025-07-14

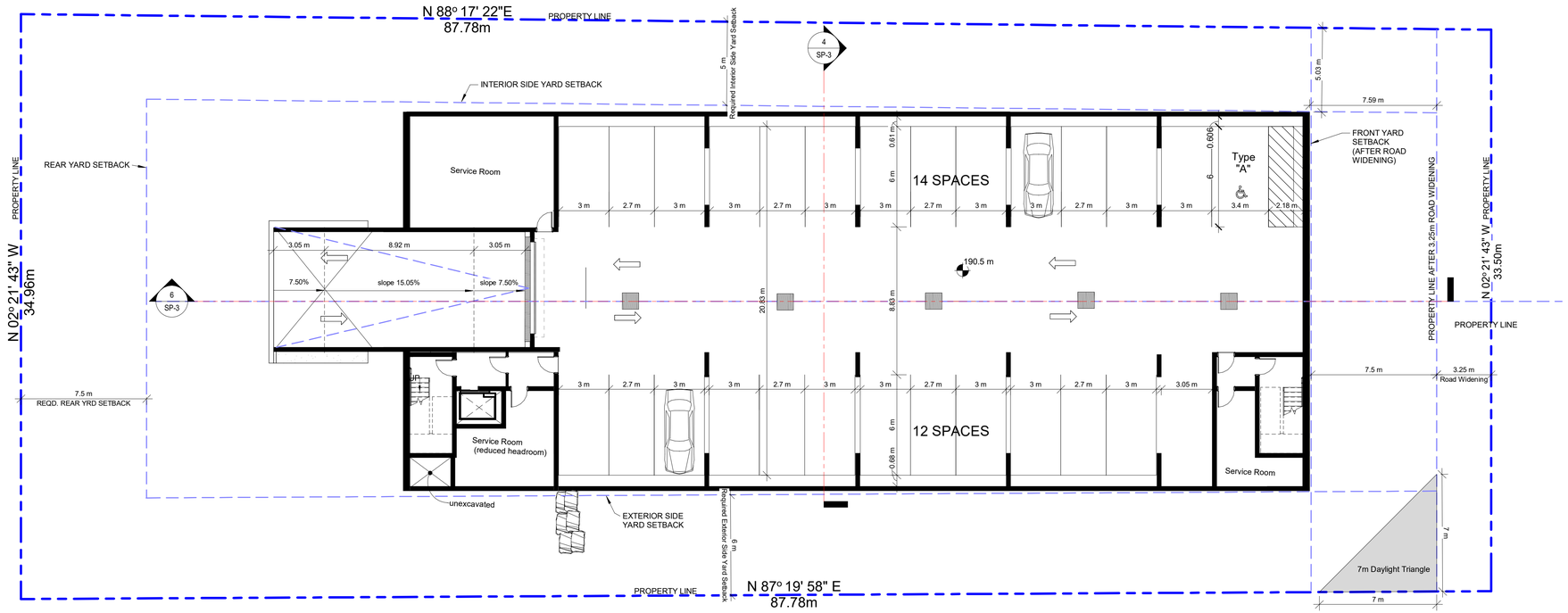
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SHEET TITLE:

SITE PLAN

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SHEET NO:			SP-1

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1 Parking/ Basement -level
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CERTIFICATE OF PRACTICE : # 4053

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ONTARIO ASSOCIATION OF ARCHITECTS
JASON MATTHEW PIZZICAROLA
LICENCE
5872

New Apartment Building

19 Derby Road

No.	Description	Date
C	Issued For Coordination	2023-05-01
D	Issued For Coordination	2023-09-26
E	Issued post Planning Dept Comments	2024-02-15
F	ISSUED IN RESP. TO MUN. COMMENTS	2025-07-14

Concept B

SHEET TITLE:

LOWER LEVEL PARKING

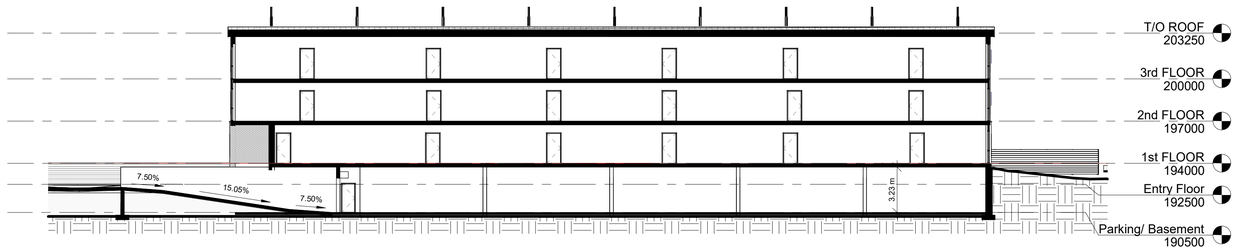
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SHEET NO: SP-2

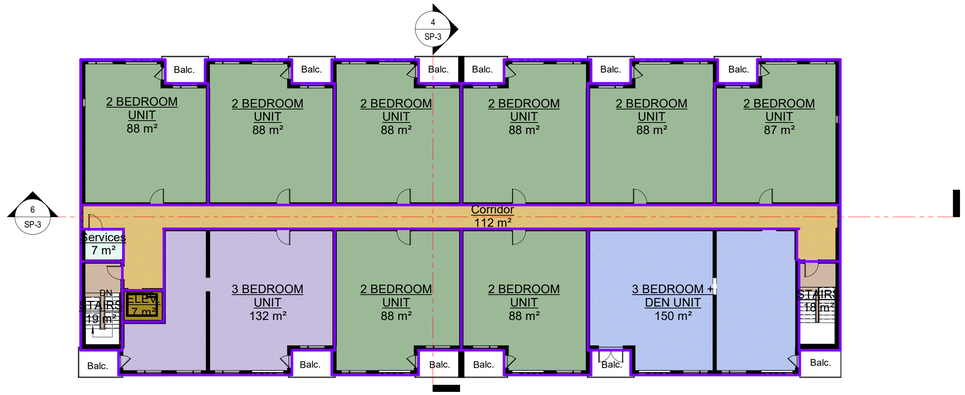
Appendix 3 - Floor Plans



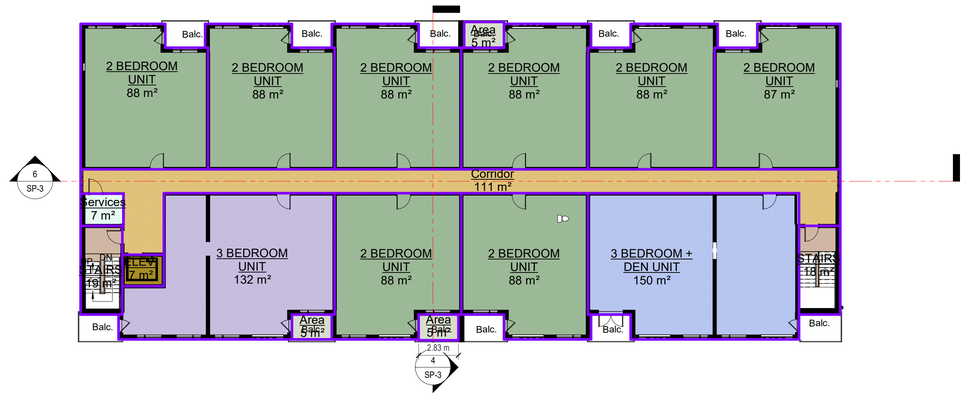
4 Section 11
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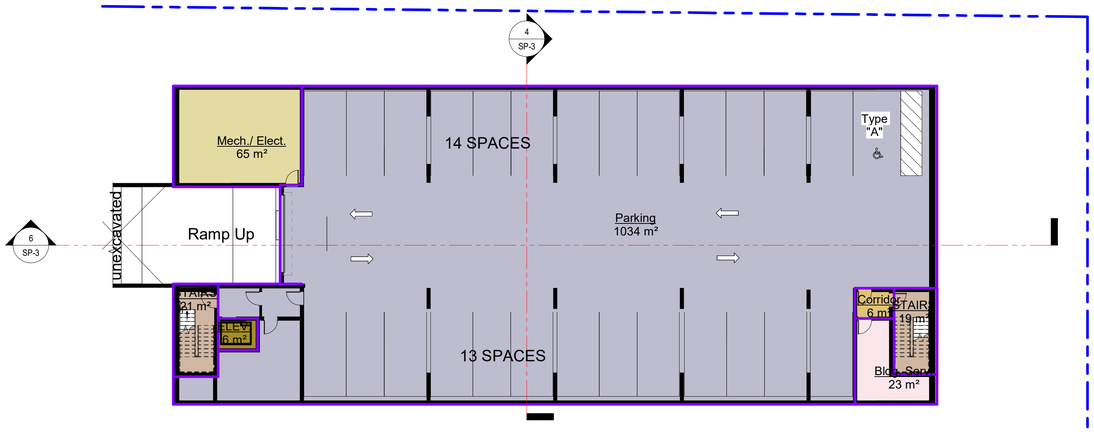
6 Section 12
1 : 200



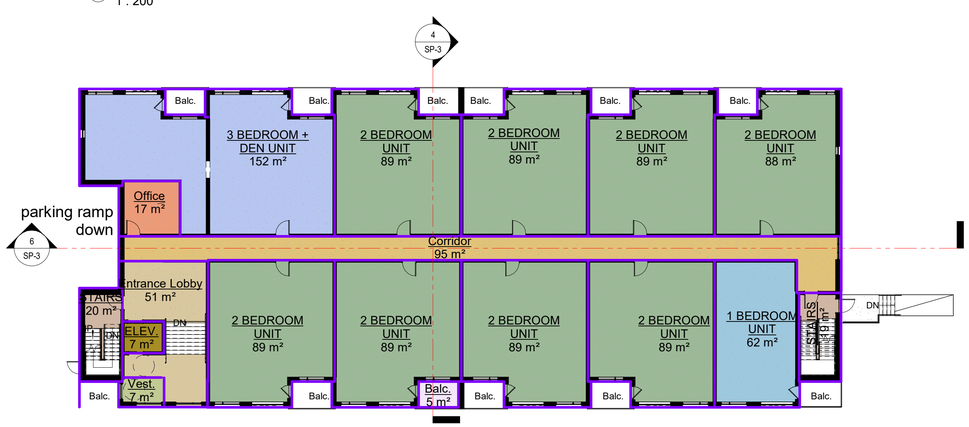
2 3rd FLOOR
1 : 200



1 2nd FLOOR
1 : 200



5 Parking/ Basement path 2
1 : 200



3 1st FLOOR
1 : 200

Area Legend

Bldg. Serv.	
Corridor	
ELEV.	
Mech./ Elect.	
Parking	
STAIRS	

Area Legend

1 BEDROOM UNIT	(1)
2 BEDROOM UNIT	(24)
3 BEDROOM + DEN UNIT	(3)
3 BEDROOM UNIT	(2)
Balc.	
Corridor	
ELEV.	
Entrance Lobby	
Office	
Services	
STAIRS	
Vest.	

JASON PIZZICAROLA DESIGN - ARCHITECTS INC
209 RIDGE ROAD N
RIDGEWAY, ONTARIO, L0S 1N0
T. 905-894-8300
F. 905-894-8400
e-mail jpizzicarola@jpdesign.ca
CERTIFICATE OF PRACTICE : # 4053

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W E
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ONTARIO ASSOCIATION OF ARCHITECTS
JASON MATTHEW PIZZICAROLA
LICENCE
5872

New Apartment Building

19 Derby Road

No.	Description	Date
A	Issued For Discussion	2022-09-12
B	Issued for Coordination	2023-01-12
D	Issued For Coordination	2023-09-26
E	Issued post Planning Dept Comments	2024-02-15
F	ISSUED IN RESP. TO MUN. COMMENTS	2025-07-14

Concept B

SHEET TITLE:

Area Plans

DRAWN BY:	Author	DATE:	2025-07-14 1:11:36 PM
SCALE:	1 : 200	JOB #:	22-082

SHEET NO: SP-3

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2 2nd FLOOR
1 : 100

1 1st FLOOR
1 : 100

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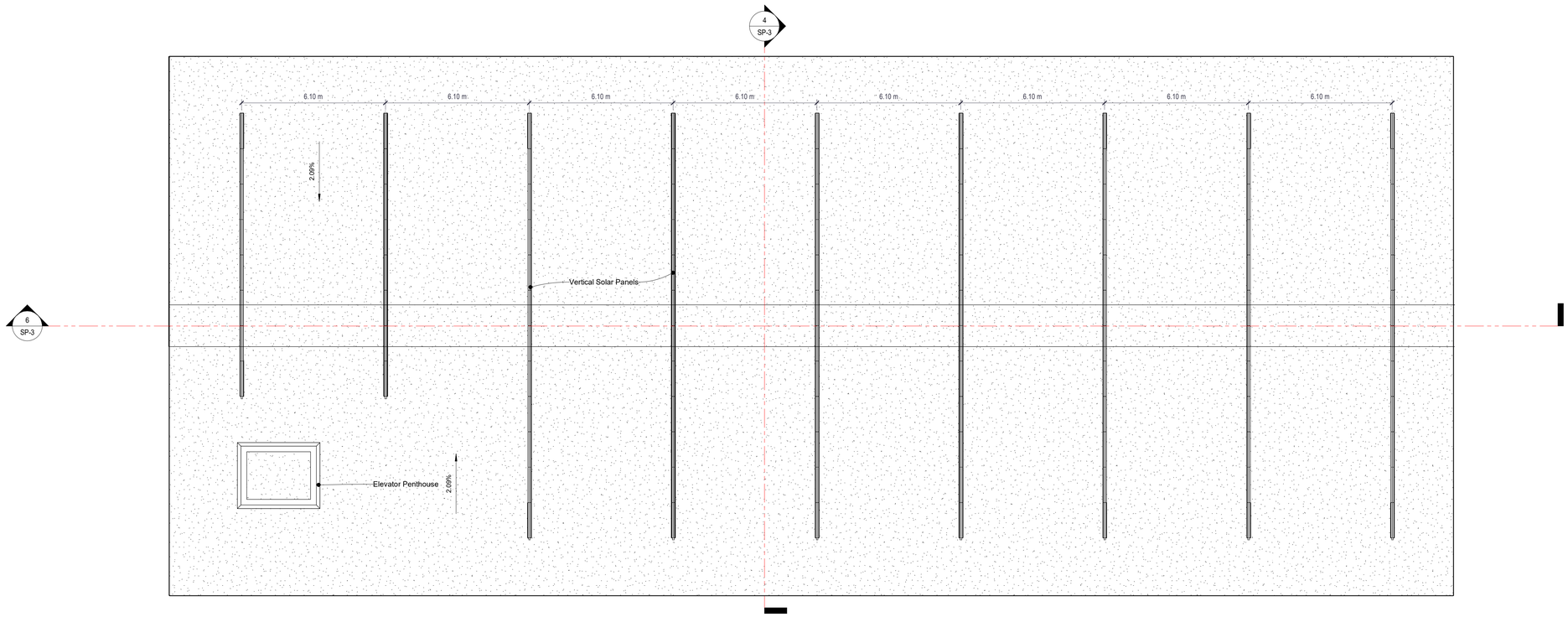
Concept B

SHEET TITLE:

FLOOR PLANS

DRAWN BY:	Author	DATE:	2025-07-14 1:11:39 PM
SCALE:	1 : 100	JOB #:	22-082
SHEET NO:			A102

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2 Roof Plan
1 : 100



1 3rd FLOOR
1 : 100

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RIDGEWAY, ONTARIO, L0S 1N0
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ONTARIO ASSOCIATION OF ARCHITECTS
JASON MATTHEW PIZZICAROLA
LICENCE
5872

New Apartment Building

19 Derby Road

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Concept B

SHEET TITLE:

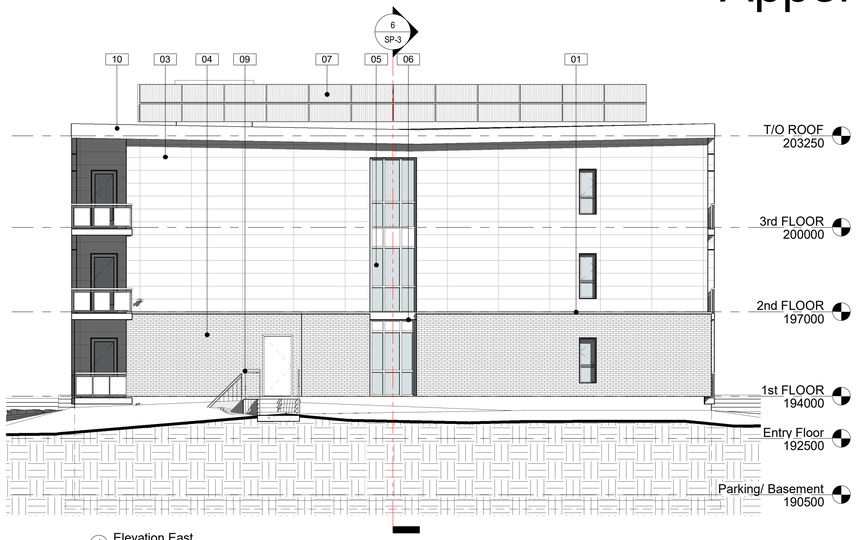
FLOOR & ROOF PLANS

DRAWN BY:	Author	DATE:	2025-07-14 1:11:41 PM
SCALE:	1 : 100	JOB #:	22-082

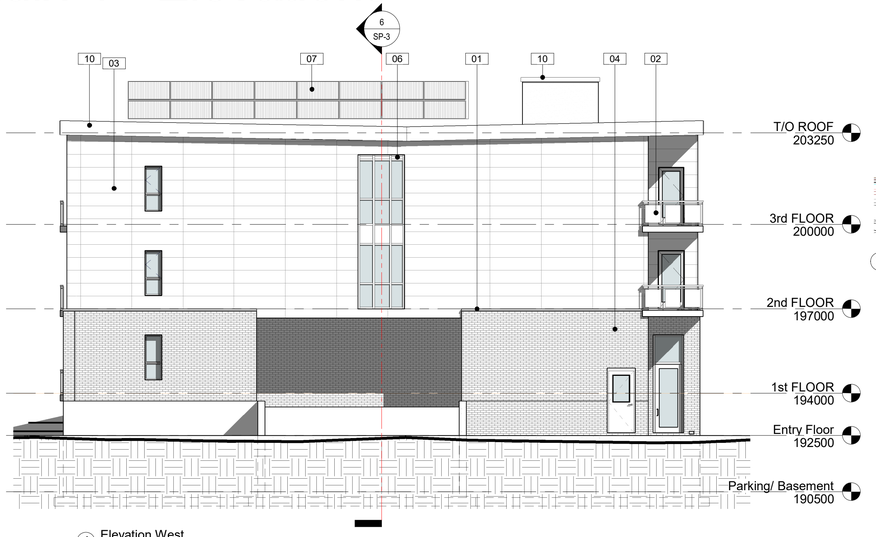
SHEET NO: A103

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Appendix 4 - Elevations



1 Elevation East
1 : 100



4 Elevation West
1 : 100

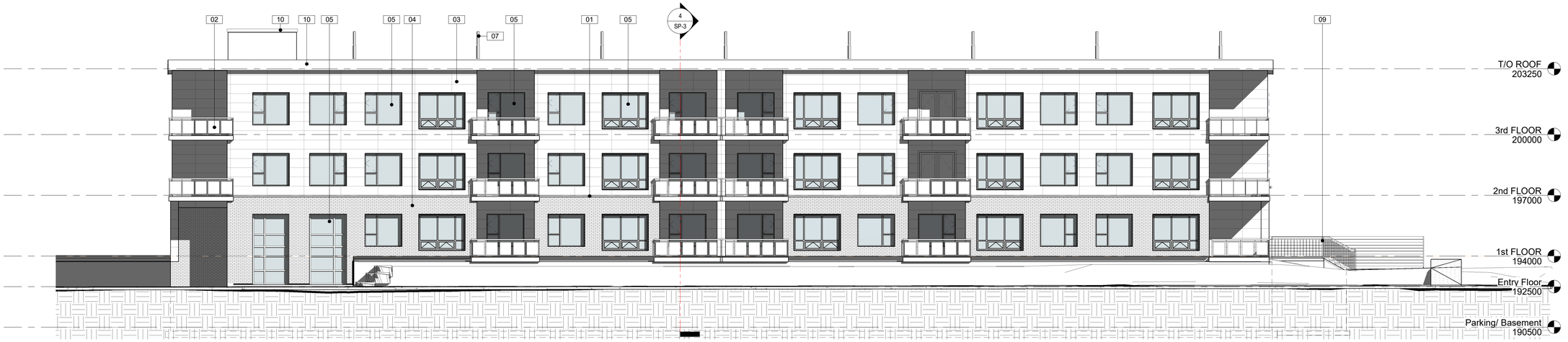


5 View From South-west

Elevation Material Legend	
Key Value	Keynote Text
01	Precast Masonry sill
02	Balcony Guards - Black Alum. Frame W/ TintedPrivacy Glass
03	Fibre Cement panels
04	Brick Masonry
05	Prefinished Aluminum Curtainwall
06	Glazed Spandrel Panels
07	Vertical Solar Panels
08	Apt. Windows - Black Frames & Clear Glass (typ)
09	Prefinished Aluminum Guardrail
10	Prefinished Aluminum Flashing



2 Elevation North
1 : 100



3 Elevation South
1 : 100

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ONTARIO ASSOCIATION OF ARCHITECTS
JASON MATTHEW PIZZICAROLA
LICENCE
5872

New Apartment Building

19 Derby Road

No.	Description	Date
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F	ISSUED IN RESP. TO MUN. COMMENTS	2025-07-14

Concept B

SHEET TITLE:

ELEVATIONS

DRAWN BY:	Author	DATE:	2025-07-14 1:12:06 PM
SCALE:	1 : 100	JOB #:	22-082

SHEET NO: A104

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Outlook

Re: Zoning Table Update Reminder

From Steve Bremner [redacted]
Date Tue 2/24/2026 9:24 AM
To Myles Banfield <MBanfield@forterie.ca>

⚠ **External Email Warning:**
This email originated from outside the organization. Please exercise caution before clicking links, opening attachments, or responding.

Hi Myles

Thank you for last night. With previous planners I had discussed affordable housing, me and you did not. But have gone through the funding models at CMHC and can meet the affordable objectives, of 30% of the median wage for the area.
Also we have connected with Build Canada Homes, that moved us to connect with community living. (They have the site plan and are examining possibilities).

Commenting to last nights meeting.

The neighbor north of 19 Derby. That property has sat vacant for the past 10 years. It was in very poor condition inside. The zoning changed in the secondary plan. These people bought knowing what the zoning was for that property and the area. The North property building is 3 stories to peak. The stacked towns will have more windows facing the back yard, this design will be 15 units to the north.

Drainage is addressed in the engineering report on storm water management. That I stated in council the importance of improving the current drainage. (an open pipe that clogs with leaves at times) the storm water plan will be adhered to.

Lighting: there is a plan that will be followed, we will use led lighting that is very focused directionally on the parking lot reducing light emissions.

Parking and traffic: in my experience of owning apartment buildings, 10-15% do not have cars, the majority have 1, 20% have 2.
The formula of 1.5 works for parking. (We are 3 short) traffic, the area is under used, the traffic generated is usually spread out, it's nothing like commercial traffics and not a concern for the area.

I'm open to design changes. Understanding that the current design was modeled after a building on Lake St in St Catharines.
Because it's a good looking building that delivers on affordability. That is achieved by not having 30 services running to the stacked towns, (the reason for the zoning change.) a building using a shared foundation, with combined services.
We are also considering zero foot print options for the building, and will need certain structure for solar.

Trees and fences are agreeable options for screening.

Density: I understand that this is a building change, the density has already been passed in the secondary plan. (15 derby took that risk in their purchase. While also purchasing beside and existing 30 year apartment building.) However my development will likely spark interest in all the other property that he is surrounded by that is multi res, leaving him in a good selling position.

If there is anything else you would like me to comment on?

Steve Bremner

Outlook

Re: 19 Derby - Apartment Proposal Questions

From Steve Bremner <3954michener@gmail.com>
Date Fri 3/20/2026 5:54 PM
To Myles Banfield <MBanfield@forterie.ca>

⚠ **External Email Warning:**
This email originated from outside the organization. Please exercise caution before clicking links, opening attachments, or responding.

Hi Myles

I would be open to planting hedges along the rear and side yard and adding building changes for character.

The site plan will reflect a 6' fence, but open to an 8' fence if needed on the 19 Derby Rd proposal.

Steve Bremner

On Fri, Mar 20, 2026 at 4:42 PM Myles Banfield <MBanfield@forterie.ca> wrote:

> Good Afternoon Steve,
>
> I was wondering if you would be open to the following:
>
> Would you open to planting hedges along the rear and side yard?
> Would you open to making adjustments to the building design such as construction materials, to align with neighborhood character?
>
> Could you please also confirm the height of the proposed fencing? And also add the fencing height to the landscape and site plan?
>
> Thanks and feel free to let me know if you have any questions.
>
> Best regards,
>
> **Myles Banfield, MPLAN**
> Junior Development Planner
> **Town of Fort Erie**
> Planning and Development Services
> 1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
> p: 905-871-1600 ext. 2517
> forterie.ca | MBanfield@forterie.ca

Outlook

Re: 19 Derby rd Rezoning

From Clerk <clerk@forterie.ca>
Date Wed 3/4/2026 3:15 PM
To Galen Street [redacted]
Cc Myles Banfield <MBanfield@forterie.ca>

Hello Galen,

Thank you for your comments. I have provided them to the planner on file by way of this email.

Sincerely,

Peter Todd
Manager, Legislative Services/ Town Clerk

Town of Fort Erie
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
905-871-1600 ext. 2211 | ptodd@forterie.ca

From: Galen Street [redacted]
Sent: February 26, 2026 1:09 PM
To: Clerk <clerk@forterie.ca>
Subject: 19 Derby rd Rezoning

You don't often get email from galenstreet66@gmail.com. Learn why this is important

⚠ **External Email Warning:**
This email originated from outside the organization. Please exercise caution before clicking links, opening attachments, or responding.

Dear Mr. Todd:

I am writing this email in Regards to the proposed 3 story apartment building at 19 Derby rd in Crystal Beach. I live at 34 Belvidere rd, a block away from the proposed building. I have lived here peacefully for 28 years. I was at the meeting on Feb 23rd but had to leave as the council meeting was focused on the Region Amalgamation and ran late. I need to voice my concerns . I am totally against this project for many reasons. The zoning is R1 for a reason and cannot be changed on the whim of council. The building does not fit the neighborhood and will destroy what's left of this once quiet community. A major concern is that the parking lot empties out onto Michener road which is basically a laneway.

And as I guess there will be 60 plus cars for the residents and that flow of traffic will be going right past my house constantly and this is unacceptable. The road is used as a cutoff for many residents that use it as a speedway as cars fly down it daily. I will be voicing my other concerns at a later time but I want it known that I'm 100% against this project and will fight it with all the resources availiable to me, and the committee the affected residents will be forming. Thank you

Kindest regards

Galen Street

Outlook

Fw: CONTACT US SUBMISSION

From Peter Todd <PTodd@forterie.ca>
Date Mon 2/23/2026 7:06 PM
To Mayor and Council <council@forterie.ca>
Cc Myles Banfield <MBanfield@forterie.ca>; Anamika Dilwaria <ADilwaria@forterie.ca>

Please find below a late submission received in regards to the 19 Derby Street Application subject of the Statutory Public meeting this evening.

Peter Todd
Manager, Legislative Services/ Town Clerk

Town of Fort Erie
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
905-871-1600 ext. 2211 | ptodd@forterie.ca

From: Lezlie Ellison <LEllison@forterie.ca>
Sent: February 23, 2026 4:13 PM
To: Anamika Dilwaria <ADilwaria@forterie.ca>; Wayne Redekop <wredekop@forterie.ca>; Ann-Marie Noyes <ANoyes@forterie.ca>; Joan Christensen <JChristensen@forterie.ca>
Subject: CONTACT US SUBMISSION

Robert Eberly Jr.
[redacted]

To whom it may concern,

I am writing to express my heartfelt opposition and disappointment with the increasing number of development projects that have been popping up all throughout the Ridgeway and Fort Erie areas. There seem to be so many that it's hard to keep track of them all.

In particular, the proposed developments at Prospect Point Rd N and Hazel St, as well as the property of the former Bertie Elementary School, and the property near Dominion Rd and Bernard Ave just to name a few.

The abandoned and delayed development projects, such as the subdivision nearly Schooley Rd and Smalls Rd in Crystal Beach are also greatly concerning.

The Bertie Elementary School property located at Hazel St and Belleview Blvd im Ridgeway would have made for a great park/recreation area for those living in the North End of town.

Residents such as myself are becoming discouraged and disheartened with all of the cheaply built condos and cookie cutter homes, that are only several feet apart from one another, scattered throughout this town. Especially those of us who grew up and spent the majority of our lives here. I believe in progress and will advocate for sustainable development, but our trees and green spaces are more important than this.

Thank you for your consideration on this matter.

Respectfully,
- Robert Eberly Jr.

Lezlie Ellison
Customer Service Agent

Town of Fort Erie
Customer Service Unit, Community Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2853

lellison@forterie.ca





Planning, Building and By-law Services

Prepared for: Council-in-Committee **Report: PBBS-13-2026**

Meeting Date: April 13, 2026

1. Title

Extension of Draft Plan of Common Elements Condominium Approval
Recommendation Report for 0-19829 Walden Avenue (formerly part of 315 Garrison Road)

2. Recommendations

That: Council extends draft plan approval for the 0-19829 Walden Avenue Draft Plan of Common Elements Condominium for two years, until March 12, 2028, and the Owner and Regional Municipality of Niagara be so advised.

3. Relation to Council's Corporate Strategic Plan

Priority: Sustainable and managed growth

4. List of Stakeholders

Prahant Construction (Vijaykumar Patel) – Owner
PLW Consulting (Leigh Whyte) – Agent
Typical external agencies (e.g. Niagara Region, Niagara Peninsula Conservation Authority, Public Utilities, etc.)
Residents and Property Owners in Fort Erie

5. Purpose of Report

The purpose of this report is to provide a recommendation to Council regarding a request to extend draft plan approval for the 315 Garrison Road Draft Plan of Condominium. The Agent, Leigh Whyte of PLW Consulting, submitted the extension request on behalf of the Owner, Vijaykumar Patel of Prahant Construction. A Location Map of the subject lands is attached as Appendix 1.

6. Analysis

6.1 Background

The subject lands, 0-19829 Walden Boulevard, which were formally part of 315 Garrison Road, are located on the south side of Walden Boulevard, east of Concession Road in the Gateway Neighbourhood. The area of the subject lands is 1.32 hectares.

On December 12, 2022, the Town approved an Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) to permit the development of the proposed townhouses. By-law 8-2023 (OPA) and By-law 9-2023 (ZBA) were adopted by Council on January 23, 2023.

Also on December 12, 2022, Council approved a Draft Approval for Condominium for the subject lands, attached as Appendix 2, and Conditions of Draft Approval, attached as Appendix 3.

A Holding provision was applied to the subject lands through By-law 9-2023 which prohibited development until the Owner completed the transaction to purchase part of the adjacent Town-owned laneway off Walden Boulevard. The purchase and transaction of the laneway was completed on June 2, 2023. Consequently, By-law 126-2023 was passed on August 28, 2023, to remove the holding provision from the subject lands.

The Town entered into the Site Plan Agreement with the Owner for the proposed townhouses on December 1, 2023.

The Town entered into a Subdivision Agreement with the Owner on August 26, 2025 to create the individual townhouse blocks and private roadway block.

6.2 Extension of Draft Plan Approval

The Draft Plan of Condominium application was set to lapse on December 12, 2025. On November 28, 2025, the Town provided a 3-month temporary extension of draft approval, attached as Appendix 5, bringing the lapsing date to March 12, 2026. A few months later, the Town temporarily extended daft plan approval another three months, attached as Appendix 5, to facilitate the processing of a two (2) year extension request, bringing the current lapsing date to June 12, 2026.

The Agent provided the Town a letter on March 4, 2026, attached as Appendix 6, to formally request a two (2) year draft plan extension from Council. The reasons for extension involve allowing for sufficient time for the registration of the Condominium Corporation and unfavorable market conditions which contributed to project timing delays.

To date, the Town has cleared all conditions of approval, except Conditions 3, 4, and 5:

3. *That the Applicant/Developer register the individual Transfers creating each of the POTLs.*

4. *That the Applicant/Developer receive approval of a Common Element Condominium Plan and register the Common Element Condominium Plan.*

5. *The Applicant/Developer register the Common Element Condominium Declaration.*

The Owner's solicitor has advised that the condominium corporation and declaration cannot be registered until the individual townhouse lots have been created, which will be become the parcels of tied land (POTLs). Typically, individual townhouse lots are created through part-lot control exemption after site services and building foundations have been constructed. The Owner is currently in consultation with the Town to submit building permits for site servicing. Therefore, these three conditions cannot be cleared at this time.

Staff anticipate that the proposed extension is a reasonable timeframe to allow for the outstanding conditions to be fulfilled.

7. Financial, Staffing and Accessibility (AODA) Implications

Commented [JJ1]: No comments

All costs associated with the development of the draft Plan of Condominium are the responsibility of the Owner and have been incorporated into the Site Plan and Subdivision Agreements. The future condominium agreement would require the condominium corporation to assume the responsibilities of the Site Plan Agreement.

No impediments to the AODA legislation are expected to be developed through the requested extension.

8. Policies Affecting Proposal

Development of this Plan of Condominium is set out in accordance with the requirements of the Planning Act, R.S.O. 1990, c. P.13.

9. Comments from Departments, Community and Corporate Partners

N/A.

10. Alternatives

Council may decide to deny the extension of the Draft Approved Plan of Subdivision, extend draft approval for a different length of time, or modify the conditions of approval.

11. Communicating Results

No additional communication is required at this time.

12. Conclusion

Staff recommend that Council approve a two (2) year extension of draft plan approval to June 12, 2028, as requested by the Agent.

13. Report Approval

Prepared by:
Regor Abuloc Jr., MCP
Development Coordinator

Reviewed by:
Mark Iamarino, MCIP, RPP
Manager, Development Approvals

Submitted by:
Anamika Dilwaria, MA, MPl, MCIP, RPP, Dip.MM
Director, Planning, Building, and By-Law Services

Approved by:

Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix 1 – Location Map
Appendix 2 – Approved Draft Plan of Condominium
Appendix 3 – Conditions of Draft Plan Approval
Appendix 4 – Notice of Temporary Extension to March 12, 2026
Appendix 5 – Notice of Temporary Extension to June 12, 2026
Appendix 6 – Extension Request Letter

Commented [RA2]: Helie will provide Appendix 1 on Friday March 27.

Commented [MI3]: Update on escribe.

Appendix 1 - Location Map PBBS - 13-2026



0 20 40 80 Meters

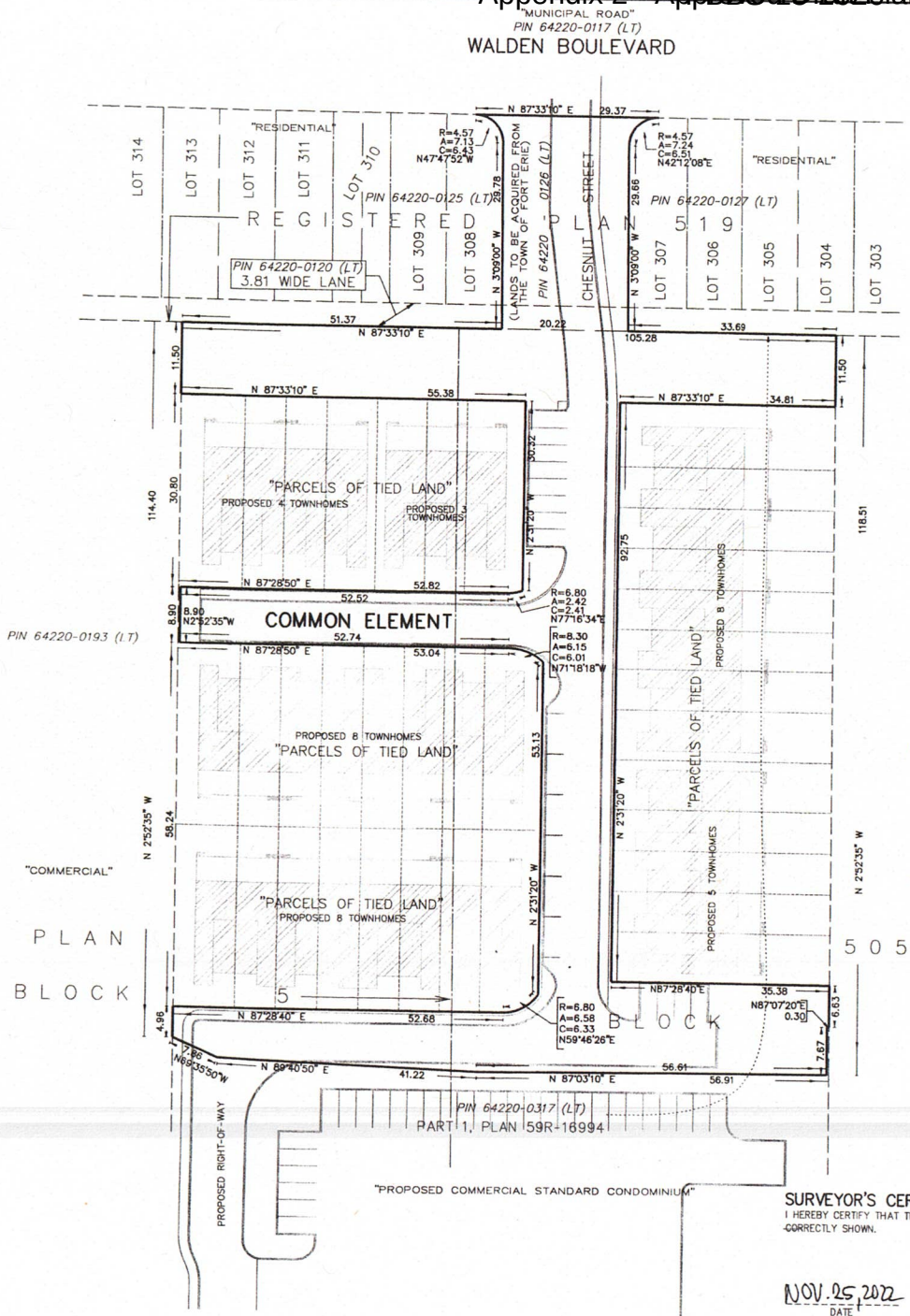
Location Map

Subject lands - 0-19829 Walden Boulevard, Fort Erie

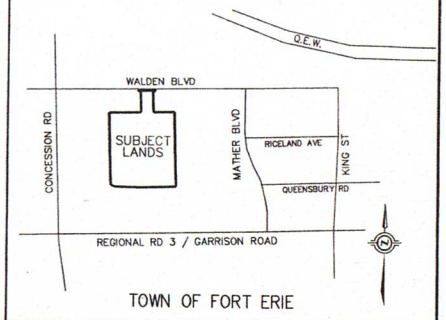
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Planning, Building and By-law Services, Map created April 1, 2026

FORT ERIE ONTARIO Our Focus: Your Future



KEY PLAN (NOT TO SCALE)



TOWN OF FORT ERIE

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT AND UNDER SECTION 9 OF THE CONDOMINIUM ACT 1998

(A)-AS SHOWN ON DRAFT PLAN
(B)-AS SHOWN ON DRAFT PLAN
(C)-AS SHOWN ON DRAFT AND KEY PLANS
(D)-PROPOSED COMMON ELEMENTS CONDOMINIUM (WILL BE 36 TOWNHOUSE DWELLINGS ON PARCELS OF TIED LAND WITH A COMMON INTEREST IN THE COMMON ELEMENTS CONDOMINIUM)
(E)-AS SHOWN ON DRAFT PLAN
(F)-AS SHOWN ON DRAFT PLAN
(G)-AS SHOWN ON DRAFT PLAN
(H)-MUNICIPAL
(I)-CLAY LOAM
(J)-LAND IS GENERALLY FLAT
(K)-ALL MUNICIPAL SERVICES AVAILABLE
(L)-NONE

DRAFT PLAN OF COMMON ELEMENTS CONDOMINIUM OF

PART OF BLOCKS 4 & 5
(NORTH SIDE OF GARRISON ROAD)
REGISTERED PLAN 505
AND
CHESNUT STREET, PART OF LANE REGISTERED PLAN 519
TOWN OF FORT ERIE
REGIONAL MUNICIPALITY OF NIAGARA

SCALE 1 : 500

10 0 10 20 30 metres

J.D. BARNES LIMITED

METRIC DISTANCES AND/OR COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE J.D. BARNES LIMITED TO SUBMIT THIS PLAN TO THE TOWN OF FORT ERIE FOR THEIR APPROVAL.

25/NOV/2022 Vijay Patel
DATE
VIJAYKUMAR PATEL
(I HAVE THE AUTHORITY TO BIND THE CORPORATION)
2717041 ONTARIO INC.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ARE CORRECTLY SHOWN.

NOV. 25, 2022
DATE

DASHA PAGE
ONTARIO LAND SURVEYOR

J.D.BARNES LIMITED
SURVEYING MAPPING GIS
LAND INFORMATION SPECIALISTS
4318 PORTAGE ROAD - UNIT 2, NIAGARA FALLS, ON L2E 6A4
T: (905) 358-3693 F: (905) 358-6224 www.jdbarnes.com

DRAWN BY: TW/JN | CHECKED BY: | DRAWING NO: 20-16-102-02
FILE: G:\2020\20-16-102\02\Drawing\20-16-102-02-Draft plan of Condo.dgn
PLOTTED: 11/25/2022

~~Lapsing Date: December 12, 2025~~
~~Extension Date: March 12, 2026~~
Extension Date: June 12, 2026

CONDITIONS OF DRAFT PLAN APPROVAL
315 & 0-350 GARRISON ROAD

The conditions of final approval and registration of the Condominium at 315 and 0-350 Garrison Road in the Town of Fort Erie (File No. 350303-0035) are as follows:

1. That this approval applies to the Draft Plan of Common Elements Condominium at 315 and 0-350 Garrison Road, being part of PIN 642200318, prepared by J.D Barnes Ltd., and dated and signed by Dasha Page on November 25, 2022.

2. That the Applicant/Developer prepare and register a Reference Plan creating the POTLs to which the ownership of the common elements will attach upon the registration of the Common Element Condominium.

3. That the Applicant/Developer register the individual Transfers creating each of the POTLs.

4. That the Applicant/Developer receive approval of a Common Element Condominium Plan and register the Common Element Condominium Plan.

5. The Applicant/Developer register the Common Element Condominium Declaration.

6. That the Owner agrees to deed any and all easements that may be required for access, utility and drainage purposes be granted to the appropriate authorities and utilities.

7. That the Applicant/Developer enter into a Site Plan Agreement pursuant to Section 41 of the Ontario Planning Act and deposit sufficient security to ensure the completion of all common element services pursuant to Section 158 of the Condominium Act, 1998.

8. That the Applicant/Developer submit an undertaking that the Condominium Corporation will enter into an assumption agreement with the municipality, once the condominium plan has been registered, which requires the Condominium Corporation to assume the maintenance and responsibilities contained in the site plan agreement and that the Condominium Corporation will not object to the registration of the agreement.

9. That immediately following the registration of the Condominium Plan the Condominium Corporation enter into an assumption agreement with the Municipality which requires the Condominium Corporation to:

    - Assume the maintenance and responsibilities outlined under the site plan control agreement to be approved by the Town of Fort Erie

    - Provide to the Town security deposits as necessary to ensure completion of all outstanding works.

10. The approval and registration of a Condominium Assumption Agreement in a form satisfactory to the Town, by which the Common Element Condominium agrees to be bound by the registered Subdivision Agreement (Condominium Approval Agreement) and Site Plan Agreement.

11. That all roads and driveways, water distribution, sewage collection, and storm drainage works within the subject lands shall be private.

12. That prior to approval of the final plan or any on-site grading, the owner submit to the Town of Fort Erie for review and approval two copies of a detailed stormwater management plan for the condominium and the following plans designed and sealed by a suitably qualified professional engineer in accordance with the Ministry of the Environment documents entitled "Stormwater Management Planning and Design Manual", March 2003, and "Stormwater Quality Guidelines for New Development", May 1991, and in accordance with Town of Fort Erie's Storm Drainage Guidelines, the Town of Fort Erie Lot Grading Policy, Town of Fort Erie Stormwater Management Facility Design, Operation and Maintenance Policy and Standards:

    - Detailed lot grading and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;

    - Detailed sediment and erosion control plans.

13. That the site plan agreement between the owner and the Town of Fort Erie contain provisions whereby the owner agrees to implement the approved stormwater management plan required in accordance with Condition 12 above.

14. That no tree removal, grading or soil disturbance shall take place on the lands until the Site Plan Approval has been granted by the Director, Planning and Development Services; all of the servicing approvals have been given; and the owner has given to the Town all of the security deposits required by the site plan agreement or as determined by the Town of Fort Erie.

15. That the Applicant/Developer makes a payment of $38,000.00 to the Town of Fort Erie as compensation for the removal of 76 trees in Fair to Excellent condition, as identified in the Tree Savings Plan.

16. That if final approval is not given to this plan within three years of the approval date and no extensions have been granted, draft approval shall lapse. If the Owner wishes to request an extension to the draft period, a written explanation with reasons why the extension is required must be received by the Town prior to the lapsing date.

17. Include on all offers of purchase and sale, a statement that advises the prospective purchaser:

i) that the home/business mail delivery will be from a designated Centralized Mail Box.

ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.

18. The Owner further agrees to:

i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision

ii) install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes

iii) iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.

iv) iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations

19. The Owner/Developer provides the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, for buildings and complexes with a common lobby, common indoor or sheltered space in accordance with Canada Post's multi-unit policy.

20. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

21. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

22. That an Addendum to the Phase Two Environmental Site Assessment (ESA) prepared by a Qualified Professional (QP) in accordance to the *Environmental Protection Act* and its associated regulations, as amended, describing the current conditions of the development lands, be submitted to the satisfaction of Niagara Region. A Letter of Reliance a QP shall be submitted to Niagara Region, to indicate that, despite any limitations or qualifications included in the above submitted

reports/documents, the Region is authorized to rely on all information and opinions provided in the reports submitted, in order to clear this condition.

23. That the Condominium Agreement contain provisions whereby the Owner agrees to implement the recommendations of the required Addendum to the Phase Two Environmental Site Assessment (if any) in accordance with the above condition.

24. That a Record of Site Condition (RSC) is filed on the Ministry of the Environment, Conservation and Parks' (MECP) Environmental Site Registry in accordance to the *Environmental Protection Act* and associated regulations, as amended. Copies of the completed Environmental Site Assessments, site remediation reports (if applicable), and the MECP's written acknowledgement of the filing of the RSC, together with a Letter of Reliance / certification from a Qualified Professional that the subject lands meet the applicable standard(s) of the intended residential land uses shall be submitted to Niagara Region.

25. That the Condominium Agreement between the Owner and the Town contain a provision whereby the Owner agrees to implement the following site and building design noise mitigation measures / devices:

    - Implementation of a 3m landscape buffer and solid board fencing along the entire property limit (south) between the residential area and commercial plaza.

    - That the positioning of private amenity spaces be away from the adjacent commercial use to ensure limited noise exposure.

    - Dwellings are constructed with triple pane windows for enhanced noise and energy efficiency.

26. That the Owner agrees to include the following warning clauses in the Condominium Agreement and in all Agreements of Purchase and Sale or Lease or Occupancy for Units:

    - *"Purchasers/tenants are advised that sound levels due to increasing road traffic on Garrison Road may occasionally interfere with some activities of the dwelling unit occupants as the sound level exceed the Municipality's and the Ministry of Environment, Conservation and Parks' noise criteria."*

    - *"Purchasers/tenants are advised that the dwelling unit may be exposed to noise, reduced air quality, odour, and/or dust from nearby commercial activities and/or vehicle traffic that may interfere with some activities of the dwelling unit occupants."*

27. That the Owner agrees to include the following warning clause in the Condominium Agreement with respect to the potential discovery of archaeological resources:

    - *"Should deeply buried archaeological remains/resources be found during construction activities, all activities impacting archaeological resources must*

cease immediately, and the proponent must notify the Archaeology Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries ("MHSTCI") at (416-212-8886) and contact a licensed archaeologist to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

In the event that human remains are encountered during construction, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services at (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, the MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act."

28. That the Condominium Agreement contain wording wherein the Owner agrees to implement the following mitigation measures as described in the Environmental Impact Study (EIS) prepared by Natural Resource Solutions Inc. (NRSI) (dated February 2022), included but not limited to:

    - That vegetation removals be undertaken between October 1 and March 14, outside of both the breeding bird nesting period and active bat season. A survey for active bird nests should be conducted prior to any vegetation removal or site alteration planned to occur during this window. Construction activities should be restricted to daylight hours when possible and artificial lighting used for construction purposes should be turned off or directed away from adjacent natural features following the completion of daily construction activities.

    - Where possible, initial grading activities should be scheduled to occur between May 15 and October 15.

    - Designated areas for construction lay-down, vehicle access and parking, equipment storage, materials stockpiling, and any on-site construction offices should be located entirely outside the retained natural features, and preferably located as far away as possible so as to limit potential to indirectly impact the adjacent natural features.

    - That any security lighting to be installed on buildings should be directed away from natural areas to minimize ambient light exposure to the adjacent natural areas.

    - A Spill Response Plan should be developed prior to commencement of construction and include a detailed response system to deal with events such as the release of petroleum, oils, and lubricants or other hazardous liquids and chemicals. A spill kit must be kept on site at all times and onsite workers must be trained in the use of this kit and be fully aware of the Spill Response Plan.

29. That an Erosion and Sediment Control (ESC) Plan be prepared for review and approval by the Niagara Region. All ESC measures shall be maintained in good

condition for the duration of construction until all disturbed surfaces have been stabilized. Muddy water shall not be allowed to leave the site.

30. That a Grading Plan be provided to the satisfaction of Niagara Region, that demonstrates that existing overland flow patterns are maintained and that no grading within the natural heritage features and/or their buffers will occur. The Grading Plan shall designate specific locations for stockpiling of soils and other materials which will at a minimum be outside of the natural heritage features and their buffers and a minimum of 10m from the dripline of any trees to be retained.

31. That permanent rear-lot fencing be provided adjacent to the natural heritage features, to the satisfaction of the Niagara Region. A No-Gate By-law is recommended to reduce human encroachment and limit the movement of pets into the adjacent natural areas.

32. That a Landscape/Restoration Plan be provided to the satisfaction of the Niagara Region that addresses the recommended compensation identified in the Tree Saving Plan, prepared by Natural Resource Solutions Inc. (dated February 2022). The Landscape/Restoration Plan should identify an appropriate location on the subject lands or on an alternative property, ideally within the same subwatershed. The Landscape Plan should also consider the appropriateness of an edge management component adjacent to the retained treed features. The Plan should incorporate dense plantings of native trees and shrubs that complement the adjacent vegetation communities, including thorny species to discourage human intrusion into sensitive areas. The removal of invasive species should also be incorporated, as appropriate.

33. That the Owner prepare an information package for new homeowners outlining the importance of the adjacent natural heritage features and steps they can take to protect the natural environment. This information package is to be reviewed and approved by the Niagara Region. The package should be provided as an appendix to all Offers of Purchase and Sale or Lease or Occupancy for properties within the condominium development.

34. That an Ecological Monitoring Plan be prepared to the satisfaction of Niagara Region. At a minimum, the Plan should assess the effectiveness of the sediment and erosion control fencing and monitor the success of the restorative plantings and any invasive species removals. The Report should also include photographs and advise actions necessary to address any deficiencies.

35. That the Owner agrees to implement the Tree Saving Plan, prepared by Natural Resource Solutions Inc. (dated February 2022).

36. That the Condominium Agreement contain wording wherein the Owner agrees to implement the approved Erosion and Sediment Control Plan, Grading Plan, Landscape/Restoration Plan, Ecological Monitoring Plan and Information Package.

37. That the Owner provides a written acknowledgement to Niagara Region Planning and Development Services Department stating that draft approval of this condominium does not include a commitment of servicing allocation by Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the Owner.

38. That the Owner provides a written undertaking to Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease or Occupancy, which may be negotiated prior to registration of this condominium shall contain a clause indicating that servicing allocation for the condominium will not be assigned until the plan is registered, and a similar clause be inserted in the condominium agreement between the Owner and the Town.

39. That prior to final approval for registration of this plan of condominium, the Owner shall submit the design drawings [with calculations] for the new sanitary and storm sewers required to service this development and obtain the necessary Ministry of the Environment Compliance Approval under the Transfer of Review Program or future Consolidated Linear ECA.

40. That prior to approval of the final plan or any on-site grading, the Owner shall submit a detailed Stormwater Management Plan for the condominium, and the following plans are designed and sealed by a qualified professional engineer in accordance with the Ministry of the Environment, Conservation and Parks documents entitled *Stormwater Management Planning and Design Manual March 2003* and *Stormwater Quality Guidelines for New Development, May 1991*, or their successors to Niagara Region Planning and Development Services for review and approval:

    a. Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;

    b. Detailed erosion and sedimentation control plans.

41. That the Condominium Agreement between the Owner and the Town contain provisions whereby the Owner agrees to implement the approved plan(s) that are required in accordance with the condition above.

42. That the Owner/Developer ensure, throughout all phases of development, that all streets and development blocks can provide an access in accordance with the Niagara Region's Corporate Policy and By-laws relating to the curbside collection of waste and recycling. Where a through street is not maintained, the owner/developer shall provide a revised draft plan to show an appropriate temporary turnaround to permit Regional waste collection services.

43. That the Owner/Developer will provide detailed plans showing the radii or truck turning templates at future submissions.

44. That the Owner/Developer for the proposed condominium and the commercial site to the south will be required to complete the indemnity agreements to allow truck to move through both sites for collection.

45. That in order to accommodate Regional Waste Collection service, waste collection pads are required to be provided by the Developer for 15 of the dwelling units.

46. The Owner is advised that some of the proposed development's internal roads do not meet the requirements of Niagara Region's Corporate Waste Collection Policy and therefore in order to receive Regional collection residents will be required to bring their containers to the their designated waste collection pads for collection. The following clause should be included in the Site Plan Agreement / Condominium Agreement and inserted into all Offers and Agreements of Purchase and Sale or Lease or Occupancy for the 15 dwelling units:

    - *"Owners/Purchasers/Tenants are advised that they will need to bring their waste and recycling containers to their designated waste collection pad on their designated collection day in order to receive curbside collection."*

Clearance of Conditions

Prior to granting approval of the final plan, the Town will require written confirmation from the following agencies that their respective conditions have been met satisfactorily:

- Canada Post for Conditions 17-19 (inclusive)
- Bell Canada for Conditions 20 and 21
- Niagara Region Planning & Development Department for Conditions 22-46 (inclusive)

1. THE LANDS REQUIRED TO BE REGISTERED UNDER THE LAND TITLES ACT:

    a) Section 160(1) of the Land Titles Act requires all new plans to be registered in the Land Titles system.

    b) Section 160(2) allows certain exceptions.

2. WATER AND SEWER SYSTEMS

    Inauguration or extension of a piped water supply, a sewage system or a storm drainage system is subject to the approval of the Ministry of the Environment, Conservation and Parks under Section 52 and 53 of the Ontario Water Resources Act, R.S.O. 1990.

3. CONVEYING

    As the land mentioned above be conveyed to the Municipal Corporation may be more easily described in the conveyance by reference to a registered plan than by "metes and bounds" be it suggested that the description be so worded and be

it further suggested the Owner give to the Municipality an undertaking to deposit with the Clerk a properly executed copy of the conveyance concurrent with the registration of the plan.

4. In order to assist the agencies listed above with clearing the conditions of final approval and registration of the plan, it may be useful to forward executed copies of the agreement between the Owner and the Town to these agencies. In this instance, this copy should be sent to:

Andrew Carrigan
Officer, Delivery Planning
Canada Post
955 Highbury Avenue North
London, Ontario N5Y 1A3
Phone: 226-268-5914
Email: andrew.carrigan@canadapost.ca

Ryan Courville
Access Network Provisioning Manager
Municipal Relations
Bell Canada
Phone: 416-570-6726
Email: planninganddevelopment@bell.ca

Director, Development Approvals
Planning and Development Services Department
The Regional Municipality of Niagara
1815 Sir Isaac Brock Way
Thorold, ON, L2V 4T7
Phone No: (905) 980-6000
Toll Free: 1-(800) 263-7215
Email: devtplanningapplications@niagararegion.ca

5. REVIEW OF CONDITIONS

The applicants are advised that should any of the condition appear unjustified or their resolution appear to be too onerous, they are invited to bring their concerns to Council's attention. Council will consider a request to either revise or delete conditions.

6. CONDOMINIUM AGREEMENT

Prior to final approval for registration, a copy of the executed Condominium Agreement for the proposed development should be submitted to the Regional Planning and Development Department for verification that the appropriate clauses pertaining to any of these conditions of approval have been included

7. NOTES

- Written permission is required from the Town to remove trees on Town property

- Niagara Region recommends that a copy of the draft agreement be provided in order to allow for the incorporation of any necessary revisions prior to execution.

- Clearance requests shall be submitted to the Region in accordance with the Memorandum of Understanding, which stipulates that requests for formal clearance of conditions are to be received and circulated to the Region by the Town of Fort Erie. The Town of Fort Erie is also responsible for circulating a copy of the Draft Agreement, and the Region is unable to provide a final clearance letter until the Draft Agreement is received. The Region is committed to reviewing submissions related to individual conditions prior to receiving the formal request for clearance. In this regard, studies and reports (one hard copy and a PDF digital copy) can be sent directly to the Region with a copy provided to the Town of Fort Erie.

- The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

- It is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

- If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

FORT ERIE ONTARIO
Our Focus: Your Future

Planning, Building and By-law Services

November 28, 2025

File No. 350303-0044
Sent via EMAIL: leigh@plwconsulting.com

Leigh Whyte, MCIP, RPP, AICP
PLW Planning and Environmental Consulting
240 Jarvis Street
Fort Erie, ON L2A 2S5

Dear Mr. Whyte,

Re: Notice of Temporary Extension of Draft Plan of Condominium Approval
0-19892 Garrison Road (formerly part of 315 Garrison Road)
Owner: 2717041 Ontario Inc. (Vijay Patel)

Please be advised that the Town of Fort Erie has temporarily extended draft approval of the subject Draft Plan of Condominium from December 12, 2025 to March 12, 2026 to process the clearing of conditions of Draft Plan approval and registration of the condominium assumption agreement.

If you have any questions, please do not hesitate to contact me.

Yours truly,

M. Iamarino

Mark Iamarino, MCIP, RPP
Manager, Development Approvals

cc: Anamika Dilwaria, Director, Planning, Building and By-law Services
Vijay Patel, Owner

FORT ERIE ONTARIO
Our Focus: Your Future

Planning, Building and By-law Services

February 26, 2026

File No. 350303-0044
Sent via EMAIL: leigh@plwconsulting.com

Leigh Whyte, MCIP, RPP, AICP
PLW Planning and Environmental Consulting
240 Jarvis Street
Fort Erie, ON L2A 2S5

Dear Mr. Whyte,

Re: Notice of Temporary Extension of Draft Plan of Condominium Approval
0-19892 Garrison Road (formerly part of 315 Garrison Road)
Owner: 2717041 Ontario Inc. (Vijay Patel)

Please be advised that the Town of Fort Erie has temporarily extended draft approval of the subject Draft Plan of Condominium from March 12, 2026 to June 12, 2026 to process a 2-year extension request, as discussed.

Please submit a formal (revised) draft approval extension request by March 10, 2026.

If you have any questions, please do not hesitate to contact me.

Yours truly,

M. Iamarino

Mark Iamarino, MCIP, RPP
Manager, Development Approvals

cc: Anamika Dilwaria, Director, Planning, Building and By-law Services
Vijay Patel, Owner

240 Jarvis Street
Fort Erie, ON
L2A 2S5
Phone: (905) 658-5314
www.PLWConsulting.com

March 4 2026

Mark Iamarino, MCIP, RPP
Manager of Development Approvals
Town of Fort Erie
Planning and Development Services – Development Approvals
1 Municipal Centre Drive
Fort Erie, ON L2A 2S6

Re: 315 Garrison Road (0-19829 Garrison Road)
Extension of Draft Plan Approval
File No. 350303-0035

Dear Sir,

This letter is to formally request a two (2) year extension to the Draft Plan of Condominium approval for the above-noted property, which is currently scheduled to expire on June 12, 2026.

The primary reason for this extension request is to allow sufficient time for the registration of the Condominium Corporation, which is the only remaining condition to be satisfied prior to final clearance. In addition, market conditions have slowed significantly, which has contributed to project timing delays.

We would like to plan to commence site servicing in the next few weeks once all requirements are fulfilled with the town and with the Town's approval.

We respectfully request that this matter be forwarded to Municipal Council for consideration of the two-year extension. Please do not hesitate to contact me should you require any additional information.

Sincerely;

P Leigh Whyte

Leigh Whyte, MCIP, RPP, AICP
President

Cc: Nishita Parekh, COO, Apex Development Group
Vijay Patel, B.E. (Civil), MBA, CEO Prahant Construction

Planning, Building and By-law Services

Prepared for: Council-in-Committee **Report: PBBS-14-2026**

Meeting Date: April 13, 2026

1. Title

Extension of Draft Plan of Subdivision Approval
Recommendation Report for Crescent Park Estates (0-11699, 0-11700, 0-11702 and 0-11704 Shayne Avenue)

2. Recommendations

That: Council extends draft plan approval for the Crescent Park Estates draft plan of subdivision for 3 years, until April 24, 2029, and the Owner and Regional Municipality of Niagara be so advised.

3. Relation to Council's Corporate Strategic Plan

Priority: Sustainable and managed growth

4. List of Stakeholders

Bridge and Quarry Limited (Jeff Collins) – Owner
Typical external agencies (e.g. Niagara Region, Niagara Peninsula Conservation Authority, Public Utilities, etc.)
Residents and Property Owners in Fort Erie

5. Purpose of Report

The purpose of this report is to provide a recommendation to Council regarding a request to extend draft plan approval of the Crescent Park Estates subdivision. The request was submitted by the Owner, Jeff Collins of Bridge and Quarry Limited. A Location Map of the subject lands is attached as Appendix 1.

6. Analysis

6.1 Background

The Crescent Park Estates draft plan of subdivision received draft approval from Town Council on April 24, 2023. The subdivision consists of four properties, 0-11699, 0-11700. 0-11702 and 0-11704 Shayne Avenue, located between Orchard Avenue and Evelyn Avenue in the Crescent Park neighbourhood. The draft plan of subdivision covers an area of approximately 1.495 hectares and includes twenty-two (22) lots for single detached dwellings. The draft plan approval

is set to expire on April 24, 2026.

There are several conditions that require the Owner to construct sidewalks, water/sanitary systems, and construct a new road (extend Shayne Avenue) to Town standards entirely at the expense of the Owner.

The approved Draft Plan of Subdivision is attached as Appendix 2 and the Conditions of Approval are attached as Appendix 3.

The Owner submitted a formal request for a three (3) year extension to the Draft Plan of Subdivision on December 17, 2025, that is attached as Appendix 4.

6.2 Extension of Draft Plan Approval

The request letter (Appendix 4) notes that this extension is being pursued due to many external influences that have prevented the Owner the ability to satisfy the conditions of approval. The external influences noted are:

1. Slow housing market;
2. High construction costs; and
3. Financing.

To-date, the Owner has not made an application for Final Subdivision Approval. Therefore, no conditions have been cleared. The extension would allow the Owner to satisfy the conditions beyond the current lapse date of April 24, 2026.

External agencies and Town Departments have been notified of the draft plan extension request. No external agencies or Town Departments have provided any objections to the extension request.

In Staff's opinion, given that no conditions have been cleared, the requested extension for three (3) years is a reasonable timeframe to allow for the applicant to apply for final approval, fulfill conditions, execute a subdivision agreement, submit securities, and register the subdivision agreement on title.

As noted by the Region in Appendix 5, conditions 51 and 52 pertain to stormwater management. These conditions are outdated as per the Niagara Region Memorandum of Understanding which states that stormwater management is now under Town jurisdiction. When the Owner makes an application for Final Subdivision Approval, Staff can clear conditions 51 and 52 as conditions 27, 29, and 30, imposed by the Town, require the same documents and execution.

7. Financial, Staffing and Accessibility (AODA) Implications

All costs associated with the development of the draft Plan of Subdivision are the responsibility of the Owner and will be incorporated into the future subdivision agreement.

No impediments to the AODA legislation are expected to be developed through the requested extension.

8. Policies Affecting Proposal

Development of this Plan of Subdivision is set out in accordance with the requirements of the Planning Act, R.S.O. 1990, c. P.13. The Crescent Park Estates Draft Plan of Subdivision meets Section 51(33) of the Planning Act regarding the lapsing of draft plan approval.

9. Comments from Departments, Community and Corporate Partners

A request for comments was circulated to Town Departments and agency stakeholders. The comprehensive set of comments received to date from agencies and Town Departments is attached as Appendix 5. The following provides a summary of comments:

9.1 Agency Comments

Niagara Region

As per the Memorandum of Understanding (MOU) between the Niagara Region and the 12 area municipalities, the stormwater management plan remains under the jurisdiction of the Town and subject to the Town's stormwater management conditions. The Region's stormwater management Conditions 51 and 52 are no longer required and can be deleted or considered as 'cleared'. The remaining Regional conditions remain applicable and therefore are requested to be maintained for the period of the extension.

Regional Infrastructure Planning and Development staff do not object to the requested draft plan extension, on the understanding that there are no changes to the existing approved draft plan.

Niagara Peninsula Conservation Authority

No objections.

District School Board of Niagara

No objections.

Enbridge

No objections.

Cogeco

No comments.

9.2 Town Staff Comments

Building Department, Fire Department, Community Planning

No objections.

10. Alternatives

Council may decide to deny the extension of the Draft Approved Plan of Subdivision, extend

draft approval for a different length of time, or modify the conditions of approval.

11. Communicating Results

No additional communication is required at this time.

12. Conclusion

Staff recommend that Council approve a three (3) year extension of draft plan approval to April 24, 2029, as requested by the Owner.

13. Report Approval

Prepared by:
Regor Abuloc Jr., MCP
Development Coordinator

Reviewed by:
Mark Iamarino, MCIP, RPP
Manager, Development Approvals

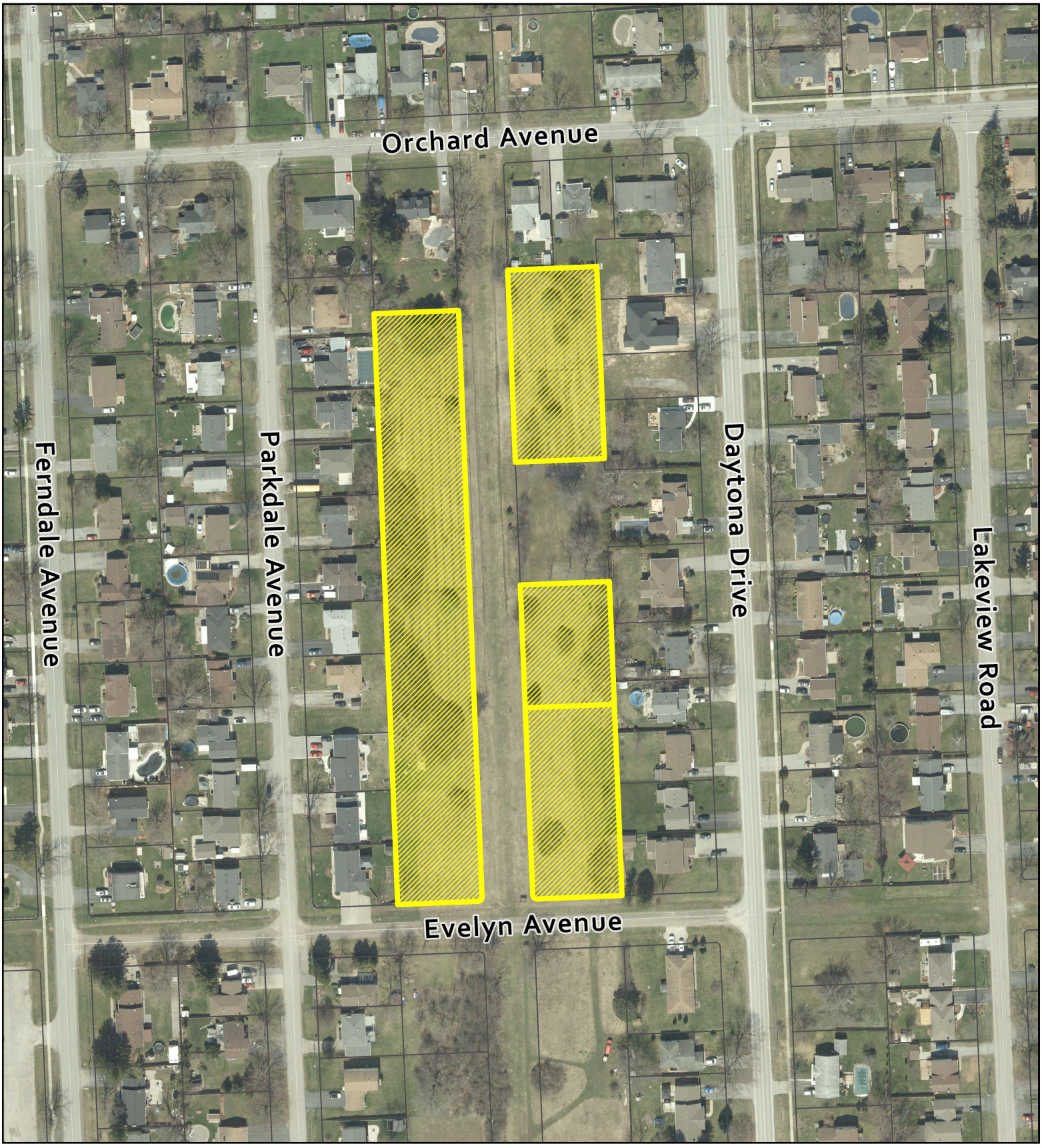
Submitted by:
Anamika Dilwaria, MA, MPl, MCIP, RPP, Dip.MM
Director, Planning, Building, and By-Law Services

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix 1 – Location Map
Appendix 2 – Approved Draft Plan of Subdivision
Appendix 3 – Final Conditions of Draft Plan Approval
Appendix 4 – Extension Request Letter
Appendix 5 – Agency Comments

Appendix 1 - Location Map PBBS - 14-2026



0 20 40 80 Meters

Location Map

Subject lands - Crescent Park Estates (0-11699 Shayne Avenue North, 0-11700 Shayne Avenue North, 0-11702 Shayne Avenue North, 0-11704 Shayne Avenue North), Fort Erie

N

Planning, Building and By-law Services, Map created April 01, 2026

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PARKDALE AVENUE

EVELYN AVENUE

ORCHARD AVENUE

SHAYNE AVENUE

DAYTONA DRIVE

NOT TRAVELLED

R E S I D E N T I A L

N 2°15'50" W 234.70

N 87°42'20" E 31.94

N42°42'19"E
C=2.16
A=2.39
R=1.52

BLOCK 23
4.5x4.5 daylight

N 2°17'40" W 233.17

1	2	3	4	5	6	7	8	9	10	11	12
691m²	650m²	650m²	649m²	649m²	649m²	649m²	649m²	648m²	648m²	648m²	648m²
20.98	19.43	19.43	19.43	19.43	19.43	19.43	19.43	19.43	19.43	19.43	19.43
28.96	33.44	33.43	33.42	33.41	33.40	33.39	33.38	33.37	33.36	33.35	
33.45											
20.98	19.43	19.43	19.43	19.43	19.43	19.43	19.43	19.43	19.43	19.43	19.43
6.36											
16.48											

N 87°42'20" E 33.34

N47°17'41"W
C=2.16
A=2.39
R=1.52

BLOCK 24
4.5x4.5 daylight

N 2°17'40" W 123.44

22	21	20	19	18	17
772m²	727m²	727m²	727m²	727m²	727m²
17.62	20.57	20.57	20.57	20.57	20.57
6.36					
22.12					
30.86	35.36	35.36	35.36	35.36	35.36
22.12	20.57	20.57	20.57	20.57	20.57

N 87°42'20" E 33.83

N 87°42'20" E 35.36

N 2°17'40" W 124.97

N 2°17'40" W 76.20

16	15	14	13
674m²	674m²	674m²	674m²
19.05	19.05	19.05	19.05
35.36	35.36	35.36	35.36
19.05	19.05	19.05	19.05

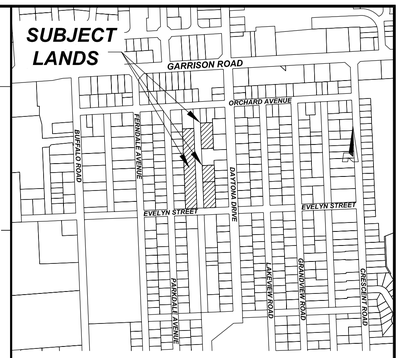
N 87°42'20" E 35.36

N 2°17'40" W 76.20

R E S I D E N T I A L

PLAN

DAYTONA DRIVE



KEY PLAN
NOT TO SCALE

DRAFT SUBDIVISION

Subject to the conditions, if any, set forth in our letter dated _____, 20___ this draft plan is approved under Section _____ of the Planning Act.

This _____ day of _____, 20___

_____
Authorized Signature

THE CORPORATION OF THE TOWN OF FORT ERIE

DRAFT PLAN OF SUBDIVISION OF

LOTS 1941 TO 1959, INCLUSIVE,
LOTS 1965 TO 1970, INCLUSIVE. AND
LOTS 1975 TO 1984
ALL ON PLAN 476

TOWN OF FORT ERIE

REGIONAL MUNICIPALITY OF NIAGARA

SCALE 1 : 500

0 5 10 20 30 50 METRES

DONALD G. CHAMBERS, ONTARIO LAND SURVEYOR

METRIC NOTE

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT.

a) SEE PLAN
b) SEE PLAN
c) SEE PLAN
d) SEE PLAN
e) SEE PLAN
f) SEE PLAN
g) SEE PLAN
h) MUNICIPAL WATER
i) CLAY LOAM
j) SEE PLAN
k) FULL SERVICE
l) SEE PLAN

LAND USE SCHEDULE

LAND USE	LOT/BLOCK	# OF UNITS	AREA(ha)	AREA(%)
SINGLE FAMILY RESIDENTIAL	LOT 1-22	22	1.493	99.87
DAYLIGHT TRIANGLE	BLOCKS 22 & 23		0.002	0.13
TOTAL		22	1.4950	100.00

DEVELOPABLE AREA = 1.4950ha
DEVELOPABLE DENSITY = 14.71 units/ha

OWNER'S CERTIFICATE

WE HEREBY CERTIFY THAT WE ARE THE OWNER'S OF THE LANDS AS SHOWN.

I HAVE THE AUTHORITY TO BIND THE CORPORATIO

April 13, 2023
DATE

JEFF COLLINS - PRESIDENT
BRIDGE & QUARRY LTD

REVISIONS

Rev #	REVISION	Date
0	Submitted to client for review	8 Mar/22
1	Final submission	21 July/22
2	Added daylight triangles	12 Apr/23

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.

April 12, 2023
DATE

DONALD G. CHAMBERS B. Sc., O.L.S.

CHAMBERS AND ASSOCIATES SURVEYING LTD
12 THOROLD ROAD EAST
WELLAND ONTARIO
L3C 3T2
(905) 735-7841 / 735-7844
FAX (905) 735-7333
www.casl-surveying.com

DRAWN BY:	MSCAD:	DWG:	FILE No:
D. H. T.	21068_MS	21068_DP rev2	21-68

Lapsing date: April 24, 2026

Approved: April 24, 2023

CONDITIONS OF DRAFT PLAN APPROVAL
CRESCENT PARK ESTATES

The conditions of final approval and registration of the Crescent Park Estates Draft Plan of Subdivision File No. 350308-0128 Town of Fort Erie are as follows:

1. That this approval applies to the Crescent Park Estates Draft Plan of Subdivision – Plan 136, New Plan 476, Lots 1941 to 1959 RP 59R16008 Part 1, Lots 1965 to 1970 RP 59R16008 Part 2, Lots 1975 to 1978 RP 59R16008, Part 3, and Lots 1979 to 1984 RP 59R16008, Part 4, being all of PINS 644690241, 644690242, 644690243, and 644690244, prepared and signed by Don Chambers of Chambers and Associates Surveying Ltd. on April 12, 2023, showing 22 lots for single detached dwellings (Lots 1 to 22), and 2 blocks for daylight triangles (Blocks 23 and 24).

2. The design for the public road within the development be prepared by a Professional Engineer at a 20.0m right-of-way urban road cross-section in accordance with the Town's current standards, as amended, to the satisfaction of the Director, Infrastructure Services.

3. The design and construction of the Evelyn Avenue connections from the subject lands easterly to Daytona Drive and westerly to Parkdale Avenue, to the satisfaction of the Director, Infrastructure Services.

4. Until an assumption through By-law by the Town for maintenance of the Secondary Services and rights-of-way dedicated as Public Highway, the Owner / Developer shall install and maintain signage within and at the limits of the subdivision roads on both Shayne Avenue and Evelyn Avenue noting 'Unassumed Roads – Use at Your Own Risk', to the satisfaction of the Director, Infrastructure Services;

5. The Owner / Developer transfer and deed to the Town, free and clear of any mortgages, liens, and encumbrances, 4.50 m x 4.50 m daylighting triangles, noted as Blocks 23 and 24, to be known as Public Highway *Shayne Avenue.*

6. A minimum 1.50 m wide sidewalk shall be constructed at the cost of the Owner / Developer on the east side of the public road extension of Shayne Avenue, north from Evelyn Avenue through to Orchard Avenue, in accordance with the Town's 20.0 m road cross-section standards, to the satisfaction of the Director, Infrastructure Services.

7. A minimum 1.50 m wide sidewalk link shall be constructed at the cost of the Owner / Developer on the north side of Evelyn Avenue from Parkdale Avenue to Daytona Drive.

8. That each agreement of purchase and sale state that *"Public sidewalk installation will be in accordance with the terms of the subdivision agreement and as per the approved plans on file at Town Hall."*

9. That each agreement of purchase and sale state that *"The owner (developer) shall be responsible for installing paved driveway aprons from curb to the property line or from the curb to the sidewalk."*

10. The Owner / Developer shall submit to the Town for review and approval a Geotechnical report with a hydrogeological component, chemical analysis and pavement design included, prepared by a qualified geotechnical engineering consultant, to the satisfaction of the Director, Infrastructure Services.

11. The Geotechnical analysis include additional borehole locations within the limits of the Town's existing Evelyn Avenue right-of-way, and Edgewood Avenue west of Shayne Avenue, and any applicable recommendations provided with respect to required remediations within these lands to satisfy the Town's road construction needs for assumption purposes.

12. The Owner / Developer shall have the water distribution system and appurtenances designed by a Professional Civil Engineer in accordance with the Town of Fort Erie Standards, as amended, and constructed to the satisfaction of the Director, Infrastructure Services, inclusive of a watermain connection loop on Evelyn Avenue easterly to Daytona Drive.

13. The Owner's / Developer's Consulting Engineer submit a ***Ministry of Environment – Form 1 – Record of Watermains Authorized as a Future Alteration*** form to the satisfaction of the Director, Infrastructure Services.

14. The Owner / Developer adheres to the Town's current Drinking Water Quality Management System Requirements and Criteria.

15. The Owner / Developer submits to the Town for review and approval a Functional Servicing Report prepared and certified by a licensed Professional Civil Engineer with respect to the development's sanitary sewer proposal and proposed peak flows, to the satisfaction of the Director, Infrastructure Services.

16. The Owner / Developer shall have the sanitary sewer system and appurtenances and any required improvements to the existing system designed by a Professional Civil Engineer in accordance with the Town's Standards, as amended, and be constructed at the cost of the Owner / Developer, to the satisfaction of the Director, Infrastructure Services.

17. The Owner's / Developer's Consulting Engineer submit and receive the Town's **Consolidated Linear Infrastructure - Environmental Compliance Approval (CLI-ECA)** certificates for the public sanitary sewers within the development lands and those required for sewer installations external to the development lands, to the satisfaction of the Director, Infrastructure Services.

18. The Owner / Developer shall have the local storm sewer system and appurtenances designed by a Professional Civil Engineer in accordance with the Town's Standards, as amended, and constructed to the satisfaction of the Director, Infrastructure

Services.

19. The Owner / Developer shall be responsible for the design and construction of the ultimate storm sewer system to the existing Lakeview Road storm sewer.

20. In the event that this site moves forward with development prior to the lands to the south, the Owner / Developer shall be responsible for the upfronting of the entirety of costs associated with the design and construction of the 750 mm storm sewer section from Daytona Drive to the existing Lakeview Road storm sewer.

21. A Stormwater Management Report shall be prepared for this development by a Professional Civil Engineer in accordance with the Town's Standards, as amended, to the satisfaction of the Director, Infrastructure Services.

22. An overland flow route be incorporated into the design of the stormwater management for the site identifying a suitable outlet for the major storm event (> 5-year event).

23. The storm system be designed to accommodate residential foundation weeping tile drainage via sump pump discharge at grade to the front and / or rear yards only, not the side yards.

24. That each agreement of purchase and sale state that "*Roof downspouts shall discharge only to the ground surface via splash pads to either the front, or rear yards. No direct connection to the storm sewer will be permitted nor should downspouts discharge directly to the driveway or a roadway*".

25. The Owner's / Developer's Consulting Engineer submit and receive the Town's **Consolidated Linear Infrastructure - Environmental Compliance Approval (CLI-ECA)** certificates for the public storm sewers within and external to the development lands, to the satisfaction of the Director, Infrastructure Services.

26. 29. The Owner / Developer shall provide adequate notification to the affected residents, Utilities, and Council members, within the affected areas of improvements proposed to municipal lands and infrastructure off-site and external to the subject lands, and adequate signage be erected accordingly, to the satisfaction of the Director, Infrastructure Services.

27. An Erosion & Sediment Control Plan be prepared by a Professional Civil Engineer in accordance with the Town Standards, as amended, to the satisfaction of the Director, Infrastructure Services.

28. A Construction Impact Mitigation Strategy outlining how the proponent intends to address the construction impact mitigation principles as they relate to the site development and surrounding external areas required for municipal improvements, be submitted for review and approval, to the satisfaction of the Director, Infrastructure Services.

29. A Master Grading Control Plan shall be prepared by a Professional Civil Engineer in accordance with the Town Standards, as amended, to the satisfaction of the Director, Infrastructure Services.

30. The Owner / Developer agrees to implement the approved Stormwater Management Report to the satisfaction of the Director, Infrastructure Services.

31. The Owner / Developer shall grant to the appropriate authority all easements as required for Municipal, Utility, and private needs, to the satisfaction of the Director, Infrastructure Services, Utility, third-party private landowners, and any other authoritative regulatory body.

32. The Owner / Developer shall submit to the Town a street lighting design prepared by a Professional Electrical Engineer, for review and acceptance to the satisfaction of the Director, Infrastructure Services and/or Canadian Niagara Power.

33. The Owner / Developer shall pay for and construct the proposed street lighting design in accordance with the Town's, Electrical Safety Authority's, and Canadian Niagara Power's standards, to the satisfaction of the Director, Infrastructure Services.

34. The Owner / Developer shall submit to the Town the digital as-constructed data in the Town's AutoCAD standards, in addition to Cost Schedules reflective of the actual costs of construction of all assets to be assumed by the Town through the subdivision agreement, to the satisfaction of the Director, Infrastructure Services.

35. The Owner / Developer shall submit to the Town a Pre-Construction Condition survey for all existing abutting properties and structures surrounding all areas of proposed infrastructure installations, to the satisfaction of the Director, Infrastructure Services, prior to the commencement of any construction works.

36. The Owner / Developer submits to the Town the required fees for Engineering, water testing, regulatory street signage, and construction fees and securities for performance obligations through the means of entering into a pre-servicing and/or Subdivision Agreement, to the satisfaction of the Director, Infrastructure Services.

37. The Owner / Developer submits to the Town the digital data and contract documentation for both Primary and Secondary Services, in accordance with the Town of Fort Erie's Standard Contract documents and AutoCAD standards, in addition to Cost Schedules reflective of the actual costs of construction of all assets to be assumed by the Town through the Subdivision Agreement, to the satisfaction of the Director, Infrastructure Services.

38. The Owner's / Developer's Engineering Consultant be responsible to provide full time engineering inspection in order to provide adequate certification of the works required to install Municipal services on and off-site to develop the lands, to the satisfaction of the Director, Infrastructure Services.

39. The Owner's / Developer's Geotechnical Engineering Consultant be responsible for providing adequate compaction testing and certification of the works required to install Municipal services on and off-site to develop the lands, to the satisfaction of the Director, Infrastructure Services.

40. The Owner's / Developer's Engineering Consultant submit to the Town all relevant and required Construction and Geotechnical Testing and Inspection Records and Reports, to the satisfaction the Director, Infrastructure Services.

41. That the Subdivision Agreement include a clause requiring that agreements of purchase and sale for proposed Lots 12 and 13 state that *"The owner (developer) shall be responsible for locating the driveway outside of the driveway triangle, in accordance with By-law No. 71-2016, as amended"*.

42. That payment of cash-in-lieu of parkland dedication is made to the Town of Fort Erie in accordance with the *Planning Act* and By-law No. 69-08.

43. That the Owner / Developer submits a Landscape Plan, pursuant to the Subdivision Control Guidelines and to the satisfaction Town Staff.

44. That the Owner / Developer submits a Tree Inventory and Preservation Plan, pursuant to the Subdivision Control Guidelines and to the satisfaction Town Staff.

45. That the Owner / Developer submits a Streetscape Plan, pursuant to the Subdivision Control Guidelines and to the satisfaction Town Staff.

46. That the Owner / Developer agrees to install a 1.80 m wood board privacy fence in accordance with By-law No. 150-08, as amended from time to time, and to the satisfaction of the Director, Planning and Development Services, in the following locations:

    a. along the west lot lines of Lots 1 to 12 (inclusive);
    b. along the east lot lines of Lots 13 to 22 (inclusive);
    c. along the south lot line of Lot 16; and
    d. along the north lot line of Lot 17

47. That if final approval is not given to this plan within three years of the approval date and no extensions have been granted, draft approval shall lapse. If the Owner / Developer wishes to request an extension to the draft period, a written explanation with reasons why the extension is required must be received by the Town prior to the lapsing date.

48. That the Owner / Developer provides a written acknowledgement to Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the Owner / Developer.

49. That the Owner / Developer provides a written undertaking to Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the Subdivision Agreement between the Owner / Developer and the Town.

50. That prior to final approval for registration of this plan of subdivision, the Owner shall submit the design drawings [with calculations] for the sanitary and storm drainage systems required to service this development and obtain Ministry of the Environment Compliance Approval under the Transfer of Review Program.

51. That prior to approval of the final plan or any on-site grading, the Owner / Developer shall submit a detailed Stormwater Management Plan for the subdivision and the following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of the Environment documents entitled *Stormwater Management Planning and Design Manual, March 2003* and *Stormwater Quality Guidelines for New Development, May 1991*, or their successors to the Niagara Region Planning and Development Services Department for review and approval:

    - Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site; and

    - Detailed erosion and sedimentation control plans

52. That the Owner / Developer agrees to implement the approved plan(s) required in accordance with the Conditions above.

53. The Owner / Developer ensures that all streets and development blocks can provide access in accordance with the Regional Municipality of Niagara Corporate Policy for Waste Collection, and by-laws relating to the curbside collection of waste.

54. The Owner / Developer shall complete to the satisfaction of the Town's Director, Infrastructure Services and Canada Post:

    a) Include on all offers of purchase and sale, a statement that advises the prospective purchaser:

        I. that the home/business mail delivery will be from a designated Centralized Mail Box.

        II. that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.

    b) The Owner / Developer further agrees to:

I. work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.

II. install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes

III. identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.

IV. determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

c) The Owner / Developer provides the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, for buildings and complexes with a common lobby, common indoor or sheltered space in accordance with Canada Post's multi-unit policy.

55. The Owner / Developer acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner / Developer further agrees and acknowledges to convey such easements at no cost to Bell Canada.

56. The Owner / Developer agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner / Developer shall be responsible for the relocation of any such facilities or easements at their own cost.

Clearance of Conditions

Prior to granting approval of the final plan, the Town will require written confirmation from the following agencies that their respective conditions have been met satisfactorily:

- District School Board of Niagara for Conditions 6 and 7
- Niagara Region Planning & Development Department for Conditions 48-53 (inclusive)
- Canada Post for Condition 54

- Bell Canada for Conditions 55 and 56

1. THE LANDS REQUIRED TO BE REGISTERED UNDER THE LAND TITLES ACT:
   a) Section 160(1) of the Land Titles Act requires all new plans to be registered in the Land Titles system.
   b) Section 160(2) allows certain exceptions.

2. WATER AND SEWER SYSTEMS

   Inauguration or extension of a piped water supply, a sewage system or a storm drainage system is subject to the approval of the Ministry of the Environment, Conservation and Parks under Section 52 and 53 of the Ontario Water Resources Act, R.S.O. 1990.

3. CONVEYING

   As the land mentioned above be conveyed to the Municipal Corporation may be more easily described in the conveyance by reference to a registered plan than by “metes and bounds” be it suggested that the description be so worded and be it further suggested the Owner give to the Municipality an undertaking to deposit with the Clerk a properly executed copy of the conveyance concurrent with the registration of the plan.

4. In order to assist the agencies listed above with clearing the conditions of final approval and registration of the plan, it may be useful to forward executed copies of the agreement between the Owner and the Town to these agencies. In this instance, this copy should be sent to:

   Sue Mabee
   Supervisor of Planning
   District School Board of Niagara
   191 Carlton Street
   St. Catharines, ON
   L2R 7P4
   Phone No: 905-641-1550 ext. 54225
   Email: sue.mabee@dsbn.org

   Director, Development Approvals
   Planning and Development Services Department
   The Regional Municipality of Niagara
   1815 Sir Isaac Brock Way
   Thorold, ON, L2V 4T7
   Phone No: (905) 980-6000
   Toll Free: 1-(800) 263-7215
   Email: devtplanningapplications@niagararegion.ca

Andrew Carrigan
Officer, Delivery Planning
Canada Post
955 Highbury Avenue North
London, Ontario N5Y 1A3
Phone: 226-268-5914
Email: andrew.carrigan@canadapost.ca

Juan Corvalan
Bell Canada
Senior Manager – Municipal Liaison
Email: planninganddevelopment@bell.ca

5. REVIEW OF CONDITIONS

The applicants are advised that should any of the condition appear unjustified or their resolution appear to be too onerous, they are invited to bring their concerns to Council's attention. Council will consider a request to either revise or delete conditions.

6. SUBDIVISION AGREEMENT

Prior to final approval for registration, a copy of the executed subdivision agreement for the proposed development should be submitted to the Regional Planning and Development Services Department for verification that the appropriate clauses pertaining to any of these conditions of approval have been included.

7. NOTES

- Written permission is required from the Town to remove trees on Town property

- Niagara Region recommends that a copy of the draft agreement be provided in order to allow for the incorporation of any necessary revisions prior to execution

- Clearance requests shall be submitted to the Region in accordance with the Memorandum of Understanding, which stipulates that requests for formal clearance of conditions are to be received and circulated to the Region by the Town of Fort Erie. The Town of Fort Erie is also responsible for circulating a copy of the Draft Agreement, and the Region is unable to provide a final clearance letter until the Draft Agreement is received. The Region is committed to reviewing submissions related to individual conditions prior to receiving the formal request for clearance. In this regard, studies and reports (one hard copy and a PDF digital copy) can be sent directly to the Region with a copy provided to the Town of Fort Erie.

- The Owner / Developer is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to

confirm the provision of communication/telecommunication infrastructure needed to service the development.

- It shall be noted that it is the responsibility of the Owner / Developer to provide entrance /service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner / Developer may be required to pay for the extension of such network infrastructure.

- If the Owner / Developer elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Appendix 4 - Applicant Request Letter PBBS-14-2026
December 17, 2025

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, Ontario, L2A 2S6

Attn: Mark Iamarino, MCIP, RPP
Manager Development Approvals

Re: Draft Plan Extension Request for Crescent Park Estates
(North Of Evelyn Avenue & South of Orchard Avenue)
Bridge and Quarry Ltd. – Jeff Collins (Owner / Applicant)
File No. 350308-0128

Dear Mr. Iamarino,

Please accept this request for draft plan extension of Crescent Park Estates of which is set to expire on April 24, 2026.

There have been many external influences that have prevented the ability to satisfy the conditions of approval including but not limited to the slow housing market, construction costs, financing, and unfortunately requires an extension to the draft plan and avoid a lapsing date.

We are requesting an extension for three years to work towards the final design works and to continue to work with the other agency groups that require final approvals.

In support of this request, please find enclosed the fee of $1,276 payable to the Town of Fort Erie and the cheque in the amount of $1,395 payable to the Region of Niagara.

Should you have any questions, require any additional information or concerns with this request please do not hesitate to contact the undersigned.

Thank you,
Jeff Collins

Niagara Region

Public Works – Infrastructure Planning and Development Division
1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
905-980-6000 Toll-free:1-800-263-7215

Via Email Only

February 13, 2026

Region File: PLSD202600132

Regor Abuloc Jr.
Development Coordinator
Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, ON, L2A 2S6

Dear Mr. Abuloc:

Re: Regional Comments
Draft Plan of Subdivision Extension Request
Town File: 350305-0128
Applicant & Owner: Jeff Collins (c/o Bridge & Quarry Ltd.)
Crescent Park Estates
Town of Fort Erie

Regional Infrastructure Planning and Development staff has reviewed the request for three (3) year extension of Draft Plan of Subdivision approval for Crescent Park Estates in the Town of Fort Erie. Draft approval was granted by the Town on April 24, 2023, with Regional conditions of approval being Conditions 48-53 (inclusive). Staff received notice of this extension request on January 29, 2026, with Regional review fees received on February 10, 2026.

The Draft Plan of Subdivision consists of the development of 22 residential lots fronting Shayne Avenue (unopened road). Staff notes that approval lapses on April 23, 2026. The following comments regarding the conditions for Regional infrastructure, servicing and waste collection are Regional requirements that must be addressed in accordance with Memorandum of Understanding (MOU) for Engineering Services between the Region and the Town.

Conditions of Draft Approval

The existing conditions of Draft Plan Approval (Town Report: Conditions of Draft Plan Approval, Crescent Park Estates, approved on April 24, 2023) lists Regional requirements regarding servicing and waste collection as Conditions 48-50 (inclusive) & 53. As per the MOU, the stormwater management plan remains under the jurisdiction of the Town and subject to the Town's stormwater management conditions. The Region's

stormwater management Conditions 51 & 52 are no longer required and can be deleted or considered as ‘cleared’. The remaining Regional conditions remain applicable and, therefore are requested to be maintained for the period of the extension.

Conclusion

Regional Infrastructure Planning and Development staff do not object to the requested draft plan extension, on the understanding that there are no changes to the existing approved draft plan.

Please send a copy of the staff report and notice of the Town’s decision on the extension request. Should you have any questions regarding the above comments, please contact the undersigned at adithi.luckyreddy@niagararegion.ca

Regards,



Adithi Lucky Reddy
Development Planner

cc: Pat Busnello, MCIP, RPP, Manager, Development Planning
Maggie Ding, P.Eng., Stormwater Management Engineer
Josh Wilson, P.Eng., Manager, Development Engineering
Jessica Fajta, Development Approvals Technician

Crescent Park Estates

Landscape Comments

No objections to the extension of the Crescent Park Estates application

Outlook

Re: Crescent Park Estates - Extension of Draft Plan Approval

From Nadean Reichelt <NReichelt@forterie.ca>
Date Fri 2026-02-06 4:08 PM
To Regor Abuloc <RAbuloc@forterie.ca>

Hey ***"Riggs"***, Lol, sorry.....

Building has no objection or comments regarding the extension.

Respectfully,

Nadean Reichelt *C.B.C.O, A.Sc.T., C.P.S.O.*
Acting Manager of Building / CBO
Town of Fort Erie
nreichelt@forterie.ca
905-871-1600 x-2523

From: Regor Abuloc <RAbuloc@forterie.ca>
Sent: Thursday, January 29, 2026 4:17 PM
To: devtplanningapplications@niagararegion.ca <devtplanningapplications@niagararegion.ca>; Adithi.LuckyReddy@niagararegion.ca <Adithi.LuckyReddy@niagararegion.ca>; smastroianni@npca.ca <smastroianni@npca.ca>; Taran Lennard <tlennard@npca.ca>; Rachel Adamsky <radamsky@niagaraparks.com>; SBarnhart@niagaraparks.com <SBarnhart@niagaraparks.com>; Alex.Sidin@cnpower.com <Alex.Sidin@cnpower.com>; MunicipalPlanning@enbridge.com <MunicipalPlanning@enbridge.com>; planninganddevelopment@bell.ca <planninganddevelopment@bell.ca>; Mike.embleton <Mike.embleton@cogeco.com>; newdevelopment@rci.rogers.com <newdevelopment@rci.rogers.com>; LandUsePlanning <LandUsePlanning@HydroOne.com>; ExecutiveVP.LawAndDevelopment@opg.com <ExecutiveVP.LawAndDevelopment@opg.com>; Hawkins, Aidan <aidan.hawkins@dsbn.org>; planning@dsbn.org <planning@dsbn.org>; planning@ncdsb.com <planning@ncdsb.com>; Andrew.Carrigan@canadapost.ca <andrew.carrigan@canadapost.ca>; Ali, Usama (MTO) <usama.ali@ontario.ca>; Devon Morton <DMorton@forterie.ca>; Taylor Boyle <TBoyle@forterie.ca>; Mohammad Kamruzzaman <MKamruzzaman@forterie.ca>; Edward Terry <ETerry@forterie.ca>; Aaron Hair <ahair@forterie.ca>; Kimberlyn Smith <ksmith@forterie.ca>; Jessica Abrahamse <JAbrahamse@forterie.ca>; Zachary George <ZGeorge@forterie.ca>; Kathryn Strachan <KStrachan@forterie.ca>; Elizabeth Latif <ELatif@forterie.ca>; Paul Zdichavsky <PZdichavsky@forterie.ca>; Sean Hutton <shutton@forterie.ca>; Darren Kearns <DKearns@forterie.ca>; Nadean Reichelt <NReichelt@forterie.ca>; Jessica Goodings <JGoodings@forterie.ca>; Abdul Malik <AMalik@forterie.ca>; Peter Todd <PTodd@forterie.ca>
Cc: Mark Iamarino <MIamarino@forterie.ca>
Subject: Crescent Park Estates - Extension of Draft Plan Approval

Good afternoon,

Jeff Collins of Bridge and Quarry Ltd. has submitted a letter requesting a Draft Plan Extension Request for the Crescent Park Estates subdivision. The development is situated North of Evelyn Avenue and South of Orchard Avenue within the Town of Fort Erie.

Please find the attachments for review:

1. Letter to Request Draft Plan Extension
2. Approved Draft Plan of Subdivision
3. Final Conditions of Draft Approval
4. Scanned Cheques
5. Fort Erie Receipt

The applicant has provided the requisite fees for this extension. Please provide comments no later than **Friday, February 13, 2026**. Please note, if no comments or requests for extensions have been received by this date, staff shall consider that you have no comments and consider this as your approval of the extension as submitted. Please feel free to reach out if you have any questions. Thank you.

Kind regards,

Regor Abuloc Jr.
Development Coordinator

Town of Fort Erie
Planning, Building and By-law Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2538

forterie.ca | rabuloc@forterie.ca





Outlook

Re: Crescent Park Estates - Extension of Draft Plan Approval

From Mike Embleton <mike.embleton@cogeco.com>
Date Mon 2026-02-09 8:13 AM
To Regor Abuloc <RAbuloc@forterie.ca>

⚠ **External Email Warning:**
This email originated from outside the organization. Please exercise caution before clicking links, opening attachments, or responding.

Hi Regor,

Cogeco has no comment on this extension request.

Thank you,
Mike

Mike Embleton
Network Delivery Coordinator
7170 McLeod Rd, Niagara Falls ON, L2H 3H2
C 905-246-8621

cogeco
Your local connection

Join the conversation
#cogecommunity

On Thu, Jan 29, 2026 at 4:17 PM Regor Abuloc <RAbuloc@forterie.ca> wrote:

> Good afternoon,
>
> Jeff Collins of Bridge and Quarry Ltd. has submitted a letter requesting a Draft Plan Extension Request for the Crescent Park Estates subdivision. The development is situated North of Evelyn Avenue and South of Orchard Avenue within the Town of Fort Erie.
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4. Scanned Cheques
5. Fort Erie Receipt

The applicant has provided the requisite fees for this extension. Please provide comments no later than **Friday, February 13, 2026**. Please note, if no comments or requests for extensions have been received by this date, staff shall consider that you have no comments and consider this as your approval of the extension as submitted. Please feel free to reach out if you have any questions. Thank you.

Kind regards,

Regor Abuloc Jr.
Development Coordinator

Town of Fort Erie
Planning, Building and By-law Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2538

forterie.ca | rabuloc@forterie.ca

DISTRICT SCHOOL BOARD OF NIAGARA

191 CARLTON ST. ▪ ST. CATHARINES, ON ▪ L2R 7P4 ▪ 905-641-1550 ▪ DSBN.ORG

February 2, 2026

Regor Abuloc Jr
Development Coordinator
Planning and Development Services
The Corporation of the Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, ON L2A 2S6

Dear Mr. Abuloc

Re: Application for Extension of Draft Plan Approval – Crescent Park Estates

Thank you for circulating the District School Board of Niagara (DSBN) the above noted submission of the application for Extension of Draft Plan Approval. The lands which are located on unopened Shayne Avenue; North of Evelyn Avenue and South of Orchard Avenue have been previously approved for 22 single detached units. It is understood that this application is to extend draft plan approval to April 24, 2029.

DSBN Planning staff has completed its review, and we have no objections to the applications.

If you have any questions feel free to contact me at 905-641-2929 Ext 54225.
Sincerely,

Aidan Hawkins
Planning Technician, Planning Services

Municipal Planning,
Engineering

tel 416 495 5180
municipalplanning@enbridge.com

Enbridge Gas Inc.
500 Consumers Road
North York, ON
M2J 1P8

February 9, 2026

Regor Abuloc Jr.
Development Coordinator
Planning & Development Services
Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, ON L2A 2S6

RE: Site Plan Control Application
1956678 Ontario Inc. (Bridge and Quarry Ltd.)
0-11704, 0-11699, 0-11700, and 0-11702 Shayne Avenue
Town of Fort Erie
File No.: 350308-0128

Dear Regor,

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

The Owner agrees to provide Enbridge Gas Inc. (Enbridge Gas) the necessary easements at no cost and/or agreements required by Enbridge Gas for the provision of local gas services for this project, in a form satisfactory to Enbridge Gas.

Sincerely,



Casey O'Neil
Advisor Municipal Planning

Outlook

Re: Crescent Park Estates - Extension of Draft Plan Approval

From Jessica Goodings <JGoodings@forterie.ca>
Date Fri 2026-02-13 11:35 AM
To Regor Abuloc <RAbuloc@forterie.ca>

Hello Regor,

The Fire Department has no objections to the proposed time extension.

Thank you and kind regards,

Jessica Goodings
Senior Fire Prevention Officer

Town of Fort Erie Fire Department
444 Central Avenue | Fort Erie, ON | L2A 3T7
jgoodings@forterie.ca | 905.871.1600 Ext 2605 | 289-321-0019
Inclusive ~ Progressive ~ Accountable ~ Integrity

From: Regor Abuloc <RAbuloc@forterie.ca>
Sent: Thursday, January 29, 2026 4:17 PM
To: devtplanningapplications@niagararegion.ca <devtplanningapplications@niagararegion.ca>; Adithi.LuckyReddy@niagararegion.ca <Adithi.LuckyReddy@niagararegion.ca>; smastroianni@npca.ca <smastroianni@npca.ca>; Taran Lennard <tlennard@npca.ca>; Rachel Adamsky <radamsky@niagaraparks.com>; SBarnhart@niagaraparks.com <SBarnhart@niagaraparks.com>; Alex.Sidin@cnpower.com <Alex.Sidin@cnpower.com>; MunicipalPlanning@enbridge.com <MunicipalPlanning@enbridge.com>; planninganddevelopment@bell.ca <planninganddevelopment@bell.ca>; Mike.embleton <Mike.embleton@cogeco.com>; newdevelopment@rci.rogers.com <newdevelopment@rci.rogers.com>; LandUsePlanning <LandUsePlanning@HydroOne.com>; ExecutiveVP.LawAndDevelopment@opg.com <ExecutiveVP.LawAndDevelopment@opg.com>; Hawkins, Aidan <aidan.hawkins@dsbn.org>; planning@dsbn.org <planning@dsbn.org>; planning@ncdsb.com <planning@ncdsb.com>; Andrew.Carrigan@canadapost.ca

<andrew.carrigan@canadapost.ca>; Ali, Usama (MTO) <usama.ali@ontario.ca>; Devon Morton <DMorton@forterie.ca>; Taylor Boyle <TBoyle@forterie.ca>; Mohammad Kamruzzaman <MKamruzzaman@forterie.ca>; Edward Terry <ETerry@forterie.ca>; Aaron Hair <ahair@forterie.ca>; Kimberlyn Smith <ksmith@forterie.ca>; Jessica Abrahamse <JAbrahamse@forterie.ca>; Zachary George <ZGeorge@forterie.ca>; Kathryn Strachan <KStrachan@forterie.ca>; Elizabeth Latif <ELatif@forterie.ca>; Paul Zdichavsky <PZdichavsky@forterie.ca>; Sean Hutton <shutton@forterie.ca>; Darren Kearns <DKearns@forterie.ca>; Nadean Reichelt <NReichelt@forterie.ca>; Jessica Goodings <JGoodings@forterie.ca>; Abdul Malik <AMalik@forterie.ca>; Peter Todd <PTodd@forterie.ca>
Cc: Mark Iamarino <MIamarino@forterie.ca>
Subject: Crescent Park Estates - Extension of Draft Plan Approval

Good afternoon,

Jeff Collins of Bridge and Quarry Ltd. has submitted a letter requesting a Draft Plan Extension Request for the Crescent Park Estates subdivision. The development is situated North of Evelyn Avenue and South of Orchard Avenue within the Town of Fort Erie.

Please find the attachments for review:

1. Letter to Request Draft Plan Extension
2. Approved Draft Plan of Subdivision
3. Final Conditions of Draft Approval
4. Scanned Cheques
5. Fort Erie Receipt

The applicant has provided the requisite fees for this extension. Please provide comments no later than **Friday, February 13, 2026**. Please note, if no comments or requests for extensions have been received by this date, staff shall consider that you have no comments and consider this as your approval of the extension as submitted. Please feel free to reach out if you have any questions. Thank you.

Kind regards,

Regor Abuloc Jr.
Development Coordinator

Town of Fort Erie
Planning, Building and By-law Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2538

forterie.ca | rabuloc@forterie.ca

Outlook

RE: Crescent Park Estates - Extension of Draft Plan Approval

From Taran Lennard <tlennard@npca.ca>
Date Thu 2026-02-05 3:28 PM
To Regor Abuloc <RAbuloc@forterie.ca>

⚠ **External Email Warning:**
This email originated from outside the organization. Please exercise caution before clicking links, opening attachments, or responding.

Good Afternoon,

There are no objections from NPCA respecting this extension request.

Thank you.

Taran Lennard
Watershed Planner II

Niagara Peninsula Conservation Authority (NPCA)
3350 Merrittville Highway | Unit 9 | Thorold, ON L2V 4Y6

905.788.3135 ext. 277
www.npca.ca
tlennard@npca.ca

For more information on Permits & Planning, please go to the Permits & Planning webpage at https://npca.ca/administration/permits.

For mapping on features regulated by the NPCA please go to our GIS webpage at https://gis-npca-camaps.opendata.arcgis.com/ and utilize our Watershed Explorer App or GIS viewer.

To send NPCA staff information regarding a potential violation of Ontario Regulation 41/24 please go to the NPCA Enforcement and Compliance webpage at https://npca.ca/administration/enforcement-compliance

---

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Sent: January 29, 2026 4:17 PM
To: devtplanningapplications@niagararegion.ca; Adithi.LuckyReddy@niagararegion.ca; Sarah Mastroianni <smastroianni@npca.ca>; Taran Lennard <tlennard@npca.ca>; Rachel Adamsky <radamsky@niagaraparks.com>; SBarnhart@niagaraparks.com; Alex.Sidin@cnpower.com; MunicipalPlanning@enbridge.com; planninganddevelopment@bell.ca; Mike.embleton <Mike.embleton@cogeco.com>; newdevelopment@rci.rogers.com; LandUsePlanning <LandUsePlanning@HydroOne.com>; ExecutiveVP.LawAndDevelopment@opg.com; Hawkins, Aidan <aidan.hawkins@dsbn.org>; planning@dsbn.org; planning@ncdsb.com; Andrew.Carrigan@canadapost.ca; Ali, Usama (MTO) <usama.ali@ontario.ca>; Devon Morton <DMorton@forterie.ca>; Taylor Boyle <TBoyle@forterie.ca>; Mohammad Kamruzzaman

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Kind regards,

Regor Abuloc Jr.
Development Coordinator

Town of Fort Erie
Planning, Building and By-law Services
1 Municipal Centre Drive, Fort Erie, ON L2A 2S6
p: 905-871-1600 ext. 2538

forterie.ca | rabuloc@forterie.ca

The information contained in this communication, including any attachment(s), may be confidential, is intended only for the use of the recipient(s) named above. If the reader of this message is not the

intended recipient, you are hereby notified that any disclosure of this communication, or any of its contents, is prohibited. If you have received this communication in error, please notify the sender and permanently delete the original and any copy from your computer system. Thank-you. Niagara Peninsula Conservation Authority.

Planning, Building and By-law Services

Prepared for: Council-in-Committee **Report: PBBS-17-2026**

Meeting Date: April 13, 2026

1. Title

Town-Led Community Gardens

2. Recommendations

That: Council receives Report No. PBBS-17-2026 for information purposes and;

That: Council directs staff to prepare the necessary by-law.

3. Relation to Council's Corporate Strategic Plan

Priority: Environmental and climate change resiliency
Initiative: 5.4

4. List of Stakeholders

Fort Erie Public Library (Central Branch)
Community Outreach Program Erie (COPE)
Town of Fort Erie Residents

5. Purpose of Report

The purpose of this report is to seek Council direction to prepare a by-law to authorize the Town to enter into an agreement with one or more community organizations for the operation and maintenance of municipally led community gardens.

6. Analysis

On August 11, 2025, Town of Fort Erie Council approved the municipality's first Climate Change Action Plan (CCAP), which establishes a framework to mitigate the impacts of climate change and reduce greenhouse gas emissions. The CCAP identifies a range of actions and initiatives to support environmental sustainability, including the implementation of community gardens throughout the Town. To support the delivery of these initiatives, funding has been allocated through a dedicated reserve to advance actions identified within the CCAP.

Community gardens are widely recognized for their environmental, social and economic benefits. They contribute to local food security, promote sustainable food systems, support community engagement, and provide educational opportunities related to healthy eating and

environmental stewardship. As such, the establishment of community gardens represents a meaningful and community-focused action which aligns with the Town's Environmental and Climate Change Resiliency strategic priority and the objectives of the Town's CCAP.

Following Council adoption of the CCAP, staff have developed a Community Garden Policy Framework, attached as **Appendix 1**, which outlines the proposed structure, roles, and operational expectations for this initiative. Under this framework, the Town will be responsible for the design and construction of the gardens, while partnering community organizations will oversee the ongoing maintenance and day-to-day operations, supported by volunteers.

Through interdepartmental collaboration, staff identified a preferred site for the community garden, which is to be located at 400 Central Avenue, in front of the Fort Erie Railway Museum. A conceptual design for the site has been prepared by staff and is attached as **Appendix 2**.

On March 15, 2026, the Town launched a public outreach and media campaign to invite expressions of interest from local organizations interested in partnering to manage and maintain the community gardens. The application period closed on March 31, 2026, and the Town received submissions from two community organizations: Community Outreach Program Erie (COPE) and the Fort Erie Public Library (Central Branch). Both submissions demonstrated strong alignment with the objectives of the program.

The Fort Erie Public Library has proposed engaging both youth and adult volunteers through its existing Seed Library drop-in program to support planning and maintenance activities, as well as introducing a monthly children's gardening club focused on growing vegetables, healthy eating, and food education. Community Outreach Program Erie (COPE), has indicated its ability to provide volunteers two-days per week and has expressed interest in allocating a portion of the harvest to support its food program, thereby helping provide fresh, locally grown produce to individuals and families in need.

Based on the complementary nature of the two proposals, staff are recommending a collaborative partnership between the two organizations for an initial two-year term. At the conclusion of each term, the Town will reissue an expression of interest to the community to provide opportunities for additional organizations to participate in the program.

Moreover, the Town has also undertaken outreach through its Economic Development and Tourism Services division to local businesses, seeking both financial contributions and in-kind donations of materials and supplies to support the implementation of the gardens. This initiative has been met with positive support, with contributions helping to offset project costs and advance implementation. Donors will be publicly recognized through the Town's social media channels, with additional on-site signage provided for those contributing above a specified threshold.

Furthermore, the Town has applied to the TD Friends of the Environment Foundation for grant funding to support the project. Funding decisions are anticipated in April 2026.

To formalize the roles and responsibilities of participating organizations, an agreement is required to authorize the operation and maintenance of the community gardens. A draft agreement is attached as **Appendix 3**.

Subject to Council's direction, staff are targeting installation of the community garden in advance

of Earth Day 2026, with planting activities anticipated to commence in late May 2026.

7. Financial, Staffing and Accessibility (AODA) Implications

An initial allocation of $10,000 has been approved from the Climate Change Action Plan (CCAP) reserve to support the implementation of the community gardens. The Town has also applied for funding through the TD Friends of the Environment Foundation, with funding decisions anticipated in April 2026. In addition, the Town has received both financial contributions and in-kind donations of materials and supplies from local businesses, which have helped offset initial project costs.

There are no significant staffing impacts associated with this initiative, as the day-to-day operation and maintenance of the gardens will be overseen by partnering community organizations and volunteers. To support the initial construction and installation of the gardens, staff will undertake an internal call for volunteers across departments to assist with implementation, where feasible.

From an accessibility perspective, the design of the community gardens has incorporated features to support accessibility and inclusivity. Raised garden beds will be installed to improve ease of use for individuals with mobility considerations, In addition, ground surfacing materials will be installed around the garden beds to provide a stable and accessible surface, and the gardens have been strategically located in close proximity to the adjacent parking area to enhance ease of access for all users.

8. Policies Affecting Proposal

The Town’s Climate Change Action Plan

9. Comments from Departments, Community and Corporate Partners

N/A

10. Alternatives

Council could choose not to proceed with the proposed by-law to authorize agreements with community organizations for the operation and maintenance of the community gardens. However, this would limit the Town’s ability to implement the community garden initiative as outlined in the Climate Change Action Plan and may delay or prevent the establishment of the garden for the 2026 growing season.

11. Communicating Results

N/A

12. Conclusion

The Town's community garden initiative is a project that helps achieve the Environmental and Climate Change Resiliency strategic priorities, goals of the Climate Change Action Plan and promotes local sustainability objectives. Through a collaborative approach with local organizations, the gardens will provide opportunities for community engagement, environmental education, and enhanced food security, while promoting accessibility and inclusion.

By authorizing staff to prepare a by-law to enter into agreements with the selected organizations, Council will enable the Town to move forward with the timely implementation of the gardens, with construction completion targeted for Earth Day 2026 and planting anticipated to begin in late May 2026. This approach ensures the gardens are operational in time for the 2026 growing season, providing benefits to the community while fostering long-term stewardship and volunteer opportunities.

13. Report Approval

Prepared by:
Breanna Antonio
Intermediate Policy Planner

Reviewed by:
Edward Terry, MCIP, RPP
Manger of Policy and Community Planning

Submitted by:
Anamika Dilwaria, M.A, M.Pl, MCIP, RPP, Dipl.M.M
Director, Planning, Building and By-law Services

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix 1 – Town-Led Community Garden Policy Framework
Appendix 2 – 400 Central Avenue Community Garden Conceptual Design
Appendix 3 – Community Garden Management Agreement

Town-Led Community Garden Policy

Purpose

The purpose of this policy is to guide and support community groups in establishing and managing community gardens on Town-owned property. The policy ensures gardens are developed sustainably and equitably, while promoting community engagement, healthy living, environmental stewardship, and local food production. Additionally, the policy clarifies the objectives and responsibilities of the Town and its departments, as well as the obligations of the organizations managing the gardens, to ensure clear roles, accountability, and successful program delivery.

Scope

This policy applies to all Town-owned land proposed for community garden use. It provides local organizations, community groups, and their volunteers the opportunity to operate a community garden while leveraging Town-provided support, including site access, soil, plants, and basic tools. It provides guidance for:

Town Responsibilities

- Provide pre-identified municipal land for community garden projects.
- Lead the design, development and construction of the gardens, including site preparation, soil installation, raised beds, pathways, and any necessary structures.
- Provide and supply in-kind gardening resources, such as soil, seedlings, plants, and basic tools/supplies (garden gloves, pruning sheers, stakes, trellises, garden trowels, hand rakes, hoes, weeding tools, wheelbarrow, shovels/spades, watering cans, sunscreen, first aid kid, compost bins)
- Provide education and training for volunteers on planting, harvesting, maintenance, and safe garden practices.
- Support organizations and community groups with grant applications and letters of support where appropriate.
- Assign a Town Staff Liaison to coordinate with community groups and facilitate approvals, inspections, and ongoing communication.

- Make the Community Garden Program application available online and in paper format upon request.

- Identify and pursue potential sponsorships, partnerships, and community donations to support the development and maintenance of the community gardens.

- Coordinate across relevant departments (e.g., Infrastructure Services, Community Services, Planning, Building and By-law Services, Finance) to review and approve applications.

- Review and approve or deny proposals from organizations to manage pre-identified Town-owned garden sites, ensuring each site is properly managed and operated in accordance with Town policies and safety standards.

- Conduct periodic inspections (Infrastructure Services), approximately every 6-8 weeks during the growing season, as well as pre-season and post-season reviews, to ensure gardens meet operational, safety, and health standards and/or on a complaint/request basis.

- Provide communications and marketing support, including graphic design for signage, promotional materials, social media posts, and other outreach to raise awareness and encourage participation in the gardens.

<u>Community Group Responsibilities</u>

- Complete and submit the Community Garden Program application, including:

1. Organization background.

2. Description of proposed project (where the harvest will go, and the anticipated community benefits).

3. Management plan, including volunteer recruitment and maintenance schedule.

- Manage and operate the garden via a volunteer network, including planting, watering, maintenance, and harvesting of produce.

- Maintain records of garden operations, volunteer activity, and harvest for Town review.

- Restore the site to its original condition upon decommissioning or termination of the garden.

- Follow all local health regulations accordingly.

Proposal Submission and Review

- Proposals will be accepted upon site availability through an Expression of Interest (EOI) process announced by the Town, based on the availability of pre-identified Town-owned garden sites.

- Town Staff will review proposals to ensure alignment with safety and Town policy requirements, provide final approval or denial, and inform Council of the recommended organization(s) or proposals that best meet the outlined criteria.

Community Garden Locations

1. The Town will designate suitable municipal sites based on factors such as:

- Access to water and parking
- Soil quality and sunlight exposure
- Compatibility with existing uses and future planning

2. Available garden sites will be posted on the Town's website and updated upon availability.

Agreement and Terms

- All approved organizations must enter into a lease or use agreement with the Town prior to assuming management of the garden.

- Initial agreements will be granted for a two-year term, with inspection and review following the first year to ensure proper garden management and maintenance.

- Agreements outline responsibilities, maintenance expectations, procedures for termination or decommissioning, and insurance or liability requirements for volunteers and garden operations.

- Organizations are responsible for all volunteer-led garden activities, including planting, watering, maintenance, and harvesting. The Town provides the site, garden infrastructure, and supplies but does not oversee day-to-day operations.

- All gardening activities are conducted at the organization's and volunteers' own risk. The Town is not responsible or liable for any injuries, property loss, or other incidents that may occur during gardening activities, or from consuming food grown in the garden. All lease or use agreements will be reviewed and prepared by the Town's Legislative Services to ensure appropriate protections.

Garden Operation

- Organizations are fully responsible for day-to-day operations, including managing volunteers, planting, watering, maintenance, and harvesting.

- Organizations may develop internal policies for volunteer management and harvest distribution.

- If the garden site is secured with fencing, the organization is responsible for ensuring the fence remains intact and locked as appropriate throughout the growing season, including during volunteer activities, closures, or periods of inactivity. Any damage must be reported to Town Staff.

Decommissioning or Termination

- Either party may terminate the agreement with 60 days' written notice.

- Upon closer at the end of the growing season, the organization is responsible for returning the garden site to a clean and safe condition. This includes, but is not limited to:
    - Removing all plantings.
    - Clearing organic waste, compost, and debris from garden beds and pathways.
    - Ensuring tools, equipment and supplies provided by the Town are cleaned and returned to designated storage.

- The Town may conduct a post-season inspection to verify that the site has been properly decommissioned and provide feedback to the organization for any corrective actions.

Prohibitions

- Commercial cultivation for sale, cannabis, or illegal substances is prohibited.

- Raising animals or livestock on Town-owned garden sites is prohibited.

Periodic Review and Reporting

- Town Staff will inspect gardens periodically to ensure compliance with operational, safety, and health standards.

- Organizations must maintain records of volunteer activity, garden maintenance, and harvest for Town review.

- The Town reserves the right to revoke agreements if gardens are not properly maintained or managed according to the agreement.

FE COMMUNITY GARDENS

444 CENTRAL AVE,
FORT ERIE, ONTARIO
JANUARY 13, 2025

DRAWING INDEX

OPTION 1 LAYOUT PLAN L101
OPTION 2 LAYOUT PLAN L102
DETAILS L201



KEY PLAN



1 L101 CONTEXT MAP

SCALE 1:150

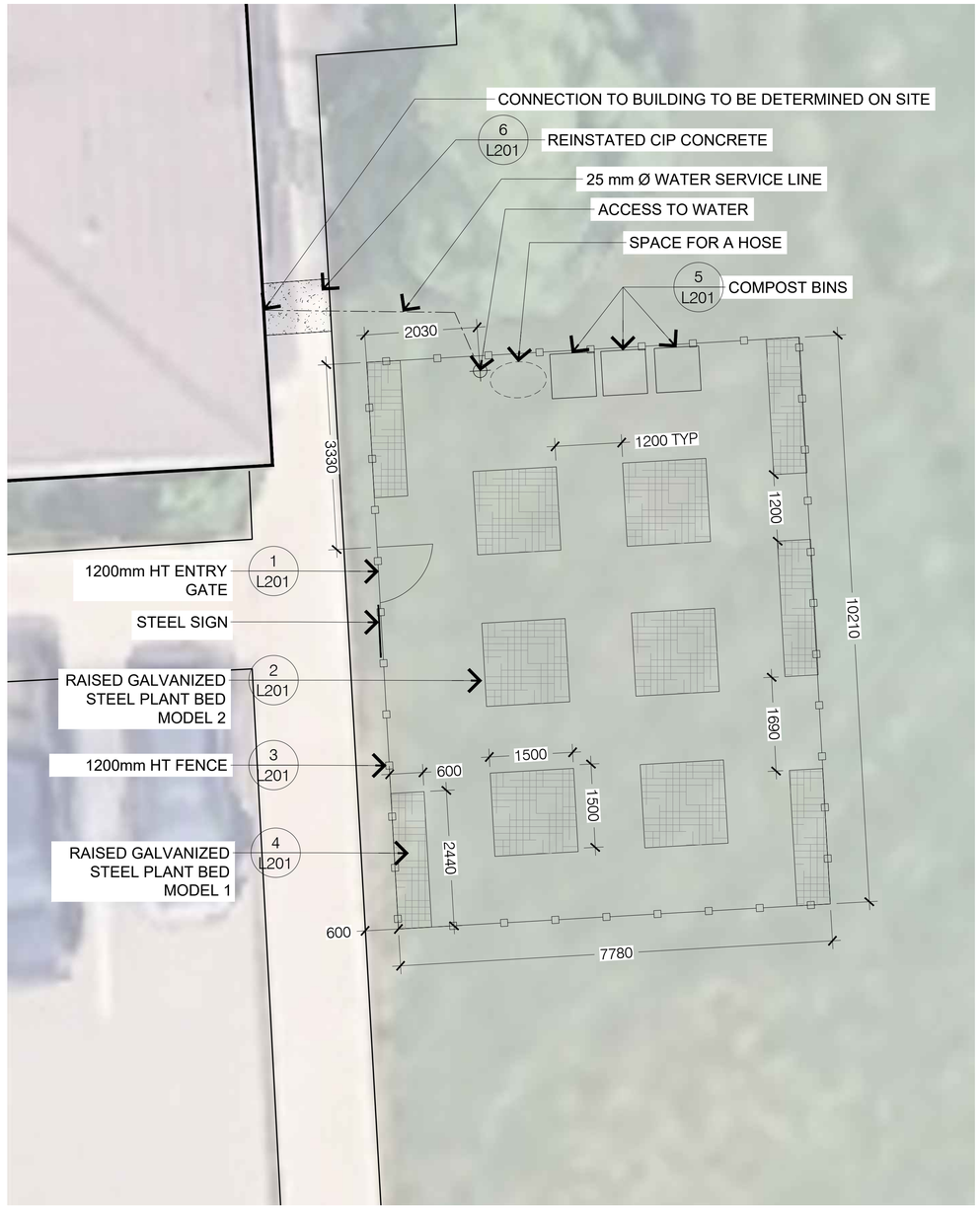
LEGEND

PROPOSED BLACK VINYL CHAIN LINK FENCE

25 mm Ø WATER SERVICE LINE

TRIPLE MIX GARDEN SOIL

CIP CONCRETE

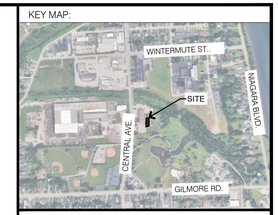


2 L101 LAYOUT PLAN

GRAPHIC SCALE 1:50

0 1 2 3 4 5

KEY MAP:



GENERAL NOTES:

1. CONTRACTOR SHALL BE REQUIRED TO HAVE A FLAGMAN DIRECTING ALL DELIVERIES OF MACHINERY OR MATERIALS TO THE SITE.
2. REINSTATE ALL AREAS AND ITEMS DAMAGED AS A RESULT OF CONSTRUCTION ACTIVITIES TO THE SATISFACTION OF THE TOWN STAFF, INCLUDING AREAS BEYOND THE PROPERTY LINE.
3. CONTRACTOR SHALL REVIEW AND VERIFY SITE GRADES AND DIMENSIONS ON-SITE AND REPORT ANY DISCREPANCIES TO TOWN STAFF. COMMENCEMENT OF GRADING SHALL CONSTITUTE ACCEPTANCE OF SITE CONDITIONS; NO CLAIMS FOR EXTRAS WILL BE ENTERTAINED THEREAFTER.
4. STORAGE OF MATERIALS, VEHICLES AND EQUIPMENT SHALL NOT BE PERMITTED WITHIN THE MUNICIPAL ROAD ALLOWANCE.
5. CONTRACTOR SHALL BE RESPONSIBLE TO CLEAN ROADS DAILY TO THE SATISFACTION OF TOWN STAFF.
6. SITE SHALL BE MAINTAINED IN A CLEAN AND ORDERLY STATE FOR THE DURATION OF CONSTRUCTION. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH OCCUPATIONAL HEALTH AND SAFETY ACT.
7. ALL TEMPORARY PROTECTIVE & SEDIMENT CONTROL FENCING SHALL BE MAINTAINED BY THE CONTRACTOR TO THE SATISFACTION OF TOWN STAFF FOR THE DURATION OF CONSTRUCTION.
8. CONTRACTOR SHALL SUPPLY & INSTALL FILTER , FABRIC PROTECTION ON ALL EXISTING CATCH BASINS, WATER METER CHAMBERS, AND UTILITIES.
9. CONTRACTOR SHALL REPAIR AT HIS/HER COST ANY DAMAGE ARISING DURING CONSTRUCTION
10. ALL EXISTING VEGETATION TO BE PRESERVED SHALL BE PROTECTED BY THE GENERAL CONTRACTOR FOR THE DURATION OF CONSTRUCTION
11. ALL EXISTING UTILITIES SHOWN ON THE DRAWING ARE FOR REFERENCE PURPOSES ONLY. THE GENERAL CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES FOR UTILITIES STAKEOUT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION.
12. ALL CONSTRUCTION TO BE CARRIED OUT IN ACCORDANCE WITH THE MOST CURRENT PROVINCIAL STANDARDS AND SPECIFICATIONS.
13. THE CONSTRUCTION OF CURBS, SIDEWALKS, STREET TREES AND UTILITIES LOCATED WITHIN THE R.O.W. SHALL BE REVIEWED AND DOCUMENTED.
14. DUST CONTROL: CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO CONTROL DUST ON THIS PROJECT SITE ON A DAILY BASIS AND TO THE SATISFACTION OF THE TOWN.
15. CONTRACTOR TO PROVIDE DRAWINGS FOR ACCESS POINT AND STAGING OF MATERIALS FOR THE SITE.
16. DO NOT SCALE DRAWING.
17. REPORT ANY DISCREPANCIES PRIOR TO COMMENCING WORK. NO RESPONSIBILITY IS BORNE BY THE TOWN FOR UNKNOWN SUBSURFACE CONDITION

FORT ERIE ONTARIO

Project Title

FORT ERIE COMMUNITY GARDENS

444 CENTRAL AVE.
FORT ERIE,ON L2A 3T6

Seal

Drawing Title

OPTION 1
LAYOUT PLAN

Drawn	Checked
E.L.	KS
Date	Drawing No.
2026-01-15	L101
SCALED	
AS NOTED	



1 L102 CONTEXT MAP

SCALE 1:150

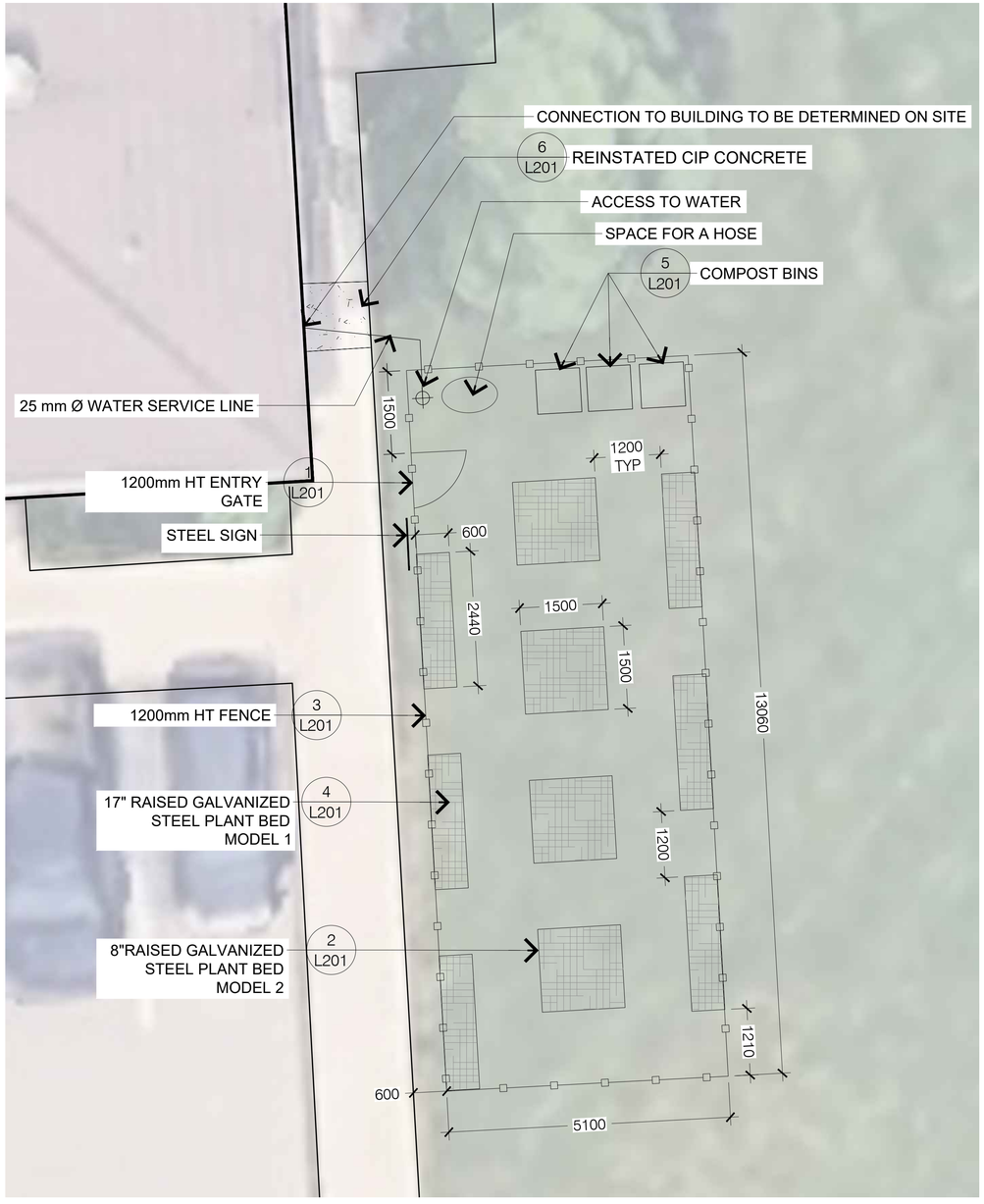
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TRIPLE MIX GARDEN SOIL

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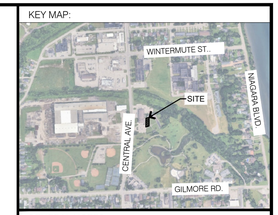


2 L102 LAYOUT PLAN

GRAPHIC SCALE 1:50

0 1 2 3 4 5

KEY MAP:



GENERAL NOTES:

1. CONTRACTOR SHALL BE REQUIRED TO HAVE A FLAGMAN DIRECTING ALL DELIVERIES OF MACHINERY OR MATERIALS TO THE SITE.
2. REINSTATE ALL AREAS AND ITEMS DAMAGED AS A RESULT OF CONSTRUCTION ACTIVITIES TO THE SATISFACTION OF THE TOWN STAFF, INCLUDING AREAS BEYOND THE PROPERTY LINE.
3. CONTRACTOR SHALL REVIEW AND VERIFY SITE GRADES AND DIMENSIONS ON-SITE AND REPORT ANY DISCREPANCIES TO TOWN STAFF. COMMENCEMENT OF GRADING SHALL CONSTITUTE ACCEPTANCE OF SITE CONDITIONS; NO CLAIMS FOR EXTRAS WILL BE ENTERTAINED THEREAFTER.
4. STORAGE OF MATERIALS, VEHICLES AND EQUIPMENT SHALL NOT BE PERMITTED WITHIN THE MUNICIPAL ROAD ALLOWANCE.
5. CONTRACTOR SHALL BE RESPONSIBLE TO CLEAN ROADS DAILY TO THE SATISFACTION OF TOWN STAFF
6. SITE SHALL BE MAINTAINED IN A CLEAN AND ORDERLY STATE FOR THE DURATION OF CONSTRUCTION. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH OCCUPATIONAL HEALTH AND SAFETY ACT.
7. ALL TEMPORARY PROTECTIVE & SEDIMENT CONTROL FENCING SHALL BE MAINTAINED BY THE CONTRACTOR TO THE SATISFACTION OF TOWN STAFF FOR THE DURATION OF CONSTRUCTION.
8. CONTRACTOR SHALL SUPPLY & INSTALL FILTER , FABRIC PROTECTION ON ALL EXISTING CATCH BASINS, WATER METER CHAMBERS, AND UTILITIES.
9. CONTRACTOR SHALL REPAIR AT HIS/HER COST ANY DAMAGE ARISING DURING CONSTRUCTION
10. ALL EXISTING VEGETATION TO BE PRESERVED SHALL BE PROTECTED BY THE GENERAL CONTRACTOR FOR THE DURATION OF CONSTRUCTION
11. ALL EXISTING UTILITIES SHOWN ON THE DRAWING ARE FOR REFERENCE PURPOSES ONLY. THE GENERAL CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES FOR UTILITIES STAKEOUT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION.
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13. THE CONSTRUCTION OF CURBS, SIDEWALKS, STREET TREES AND UTILITIES LOCATED WITHIN THE R.O.W. SHALL BE REVIEWED AND DOCUMENTED.
14. DUST CONTROL: CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO CONTROL DUST ON THIS PROJECT SITE ON A DAILY BASIS AND TO THE SATISFACTION OF THE TOWN.
15. CONTRACTOR TO PROVIDE DRAWINGS FOR ACCESS POINT AND STAGING OF MATERIALS FOR THE SITE.
16. DO NOT SCALE DRAWING.
17. REPORT ANY DISCREPANCIES PRIOR TO COMMENCING WORK. NO RESPONSIBILITY IS BORNE BY THE TOWN FOR UNKNOWN SUBSURFACE CONDITION

FORT ERIE ONTARIO

Project Title

FORT ERIE COMMUNITY GARDENS

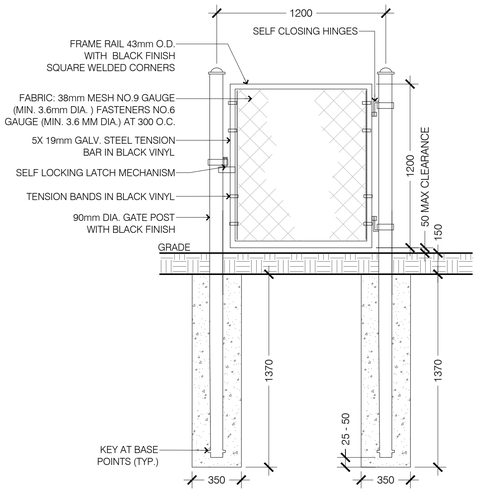
444 CENTRAL AVE.
FORT ERIE,ON L2A 3T6

Seal

Drawing Title

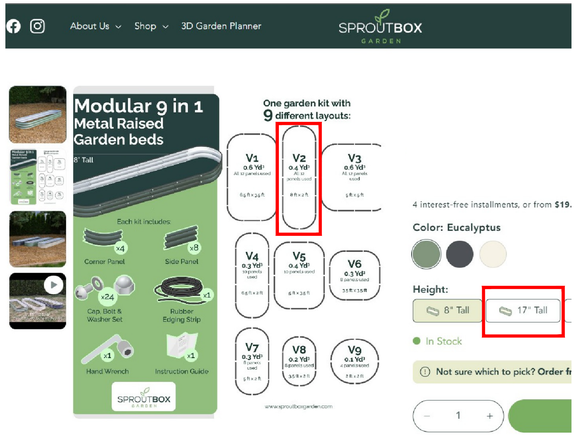
OPTION 2
LAYOUT PLAN

Drawn	Checked
E.L.	KS
Date	Drawing No.
2026-01-15	L102
SCALED	
AS NOTED	



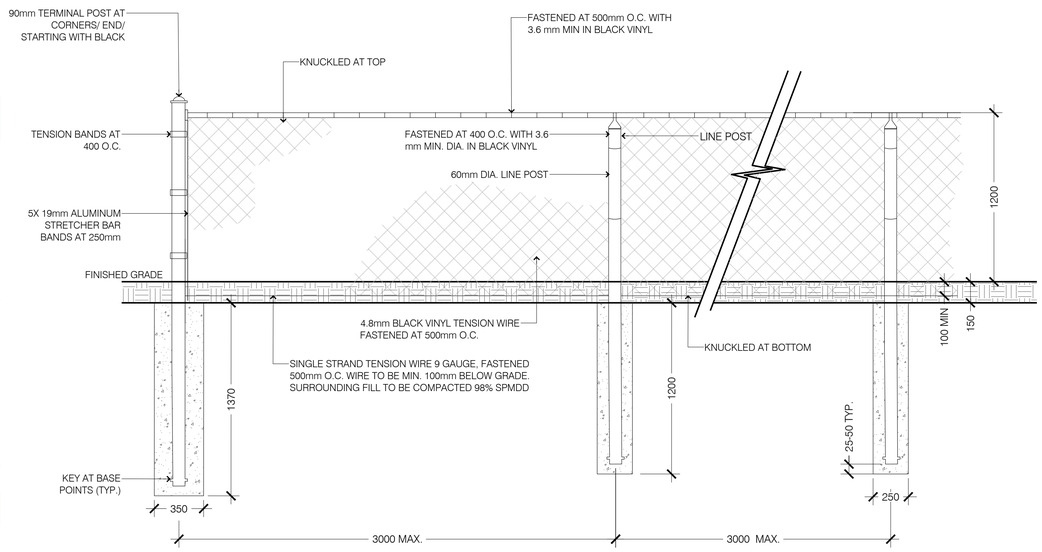
1 L201 1200mm HT ENTRY GATE

SCALE 1:20



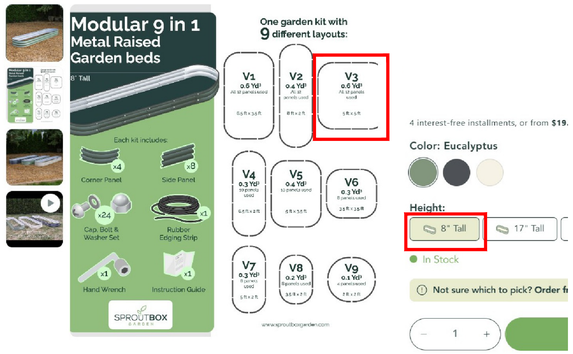
2 L201 17" RAISED GALVANIZED STEEL PLANT BED MODEL 1

N.T.S.



3 L201 RAISED GALVANIZED STEEL PLANT BED MODEL 2

SCALE 1:20



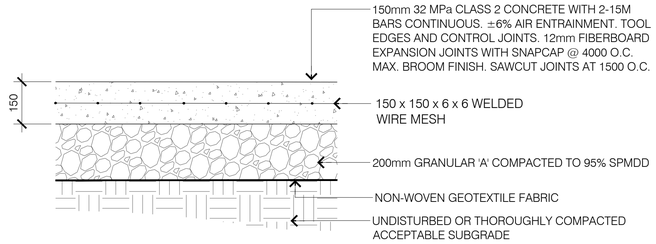
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N.T.S.



5 L201 COMPOST BINS

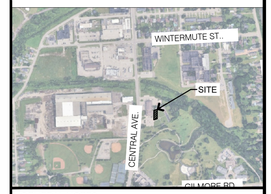
N.T.S.



6 L201 CIP CONCRETE

SCALE 1:20

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FORT ERIE ONTARIO

Project Title
FORT ERIE COMMUNITY GARDENS
444 CENTRAL AVE.
FORT ERIE,ON L2A 3T6

Seal

Drawing Title
DETAILS

Drawn	Checked
E.L.	KS
Date	Drawing No.
2026-01-15	L201
SCALED AS NOTED	

COMMUNITY GARDEN MANAGEMENT AGREEMENT

The Corporation of the Town of Fort Erie
("the Town")

Between:

And

[_____]
("the Organization")

WHEREAS this Agreement has been entered into [enter date of Agreement] (the "Effective Date")

AND WHEREAS this Agreement has been authorized by By-law xx-2026

---

1. PURPOSE

This Agreement sets out the terms under which the Organization will manage and operate a community garden ("the Garden") on Town-owned property, in accordance with the Town-Lead Community Garden Policy ("the Policy").

2. GARDEN LOCATION

The Garden is located at: [Insert municipal address or legal description of the site].

3. TERM

The Agreement is for a term of two (2) years, commencing on the Effective Date, subject to inspection and review after the first year.

4. TOWN RESPONSIBILITIES

The Town shall:

a) Provide the designated municipal land for the Garden.

b) Lead the design, development, and construction of the Garden, including site preparation, soil installation, raised beds, pathways, and necessary structures.

c) Supply initial in-kind gardening resources (soil, seedlings, plants, basic tools).

d) Provide education and training for volunteers on planting, harvesting, maintenance, and safe practices.

e) Support the Organization with grant applications and letters of support, as appropriate.

f) Assign a Town Staff Liaison for coordination and communication.

g) Make the Community Garden Program application available online and in paper format.

h) Coordinate internal review and approval of the Organization's application.

i) Conduct periodic inspections to ensure compliance with operational, safety, and health standards.

5. ORGANIZATION RESPONSIBILITIES

The Organization shall:

a) Complete and submit the Community Garden Program application, including all required information.

b) Manage and operate the Garden through a volunteer network, including planting, watering, maintenance, and harvesting.

c) Maintain records of garden operations, volunteer activity, and harvest, and provide such records to the Town upon request.

d) Restore the site to its original condition upon decommissioning or termination.

e) Comply with all applicable local health regulations.

f) Remove plantings and organic waste from the site every fall.

g) Develop internal policies for volunteer management and harvest distribution, if desired.

h) Ensure that no commercial cultivation for sale, cannabis, illegal substances, or raising of animals/livestock occurs on the site.

6. INSURANCE AND LIABILITY

The Organization shall:

a) Maintain appropriate insurance coverage for volunteer and garden activities, as required by the Town.

b) Indemnify and hold harmless the Town from any claims, damages, or liabilities arising from the Organization's use and management of the Garden, except to the extent caused by the Town's negligence or willful misconduct.

7. INSPECTIONS AND REPORTING

a) The Town may conduct periodic inspections of the Garden to ensure compliance with this Agreement and the Policy.

b) The Organization shall provide records of volunteer activity, maintenance, and harvest to the Town upon request.

8. TERMINATION AND DECOMMISSIONING

a) Either party may terminate this Agreement with sixty (60) days' written notice to the other party.

b) Upon termination or expiry, the Organization shall restore the site to its original condition, including removal of all plantings and organic waste.

c) The Town may revoke this Agreement if the Organization fails to maintain or manage the Garden in accordance with this Agreement or the Policy.

9. GENERAL

a) This Agreement is governed by the laws of Ontario.

b) Any amendments must be in writing and signed by both parties.

c) Notices under this Agreement shall be delivered to the addresses set out below or as otherwise notified in writing.

10. NOTICES

Where this Agreement requires notices to be delivered by one party or the other, such notice shall be given in writing and delivered either personally, by e-mail, by prepaid first call mail by the party wishing to give such notice to the other party at the address noted below:

To the Organization at:
[Name of Organization]
[Address of Organization]

Attention:
Tel. No.:
Email:

To the Town at:
The Corporation of the Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, ON L2A 2S6

Attention: Breanna Antonio
Tel. No.: (905) 871-1600 ext. 2501
E-mail: bantonio@forterie.ca

IN WITNESS WHEREOF the Town has hereunto affixed its Corporate Seal under the hands of the Director of Planning & Development Services, and the Organization has hereunto set their hand and seal.

SIGNED, SEALED AND DELIVERED in the presence of:	[Name of Organization]
_____	_____
Print Name:	Name:
	Title:
	THE CORPORATION OF THE TOWN OF FORT ERIE
	Per:
	_____
	Wayne H. Redekop
	Mayor
	_____
	Peter Todd
	Town Clerk
	We have authority to bind the Corporation

Planning, Building and By-law Services

Prepared for: Council-in-Committee **Report: PBBS-18-2026**

Meeting Date: April 13, 2026

1. Title

Amendments to the Town's Tree Bylaw

2. Recommendations

That: Report PBBS-18-2026 Amendments to the Tree By-law be received; and further

That: Staff be directed to prepare the necessary By-law;

3. Relation to Council's Corporate Strategic Plan

Priority: Environmental and climate change resiliency
Initiative: Review and refine policies that preserve and enhance our natural heritage.

4. List of Stakeholders

Town Staff

Residents of the Town of Fort Erie

5. Purpose of Report

The purpose of this report is to propose amendments to the Tree By-law, including updates to tree replacement requirements, administrative language, and the introduction of provisions to address impacts to naturalized areas.

The Town of Fort Erie takes pride in its rich diversity of natural heritage features. In recent years, the Town has faced challenges related to the clear-cutting of trees by landowners, including the removal of mature native species that contribute significantly to ecological function and community character. These activities raised concerns among residents and Council and prompted a review of the Town's regulatory framework.

In response, staff-initiated amendments to Tree By-law No. 60-2004. An Open House was held on September 25, 2023, to gather public input on the proposed changes. Council subsequently approved amendments to By-law 60-2004 on February 12, 2024, and enacted By-law 33-2024 on March 18, 2024, to regulate the destruction, injury, and harvesting of trees within the Town.

Following implementation, Report PDS-32-2025 was presented to Council on April 14, 2025, identifying opportunities to refine the by-law based on operational experience. As a result of this

report, Council approved further amendments through By-law 53-2025, which came into force on May 26, 2025.

This report builds on that direction and proposes targeted amendments to improve consistency in tree replacement requirements, introduce greater flexibility in administration, and enhance the Town's ability to address impacts to Sensitive Natural Areas.

6. Analysis

The current Tree By-law establishes multiple frameworks for tree replacement, including Table B.1 and Table B.2, as well as prescriptive language governing staff review processes. It also primarily focuses on individual tree protection, with limited direction regarding broader impacts to naturalized or environmentally sensitive areas.

Staff are proposing to remove Table B.1 from the Tree By-law and rely on a single, standardized replacement framework (Table B.2) for applicable applications. Table B.1 currently applies higher replacement ratios based on diameter at breast height (DBH), which can result in a significant number of required replacement trees for a single removal. In practice, this has led to increased costs for applicants, particularly residential property owners undertaking minor applications such as consents or variances. These costs may include the purchase and installation of replacement trees or cash-in-lieu contributions where on-site planting is not feasible. The proposed removal of Table B.1 would reduce the number of replacement trees required in certain cases, thereby lowering associated costs for applicants while improving consistency in how requirements are applied across different application types. The consolidation to a single replacement framework also improves transparency and predictability and reduces administrative complexity.

Staff are also proposing to amend Section 8.2 to revise the requirement that the Town Arborist shall be deployed to may be deployed, where an arborist report or further review is determined to be necessary by the Director. This change introduces flexibility in how staff resources are utilized, allowing the Town to rely on submitted professional documentation where appropriate, or to deploy the Town Arborist in cases that warrant further investigation. This approach supports a more efficient review process while maintaining the ability to conduct site-specific inspections when required.

Staff are also proposing to introduce a new provision under Section 9.2(q) requiring that measures be implemented to mitigate the direct and indirect effects of tree injury or destruction on Sensitive Natural Areas. This expands the scope of the by-law to consider broader ecological impacts beyond individual trees.

Staff are also proposing to introduce a new provision under Section 6.1 c) v. Requiring that prior to clearing trees for Agricultural Use, the Farmer must advise the Director of the proposed clearing to obtain an exemption letter. This proactive approach provides clarity in enforcement and allows Staff to verify whether the clearing will affect a Sensitive Natural Area.

Staff are also proposing to add a definition for Sensitive Natural Areas, which includes *areas within a Provincially Significant Wetland, Provincial Life Sciences Area of Natural Scientific Interest, or Significant Woodland, as defined in the Town or Regional Official Plan.* This ensures alignment with existing policy frameworks and provides clarity in the application of the new requirement.

Staff are also proposing to amend the definition of “Tree Stump” to clarify its application within the by-law. The revised definition would read: *“Tree Stump” means the remaining base portion of a tree trunk and its roots that is left in the ground after the main stem and canopy have been removed or have fallen and includes situations where a tree has been removed in its entirety, including the base and root system.* This change provides clarity in enforcement and administration by ensuring that all forms of tree removal, including full extraction, are captured under the by-law.

Staff are also proposing to refine administrative language as proposed by the Town’s Legislative Services Department.

7. Financial, Staffing and Accessibility (AODA) Implications

The proposed amendments may reduce costs associated with tree replacement requirements in certain applications through the removal of higher replacement ratios. This may result in a corresponding reduction in cash-in-lieu contributions; however, the overall effect on Tree Replacement Funds will be minimal.

No additional staffing resources are required to implement the proposed changes. The amendments are expected to improve administrative efficiency by simplifying replacement calculations and introducing flexibility in the deployment of the Town Arborist.

There are no direct accessibility implications associated with the proposed amendments. The changes are administrative and regulatory in nature and do not impact access to municipal facilities or services.

8. Policies Affecting Proposal

Bylaw 33-2024 as amended by Bylaw 53-2025

Planning Act s.45, 51 & 53

Municipal Act s. 135

9. Alternatives

Council may decide to retain the current structure of the by-law, including Table B.1 and the current definitions. This would maintain the current regulatory framework and level of direction. However, this is not recommended as it would continue to result in higher replacement requirements for certain applications, increased costs for residents, and ongoing complexity associated with administering multiple replacement frameworks. Retaining the current definitions may also limit clarity in enforcement and reduce the Town’s ability to consistently apply the by-law in situations involving full tree removal or impacts to environmentally sensitive areas.

10. Conclusion

This report outlines proposed amendments to the Tree By-law, including updates to replacement requirements, administrative language, and provisions addressing impacts to Sensitive Natural Areas.

The proposed changes provide a more consistent and flexible framework for implementation while enhancing the Town's ability to respond to site-specific environmental considerations.

11. Report Approval

Prepared by:
Zachary George
Junior Environmental Planner

Reviewed by:
Edward Terry, MCIP, RPP
Manager of Policy and Community Planning

Submitted by:
Anamika Dilwaria, M.PI., MCIP, RPP
Director, Planning & Development Approvals

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

12. Attachments

Appendix 1 – Tracked Changes to Tree Bylaw

The Corporation of the Town of Fort Erie
By-law 33-2024

Being a By-law to Regulate the Destruction or Injuring of Trees within the Town of Fort Erie

Whereas subsection 5(3) of the Municipal Act, 2001, S.O. 2001, c.25, as amended ("Municipal Act, 2001") provides that a municipal power shall be exercised by by-law; and

Whereas section 9 of the Municipal Act, 2001 provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the Municipal Act, 2001 or any other Act; and

Whereas pursuant to subsection 135(1) of the Municipal Act, 2001, without limiting sections 9 and 10, a municipality may prohibit or regulate the destruction or injuring of Trees; and

Whereas pursuant to subsection 135(7) of the Municipal Act, 2001, without limiting sections 9 and 10, a municipality may require that a permit be obtained to injure or destroy Trees, and impose conditions to a permit, including conditions relating to the manner in which destruction occurs and the qualifications of persons authorized to injure or destroy Trees; and

Whereas subsection 391(1) of the Municipal Act, 2001 provides that a municipality may impose fees and charges on persons; and

Whereas section 425 of the Municipal Act, 2001 provides that a municipality may pass by-laws providing that a person who contravenes a by-law of the municipality passed under the statute is guilty of an offence; and

Whereas sections 429, 431, 444 and 445 of the Municipal Act, 2001 provide for a system of fines and other enforcement orders; and

Whereas section 434.1 of the Municipal Act, 2001 authorizes a municipality to establish a system of administrative monetary penalties to assist the municipality in promoting compliance with its by-laws; and

Whereas the Council of The Corporation of the Town of Fort Erie has determined that it is desirable to enact a By-law to generally prohibit the Injury and Destruction of Protected Trees, and to allow for the Injury and Destruction of such Trees in limited circumstances with a Permit, and to encourage preservation and planting of Trees throughout the Town of Fort Erie;

Now therefore the Municipal Council of The Corporation of the Town of Fort Erie enacts as follows:

1 SHORT TITLE

1.1 The short title of this By-law is the "Tree By-law".

2 DEFINITIONS

2.1 The following terms are defined for the purposes of this By-law:

"**Administrative Penalty**" means a monetary penalty administered pursuant to Town By-law No. 111-2019, as amended from time to time.

"**Agricultural Operation**" has the same meaning as in the Farming and Food Production Protection Act, 1998, S.O. 1998, c. 1.

"**Agricultural Use**" ~~means the~~ means farm–related commercial and farm-related industrial uses that are small in scale, directly related to agriculture and requiring proximity to farm operations and includes such uses as animal husbandry services, produce or grain storage facilities or farm machinery sales and service outlets.

"**Applicant**" means the O~~o~~wner or the ~~o~~Owner's authorized representative who~~, pursuant to~~ submits an Application under this By-law~~, applies for a permit~~.

"**Application**" means an application for the purpose of obtaining a ~~p~~Permit under this By-law.

"**Application Fee**" means the fee in effect, amended from time to time, required in connection with the submission of an Application.

"Arborist" means a person who is:

a) qualified as an arborist under the Ontario Ministry of Training, Colleges and Universities;
b) certified by the International Society of Arboriculture;
c) a consulting arborist registered with the American Society of Consulting Arborists;
d) a Registered Professional Forester; or
e) otherwise qualified to the satisfaction of the Director of Planning

"**Arborist Report**" means a written report by an Arborist that shall contain the following:

a) the location, species, size, Tree Protection Zone and condition of Trees that will be Injured or Destroyed Trees and those Trees located within one Tree length of the Tree to be Injured or Destroyed, included in tabular format and as shown on a map;

b) a drawing of the Site showing any proposed development, construction, works, excavation or site alteration that may require the Tree Injury or Destruction, and a schedule for this proposed activity, including start and end dates;

c) the Arborist's opinion why a Tree should be Injured or Destroyed, and whether it represents Good Arboricultural Practices or Good Forestry Practices;

d) description of how the Tree is proposed to be Injured or Destroyed;

e) an analysis and description of any reasonable alternatives to the Tree Injury or Destruction or an analysis and description as to why there are no reasonable alternatives to the Tree Injury or Destruction;

f) confirmation of any other matters (past or present Planning applications or otherwise affecting the land upon which the Tree or Trees are to be Injured or Destroyed;

g) calculation of the number of Replacement Trees that can be planted on the Site based on Schedule B, and suggest the species and location;

h) if Trees are to be Injured but not Destroyed, description of maintenance strategies and protection measures to be implemented;

i) the professional accreditation of the Arborist.

"**Boundary Tree**" means a Tree having any part of its trunk located on the property line between adjoining lands, and for the purpose of this definition a 'trunk' means that part of the Tree from its point of growth away from its roots up to where it branches out to limbs and foliage.

"**Building Permit**" means a building permit issued by the Town of Fort Erie under the Building Code Act, 1992, S.O. 1992, c.23, as amended.

"**Cash-in-lieu**" means a monetary contribution required in place of replanting trees, where physical replanting on-site or nearby is not feasible due to site constraints or insufficient planting capacity.

"**Consent Application**" is a term used in Provincial Planning Legislation to describe the approval process to sub-divide land.

"**Conservation Authority**" has the same meaning as defined in the Conservation Authorities Act, R.S.O. 1990 c.C.27.

"**Construction**" means the erection, alteration, repair, dismantling, demolition, structural maintenance, land clearing, earth moving, grading, excavating, laying of pipe and conduit (whether below or above ground level), street and highway building, application of concrete, equipment installation and alteration, and structural installation of construction components and materials, in any form or for any purpose.

"**Coppice Growth**" means clump growth where more than one Tree stem grows from a single Tree stump and the point of measurement for such growth means that point on each stem measured immediately above the point of fusion, provided such point of fusion is less than 1.37 metres above the highest point of undisturbed ground at the base of the coppice or clump growth.

"**Council**" means the Council of The Corporation of the Town of Fort Erie.

"**Critical Root Zone**" means the distance from the trunk of the Tree that equals one centimeter for every centimeter of the tree's diameter.

"**DBH**" or "**Diameter at Breast Height**" means the diameter of the stem of a Tree measured at a point that is 1.37 metres above the ground.

"**Dead Tree**" means a Tree that as a result of any cause, is dead or, is in advanced and irreversible decline in health or condition.

"**Destroy**" means to cut down, remove, uproot, unearth, topple, burn, bury, shatter, poison, or in any way cause a Tree to die or be killed, or where the extent of Injury caused to a live Tree or disturbance of any part of its Critical Root Zone is such that it is likely to die or be killed, excepting where a Tree and/or its roots are killed by natural causes. The terms "Destroyed" and "Destruction" shall have a corresponding meaning.

"Developer" is a term for an applicant who may be a landowner, corporation or individual who is applying for a Planning Act Application to develop land.

"**Diameter**" means the diameter of the stem of a Tree measured at the Point of Measurement with such measurement including the bark of the stem.

"**Director**" means the Town's Director of Planning, Building and By-law ~~and Development~~ Services or any person appointed or otherwise delegated the authority of administration of this by-law.

"**Emergency Services**" means the fire, police, ambulance or any Town services when responding to an emergency event.

"**Exemption Letter**" means a letter issued by the Town confirming that a specific instance of Tree Injury or ~~d~~Destruction is exempt from the requirements of this By-law.

"**Farmer**" means a person who has a current and valid farm registration number under the Farm Registration and Farm Organizations Funding Act, 1993, S.O. 1993, c. 21, as amended.

"Good Arboriculture Practices" means the proper implementation of maintenance renewal and removal activities known to be appropriate for individual trees to minimize detrimental impacts on urban forest value.

"**Good Forestry Practices**" means:

a) the proper implementation of harvest, renewal and maintenance activities known to be appropriate for the forest and environmental conditions under which they are being applied and that minimize detriments to forest values, including: significant ecosystems; important fish and Wildlife Habitat; soil and

water quality and quantity; forest productivity and health; and the aesthetic and recreational opportunities of the landscape;

b) the cutting and removal of hazardous, severely damaged, diseased and insect-infested trees which must be removed in order to prevent contamination or infestation of other trees or because they no longer contribute to the achievement of forest values;

c) in the case of hazardous, damaged, diseased or insect-infested trees, the maintenance of a Woodland after the cutting and removal is completed unless it is determined through a report prepared by Qualified OPFA Member that trees must be removed and a Woodland would not be maintained; and,

d) the forestry management practices as set out in the Ministry of Natural Resources document "A Silvicultural Guide to Managing Southern Ontario Forests";

"**Harvesting**" means the Injury or Destruction of a Tree through cutting or other mechanized means. The term "Harvested" and "Harvest" shall have a corresponding meaning.

"**Hazardous**" means destabilized or structurally compromised to an extent that an imminent danger of death, injury or structural damage exists.

"**Heritage Tree**" means a Tree having historical or community significance and designated by Council under Part IV of the Ontario Heritage Act (R.S.O.1990, Chapter O.18).

"**Imminent Threat**" means a condition or circumstance posing an immediate and substantial risk of serious harm to persons or significant damage to property.

"**Injury**" or "**Destruction**" means to cut down, remove, uproot, unearth, topple, burn, bury, shatter, poison, or in any way cause a Tree to die or be killed, or where the extent of Injury caused to a live Tree or disturbance of any part of its Critical Root Zone is such that it is likely to die or be killed, excepting where a Tree and/or its roots are killed by natural causes. The terms "Injury", "Injured", "Injuring", "Destroy", "Destroying" or "Destroyed" shall have a corresponding meaning.

"**Inspector"** means an inspector appointed by the Town for the purpose of enforcing the Building Code Act, 1992, S.O 1992, c. 23.

"**Landscape Plan or Planting Plan**" means a plan prepared by or under the direction of a Landscape Architect who is a full member in good standing with the Ontario Association of Landscape Architects (or equivalent), which illustrates proposed and existing vegetation, planting details, and landscape features as required by this by-law and associated development applications.

"**Natural Heritage System**" means a system of natural features and areas, including wetlands, woodlands, valleylands, watercourses, wildlife habitat, and associated components such as linkages, buffers, supporting features and enhancement areas, as identified in the Town's Official Plan or other applicable planning document. For clarity, where trees are located on lands identified as part of the Town's Natural Heritage System in the Official Plan or other applicable planning documents, such trees shall be deemed to be part of the Natural Heritage System and are subject to the applicable provisions of this by-law, regardless of whether the lands are in the Urban or Rural Area.

"**Normal Farm Practice**" means a practice that is recognized by the Normal Farm Practices Board which is conducted in a manner consistent with proper and acceptable customs and standards, as established and followed by similar Agricultural Operations under similar circumstances, or makes use of innovative technology in a manner consistent with proper advanced farm management practices.

"**Officer**" means a Municipal Law Enforcement Officer, a member of the Niagara Regional Police Service, a member of the Ontario Provincial Police and any other Provincial Offences Officer designated under the Provincial Offences Act, R.S.O. 1990,

c. P.33 (“Provincial Offences Act”) or any person appointed or otherwise delegated the authority of enforcement of this by-law.

“**Official Plan**” means the Official Plan of The Town of Fort Erie.

“**Order**” means an Order to Discontinue Activity or an Order to Comply.

“**Owner**” **or “Property Owner”** means the registered owner of a property.

“**Permit**” means a permit to Injure or Destroy Trees issued under this By-law.

“**Permit Holder**” means the property owner to whom a Permit has been issued.

“**Person**” or “**Persons**” means an individual, corporation, partnership or association and their respective heirs, executors, administrators or other duly appointed representatives.

“**Personal Use**” means use that does not include a commercial sale, exchange or other disposition of Trees Injured or Destroyed.

"**Point of Measurement**" means the point on a Tree trunk measured above the highest point at which the ground meets the Tree. For Coppice Growth the point of measurement shall be at the point on the Tree trunk where the Tree stems separate provided that such point of separation is less than 1.37 metres from where the ground meets the Tree.

“**Pre-Consultation Meeting**” means a meeting held between the Town and a Property Owner or their designate where information is provided regarding a proposed development and the Town has issued a formal agreement

“**Property**” means any land or premises within the Town.

“**Pruning**” means the removal of live or dead branches from a tree.

“**Qualified Person**” means a person who, in the opinion of the Director, has satisfactory qualification, experience, education or knowledge to be an expert in the matter.

“**Region**” means The Regional Municipality of Niagara.

“**Replacement Tree**” means a Tree of a size and type determined by the Town that is required to be planted to replace a Tree Destroyed or Injured pursuant to a Permit.

“**Security**” means a financial deposit in a form of an irrevocable letter of credit or other type(s) of financial security acceptable to the Town from a financial institution to specify and submit a sum of money to the Town as determined by the Director as a condition of a Permit.

“Sensitive Natural Areas” means *areas within a Provincially Significant Wetland, Provincial Life Sciences Area of Natural Scientific Interest, or Significant Woodland, as defined in the Town or Regional Official Plan*

“**Site**” means the Property where activities subject to this By-law are planned or executed, and in the case of a tract of land that extends over multiple landholdings, each separate landholding is a separate “Site.”

“**Town**” means The Corporation of the Town of Fort Erie or the geographic area of the municipality, as the context requires.

"**Tree**" or “**Trees**” means any living species of woody perennial plant, including its root system, which has reached or can reach a height of at least 4.5 meters at physiological maturity.

“**Tree Preservation and Replacement Guide**” means a non-binding reference document prepared by the Town of Fort Erie that provides plain-language guidance on the interpretation and application of By-law 33-2024, including the tree permit application process, preservation measures, and replacement requirements.

"**Tree Preservation Plan**" means a plan, prepared by a Qualified OPFA Member or Certified Arborist, for the purpose of protecting and preserving Trees on properties where development or disturbance of Trees is to occur.

"**Tree Protection Zone"** means the area around a tree that must be protected from disturbance to preserve the tree's health and structural stability, measured as a minimum radial distance from the outside edge of the trunk in accordance with the requirements set out in Schedule "F".

"**Tree Stump**" means the remaining base portion of a tree trunk and its roots that is left in the ground after the main stem and canopy have been removed or have fallen *and includes situations where a tree has been removed in its entirety, including the base and root system.*~~.~~

"**Urban Boundary**" means the Urban Growth Boundary as shown on Schedule A of the Town's Official Plan.

"**Woodland**" or "**Woodlands**" means land on one or more properties with a density of at least:

a) 1,000 Trees, of any size, per hectare; or

(a) 750 Trees, measuring over five (5) centimetres in Diameter at DBH, per hectare; or

(b) 500 Trees, measuring over twelve (12) centimetres, in Diameter at DBH, per hectare; or

(c) 250 Trees, measuring over twenty (20) centimetres, in Diameter at DBH, per hectare;

but does not include:

(a) cultivated fruit or nut orchard;

(b) a plantation established for the purpose of producing Christmas Trees and which is being actively managed and Harvested for the purposes for which it was planted, except that this does not refer to plantations that have ceased being managed or Harvested for their intended purpose for a period of 15 years or more; or

(c) a bona fide Tree nursery that is being actively managed and Harvested for the purposes for which it was planted;

(d) a hedgerow or windrow less than 20 meters in width.

"**Zoning By-law**" means the Town's Zoning By-law.

3 SCOPE

3.1 This By-law applies to private Property in the Town in respect of:

(a) ~~To t~~Trees ~~over~~greater than 10~~cm~~ centimetres DBH located within the Natural Heritage System; (Note the underlined words are further suggested amendments)

(b) ~~To~~ Trees greater than or equal to 30~~cm~~ centimetres DBH located within the Urban Boundary;

(c) ~~To~~ Trees designated as a Heritage Tree under Part IV or Part V of the Ontario Heritage Act;

(d) ~~To~~ Trees of any size located on lands upon which there is a pending ~~an~~ application for a plan of subdivision, a plan of condominium, a severance or cConsent, an Official Plan amendment, a Zoning Bylaw amendment, a minor variance, or a site plan approval;

(e) ~~To~~ Trees of any size located on lands ~~upon~~ in respect of which ~~there has been~~ a Pre-Consultation meeting has been held with the Town for a plan of subdivision, a plan of condominium, a severance or ~~c~~Consent, an Official Plan amendment, a Zoning Bylaw amendment, a minor variance, or a site plan approval, ~~and~~provided that the Pre-consultation Meeting ~~was held~~occurred no more than one year prior;

(f) ~~To~~ Trees of any size identified ~~as a Tree~~ in a Tree Preservation Plan submitted ~~as part of~~in connection with a development application; and

(g) ~~To~~ Replacement Trees planted as a condition~~requirement~~ of a ~~p~~Permit issued under the By-law

3.2 This By-law applies to public Property in the Town in respect of:

(a) ~~To~~ Trees of any size.

4 EXEMPTIONS

4.1 ~~—~~This By-law does not apply to:

a) activities or matters undertaken by a municipality or a local board of a municipality;

b) activities or matters undertaken under a licence issued under the Crown Forest Sustainability Act, 1994;

c) the ~~i~~Injur~~y~~~~ing~~ or ~~d~~Destruction of Trees by a person licensed under the Surveyors Act to engage in the practice of cadastral surveying or his or her agent, while making a survey;

d) the ~~i~~Injur~~y~~~~ing~~ or ~~d~~Destruction of Trees imposed after December 31, 2002 as a condition to the approval of a site plan, a plan of subdivision or a C~~c~~onsent under section 41, 51 or 53, respectively, of the Planning Act or as a requirement of a site plan agreement or subdivision agreement entered into under those sections;

e) the ~~i~~Injur~~y~~~~ing~~ or ~~d~~Destruction of Trees imposed after December 31, 2002 as a condition to a development permit authorized by regulation made under section 70.2 of the Planning Act or as a requirement of an agreement entered into under the regulation;

f) the ~~i~~Injur~~y~~~~ing~~ or ~~d~~Destruction of Trees by a transmitter or distributor, as those terms are defined in section 2 of the Electricity Act, 1998, for the purpose of constructing and maintaining a transmission system or a distribution system, as those terms are defined in that section;

g) the ~~i~~Injur~~y~~~~ing~~ or ~~d~~Destruction of Trees undertaken on land described in a licence for a pit or quarry or a permit for a wayside pit or wayside quarry issued under the Aggregate Resources Act;

h) the ~~i~~Injur~~y~~~~ing~~ or ~~d~~Destruction of Trees undertaken on land in order to lawfully establish and operate or enlarge any pit or quarry on land;

i) that has not been designated under the Aggregate Resources Act or a predecessor of that Act, ~~and;~~

j) on which a pit or quarry is a permitted land use under a by-law passed under section 34 of the Planning Act. 2001, c. 25, s. 135 (12); 2002, c. 17, Sched. A, s. 27 (3, 4).

k) the Injury or Destruction of a Tree that is located within a building, a solarium, a rooftop garden, interior courtyard, actively managed golf course, cemetery, actively managed cultivated orchard, Tree farm or plant nursery;

l) Woodlands one hectare ~~1 ha~~ in size or larger as defined by the Niagara Region Woodland Conservation By-law, or any successor by-law regulating the ~~i~~Injury or ~~d~~Destruction of Trees in Woodlands in the Niagara Region;

m) the Injur~~ying~~ or Destruction of Trees undertaken by a Conservation Authority;

n) the Injur~~ying~~ or Destruction of Trees at the direction of Emergency Services;

o) Pruning that is necessary to maintain the health and condition of a~~the~~ Tree ~~and~~provided the work is carried out in accordance with Good Arboricultural Practices;

p) ~~A~~ Trees located on lands operated by a railway;

q) ~~Where~~Trees subject to a Property Standards Order or Lot Maintenance Order ~~has been~~ issued by an Officer for the removal of a Hazardous Tree; and~~.~~

~~r) The Harvesting, Injuring or Destruction of Trees by a Farmer that involves the for the purpose of clearing land of Trees for Agricultural Use, provided that: on land that is owned by the Farmer doing the clearing and is part of a farm operation or farm corporation that has existed for at least three (3) years prior to such clearing;~~

~~the land is owned by the Farmer performing the clearing, or by a farm operation or farm corporation that has been in existence for at least three (3) years prior to the clearing;~~

~~i. tThe clearing shall be is carried out in accordance with Normal Farm Practices, as defined in the Farming and Food Production Protection Act, 1998, S.O. 1998, c. 1, as amended, provided that;~~

~~ii. the land that is cleared is put into Agricultural Use within three (3) years of the date on which such clearing commences from the commencement of clearing; and~~

~~iii. the land being cleared for Agricultural Use is located outside the Urban Boundary, and is designated in the Official Plan and zoned for Agricultural Use in the Zoning By-law.~~

5 GENERAL PROHIBITIONS

5.1 Subject Section 8.0, and notwithstanding Section 4.0, no person shall injure or destroy a tree, or cause or permit the injury or destruction of a tree, without a ~~p~~Permit or ~~e~~Exemption ~~l~~Letter.

5.2 No person shall Injure or Destroy a Tree or cause or permit the Injury or Destruction of a Tree that is not in accordance with ~~a permit.~~this By-law.

5.3 No person shall fail to protect a Tree in accordance with all conditions of a Permit.

5.4 No person shall fail to comply with all conditions of a Permit.

5.5 No person shall fail to protect a Tree marked for preservation on an approved Tree Protection Plan submitted as part of a plan of subdivision, a plan of condominium, a severance or ~~c~~Consent, an Official Plan amendment, a Zoning Bylaw amendment, a minor variance, or a site plan approval;

5.6 No person shall fail to comply with an Order issued under this By-Law.

5.7 No person shall provide false or misleading information on an Application.

5.8 No person shall remove an Order that has been posted to the affected land(s) without approval from the issuing Officer.

5.9 No person shall fail to notify the Town within 48 hours of the change of registered ~~O~~ownership of the property within one ~~1~~ year ~~of when a~~from the date that a ~~p~~Permit has been issued.

5.10 No person shall obstruct or hinder, or attempt to obstruct or hinder, an Officer in the exercise of a power or the performance of a duty under this By-law.

5.11 No person shall fail to replant a ~~r~~Replacement ~~t~~Tree or pay ~~c~~Cash-in-~~l~~Lieu as directed in a ~~p~~Permit ~~condition.~~

5.12 No person shall ~~i~~Injure, ~~d~~Destroy or remove a ~~t~~Tree S~~s~~tump of a regulated tree without a ~~p~~Permit or exemption letter.

5.13 Where a ~~t~~Tree ~~s~~Stump has been injured, destroyed or removed the measurements will be based on the maximum size requirements for compensation.

6 EXCEPTIONS

6.1 Despite Section 5.1, a ~~p~~Permit is not required under this By-law for the following activities provided that a written ~~Exception~~ Exemption Letter is ~~provided~~ issued by the Town:

a) The Injuring or Destruction of the following invasive species including the following Tree species:

i. Morus alba (White Mulberry)
ii. Rhamnus cathartica (Common Buckthorn)
iii. Rhamnus frangula (Glossy Buckthorn)
iv. Black Alder (Alnus glutinosa)
v. Ailanthus altissima (Tree of Heaven)
vi. Acer platanoides (Norway Maple)
vii. Acer negundo (Manitoba Maple)
viii. Aesculus hippocastanum (Horse Chestnut)
ix. Betula pendula (Silver birch or European White birch)
x. Elaegnus angustifolia (Russian Olive)
xi. Elaegnus umbellate (Autumn Olive)
xii. Picea abies (Norway Spruce)
xiii. Pinus sylvestris (Scots or Scotch Pine)
xiv. Populas alba (White Poplar)
xv. Robinia pseudoacacia (Black Locust)
xvi. Ulmus pumila (Siberian Elm)

b) There may be some circumstances where invasive species trees within a wood lot may require compensation, invasive species can provide a large canopy cover and habitat to bird and bat species. Invasive species as listed in 6.1c) will be evaluated on a site-specific basis for Planning Act applications including Zoning By-law Amendments, Official Plan Amendments, Site Plan Control, Consent Applications, Minor Variances or Draft Plan of Subdivision or Condominium.

c) The Harvesting, Injuring or Destruction of Trees by a Farmer for the purpose of clearing land for Agricultural Use, provided that:

i. the land is owned by the Farmer performing the clearing, or by a farm operation or farm corporation that has been in existence for at least three (3) years prior to the clearing;

ii. the clearing is carried out in accordance with Normal Farm Practices, as defined in the Farming and Food Production Protection Act, 1998, S.O. 1998, c. 1, as amended;

iii. the land that is cleared is put into Agricultural Use within three (3) years from the commencement of clearing; and

iv. the land being cleared for Agricultural Use is located outside the Urban Boundary, and is designated in the Official Plan and zoned for Agricultural Use in the Zoning By-law.

iv.v. Prior to clearing trees for Agricultural Use, the Farmer must advise the Director of the proposed clearing and obtain an exemption letter.

c)d) The Harvest of Trees located within a Woodland by the Owner of a Property for the for the purpose of heating a dwelling situated on the Property or for personal use on the Property, provided that: maintained on the property which the Trees are located (or part thereof) where the Owner has been the registered Owner of the Property on which the Trees are located for a minimum of 2 years prior to the date of Harvest and provided that:

i. the Owner has been the registered Owner of the Property for a minimum of two years immediately preceding the date of the Harvest;

i.ii. such activitythe Harvest is conducted consistentin accordance with with Good Forestry Practices; and

ii.iii. no more than 10 Trees per hectare are Harvested, iInjured or dDestroyed in a calendar year.

7 APPLICATION FOR PERMITS

7.1 If Where an Owner wishes proposes to Injure or Destroy or Injure one or more Trees of on the Owner's Property,Trees or wishes to undertake any activity whichthat may result in the Injury or Destructionoy or Injure of one or more of the Owner's Trees, and if none of the where no exemptions or exceptions set out in under this By-law applies,are applicable, the oOwner shall submit an Application approved byto the Town in accordance with this By-law.

7.2 An Applications for a Permits will onlyshall not be processed ifunless:

a) the aApplication form has been completed in full, duly signed and submitted to the Director; and

d)e) the requirements that must be submitted with the application have been included;all required supporting documentation and information have been submitted.

7.3 Where the Tree is a Boundary Tree, the Applicant must provide shall submit, with the Application, the written consent of the other adjacent property Oowner.

7.4 An Application that does not meet the requirements of this By-law shall be deemed incomplete, willshall not be processed, or approved and willshall be returned to the Applicant within 30 days of receipt.

8 PERMIT ISSUANCE

8.1 A pPermit shall may be issued to remove or iInjure or Destroy a tTree including the removal of the Tree sStump when all of the following are satisfiedwhere:

a) the Application is complete;

a)b) the Application Fee has been paid; and

b)c) the TownDirector is satisfied that one or more of the following grounds for permit issuance apply:

i. the Tree is a Dead Tree or Hazardous Tree;
ii. based upon the opinion of an Arborist, removalit is necessary due to remove unsafe Treessafety concerns;
iii. based on the opinion of the Director, the Tree or Trees areis causing or areis likely to cause structural damage to load-bearing structures or roof structures;

iv. based upon the opinion of a ~~'q~~Qualified ~~p~~Person~~' (as defined in the Environmental Protection Act)~~, the Tree Injury or Destruction is required to remediate contaminated soil;

v. the Tree Injury or Destruction is required pursuant to a Building Permit where there are no reasonable alternatives to locating ~~those~~ utilities or infrastructure;

vi. based on the opinion of an Arborist and/or a Registered Professional Forester, the Tree Injury or Destruction ~~represents~~is consistent with Good Arboricultural Practices and/or Good Forestry Practices~~.~~;

vii. ~~the Application Fee has been paid to the Town.~~

8.2 For the purposes of Sections 6.1(a) and 8.1, the ~~o~~Owner of a residential lot may submit a~~n permit a~~Application or request for an ~~Exception~~Exemption Letter ~~along~~ together with ~~proof~~evidence of the condition of the tree, in a form satisfactory to the Director~~., who~~The Director shall determine whether an ~~a~~Arborist~~'s r~~Report or inspection is ~~necessary~~required ~~in order~~ to process the ~~a~~Application or request and, ~~if so,~~where an inspection is required, a~~the~~ Town ~~a~~Arborist may~~shall be deployed to~~ inspect the tree and report his/her findings to the Director.

8.3 ~~Following the receipt of a complete application~~In determining whether to issue a Permit under section 8.1, the Director ~~of Planning~~ shall consider the following criteria~~: in approving or refusing a Tree Permit:~~

a. the ~~C~~condition of the Tree, ~~(such as,~~including but not limited to its diameter, height, health, and structural integrity as assessed by an Arborist~~;, and structural integrity)~~

b. the ~~L~~location of the Tree;

c. the ~~S~~species of the Tree;

d. the Crown Coverage of the ground;

e. ~~t~~The protection of ecological systems and their functions, including the protection of native flora and fauna;

f. ~~E~~erosion and sedimentation of watercourses and flood control; and

g. ~~I~~impacts on surrounding properties including loss of shade, vistas or privacy.

9 PERMIT CONDITIONS

9.1 Every Permit ~~that is~~ issued under this By-law is subject to the following conditions determined by the Director, all of which shall be performed and observed by the Permit Holder:

a) the requirement for planting of Replacement Tree(s) in accordance with Schedule “B” or as may otherwise be determined appropriate by the Town having regard for the existing canopy coverage on the subject site;

~~e)~~f) the Permit Holder shall ensure that the number of Replacement Trees, and the species, or choice of species, size and location of Replacement Trees, are planted on the same Site by the date specified on the Permit;

~~f)~~g) where there is insufficient space on the same Site to plant all the Replacement Trees, the Permit Holder shall plant as many Replacement Trees the Site will allow and the Permit Holder shall forthwith pay the fee in Schedule “C” with respect to the number of Replacement Trees that could not be planted due to insufficient space (Fee for Off-Site Tree Planting);

~~g)~~h) The minimum tree replacement size is a 35 mm caliper deciduous tree, or a one hundred and fifty (150) centimeter height coniferous tree in a 5-gallon container or balled and bur lapped or in a wire basket;

~~h)~~i) With the exception of a residential lot where the Permit Holder has agreed in the permit to replace any replacement tree that has failed to survive for a period of two years after planting pursuant to the Permit, security be delivered to the Town to cover the costs of the replacement tree(s), and the maintenance of the tree(s) for a period of up to two (2) years as determined in Schedule “C”.

9.2 Notwithstanding any other provision of this By-law, the Director may impose additional special terms and conditions on any Permit at issuance or at any time during the term of the Permit, including ~~special conditions which can include,~~ but ~~are~~ not limited to:

a) the manner and timing in which the Injury~~ing~~ or Destruction of a Tree is to occur;

~~i)~~j) the species, size, number and location of Trees to be Injured or Destroyed, ~~—~~or ~~to be~~ planted;

~~j)~~k) the marking of ~~t~~Trees to be cut with paint;

~~k)~~l) the forthcoming submission of additional information required before the ~~p~~Permit comes into effect;

~~l)~~m) measures to be implemented to mitigate the direct and indirect effects of the Tree Injury or Destruction;

~~m)~~n) where Trees are proposed to be retained, and where an Arborist Report is required, identifying the location, species and size of Trees on the property and a Tree Protection Plan, including but not limited to barriers and hoarding for the purpose of avoiding the Injuring or Destruction of the Trees that are to be retained;

~~n)~~o) where there is a discrepancy in the health assessment regarding the condition of the Tree to be Injured or Destroyed, and where the Town of Fort Erie so requires, a written evaluation by an Arborist of the condition of the Tree; and

p) a condition recommended by a Qualified Person that the Town of Fort Erie determines is appropriate.

~~o)~~q) that measures be implemented to mitigate the direct and indirect effects of tree injury or destruction on Sensitive Natural Areas. This expands the scope of the by-law to consider broader ecological impacts beyond individual trees.

9.3 A Permit issued under this By-law shall be valid only for the period ~~of time for which it is issued~~specified on the Permit and shall not be transferable. Unless expressly stated on the face of the Permit, all Permits issued under this By-law shall expire six (6) months after issuance.

9.4 A Permit may be renewed by the Director for up to two (2) additional ~~one (1)~~ one-year terms contiguous with the expiry date of the original Permit and after a written request from the Owner for renewal is made to the Director, who must be satisfied that there are reasonable grounds for the renewal.

9.5 A Permit issued under the By-law does not relieve the Owner of any other applicable municipal, provincial, or federal by-laws, regulations or requirements.

10 RESPONSIBILTY OF THE PERMIT HOLDER

10.1 The Permit Holder shall:

a) pay all fees associated with this By-Law;

~~p)~~r) ensure the use of the ~~p~~Property is permitted or conforms with the uses permitted under the applicable Zoning By-Law or is a legal non-conforming use;

~~q)~~s) meet all of the conditions of the Permit;

~~r)~~t) ensure that they remain in compliance with applicable law(s), including but not limited to the Migratory Birds Convention Act, 1994, and the Endangered Species Act, 2007;

~~s)~~u) ensure that the Permit is posted in a public location for a time period before, during and after the Tree Injury or Destruction;

~~t)~~v) ensure that measures are implemented to protect any retained Trees;

~~u)~~w) ensure that the Town ~~of Fort Erie~~ is notified within 48 hours of change registered Ownership of the P~~p~~roperty;

~~v)~~x) ensure the posting of Security, that the Town ~~of Fort Erie~~ may draw upon in full if the By-law is contravened or if there is a failure in the proper, complete execution of a Permit and its conditions and the Town has to restore all or part of the ~~p~~Property;

~~w)~~y) ensure they comply with any requirements to protect or relocate wildlife; and

~~x)~~z) ensure they implement any measures outlined within an Arborist Report submitted with the Application within a period of time specified by the Town of Fort Erie.

11 PERMIT REFUSAL, SUSPENSION, OR REVOCATION

11.1 The Town may deny, ~~revoke,~~ suspend or revoke a Permit, or impose additional terms ~~and/~~or conditions, ~~on a Permit~~ on any one or more of the following grounds:

a) the Tree is an endangered species or threatened species as defined in the Endangered Species Act, 2007, S.O. 2007, c. 6, or the Species at Risk Act, S.C. 2002, c. 29;

~~y)~~aa) the Tree is designated under Part IV of the Ontario Heritage Act, R.S.O. 1990, c. O.18;

~~z)~~bb) migratory birds ~~are making use of the Tree, or migratory bird~~or nests are present in the Tree, as contemplated in the Migratory Birds Convention Act, 1994, S.C. 1994, c. 22;

~~aa)~~cc) the Tree Injury or Destruction would adversely impact the protection and preservation of ecological systems and their functions, including the protection and preservation of native flora and fauna;

~~bb)~~dd) the Tree Injury or Destruction would result in erosion, flood control issues ~~and~~or sedimentation of watercourses;

~~cc)~~ee) ~~any information contained in~~ the Application ~~form or any other information provided to the Town~~ or supporting documents contain false, misleading, ~~is~~ or inaccurate information;

~~dd)~~ff) the Applicant, Owner or any person working under the authority of the Owner fails to comply with any condition of the Permit or this By-law;

~~ee)~~gg) the Applicant, owner or any person acting under the authority of the Owner is carrying on activities that are in contravention of this By-law;

~~ff)~~hh) there are reasonable grounds to believe that an Application or other documents provided to the Town by or on behalf of the Property Owner contains a false statement;

~~gg)~~ii) A~~a~~n application for rezoning, a consent, a minor variance, a plan of subdivision or a site plan to the land on which the Tree(s) is located has been submitted to the Town, but has not received final approval;

~~hh)~~jj) ~~I~~issuance of a~~the required~~ permit pursuant to the Niagara Region Woodland Conservation By-~~l~~Law has not been obtained; ~~is required; and~~

~~ii)~~kk) ~~An~~the Application is inconsistent with an approved Tree Protection Plan.

~~jj)~~ll) the Permit was issued in error;

~~kk)~~mm) the Owner requests, in writing, that it be revoked;

~~ll)~~nn) the ~~Permit is still valid, but there has been a~~ change in the ~~L~~legal ~~O~~ownership of the ~~land~~Property; ~~and~~

~~mm)~~oo) the ~~Town is satisfied that there is a~~ material change in circumstances in connection with or on the Site and the Town is satisfied that the Permit needs to be revoked to avoid further Injury or Destruction of a Tree or Trees;

~~nn)~~pp) ~~When~~ a ~~t~~Tree has been determined to be a Town ~~t~~Tree and it has not been determined to be dead, ~~a~~ hazardous or part of an approved Planning Act ~~application~~ or Building Permit application; ~~, a removal permit will not be approved;~~

~~oo)~~qq) ~~Staff determine that~~ none of the criteria ~~provided~~ listed in Section 8.1 (permit issuance criteria) are satisfied; ~~applies to the permit;~~

~~pp)~~rr) ~~When a~~the permit has been inactive for a period of six (6) months;

~~qq)~~ss) ~~When~~ a Planning Application is applied for concurrently with the Tree Permit., ~~the Tree Permit will be cancelled.~~

11.2 When denying, suspending or revoking a Permit, the Director shall notify the Applicant in writing and provide reasons for their decision to the Applicant.

12 ORDER TO DISCONTINUE ACTIVITY

12.1 Where ~~there is~~ a contravention of this By-law has occurred, an Officer may issue an Order requiring the Property ~~o~~Owner or any ~~p~~Person who has contravened this~~e~~ By-law, or who has caused or permitted the Injury~~ing~~ or Destruction of a Tree(s) to ~~stop~~immediately cease the Injury~~ing~~ or Destruction of the Tree(s).

~~12.1~~12.2 An~~The~~ Order issued under section 12.1 shall set out:

a) the municipal address or the legal description of the land;

~~r)~~tt) particulars of the contravention;

~~ss)~~uu) the period within which there must be compliance with the Order.

B/L 53-2025

12.2 An Order issued under this By-law may be served personally, by regular mail to the last known address or by electronic mail to the last known email address of the person to whom the Order is directed. Service shall be deemed to have been effective~~ed~~ on the date of personal delivery, five (5) days after the date of mailing, or on the date the email is sent, unless evidence to the contrary is provided.

12.3 The Officer shall post the Order containing the terms of the Order on the affected lands. The placing of the Order shall be deemed to be sufficient and immediate service of the Order on the Person to whom the Order is directed. The Order to Discontinue Activity shall not be removed without the approval of the Officer.

~~12.2~~12.3 Where service of an Order is made by regular or registered mail, service shall be deemed to have been served on the fifth day after the date the Order is mailed.

13 ORDER TO COMPLY

13.1 Where a contravention of this By-law has occurred, ~~the~~ an Officer may issue an Order to Comply requiring the ~~p~~Property ~~o~~Owner or any person who has contrived this By-law, to ~~rehabilitate~~ restore the land to ~~the lands state~~to its condition prior to ~~work~~ the commencement~~ing,~~ of the work, or to plant, replant or replace any Tree~~s.~~, as directed by the Town.

13.2 The Order may be served in accordance with the service provisions contained in Section 12.2, 12.3, and 12.4, The Order to Comply shall include:

a) the name of the property Owner and the municipal address or the legal description of the land;

b) the particulars of the contravention;

c) the work to be done and the date by which the work must be done;

d) a statement that if the work is not done to bring the property into compliance within a specified time period, the Town may have the work done at the expense of the Owner; and

e) contact information of the Officer.

13.3 If a Person fails to comply with an Order issued pursuant to this section, the Town may enter onto the land(s) at any reasonable time for the purposes of carrying out a inspection or commencing rehabilitation of the land described in the Order, at the Owners expense.

13.4 If the Town enters onto the land(s) and completes the work, the Town may recover its costs by adding the costs to the Registered Owners tax roll and collecting them in the same manner as property taxes.

14 OFFENCES AND PENALTIES

14.1 Every person who contravenes any provision of this By-law is guilty of an offence and upon conviction is liable to such penalties, as provided for in the Provincial Offences Act, R.S.O 1990, c. P.33 and the Municipal Act, 2001.

14.2 In addition to any other remedy or enforcement mechanism available to the Town, w~~W~~here an Officer is satisfied that a person has ~~failed to comply with~~ contravened any provision of this By-law, the Officer may issue a penalty notice imposing an Administrative Penalty in the amount ~~as established~~set out in schedule "A" to this By-law.

14.3 Administrative Penalty By-law No. 111-2019 as amended or replaced from time to time, applies to each Administrative Penalty issued pursuant to this by-law.

~~14.4 Every person who contravenes any provision of this By-law shall, upon issuance of a penalty notice in accordance with Administrative Penalty By-law No. 111-2019, be liable to pay to the Town an administrative Penalty in accordance with that By-law.~~

15 ADMINISTRATION AND ENFORCEMENT

15.1 This By-law shall be administered and enforced by the Town or any person or Officer appointed to administer or enforce this By-Law.

15.2 An Officer may, for the purpose of enforcing this By-law, exercise any power, authority or remedy granted to the Town pursuant to the Municipal Act, 2001.

15.3 An Officer may, at any reasonable time, enter upon and inspect any property to determine if this By-law is being complied with.

15.4 For the purposes of an inspection under section 15.3 of this By-law, an Officer may require the production for inspection of documents or things relevant to the inspection, inspect and remove relevant documents or things for the purpose of making copies or extracts, require information from a person concerning a matter related to the inspection and/or take photographs, samples, measurements necessary for the purpose of the inspection and may also include being accompanied by a person possessing special or expert knowledge.

15.5 No person shall fail to comply with an Order made under section 12.0 or 13.0.

15.6 Where any person fails to comply with an Order made under section 12.0 or 13.0 by the prescribed date, the Town may do any matter or thing necessary to bring the property into compliance with this By-law at the expense of the person in default of the Order.

15.7 No person shall obstruct or hinder, or attempt to obstruct or hinder, an Officer in the exercise of a power or the performance of a duty under this By-law.

15.8 An Owner may appeal the denial of a Permit or ~~Exception~~ Exemption Letter, any condition imposed on the granting of a Permit or any decision of the Town ~~a~~Arborist or Director under the provisions of this By-~~L~~law to the Property Standards Committee.

16 GENERAL

16.1 In the event of a conflict between this by-law and the provisions of another Town By-l~~L~~aw, the provisions in this By-~~L~~law shall prevail.

16.2 If any section or part of this By-law is found by any court of competent jurisdiction to be illegal or beyond the power of Council to enact, such section or part 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 to be enacted as such.

16.3 This By-~~l~~Law shall be read with all changes in number or gender as are required by context.

16.4 Any reference to legislation or ~~M~~municipal ~~B~~by-~~l~~Laws includes the legislation or ~~B~~by-~~l~~Law and any amendment, replacement, subsequent enactment or consolidation of such legislation or ~~B~~by-~~l~~Law.

16.5 That the Clerk of the Town is authorized to affect any minor modifications, corrections or omissions, solely of an administration, numerical, grammatical, semantical or descriptive nature to this By-~~L~~law or its schedules after the passage of this By-~~l~~Law.

16.6 By-law 60-04 of the Corporation of the Town of Fort Erie and all amendments thereto, are to be repealed on the 18th of March, 2024.

16.7 Despite subsection 1~~6~~5.6, By-law 60-04, as amended, shall continue to apply to:

a) proceedings in respect of offences that occurred before its repeal;

~~tt)~~vv) permits in compliance with Bylaw 60-04, which were approved prior to its repeal.

16.8 This By-law will come into effect on the 18th Day of March, 2024

16.9 This by-law does not apply to trees that have been previously approved to be removed with building permits, site plans, minor variances, consents, approved subdivisions, approved plan of condominiums, zoning by-law amendments, official plan amendments, or development agreements approved on or before May 26, 2024.

Read a first, second and third time and finally passed this 18 day of March 2024.

_____
Mayor

_____
Clerk

SCHEDULE "A"
To Tree By-law No. 033-2024

Administrative Penalties

For the purposes of this By-law:

Column 1 ("Description of Offence") in the table sets out the short form wording to be used in a Penalty Notice for a contravention of the designated provisions listed.

Column 2 ("Section") in the table lists the specific section of the provision that has been contravened.

Column 3 ("Penalty Tier 1") sets out the Administrative Penalty amounts that are payable for contraventions of the designated provisions listed in Columns 1 and Column 2.

Column 4 ("Penalty Tier 2") sets out the Administrative Penalty amounts that are payable for a second ~~(2nd)~~ contravention of the designated provisions listed in Columns 1 and Column 2 by the same person within a one (1) year period ~~since the previous offence conviction~~from the date the first penalty notice is affirmed.

Column 5 ("Penalty Tier 3") sets out the Administrative Penalty amounts that are payable for a third ~~(3rd)~~ contravention of the designated provisions listed in Columns 1 and Column 2 by the same person within a one (1) year period ~~since the previous offence conviction~~from the date the second penalty notice is affirmed.

Column 1	Column 2	Column 3	Column 4	Column 5
Offense	Section	Penalty Tier 1	Penalty Tier 2	Penalty Tier 3
Injure or Destroy a Tree or cause or permit the Injury or Destruction of a Tree – without permit or exemption letter	5.1	$1,500.00	N/A	N/A
Injure or destroy Tree – not in accordance with permit conditions	5.2	$800.00	$900.00	$1000.00
Fail to protect a Tree in accordance with permit conditions	5.3	$550.00	$650.00	$750.00
Fail to comply with conditions of permit	5.4	$400.00	$500.00	$600.00

Fail to protect a Tree in accordance with an approved Tree Preservation Plan	5.5	$1,500.00	N/A	N/A
Fail to comply with Order to Discontinue Activity	5.6	$500.00	$600.00	$700.00
Fail to comply with an Order to Comply	5.6	$500.00	$600.00	$700.00
Provide false or misleading information on Application	5.7	$450.00	$550.00	$650.00
Remove a posted Order without Officer approval	5.8	$350.00	$450.00	$550.00
Fail to notify the Town within 48 hours of change of registered Ownership	5.9	$500.00	N/A	N/A
Obstruct an Officer	5.10	$500.00	N/A	N/A
Injure, destroy or remove tree stump(s) without a permit.	5.12	$4500.00	$9000.00	$10000.00

SCHEDULE "B"

To Tree By-law No. 033-2024

Tree Replacement and Planting

As a Condition to a Permit that has been issued for a Tree located on a residential property where there is an occupied dwelling, ~~or a single detached dwelling that has been approved by a building permit, or a Minor Variance,~~ the permit holder will be required to replace the tree at a 1:1 ratio.

Any other permit holder ~~will be applying for a Consent or~~ any ~~other~~ relevant Planning Act application will be subject to the replacement ratios depicted in Table ~~B.1.~~ B.2

~~Developers who are applying for an Official Plan Amendment, Zoning By-Law Amendment, Site Plan Control or a Commercial or Industrial Development will be subject to the requirement set forth in Table B.2.~~

~~**Table B.1 - Replacement Tree Ratios by DBH**~~

~~Diameter at Breast Height (DBH) in Centimetres~~	~~Number of Replacement Trees~~
~~12.5-24~~	~~2~~
~~25-34~~	~~3~~
~~35-44~~	~~4~~
~~45-54~~	~~5~~
~~55-64~~	~~6~~
~~65-74~~	~~7~~
~~75-84~~	~~8~~
~~84-95~~	~~9~~
~~95-104~~	~~10~~
~~105-114~~	~~11~~
~~>115~~	~~12~~

Should it be determined by an Arborist that a tree is dead, diseased or hazardous, the tree replacement ratios outlined above do not apply. ~~Should an Officer determine a contravention of the By-law has occurred, an Order to Comply may be issued and in such case the planting of Replacement Trees is required at a ratio depicted within Table B.1.~~

Table B.2. Replacement Tree Ratios by DBH ~~(Major Developments)~~

Diameter at Breast Height (DBh) in Centimeters	Number of Replacement Trees
12.5-24	1

25-34	1
35-44	2
45-54	2
55-64	2
65-74	3
75-84	3
84-95	3
95-104	4
105-114	4
>115	5

OPA/ZBA/Site Plan Control, Draft Plan of Subdivision and Condominium and Industrial and Commercial Building Permits

A maximum of $150,000.00 cash in lieu per 5.5 Hectare Site. ~~Any sites over 5.5 Hectares.~~ Any site over 5.5 Hectares will be assessed on a graduated scale - $30,000.00 per additional hectare. Enhancements will be factored into the tree calculation.

Should it be determined by an Arborist that a tree is dead, diseased or hazardous, the tree replacement ratios outlined above do not apply. Should an Officer determine a contravention of the By-law has occurred, an Order to Comply may be issued and in such case the planting of Replacement Trees is required at a ratio depicted within Table B.1.

Table B.3 List of Preferred Trees for Replanting

American Beech	Blue Beech	Pawpaw
Trembling Aspen	Chokecherry	Pin Cherry
Balsalm Poplar	Tulip Tree	Red Maple
Basswood	Eastern White Cedar	Serviceberries
Bitternut Hickory	Eastern White Pine	Shagbark Hickory
Black Cherry	Ironwood	Red Oak
Black Walnut	Largetooth Aspen	Sycamore
Black Willow	Northern Hackaberry	Tamarack

A security deposit is required per Replacement Tree.

A security deposit per tree (for owners who are individuals) required for each Replacement Tree to be planted and can be found in the Town of Fort Erie Consolidated Fee Schedule. The security deposit will be refunded once a final inspection of the replacement plantings is complete. The deposit will be held for a two-year maintenance period.

A security deposit per tree (for owners who are corporations) is required for each Replacement Tree to be planted and can be found in the Town of Fort Erie Consolidated User Schedule. The security deposit will be refunded once a final inspection of the replacement plantings is complete. The deposit is to be held for a two-year maintenance period. A secured line of credit can be used.

SCHEDULE “C”
To Tree By-law No. 33-2024

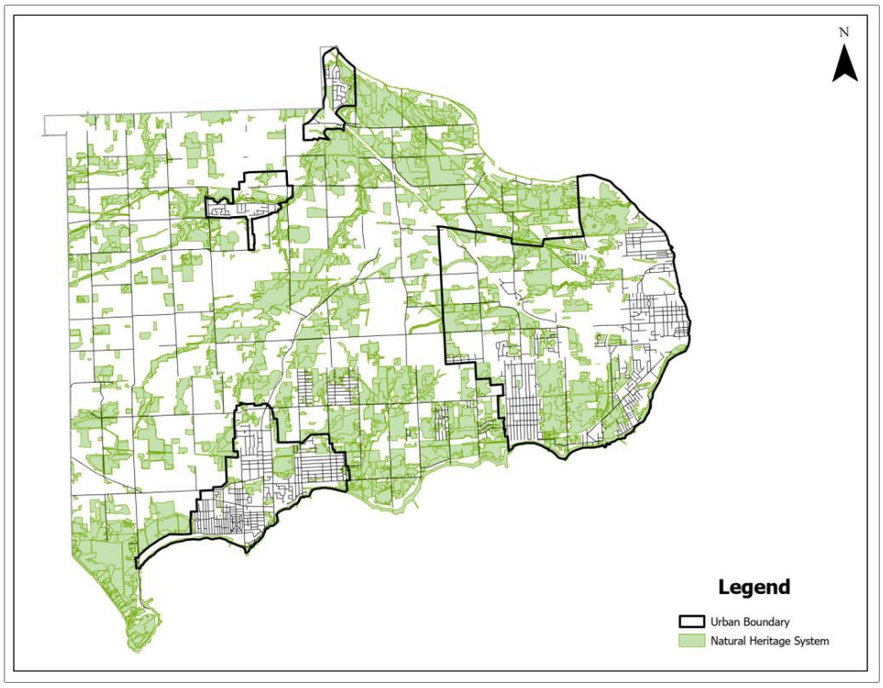
Fees for Off-site Planting

Where there is insufficient space on the same Site to plant all of the number of Replacement Trees as per Section 8.1 c) or Section 13.1 the Director shall calculate the amount of the fee by multiplying the number of Replacement Trees that could not be planted on site due to insufficient space by the Fees for Off-site Planting shown in the Town of Fort Erie Consolidated Fee Schedule.

SCHEDULE "D"
To Tree By-law No. 33-2024

Natural Heritage System

Schedule D has been compiled as of February 1, 2024. Boundaries of the Natural Heritage System and the Urban boundary are subject to change periodically. Updated mapping can be found on the Town's Website: https://www.forterie.ca/en/build-and-invest/trees.aspx



SCHEDULE “E”
To Tree By-law No. 33-2024

Fees

Permit Application Fees can be found in the Fees and Charges By-law.

Schedule F to By-law 33-2024

Minimum Tree Protection Zone

Trunk Diameter (DBH)	**Minimum Tree Protection Zone**
Less than 10cm	1.8m (5’11”)
11cm- 40cm	2.4m
41cm – 50cm	3.0m
51cm – 60cm	3.6m
61cm - 70cm	4.2m
71cm – 80cm	4.8m
81cm – 90cm	5.4m
91cm – 100cm	6.0m
Greater than 100cm	6.0m (19’8”) + 10cm (4”) per 1 cm DBH

Planning, Building and By-law Services

Prepared for: Council-in-Committee **Report: PBBS-19-2026**

Meeting Date: April 13, 2026

1. Title

Proposed Lot Maintenance By law

2. Recommendations

That: Report PBBS-19-2026 Proposed Lot Maintenance By-law be received; and further

That: Staff be directed to prepare the necessary By-law**;**

3. Relation to Council's Corporate Strategic Plan

Priority: Quality of life and community well-being
Initiative: N/A

4. List of Stakeholders

Residents and Property Owners of the Town of Fort Erie

5. Purpose of Report

Staff are seeking Council's approval to update the Towns Lot Maintenance By-law No. 92-2019 in response to a recent Superior Court ruling that found prohibitions on long grass and naturalized areas to be a violation of the Canadian Charter of Rights and Freedoms under freedom of expression.

The decision arose from a dispute in which a GTA municipality enforced a by-law requiring grass and weeds to be maintained below twenty centimeters. The property owner challenged the regulation, arguing that allowing naturalized growth supported biodiversity and pollination. The Court found that the municipality failed to provide evidence that a maximum grass height or weed removal was necessary to protect public health or safety and held that municipalities must demonstrate minimally impairing solutions rather than relying on common practice.

This decision sets a precedent and will affect how municipalities across Ontario regulate long grass and naturalized areas.

Current By-law

Under the Town Lot Maintenance By-law 92-2019, section 6.1 states.

> *Every Owner shall ensure that, other than on land zoned for agricultural operations, turf grass or similar vegetation is kept trimmed to a maximum length height of 15* ***centimeters*** *(6 inches), including the grassy boulevard portion of any highway or part thereof, in front of, alongside, or at the rear of, any building or land;*

This section will be repealed and replaced with legislation that balances residents' freedom of expression with community standards and property maintenance concerns.

Town staff from various Departments including the By-law Department, Legal and Legislative Services as well as Community Planning have reviewed the existing Lot Maintenance By-law 92-2019 for the purpose of improving clarity, easier interpretation and enforcement. The By-law will be enhanced to ensure that;

- Turf grass and similar vegetation, are delineated to specific areas of a property to protect public health, safety and property standards
- Mandatory setbacks, are articulated, to minimize impacts on neighbouring properties

The proposed changes are outlined in the Analysis section of this report.

6. Analysis

The following table summarizes the proposed changes to the Lot Maintenance By-law being considered during the amendment of the Lot Maintenance By-law 92-2019.

Lot Maintenance By-law Section(s)	**Subsection(s)**	**Description**
2.0 - Definitions	2.2.1 (new) Buffer Strip	Added to define the parameters of a buffer strip for lot sizes under one hectare
2.0 - Definitions	2.51 (new) Health or Safety Hazard	Added to clarify conditions that would constitute health or safety hazards

2.0 - Definitions	2.16 (amended) Perimeter Strip	Added to define the parameters of a perimeter strip for lot sizes over one hectare
2.0 Definitions	2.18.1 (new) Prohibited Plants	Added to identify plants in schedule “B” that are prohibited from being kept of land within the Town
2.0 - Definitions	2.25 (new) Vegetative Growth	Added to define what constitutes vegetative growth for the purposes of this By-law
3.0 Maintenance – Refuse	3.2 (amended)	Amended to allow Officers to address instances where properties create a health or safety hazard
6.0 – Vegetation on Property	6.1 (repealed) and (replaced)	This section is to be repealed as it conflicts with recent court ruling and has been replaced with two new sections (6.1 and 6.3) that balances public health, safety and property standards for properties within the Town
6.0 Vegetation on Property	6.2 (new)	This section has been added to address how health and safety hazards must be addressed in naturalized gardens
6.0 Vegetation on Property	6.3 (new)	This section has been added to address how vegetative growth that exceeds 15 cms will be addressed to balance court rulings with community standards

7. Financial, Staffing and Accessibility (AODA) Implications

There have been no amendments of existing fine amounts. The Town should not anticipate an increase in revenue generated through the application of this amendment.

8. Policies Affecting Proposal

By-law 111-2019, Being a By-law to establish a System for Administrative Penalties.

9. Comments from Departments, Community and Corporate Partners

The draft By-law responds to enforcement concerns and enhances the ability to serve the public.

Town staff from various Departments including the By-law Department, Legal and Legislative Services as well as Community Planning reviewed the By-law and made relevant comments that have been implemented.

In March of 2026, a “Let’s Talk Fort Erie” engagement page was launched to initiate comments and feedback from residents for improvement. Staff from Communications and Marketing promoted the initiative on the Town’s social media platforms and directly through the Town’s official website. The consultation period began on Friday March 20th and remains open. At this time no formal responses have been received. If responses are received, they will be reviewed and considered in the preparation of the draft By-law.

10. Alternatives

Council has the option of making no changes to the existing Lot Maintenance By-law 92-2019 or propose alternative policies or standards that can be incorporated in a revised draft.

11. Communicating Results

Should Council accept the recommendation, a community notification through the “Let’s Talk Fort Erie” will be provided to respondents from the initial consultation period and will be posted on relevant social media platforms.

12. Conclusion

That the proposed draft Lot maintenance By-law is approved by Council in its entirety and that By-law 92-2019 be repealed.

13. Report Approval

Prepared by:
Jim McCaffery, MLEO, MPA
Manager Municipal Law Enforcement

Reviewed / Submitted by:
Anamika Dilwaria, M.A, M.Pl., MCIP, RPP, Dipl.M.M.
Director of Planning, Building and By-law Services

Approved by:

Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix 1 – Draft Lot Maintenance By law

The Municipal Corporation of the Town of Fort Erie
By-law XX-2026

Being a By-law to Provide for the Maintenance of Property and Land within the Town of Fort Erie and to Repeal By-law 92-2019, as amended (Lot Maintenance By-law)

Whereas Section 11 of the *Municipal Act, 2001,* S. 2001, c. 25, as amended, provides that the municipality may pass by-laws respecting matters within the spheres of jurisdiction set out therein; and

Whereas Section 127 of the *Municipal Act, 2001,* S.O. 2001, c.25, as amended, provides that a local municipality may require an Owner or occupant of land to clean and clear the land, not including buildings, or to clear refuse or debris from the land, not including buildings; regulate when and how such matters shall be done; prohibit the depositing of refuse or debris on land without the consent of the Owner or occupant of the land; and define “refuse” for this purpose; and

Whereas Section 128 of the *Municipal Act, 2001,* S.O. 2001, c. 25, as amended, provides that a local municipality may prohibit and regulate with respect to public nuisances, including matters that, in the opinion of Council, are or could become or cause public nuisances; and

Whereas Section 131 of the *Municipal Act, 2001,* S.O. 2001, c. 25, as amended, provides that a local municipality may prohibit and regulate the use of any land for the storage of used motor vehicles for the purpose of wrecking or dismantling them or salvaging parts from them for sale or other disposition; and

Whereas Subsections 446 (1) and (3) of the *Municipal Act, 2001,* S.O. 2001, as amended, provides that if a municipality has the authority to direct or require a person to do a matter or thing, the municipality may also provide that, in default of 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 may recover the costs by adding them to the tax roll and collecting them in the same manner as property taxes;

Whereas it is desirable to pass a by-law:

(a) For the maintenance of lands by Owners and occupants, and

(b) For prohibiting refuse on lands for the purposes of promoting proper recycling and re-use resources, limiting waste and wasteful practices, limiting

or eliminating nuisances, and eliminating other unhealthy practices and conditions arising from litter, refuse or neglect within the municipality.

Now Therefore the Municipal Council of The Corporation of the Town of Fort Erie enacts as follows:

1.0 SHORT TITLE

The Short title of this By-law is the “Lot Maintenance By-law”.

2.0 DEFINITIONS

2.1 "Agricultural Operation" means an agricultural operation as defined by the *Farming and Food Protection Act, 1998,* S.O. 1998, c. 1, as amended or replaced;

2.2 "Boulevard" means that portion of the highway between the Town property line and roadway, which is not used or intended for use for vehicular travel by the general public, and includes any landscaped areas and boulevards that are separated from private property by sidewalks;

2.21 “Buffer Strip” means a maintained strip of vegetative growth located along a lot line within the front yard of a property, extending inward from and parallel to the property boundary where the lot line abuts another property.

2.3 "Derelict Vehicle" means a used vehicle or the body or chassis of a used vehicle that:

(a) is not in an operating condition and is rusted, wrecked or partly wrecked
or is dismantled or partly dismantled; or

(b) does not have affixed to it a licence plate with a current permit validation as required under the *Highway Traffic Act,* R.S.O.1990,c.H .8, as amended or replaced;

2.4 “Director” means the Director of Planning, Building, and By-law Services from time to time or the holder of the officer exercising the functions presently performed by the said Director and includes his or her designate.

2.5 “**Front Yard**” means a yard extending across the full width of a lot between the front lot line of such lot and nearest part of any building or structure on such lot.

2.51 "Health or Safety Hazard" means any condition on a property that poses a risk of injury, illness, or harm to persons, animals, or property, including but not limited to, conditions that: (a) harbour vermin or pests; (b) obstruct sightlines for vehicles or pedestrians; (c) create a fire risk; (d) accumulate stagnant water; (e) contain poisonous plants accessible to the public; or (f) involve unstable or dangerous structures."

2.6 "Highway" includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof;

2.7 "Indoor Furniture" means and includes any furniture intended for or made of such a material that would require the furniture to be sheltered from the natural elements such as rain and snow and shall include, but not be limited to items such as couches, sofas, wooden furniture, fabric covered chairs, mattresses and appliances.

2.8 "Inoperative Machinery, Trailers or Boats" means such items that are unable to operate as a result of being dismantled, partially dismantled, wrecked or incomplete, discarded or abandoned and in particular includes vehicles with missing parts, wheels, tires, engine(s), drivetrain, body components or windows.

2.9 "**Injurious Insect**" means any insect that is deemed a health hazard in the *Health Protection and Promotion Act,* or any insect that is capable of causing structural damage to a building or structure, including termites and carpenter ants.

2.10 "**Naturalized Garden**" means an area of land intentionally cultivated with native or noninvasive plant species, including but not limited to, grasses wildflowers, shrubs, annuals, perennials, ornamental grasses, trees or combination of them, which is allowed to grow in a less manicured state to promote biodiversity or for aesthetic purposes, provided it is maintained to prevent insect or rodent infestation and does not create a health or safety hazard."

2.11 "Officer" means a Municipal Law Enforcement Officer, Building Inspector or Fire Prevention Inspector of The Town of Fort Erie or Weed Inspector appointed under the *Weed Control Act,* R.S.O. 1990 c. W.5 or other person appointed or employed by the Town of Fort Erie for the enforcement of by-laws;

2.12 "Operating Condition" means, in relation to a vehicle, that it is capable of being driven on a highway in compliance with the *Highway Traffic Act,* R.S.0.1990, c.H. 8, as amended or replaced;

2.13 "Order" means any notice of non-compliance issued under this By-law;

2.14 "Owner" means a registered Owner, and includes an occupant, lessee, tenant or any other person in charge of, or in control of premises;

2.15 "Parking Area" means an area on a property where the main use of which is vehicular parking;

2.16 "**Perimeter Strip**" means a maintained strip of vegetative growth located along a lot line within the front yard of a property, extending inward from and parallel to the property boundary where the lot line abuts another property.

2.17 "Person" means an Owner, who may be a natural person, firm, corporation, partnership or association;

2.18 "**Pollinators**" may include bees, butterflies, wasps, flies, some beetles, and hummingbirds. Pollinators transfer pollen in and between flowers while visiting a plant for food.

2.18.1 "Prohibited Plants" means any prohibited plant listed in Schedule "B" of this By-law

2.19 "Refuse" means and includes:

(a) debris, junk, rubbish, or effluent belonging to or associated with a house or household or any industry, trade or business, and without limiting, all garbage, discarded material or things, broken or dismantled things, and materials or things exposed to the elements;

(b) inoperative machinery, trailers or boats;

(c) derelict vehicles;

(d) accumulations of broken concrete or asphalt pavement, brick or stone
   i. pavers, sidewalk slabs, rubble, inert fill, and all other used building materials;

(e) waste lumber, construction and demolition waste, skids or pallets;

(f) dilapidated, collapsed or partially constructed structures which are currently not under construction, and which are not larger than 10 square metres (108 square feet);

(g) indoor furniture, dilapidated outdoor furniture, household appliances and electronic equipment;

(h) furnaces, furnace parts, ducting, plumbing, pipes, fittings to pipes, water or fuel tanks, cables, wire, or wire fencing;

(i) wrecked, incomplete, dismantled, partially dismantled, inoperative, discarded or abandoned mechanical equipment, mechanical parts, accessories, or adjuncts to piping, tubing, conduits or cable;

(j) containers of any size, type or composition not being used;

(k) organic waste, other than organic waste placed in a composting container;

(l) uncut wood in its natural state including but not limited to logs, branches, tree trunks, or limbs, that has not been split or cut into lengths and stacked neatly to be used as firewood or to be collected by a waste management facility;

(m)sewage;

(n) ashes;

(o) animal excrement;

(p) any article, product, or goods of manufacture, that by reason of its state, condition or excessive accumulation:

(i) has been cast aside, discharged or abandoned;

(ii) is disused from its usual and intended use, or

(iii) is used up, in whole or in part, or expanded or worn out, in whole or in part.

(q) refuse as defined by this by-law does not cease to be refuse by reason only that it may be commercially saleable or recyclable.

2.20 "Region" means The Regional Municipality of Niagara;

2.21 "Sewage" means any liquid waste containing human, vegetable or mineral matter, waste that is in suspension whether domestic or industrial or any other waste whether in suspension or precipitated, but does not include roof water or storm run-off;

2.22 "Standing Water" means any water on property other than:

(a) a natural, moving body of water that exists on a permanent basis;

(b) a body of water that is maintained in such a way so as to prevent the

i. breeding of and/or larvae growth of mosquitoes, through the operation of a
ii. re-circulation and filtration system and or the additive of an approved
iii. substance that will prevent the breeding of and/or larvae growth of mosquitoes;

(c) any body of water containing live fish;

(d) any body of water natural to its surrounding environment including natural ponds, bogs, marshes, vernal pools and wetlands;

(e) any body of water within a municipally owned Storm Water Management Facility; and

(f) any body of water contained for less than four (4) days.

2.23 "Turf Grass" means ground cover comprised of one or more species of growing grass with or without trees, shrubbery or maintained planting, or other vegetation;

2.24 "Vehicle" includes a motor vehicle, trailer, boat, motorized snow vehicle and any mechanical equipment designed to be drawn, propelled or driven by any type of power, including muscular power;

2.25 "Vegetative Growth" means any plant material growing on a property, whether intentionally planted or naturally occurring, including but not limited to turfgrass, grasses, wildflowers, herbaceous plants, perennials, shrubs, and woody vegetation, but does not include trees regulated under any other municipal by-law.

2.25 "Weed(s)" means a noxious weed or weeds designated by or under the *Weed Control Act,* R.S.O. 1990, c.W.5, as amended or replaced, including any weed designated as a local or noxious weed under a by-law of the Town passed under that *Act.*

3.0 MAINTENANCE STANDARDS - REFUSE

3.1 Every Owner of land shall keep the land clean and free of refuse.

3.2 Every Owner shall ensure that the property is kept clean and free from conditions that create a health or safety hazard.

3.3 Every Owner of land shall ensure that a public highway, sidewalk and ~~the~~ boulevard in front of and flanking the land, and any back lane in the rear of the land, is kept free of refuse.

3.4 No person shall deposit or allow to be deposited refuse either deliberately or accidentally onto another person's land, unless the other land is designated by by-law, for the purpose of dumping or disposing of refuse, or consent is given by the land Owner.

3.5 Refuse as defined by this By-law does not cease to be refuse by reason only that it may be commercially saleable or recyclable.

3.6 Every Owner of land on which refuse has been thrown, placed, dumped, stored, or deposited shall remove the refuse from their land so that the land is in a clean and tidy condition.

3.7 A person shall be deemed to have not breached sections 3.1, 3.3 3.4 or 3.6 above by placing refuse out for collection in accordance with Municipal or Regional By-laws and collection schedules.

3.8 Every Owner shall ensure that all refuse accumulated on their land, when not placed out for collection, is stored in containers which are:

(a) made of rigid watertight construction, and in good condition;

(b) have a tight fitting cover, which may be removed only when the container is empty or is being actively loaded; and

(c) located only in the side or rear yard or screened from public view against a building, structure, fence or retaining wall and arranged in an orderly manner.

4.0 MAINTENCE STANDARDS - EXTERIOR WALLS

4.1 Every Owner shall ensure that the exterior walls of a building and its components, including soffits, fascia, doors, and windows, shall be maintained in good repair free from cracked, broken or loose brick, masonry units, stucco and other damaged defective cladding, siding or trim.

4.2 Every Owner of a building shall ensure the exterior of the building is protected by paint, suitable preservative coating, cladding, siding, trim, or similar

approved material of the same colour that is applied and maintained so as to prevent deterioration due to weather conditions, insects or other damage.

4.3 Every Owner shall ensure that exterior windows or door glass of a building shall be replaced where it is broken, cracked or missing.

4.4 Every Owner shall keep their land clean and free from unsightly chalk marks, graffiti, painted slogans and similar markings or defacements on the exterior surfaces of buildings or structures including fences.

4.5 No person shall permit exterior lighting to be directed or deflected towards adjacent land so as to disturb the comfort and enjoyment of the inhabitants, or be placed in such a position or manner to confuse or distract persons driving vehicles on the public highway.

5.0 MAINTENANCE STANDARDS - DERELICT VEHICLES

5.1 Every Owner shall keep their land clean and free of derelict vehicles.

5.2 The restriction in section 5.1 shall not apply to a derelict vehicle that is wholly contained within a building.

6.0 VEGETATION ON PROPERTY

~~**6.1** Every Owner shall ensure that, other than on land zoned for agricultural operations, turf grass or similar vegetation is kept trimmed to a maximum length height of 15 centimeters (6 inches), including the grassy boulevard portion of the any highway of part thereof, in front of, alongside, or at the rear of, any building or land;~~

~~**6.2** Notwithstanding Section 6.1, every Owner shall ensure that, if a property consists of turfgrass and is over 1 hectare (2.47 Acres) in size, the cutting of a perimeter strip is required whenever the growth exceeds 15 cm (6 inches) in height.~~

6.1 Every Owner shall maintain all vegetative growth, which for purpose of this section includes naturalized gardens, turf grass, on a lot of their property according to the following requirements:

(a) Vegetative growth shall not obstruct sidewalks, streets, walkways or municipal property;

(b) Pollinator gardens shall be set back 1 meter from any lot line located in front yard of the property;

(c) Vegetative growth shall not conceal or interfere with the use of any fire hydrant or water valves, or other municipal infrastructure;

(d) Vegetative growth shall not restrict driver and/or pedestrian sight lines at intersections, driveways, sidewalks, walkways, or visibility to all traffic control devices;

(e) Vegetative growth shall not encroach on any neighbouring or Town property, including the grassy boulevard portion of any highway or part thereof, in front of, alongside, or at the rear of, any building or land; and

(f) Vegetative growth shall not contravene any other conditions respecting health and safety hazards or other conditions as the Director of Planning, Building and By-law Services considers advisable.

6.2 Every owner shall ensure that Naturalized Gardens are maintained so as to prevent the creation of a health or safety hazard.

(i) Where a Naturalized Garden creates or contributes to a health or safety hazard, the Owner shall take such measures as are necessary to eliminate the hazard, which may include trimming, removal of excessive or dead vegetation, or other appropriate maintenance, but shall not require the removal of the Naturalized Garden except where no other reasonable means exist to address the hazard.

6.3 Every Owner shall ensure that where vegetative growth exceeds 15 cm in height (6 inches), the following requirements shall apply:

(a) For properties that are 1 hectare (2.47 acres) or less in size, a maintained Buffer Strip with a minimum width of 1.0 meter shall be provided along any lot line located in the front yard of the property, measured from the property boundary inward. The Buffer Strip shall:

(i) be maintained by cutting or other means, and where consisting of turf grass, shall be cut whenever the growth exceeds 15 cm (6 inches) in height;

(ii) be kept in a condition that prevents encroachment onto adjacent lands, including the grassy boulevard portion of any highway or part thereof, in front of, alongside, or at the rear of, any building or land;

(iii) maintain visibility and sightlines for pedestrians and motorists;

(iv) be free of prohibited plants, including noxious weeds as defined by applicable provincial legislation, and excessive accumulation of dead plant material;

(v) consist of one or more of the following:

i. Mown vegetative growth;
ii. Mulched or cultivated planting beds;
iii. Low growing ground covers; or
iv. Defined pathways or borders;

(vii) not contravene any other conditions respecting health and safety hazards as the Director of Planning, Building and By-law Services considers advisable.

(b) For properties that are greater than 1 hectare (2.47) acres in size, a maintained Perimeter Strip shall be provided along all lot lines. The Perimeter Strip shall:

(i) have a minimum width of 10 meters (32) feet), measured inward from the lot line;

(ii) be maintained by cutting or other means, and where consisting of turf grass, shall be cut whenever the growth exceeds 15 cm (6 inches) in height;

(iii) be kept in a condition that prevents encroachment onto adjacent lands or municipal property, including the grassy boulevard portion of any highway or part thereof, in front of, alongside, or at the rear of any building or land;

(iv) maintain visibility and sightlines for pedestrians and motorists;

(v) be free of prohibited plants, including noxious weeds as defined by applicable provincial legislation, and excessive accumulation of dead plant material; and

(vi) not contravene any other conditions respecting health or safety hazards as the Director of Planning, Building and By-law Services considers advisable.

6.4 Every Owner shall maintain their land free of the prohibited plants as identified in Schedule "B" of this By-law.

6.5 Every Owner shall ensure that weeds are controlled by:

(a) pulling or otherwise removing the plants from the soil;

(b) cutting the roots or stalks of the plants before the seeds have developed sufficiently to ripen after cutting;

(c) turning the soil in which the plants were growing so as to kill the weeds; or

(d) in case of poison ivy, treating it with herbicide that causes the plant to be destroyed, or prevents the growth of plants or the ripening of its seeds, provided that nothing in this clause authorizes the use of any herbicide contrary to any other law in force in the Province of Ontario."

6.6 Every Owner shall keep their land and structures clean and free from:

(a) dead, decayed, felled, fallen or damages trees, or other natural growth, and the branches or limbs thereof which may create an unsafe condition; and

(b) injurious insects, termites, rodents, vermin, or other pests, as well as conditions which may result in the harbouring of such pests. Pollinators shall be exempt from this subsection.

(c) Notwithstanding subsection (b), pollinators shall not be housed within any settlement area as defined in the Town's Zoning By-law."

6.7 Every Owner shall ensure that trees or shrubs on their land do not interfere with:

(a) the Town's or Region's highways, works, including sewer and water pipes;

(b) pedestrian or vehicular traffic on a highway;

(c) motorists' or pedestrian' view of directional signs or traffic control devices on a highway; or

(d) the sightlines of motorists or pedestrians."

7.0 STANDING WATER AND WATER DISCHARGE

7.1 Every Owner shall keep their land free of standing water.

7.2 Every Owner shall keep their land free of containers or refuse capable of holding standing water in such a manner as to be exposed to the breeding of and/or larvae growth of insects.

7.3 Every Owner shall ensure that a swimming pool, hot tub, wading pool, or residential ornamental landscaped water feature, does not become stagnant or abandoned, and is maintained in a proper operating condition, and in good repair.

7.4 Every Owner shall ensure that their land is free and clear of excavations capable of holding standing water.

7.5 Every Owner shall ensure that sump pump water is discharged into the front, rear or exterior side yard a minimum of 1.22 metres (4 feet) from the building face, and shall not be discharged into any interior side yard.

7.6 Every Owner shall ensure that where downspouts or roof gutters are provided, roof water shall be discharged via a downspout a minimum 1.22 metres (4 feet) from the building into the front, rear or exterior side yard and shall not be discharged into any interior side yard.

7.7 Where a sump pump discharge pipe or downspout has been connected to an underground discharge piping system, the water discharge shall be directed to a catch basin, swale, or ditch located on the property, or shall not be discharged within 3 metres (10 feet) of adjoining properties including Town sidewalks and highways.

7.8 Notwithstanding where a sump pump discharge or downspout discharge, they shall not impact neighbouring or Town property.

7.9 Permitted Exception

Where sump pump water or a downspout discharges, into a side yard that has adequate drainage in the form of a natural drainage pattern, a swale, storm drain or other such drainage design and does not affect neighbouring property the sump pump discharge pipe or downspout can remain unchanged.

8.0 PARKING AREAS AND WALKWAYS

8.1 Every Owner shall ensure that areas used for vehicular traffic or parking areas shall be:

(a) kept in good repair free of dirt, refuse and standing water.

8.2 Every Owner shall ensure that steps, walkways, driveways, parking spaces and other similar areas are maintained so as to afford safe passage in all weather conditions.

9.0 STREET NUMBER DISPLAY

9.1 Every Owner of a building within the urban area shall cause to be displayed and maintained thereon the street number of the building in such manner as to be plainly legible and visible from the centre of the street upon which the building fronts.

10.0 VACANT BUILDINGS

10.1 Every Owner of a vacant building shall seal the building by covering all unsecure openings with at least 12.7 mm (0.5 inch) sheet plywood securely fastened to the building and painted a colour compatible with the surrounding walls. Such plywood shall be installed within the reveal of the frame or cladding, where feasible.

11.0 PERMITTED EXCEPTIONS

11.1 Notwithstanding the provisions of this By-law, used lumber, used building materials, inoperative or derelict motor vehicles, trucks, trailers, unused machinery, machinery parts and automotive parts may be stored on an agricultural operation provided that:

(a) such material is screened from view from any land zoned residential in the Town's Comprehensive Zoning By-law, or all public highways within 152.4 metres (500 feet); and

(b) the material is used for replacement parts, vehicles or materials as part of the agricultural operation.

11.2 Every Owner of land zoned residential shall ensure that a compost heap is:

(a) no larger than 1.0 square metre wide (10.76 square feet) and 1.22 metres (4.0 feet) in height; and

(b) is enclosed on all sides by concrete block, lumber, in a 170 litre (45 gallon) container, or a commercial plastic enclosed container designed for composting.

11.3 Every Owner shall ensure that a compost heap is only located in the rear yard of their land.

11.4 Every Owner shall ensure that a compost heap is not located closer than 1.22 metres (4 feet) to an abutting property line.

12.0 ENFORCEMENT

12.1 An Officer may enter upon land and inspect the land or structures for the purpose of determining whether:

(a) the land is in compliance with this By-law;

(b) the Owner has complied with any Order issued by an Officer; or

(c) to enforce the Order.

12.2 Every Owner shall permit an Officer and any person required to assist the Officer, to inspect the lands or structure(s) for the purpose of the enforcement of section 12.1 of this By-law.

12.3 Upon request of the Owner an Officer shall produce proper identification.

12.4 If in the opinion of the Officer there is doubt as to the condition of the land, structure, or tree(s), the Officer may Order the examination and testing of the condition by a qualified professional, at the Owner's expense. if the opinion of the Officer is upheld.

12.5 An Officer may make an Order requiring that the Owner bring the land into compliance with the applicable section(s) of this By-law.

12.6 The Order shall give reasonable particulars of why the land is in non-compliance with this By-law and shall provide the time for compliance of the Order. If the Order is not complied with within the time prescribed in the Order, the Town may take any steps necessary to enforce the Order and bring the land into compliance at the Owner’s expense.

12.7 An Order may be served by being personally delivered, served by registered mail, posted on the land, prepaid mail service, regular paid mail service, facsimile transmission, or electronic mail transmission. When an Order is sent by electronic mail it will also be sent by regular paid mail. Where no building or

structure exists, the Order may be affixed to a stake erected by the Officer on the land, and the Order shall be deemed to have been served at the time of posting on the land.

12.8 Where an Order is served in accordance with section 12.7 of this by-law the Order shall be deemed delivered on receipt of the Order by the addressee or on the fifth (5^{th}) day following the date of mailing.

12.9 Where an Order has been issued and compliance has not been achieved within the required time period set out in the Order, the Town may, through its employees, agents or persons acting on its behalf, enter upon the land to take the steps required to obtain compliance, with the Order and all expenses incurred shall be added to the tax roll and collected from the Owner in the same manner as municipal taxes.

12.10 An Officer is authorized to enforce an Order issued under section 12.5 of this By-law that has not been complied with by the Owner.

12.11 Where it is necessary for the Town to enforce an Order under the provisions of this by-law, an applicable Administrative Fee as determined by the Fees and Charges by-law as amended from time to time shall be added to the tax roll and collected from the Owner in the same manner as municipal taxes.

13.0 OFFENCES

13.1 No person shall fail to comply with an Order issued under this By-law.

13.2 No person shall hinder or obstruct an Officer appointed to enforce this By-law, nor shall any person obstruct any employee or agent authorized to carry out work for the Town, specified in an Order issued hereunder.

13.3 Every person who contravenes any provision of this By-law, is guilty of an offence and upon conviction is liable to the penalties prescribed under the *Provincial Offences Act*, R.S.O. 1990, c.P.33, as amended.

14.0 ADMINISTRATION AND INTERPRETATION

14.1 If there is a conflict between a provision of this By-law and a provision of any other Town By-law, the provisions that establish the highest standard to protect the health and safety of the public, shall apply.

14.2 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.

14.3 Should a Court of competent jurisdiction declare a part or whole of any provision of this By-law to be invalid or of no force and effect, the provision or part is deemed to be severed from this By-law.

14.4 This By-law shall come into force and effect on the day it is passed.

14.5 By-law No. 165-08 as amended is repealed.

Read a First, Second and Third Time and Finally Passed This 17th Day of June, 2019.

_____
Mayor

_____
Clerk

I, Peter Todd, the Clerk of The Corporation of the Town of Fort Erie hereby certifies the foregoing to be a true certified copy of By-law No. 92-2019 of the said Town. Given under my hand and the seal of the said Corporation this day of , 26

_____

SCHEDULE 'A" Lot Maintenance By-law No. 92-2019

Title: To Provide for the Maintenance of Property and Land within the Town of Fort Erie (Lot Maintenance)

PART 1 PROVINCIAL OFFENCES ACT

ITEM	COLUMN 1 Short Form Wording	COLUMN 2 Provision Creating or Defining Offence	COLUMN 3 Set Fine
1	Deposit refuse onto non designated property	3.4	$700
2	Fail to comply with an Order	13.1	$500
3	Obstruct an Officer	13.2	$300
4	Obstruct an authorized employee or agent from carrying out Town work specified in an Order	13.2	$300

Note: the general penalty section for the offence listed above is section 13.2. (1) of the Town of Fort Erie By-law No. 92-2019 a certified copy of which has been filed under section 61 of the *Provincial Offences Act, R.S.O. 1990, c.P. 33.*

SCHEDULE ‘B”
Lot Maintenance By-law 92-2019

PROHIBITED PLANTS

For the purposes of Section 6.4 of this By-law, the following plants are prohibited from being grown or maintained on any land within the Town of Fort Erie:

The owners or occupants of private properties must keep their land free of the following prohibited plants. These plants are prohibited on private land as they threaten the environment and/or human health and safety.

1. Common buckthorn; Glossy buckthorn (Rhamnus cathartica; Frangula alnus)
2. Dog-strangling vine (Cynanchum rossicum; Cynanchum louiseae)
3. Japanese knotweed (Reynoutria japonica var. japonica)
4. Canada thistle (Cirsium arvense),
5. Garlic mustard (Alliaria petiolata),
6. Giant hogweed (Heracleum mantegazzianum),
7. Phragmites (Phragmites australis subs. australis),
8. Poison ivy (Toxicodendron radicans),
9. Purple loosestrife (Lythrum salicaria),
10. Wild parsnip (Pastinaca sativa),
11. Ragweed (Ambrosia artemisiifolia), and
12. Any other plant designated by or under the Weed Control Act, R.S.O. 1900,c.W.5 or as determined by the Director of Planning, Building and By-law Services from time to time to be a prohibited plant.

Note: This list may be updated from time to time by Council or as required to reflect amendments to the *Weed Control Act* or other applicable provincial legislation.

Business Status Report

Planning and Development Services
Monday, April 13, 2026

Monday, April 27, 2026

Forecasted Reports and By-laws	**Source**
4991 Abino Hills – OPA & ZBA – Recommendation Report	Application
Q4 Report and Year End Statistical Report	Council Directed
Bill 98, Building Homes and Improving Transportation Infrastructure Act, 2026	Staff Initiated
By-laws - 19 Derby Road – Zoning By-law Amendment and Official Plan By-Law Amendment	Application
By-law - 825 Garrison Road – Zoning By-law Amendment	Application
By-Law - Spears Garden Subdivision	Application
By-Law - Town-Lead Community Gardens	Staff Initiated
By-Law - Tree bylaw Amendments	Staff Initiated
By-Law - Lot Maintenance	Staff Initiated

Monday, May 11, 2026

Forecasted Reports and By-laws	**Source**
3092 Dominion Road – Official Plan and Zoning By-law Amendment Application – Information Report and Public Meeting	Application
Unassigned Parcel 0-10844 (Alliston Woods Phase 2) – Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision Applications – Recommendation Report	Application
848 Garrison Road – Official Plan and Zoning By-law Amendment – Recommendation Report	Application
2649 Stevensville Road – Zoning By-law Amendment & Draft Plan of Subdivision - Recommendation Report	Application
1326 Garrison Road – Zoning By-law Amendment – Recommendation Report	Application
Exemption Draft Plan of Condominium - Palmwood	Application
Lodging House By-law – Information Report	Council Directed
Park Name Proposal for 3440 Thunder Bay Road	Council Directed

Submitted by:
Chris McQueen, MBA
Chief Administrative Officer

Completed by:
Anamika Dilwaria, M.A, M.Pl., MCIP, RPP
Director, Planning and Development Services

Infrastructure Services

Prepared for: Council-in-Committee **Report: IS-03-2026**

Meeting Date: April 13, 2026

1. Title

Town of Fort Erie Roads Assessment and 3 Year Resurfacing Program

2. Recommendations

That: That Council receives Report No. IS-03-2026 regarding the 2024 Road Condition Assessment and Proposed Three-Year Resurfacing Plan for information purposes.

3. Relation to Council's Corporate Strategic Plan

Priority: Sustainable and managed growth
Initiative: A community that manages growth responsibly and recognizes existing neighbourhoods by implementing effective planning and policies.

4. List of Stakeholders

1) Mayor and Council of the Town of Fort Erie
2) The Ratepayers of the Town of Fort Erie
3) Motoring Public

5. Purpose of Report

The purpose of the report is to provide Council with the following information:

1. The results of the 2024 Road Condition Assessment.
2. Provide the 3-year Roads Resurfacing program

6. Analysis

Previous and Current Road Assessments

The Town has evolved over the past few years by maturing their road information. Assessments are now completed biannually to inform our Levels of Service (LOS). Figure 1 outlines a summary of assessments completed since 2007.



Figure 1 - Summary of Assessments

2024 Road Condition Assessment

GEI Consultants Canada Ltd. was retained (ISE-24P-RDINSP) in October 2024 to provide the Town of Fort Erie with a comprehensive network-wide road condition assessment and needs analysis. In addition, we have also collected Distress Mainifestation Index (DMI – Appendix 1, section 2.2.1), as well as the Ride Condition Rating (RCR – Appendix 1, section 2.2.2). The additional analysis provides a more fulsome view of the network and allow staff to determine a priority list of roads needs while meeting our asset management obligations. A comprehensive pavement management analysis was completed using the GEI's Decision Support System (DSS), which was configured to replicate the configuration of the Town's D.O.T. application which will in turn inform our new PSD Citywide application. The Town's Road network is comprised of approximately 819 lane-km of roadways, consisting mainly of Hot Mix Asphalt (HMA) and Surface Treated (ST) roads as shown in the Table 1

Table 1- Road Network by Surface Type

Surface Type	Lane-km
Hot Mix Asphalt	416.7
Surface Treated	314.0
Gravel	82.8
Earth	5.5
Paver	0.4
Totals	**819.4**

An overall Pavement Condition Index (PCI) was established for each road section by combining the DMI scores and RCR scores. The PCI ranges in scores from 0 – 100, where the lower the PCI score the worse overall condition of the roadway.

Condition Category	PCI Range
Very Good	80-100
Good	65-80
Fair	50-65
Poor	40-50
Very Poor	0-40

Table 2 PCI Condition Categories

In 2024, the network average PCI=74.5 (weighted by replacement value) indicates that the Town's Road network is in "Good" condition from an overall pavement condition perspective. Figure 2 and 3 below shows the condition distribution of the road network and the distribution of that condition by Ward respectively. The assigned condition category is based on the PCI score. A further breakdown of the percentage by ward is found in Appendix 2.

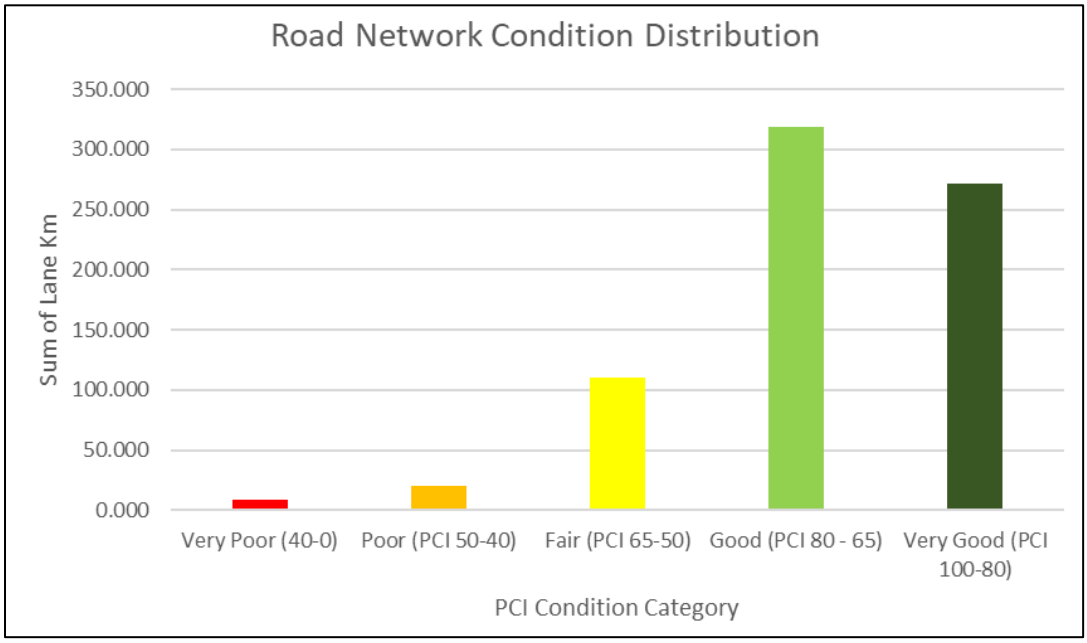


Figure 2 Road Network Condition

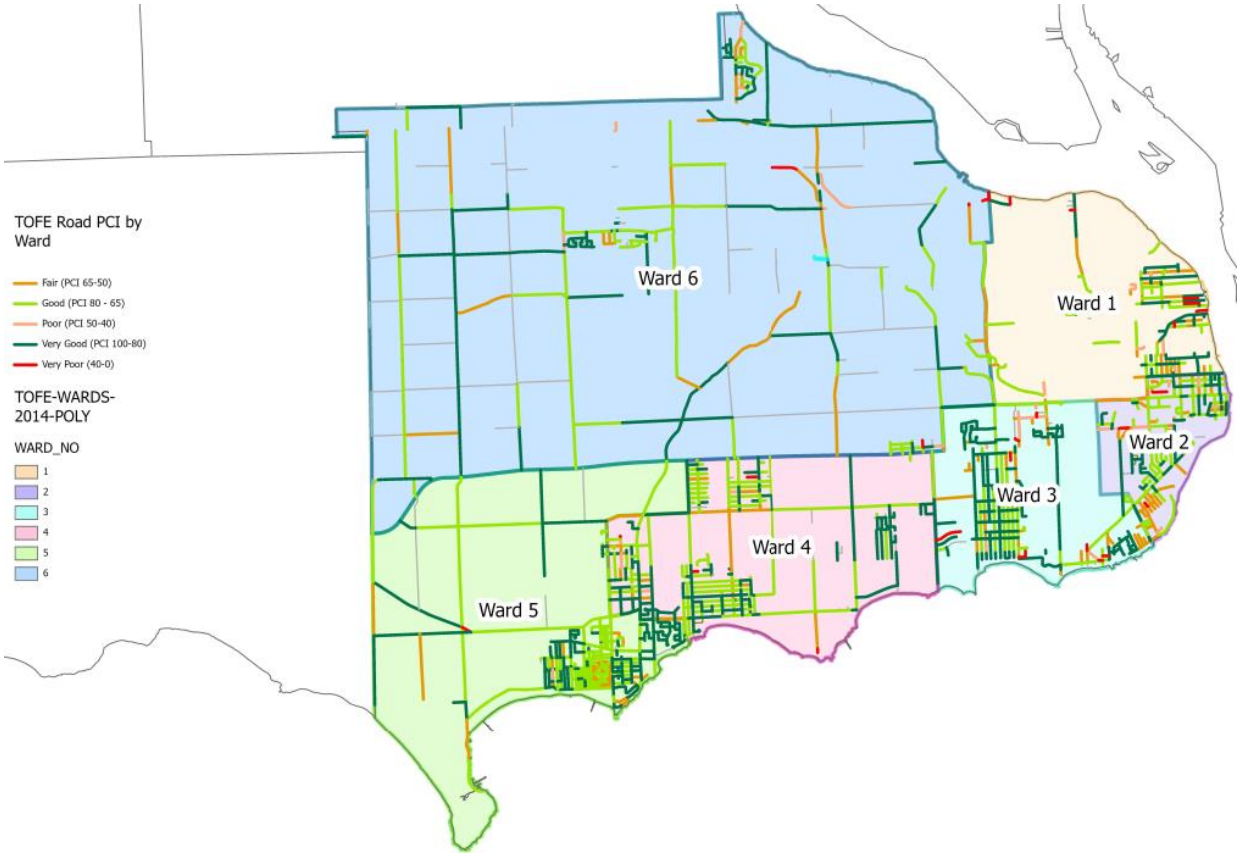


Figure 3 - TOFE Road Condition by Ward

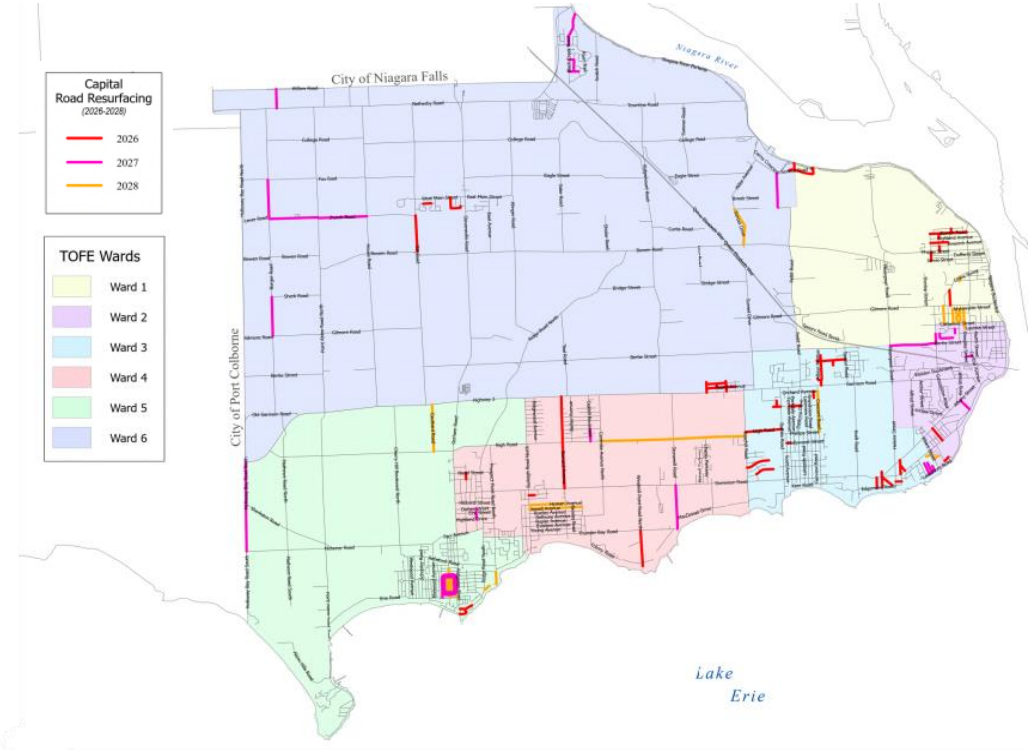


Figure 4 - TOFE Capital Road Resurfacing by Year and Ward

Roads Needs Forecast

To develop a pavement condition and future investment needs forecast, performance models are used in conjunction with trigger values to initiate an action to maintain or improve the condition of the pavement. The goal of the program is to identify the ideal time to apply the recommended treatments that will maximize the life of the roads and support the Town's levels of service. The tools (DOT and GEI DSS) and condition assessment were utilized when performing analyses on the Town's Road network.

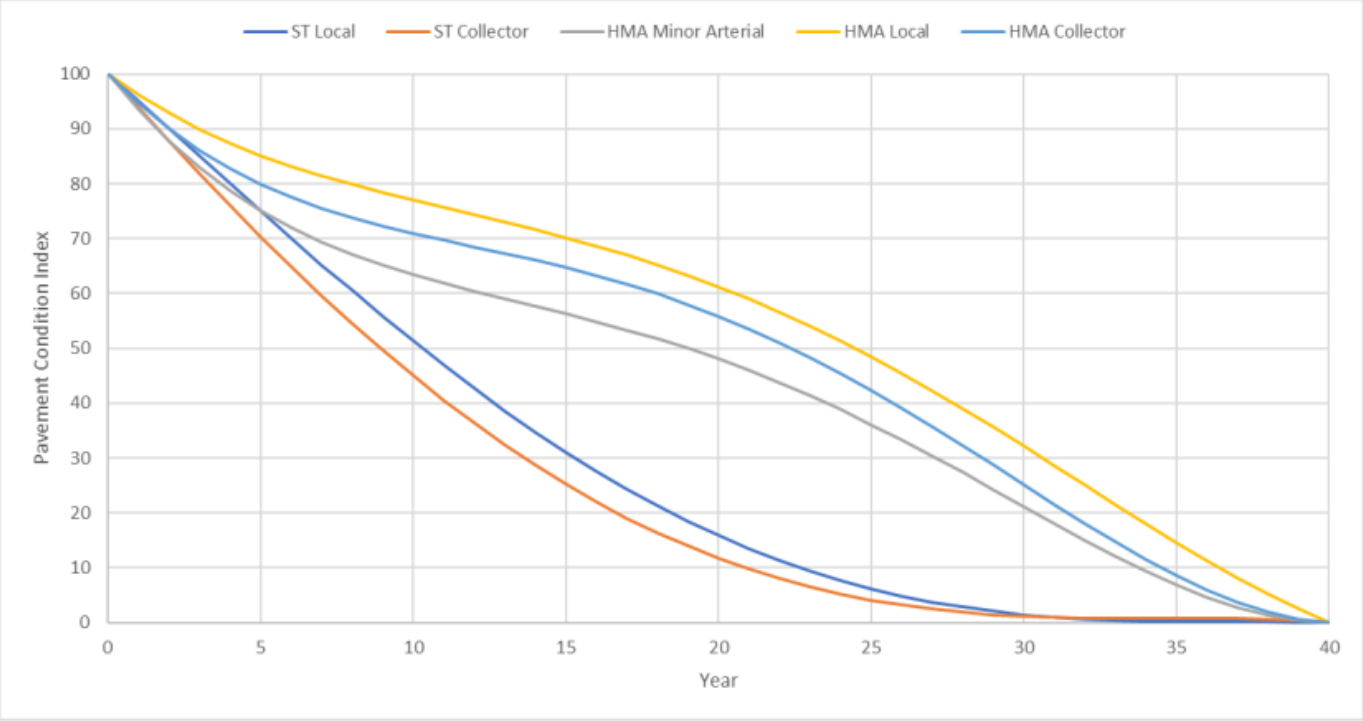


Figure 5- PCI Deterioration Curves

Scenario Analysis

Four scenarios were assessed and analysed to estimate the resources necessary for achieving a network PCI of 75 (proposed level of service from the 2024 AMP). A cost-benefit approach to decide which road sections and treatments should be done first, so that the money spent gives the greatest overall benefit. The scenarios considered include:

1) **Infrastructure Needs:** Models an unconstrained budget that selects projects to give the best conditioned asset portfolio. The total budget for the 10-year period is approximately $73.7 million.to address the anticipated rehabilitation needs with an unconstrained budget.

2) **Anticipated Funding:** Models the best conditioned asset portfolio with the given budget, totalling to approximately $19.3 million.

3) **Maintain Average Performance:** Models the budget required to keep the LOS of the roads network the same (PCI=75) and is in keeping with performance targets outlined in the 2024 Asset Management Plan. The total spending for this scenario is approximately $59 million.

4) **No Money:** Models the condition of the asset portfolio over a 10-year period with no funding. The network average PCI deteriorates from 71.9 to 50.7.

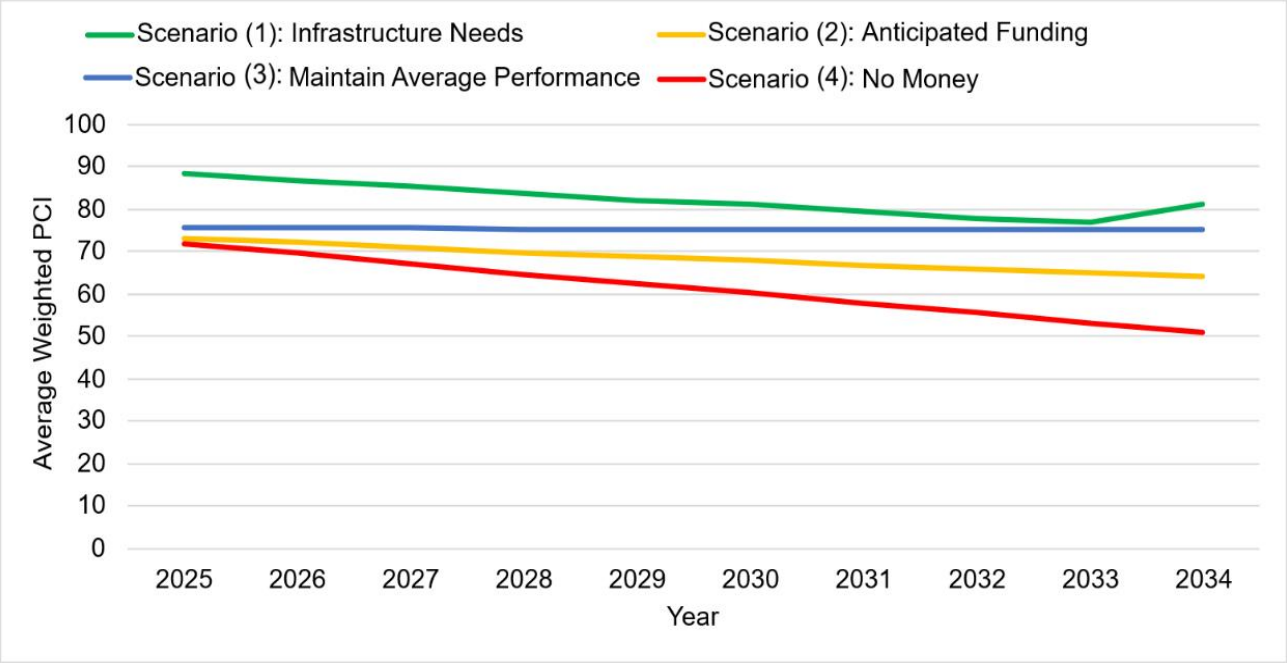


Figure 6- Level of Service Funding Scenarios and PCI Performance

A detailed breakdown of the yearly budget requirements and PCIs for the scenarios are summarised in Appendix 1 (Section 5, tables 10 and 11).

Future Road Level of Service, Condition Assessments and Investment Needs

At the time of the inspection (2024), The Town's Road network provides a "Good" level of service, with an average PCI of 74.5. Staff are using a PCI of 75 as the Level of Service (LoS) goal of our program. Going forward, the Town plans to retain the services of an engineering consultant to complete a town-wide road condition assessment every 2 years as part of our Asset Management Plan (this has been accounted for in the budget forecasts/biannual cost $50,000).

Based on current budget projections, the Town will not have sufficient funding over the next 10 years to maintain our roads at their current condition. Without additional investment, the average Pavement Condition Index (PCI), a key measure of road quality, is expected to decline from 72.9 in 2025 to 64.1 by 2034. Recognizing the importance of realistic and actionable planning, staff has reviewed the findings and agreed that addressing the needs in three-year increments

provides the most practical and responsive approach. Appendix 2 shows the 2026-2028 assets identified for resurfacing.

7. Financial, Staffing and Accessibility (AODA) Implications

This report is for information primarily on our road conditions, based on the use of past and forecasted budgetary expenditures. It does not address the full complement of assets funded through the Road Refurbishing Reserve, such as streetlights, concrete curbs and sidewalks. Staff also relied on the recent 2024/2025 Asset Management Plan to review funding levels.

The road condition assessment evaluates the physical condition of the roads. The results of the assessment are used to develop a rehabilitation program aiming to attain an established level of service. While not a direct benefit, roads in better condition are better suited for people using certain assistive devices to cross or move along the road.

8. Policies Affecting Proposal

By-law No. 136-2023 adopted Council's 2023-2026 Strategic Plan. This report provides information relating to the infrastructure priorities as outlined therein.

AMP By-law No. 78-2019, to adopt the Towns Asset Management Policy. Adopting these principles, to meet provincial requirements for funding opportunities, Council has committed to consider the funding levels required to meet a sustainable system of infrastructure when preparing future capital budgets and to apply the principles involved in asset management when developing the Strategic Plan.

Minimum Road Standards are governed within the province of Ontario under O. Reg. 239/02 "Minimum Maintenance Standards for Municipal Highways".

By-law No. 93-12, as amended, adopted the Reserve Policy that governs the strategy for infrastructure reserve funding to address the legislative and long-term capital needs. Budget By-law No. 127-09 governs preparation of the annual budget.

9. Comments from Departments, Community and Corporate Partners

Comments from relevant Town departments are incorporated into this report.

10. Alternatives

As this report is provided for information purposes there is no alternative with respect to the road network's condition. Council, however, can direct staff to address other roads on the 2026-2028 Road Rehabilitation Plan, but this is not recommended. Changing priorities of roads by redirecting funds away from those identified using this comprehensive assessment does not address the program goals overall and would contribute to increased maintenance and lower life expectancies of our more critical roads.

11. Communicating Results

The proposed 2026-2028 Road Rehabilitation Plan will be posted on the Town's Let's Talk Fort Erie site.

12. Conclusion

The results of the 2024 roads condition assessment indicate that the overall condition of the road network is very good with an average network weighted PCI of 74. With the use of our available tools, current assessment and staff knowledge it is the goal to move towards pavement preservation.

The Town's Road network will require review of the contributions to maintain the current levels and will need to re-evaluate the network Levels of Service to match the current capital contributions. The Three-Year Road Rehabilitation Plan (2026-2028) should be considered a dynamic document as there may be roads that develop more significant deficiencies which would move them up on the list, and in turn displace roads already on the list and a reset of the 10-year capital program is required in 2026 for the 2027 Budget.

13. Report Approval

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14. Attachments

Appendix 1 – Town of Fort Erie 2024 Road Inspection Program
Appendix 2 – Roads Resurfacing Three-Year Forecast 2026-2028
Appendix 3 – Roads Resurfacing Three-Year Forecast Ward Maps 2026-2028



Town of Fort Erie
2024 Road Inspection Program

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August 2025

GEI Consultants Canada

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Appendix B: *Network PCI (Map)*

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Appendix D: *10 Year "Anticipated Funding" Budget Scenario*

1 Introduction

The objective of this report is to provide the Town of Fort Erie with a comprehensive road condition assessment and needs analysis which will allow staff to effectively allocate operating and capital funds to manage its road network, and to meet the requirements of O.Reg. 588/17 Asset Management Planning for Municipal Infrastructure.

A key aspect of this study was to perform a network-wide road condition assessment for the Town's asphalt and surface treated roads. The condition assessments were conducted using the MTO SP-022 rating methodology which resulted in a Pavement Condition Index (PCI) score for each road segment of the road network. A comprehensive pavement management analysis was completed using the GEI's Decision Support System (DSS), which was configured to replicate the configuration of the Town's D.O.T. application.

This report provides the Town with current feasible rehabilitation needs across the hard surface road network, as well the potential impact of the anticipated 10-year budget scenarios would have on the network level of service over the next 10 years. In addition, this report provides a list of annual prioritized road sections for rehabilitation treatments, based on the Town's anticipated 10-year budget forecast for road resurfacing.

The findings of this report should be used as a decision-making tool in developing the Town's annual road rehabilitation program and determining estimated funding requirements to maintain a desired level of service. In that regard, the findings of this report should feed into and support the Town's overall asset management plan, where determinations of level of service, decision making criteria and priorities will be a transparent public process.

1.1 Road Network Included in Study

The Town's Road network is comprised of approximately 819 lane-km of roadways, consisting mainly of Hot Mix Asphalt (HMA) and Surface Treated (ST) roads as shown in the Table 1.

Table 1 - Road Network by Surface Type

Surface Type	Lane-km
Hot Mix Asphalt	416.7
Surface Treated	314.0
Gravel	82.8
Earth	5.5
Paver	0.4
Totals	**819.4**

2 Road Condition Assessments

2.1 Pavement Distress and Roughness Data Collection

During the fall of 2024, the condition of the Town's hard surface roads was assessed by GEI. GEI utilized a Mobile Data Acquisition vehicle to collect pavement surface distress and roughness data on the Town's Road network.

GEI utlilised a combination of automated, semi-automated and Artificial Intelligence (AI) data collection technologies to provide the optimal cost-effective solution for identifying roadway attributes, pavement distress and roughness ratings.



GEI's Artificial Intelligence (AI) capabilities allowed for a fully automated approach to detect and categorize various pavement defects in the roadway. This is a specifically developed application that works with the Mobile Data Acquisition vehicle's mounted cameras to capture right of way and pavement view images to assess pavement condition. Sophisticated data processing algorithms were applied to each image to detect and classify various cracking distresses, potholes, patches and other defects.



In addition, customized, integrated keyboards were used in the data collection vehicle to collect the type, severity and extent of the limited number of distresses that are not captured through imagery processing.

AI analysis and visual inspections are supplemented with automated roughness data that will be collected using the RUBIX rRUF™ application. The rRUF™ application is installed on a smart phone mounted within the survey vehicle.

rRUF™ uses the phone's accelerometers and gyroscopes to produce a Class 3, response-based roughness index. This data is measured continuously and is automatically tagged to the appropriate road segment using the device's GPS and an intelligent map matching algorithm. The roughness data is correlated to MTO Ride Condition Rating (RCR) scores and International Roughness Index (IRI) values. rRUF™also detects local events such as bumps and distortions and reports them based on magnitude (severity) and density (coverage).



2.2 Distress Rating Guidelines

The distress rating guidelines adopted for this study were:

MTO SP-022: Flexible Pavement Condition Rating – Guidelines for Municipalities (1989).

These documented guidelines provide the evaluation criteria of specific pavement distresses, and the ride condition of a roadway as described in the following sections.

2.2.1 Distress Manifestation Index

The SP-022 rating methodology is based on evaluating specific pavement distress types in terms of their severity ("how bad is it") and density ("how much is there"). A **Distress Manifestation Index (DMI)** is computed based on these parameters and represents the overall effect that each observed distress has on the condition of the roadway. The DMI is a 0-10 scale index where a rating of 10 would indicate a new road.

To compute the DMI, each distress is assigned a weighting factor based on the relative importance of the distress type and its impact on the potential deterioration of the roadway.

Table 2 summarizes the SP-022 distress types and weighting factors:

Table 2- SP-022 Distress Types and Weighting Factors (Wi)

Surface Defects	Surface Deformations	Cracking
Raveling (3.0)	Rippling/Shoving (1.0)	Longitudinal Cracking (1.0)
Flushing (2.0)	Wheel-path Rutting (3.0)	Transverse Cracking (1.0)
Potholes (3.0)	Distortion (3.0)	Pavement Edge Cracking (1.0)
Pavement Edge Break (3.0)	Patching/Utility Cuts (1.0)	Random/Map Cracking (1.0)
Manholes/Catch-basins (1.0)		Alligator Cracking (3.0)
Distortion (3.0)		

Likewise, Table 3 summarizes the SP-022 Distress Severity and Extent categories for each distress type.

Table 3- Distress Severity and Extent Categories

Severity	Severity Level (Si)	Extent	Extent (Percent of Surface Area)	Density Level (Di)
Slight	1	Intermittent	0 to 20	1
Moderate	2	Frequent	20 to 50	2
Severe	3	Extensive	50 to 100	3

Using the severity and extent criteria, and associated weighting factors, the DMI is calculated based on the road surface type using the following formulas:

$$DMI = 10 \times \left[159 - \sum \frac{W_i \times (S_i + D_i)}{159}\right]$$

Where:

Wi is the weighting of each distress, **Si** is the severity level of the distress, and **Di** is the density level of the distress.

Sum = the total value for each combination of severity, density and weighting factor for each distress type that is rated during inspections.

2.2.2 Ride Condition Rating (RCR)

In conjunction with the DMI, a **Ride Condition Rating (RCR**) was established for each section of paved roadway. A Ride Condition Rating (RCR) was assigned to each road sections based on the following guidelines shown in Table 4.

Table 4 - SP-022 Ride Condition Rating Guidelines

Ride Comfort Rating (RCR)		Guidelines
8 – 10	Excellent	Very Smooth
6 – 8	Good	Smooth with a few bumps and depressions
4 – 6	Fair	Comfortable with intermittent bumps or depressions
2 – 4	Poor	Uncomfortable with frequent bumps or depressions. Unable to maintain speed at lower end of the scale.
0 – 2	Very Poor	Very uncomfortable with constant jarring bumps or depressions. Unable to maintain posted speed and need to steer constantly to avoid bumps and depressions

2.2.3 Pavement Condition Index (PCI)

An overall **Pavement Condition Index (PCI)** was established for each road section by combining the DMI scores and RCR scores. The PCI ranges in scores from 0 – 100, where the lower the PCI score the worse overall condition of the roadway.

The following PCI formula was used:

$$\textbf{PCI} = 13.75 + (9 \times DMI) - (7.5 \times e^{(8.5-RCR)}/3.02)$$

Where:

e = mathematical exponent constant (2.71828…)

DMI = Distress Manifestation index

RCR = Ride Condition Rating

The PCI score ranges from 0-100, where the lower the PCI score the worse overall condition of the roadway.

Using the PCI value, the pavement condition of a road can be categorized into descriptive condition ranges as shown in Table 5.

Table 5 - PCI Condition Categories

Condition Category	PCI Range
Very Good	80-100
Good	65-80
Fair	50-65
Poor	40-50
Very Poor	0-40

3 Network Present Status

The 2024 network average **PCI=74.5** (weighted by replacement value) indicates that the Town's road network is in "Good" condition from an overall pavement condition perspective. Figure 1 shows the condition distribution of the road network, assigned a condition category based on PCI score.

Figure 1 - Road Network Condition Distribution by PCI

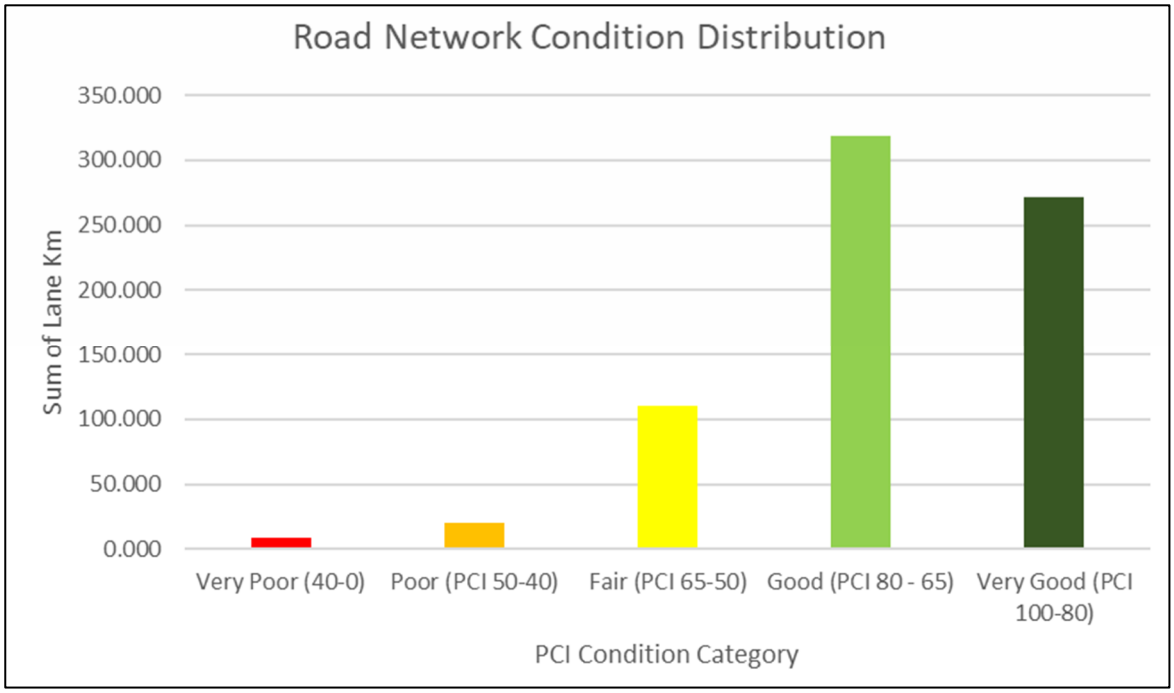


Table 6 summarizes these findings.

Table 6 - Network Condition Category Summary

Condition Category	PCI Range	lane-km	Percentage of Network
Very Good	80-100	272.0	37.2
Good	65-80	318.8	43.6
Fair	50-65	110.5	15.1
Poor	40-50	19.9	2.8
Very Poor	0-40	9.3	1.3

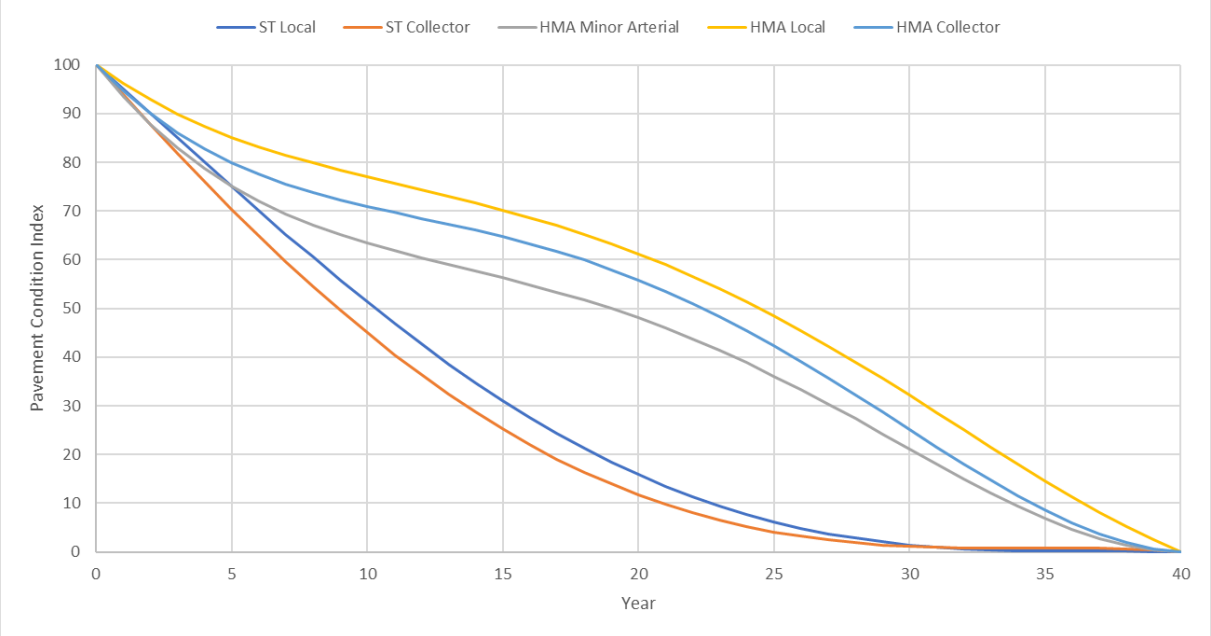
A map of the PCI condition across the Town's road network is provided in Appendix B.

4 Rehabilitation Needs

4.1 Pavement Performance Models

To identify the predicted future condition and improvement needs of the road network, pavement performance deterioration models are required as part of the analysis. The deterioration models used in this study were derived from the Town's current D.O.T. application and shown in Figure 2. The models are broken into various classes based on the pavement surface type (HMA or ST) and functional classes.

Figure 2 - PCI Deterioration Curves



Each road section is assigned to an appropriate performance model. Rehabilitation and reconstruction needs are then identified by applying defined PCI thresholds corresponding to each treatment type.

4.2 Treatment Types

In consultation with Town staff, the following rehabilitation treatment options were implemented within GEI's Decision Support System (DSS) for this analysis. Table 7 below shows a list of all treatments used in this implementation for Road assets, along with their associated cost and after-rehabilitation impact on the PCI score.

Table 7 - Road Treatments, Costs and Benefits

Treatment Name	Description	Unit Cost ($/m2)	Resulting PCI
HMA - Overlay	Hot mix asphalt material. Mill and one lift overlay.	$36.15	100
HMA - 2Overlay	Hot mix asphalt material. Mill and two lift overlay.	$54.65	100
HMA – Recon 90HMA	Hot mix asphalt material. Full depth reconstruction (300 Gran B, 150 Gran A, 90 HMA).	$131.40	100
ST – SST	Surface treated material. Single surface treatment (chip seal).	$6.61	95
ST – DST	Surface treated material. Double surface treatment (chip seal).	$13.23	95
ST FDR & DST	Full depth reclamation (FDR) and double surface treatment.	$22.87	100
Planned Capital Project	Planned Capital Projects in 2025-2034 Anticipated Budget.	$0.00	100

Where:

Unit Cost: Unit rates for each treatment were provided by Town staff. It should be noted that no allowance is made for inflationary increases over the analysis period.

Resulting PCI: Identifies the expected Pavement Condition Index (PCI) score after receiving this treatment.

Planned Capital Project: Capital projects identified in the 2025-2034 anticipated budget. Unit Cost is set to $0.00 for each project so as not to use proposed annual resurfacing budgets.

4.3 Current Rehabilitation and Reconstruction Needs

As noted in Section 4.1, the analysis triggers treatments at defined levels of condition (PCI) throughout an asset's life cycle model. The logic is set up by configuring pavement types, the PCI range where the treatment can be applied, and treatment filters for each of the treatments that are part of the treatment template.

Table 8 shows the treatment criteria used in the assessment of road improvement needs within the Town.

Table 8 - Road Treatment Criteria & Triggers

Treatment Name	Pavement Type	Treatment Condition Range (PCI)	Triggers for Treatment Filters
HMA - Overlay	Hot Mix Asphalt (HMA)	60-69	Material = "HMA"
HMA - 2Overlay	Hot Mix Asphalt (HMA)	50-60	Material = "HMA"
HMA – Recon 90HMA	Hot Mix Asphalt (HMA)	0-50	Material = "HMA"
ST – SST	Surface Treated (ST)	65-75	Material = "ST"
ST – DST	Surface Treated (ST)	51-60	Material = "ST"
ST FDR & DST	Surface Treated (ST)	0-51	Material = "ST"
Planned Capital Project	HMA & ST	Any	2025-2034 Anticipated Budget Planned Capital Programs

The results of the rehabilitation analysis within the DSS provided a high-level snapshot of the current needs across the Town's road network as well as predicting future needs that would result due to pavement deterioration and budget constraints. The analysis shows that there is approximately **$35.2 Million** of rehabilitation needs within the Town's hard surface road network.

Table 9 - 2025 Treatment Needs

Treatment	Lane-km	Cost
HMA - Overlay	86.2	$11,014,450
HMA - 2Overlay	40.4	$7,746,954
HMA - Recon 90HMA	20.1	$8,908,738
ST-SST	149.5	$2,951,523
ST-DST	63.7	$2,512,911
ST-FDR & DST	30.9	$2,095,464
Totals	**390.8**	**$35,230,040**

The 2025 rehabilitation needs for the Town's hard surface road network is presented in Appendix C.

5 Level of Service Funding Scenarios

Within the DSS the rehabilitation analysis determines appropriate rehabilitation treatments based on pre-defined criteria as noted previously in Table 8. Using these treatments, associated unit rates, and the performance prediction models (Figure 2) it was possible to complete an analysis to assess the impact of various budget scenarios on the condition of the Town's road network over the next 10 years (2025 to 2034).

A 10-year funding horizon that takes into consideration actual conditions and current improvement needs provides a more practical assessment of the funding requirements and the program development needed to achieve a defined **Level of Service** (in terms of the Pavement Condition Index) of the roads in the near term.

To assess funding needs, several annual funding scenarios were analysed to estimate the resources necessary for achieving a specific PCI level of service and to evaluate how current funding amounts may affect road network performance over the next decade. The scenarios considered include:

1) **Infrastructure Needs:** funding to address the anticipated rehabilitation needs;
2) **Anticipated Funding:** anticipated 10-year funding levels for resurfacing;
3) **Maintain Average Performance**: (average network PCI =75);
4) **No Money**

When applying the above funding scenarios to the network, a cost benefit analysis was used to prioritize which road segments and associated treatment need, should be implemented to maximize the benefit of the required expenditures.

The yearly budget requirements and PCI for the scenarios are summarised below in Tables 10 and 11.

Table 10: Yearly Budget Requirements and PCI for Scenarios 1 & 2

Scenario 1: Infrastructure Needs			Scenario 2: Anticipated Funding		
Year	**Budget Required**	**Network PCI**	**Year**	**Budget Spent**	**Network PCI**
2025	$35,230,040	88.2	**2025**	$2,009,093	72.9
2026	$3,346,324	86.8	**2026**	$1,746,562	72.0
2027	$2,978,113	85.3	**2027**	$1,754,358	70.8
2028	$2,303,832	83.6	**2028**	$1,718,605	69.5
2029	$2,590,133	82.1	**2029**	$2,024,539	68.6
2030	$3,279,084	81.1	**2030**	$2,000,533	68.1
2031	$1,929,527	79.4	**2031**	$1,986,682	66.8
2032	$1,612,109	77.8	**2032**	$1,994,488	65.7
2033	$3,043,838	76.9	**2033**	$2,014,840	64.7
2034	$17,436,883	81.3	**2034**	$1,981,216	64.1
Total	**$73,749,883**		**Total**	**$19,230,916**	

Table 11: Yearly Budget Requirements and PCI for Scenarios 3 & 4

Scenario 3: Maintain Average Performance			Scenario 4: No Money		
Year	**Budget Required**	**Network PCI**	**Year**	**Budget Required**	**Network PCI**
2025	$6,358,837	75.6	**2025**	$0	71.9
2026	$4,464,125	75.5	**2026**	$0	69.5
2027	$4,889,403	75.4	**2027**	$0	67.1
2028	$4,735,576	75.4	**2028**	$0	64.8
2029	$5,337,151	75.3	**2029**	$0	62.5
2030	$5,720,884	75.3	**2030**	$0	60.2
2031	$6,596,073	75.2	**2031**	$0	57.8
2032	$6,544,360	75.2	**2032**	$0	55.5
2033	$7,244,869	75.1	**2033**	$0	53.1
2034	$7,062,758	75.0	**2034**	$0	50.7
Total	**$58,954,036**		**Total**	**$0**	

Scenario 1: Infrastructure needs model is an unconstrained budget that selects projects to give the best conditioned asset portfolio. The total budget for the 10-year period is approximately $73.7 million.

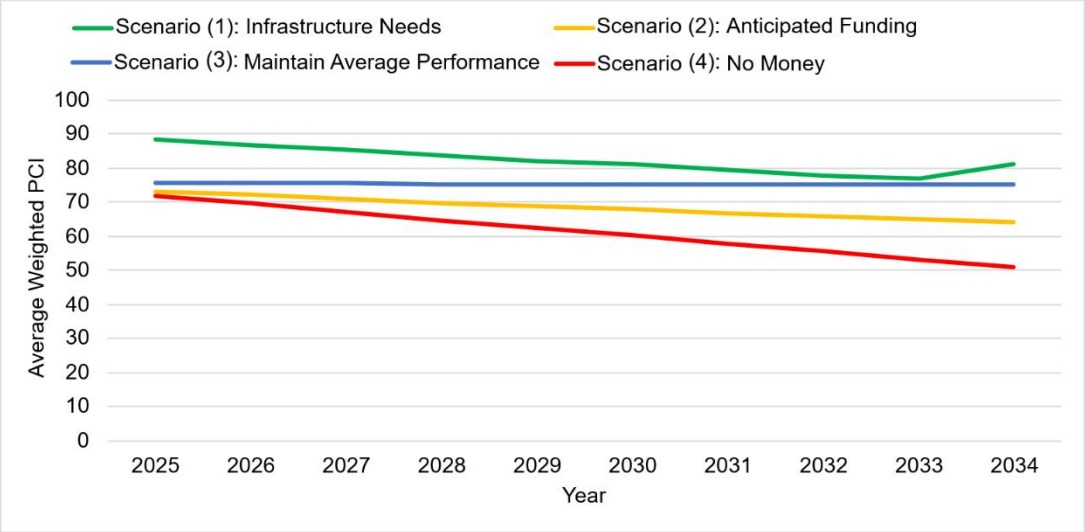
Scenario 2: Anticipated budget models the best conditioned asset portfolio with the given budget, totalling to approximately $19.3 million.

Scenario 3: Maintain average performance models the budget required to keep the LOS of the roads network the same (PCI=75) and is in keeping with performance targets outlined in the 2024 Asset Management Plan. The total spending for this scenario is approximately $59 million.

Scenario 4: The No money scenario models the condition of the asset portfolio over a 10-year period with no funding. The network average PCI deteriorates from 71.9 to 50.7.

The result of these funding scenarios is presented graphically in Figure 3 below.

Figure 3 - Level of Service Funding Scenarios and PCI Performance



5.1 Scenario 1: Infrastructure Needs

For this analysis, we have utilized an “Infrastructure Needs” scenario which assumes that all maintenance and rehabilitation needs will be performed in 2025 and in future years when a road reaches the defined treatment thresholds. This scenario models an **unconstrained budget** and prioritizes treatments to optimize the overall network condition. The total projected infrastructure needs funding requirements over the 10-year period (2025–2034) is approximately **$73.7 million**, while the anticipated available funding is **$19.3 million**, resulting in a significant funding gap.

Key insights include:

- The network average PCI generally remains within the “Very Good” (PCI ≥ 80) category throughout most of the analysis period, peaking at 88.2 in 2025 and gradually declining to 81.3 by 2034 (see Table 12).
- The largest investment occurs in 2025 ($35.2M), where multiple treatments, including HMA overlays, reconstructions, and surface treatments, are required across the network (see Table 13).
- The proportion of road segments rated "Very Good" decreases modestly over time, while the share of "Good" (PCI 65–80) and "Fair" (PCI 50–65) condition roads slightly increases toward the end of the period (see Figure 4).
- Despite the gradual decline in average PCI, the condition profile of the network remains strong overall, with no roads falling below the "Fair" category over the 10 years.
- The scenario demonstrates the level of investment required to maintain a high-performing road network, illustrating the contrast between ideal funding needs and available capital budgets.

Table 12 – Infrastructure Needs and PCI

Year	“Infrastructure Needs” Projected Spending	Network Average PCI	PCI Condition Category
2025	$35,230,040	88.2	Very Good
2026	$3,346,324	86.8	Very Good
2027	$2,978,113	85.3	Very Good
2028	$2,303,832	83.6	Very Good
2029	$2,590,133	82.1	Very Good
2030	$3,279,084	81.1	Very Good
2031	$1,929,527	79.4	Good
2032	$1,612,109	77.8	Good
2033	$3,043,838	76.9	Good
2034	$17,436,883	81.3	Very Good
Total	**$73,749,883**		

The required Infrastructure Needs funding for each year, broken down by treatment, is shown in Table 13.

Table 13 - Budget Analysis Treatment Recommendations, Infrastructure Needs

Year	HMA - Overlay	HMA - 2Overlay	HMA - Recon 90HMA	ST-SST	ST-DST	ST-FDR & DST	Grand Total
2025	$11,014,449	$7,746,954	$8,908,738	$2,951,523	$2,512,911	$2,095,464	**$35,230,040**
2026	$2,320,898			$992,198	$33,228		**$3,346,324**
2027	$2,616,570			$361,543			**$2,978,113**
2028	$2,296,946			$6,887			**$2,303,832**
2029	$2,590,133						**$2,590,133**
2030	$2,673,443			$605,641			**$3,279,084**
2031	$1,929,527						**$1,929,527**
2032	$1,612,109						**$1,612,109**
2033	$2,631,200					$412,638	**$3,043,838**
2034	$3,033,028					$14,403,855	**$17,436,883**
Grand Total	**$32,718,303**	**$7,746,954**	**$8,908,738**	**$4,917,792**	**$2,546,139**	**$16,911,957**	**$73,749,883**

The predicted impact on the road network condition as a result of the Infrastructure Needs funding scenario is presented graphically in Figure 4.

Figure 4 – Infrastructure Needs Budget Impact on PCI



5.2 Scenario 2: Anticipated Funding

For this analysis, we have utilized the Town's "Anticipated Funding" for road resurfacing over the next 10 years (2025-2034). This analysis models and selects projects that can be completed with the anticipated resurfacing budget to yield the best possible network average PCI. The total projected spending over the 10-year period is approximately **$19.3 million,** using nearly 100% of the budget.

Key insights include:

- The network average PCI remains within the "Good" (80 > PCI > 65) category throughout much of the period, eventually falling into the "Fair" (65 > PCI > 50) category in 2033 and declining to a PCI=64.1 by 2034 (see Table 14).
- The largest investment occurs in 2029 ($2.02M), where a greater proportion of the budget is required to address more costly HMA reconstruction or major rehabilitation on surface treated roads (see Table 15).
- The proportion of road segments rated "Good" decreases modestly over time, while the share of "Very Poor" (PCI < 40) condition roads slightly increases toward the end of the period (see Figure 5).
- Despite the gradual decline in average PCI, the condition profile of the network remains "Good" overall, with less than 20% of assets (by replacement value) in "Very Poor" condition by the end of the 10 years.

- The scenario demonstrates the level of service that is possible with the available capital budgets.

Table 14 provides a summary of the potential impact on the condition of the road network over the next 10 years by applying the currently anticipated level of funding for rehabilitation.

Table 14 - Anticipated Funding and PCI

Year	"Anticipated Funding" Budget	"Anticipated Funding" Projected Spending	Percent of Budget Used (%)	Network Average PCI	PCI Condition Category
2025	$2,010,450	$2,009,093	99.93	72.9	Good
2026	$1,750,000	$1,746,562	99.80	72.0	Good
2027	$1,750,000	$1,754,358	100.25	70.8	Good
2028	$1,750,000	$1,718,605	98.21	69.5	Good
2029	$2,000,000	$2,024,539	100.23	68.6	Good
2030	$2,000,000	$2,000,533	100.03	68.1	Good
2031	$2,000,000	$1,986,682	99.33	66.8	Good
2032	$2,000,000	$1,994,488	99.72	65.7	Good
2033	$2,000,000	$2,014,840	100.74	64.7	Fair
2034	$2,000,000	$1,981,216	99.06	64.1	Fair
Total	**$19,260,450**	**$19,230,916**	**99.85**	**68.3**	**Good**

As can be seen in Table 14, most years use less funding than the proposed budget for that given year. This is because the analysis has exhausted as much of the budget as possible in selecting the most appropriate sections in need of rehabilitation. Although more sections are still in need of rehabilitation in any given year there is insufficient budget remaining to select them. The resulting un-used budget is carried over for use in future years.

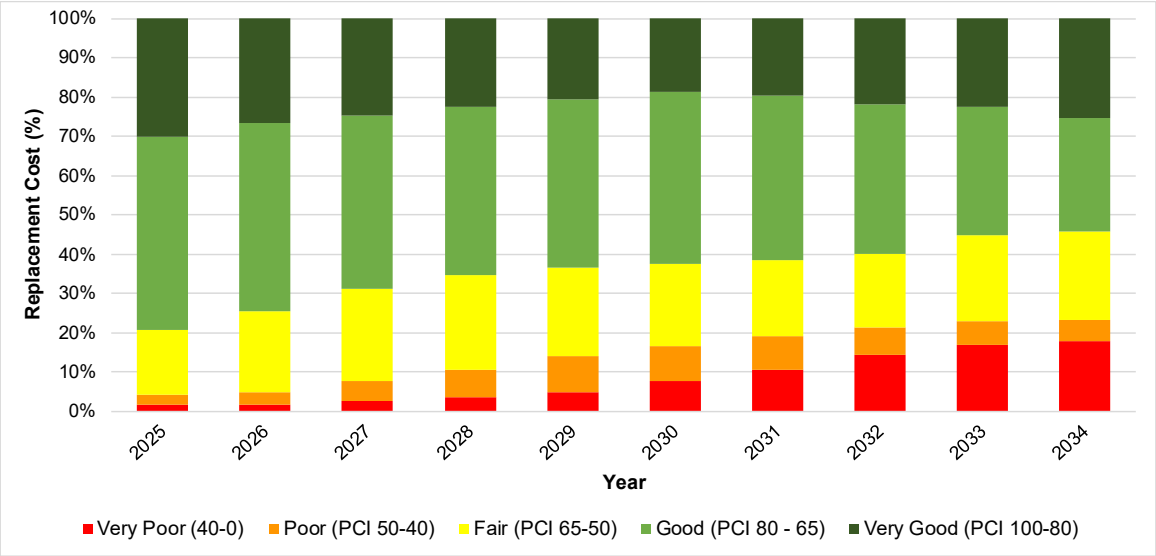
Table 15 shows the yearly budget broken down by treatment type.

TABLE 15: Anticipated Funding Yearly Costs by Treatment Type

Year	HMA - Overlay	HMA - 2Overlay	HMA - Recon 90HMA	ST-SST	ST-DST	ST-FDR & DST	Grand Total
2025	$1,332,578	$102,576		$26,101	$9,771	$538,067	**$2,009,093**
2026	$111,862			$959,624	$206,648	$468,428	**$1,746,562**
2027	$500,403	$228,021		$340,606	$354,550	$330,777	**$1,754,358**
2028	$677,041	$237,731	$92,557	$151,737	$450,872	$108,667	**$1,718,605**
2029	$1,183,876	$474,088	$63,081	$18,259	$59,320	$225,914	**$2,024,539**
2030	$1,156,157	$539,834	$141,365	$782		$162,395	**$2,000,533**
2031	$1,167,862	$234,503	$138,655	$135,387	$127,274	$183,001	**$1,986,682**
2032	$1,696,795		$67,546	$95,603		$134,544	**$1,994,488**
2033	$1,620,036	$151,079	$72,863	$31,408		$139,455	**$2,014,840**
2034	$1,212,526	$102,576	$277,462	$65,295	$206,648	$425,933	**$1,981,216**
Grand Total	**$10,659,136**	**$2,070,408**	**$853,529**	**$1,824,802**	**$1,415,083**	**$2,717,181**	$19,230,916

The results of the anticipated funding scenario are presented graphically in Figure 5**.**

Figure 5 - Anticipated Budget Impact on PCI



The analysis driven 10-year “Anticipated Funding” budget scenario program across the network is presented in Appendix D.

5.3 Scenario 3: Maintain Average Performance

For this analysis, we have utilized a “Maintain Average Performance” scenario which models the budget required to maintain the average road network PCI at 75. The total projected infrastructure needs funding requirements over the 10-year period (2025–2034) is approximately **$58.9 million**, while the anticipated available funding is **$19.3 million**, resulting in a significant funding gap.

Key insights include:

- The network average PCI remains within the “Good” (PCI 65 – 80) category throughout the analysis period, peaking at 75.6 in 2025 and gradually declining to 75.0 by 2034 (see Table 16).
- The largest investment occurs in 2033 ($7.2M), where multiple treatments, including HMA overlays, reconstructions, and surface treatments, are required across the network (see Table 17).

The scenario demonstrates the level of investment required to maintain a good road network, illustrating the contrast between ideal funding needs and available capital budgets.

Table 16 – Maintain Average Performance Budget and PCI

Year	"Maintain Average Performance" Projected Spending	Network Average PCI	PCI Condition Category
2025	$6,358,837	75.6	Good
2026	$4,464,125	75.5	Good
2027	$4,889,403	75.4	Good
2028	$4,735,576	75.4	Good
2029	$5,337,151	75.3	Good
2030	$5,720,884	75.3	Good
2031	$6,596,073	75.2	Good
2032	$6,544,360	75.2	Good
2033	$7,244,869	75.1	Good
2034	$7,062,758	75.0	Good
Total	**$58,954,036**		

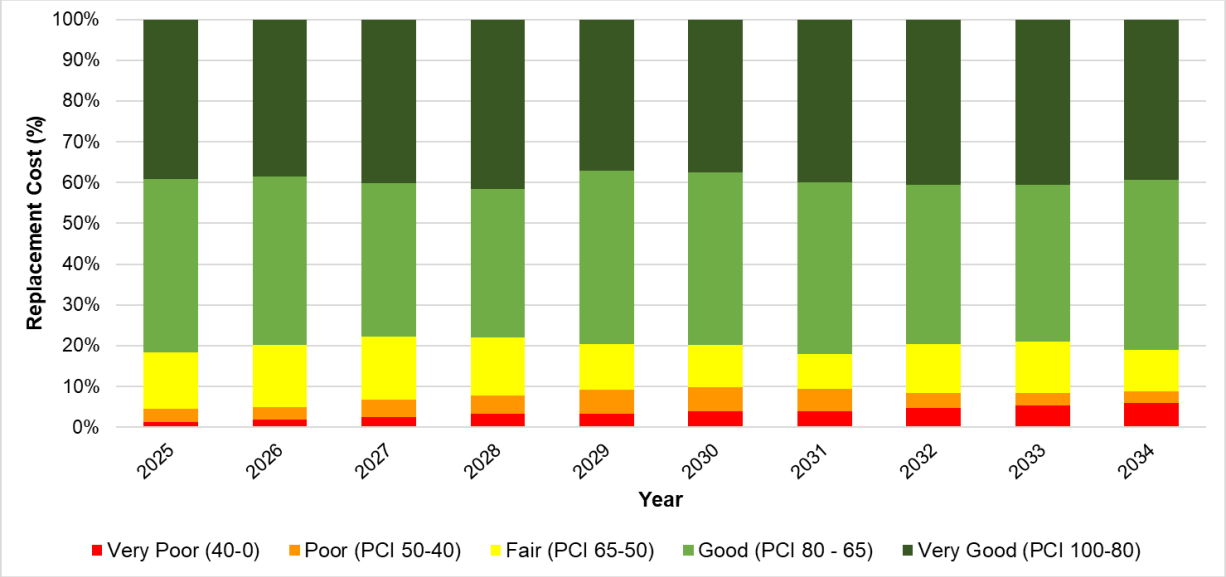
The required Infrastructure Needs funding for each year, broken down by treatment, is shown in Table 17.

Table 17 - Budget Analysis Treatment Recommendations, Maintain Average Performance

Year	HMA - Overlay	HMA - 2Overlay	HMA - Recon 90HMA	ST-SST	ST-DST	ST-FDR & DST	Grand Total
2025	$2,092,269	$783,057	$92,557	$1,457,661	$806,091	$1,127,201	**$6,358,836**
2026	$1,853,651	$1,014,939	$341,322	$924,632	$157,431	$172,150	**$4,464,125**
2027	$2,043,825	$662,682	$759,427	$583,550	$592,656	$247,263	**$4,889,403**
2028	$2,559,964	$320,281	$751,898	$259,801	$435,341	$408,290	**$4,735,575**
2029	$2,652,853	$735,069	$654,271		$164,372	$1,130,586	**$5,337,151**
2030	$2,436,089	$441,525	$1,507,996	$325,789	$106,237	$903,248	**$5,720,884**
2031	$2,373,356	$1,056,588	$2,717,327	$49,756		$399,047	**$6,596,074**
2032	$1,869,410	$681,954	$3,009,393	$71,465		$912,138	**$6,544,360**
2033	$2,378,930	$381,548	$3,001,104	$118,006		$1,365,281	**$7,244,869**
2034	$1,064,472					$5,998,286	**$7,062,758**
Grand Total	**$21,324,819**	**$6,077,643**	**$12,835,295**	**$3,790,660**	**$2,262,128**	**$12,663,490**	**$58,954,035**

The predicted impact on the road network condition as a result of the Maintain Average Performance funding scenario is presented graphically in Figure 6.

Figure 6 – Maintain Average Performance Budget Impact on PCI



5.4 Scenario 4: No Money

The “No Money” scenario models the condition of the road network that results from no budget.

Key insights include:

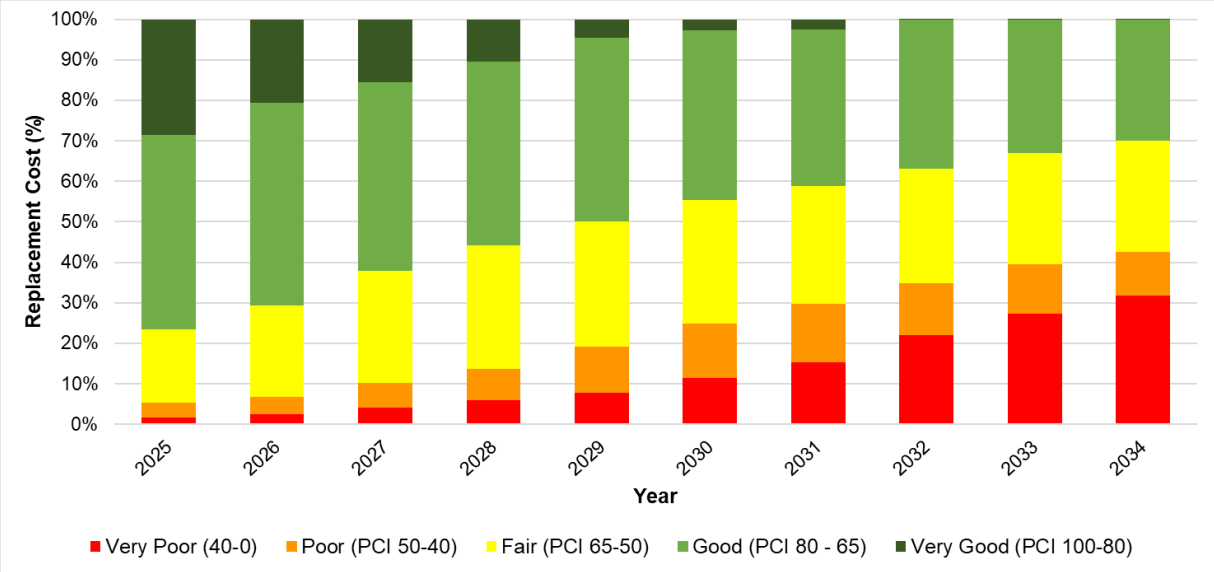
- The network average PCI drops from “Good” (PCI 65 – 80) to “Fair” (PCI 50 – 65) by 2028, where it remains for the rest of the analysis period.
- The PCI is initially 71.9 but declines to 50.7 by 2034.

Table 18 – No Money Budget and PCI

Year	"No Money" Projected Spending	Network Average PCI	PCI Condition Category
2025	$0	71.9	Good
2026	$0	69.5	Good
2027	$0	67.1	Good
2028	$0	64.8	Fair
2029	$0	62.5	Fair
2030	$0	60.2	Fair
2031	$0	57.8	Fair
2032	$0	55.5	Fair
2033	$0	53.1	Fair
2034	$0	50.7	Fair
Total	**$0**		

The predicted impact on the road network condition as a result of the No Money funding scenario is presented graphically in Figure 7**.**

Figure 7 – No Money Budget Impact on PCI



6 Summary

Based on the findings of the pavement condition assessment by GEI, the Town of Fort Erie is currently providing an overall "Good" condition level of service on the hard surface road network, with an average PCI score of **PCI=74.5** by the end of 2024.

The needs analysis of the Town's Road network identified that approximately **$35.2 Million** of rehabilitation backlog currently exists in 2025. The budget analysis indicates that the "Anticipated Funding" level to address the most cost-effective rehabilitation work over the next 10 years will be **insufficient** to maintain the road network at its current condition level of service, resulting in the road network average PCI expected to decrease from PCI=72.9 in 2025 to PCI=64.1 by 2034.

The 10-year prioritized rehabilitation program presented in this report is based primarily on pavement condition, deterioration modeling and cost-benefit analyses on a block- by-block basis. As a result, the program presented in this document indicates areas of the Town where yearly rehabilitation may be focused. At the same time consideration should be given to the repair needs of other integrated assets, as well as Town priorities and initiatives when building out the actual long term pavement maintenance and rehabilitation programs.

The overall analysis and subsequent findings in this report were derived from 2024 pavement condition assessments, pavement performance models based on limited historical trends and model data, high level decision criteria, and estimates of treatment costs over the next 10 years. As a result, the best way for the Town to monitor the cost-effectiveness of their roads programs is to conduct pavement condition assessments, road needs and funding analyses on a consistent basis.

Road condition surveys are recommended to be carried out every 2-3 years using uniform methodologies that result in objective and comparable data. For asset management reporting and compliance with Ontario O. Reg. 588/17 (as amended by O Reg 193/21) Asset Management Planning for Municipal Infrastructure, the regulation requires that data used for reporting current asset performance must be no older than 2 calendar years.

The findings of this report are intended to be integrated into the Town's Asset Management Plan. The Town is also advised to incorporate the results of this analysis into its Asset Management system which will enable staff to monitor the condition of the road network over time, identify deterioration trends, track work history and related costs, and determine budget requirements, supporting the planning of ongoing road maintenance and rehabilitation programs.

Appendix A:
Street Listing

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000133	ABERDEEN COURT	ABERDEEN STREET NORTH	ABERDEEN STREET SOUTHWEST CORNER	132.7	8.5	1128.0	2	0.265	Local	Hot Mix Asphalt	45.6	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 148,212.63
RD-RDS-000135	ABERDEEN COURT	ABERDEEN STREET SOUTHWEST CORNER	ABERDEEN STREET	157.73	8.5	1340.7	2	0.315	Local	Hot Mix Asphalt	58.8	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 73,269.53
RD-RDS-001157	ABERDEEN COURT	ABERDEEN STREET	ABERDEEN STREET SOUTHEAST CORNER	30.96	8.5	263.2	2	0.062	Local	Hot Mix Asphalt	66.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 9,513.23
RD-RDS-001430	ABERDEEN COURT	ABERDEEN STREET SOUTHEAST CORNER	ABERDEEN STREET NORTH	73.17	8.5	621.9	2	0.146	Local	Hot Mix Asphalt	79.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000132	ABERDEEN STREET	LAVINIA STREET	50m SOUTH OF CATHERINE STREET	59.32	8.5	504.2	2	0.119	Local	Hot Mix Asphalt	58.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 27,555.62
RD-RDS-000134	ABERDEEN STREET	ABERDEEN COURT	HENRIETTA STREET	53.2	8.5	452.2	2	0.106	Local	Hot Mix Asphalt	68.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 16,347.03
RD-RDS-001427	ABERDEEN STREET	MURRAY STREET	LAVINIA STREET	114.58	8.5	973.9	2	0.229	Local	Hot Mix Asphalt	81.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001460	ABERDEEN STREET	CATHERINE STREET	ABERDEEN COURT	49.82	8.5	423.5	2	0.1	Local	Hot Mix Asphalt	84.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001540	ABERDEEN STREET	CATHERINE STREET	50m SOUTH OF CATHERINE STREET	51.65	8.5	439.0	2	0.103	Local	Hot Mix Asphalt	81.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001816	ABERDEEN STREET	BERTIE STREET	MURRAY STREET	192.38	8.5	1635.2	2	0.385	Local	Hot Mix Asphalt	76.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000183	ADELAIDE STREET	LAKESHORE ROAD	WHITE AVENUE	64.22	6	385.3	2	0.128	Local	Surface Treated	68.9	2024	Good (PCI 80 - 65)	ST-DST	$ 5,097.78
RD-RDS-001145	ADELAIDE STREET	WHITE AVENUE	DOMINION ROAD	396.11	6	2376.7	2	0.792	Local	Surface Treated	51.1	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 54,354.21
RD-RDS-001477	AIRLINE STREET	WEST MAIN STREET	FOSTER STREET	205.75	6	1234.5	2	0.412	Local	Surface Treated	78.8	2024	Good (PCI 80 - 65)	ST-SST	$ 8,160.05
RD-RDS-000199	ALBANY STREET	ARGYLE ROAD	HELENA STREET	142.71	6.5	927.6	2	0.285	Collector	Hot Mix Asphalt	69.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 33,533.28
RD-RDS-000201	ALBANY STREET	ARGYLE ROAD	ALFRED STREET	440.86	6.5	2865.6	2	0.882	Collector	Hot Mix Asphalt	71.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000203	ALBANY STREET	EDWARD AVENUE	ALBERT STREET	125.37	9.5	1191.0	2	0.251	Collector	Hot Mix Asphalt	78.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000204	ALBANY STREET	JOSEPH STREET	EDWARD AVENUE	158.54	9.5	1506.1	2	0.317	Collector	Hot Mix Asphalt	77.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001005	ALBANY STREET	LOUISA STREET	CONCESSION ROAD	188.32	9.5	1789.0	2	0.377	Collector	Hot Mix Asphalt	69.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 64,673.80
RD-RDS-001006	ALBANY STREET	MADISON STREET	MADISON STREET	33.42	9.5	317.5	2	0.067	Collector	Hot Mix Asphalt	71.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001007	ALBANY STREET	MADISON STREET	BEATRICE STREET	69.77	9.5	662.8	2	0.14	Collector	Hot Mix Asphalt	70.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 23,960.76
RD-RDS-001347	ALBANY STREET	RADFORD AVENUE	LOUISA STREET	133.51	9.5	1268.3	2	0.267	Collector	Hot Mix Asphalt	71.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001367	ALBANY STREET	CONCESSION ROAD	MADISON STREET	218.56	9.5	2076.3	2	0.437	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001410	ALBANY STREET	KING STREET	190m NORTH EAST OF KING STREET	192.1	7.9	1517.6	2	0.384	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001432	ALBANY STREET	GARRISON ROAD	ALBANY STREET	159.67	8	1277.4	2	0.319	Collector	Hot Mix Asphalt	68.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 46,176.56
RD-RDS-001436	ALBANY STREET	RADFORD AVENUE	FERGUSON AVENUE	165.07	9.5	1568.2	2	0.33	Collector	Hot Mix Asphalt	69.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 56,689.17
RD-RDS-001446	ALBANY STREET	BEATRICE STREET	KING STREET	14.36	9.5	136.4	2	0.029	Collector	Hot Mix Asphalt	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001519	ALBANY STREET	FERGUSON AVENUE	JOSEPH STREET	76.38	9.5	725.6	2	0.153	Collector	Hot Mix Asphalt	71.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001765	ALBANY STREET	ALFRED STREET	ALBERT STREET	287.23	6.5	1867.0	2	0.574	Collector	Hot Mix Asphalt	68.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 67,491.87
RD-RDS-001908	ALBANY STREET	190m NORTH EAST OF KING STREET	SOUTH BEND AFTER LEGION	307.37	6.5	1997.9	2	0.615	Collector	Hot Mix Asphalt	53.6	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 262,524.72
RD-RDS-000027	ALBERT STREET	MACCABEE AVENUE	AVENUE ""A""	38.28	6.5	248.8	2	0.077	Local	Hot Mix Asphalt	74.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000028	ALBERT STREET	LONGTENT AVENUE	DOMINION ROAD	57.65	6.5	374.7	2	0.115	Local	Hot Mix Asphalt	72.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000029	ALBERT STREET	AVENUE ""A""	LONG TENT AVE	29.23	7.9	230.9	2	0.058	Local	Hot Mix Asphalt	74.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000031	ALBERT STREET	DOMINION ROAD	QUEENSTON BOULEVARD	162.5	6.5	1056.3	2	0.325	Local	Hot Mix Asphalt	86.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000188	ALBERT STREET	SPEAKMAN STREET	KEEL STREET	170.86	6.5	1110.6	2	0.342	Local	Hot Mix Asphalt	74.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000966	ALBERT STREET	ALBANY STREET	KENSINGTON COURT	112.63	7.9	889.8	2	0.225	Local	Hot Mix Asphalt	76.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001385	ALBERT STREET	KEEL STREET	MACCABEE AVENUE	64.56	6.5	419.6	2	0.129	Local	Hot Mix Asphalt	75.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001386	ALBERT STREET	QUEENSTON BOULEVARD	ALBANY STREET	162.86	6.5	1058.6	2	0.326	Local	Hot Mix Asphalt	85.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001536	ALBERT STREET	LAKESHORE ROAD	SPEAKMAN STREET	76.77	6.5	499.0	2	0.154	Local	Hot Mix Asphalt	82.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001727	ALBERT STREET	KENSINGTON COURT	END	87.25	7.9	689.3	2	0.175	Local	Hot Mix Asphalt	79.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000799	ALBION AVENUE	SEYMORE AVENUE	FLORENCE DRIVE	402.98	4	1611.9	1	0.403	Local	Gravel		2024			
RD-RDS-001555	ALBION AVENUE	NORTH END OF ROAD	SEYMOUR AVENUE	278.44	4.5	1253.0	2	0.557	Local	Gravel		2024			
RD-RDS-001274	ALDERSON COURT	REBSTOCK ROAD	SOUTH END	91.75	8.5	779.9	2	0.184	Local	Hot Mix Asphalt	92	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000637	ALEXANDRA ROAD	RIDGEWAY ROAD	DERBY ROAD	207.95	6	1247.7	2	0.416	Local	Hot Mix Asphalt	69.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 45,104.36
RD-RDS-000638	ALEXANDRA ROAD	DERBY ROAD	DEVON PLACE	166.49	6	998.9	2	0.333	Local	Hot Mix Asphalt	68	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 36,111.68
RD-RDS-002876	ALFRED STREET	ALBANY STREET	GARRISON ROAD	1463.13	8	11705.0	2	2.926	Local	Hot Mix Asphalt	88.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001071	ALGONQUIN DRIVE	SPINNAKER DRIVE	SUNRISE COURT	260.31	7.9	2056.4	2	0.521	Local	Hot Mix Asphalt	85.2	2024	Very Good (PCI 100-80)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001374	ALGONQUIN DRIVE	PROSPECT POINT ROAD SOUTH	SPINNAKER DRIVE	91.33	7.9	721.5	2	0.183	Local	Hot Mix Asphalt	82.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001458	ALLEN TR	THUNDER BAY RD		244.15	9	2197.4	2	0.488	Local	Hot Mix Asphalt	89.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002685	ALLISTON AVENUE	RUTHERFORD AVENUE	BRADFORD AVENUE	169.68	8	1357.4	2	0.339	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002698	ALLISTON AVENUE	RUTHERFORD AVENUE	END OF ROAD	53.62	8	429.0	2	0.107	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000937	ALWIN PLACE	HIGHLAND AVENUE	BOWEN ROAD	112.78	9	1015.0	2	0.226	Local	Hot Mix Asphalt	67.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 36,692.97
RD-RDS-000938	ALWIN PLACE	BOWEN ROAD	LINDBERGH AVENUE	94.71	8	757.7	2	0.189	Local	Hot Mix Asphalt	66.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 27,390.13
RD-RDS-001377	ANGER AVENUE	NIAGARA BOULEVARD	WEST END OF ROAD	297.07	5.5	1633.9	2	0.594	Local	Surface Treated	71.7	2024	Good (PCI 80 - 65)	ST-SST	$ 10,799.98
RD-RDS-000830	ANTOINETTE ROAD	LOUISA STREET	CANADA DRIVE	92.91	7.9	734.0	2	0.186	Local	Hot Mix Asphalt	79.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000996	ANTOINETTE ROAD	CANADA DRIVE	CONCESSION ROAD	92.02	7.9	727.0	2	0.184	Local	Hot Mix Asphalt	79.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000822	ARCADIA STREET	PETTIT ROAD	SUTHERLAND DRIVE	264.6	5.5	1455.3	2	0.529	Local	Surface Treated	66.2	2024	Good (PCI 80 - 65)	ST-DST	$ 19,253.62
RD-RDS-000838	ARCADIA STREET	RIDGEMOUNT ROAD	WEST END OF ROAD	277.39	4.5	1248.3	2	0.555	Local	Gravel		2024			
RD-RDS-001692	ARCADIA STREET	SIDER ROAD	EAST END OF ROAD	468.13	4.2	1966.1	1	0.468	Local	Gravel		2024			
RD-RDS-000011	ARCHANGE STREET	FORSYTHE STREET	BERTIE STREET	161.87	10	1618.7	2	0.324	Local	Hot Mix Asphalt	70.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 58,516.01
RD-RDS-000065	ARCHANGE STREET	PRINCESS STREET	JOHN STREET	61.34	10	613.4	2	0.123	Local	Hot Mix Asphalt	66.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 22,174.41
RD-RDS-001151	ARCHANGE STREET	QUEEN STREET	PRINCESS STREET	105.58	10	1055.8	2	0.211	Local	Hot Mix Asphalt	66.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 38,167.17
RD-RDS-001462	ARCHANGE STREET	SOUTH END OF STREET	QUEEN STREET	80	10	800.0	2	0.16	Local	Hot Mix Asphalt	73.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001805	ARCHANGE STREET	JOHN STREET	FORSYTHE STREET	73.34	10	733.4	2	0.147	Local	Hot Mix Asphalt	71.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 26,512.41
RD-RDS-000614	ARDMORE PLACE	SEYMORE AVENUE	SOUTH END OF ROAD	114.71	5	573.6	2	0.229	Local	Surface Treated	54.7	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 13,117.09
RD-RDS-001011	ARGYLE ROAD	(INTERSECT) GRAHAM AVE	ALBANY STREET	122.6	5	613.0	2	0.245	Local	Surface Treated	57.1	2024	Fair (PCI 65-50)	ST-DST	$ 8,109.99
RD-RDS-001321	ARGYLE ROAD	DOMINION ROAD	(INTERSECT) GRAHAM AVE	198.81	5	994.1	2	0.398	Local	Surface Treated	60	2024	Fair (PCI 65-50)	ST-DST	$ 13,151.28
RD-RDS-000317	ARLINGTON AVENUE	CRESCENT ROAD	BRIGHTON AVENUE	130.72	5.5	719.0	2	0.261	Local	Surface Treated	25.6	2024	Very Poor (40-0)	ST-FDR & DST	$ 16,442.62
RD-RDS-001904	ARLINGTON AVENUE	LAKEVIEW ROAD	GRANDVIEW ROAD	85.64	5	428.2	2	0.171	Local	Hot Mix Asphalt	91.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001266	ARROWSMITH COURT	BAKER ROAD	EDINBURGH ROAD	128.1	9	1152.9	2	0.256	Local	Hot Mix Asphalt	84	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001457	ARROWSMITH COURT	EDINBURGH ROAD	CANFIELS CRES	113.18	9	1018.6	2	0.226	Local	Hot Mix Asphalt	88.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001740	ARROWSMITH COURT	CANFIELS CRESCENT	ARROWSMITH ROAD	130.27	9	1172.4	2	0.261	Local	Hot Mix Asphalt	87.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001541	ARTHUR STREET	GARRISON ROAD	LOUISA STREET	648.62	5.5	3567.4	2	1.297	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001372	ASH AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	202.8	4	811.2	1	0.203	Local	Surface Treated	78.1	2024	Good (PCI 80 - 65)	ST-SST	$ 5,362.03
RD-RDS-001612	ASH AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	171.31	4	685.2	1	0.171	Local	Surface Treated	79.1	2024	Good (PCI 80 - 65)	ST-SST	$ 4,529.44
RD-RDS-000457	ASHWOOD AVENUE	BIRCHWOOD ROAD	ERIE ROAD	203.86	4.5	917.4	2	0.408	Local	Hot Mix Asphalt	75.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000458	ASHWOOD AVENUE	GLENSPRING ROAD	BIRCHWOOD ROAD	203.94	4.5	917.7	2	0.408	Local	Hot Mix Asphalt	72.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000185	AVENUE ""A""	ALBERT STREET	WEST END OF ROAD	127.02	6.2	787.5	2	0.254	Local	Hot Mix Asphalt	61.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 43,038.19
RD-RDS-000667	BAKER ROAD	NETHERBY ROAD	BLACK CREEK ROAD	232.79	8.5	1978.7	2	0.466	Local	Hot Mix Asphalt	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001522	BAKER ROAD	BLACK CREEK ROAD	SUSSEX LANE	94.91	7.9	749.8	2	0.19	Local	Hot Mix Asphalt	77.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001651	BAKER ROAD	SUSSEX LANE	RIVER TRAIL	95.46	7.9	754.1	2	0.191	Local	Hot Mix Asphalt	73.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-002678	BARDOL AVENUE	LAKESHORE ROAD	CELEBRATION DRIVE	110.48	6	662.9	2	0.221	Local	Hot Mix Asphalt	91.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002681	BARDOL AVENUE	PICKET LANE	DOMINION ROAD	101.36	6	608.2	2	0.203	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002682	BARDOL AVENUE	CELEBRATION DRIVE	PICKET LANE	189.72	6	1138.3	2	0.379	Local	Hot Mix Asphalt	88	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000734	BARHART STREET	POUND AVENUE	NORTH END OF ROAD	137.53	4	550.1	2	0.275	Local	Surface Treated	26.8	2024	Very Poor (40-0)	ST-FDR & DST	$ 12,581.24
RD-RDS-000306	BARKER AVENUE	SHAWNEE TRAIL	MAPLE AVENUE	91.32	6	547.9	2	0.183	Local	Surface Treated	76.2	2024	Good (PCI 80 - 65)	ST-SST	$ 3,621.75
RD-RDS-001786	BARKER AVENUE	MAPLE AVENUE	GARRISON ROAD	473.44	6	2840.6	2	0.947	Local	Surface Treated	75.3	2024	Good (PCI 80 - 65)	ST-SST	$ 18,776.63
RD-RDS-002805	BARKER AVENUE	TECUMSEH TRAIL	SHAWNEE TRAIL	94.93	6	569.6	2	0.19	Local	Surface Treated	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002838	BARKER AVENUE	OZARK TRAIL	TECUMSEH TRAIL	92.91	6	557.5	2	0.186	Local	Surface Treated	91.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002839	BARKER AVENUE	CARIBOU TRAIL	OZARK TRAIL	90.37	6	542.2	2	0.181	Local	Surface Treated	91.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002840	BARKER AVENUE	PORTAGE TRAIL	CARIBOU TRAIL	97.97	6	587.8	2	0.196	Local	Surface Treated	91.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002841	BARKER AVENUE	NIGH ROAD	PORTAGE TRAIL	89.53	6	537.2	2	0.179	Local	Surface Treated	91	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002668	BARNHART STREET	GARRISON ROAD	POUND AVENUE	97.55	6	585.3	2	0.195	Local	Surface Treated	68.7	2024	Good (PCI 80 - 65)	ST-DST	$ 7,743.52

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000082	BARON DRIVE	COLETTE RD	CONCESSION ROAD	96.63	7.9	763.4	2	0.193	Local	Hot Mix Asphalt	74.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001678	BARON DRIVE	EVA ROAD	COLETTE RD	392.2	7.9	3098.4	2	0.784	Local	Hot Mix Asphalt	71	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 112,006.44
RD-RDS-001001	BARRINGTON COURT	CHARLESTON DR	END	106.39	7.9	840.5	2	0.213	Local	Hot Mix Asphalt	77.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001725	BARRINGTON COURT	DOMINION ROAD	CHARLESTON DR	97.65	7.9	771.4	2	0.195	Local	Hot Mix Asphalt	78.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000205	BASSET AVENUE	FLOYD PLACE	BASSET AVENUE (CUT-OFF)	140.61	4	562.4	2	0.281	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001012	BASSET AVENUE	BASSET AVENUE (CUT-OFF)	DOMINION ROAD	29.36	4	117.4	2	0.059	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001777	BASSET AVENUE	FLOYD PLACE	EDGEMERE ROAD	77.12	5	385.6	2	0.154	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000014	BATTERY STREET	BERTIE STREET	MURRAY STREET	191.63	8.5	1628.9	2	0.383	Local	Hot Mix Asphalt	53.5	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 214,031.55
RD-RDS-000015	BATTERY STREET	MURRAY STREET	LAVINIA STREET	111.14	8.9	989.1	2	0.222	Local	Hot Mix Asphalt	84.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000032	BATTERY STREET	LAVINIA STREET	CATHERINE STREET	114.92	8.9	1022.8	2	0.23	Local	Hot Mix Asphalt	88	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001383	BATTERY STREET	CATHERINE STREET	NORTH END OF ROAD	151.88	5.5	835.3	2	0.304	Local	Hot Mix Asphalt	72.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000309	BEACH AVE	EAST OF OAKHILL BLVD	OAKHILL BLVD	158.72	6	952.3	2	0.317	Local	Surface Treated	74.4	2024	Good (PCI 80 - 65)	ST-SST	$ 6,294.84
RD-RDS-000310	BEACH AVENUE	OAKHILL BOULEVARD	WEST OF OAKHILL BOULEVARD	274.36	5	1371.8	2	0.549	Local	Surface Treated	83.2	2024	Very Good (PCI 100-80)	ST-SST	$ 9,067.60
RD-RDS-000075	BEACHVIEW AVENUE	DOMINION ROAD	EDGEMERE ROAD	230.67	5	1153.4	2	0.461	Local	Surface Treated	59.5	2024	Fair (PCI 65-50)	ST-DST	$ 15,258.82
RD-RDS-000076	BEACHVIEW AVENUE	NORTH END OF ROAD	DOMINION ROAD	118.93	5	594.7	2	0.238	Local	Surface Treated	21.5	2024	Very Poor (40-0)	ST-FDR & DST	$ 13,599.65
RD-RDS-001820	BEACHVIEW AVENUE	EDGEMERE ROAD	SOUTH END OF ROAD	55.93	3	167.8	1	0.056	Local	Gravel		2024			
RD-RDS-001905	BEACHWALK CRESCENT	SCHOOLEY ROAD	LOGANBERRY COURT	317.52	8.6	2730.7	2	0.635	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001906	BEACHWALK CRESCENT	LOGANBERRY COURT	SCHOOLEY ROAD	81.73	8.6	702.9	2	0.163	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000750	BEAM ROAD	NIAGARA BOULEVARD	SOUTH END OF ROAD	70.51	3	211.5	1	0.071	Local	Gravel		2024			
RD-RDS-000168	BEATRICE STREET	LAKESHORE ROAD	ALBANY STREET	292.05	7	2044.4	2	0.584	Collector	Surface Treated	52.3	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 46,754.29
RD-RDS-000642	BEECHWOOD AVENUE	REBSTOCK ROAD	SMALLS ROAD	316.71	5	1583.6	2	0.633	Local	Surface Treated	52.3	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 36,215.79
RD-RDS-002715	BEECHWOOD AVENUE	GLENSPRING ROAD	GLENOLDEN LANE	256.83	8	2054.6	2	0.514	Local	Hot Mix Asphalt	93.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002864	BEECHWOOD AVENUE	GLENOLDEN LANE	ERIE ROAD	162.6	8	1300.8	2	0.325	Local	Surface Treated	93.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002865	BEECHWOOD AVENUE	SMALLS ROAD	GLENSPRING ROAD	209.12	5	1045.6	2	0.418	Local	Hot Mix Asphalt	94.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000534	BELFAST ROAD	LINCOLN ROAD	CAMBRIDGE ROAD	57.91	6	347.5	2	0.116	Local	Hot Mix Asphalt	65.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 12,560.68
RD-RDS-000558	BELFAST ROAD	QUEEN'S CIRCLE	LOOMIS CRESCENT	69.27	6	415.6	2	0.139	Local	Hot Mix Asphalt	69.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 15,024.66
RD-RDS-001349	BELFAST ROAD	LOOMIS CRESCENT	LINCOLN ROAD	43.4	6	260.4	2	0.087	Local	Hot Mix Asphalt	71.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000527	BELFAST ROAD SOUTH	LINCOLN ROAD	WINDSOR LANE	52.26	6	313.6	2	0.105	Local	Hot Mix Asphalt	67.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 11,335.19
RD-RDS-000553	BELFAST ROAD SOUTH	ERIE ROAD	CAMBRIDGE ROAD	90.43	5	452.2	2	0.181	Local	Hot Mix Asphalt	64.8	2024	Fair (PCI 65-50)	HMA - Ovly	$ 16,345.22
RD-RDS-000643	BELFAST ROAD SOUTH	CAMBRIDGE ROAD	LINCOLN ROAD	57.8	5	289.0	2	0.116	Local	Hot Mix Asphalt	66.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 10,447.35
RD-RDS-001186	BELFAST ROAD SOUTH	WINDSOR LANE	QUEEN'S CIRCLE	51.88	6	311.3	2	0.104	Local	Hot Mix Asphalt	65.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 11,252.77
RD-RDS-000598	BELLEAIR BOULEVARD	DOMINION ROAD	SUMMIT AVENUE	301.6	6.3	1900.1	2	0.603	Local	Hot Mix Asphalt	77.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000594	BELLEVIEW BOULEVARD	HAZEL STREET	PEARL STREET	127.34	6	764.0	2	0.255	Local	Hot Mix Asphalt	48.2	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 100,394.86
RD-RDS-000599	BELLEVIEW BOULEVARD	PEARL STREET	NORTH END OF ROAD	60.61	6	363.7	2	0.121	Local	Surface Treated	23.9	2024	Very Poor (40-0)	ST-FDR & DST	$ 8,316.90
RD-RDS-001473	BELLEVIEW BOULEVARD	SUMMIT AVENUE	HAZEL STREET	150.5	6	903.0	2	0.301	Local	Hot Mix Asphalt	55.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 49,348.95
RD-RDS-001619	BELLEVIEW BOULEVARD	DOMINION ROAD	SUMMIT AVENUE	298.66	6	1792.0	2	0.597	Local	Hot Mix Asphalt	46.3	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 235,463.54
RD-RDS-001715	BELLEVIEW BOULEVARD	HIBBARD STREET	DOMINION ROAD	216.71	5.5	1191.9	2	0.433	Local	Hot Mix Asphalt	51.2	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 156,616.32
RD-RDS-000561	BELVIDERE ROAD	BREWSTER ROAD	WELLINGTON ROAD	158.35	5	791.8	1	0.158	Local	Hot Mix Asphalt	68.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 28,621.76
RD-RDS-001351	BELVIDERE ROAD	REBSTOCK ROAD	BREWSTER ROAD	131.54	5.5	723.5	2	0.263	Local	Hot Mix Asphalt	75.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001713	BELVIDERE ROAD	WELLINGTON ROAD	MICHENER ROAD	142.15	5.5	781.8	1	0.142	Local	Hot Mix Asphalt	65.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 28,262.97
RD-RDS-000617	BENNER AVENUE	GARRISON ROAD	FLORENCE DRIVE	103.68	8	829.4	2	0.207	Collector	Surface Treated	59.4	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 18,969.29
RD-RDS-000618	BENNER AVENUE	FLORENCE DRIVE	GLEN BELLE AVENUE R/A	323.58	5.5	1779.7	2	0.647	Collector	Surface Treated	48.8	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 40,701.51
RD-RDS-000619	BENNER AVENUE	SEYMORE AVENUE	NORTH END OF ROAD	130.17	5.5	715.9	2	0.26	Collector	Surface Treated	47	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 16,373.43
RD-RDS-001308	BENNER AVENUE	GLEN BELLE AVENUE	SEYMORE AVENUE	124.38	5.5	684.1	2	0.249	Collector	Surface Treated	48.1	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 15,645.14
RD-RDS-000613	BERKELEY PLACE	SPEARS ROAD	OSGOOD AVENUE	184.9	4	739.6	2	0.37	Local	Gravel		2024			
RD-RDS-000389	BERNARD AVENUE	NIGH ROAD	DOMINION ROAD	1037.44	6	6224.6	2	2.075	Local	Hot Mix Asphalt	51.5	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 817,917.70

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000390	BERNARD AVENUE	PARKER AVENUE	GROVE AVENUE	103.14	7	722.0	2	0.206	Collector	Hot Mix Asphalt	63.3	2024	Fair (PCI 65-50)	HMA - Ovly	$ 26,099.58
RD-RDS-000391	BERNARD AVENUE	GROVE AVENUE	HYMAN AVENUE	132.54	7	927.8	2	0.265	Collector	Hot Mix Asphalt	65.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 33,539.25
RD-RDS-000399	BERNARD AVENUE	YOUNG AVENUE	THUNDER BAY ROAD	112.55	7	787.9	2	0.225	Collector	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000400	BERNARD AVENUE	EVADERE AVENUE	YOUNG AVENUE	96.32	7	674.2	2	0.193	Collector	Hot Mix Asphalt	78.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000401	BERNARD AVENUE	BETHUNE AVENUE	POPLAR AVENUE	96.16	7	673.1	2	0.192	Collector	Hot Mix Asphalt	58.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 36,786.01
RD-RDS-000402	BERNARD AVENUE	RISELAY AVENUE	BETHUNE AVENUE	96.07	7	672.5	2	0.192	Collector	Hot Mix Asphalt	64.2	2024	Fair (PCI 65-50)	HMA - Ovly	$ 24,310.51
RD-RDS-000403	BERNARD AVENUE	JEWEL AVENUE	RISELAY AVENUE	93.71	7	656.0	2	0.187	Collector	Hot Mix Asphalt	59.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 35,848.76
RD-RDS-000464	BERNARD AVENUE	PORTAGE TRAIL	CARIBOU TRAIL	95.92	6.1	585.1	2	0.192	Collector	Hot Mix Asphalt	72.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000465	BERNARD AVENUE	CARIBOU TRAIL	OZARK TRAIL	93.53	6.1	570.5	2	0.187	Collector	Hot Mix Asphalt	74.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000466	BERNARD AVENUE	OZARK TRAIL	TECUMSEH TRAIL	92.82	6.1	566.2	2	0.186	Collector	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000467	BERNARD AVENUE	TECUMSEH TRAIL	SHAWNEE TRAIL	91.47	6.1	558.0	2	0.183	Collector	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000468	BERNARD AVENUE	SHAWNEE TRAIL	MAPLE AVENUE	92.54	6.1	564.5	2	0.185	Collector	Hot Mix Asphalt	74.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000469	BERNARD AVENUE	MAPLE AVENUE	CHERRY AVENUE	95.52	6.1	582.7	2	0.191	Collector	Hot Mix Asphalt	67.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 21,063.59
RD-RDS-001208	BERNARD AVENUE	DOMINION ROAD	PARKER AVENUE	99.47	7	696.3	2	0.199	Collector	Hot Mix Asphalt	57.6	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 38,052.25
RD-RDS-001468	BERNARD AVENUE	NIGH ROAD	PORTAGE TRAIL	90.54	6.1	552.3	2	0.181	Collector	Hot Mix Asphalt	61.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 30,182.87
RD-RDS-001585	BERNARD AVENUE	HYMAN AVENUE	JEWEL AVENUE	93.28	7	653.0	2	0.187	Collector	Hot Mix Asphalt	64.2	2024	Fair (PCI 65-50)	HMA - Ovly	$ 23,604.50
RD-RDS-001691	BERNARD AVENUE	POPLAR AVENUE	EVADERE AVENUE	96.64	7	676.5	2	0.193	Collector	Hot Mix Asphalt	70.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 24,454.75
RD-RDS-001757	BERNARD AVENUE	CHERRY AVENUE	GARRISON ROAD	376.48	6.1	2296.5	2	0.753	Collector	Hot Mix Asphalt	66	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 83,019.49
RD-RDS-000891	BERTIE BAY ROAD	MACDONALD DRIVE	SOUTH END OF ROAD	115.08	3	345.2	1	0.115	Local	Gravel		2024			
RD-RDS-000907	BERTIE BAY ROAD	DOMINION ROAD	FRIENDSHIP TRAIL	161.04	8	1288.3	2	0.322	Local	Surface Treated	89.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002746	BERTIE BAY ROAD	NORTH END OF ROAD	DOMINION ROAD	115.48	5	577.4	2	0.231	Local	Surface Treated	89.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002747	BERTIE BAY ROAD	115m N OF DOMINION ROAD	25m S OF BIRD AVENUE	199.47	4	797.9	1	0.199	Local	Earth		2024			
RD-RDS-002748	BERTIE BAY ROAD	NORTH OF BIRD AVENUE	SOUTH OF BIRD AVENUE	116.55	5	582.8	2	0.233	Local	Surface Treated	88.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002749	BERTIE BAY ROAD	FERRY STREET	SOUTH OF FERRY STREET	58.02	4	232.1	2	0.116	Local	Earth		2024			
RD-RDS-002750	BERTIE BAY ROAD	NORTH END OF ROAD	FERRY STREET	79.47	4	317.9	2	0.159	Local	Surface Treated	87.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002751	BERTIE BAY ROAD	LAFAYETTE AVENUE	SOUTH OF LAFAYETTE AVENUE	66.42	4	265.7	2	0.133	Local	Surface Treated	88.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002781	BERTIE BAY ROAD	FRIENDSHIP TRAIL	MACDONALD DRIVE	381.45	8	3051.6	2	0.763	Local	Surface Treated	89.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002646	BERTIE PLACE	DOMINION ROAD	HIBBARD STREET	215.9	6.5	1403.4	2	0.432	Local	Hot Mix Asphalt	94	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000616	BERTIE STREET	EAST END OF ROAD	SPEARS ROAD	390.77	6	2344.6	2	0.782	Local	Surface Treated	68	2024	Good (PCI 80 - 65)	ST-DST	$ 31,019.32
RD-RDS-000825	BERTIE STREET	THOMPSON ROAD	BRIDLE PATH TRAIL	709.32	14	9930.5	4	2.837	Minor Arterial	Hot Mix Asphalt	56.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 542,700.73
RD-RDS-000826	BERTIE STREET	DOUGLAS STREET	CENTRAL AVENUE	121.75	9.5	1156.6	2	0.244	Minor Arterial	Hot Mix Asphalt	81.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000893	BERTIE STREET	HOUSE ROAD	WEST END OF ROAD	466.59	6	2799.5	2	0.933	Local	Gravel		2024			
RD-RDS-000920	BERTIE STREET	SUNSET DRIVE	RIDGEMOUNT ROAD	2075.71	7	14530.0	2	4.151	Local	Gravel		2024			
RD-RDS-000921	BERTIE STREET	RIDGEMOUNT ROAD	TEAL ROAD	2066.32	7	14464.2	2	4.133	Local	Gravel		2024			
RD-RDS-000923	BERTIE STREET	BERTIE STREET CUT-OFF	STEVENSVILLE ROAD	1051.16	6	6307.0	2	2.102	Local	Surface Treated	80.7	2024	Very Good (PCI 100-80)	ST-SST	$ 41,689.01
RD-RDS-000926	BERTIE STREET	POINT ABINO ROAD NORTH	BURGER ROAD	1086.31	6.1	6626.5	2	2.173	Local	Surface Treated	50.2	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 151,547.85
RD-RDS-000928	BERTIE STREET	BURGER ROAD	HOLLOWAY BAY ROAD NORTH	639.05	6	3834.3	2	1.278	Local	Gravel		2024			
RD-RDS-001051	BERTIE STREET	BRIDLE PATH TRAIL	PRINCE OF WALES AVENUE	93.89	14	1314.5	4	0.376	Minor Arterial	Hot Mix Asphalt	65.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 47,517.73
RD-RDS-001052	BERTIE STREET	CONCESSION ROAD	HOSPITAL DRIVE	213.23	9.5	2025.7	2	0.426	Minor Arterial	Hot Mix Asphalt	73.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001053	BERTIE STREET	ABERDEEN STREET	DOUGLAS STREET	125.57	9.5	1192.9	2	0.251	Minor Arterial	Hot Mix Asphalt	75.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001054	BERTIE STREET	CENTRAL AVENUE	NORTH STREET	119.12	9.5	1131.6	2	0.238	Minor Arterial	Hot Mix Asphalt	71	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 40,908.79
RD-RDS-001056	BERTIE STREET	BATTERY STREET	ARCHANGE STREET	55.94	9.5	531.4	2	0.112	Minor Arterial	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001057	BERTIE STREET	ARCHANGE STREET	WATERLOO STREET	114.69	9.5	1089.6	2	0.229	Minor Arterial	Hot Mix Asphalt	73.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001058	BERTIE STREET	WATERLOO STREET	NIAGARA PARKWAY	113.94	9.5	1082.4	2	0.228	Minor Arterial	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001193	BERTIE STREET	RIDGE ROAD NORTH	BERTIE STREET CUT-OFF	130.54	6	783.2	2	0.261	Local	Hot Mix Asphalt	81.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001252	BERTIE STREET	200m E of HOSPITAL DRIVE	ABERDEEN STREET	113.99	12.3	1402.1	3	0.342	Minor Arterial	Hot Mix Asphalt	74.7	2024	Good (PCI 80 - 65)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001342	BERTIE STREET	SPEARS ROAD	OSGOOD AVENUE	197.99	6.5	1286.9	2	0.396	Local	Surface Treated	76.1	2024	Good (PCI 80 - 65)	ST-SST	$ 8,506.64
RD-RDS-001360	BERTIE STREET	HIGH STREET	STANTON STREET	119.45	9.5	1134.8	2	0.239	Minor Arterial	Hot Mix Asphalt	70.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 41,022.12
RD-RDS-001527	BERTIE STREET	STANTON STREET	BATTERY STREET	131.11	9.5	1245.5	2	0.262	Minor Arterial	Hot Mix Asphalt	75.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001650	BERTIE STREET	NORTH STREET	HIGH STREET	113.74	9.5	1080.5	2	0.227	Minor Arterial	Hot Mix Asphalt	74.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001728	BERTIE STREET	PRINCE OF WALES AVENUE	CONCESSION ROAD	213.08	14	2983.1	4	0.852	Minor Arterial	Hot Mix Asphalt	64.3	2024	Fair (PCI 65-50)	HMA - Ovly	$ 107,839.79
RD-RDS-001729	BERTIE STREET	HOSPITAL DRIVE	200m E of HOSPITAL DRIVE	197.97	9.5	1880.7	2	0.396	Minor Arterial	Hot Mix Asphalt	77.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001745	BERTIE STREET	OSGOOD AVENUE	PETTIT ROAD	811.06	6.5	5271.9	2	1.622	Local	Hot Mix Asphalt	78	2024	Good (PCI 80 - 65)		$ -
RD-RDS-002667	BERTIE STREET	STEVENSVILLE ROAD	OTT ROAD	960.07	6	5760.4	2	1.92	Local	Surface Treated	71.3	2024	Good (PCI 80 - 65)	ST-SST	$ 38,076.38
RD-RDS-002779	BERTIE STREET	SUNSET ROAD	PETTIT ROAD	1041.78	6	6250.7	2	2.084	Local	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002845	BERTIE STREET	TEAL ROAD	RIDGE ROAD NORTH	984.29	7	6890.0	2	1.969	Local	Surface Treated	89.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000404	BETHUNE AVENUE	SHIRLEY ROAD	CENTRALIA AVENUE	411.45	5.5	2263.0	2	0.823	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 14,958.27
RD-RDS-000405	BETHUNE AVENUE	NEVA ROAD	SHIRLEY ROAD	52.51	5.5	288.8	2	0.105	Local	Surface Treated	82.8	2024	Very Good (PCI 100-80)	ST-SST	$ 1,909.00
RD-RDS-000406	BETHUNE AVENUE	COOK AVENUE	BERNARD AVENUE	223.21	5.5	1227.7	2	0.446	Local	Surface Treated	84.8	2024	Very Good (PCI 100-80)	ST-SST	$ 8,114.80
RD-RDS-000407	BETHUNE AVENUE	BURLEIGH ROAD	COOK AVENUE	582.96	5.5	3206.3	2	1.166	Local	Surface Treated	85.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000408	BETHUNE AVENUE	PLEASANT AVENUE	BURLEIGH ROAD	86.43	4.5	388.9	2	0.173	Local	Surface Treated	80.4	2024	Very Good (PCI 100-80)	ST-SST	$ 2,570.86
RD-RDS-000409	BETHUNE AVENUE	MAPLE LEAF AVENUE	PLEASANT AVENUE	86.52	4.5	389.3	2	0.173	Local	Surface Treated	82.5	2024	Very Good (PCI 100-80)	ST-SST	$ 2,573.54
RD-RDS-000438	BETHUNE AVENUE	NEVA ROAD	NEVA ROAD	41.73	5.5	229.5	2	0.083	Local	Surface Treated	75.7	2024	Good (PCI 80 - 65)	ST-SST	$ 1,517.09
RD-RDS-001396	BETHUNE AVENUE	NICOLAS ROAD	NEVA ROAD	159.39	5.5	876.6	2	0.319	Local	Surface Treated	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001784	BETHUNE AVENUE	BERNARD AVENUE	NICOLAS ROAD	159.27	5.5	876.0	2	0.319	Local	Surface Treated	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002724	BIDWELL PARKWAY	LAFAYETTE AVENUE	FERRY STREET	230.25	4	921.0	2	0.461	Local	Surface Treated	90.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002821	BIDWELL PARKWAY	BIRD AVENUE R/A	LAFAYETTE AVENUE	260.46	4	1041.8	2	0.521	Local	Surface Treated	95.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002822	BIDWELL PARKWAY	DOMINION ROAD	BIRD AVENUE R/A	313.6	4	1254.4	2	0.627	Local	Surface Treated	91.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000541	BIRCHWOOD ROAD	MAPLEWOOD AVENUE	OXFORD AVENUE	60.38	4	241.5	1	0.06	Local	Hot Mix Asphalt	62.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 13,199.07
RD-RDS-000543	BIRCHWOOD ROAD	ELMWOOD AVENUE	MAPLEWOOD AVENUE	57.64	5	288.2	2	0.115	Local	Hot Mix Asphalt	64.2	2024	Fair (PCI 65-50)	HMA - Ovly	$ 10,418.43
RD-RDS-000544	BIRCHWOOD ROAD	OAKWOOD AVENUE	ELMWOOD AVENUE	56.96	4	227.8	1	0.057	Local	Hot Mix Asphalt	81.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000560	BIRCHWOOD ROAD	CHERRYWOOD AVENUE	ASHWOOD AVENUE	63.84	4	255.4	1	0.064	Local	Hot Mix Asphalt	82.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001398	BIRCHWOOD ROAD	SCHOOLEY ROAD	CHERRYWOOD AVENUE	75.6	4	302.4	1	0.076	Local	Hot Mix Asphalt	79.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001618	BIRCHWOOD ROAD	ASHWOOD AVENUE	OAKWOOD AVENUE	61.95	4	247.8	1	0.062	Local	Hot Mix Asphalt	85.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002826	BIRD AVENUE	CHAPIN PARKWAY	BERTIE BAY ROAD	88.18	4.5	396.8	2	0.176	Local	Surface Treated	83.3	2024	Very Good (PCI 100-80)	ST-SST	$ 2,622.91
RD-RDS-000665	BLACK CREEK ROAD	NIAGARA BOULEVARD	RIVER TRAIL	338.37	6	2030.2	2	0.677	Collector	Hot Mix Asphalt	47.5	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 266,770.91
RD-RDS-000666	BLACK CREEK ROAD	RIVER TRAIL	BAKER ROAD	391.85	8	3134.8	2	0.784	Collector	Hot Mix Asphalt	54.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 171,316.82
RD-RDS-000668	BLACK CREEK ROAD	LAWRENCE AVENUE	WESTBROOK AVENUE	264.34	6.5	1718.2	2	0.529	Collector	Surface Treated	58.4	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 39,295.46
RD-RDS-000669	BLACK CREEK ROAD	WESTBROOK AVENUE	RIVER TRAIL	217.29	6.5	1412.4	2	0.435	Collector	Surface Treated	57.4	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 32,301.25
RD-RDS-000670	BLACK CREEK ROAD	RIVER TRAIL	SOUTH END OF ROAD	66.13	6.5	429.8	2	0.132	Collector	Surface Treated	61.9	2024	Fair (PCI 65-50)	ST-DST	$ 5,686.85
RD-RDS-001229	BLACK CREEK ROAD	CANADIANA COURT	BAKER ROAD	96.63	6.5	628.1	2	0.193	Collector	Hot Mix Asphalt	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001265	BLACK CREEK ROAD	LAWRENCE AVENUE	ARROWSMITH COURT	137.25	6.5	892.1	2	0.275	Collector	Hot Mix Asphalt	86.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001412	BLACK CREEK ROAD	ARROWSMITH ROAD	CANADIANA COURT	92.79	6.5	603.1	2	0.186	Collector	Hot Mix Asphalt	86.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000108	BOWDEN STREET	PROW AVENUE	WEST END OF ROAD	163.49	8	1307.9	2	0.327	Local	Hot Mix Asphalt	62.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 71,477.83
RD-RDS-000109	BOWDEN STREET	EAST END OF ROAD	PROW AVENUE	150.89	8	1207.1	2	0.302	Local	Hot Mix Asphalt	59.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 65,969.11
RD-RDS-000110	BOWDEN STREET	GLENNY STREET	EAST END OF ROAD	133.71	7	936.0	2	0.267	Local	Hot Mix Asphalt	89.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002708	BOWDEN STREET	EAST OF BOWNDEN STREET	END OF ROAD	68.29	8	546.3	2	0.137	Local	Hot Mix Asphalt	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000254	BOWEN ROAD	NIAGARA BOULEVARD	CENTRAL AVENUE	214.97	8.5	1827.2	2	0.43	Collector	Hot Mix Asphalt	59.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 99,858.94
RD-RDS-000255	BOWEN ROAD	BURNS PLACE	ALWIN PLACE	263.8	8.5	2242.3	2	0.528	Collector	Hot Mix Asphalt	62.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 122,541.70
RD-RDS-000256	BOWEN ROAD	ROBINSON STREET	JESSIE STREET	244.08	8.5	2074.7	2	0.488	Collector	Hot Mix Asphalt	60.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 113,381.26
RD-RDS-000257	BOWEN ROAD	BURBANK TERRACE	CROOKS STREET	80.38	8.5	683.2	2	0.161	Collector	Hot Mix Asphalt	57	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 37,338.52
RD-RDS-000815	BOWEN ROAD	STEVENSVILLE ROAD	OTT ROAD	1092.31	6.1	6663.1	2	2.185	Local	Surface Treated	82	2024	Very Good (PCI 100-80)	ST-SST	$ 44,043.03

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000816	BOWEN ROAD	HOUSE ROAD	BOWEN ROAD CUT-OFF	965.58	6.1	5890.0	2	1.931	Local	Surface Treated	73.5	2024	Good (PCI 80 - 65)	ST-SST	$ 38,933.15
RD-RDS-000818	BOWEN ROAD	POINT ABINO ROAD NORTH	HOUSE ROAD	1162.54	6.1	7091.5	2	2.325	Local	Surface Treated	61.9	2024	Fair (PCI 65-50)	ST-DST	$ 93,820.47
RD-RDS-000882	BOWEN ROAD	POINT ABINO ROAD NORTH	BURGER ROAD	1077.46	6	6464.8	2	2.155	Local	Gravel		2024			
RD-RDS-000884	BOWEN ROAD	BURGER ROAD	HOLLOWAY BAY ROAD	613.12	6	3678.7	2	1.226	Local	Gravel		2024			
RD-RDS-001362	BOWEN ROAD	ALWIN PLACE	ALWIN PLACE	31.69	8.5	269.4	2	0.063	Collector	Hot Mix Asphalt	66.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 9,737.55
RD-RDS-001518	BOWEN ROAD	JESSIE STREET	BURBANK TERRACE	116.08	8.5	986.7	2	0.232	Collector	Hot Mix Asphalt	58.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 53,922.06
RD-RDS-001680	BOWEN ROAD	CENTRAL AVENUE	BURNS PLACE	80.68	8.5	685.8	2	0.161	Collector	Hot Mix Asphalt	64.8	2024	Fair (PCI 65-50)	HMA - Ovly	$ 24,790.95
RD-RDS-001036	BOWEN ROAD (CUT-OFF)	BOWEN ROAD	OTT ROAD	131.09	6.1	799.6	2	0.262	Local	Surface Treated	79.7	2024	Good (PCI 80 - 65)	ST-SST	$ 5,285.68
RD-RDS-001481	BOWEN ROAD NORTH	THOMPSON ROAD	WEST END OF ROAD	85.25	4	341.0	1	0.085	Local	Surface Treated	66.3	2024	Good (PCI 80 - 65)	ST-DST	$ 4,511.43
RD-RDS-002689	BRADFORD AVENUE	SPEARS ROAD	KRAFT ROAD	215.57	8	1724.6	2	0.431	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002704	BRADFORD AVENUE	KRAFT ROAD	ALLISTON AVENUE	131.69	8	1053.5	2	0.263	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001571	BRADY CT	BURWELL ST	EAST END	100.79	8.5	856.7	2	0.202	Local	Hot Mix Asphalt	86.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002772	BRANTFORD AVENUE	DOMINION ROAD	KINGSTON ROAD	157.94	4.5	710.7	2	0.316	Local	Surface Treated	88.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000655	BREWSTER ROAD	ST. GEORGE COURT	RIDGEWAY ROAD	126.75	6.5	823.9	2	0.254	Local	Hot Mix Asphalt	70.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 29,783.08
RD-RDS-000657	BREWSTER ROAD	RIDGEWAY ROAD	HAUN ROAD	78.1	4	312.4	2	0.156	Local	Hot Mix Asphalt	74	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000673	BREWSTER ROAD	BELVIDERE ROAD	DERBY ROAD	68.88	4	275.5	1	0.069	Local	Hot Mix Asphalt	65.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 9,960.05
RD-RDS-001491	BREWSTER ROAD	HAUN ROAD	BELVIDERE ROAD	61.82	4	247.3	1	0.062	Local	Hot Mix Asphalt	72.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001088	BRIAN STREET	HOLLYWOOD STREET	NORTH END OF ROAD	174.19	7.9	1376.1	2	0.348	Local	Hot Mix Asphalt	82.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001730	BRIAN STREET	HOLLYWOOD STREET	DEXTER DRIVE	136.97	7.9	1082.1	2	0.274	Local	Hot Mix Asphalt	80.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000812	BRIDGE STREET	RIDGE ROAD NORTH	RIDGEMOUNT ROAD	1225.47	6	7352.8	2	2.451	Local	Surface Treated	87.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000880	BRIDGE STREET	SUNSET ROAD	LAUR ROAD	1011.59	6	6069.5	2	2.023	Local	Earth		2024			
RD-RDS-000912	BRIDGE STREET	LAUR ROAD	480m W of RIDGEMOUNT ROAD	475.82	4.5	2141.2	2	0.952	Local	Gravel		2024			
RD-RDS-000942	BRIDGE STREET	THOMPSON ROAD	WEST END OF ROAD	50.22	4	200.9	2	0.1	Local	Gravel		2024			
RD-RDS-001556	BRIDGE STREET	PETTIT ROAD	EAST END OF ROAD	541.77	8	4334.2	2	1.084	Local	Surface Treated	78.5	2024	Good (PCI 80 - 65)	ST-SST	$ 28,648.80
RD-RDS-001669	BRIDGE STREET	480m W of RIDGEMOUNT ROAD	LAUR ROAD	582.69	6	3496.1	1	0.583	Local	Earth		2024			
RD-RDS-002714	BRIDLE PATH	BERTIE STREET	CROSSROADS	63.28	8	506.2	2	0.127	Local	Hot Mix Asphalt	70.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 18,300.58
RD-RDS-000085	BRIGHTON AVENUE	DOMINION ROAD	ARLINGTON AVENUE	109.77	5	548.9	2	0.22	Local	Gravel		2024	Very Poor (40-0)	HMA-Ovly	$ -
RD-RDS-001537	BRIGHTON AVENUE	EMERSON AVENUE	DOMINION ROAD	61.89	7	433.2	2	0.124	Local	Surface Treated	71.2	2024	Good (PCI 80 - 65)	ST-SST	$ 2,863.65
RD-RDS-000107	BROCK STREET	JESSIE STREET	ROBINSON STREET	193.16	8.5	1641.9	2	0.386	Local	Hot Mix Asphalt	77.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001434	BROCK STREET	CROOKS STREET	JESSIE STREET	188.97	8.5	1606.2	2	0.378	Local	Hot Mix Asphalt	74.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000450	BRUNSWICK AVENUE	HELEN STREET	DOVERCOURT ROAD	181	6	1086.0	2	0.362	Local	Hot Mix Asphalt	80.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000452	BRUNSWICK AVENUE	DOVERCOURT ROAD	RIDGEWAY ROAD	185.79	6	1114.7	2	0.372	Local	Hot Mix Asphalt	81	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000684	BRUNSWICK AVENUE	PROSPECT POINT ROAD	RIDGE ROAD SOUTH	280.36	8	2242.9	2	0.561	Local	Surface Treated	82	2024	Very Good (PCI 100-80)	ST-SST	$ 14,825.44
RD-RDS-001600	BRUNSWICK AVENUE	RIDGE ROAD SOUTH	HELEN STREET	183.56	5	917.8	2	0.367	Local	Hot Mix Asphalt	79.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000323	BUFFALO ROAD	DOMINION ROAD	FRIENDSHIP TRIAL	161.8	4.5	728.1	2	0.324	Local	Hot Mix Asphalt	88.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000324	BUFFALO ROAD	PARKSIDE AVENUE	LAKEHURST AVENUE	324.36	6.5	2108.3	2	0.649	Local	Hot Mix Asphalt	82.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000325	BUFFALO ROAD	HOLLYWOOD STREET	PARKSIDE AVENUE	201.2	6.8	1368.2	2	0.402	Local	Hot Mix Asphalt	85.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000326	BUFFALO ROAD	HOLLYWOOD STREET	#686 BUFFALO ROAD	119.71	6	718.3	2	0.239	Local	Hot Mix Asphalt	86.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000327	BUFFALO ROAD	EVELYN AVENUE	NIGH ROAD	507.59	6	3045.5	2	1.015	Local	Hot Mix Asphalt	92.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000328	BUFFALO ROAD	MUNICIPAL CENTRE DR	ORCHARD AVE	78.96	6	473.8	2	0.158	Local	Hot Mix Asphalt	83.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000330	BUFFALO ROAD	STOCKTON LANE	SOUTH END OF ROAD	97.36	4.5	438.1	2	0.195	Local	Gravel		2024			
RD-RDS-000331	BUFFALO ROAD	EVELYN AVE	MUNICIPAL CENTRE DR S. OF	165.94	6	995.6	2	0.332	Local	Hot Mix Asphalt	84.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001203	BUFFALO ROAD	NIGH ROAD	PHILLIPS STREET	109.41	6	656.5	2	0.219	Local	Hot Mix Asphalt	83.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001220	BUFFALO ROAD	MUNICIPAL CENTRE DR S. OF	MUNICIPAL CENTRE DR	60.04	6	360.2	2	0.12	Local	Hot Mix Asphalt	85.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001223	BUFFALO ROAD	#686 BUFFALO ROAD	PHILLIPS STREET	88.58	6	531.5	2	0.177	Local	Hot Mix Asphalt	83.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001684	BUFFALO ROAD	LAKEHURST AVENUE	DOMINION ROAD	285.04	6.5	1852.8	2	0.57	Local	Hot Mix Asphalt	60.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 101,253.33

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001826	BUFFALO ROAD	GARRISON ROAD	ORCHARD AVENUE	117.51	8	940.1	2	0.235	Local	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002638	BUFFALO ROAD	FRIENDSHIP TRIAL	STOCKTON LANE	127.96	4.5	575.8	2	0.256	Local	Hot Mix Asphalt	91.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000114	BURBANK TERRACE	BOWDEN STREET	LINDBERGH AVENUE	91.08	6.5	592.0	2	0.182	Local	Hot Mix Asphalt	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000879	BURGER ROAD	GILMORE ROAD	BERTIE STREET	866.6	6.5	5632.9	2	1.733	Local	Surface Treated	69.9	2024	Good (PCI 80 - 65)	ST-DST	$ 74,523.27
RD-RDS-000881	BURGER ROAD	1217 BURGER ROAD	OLD GARRISON ROAD	601.49	6.5	3909.7	2	1.203	Local	Surface Treated	77.3	2024	Good (PCI 80 - 65)	ST-SST	$ 25,843.02
RD-RDS-001106	BURGER ROAD	SHERK ROAD	BOWEN ROAD	867.95	6.5	5641.7	2	1.736	Local	Surface Treated	75	2024	Good (PCI 80 - 65)	ST-SST	$ 37,291.47
RD-RDS-001107	BURGER ROAD	BOWEN ROAD	CHURCH ROAD	857.9	6.5	5576.4	2	1.716	Local	Surface Treated	74.4	2024	Good (PCI 80 - 65)	ST-SST	$ 36,859.67
RD-RDS-001108	BURGER ROAD	CHURCH ROAD	CHURCH ROAD	38.89	6.5	252.8	2	0.078	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 1,670.91
RD-RDS-001109	BURGER ROAD	FOX ROAD	CHURCH ROAD	838.96	6.5	5453.2	2	1.678	Local	Surface Treated	61	2024	Fair (PCI 65-50)	ST-DST	$ 72,146.37
RD-RDS-001110	BURGER ROAD	FOX ROAD	FOX ROAD	16.13	6.5	104.8	2	0.032	Local	Surface Treated	70.4	2024	Good (PCI 80 - 65)	ST-SST	$ 693.03
RD-RDS-001285	BURGER ROAD	NETHERBY ROAD	FOX ROAD	1571.77	6.5	10216.5	2	3.144	Local	Surface Treated	70.4	2024	Good (PCI 80 - 65)	ST-SST	$ 67,531.10
RD-RDS-001297	BURGER ROAD	BERTIE STREET	1217 BURGER ROAD	262.63	6.5	1707.1	2	0.525	Local	Surface Treated	74.4	2024	Good (PCI 80 - 65)	ST-SST	$ 11,283.90
RD-RDS-001355	BURGER ROAD	BOWEN ROAD	BOWEN ROAD	22.74	6.5	147.8	2	0.045	Local	Surface Treated	70.8	2024	Good (PCI 80 - 65)	ST-SST	$ 977.02
RD-RDS-001655	BURGER ROAD	GILMORE ROAD	SHERK ROAD	881.9	6.5	5732.4	2	1.764	Local	Surface Treated	67.8	2024	Good (PCI 80 - 65)	ST-DST	$ 75,838.99
RD-RDS-001748	BURGER ROAD	GILMORE ROAD	GILMORE ROAD	19.39	6.5	126.0	2	0.039	Local	Surface Treated	69.5	2024	Good (PCI 80 - 65)	ST-DST	$ 1,667.44
RD-RDS-000384	BURLEIGH ROAD	CEDAR AVENUE	ASH AVENUE	91.75	5.5	504.6	2	0.184	Collector	Surface Treated	82.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000385	BURLEIGH ROAD	MAPLE AVENUE	CHERRY AVENUE	92.88	5.5	510.8	2	0.186	Collector	Surface Treated	81.7	2024	Very Good (PCI 100-80)	ST-SST	$ 3,376.65
RD-RDS-000386	BURLEIGH ROAD	CHERRY AVENUE	PEACH AVENUE	92.63	5.5	509.5	2	0.185	Collector	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000387	BURLEIGH ROAD	PEACH AVENUE	MOHAWK AVENUE	94.11	5.5	517.6	2	0.188	Collector	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000388	BURLEIGH ROAD	HIAWATHA AVENUE	GARRISON ROAD	87.73	5.5	482.5	2	0.175	Collector	Surface Treated	81.4	2024	Very Good (PCI 100-80)	ST-SST	$ 3,189.42
RD-RDS-000439	BURLEIGH ROAD	DOMINION ROAD	NIGH ROAD	1032.28	6	6193.7	2	2.065	Local	Surface Treated	74.4	2024	Good (PCI 80 - 65)	ST-SST	$ 40,940.23
RD-RDS-000460	BURLEIGH ROAD	SOUTH END OF ROAD	NORTH SHORE DRIVE	44.48	5.5	244.6	2	0.089	Local	Gravel		2024			
RD-RDS-000492	BURLEIGH ROAD	SPRUCE AVENUE	PINE AVENUE	93.39	5.5	513.6	2	0.187	Collector	Surface Treated	85.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000493	BURLEIGH ROAD	PINE AVENUE	HICKORY AVENUE	94.67	5.5	520.7	2	0.189	Collector	Surface Treated	81.2	2024	Very Good (PCI 100-80)	ST-SST	$ 3,441.73
RD-RDS-001300	BURLEIGH ROAD	NIGH ROAD	SPRUCE AVENUE	100.05	5.5	550.3	2	0.2	Collector	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001782	BURLEIGH ROAD	HICKORY AVENUE	CEDAR AVENUE	92.68	5.5	509.7	2	0.185	Collector	Surface Treated	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001783	BURLEIGH ROAD	MOHAWK AVENUE	HIAWATHA AVENUE	93.79	5.5	515.8	2	0.188	Collector	Surface Treated	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002295	BURLEIGH ROAD	ASH AVENUE	MAPLE AVENUE	96.5	5.5	530.8	2	0.193	Collector	Surface Treated	84.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002728	BURLEIGH ROAD	PARKER AVENUE	DOMINION ROAD	124.7	6	748.2	2	0.249	Collector	Hot Mix Asphalt	90.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002729	BURLEIGH ROAD	GROVE AVENUE	PARKER AVENUE	88.57	6	531.4	2	0.177	Collector	Hot Mix Asphalt	95.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002730	BURLEIGH ROAD	JEWEL AVENUE	HYMAN AVENUE	92.96	6	557.8	2	0.186	Collector	Hot Mix Asphalt	93.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002731	BURLEIGH ROAD	RISELAY AVENUE	JEWEL AVENUE	93.1	6	558.6	2	0.186	Collector	Hot Mix Asphalt	93.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002732	BURLEIGH ROAD	BETHUNE AVENUE	RISELAY AVENUE	97.11	6	582.7	2	0.194	Collector	Hot Mix Asphalt	96.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002733	BURLEIGH ROAD	EVADERE AVENUE	POPLAR AVENUE	96.35	6	578.1	2	0.193	Collector	Hot Mix Asphalt	94.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002734	BURLEIGH ROAD	YOUNG AVENUE	EVADERE AVENUE	96.14	6	576.8	2	0.192	Collector	Hot Mix Asphalt	95.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002735	BURLEIGH ROAD	THUNDER BAY ROAD	YOUNG AVENUE	119.38	6	716.3	2	0.239	Collector	Hot Mix Asphalt	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002796	BURLEIGH ROAD	POPLAR AVENUE	BETHUNE AVENUE	96.03	6	576.2	2	0.192	Collector	Hot Mix Asphalt	94.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002810	BURLEIGH ROAD	HYMAN AVENUE	GROVE AVENUE	129.82	6	778.9	2	0.26	Collector	Hot Mix Asphalt	93.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000436	BURLEIGH ROAD S	NORTH SHORE DRIVE	LAKECREST COURT	26.31	5.5	144.7	2	0.053	Local	Surface Treated	86.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000461	BURLEIGH ROAD S	LAKECREST COURT	THUNDER BAY ROAD	271.18	5.5	1491.5	2	0.542	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000250	BURNS PLACE	LINDBERGH AVENUE	BOWEN ROAD	93.13	6.5	605.3	2	0.186	Local	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001160	BURNS PLACE	LINDBURGH AVENUE	NORTH END OF ROAD	43.4	6.5	282.1	2	0.087	Local	Hot Mix Asphalt	85.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001276	BURWELL ST	BRADY CT	VIKING ST	221.59	8.5	1883.5	2	0.443	Local	Hot Mix Asphalt	88.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001282	BURWELL ST	LOUISA ST	BRADY CT	78.46	8.5	666.9	2	0.157	Local	Hot Mix Asphalt	93.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001277	BURWELL STREET	VIKING STREET	NORTH END OF STREET	199.13	8.5	1692.6	2	0.398	Local	Hot Mix Asphalt	88.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002712	BURWELL STREET	EAST OF ARTHUR STREET	ARTHUR STREET	159.23	8	1273.8	2	0.318	Local	Hot Mix Asphalt	90.6	2024	Very Good (PCI 100-80)		$ -

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RD-RDS-001270	BUTLER'S DR N	THUNDER BAY RD	WHISPERING WOODS TR	118.43	9	1065.9	2	0.237	Local	Hot Mix Asphalt	91.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001272	BUTLER'S DR N	WHISPERING WOODS TR	NORTHEAST END	134.13	9	1207.2	2	0.268	Local	Hot Mix Asphalt	91.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001257	BUTLER'S DRIVE	DERBYSHIRE DRIVE	DRIFTWOOD TRAIL	67.3	7.9	531.7	2	0.135	Local	Hot Mix Asphalt	91.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001456	BUTLER'S DRIVE	DERBYSHIRE DRIVE	THUNDER BAY ROAD	85.2	7.9	673.1	2	0.17	Local	Hot Mix Asphalt	86.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001660	BUTLER'S DRIVE	DRIFTWOOD TRAIL	DERBYSHIRE DRIVE	142.61	7.9	1126.6	2	0.285	Local	Hot Mix Asphalt	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002670	BUTTONWOOD DRIVE	COTTAGE LANE	LAKESHORE ROAD	82.07	7.9	648.4	2	0.164	Local	Hot Mix Asphalt	92.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002679	BUTTONWOOD DRIVE	CELEBRATION DRIVE	PETER'S PLACE	35.36	7.9	279.3	2	0.071	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002683	BUTTONWOOD DRIVE	CELEBRATION DRIVE	COTTAGE LANE	34.6	7.9	273.3	2	0.069	Local	Hot Mix Asphalt	88.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002691	BUTTONWOOD DRIVE	MISSISSAUGA AVENUE	BEND	168.7	8	1349.6	2	0.337	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001101	CAMBRIDGE PLACE	PARK PLACE	ERIE ROAD	60.79	5.5	334.3	2	0.122	Local	Hot Mix Asphalt	78.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001438	CAMBRIDGE PLACE	CAMBRIDGE ROAD WEST	PARK PLACE	71.85	5.5	395.2	2	0.144	Local	Hot Mix Asphalt	70.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 14,285.58
RD-RDS-000432	CAMBRIDGE ROAD	DERBY ROAD	DEVON PLACE	144.02	5.5	792.1	2	0.288	Local	Hot Mix Asphalt	63.3	2024	Fair (PCI 65-50)	HMA - Ovly	$ 28,634.78
RD-RDS-000548	CAMBRIDGE ROAD	SHANNON ROAD	ESSEX PLACE	159.4	5.5	876.7	2	0.319	Local	Hot Mix Asphalt	59.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 47,911.66
RD-RDS-001149	CAMBRIDGE ROAD	DERBY ROAD	BELFAST ROAD	132.55	6	795.3	2	0.265	Local	Hot Mix Asphalt	57.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 43,463.15
RD-RDS-001437	CAMBRIDGE ROAD	ESSEX PLACE	DERBY ROAD	145.65	5.4	786.5	2	0.291	Local	Hot Mix Asphalt	62.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 42,982.77
RD-RDS-001590	CAMBRIDGE ROAD	SHANNON ROAD NORTH	MUNSTER LANE	100.82	5.5	554.5	2	0.202	Local	Hot Mix Asphalt	56.6	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 30,303.97
RD-RDS-001845	CAMBRIDGE ROAD	MUNSTER LANE	BELFAST ROAD SOUTH	161.77	5.5	889.7	2	0.324	Local	Hot Mix Asphalt	61.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 48,624.02
RD-RDS-000442	CAMBRIDGE ROAD WEST	PARK PLACE	DERBY ROAD	84.25	6	505.5	2	0.169	Local	Hot Mix Asphalt	63.6	2024	Fair (PCI 65-50)	HMA - Ovly	$ 18,273.83
RD-RDS-000556	CAMBRIDGE ROAD WEST	BELFAST ROAD	ULSTER LANE	101.28	6	607.7	2	0.203	Local	Hot Mix Asphalt	67.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 21,967.63
RD-RDS-000557	CAMBRIDGE ROAD WEST	DEVON PLACE	CONWAY PLACE	98.81	6	592.9	2	0.198	Local	Hot Mix Asphalt	63.6	2024	Fair (PCI 65-50)	HMA - Ovly	$ 21,431.89
RD-RDS-001099	CAMBRIDGE ROAD WEST	ULSTER LANE	CAMBRIDGE PLACE	101.19	6	607.1	2	0.202	Local	Hot Mix Asphalt	64.7	2024	Fair (PCI 65-50)	HMA - Ovly	$ 21,948.11
RD-RDS-001507	CAMBRIDGE ROAD WEST	SHANNON ROAD SOUTH	PARK PLACE	48.21	6	289.3	2	0.096	Local	Hot Mix Asphalt	64.3	2024	Fair (PCI 65-50)	HMA - Ovly	$ 10,456.75
RD-RDS-001530	CAMBRIDGE ROAD WEST	CAMBRIDGE PLACE	SHANNON ROAD SOUTH	59.88	6	359.3	2	0.12	Local	Hot Mix Asphalt	72.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001733	CAMBRIDGE ROAD WEST	CONWAY PLACE	BELFAST ROAD NORTH	61.99	6	371.9	2	0.124	Local	Hot Mix Asphalt	62.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 20,326.52
RD-RDS-001562	CANADA DRIVE	CONCESSION ROAD	ANTOINETTE ROAD	296.98	7.9	2346.1	2	0.594	Local	Hot Mix Asphalt	73.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001264	CANADIANA COURT	BLACK CREEK ROAD	CANADIANA COURT	115.82	9	1042.4	2	0.232	Local	Hot Mix Asphalt	77.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000662	CANFIELD CRESCENT	RIVER TRAIL	WEST END OF ROAD	61.48	6	368.9	2	0.123	Local	Hot Mix Asphalt	91.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001228	CANFIELD CRESCENT	ARROWSMITH COURT	CANFIELD CRESCENT	239.55	9	2156.0	2	0.479	Local	Hot Mix Asphalt	87.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000340	CARIBOU TRAIL	OAKHILL BOULEVARD	EAST END OF ROAD	104.95	4	419.8	1	0.105	Local	Surface Treated	78.2	2024	Good (PCI 80 - 65)	ST-SST	$ 2,774.88
RD-RDS-000341	CARIBOU TRAIL	OAKHILL BOULEVARD	WEST END OF ROAD	148.5	4	594.0	1	0.149	Local	Surface Treated	81	2024	Very Good (PCI 100-80)	ST-SST	$ 3,926.34
RD-RDS-001685	CARIBOU TRAIL	BERNARD AVENUE	BARKER AVENUE	202.63	4	810.5	1	0.203	Local	Surface Treated	77.2	2024	Good (PCI 80 - 65)	ST-SST	$ 5,357.54
RD-RDS-001273	CAROLINA CT	ALLEN TR	PROSPECT POINT ROAD	90.68	9	816.1	2	0.181	Local	Hot Mix Asphalt	88	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001333	CAROLINA CT	WEST END	ALLEN TR	117.12	9	1054.1	2	0.234	Local	Hot Mix Asphalt	86.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001032	CARRIE AVENUE	HAZEL STREET	NORTH END OF ROAD	44.59	7.9	352.3	2	0.089	Local	Hot Mix Asphalt	76.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001033	CARRIE AVENUE	HAZEL STREET	SUMMIT AVENUE	150.45	7.9	1188.6	2	0.301	Local	Hot Mix Asphalt	83.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001447	CARRIE AVENUE	SUMMIT AVENUE	SOUTH END OF ROAD	44.86	7.9	354.4	2	0.09	Local	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000744	CARVER STREET	STEVENSVILLE ROAD	CLIMENHAGE STREET	133.57	7.9	1055.2	2	0.267	Local	Hot Mix Asphalt	77.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001524	CARVER STREET	CLIMENHAGE STREET	DIANE STREET	87.16	7.9	688.6	2	0.174	Local	Hot Mix Asphalt	77.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001563	CARVER STREET	DIANE STREET	HILL STREET	237.1	7.9	1873.1	2	0.474	Local	Hot Mix Asphalt	77.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000140	CATHARINE STREET	WATERLOO STREET	NIAGARA BOULEVARD	70.99	9.6	681.5	2	0.142	Collector	Hot Mix Asphalt	81	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000142	CATHARINE STREET	HIGH STREET	STANTON STREET	122.33	9.6	1174.4	2	0.245	Collector	Hot Mix Asphalt	83.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000143	CATHARINE STREET	CENTRAL AVENUE	NORTH STREET	121.83	9.6	1169.6	2	0.244	Collector	Hot Mix Asphalt	83.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000144	CATHARINE STREET	DOUGLAS STREET	CENTRAL AVENUE	125.91	9	1133.2	2	0.252	Collector	Hot Mix Asphalt	88.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000145	CATHARINE STREET	MARY STREET	ABERDEEN STREET	120.94	9.6	1161.0	2	0.242	Collector	Hot Mix Asphalt	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000146	CATHARINE STREET	TORRENCE STREET	MARY STREET	100.68	9.6	966.5	2	0.201	Collector	Hot Mix Asphalt	86.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000147	CATHARINE STREET	KINGSMILL STREET	ELLEN STREET	100.77	9.6	967.4	2	0.202	Collector	Hot Mix Asphalt	87.8	2024	Very Good (PCI 100-80)		$ -

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RD-RDS-001154	CATHARINE STREET	ELLEN STREET	TORRENCE STREET	99.5	9.6	955.2	2	0.199	Collector	Hot Mix Asphalt	83.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001326	CATHARINE STREET	STANTON STREET	BATTERY STREET	120.53	9.6	1157.1	2	0.241	Collector	Hot Mix Asphalt	83.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001428	CATHARINE STREET	NORTH STREET	HIGH STREET	122.41	9.6	1175.1	2	0.245	Collector	Hot Mix Asphalt	83.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001429	CATHARINE STREET	CONCESSION ROAD	KINGSMILL STREET	100.48	9.6	964.6	2	0.201	Collector	Hot Mix Asphalt	82.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001516	CATHARINE STREET	ABERDEEN STREET	DOUGLAS STREET	122.5	9.6	1176.0	2	0.245	Collector	Hot Mix Asphalt	88.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001675	CATHARINE STREET	BATTERY STREET	NIXON BOULEVARD	78.48	9.6	753.4	2	0.157	Collector	Hot Mix Asphalt	84	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001812	CATHARINE STREET	NIXON BOULEVARD	WATERLOO STREET	83.29	9.6	799.6	2	0.167	Collector	Hot Mix Asphalt	84.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001813	CATHARINE STREET	CNR	CONCESSION ROAD	240.72	9	2166.5	2	0.481	Local	Hot Mix Asphalt	61.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 118,398.13
RD-RDS-000817	CAUTHARD ROAD	GARRISON ROAD	NIGH ROAD	1053.19	6	6319.1	2	2.106	Local	Gravel		2024			
RD-RDS-002695	CAYUGA DRIVE	SENECA DRIVE	END OF ROAD	159.58	8	1276.6	2	0.319	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002697	CAYUGA DRIVE	SENECA DRIVE	MISSISSAUGA AVENUE	86.38	8	691.0	2	0.173	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000485	CEDAR AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	203.04	4	812.2	1	0.203	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 5,368.38
RD-RDS-001206	CEDAR AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	143.15	4	572.6	1	0.143	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 3,784.89
RD-RDS-002674	CELEBRATION DRIVE	PICKET LANE	BUTTONWOOD DRIVE	68.8	7.9	543.5	2	0.138	Local	Hot Mix Asphalt	90.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002680	CELEBRATION DRIVE	BARDOL AVE	PICKET LANE	38.95	7.9	307.7	2	0.078	Local	Hot Mix Asphalt	90.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000337	CENTRALIA AVENUE	SHAWNEE TRAIL	OZARK TRAIL	187.77	6.1	1145.4	2	0.376	Collector	Surface Treated	76.3	2024	Good (PCI 80 - 65)	ST-SST	$ 7,571.07
RD-RDS-000338	CENTRALIA AVENUE	MAPLE AVENUE	SHAWNEE TRAIL	93.4	6.1	569.7	2	0.187	Collector	Surface Treated	78.2	2024	Good (PCI 80 - 65)	ST-SST	$ 3,765.98
RD-RDS-000339	CENTRALIA AVENUE	CHERRY AVENUE	MAPLE AVENUE	94.35	6.1	575.5	2	0.189	Collector	Surface Treated	79.4	2024	Good (PCI 80 - 65)	ST-SST	$ 3,804.29
RD-RDS-000470	CENTRALIA AVENUE	BETHUNE AVENUE	DOMINION ROAD	627.89	6	3767.3	2	1.256	Local	Surface Treated	79.1	2024	Good (PCI 80 - 65)	ST-SST	$ 24,902.12
RD-RDS-000471	CENTRALIA AVENUE	CHERRY AVENUE	GARRISON ROAD	381.21	6.1	2325.4	2	0.762	Collector	Surface Treated	76.7	2024	Good (PCI 80 - 65)	ST-SST	$ 15,370.77
RD-RDS-001205	CENTRALIA AVENUE	DOMINION ROAD	NIGH ROAD	1026.39	6	6158.3	2	2.053	Local	Surface Treated	71.3	2024	Good (PCI 80 - 65)	ST-SST	$ 40,706.63
RD-RDS-001469	CENTRALIA AVENUE	CARIBOU TRAIL	NIGH ROAD	184.32	6.1	1124.4	2	0.369	Collector	Surface Treated	84.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001755	CENTRALIA AVENUE	OZARK TRAIL	CARIBOU TRAIL	94.21	6.1	574.7	2	0.188	Collector	Surface Treated	84.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000124	CHAMPLAIN DRIVE	CHAMPLAIN DRIVE	EAST END OF ROAD	282.08	7	1974.6	2	0.564	Local	Hot Mix Asphalt	38.8	2024	Very Poor (40-0)	HMA - Recon 90HMA	$ 259,457.18
RD-RDS-001676	CHAMPLAIN DRIVE	LAVINIA STREET	SOUTH END OF ROAD	100.18	5.5	551.0	2	0.2	Local	Hot Mix Asphalt	48.9	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 72,400.09
RD-RDS-001817	CHAMPLAIN DRIVE	TORRENCE STREET	EAST END OF ROAD	102.81	5	514.1	2	0.206	Local	Hot Mix Asphalt	57.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 28,092.83
RD-RDS-002717	CHAPIN PARKWAY	LAFAYETTE CIRCLE	FERRY STREET	187.88	5	939.4	2	0.376	Local	Surface Treated	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002752	CHAPIN PARKWAY	FERRY STREET	NIGH ROAD	232.31	5	1161.6	2	0.465	Local	Surface Treated	89.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002817	CHAPIN PARKWAY	DOMINION ROAD	BIRD AVENUE	314.64	5	1573.2	2	0.629	Local	Surface Treated	91.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002818	CHAPIN PARKWAY	BIRD AVENUE	LAFAYETTE CIRCLE	263.88	5	1319.4	2	0.528	Local	Surface Treated	90.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001002	CHARLESTON DR	DOMINION ROAD	BARRINGTON COURT	283.87	7.9	2242.6	2	0.568	Local	Hot Mix Asphalt	71	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 81,069.01
RD-RDS-001070	CHARLOTTE STREET	ROCHELLE CRESCENT	END OF STREET	40.73	7.9	321.8	2	0.081	Local	Hot Mix Asphalt	85.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001224	CHARLOTTE STREET	ROCHELLE CRESCENT	RIDGE ROAD SOUTH	254.59	7.9	2011.3	2	0.509	Local	Hot Mix Asphalt	87.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002780	CHATHAM ROAD	ROSEHILL ROAD	EAST END OF ROAD	434.74	5	2173.7	2	0.869	Local	Surface Treated	92.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000307	CHERRY AVENUE	OAKHILL BOULEVARD	WEST END OF ROAD	231.41	4	925.6	1	0.231	Local	Surface Treated	26.4	2024	Very Poor (40-0)	ST-FDR & DST	$ 21,169.39
RD-RDS-000308	CHERRY AVENUE	BERNARD AVENUE	EAST END OF ROAD	100.35	4	401.4	1	0.1	Local	Gravel		2024			
RD-RDS-000487	CHERRY AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	202.64	5	1013.2	2	0.405	Local	Surface Treated	56.4	2024	Fair (PCI 65-50)	ST-DST	$ 13,404.64
RD-RDS-001547	CHERRY AVENUE	CENTRALIA AVENUE	WEST END OF ROAD	68.07	4	272.3	1	0.068	Local	Gravel		2024			
RD-RDS-001789	CHERRY AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	187.44	5	937.2	2	0.375	Local	Surface Treated	61.9	2024	Fair (PCI 65-50)	ST-DST	$ 12,399.16
RD-RDS-001853	CHERRY HILL BOULEVARD	NIGH ROAD	DOMINION ROAD R/A	1035.03	3	3105.1	1	1.035	Local	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000841	CHERRY HILL BOULEVARD NORTH	MICHENER ROAD	NORTH END OF ROAD	650.07	6	3900.4	2	1.3	Local	Gravel		2024			
RD-RDS-002849	CHERRY HILL BOULEVARD NORTH	GARRISON ROAD	929 CHERRY HILL BOULEVARD NORTH	325.76	8	2606.1	2	0.652	Local	Surface Treated	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002850	CHERRY HILL BOULEVARD NORTH	929 CHERRY HILL BOULEVARD NORTH	912 Cherry Hill Boulevard North	256.29	8	2050.3	2	0.513	Local	Surface Treated	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002851	CHERRY HILL BOULEVARD NORTH	912 Cherry Hill Boulevard North	NIGH ROAD	467.88	8	3743.0	2	0.936	Local	Surface Treated	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000654	CHERRYHILL BOULEVARD SOUTH	GLENOLDEN LANE	ERIE ROAD	112.09	5	560.5	2	0.224	Local	Surface Treated	81.6	2024	Very Good (PCI 100-80)	ST-SST	$ 3,704.58
RD-RDS-000656	CHERRYHILL BOULEVARD SOUTH	GLENSPRING ROAD	GLENOLDEN LANE	201.06	5	1005.3	2	0.402	Local	Surface Treated	82	2024	Very Good (PCI 100-80)	ST-SST	$ 6,645.03

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001627	CHERRYHILL BOULEVARD SOUTH	SMALLS ROAD	GLENSPRING ROAD	175.64	5	878.2	2	0.351	Local	Surface Treated	79.1	2024	Good (PCI 80 - 65)	ST-SST	$ 5,804.90
RD-RDS-000629	CHERRYWOOD AVENUE	ERIE ROAD	BIRCHWOOD ROAD	204.24	4.5	919.1	2	0.408	Local	Hot Mix Asphalt	77.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000631	CHERRYWOOD AVENUE	BIRCHWOOD ROAD	GLENSPRING ROAD	203.22	4.5	914.5	2	0.406	Local	Hot Mix Asphalt	75.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000633	CHERRYWOOD AVENUE	GLENSPRING ROAD	NORTH END OF ROAD	92.12	3.5	322.4	1	0.092	Local	Hot Mix Asphalt	70.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 11,655.48
RD-RDS-001199	CHESTNUT STREET	OAKES DRIVE	NORTH END OF ROAD	29.01	8.8	255.3	2	0.058	Local	Hot Mix Asphalt	72.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001029	CHRISTINA COURT	GORHAM ROAD	END OF ROAD	149.65	7.9	1182.2	2	0.299	Local	Hot Mix Asphalt	74.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000844	CHURCH ROAD	TOWNLINE ROAD	BURGER ROAD	594.12	6	3564.7	2	1.188	Local	Gravel		2024			
RD-RDS-001798	CHURCH ROAD	HOUSE ROAD	POINT ABINO ROAD NORTH	1100.14	5.5	6050.8	2	2.2	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 39,995.59
RD-RDS-002787	CHURCH ROAD	HOUSE ROAD	OTT ROAD	1070.3	6	6421.8	2	2.141	Local	Surface Treated	93.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002874	CHURCH ROAD	BURGER ROAD	POINT ABINO ROAD NORTH	1078.85	5.5	5933.7	2	2.158	Local	Surface Treated	93.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001131	CLIMENHAGE STREET	CARVER STREET	NORTH END OF ROAD	84.87	3	254.6	1	0.085	Local	Gravel		2024			
RD-RDS-000079	COLETTE ROAD	EVA ROAD	BARON DRIVE	369.05	7.9	2915.5	2	0.738	Local	Hot Mix Asphalt	76.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000753	COLLEGE ROAD	GOLF COURSE ENTRANCE	RIDGEMOUNT ROAD	830.63	6.7	5565.2	2	1.661	Local	Hot Mix Asphalt	57.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 304,139.33
RD-RDS-000856	COLLEGE ROAD	WEST OF RIDGEMOUNT ROAD	RIDGEMOUNT ROAD	258.21	5.7	1471.8	2	0.516	Local	Gravel		2024			
RD-RDS-000858	COLLEGE ROAD	SIDER ROAD	WINGER ROAD	1067.7	4	4270.8	2	2.135	Local	Surface Treated	68.1	2024	Good (PCI 80 - 65)	ST-DST	$ 56,502.68
RD-RDS-000859	COLLEGE ROAD	HOUSE ROAD	EAST END OF ROAD	404.71	6	2428.3	2	0.809	Local	Gravel		2024			
RD-RDS-000860	COLLEGE ROAD	WEST END OF ROAD	HOUSE ROAD	290.01	6	1740.1	2	0.58	Local	Gravel		2024			
RD-RDS-000878	COLLEGE ROAD	GOLF COURSE ENTRANCE	WEST END OF ROAD	499.68	5.7	2848.2	2	0.999	Local	Surface Treated	38.7	2024	Very Poor (40-0)	ST-FDR & DST	$ 65,137.79
RD-RDS-000892	COLLEGE ROAD	STEVENSVILLE ROAD	WEST OF STEVENSVILLE ROAD	104.62	4	418.5	2	0.209	Local	Gravel		2024			
RD-RDS-000914	COLLEGE ROAD	NIAGARA BOULEVARD	SUNSET DRIVE R/A	595.97	3	1787.9	1	0.596	Local	Surface Treated	80.8	2024	Very Good (PCI 100-80)	ST-SST	$ 11,818.09
RD-RDS-000915	COLLEGE ROAD	SUMNER ROAD	EAST OF RIDGEMOUNT	705.99	3	2118.0	1	0.706	Local	Earth		2024			
RD-RDS-000917	COLLEGE ROAD	POINT ABINO ROAD	TO WEST END	672.67	7.5	5045.0	2	1.345	Local	Gravel		2024			
RD-RDS-001198	COLLEGE ROAD	EAST OF RIDGEMOUNT ROAD	RIDGEMOUNT ROAD	198.3	5.7	1130.3	2	0.397	Local	Gravel		2024			
RD-RDS-000022	COLUMBUS DRIVE	IDYLEWYLDE STREET	GILMORE ROAD	78.98	7	552.9	2	0.158	Local	Hot Mix Asphalt	92.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001852	COMMERCE PARKWAY	NORTH SERVICE ROAD	COMMERCE PARKWAY R/A	97.75	7.9	772.2	2	0.196	Local	Surface Treated	71.7	2024	Good (PCI 80 - 65)	ST-SST	$ 5,104.41
RD-RDS-001191	COMMERCE PARKWAY R/A	NORTH SERVICE ROAD	WEST END OF ROAD	161.18	7.9	1273.3	2	0.322	Local	Hot Mix Asphalt	74.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001442	COMMERCE PARKWAY R/A	PETTIT ROAD	NORTH SERVICE ROAD	286.63	7.9	2264.4	2	0.573	Local	Surface Treated	62.7	2024	Fair (PCI 65-50)	ST-DST	$ 29,957.71
RD-RDS-000193	CONCESSION ROAD	ALBANY STREET	ANTOINETTE ROAD	89.02	10.5	934.7	2	0.178	Local	Hot Mix Asphalt	66.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 33,789.77
RD-RDS-000824	CONCESSION ROAD	BERTIE STREET	TORRANCE STREET	212.52	8	1700.2	2	0.425	Minor Arterial	Hot Mix Asphalt	63.6	2024	Fair (PCI 65-50)	HMA - Ovly	$ 61,460.78
RD-RDS-000991	CONCESSION ROAD	CATHERINE STREET	SMITH STREET	236.93	8	1895.4	2	0.474	Minor Arterial	Hot Mix Asphalt	68	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 68,520.16
RD-RDS-000992	CONCESSION ROAD	SMITH STREET	GILMORE ROAD	176.85	8	1414.8	2	0.354	Minor Arterial	Hot Mix Asphalt	69.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 51,145.02
RD-RDS-000993	CONCESSION ROAD	QEW OFF RAMP	BERTIE STREET	113.17	14	1584.4	4	0.453	Minor Arterial	Hot Mix Asphalt	68.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 57,275.34
RD-RDS-001008	CONCESSION ROAD	ANTOINETTE ROAD	EVA ROAD	80.77	10.5	848.1	2	0.162	Local	Hot Mix Asphalt	72.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001009	CONCESSION ROAD	EVA ROAD	CANADA DRIVE	131.8	10.5	1383.9	2	0.264	Local	Hot Mix Asphalt	69.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 50,027.99
RD-RDS-001010	CONCESSION ROAD	CANADA DRIVE	BARON DRIVE	306.88	10.5	3222.2	2	0.614	Local	Hot Mix Asphalt	67.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 116,483.98
RD-RDS-001345	CONCESSION ROAD	TORRANCE STREET	CATHERINE STREET	202.69	8	1621.5	2	0.405	Minor Arterial	Hot Mix Asphalt	69.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 58,617.95
RD-RDS-001358	CONCESSION ROAD	WALDEN BOULEVARD	OAKES DRIVE	92.87	14	1300.2	4	0.371	Minor Arterial	Hot Mix Asphalt	74.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001561	CONCESSION ROAD	OAKES DRIVE	CROSSROADS DRIVE	301.17	14	4216.4	4	1.205	Minor Arterial	Hot Mix Asphalt	67.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 152,422.14
RD-RDS-001648	CONCESSION ROAD	CROSSROADS DRIVE	QEW OFF RAMP	55.83	14	781.6	4	0.223	Minor Arterial	Hot Mix Asphalt	72	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 28,255.56
RD-RDS-001667	CONCESSION ROAD	GARRISON ROAD	WALDEN BOULEVARD	246.93	14	3457.0	4	0.988	Minor Arterial	Hot Mix Asphalt	73.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001839	CONCESSION ROAD	BARON DRIVE	GARRISON ROAD	176.09	10.5	1848.9	2	0.352	Local	Hot Mix Asphalt	69.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 66,839.36
RD-RDS-000526	CONCORD AVENUE	DOVERCOURT ROAD	HELEN STREET	181.05	6.5	1176.8	2	0.362	Local	Surface Treated	79.5	2024	Good (PCI 80 - 65)	ST-SST	$ 7,778.81
RD-RDS-002744	CONCORD AVENUE	HELEN STREET	RIDGE ROAD SOUTH	188.41	6.5	1224.7	2	0.377	Local	Hot Mix Asphalt	87.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000513	CONNECTION DRIVE	PROSPECT POINT ROAD	RIDGE ROAD	243.66	6	1462.0	2	0.487	Local	Hot Mix Asphalt	88.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001097	CONWAY PLACE	LINCOLN ROAD	DERBY ROAD	104.03	5	520.2	2	0.208	Local	Hot Mix Asphalt	66.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 18,803.42
RD-RDS-001719	CONWAY PLACE	CAMBRIDGE ROAD	LINCOLN ROAD	59.74	5	298.7	2	0.119	Local	Hot Mix Asphalt	63.8	2024	Fair (PCI 65-50)	HMA - Ovly	$ 10,798.01

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TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001835	CONWAY PLACE	DERBY ROAD	LINCOLN ROAD	106.82	5	534.1	2	0.214	Local	Hot Mix Asphalt	73.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000410	COOK AVENUE	YOUNG AVENUE	THUNDER BAY ROAD	114.44	5	572.2	2	0.229	Local	Surface Treated	80.4	2024	Very Good (PCI 100-80)	ST-SST	$ 3,782.24
RD-RDS-000411	COOK AVENUE	YOUNG AVENUE	EVADERE AVENUE	96.9	5	484.5	2	0.194	Local	Surface Treated	82.8	2024	Very Good (PCI 100-80)	ST-SST	$ 3,202.55
RD-RDS-000412	COOK AVENUE	EVADERE AVENUE	POPLAR AVENUE	95.91	5	479.6	2	0.192	Local	Surface Treated	84.4	2024	Very Good (PCI 100-80)	ST-SST	$ 3,169.83
RD-RDS-000413	COOK AVENUE	POPLAR AVENUE	BETHUNE AVENUE	95.52	5	477.6	2	0.191	Local	Surface Treated	80.2	2024	Very Good (PCI 100-80)	ST-SST	$ 3,156.94
RD-RDS-001597	COOK AVENUE	BETHUNE AVENUE	RISELAY AVENUE	96.31	5	481.6	2	0.193	Local	Surface Treated	78.5	2024	Good (PCI 80 - 65)	ST-SST	$ 3,183.05
RD-RDS-000646	CORAL AVENUE	WEST MAIN STREET	FOSTER STREET	491.93	8	3935.4	2	0.984	Local	Hot Mix Asphalt	50.9	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 517,116.82
RD-RDS-001843	COURT STREET	TORRENCE STREET	WEST END OF ROAD	228.34	8	1826.7	2	0.457	Local	Hot Mix Asphalt	61.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 99,830.25
RD-RDS-000092	COURTWRIGHT STREET	CENTRAL AVENUE	KLAUCK STREET	294.26	13.5	3972.5	3	0.883	Collector	Hot Mix Asphalt	75.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000094	COURTWRIGHT STREET	MACK STREET	CENTRAL AVENUE	288.06	6	1728.4	2	0.576	Local	Hot Mix Asphalt	76.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001768	COURTWRIGHT STREET	KLAUCK STREET	NIAGARA BOULEVARD	134.3	13.5	1813.1	3	0.403	Collector	Hot Mix Asphalt	73.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000088	CRESCENT ROAD	DOMINION ROAD	EMERSON AVENUE	61.2	6.5	397.8	2	0.122	Collector	Hot Mix Asphalt	66.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 14,380.47
RD-RDS-000239	CRESCENT ROAD	EMERSON AVENUE	LAKEHURST LANE	197.73	6.5	1285.2	2	0.395	Collector	Hot Mix Asphalt	63.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 70,238.64
RD-RDS-000240	CRESCENT ROAD	LAKEHURST AVENUE	ENGLEWOOD AVENUE	127.8	6.5	830.7	2	0.256	Collector	Hot Mix Asphalt	65.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 30,029.81
RD-RDS-000242	CRESCENT ROAD	PARKSIDE AVENUE	HOLLYWOOD STREET	221.86	6.5	1442.1	2	0.444	Collector	Hot Mix Asphalt	65.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 52,131.55
RD-RDS-000244	CRESCENT ROAD	HOLLYWOOD STREET	PHILLIPS STREET	208.47	6.5	1355.1	2	0.417	Collector	Hot Mix Asphalt	64.2	2024	Fair (PCI 65-50)	HMA - Ovly	$ 48,985.24
RD-RDS-000247	CRESCENT ROAD	EVELYN AVENUE	ORCHARD AVENUE	320.71	6.7	2148.8	2	0.641	Collector	Hot Mix Asphalt	62.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 117,429.57
RD-RDS-000249	CRESCENT ROAD	ORCHARD AVENUE	GARRISON ROAD	115.52	6.7	774.0	2	0.231	Collector	Hot Mix Asphalt	80.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000267	CRESCENT ROAD	EDGEWOOD AVE	WOODSIDE COURT	57.92	6.7	388.1	2	0.116	Collector	Hot Mix Asphalt	60.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 21,207.70
RD-RDS-000268	CRESCENT ROAD	WOODSIDE COURT	EVELYN AVE	247.82	6.7	1660.4	2	0.496	Collector	Hot Mix Asphalt	60.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 90,740.53
RD-RDS-000314	CRESCENT ROAD	ARLINGTON AVE	EDGEMERE LANE	30.17	6	181.0	2	0.06	Local	Surface Treated	70.1	2024	Good (PCI 80 - 65)	ST-SST	$ 1,196.54
RD-RDS-001433	CRESCENT ROAD	PHILLIPS STREET	EDGEWOOD AVE	295.88	6.7	1982.4	2	0.592	Collector	Hot Mix Asphalt	58.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 108,337.94
RD-RDS-001499	CRESCENT ROAD	LAKEHURST LANE	LAKEHURST AVENUE	12.51	6.5	81.3	2	0.025	Collector	Hot Mix Asphalt	71.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001580	CRESCENT ROAD	ENGLEWOOD AVENUE	PARKSIDE AVENUE	197.12	6.5	1281.3	2	0.394	Collector	Hot Mix Asphalt	65.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 46,318.27
RD-RDS-001679	CRESCENT ROAD	DOMINION ROAD	ARLINGTON AVENUE	114.42	6	686.5	2	0.229	Local	Surface Treated	59.4	2024	Fair (PCI 65-50)	ST-DST	$ 9,082.66
RD-RDS-000090	CROOKS STREET	EMERICK AVENUE	BROCK STREET	79.58	8	636.6	2	0.159	Local	Hot Mix Asphalt	73.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000091	CROOKS STREET	HIGHLAND AVENUE	EMERICK AVENUE	92.61	8.5	787.2	2	0.185	Local	Hot Mix Asphalt	71.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 28,456.74
RD-RDS-000116	CROOKS STREET	DUFFERIN STREET	JARVIS STREET	99.14	8.5	842.7	2	0.198	Local	Hot Mix Asphalt	51	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 110,729.47
RD-RDS-000117	CROOKS STREET	PHIPPS STREET	DUFFERIN STREET	98.03	8.5	833.3	2	0.196	Local	Hot Mix Asphalt	51	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 109,489.71
RD-RDS-000118	CROOKS STREET	BROCK STREET	PHIPPS STREET	119.12	8.5	1012.5	2	0.238	Local	Hot Mix Asphalt	75.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001161	CROOKS STREET	BOWEN ROAD	NORTH END OF ROAD	50.91	8.5	432.7	2	0.102	Local	Gravel		2024			
RD-RDS-001815	CROOKS STREET	BOWEN ROAD	HIGHLAND AVENUE	112.29	8.5	954.5	2	0.225	Local	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001337	CROSS STREET	KAYART ROAD	GLORIA ROAD	95.82	5.7	546.2	2	0.192	Local	Gravel		2024			
RD-RDS-000973	CROSSROADS DRIVE	PRINCE OF WALES DRIVE	CONCESSION ROAD	237.8	11.8	2806.0	2	0.476	Local	Hot Mix Asphalt	64	2024	Fair (PCI 65-50)	HMA - Ovly	$ 101,438.35
RD-RDS-000999	CROSSROADS DRIVE	PRINCE OF WALES AVE	BRIDLE PATH TRAIL	88.75	7.9	701.1	2	0.178	Local	Hot Mix Asphalt	86.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000422	CRYSTAL BEACH DRIVE	EAST END OF ROAD	RIDGE ROAD SOUTH	146.94	5	734.7	2	0.294	Local	Hot Mix Asphalt	55.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 40,151.36
RD-RDS-000601	CRYSTAL BEACH DRIVE	RIDGE ROAD SOUTH	GRAEBER AVENUE	158.41	7	1108.9	2	0.317	Local	Hot Mix Asphalt	79.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001081	CRYSTAL BEACH DRIVE	LAKE AVENUE	RIDGEWAY ROAD	114.83	7	803.8	2	0.23	Local	Hot Mix Asphalt	53.4	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 105,620.63
RD-RDS-001397	CRYSTAL BEACH DRIVE	TERRACE LANE	LAKE AVENUE	186.76	7	1307.3	2	0.374	Local	Hot Mix Asphalt	61.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 71,445.04
RD-RDS-001710	CRYSTAL BEACH DRIVE	GRAEBER AVENUE	TERRACE LANE	299.43	5	1497.2	2	0.599	Local	Hot Mix Asphalt	84.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000707	CRYSTAL PLAZA	ELIZABETH ROAD	VICTORIA ROAD	136.74	6	820.4	2	0.273	Local	Hot Mix Asphalt	74.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000709	CRYSTAL PLAZA	NORTH END OF ROAD	ELIZABETH ROAD	73.62	6	441.7	2	0.147	Local	Hot Mix Asphalt	82.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000712	CURTIS ROAD	LAUR ROAD	EAST END OF ROAD	130.37	4	521.5	2	0.261	Local	Gravel		2024			
RD-RDS-000820	CURTIS ROAD	RIDGEMOUNT ROAD	LAUR ROAD	1054.26	4	4217.0	2	2.109	Local	Gravel		2024			
RD-RDS-000576	CUTLER STREET	PROSPECT POINT ROAD	RIDGE ROAD	247.02	6	1482.1	2	0.494	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000353	DAYTONA DRIVE	DOMINION ROAD	SOUTH END OF ROAD	112.59	6.5	731.8	2	0.225	Local	Hot Mix Asphalt	87.2	2024	Very Good (PCI 100-80)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000354	DAYTONA DRIVE	PARKSIDE AVENUE	ENGLEWOOD AVENUE	198.43	6.5	1289.8	2	0.397	Local	Surface Treated	72.4	2024	Good (PCI 80 - 65)	ST-SST	$ 8,525.55
RD-RDS-000355	DAYTONA DRIVE	HOLLYWOOD STREET	PARKSIDE AVENUE	209.11	6.5	1359.2	2	0.418	Local	Surface Treated	69.6	2024	Good (PCI 80 - 65)	ST-DST	$ 17,982.41
RD-RDS-000356	DAYTONA DRIVE	PHILLIPS STREET	HOLLYWOOD STREET	208.72	6.5	1356.7	2	0.417	Local	Surface Treated	69.2	2024	Good (PCI 80 - 65)	ST-DST	$ 17,948.88
RD-RDS-000357	DAYTONA DRIVE	EVELYN AVENUE	SHAYNE AVENUE	417.78	6.5	2715.6	2	0.836	Local	Hot Mix Asphalt	81.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000358	DAYTONA DRIVE	GARRISON ROAD	ORCHARD AVENUE	116.75	6.5	758.9	2	0.234	Local	Hot Mix Asphalt	77.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000359	DAYTONA DRIVE	PHILLIPS STREET	SHAYNE AVENUE	230.24	6.5	1496.6	2	0.46	Local	Hot Mix Asphalt	73.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001201	DAYTONA DRIVE	ORCHARD AVENUE	EVELYN AVENUE	313.26	6.5	2036.2	2	0.627	Local	Hot Mix Asphalt	78.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001393	DAYTONA DRIVE	ENGLEWOOD AVENUE	LAKEHURST AVENUE	126.22	6.5	820.4	2	0.252	Local	Surface Treated	74	2024	Good (PCI 80 - 65)	ST-SST	$ 5,423.04
RD-RDS-001780	DAYTONA DRIVE	LAKEHURST AVENUE	DOMINION ROAD	282.93	6.5	1839.0	2	0.566	Local	Surface Treated	78.2	2024	Good (PCI 80 - 65)	ST-SST	$ 12,156.09
RD-RDS-002726	DELAWARE AVENUE	FERRY STREET	LAFAYETTE AVENUE	181.95	4.5	818.8	2	0.364	Local	Surface Treated	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002819	DELAWARE AVENUE	GRASS ROAD SECTION	LAFEYETTE AVENUE	221.63	4.5	997.3	2	0.443	Local	Surface Treated	78.5	2024	Good (PCI 80 - 65)	ST-SST	$ 6,592.38
RD-RDS-002820	DELAWARE AVENUE	GRASS ROAD SECTION	DOMINION ROAD	238.67	4.5	1074.0	2	0.477	Local	Surface Treated	80	2024	Good (PCI 80 - 65)	ST-SST	$ 7,099.24
RD-RDS-002881	DELAWARE AVENUE	FERRY STREET	NORTH END OF ROAD	76.16	4.5	342.7	2	0.152	Local	Gravel		2024			
RD-RDS-000529	DERBY ROAD	QUEENS CIRCLE	LINCOLN ROAD	83.92	6	503.5	2	0.168	Collector	Hot Mix Asphalt	66.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 18,202.25
RD-RDS-000531	DERBY ROAD	LOOMIS CRESCENT	QUEENS CIRCLE	68.77	6	412.6	2	0.138	Collector	Hot Mix Asphalt	73.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000532	DERBY ROAD	CONWAY PLACE	LOOMIS CRESCENT	59.59	6	357.5	2	0.119	Collector	Hot Mix Asphalt	74.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000533	DERBY ROAD	LINCOLN ROAD	CONWAY PLACE	56.84	6	341.0	2	0.114	Collector	Hot Mix Asphalt	72.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000535	DERBY ROAD	CAMBRIDGE ROAD	LINCOLN ROAD	58.18	6	349.1	2	0.116	Collector	Hot Mix Asphalt	75.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000537	DERBY ROAD	VICTORIA ROAD	CAMBRIDGE ROAD	73.38	6	440.3	2	0.147	Collector	Hot Mix Asphalt	68.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 15,916.12
RD-RDS-000687	DERBY ROAD	BREWSTER ROAD	REBSTOCK ROAD	110.36	6	662.2	2	0.221	Local	Hot Mix Asphalt	69.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 23,937.08
RD-RDS-000689	DERBY ROAD	WELLINGTON ROAD	ESME LANE	64.4	6	386.4	2	0.129	Local	Hot Mix Asphalt	76.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000692	DERBY ROAD	FARR AVENUE	MICHENER ROAD	161.52	6.5	1049.9	2	0.323	Local	Hot Mix Asphalt	66.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 37,953.16
RD-RDS-001064	DERBY ROAD	WELLINGTON COURT	WELLINGTON ROAD	18.28	6	109.7	2	0.037	Local	Hot Mix Asphalt	76	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001065	DERBY ROAD	WEBER COURT	BREWSTER ROAD	28.86	6	173.2	2	0.058	Local	Hot Mix Asphalt	81.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001353	DERBY ROAD	CAMBRIDGE ROAD	ERIE ROAD	61.38	6	368.3	2	0.123	Collector	Hot Mix Asphalt	68.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 13,313.32
RD-RDS-001354	DERBY ROAD	ALEXANDRA ROAD	VICTORIA ROAD	67.54	6	405.2	2	0.135	Collector	Hot Mix Asphalt	74.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001521	DERBY ROAD	LINCOLN ROAD	CAMBRIDGE ROAD	56.5	6	339.0	2	0.113	Collector	Hot Mix Asphalt	79.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001575	DERBY ROAD	MICHENER ROAD	WELLINGTON COURT	123.72	6	742.3	2	0.247	Local	Hot Mix Asphalt	69.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 26,834.87
RD-RDS-001623	DERBY ROAD	REBSTOCK ROAD	ELIZABETH ROAD	79.08	6	474.5	2	0.158	Collector	Hot Mix Asphalt	65.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 17,152.45
RD-RDS-001761	DERBY ROAD	ELIZABETH ROAD	ALEXANDRA ROAD	68.5	6	411.0	2	0.137	Collector	Hot Mix Asphalt	73.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001841	DERBY ROAD	ESME LANE	WEBER COURT	65.69	6	394.1	2	0.131	Local	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001226	DERBYSHIRE DRIVE	NORTH SHORE DRIVE	TRILLIUM CRESCENT	65.84	7.9	520.1	2	0.132	Local	Hot Mix Asphalt	89.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001256	DERBYSHIRE DRIVE	BUTLER'S DRIVE	BUTLER'S DRIVE	208.38	7.9	1646.2	2	0.417	Local	Hot Mix Asphalt	85.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001569	DERBYSHIRE DRIVE	TRILLIUM CRESCENT	TRILLIUM CRESCENT	89.95	7.9	710.6	2	0.18	Local	Hot Mix Asphalt	84.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001657	DERBYSHIRE DRIVE	TRILLIUM CRESCENT	BUTLER'S DRIVE	117.18	7.9	925.7	2	0.234	Local	Hot Mix Asphalt	88.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000697	DEVON PLACE	CAMBRIDGE ROAD	LINCOLN ROAD	58.62	5	293.1	2	0.117	Local	Hot Mix Asphalt	72.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000699	DEVON PLACE	VICTORIA ROAD	CAMBRIDGE ROAD	108.49	5	542.5	2	0.217	Local	Hot Mix Asphalt	74.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000700	DEVON PLACE	ALEXANDRA ROAD	VICTORIA ROAD	67.07	5	335.4	1	0.067	Local	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001375	DEVON PLACE	ELIZABETH ROAD	NORTH END OF ROAD	29.75	6	178.5	2	0.06	Local	Gravel		2024			
RD-RDS-001594	DEVON PLACE	ELIZABETH ROAD	ALEXANDRA ROAD	68.52	5	342.6	2	0.137	Local	Hot Mix Asphalt	76.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000977	DEXTER DRIVE	BRIAN STREET	EAST END OF ROAD	68.4	7.9	540.4	2	0.137	Local	Hot Mix Asphalt	84.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001726	DIANE STREET	CARVER STREET	HILL STREET	120.27	7.9	950.1	2	0.241	Local	Hot Mix Asphalt	78.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000167	DIPIETRO STREET	WALDEN BOULEVARD	MURDOCK AVENUE	236.66	5.5	1301.6	2	0.473	Local	Hot Mix Asphalt	53	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 171,034.18
RD-RDS-000564	DISHER STREET	RIDGE ROAD	PROSPECT POINT ROAD	246.08	6	1476.5	2	0.492	Local	Hot Mix Asphalt	84.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000566	DISHER STREET	PARK STREET	SOUTH MILL STREET	234.94	6	1409.6	2	0.47	Local	Hot Mix Asphalt	82.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000567	DISHER STREET	GORHAM ROAD	PARK STREET	215.97	6	1295.8	2	0.432	Local	Hot Mix Asphalt	91.5	2024	Very Good (PCI 100-80)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001016	DISHER STREET	SOUTH MILL STREET	RIDGE ROAD	144.75	6	868.5	2	0.29	Local	Hot Mix Asphalt	70.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 31,396.28
RD-RDS-000095	DODD'S COURT	DODD'S WAY	WEST END OF ROAD	259.04	8	2072.3	2	0.518	Local	Hot Mix Asphalt	49.4	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 272,302.85
RD-RDS-001451	DODDS WAY	PHIPPS STREET	DODDS COURT	94.67	8	757.4	2	0.189	Local	Hot Mix Asphalt	57.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 41,389.72
RD-RDS-000119	DOUGLAS STREET	GARRISON ROAD	QUEENSBURY ROAD	77.84	8	622.7	2	0.156	Local	Hot Mix Asphalt	62.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 34,031.65
RD-RDS-000120	DOUGLAS STREET	BERTIE STREET	MURRAY STREET	192.96	8.5	1640.2	2	0.386	Local	Hot Mix Asphalt	70.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 59,291.78
RD-RDS-000121	DOUGLAS STREET	LAVINIA STREET	CATHERINE STREET	113.27	8.5	962.8	2	0.227	Local	Hot Mix Asphalt	61.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 52,616.75
RD-RDS-000122	DOUGLAS STREET	CATHERINE STREET	HENRIETTA STREET	231.81	8.5	1970.4	2	0.464	Local	Hot Mix Asphalt	59.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 107,681.54
RD-RDS-000123	DOUGLAS STREET	HENRIETTA STREET	IDYLEWYLDE STREET	101.18	8.5	860.0	2	0.202	Local	Hot Mix Asphalt	69.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 31,090.09
RD-RDS-001152	DOUGLAS STREET	MURRAY STREET	LAVINIA STREET	112.48	8.5	956.1	2	0.225	Local	Hot Mix Asphalt	61.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 52,249.77
RD-RDS-001425	DOUGLAS STREET	OAKES DRIVE	QUEEN STREET	140.52	8.5	1194.4	2	0.281	Local	Hot Mix Asphalt	76.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001515	DOUGLAS STREET	QUEEN STREET	FINDLAY CRES	101.7	8.5	864.5	2	0.203	Local	Hot Mix Asphalt	78.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001811	DOUGLAS STREET	FINDLAY CRES	BERTIE STREET	226.03	8.5	1921.3	2	0.452	Local	Hot Mix Asphalt	73.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001791	DOVER ROAD	ONTARIO DRIVE	NIGH ROAD	185.55	4	742.2	1	0.186	Local	Surface Treated	82.6	2024	Very Good (PCI 100-80)	ST-SST	$ 4,905.94
RD-RDS-000423	DOVERCOURT ROAD	GRAEBER AVENUE	GLENDALE AVENUE	68.17	6.5	443.1	2	0.136	Local	Hot Mix Asphalt	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000426	DOVERCOURT ROAD	FAIRFIELD AVENUE	CONCORD AVENUE	80.97	6.5	526.3	2	0.162	Local	Hot Mix Asphalt	90.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000441	DOVERCOURT ROAD	CONCORD AVENUE	MATHEWSON AVENUE	88.43	6.5	574.8	2	0.177	Local	Hot Mix Asphalt	85.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000443	DOVERCOURT ROAD	ROXBOROUGH AVENUE	BRUNSWICK AVENUE	73.42	6	440.5	2	0.147	Local	Surface Treated	70.9	2024	Good (PCI 80 - 65)	ST-SST	$ 2,911.84
RD-RDS-001083	DOVERCOURT ROAD	BRUNSWICK AVENUE	NORTH END OF ROAD	47.32	6	283.9	2	0.095	Local	Surface Treated	83	2024	Very Good (PCI 100-80)	ST-SST	$ 1,876.71
RD-RDS-001303	DOVERCOURT ROAD	GLENDALE AVENUE	FAIRFIELD AVENUE	80.57	6.5	523.7	2	0.161	Local	Hot Mix Asphalt	85.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001408	DOVERCOURT ROAD	MATHEWSON AVENUE	ROXBOROUGH ROAD	76.08	6.5	494.5	2	0.152	Local	Hot Mix Asphalt	92.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001075	DRIFTWOOD TRAIL	SUNRISE COURT	SUNRISE COURT	275.99	7.9	2180.3	2	0.552	Local	Hot Mix Asphalt	84.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001076	DRIFTWOOD TRAIL	SUNRISE COURT	DRIFTWOOD TRAIL	46.55	7.9	367.7	2	0.093	Local	Hot Mix Asphalt	79.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001258	DRIFTWOOD TRAIL	BUTLER'S DRIVE	DRIFTWOOD TRAIL	55.23	7.9	436.3	2	0.11	Local	Hot Mix Asphalt	86.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000026	DRUMMOND CRESCENT	MALKIN AVENUE	FERGUSON	76.91	8	615.3	2	0.154	Local	Hot Mix Asphalt	62.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 33,625.05
RD-RDS-000189	DRUMMOND CRESCENT	RADFORD AVENUE	MALKIN AVENUE	88.5	8	708.0	2	0.177	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001666	DRUMMOND CRESCENT	LAKESHORE ROAD	RADFORD AVENUE	352.87	9	3175.8	2	0.706	Local	Hot Mix Asphalt	63.8	2024	Fair (PCI 65-50)	HMA - Ovly	$ 114,806.26
RD-RDS-000103	DUFFERIN STREET	KLAUCK STREET	NIAGARA BOULEVARD	96.56	14.6	1409.8	4	0.386	Collector	Hot Mix Asphalt	85.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000104	DUFFERIN STREET	ROBINSON STREET	CENTRAL AVENUE	432.17	8	3457.4	2	0.864	Collector	Hot Mix Asphalt	57.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 188,944.72
RD-RDS-001325	DUFFERIN STREET	CENTRAL AVENUE	KLAUCK STREET	268.58	14.6	3921.3	4	1.074	Collector	Hot Mix Asphalt	81.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001559	DUFFERIN STREET	CROOKS STREET	ROBINSON STREET	384.72	12	4616.6	3	1.154	Collector	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000101	DUNLOP STREET	WOOD STREET	NORTH END OF ROAD	528.38	8	4227.0	2	1.057	Local	Surface Treated	71.3	2024	Good (PCI 80 - 65)	ST-SST	$ 27,940.73
RD-RDS-001423	DUNLOP STREET	GILMORE ROAD	WOOD STREET	143.2	8.5	1217.2	2	0.286	Local	Surface Treated	57.4	2024	Fair (PCI 65-50)	ST-DST	$ 16,103.56
RD-RDS-000875	DURLIAT ROAD	MONTROSE ROAD	HOLLOWAY BAY ROAD	661.75	5	3308.8	2	1.324	Local	Surface Treated	85.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000751	EAGLE STREET	RIDGEMOUNT ROAD	2200 EAGLE STREET	1009.27	6.7	6762.1	2	2.019	Local	Hot Mix Asphalt	44.5	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 888,541.12
RD-RDS-000845	EAGLE STREET	SIDER ROAD	RIDGEMOUNT ROAD	1900.14	6	11400.8	2	3.8	Local	Surface Treated	83.1	2024	Very Good (PCI 100-80)	ST-SST	$ 75,359.55
RD-RDS-000847	EAGLE STREET	WINGER ROAD	SIDER ROAD	1054.38	6	6326.3	2	2.109	Local	Surface Treated	79.6	2024	Good (PCI 80 - 65)	ST-SST	$ 41,816.71
RD-RDS-000849	EAGLE STREET	STEVENSVILLE ROAD	WINGER ROAD	1066.97	6.7	7148.7	2	2.134	Local	Hot Mix Asphalt	77.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000888	EAGLE STREET	200m EAST OF SUMMER ROAD R/A	SUNSET DRIVE R/A	711.94	3	2135.8	1	0.712	Local	Earth		2024			
RD-RDS-000896	EAGLE STREET	MILLER AVENUE	SUNSET DRIVE R/A	378.51	4	1514.0	1	0.379	Local	Gravel		2024			
RD-RDS-001158	EAGLE STREET	RIDGEMOUNT ROAD	EAST END OF ROAD	83.52	6	501.1	2	0.167	Local	Surface Treated	47.9	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 11,460.61
RD-RDS-001856	EAGLE STREET	2200 EAGLE STREET	200m EAST OF SUMMER ROAD R/A	585.06	5	2925.3	2	1.17	Local	Gravel		2024			
RD-RDS-000747	EAST AVENUE	BOWEN ROAD	CNR	792.01	6	4752.1	2	1.584	Local	Surface Treated	86.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000748	EAST AVENUE	HILL STREET	HENDERSHOT DRIVE	101.85	6	611.1	2	0.204	Local	Hot Mix Asphalt	82.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001130	EAST AVENUE	HENDERSHOT DRIVE	EAST MAIN STREET	92.12	6	552.7	2	0.184	Local	Hot Mix Asphalt	83.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001240	EAST AVENUE	CNR	CREEK	137.68	6	826.1	2	0.275	Local	Surface Treated	84.8	2024	Very Good (PCI 100-80)	ST-SST	$ 5,460.39
RD-RDS-001241	EAST AVENUE	CREEK	HILL STREET	98.34	6	590.0	2	0.197	Local	Surface Treated	84.1	2024	Very Good (PCI 100-80)	ST-SST	$ 3,900.16

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000645	EAST MAIN STREET	UTVICH PARKWAY	EAST AVENUE	193.19	8	1545.5	2	0.386	Local	Hot Mix Asphalt	79.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000647	EAST MAIN STREET	EAST AVENUE	STEVENSVILLE ROAD	522.59	8	4180.7	2	1.045	Collector	Hot Mix Asphalt	69.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 151,133.03
RD-RDS-000768	EAST MAIN STREET	WINGER ROAD	UTVICH PARKWAY	333.44	7	2334.1	2	0.667	Local	Hot Mix Asphalt	70	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 84,376.99
RD-RDS-002868	EASTWOOD AVENUE	GLENOLDEN LANE	GLENSPRING ROAD	258.56	8	2068.5	2	0.517	Local	Hot Mix Asphalt	87.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002869	EASTWOOD AVENUE	ERIE ROAD	GLENOLDEN LANE	177.69	8	1421.5	2	0.355	Local	Hot Mix Asphalt	87.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002718	EATON AVENUE	BOWEN ROAD	GRAPE STREET	142.79	4	571.2	1	0.143	Local	Surface Treated	85.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001084	EDGEMERE LANE	KRAFT ROAD	MAPLE LANE	131.7	4	526.8	2	0.263	Local	Surface Treated	83.9	2024	Very Good (PCI 100-80)	ST-SST	$ 3,482.15
RD-RDS-001085	EDGEMERE LANE	MAPLE LANE	CRESCENT ROAD	846.82	4	3387.3	2	1.694	Local	Surface Treated	82	2024	Very Good (PCI 100-80)	ST-SST	$ 22,389.92
RD-RDS-000262	EDGEMERE ROAD	PIERCE AVENUE	LEASK AVENUE (CUT-OFF W)	81.43	4	325.7	2	0.163	Local	Surface Treated	73.6	2024	Good (PCI 80 - 65)	ST-SST	$ 2,153.01
RD-RDS-000263	EDGEMERE ROAD	BEACHVIEW AVENUE	PIERCE AVENUE	146.85	4	587.4	2	0.294	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 3,882.71
RD-RDS-000264	EDGEMERE ROAD	KRAFT ROAD	ROSE AVENUE	415.45	4	1661.8	2	0.831	Local	Surface Treated	72.5	2024	Good (PCI 80 - 65)	ST-SST	$ 10,984.50
RD-RDS-000265	EDGEMERE ROAD	EDGEMERE ROAD CUT-OFF	BASSET AVENUE	98.12	5	490.6	2	0.196	Local	Surface Treated	68.1	2024	Good (PCI 80 - 65)	ST-DST	$ 6,490.64
RD-RDS-000266	EDGEMERE ROAD	LEASK AVENUE (CUT-OFF W)	HELENA STREET	70.87	4	283.5	2	0.142	Local	Surface Treated	72.5	2024	Good (PCI 80 - 65)	ST-SST	$ 1,873.80
RD-RDS-001774	EDGEMERE ROAD	ROSE AVENUE	BEACHVIEW AVENUE	118.09	4	472.4	2	0.236	Local	Surface Treated	74.2	2024	Good (PCI 80 - 65)	ST-SST	$ 3,122.30
RD-RDS-001340	EDGEMERE ROAD CUT-OFF (N)	HELENA STREET	EDGEMERE ROAD	32.05	5	160.3	2	0.064	Local	Surface Treated	64.8	2024	Fair (PCI 65-50)	ST-DST	$ 2,120.11
RD-RDS-001579	EDGEMERE ROAD CUT-OFF (S)	HELENA STREET	EDGEMERE ROAD	35.74	5	178.7	2	0.071	Local	Surface Treated	67.5	2024	Good (PCI 80 - 65)	ST-DST	$ 2,364.20
RD-RDS-000318	EDGEWOOD AVENUE	CRESCENT ROAD	WEST END OF ROAD	40.78	5	203.9	2	0.082	Local	Gravel		2024			
RD-RDS-002859	EDGEWOOD AVENUE	PARKDALE AVENUE	EAST END OF ROAD	37.91	5	189.6	2	0.076	Local	Surface Treated	91.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002860	EDGEWOOD AVENUE	FERNDALE AVENUE	PARKDALE AVENUE	90.06	5	450.3	2	0.18	Local	Surface Treated	89	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000663	EDINBURGH ROAD	LAWRENCE AVENUE	TERESA DRIVE	137.69	6	826.1	2	0.275	Local	Surface Treated	56.4	2024	Fair (PCI 65-50)	ST-DST	$ 10,929.83
RD-RDS-001159	EDINBURGH ROAD	TERESA DRIVE	WESTBROOK AVENUE	124.63	6	747.8	2	0.249	Local	Surface Treated	60.6	2024	Fair (PCI 65-50)	ST-DST	$ 9,893.13
RD-RDS-001227	EDINBURGH ROAD	LAWRENCE AVENUE	ARROWSMITH COURT	141.25	9	1271.3	2	0.283	Local	Hot Mix Asphalt	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001661	EDSALL DR	OTT ROAD	VILLAGE CREEK DRIVE	90.31	9	812.8	2	0.181	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000182	EDWARD AVENUE	QUEENSTON BOULEVARD	ALBANY STREET	187.97	6	1127.8	2	0.376	Local	Surface Treated	53.3	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 25,793.24
RD-RDS-001677	EDWARD AVENUE	DOMINION ROAD	QUEENSTON BOULEVARD	143.26	6	859.6	2	0.287	Local	Surface Treated	52.9	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 19,658.14
RD-RDS-000641	ELIZABETH ROAD	DEVON PLACE	CRYSTAL PLAZA	81.52	4.5	366.8	2	0.163	Collector	Hot Mix Asphalt	68.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 13,261.27
RD-RDS-001275	ELIZABETH ROAD	REBSTOCK ROAD	ELMWOOD AVENUE	381.75	9	3435.8	2	0.764	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001352	ELIZABETH ROAD	DERBY ROAD	DEVON PLACE	166.09	4.5	747.4	2	0.332	Collector	Hot Mix Asphalt	65.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 27,018.69
RD-RDS-001716	ELIZABETH ROAD	CRYSTAL PLAZA	ELMWOOD AVENUE	95.37	5	476.9	2	0.191	Collector	Hot Mix Asphalt	74.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000158	ELLEN STREET	GILMORE ROAD	HENRIETTA STREET	182	8.5	1547.0	2	0.364	Local	Hot Mix Asphalt	67.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 55,924.05
RD-RDS-001155	ELLEN STREET	HENRIETTA STREET	CATHERINE STREET	231.6	8.5	1968.6	2	0.463	Local	Hot Mix Asphalt	65.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 71,164.89
RD-RDS-000738	ELLSWORTH ROAD	POUND AVENUE	GARRISON ROAD	98.56	4.5	443.5	2	0.197	Local	Surface Treated	75.9	2024	Good (PCI 80 - 65)	ST-SST	$ 2,931.67
RD-RDS-001553	ELLSWORTH ROAD	GRAYSON AVENUE	POUND AVENUE	90.53	4.5	407.4	2	0.181	Local	Surface Treated	76	2024	Good (PCI 80 - 65)	ST-SST	$ 2,692.82
RD-RDS-000520	ELM STREET	PROSPECT POINT ROAD	RIDGE ROAD	246.27	5.7	1403.7	2	0.493	Local	Hot Mix Asphalt	45	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 184,451.31
RD-RDS-000522	ELM STREET	RIDGE ROAD	SOUTH MILL STREET	145.43	5.7	829.0	2	0.291	Local	Hot Mix Asphalt	68	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 29,966.58
RD-RDS-000524	ELM STREET	PARK STREET	GORHAM ROAD	217.24	6.5	1412.1	2	0.434	Local	Hot Mix Asphalt	77.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001503	ELM STREET	SOUTH MILL STREET	PARK STREET	235.41	6.5	1530.2	2	0.471	Local	Hot Mix Asphalt	74.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000430	ELMWOOD AVENUE	BIRCHWOOD ROAD	ERIE ROAD	162.82	4.5	732.7	2	0.326	Collector	Hot Mix Asphalt	82.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000431	ELMWOOD AVENUE	GLENSPRING ROAD	BIRCHWOOD ROAD	246.31	4.5	1108.4	2	0.493	Collector	Hot Mix Asphalt	73.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000433	ELMWOOD AVENUE	VICTORIA ROAD	GLENSPRING ROAD	178.14	4.5	801.6	2	0.356	Collector	Hot Mix Asphalt	73.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000449	ELMWOOD AVENUE	ELIZABETH ROAD	VICTORIA ROAD	138.32	5	691.6	2	0.277	Collector	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000451	ELMWOOD AVENUE	REBSTOCK ROAD	ELIZABETH ROAD	163.03	6	978.2	2	0.326	Collector	Hot Mix Asphalt	66.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 35,361.21
RD-RDS-000453	ELMWOOD AVENUE	MICHENER ROAD	REBSTOCK ROAD	336.62	7.5	2524.7	2	0.673	Collector	Hot Mix Asphalt	71.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000251	EMERICK AVENUE	CENTRAL AVENUE	ROBINSON STREET	429.24	8	3433.9	2	0.858	Local	Hot Mix Asphalt	71.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 124,136.21
RD-RDS-001328	EMERICK AVENUE	ROBINSON STREET	JESSIE STREET	195.37	8	1563.0	2	0.391	Local	Hot Mix Asphalt	60.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 85,415.76
RD-RDS-001702	EMERICK AVENUE	NIAGARA BOULEVARD	CENTRAL AVENUE	312.41	8	2499.3	2	0.625	Local	Hot Mix Asphalt	77.7	2024	Good (PCI 80 - 65)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001821	EMERICK AVENUE	JESSIE STREET	CROOKS STREET	188.5	8	1508.0	2	0.377	Local	Hot Mix Asphalt	60.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 82,412.20
RD-RDS-000086	EMERSON AVENUE	CRESCENT ROAD	BRIGHTON AVENUE	130.99	4.5	589.5	2	0.262	Local	Surface Treated	78.2	2024	Good (PCI 80 - 65)	ST-SST	$ 3,896.30
RD-RDS-001086	EMERSON AVENUE	BRIGHTON AVE	EAST END OF ROAD	38.41	4.5	172.8	2	0.077	Local	Surface Treated	71.9	2024	Good (PCI 80 - 65)	ST-SST	$ 1,142.51
RD-RDS-000276	ENGLEWOOD AVENUE	DAYTONA DRIVE	PARKDALE AVENUE	94.84	4.5	426.8	2	0.19	Local	Hot Mix Asphalt	81.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002761	ENGLEWOOD AVENUE	LAKESIDE ROAD	DAYTONA DRIVE	101.94	4.5	458.7	2	0.204	Local	Surface Treated	85.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002762	ENGLEWOOD AVENUE	CRESCENT ROAD	FAIRVIEW ROAD	96.46	4.5	434.1	2	0.193	Local	Surface Treated	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002763	ENGLEWOOD AVENUE	LAKEVIEW ROAD	LAKESIDE ROAD	85.81	4.5	386.1	2	0.172	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002764	ENGLEWOOD AVENUE	PARKDALE AVENUE	FERNDALE AVENUE	87.86	4.5	395.4	2	0.176	Local	Surface Treated	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002802	ENGLEWOOD AVENUE	FAIRVIEW ROAD	GRANDVIEW ROAD	87.34	4.5	393.0	2	0.175	Local	Surface Treated	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002807	ENGLEWOOD AVENUE	GRANDVIEW ROAD	LAKEVIEW ROAD	87.7	4.5	394.7	2	0.175	Local	Surface Treated	84.6	2024	Very Good (PCI 100-80)	ST-SST	$ 2,608.64
RD-RDS-000269	ENGLEWOOD COURT	ENGLEWOOD COURT	CRESCENT ROAD	119.14	7.9	941.2	2	0.238	Local	Hot Mix Asphalt	57.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 51,436.91
RD-RDS-000313	ENGLEWOOD COURT	ENGLEWOOD AVENUE	NORTH END OF ROAD	120.04	7.9	948.3	2	0.24	Local	Hot Mix Asphalt	66	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 34,281.62
RD-RDS-001232	ERIE RD EAST	RYAN ST	WEST END	45.18	5.3	239.5	2	0.09	Local	Gravel		2024			
RD-RDS-000828	ERIE ROAD	POINT ABINO ROAD SOUTH	WILLOWWOOD ROAD	1744.69	6.1	10642.6	2	3.489	Collector	Hot Mix Asphalt	68.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 384,730.32
RD-RDS-000952	ERIE ROAD	WILLOWWOOD ROAD	CHERRY HILL BOULEVARD SOUTH	75.76	6.1	462.1	2	0.152	Collector	Hot Mix Asphalt	88.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000953	ERIE ROAD	CHERRY HILL BOULEVARD SOUTH	ROSEWOOD AVENUE	76.14	6.1	464.5	2	0.152	Collector	Hot Mix Asphalt	89.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000954	ERIE ROAD	ROSEWOOD AVENUE	LAKEWOOD AVENUE	103.26	6.1	629.9	2	0.207	Collector	Hot Mix Asphalt	89.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000955	ERIE ROAD	LAKEWOOD AVENUE	WESTWOOD AVENUE	71.32	6.1	435.1	2	0.143	Collector	Hot Mix Asphalt	89.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000956	ERIE ROAD	BEECHWOOD AVENUE	EASTWOOD AVENUE	69.33	6.1	422.9	2	0.139	Collector	Hot Mix Asphalt	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000957	ERIE ROAD	EASTWOOD AVENUE	SCHOOLEY ROAD	73.48	6.1	448.2	2	0.147	Collector	Hot Mix Asphalt	87.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000959	ERIE ROAD	OAKWOOD AVENUE	ELMWOOD AVENUE	56.74	9	510.7	2	0.113	Collector	Hot Mix Asphalt	78.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000960	ERIE ROAD	MAPLEWOOD AVENUE	OXFORD AVENUE	62.25	9	560.3	2	0.125	Collector	Hot Mix Asphalt	78.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000961	ERIE ROAD	CAMBRIDGE PLACE	DERBY ROAD	162.97	9	1466.7	2	0.326	Collector	Hot Mix Asphalt	75.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000962	ERIE ROAD	DERBY ROAD	BELFAST ROAD SOUTH	141.54	9	1273.9	2	0.283	Collector	Hot Mix Asphalt	75.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001141	ERIE ROAD	BELFAST ROAD SOUTH	RIDGEWAY ROAD	64.59	9	581.3	2	0.129	Collector	Hot Mix Asphalt	72.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001348	ERIE ROAD	OXFORD AVENUE	CAMBRIDGE PLACE	60.43	9	543.9	2	0.121	Collector	Hot Mix Asphalt	71	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001366	ERIE ROAD	CRYSTAL BEACH HILL LANE	OAKWOOD AVENUE	19.44	9	175.0	2	0.039	Collector	Hot Mix Asphalt	77	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001443	ERIE ROAD	ELMWOOD AVENUE	MAPLEWOOD AVENUE	58.36	9	525.2	2	0.117	Collector	Hot Mix Asphalt	76.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001763	ERIE ROAD	WESTWOOD AVENUE	BEECHWOOD AVENUE	72.06	6.1	439.6	2	0.144	Collector	Hot Mix Asphalt	88.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002073	ERIE ROAD	SCHOOLEY ROAD	CHERRYWOOD AVENUE	85.48	9	769.3	2	0.171	Collector	Hot Mix Asphalt	72.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-002074	ERIE ROAD	CHERRYWOOD AVENUE	ASHWOOD AVENUE	57.79	9	520.1	2	0.116	Collector	Hot Mix Asphalt	79.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-002075	ERIE ROAD	ASHWOOD AVENUE	CRYSTAL BEACH HILL LANE	38.4	9	345.6	2	0.077	Collector	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000428	ESSEX PLACE	RIDGEWAY ROAD	CAMBRIDGE ROAD	82.85	4	331.4	1	0.083	Local	Hot Mix Asphalt	66	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 11,980.11
RD-RDS-001588	ESSEX PLACE	CAMBRIDGE ROAD	LINCOLN ROAD	57.57	4	230.3	1	0.058	Local	Hot Mix Asphalt	72.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000080	EVA ROAD	CONCESSION ROAD	COLETTE RD	91.68	7.9	724.3	2	0.183	Local	Hot Mix Asphalt	71.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000081	EVA ROAD	COLETTE RD	BARON DRIVE	87.15	7.9	688.5	2	0.174	Local	Hot Mix Asphalt	80.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001707	EVA ROAD	BARON DR	END OF ROAD	117.15	7.9	925.5	2	0.234	Local	Hot Mix Asphalt	77.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000209	EVADERE AVENUE	COOK AVENUE	BERNARD AVENUE	224.31	5.5	1233.7	2	0.449	Local	Surface Treated	77.3	2024	Good (PCI 80 - 65)	ST-SST	$ 8,154.79
RD-RDS-000210	EVADERE AVENUE	WELLS AVENUE	COOK AVENUE	202.33	5.5	1112.8	2	0.405	Local	Surface Treated	74.1	2024	Good (PCI 80 - 65)	ST-SST	$ 7,355.71
RD-RDS-000211	EVADERE AVENUE	BURLEIGH ROAD	GORDON AVENUE	178.73	5.5	983.0	2	0.357	Local	Surface Treated	78.2	2024	Good (PCI 80 - 65)	ST-SST	$ 6,497.73
RD-RDS-000212	EVADERE AVENUE	BURLEIGH ROAD N	PLEASANT AVENUE N	89.24	5	446.2	2	0.178	Local	Surface Treated	75.9	2024	Good (PCI 80 - 65)	ST-SST	$ 2,949.38
RD-RDS-000213	EVADERE AVENUE	PLEASANT AVENUE N	MAPLE LEAF AVENUE N	86.33	4	345.3	2	0.173	Local	Surface Treated	77	2024	Good (PCI 80 - 65)	ST-SST	$ 2,282.57
RD-RDS-000235	EVADERE AVENUE	NEVA ROAD	SHIRLEY ROAD	88.72	4	354.9	2	0.177	Local	Surface Treated	77.2	2024	Good (PCI 80 - 65)	ST-SST	$ 2,345.76
RD-RDS-000236	EVADERE AVENUE	NICOLAS ROAD	NEVA ROAD	159.71	5.5	878.4	2	0.319	Local	Surface Treated	78.7	2024	Good (PCI 80 - 65)	ST-SST	$ 5,806.26
RD-RDS-000437	EVADERE AVENUE	GORDON AVENUE	WELLS AVENUE	201.74	5.5	1109.6	2	0.403	Local	Surface Treated	74.4	2024	Good (PCI 80 - 65)	ST-SST	$ 7,334.26
RD-RDS-001705	EVADERE AVENUE	BERNARD AVENUE	NICOLAS ROAD	158.46	5.5	871.5	2	0.317	Local	Surface Treated	79.5	2024	Good (PCI 80 - 65)	ST-SST	$ 5,760.81

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000373	EVELYN AVENUE	FERNDALE AVENUE	PARKDALE AVENUE	88.81	5.5	488.5	2	0.178	Local	Gravel		2024			
RD-RDS-000374	EVELYN AVENUE	BUFFALO ROAD	RUBY AVENUE	90.04	6.5	585.3	2	0.18	Local	Surface Treated	55.1	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 13,384.90
RD-RDS-000375	EVELYN AVENUE	RUBY AVENUE	WEST END OF ROAD	80.19	6.5	521.2	2	0.16	Local	Surface Treated	59	2024	Fair (PCI 65-50)	ST-DST	$ 6,895.94
RD-RDS-000989	EVELYN AVENUE	PARKDALE AVENUE	DAYTONA DRIVE	184.77	5	923.9	2	0.37	Local	Gravel		2024			
RD-RDS-002861	EVELYN AVENUE	CRESCENT ROAD	GRANDVIEW ROAD	181.24	6.5	1178.1	2	0.362	Local	Surface Treated	91.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000547	FAIRFIELD AVENUE	HELEN STREET	DOVERCOURT ROAD	181.42	6	1088.5	2	0.363	Local	Hot Mix Asphalt	73.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000333	FAIRVIEW RD	PHILLIPS ST	N TO END OF GRAVEL	72.67	4.5	327.0	2	0.145	Local	Gravel		2024			
RD-RDS-000270	FAIRVIEW ROAD	DOMINION ROAD	LAKEHURST AVENUE	276.13	6.5	1794.8	1	0.276	Local	Hot Mix Asphalt	77.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000271	FAIRVIEW ROAD	LAKEHURST AVENUE	ENGLEWOOD AVENUE	127.1	6.5	826.2	2	0.254	Local	Hot Mix Asphalt	75.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000273	FAIRVIEW ROAD	PARKSIDE AVENUE	HOLLYWOOD STREET	218.96	6.5	1423.2	2	0.438	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000274	FAIRVIEW ROAD	HOLLYWOOD STREET	PHILLIPS STREET	207.9	6.5	1351.4	2	0.416	Local	Hot Mix Asphalt	79.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000332	FAIRVIEW ROAD	ORCHARD AVENUE	SOUTH END OF ROAD	152.29	5.6	852.8	2	0.305	Local	Surface Treated	21.1	2024	Very Poor (40-0)	ST-FDR & DST	$ 19,504.09
RD-RDS-001581	FAIRVIEW ROAD	DOMINION RD	SOUTH END OF ROAD	109.02	6.5	708.6	2	0.218	Local	Hot Mix Asphalt	91.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001703	FAIRVIEW ROAD	ENGLEWOOD AVENUE	PARKSIDE AVENUE	198.14	6.5	1287.9	2	0.396	Local	Hot Mix Asphalt	76.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001746	FARM ROAD	WINGER ROAD	RIDGE ROAD NORTH	504.52	6.5	3279.4	2	1.009	Local	Surface Treated	52.7	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 74,999.42
RD-RDS-000508	FARR AVENUE	RIDGE ROAD	SOUTH MILL STREET	144.88	5.5	796.8	2	0.29	Collector	Hot Mix Asphalt	81.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000509	FARR AVENUE	SOUTH MILL STREET	PARK STREET	241.31	6	1447.9	2	0.483	Collector	Hot Mix Asphalt	80.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000511	FARR AVENUE	PARK STREET	GORHAM ROAD CURVE	197.39	6	1184.3	2	0.395	Collector	Hot Mix Asphalt	77.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001062	FARR AVENUE	RIDGEWAY ROAD CURVE (ES)	GORHAM ROAD	20.07	3	60.2	1	0.02	Collector	Hot Mix Asphalt	73.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001245	FARR AVENUE	DERBY ROAD	RIDGEWAY ROAD	184	5.8	1067.2	2	0.368	Local	Hot Mix Asphalt	72.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001246	FARR AVENUE	RIDGEWAY ROAD CURVE (WS)	RIDGEWAY ROAD	27.08	3	81.2	1	0.027	Collector	Hot Mix Asphalt	79.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001413	FARR AVENUE	ELMWOOD AVENUE	DERBY ROAD	379.34	5.8	2200.2	2	0.759	Minor Arterial	Hot Mix Asphalt	73.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000175	FERGUSON AVENUE	DRUMMOND CRESCENT	ALBANY STREET	130.63	6	783.8	2	0.261	Local	Surface Treated	54.4	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 17,925.05
RD-RDS-001003	FERGUSON AVENUE	QUEENSTON BOULEVARD	DRUMMOND CRECENT	115.73	6	694.4	2	0.231	Local	Surface Treated	59.4	2024	Fair (PCI 65-50)	ST-DST	$ 9,186.65
RD-RDS-001701	FERGUSON AVENUE	DOMINION ROAD	QUEENSTON BOULEVARD	111.23	6	667.4	2	0.222	Local	Surface Treated	61.3	2024	Fair (PCI 65-50)	ST-DST	$ 8,829.44
RD-RDS-000376	FERNDALE AVENUE	DOMINION ROAD	SOUTH END OF ROAD	108.84	6.5	707.5	2	0.218	Local	Hot Mix Asphalt	92.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000377	FERNDALE AVENUE	PARKSIDE AVENUE	ENGLEWOOD AVENUE	198.18	6	1189.1	2	0.396	Local	Hot Mix Asphalt	54.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 64,983.22
RD-RDS-000378	FERNDALE AVENUE	PHILLIPS STREET	HOLLYWOOD STREET	208	6	1248.0	2	0.416	Local	Hot Mix Asphalt	74.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000379	FERNDALE AVENUE	EDGEWOOD AVENUE	PHILLIPS STREET	307.26	6	1843.6	2	0.615	Local	Hot Mix Asphalt	75.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000380	FERNDALE AVENUE	ORCHARD AVENUE	EVELYN AVENUE	309.17	6	1855.0	2	0.618	Local	Hot Mix Asphalt	84.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001202	FERNDALE AVENUE	GARRISON ROAD	ORCHARD AVENUE	117.44	6	704.6	2	0.235	Local	Hot Mix Asphalt	74.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001466	FERNDALE AVENUE	EVELYN AVENUE	EDGEWOOD AVENUE	306.81	6	1840.9	2	0.614	Local	Hot Mix Asphalt	84.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001545	FERNDALE AVENUE	ENGLEWOOD AVENUE	LAKEHURST AVENUE	127.88	6	767.3	2	0.256	Local	Hot Mix Asphalt	50.6	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 100,820.59
RD-RDS-001688	FERNDALE AVENUE	LAKEHURST AVENUE	DOMINION ROAD	286.48	6	1718.9	2	0.573	Local	Hot Mix Asphalt	49.4	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 225,860.83
RD-RDS-001708	FERNDALE AVENUE	HOLLYWOOD STREET	PARKSIDE AVENUE	203.45	6	1220.7	2	0.407	Local	Hot Mix Asphalt	52.9	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 160,399.98
RD-RDS-001310	FERNWOOD LANE	INGLEWOOD ROAD	DOVERCOURT ROAD	78.75	6	472.5	2	0.158	Local	Surface Treated	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001622	FERNWOOD LANE	RIDGEWAY ROAD	INGLEWOOD ROAD	107.35	6	644.1	2	0.215	Local	Surface Treated	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000719	FERRY STREET	RICHMOND AVENUE	WEST END OF ROAD	58.77	4.5	264.5	2	0.118	Local	Gravel		2024			
RD-RDS-002798	FERRY STREET	DELAWARE AVENUE	CHAPIN PARKWAY	84.99	4.5	382.5	2	0.17	Local	Surface Treated	74.4	2024	Good (PCI 80 - 65)	ST-SST	$ 2,528.03
RD-RDS-002833	FERRY STREET	BIDWELL PARKWAY	RICHMOND AVENUE	85.88	4.5	386.5	2	0.172	Local	Surface Treated	87.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002834	FERRY STREET	DELEWARE AVENUE	BIDWELL PARKWAY	82.16	4.5	369.7	2	0.164	Local	Surface Treated	87.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002835	FERRY STREET	CHAPIN PARKWAY	BERTIE BAY ROAD	83.61	4.5	376.2	2	0.167	Local	Surface Treated	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000127	FINDLAY CRESCENT	#9 FINDLAY CRESCENT	#23 FINDLAY CRESCENT	93.42	8	747.4	2	0.187	Local	Hot Mix Asphalt	71.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 27,017.06
RD-RDS-000874	FINDLAY CRESCENT	DOUGLAS STREET	#9 FINDLAY CRESCENT	98.05	8	784.4	2	0.196	Local	Hot Mix Asphalt	70.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 28,356.06
RD-RDS-001671	FINDLAY CRESCENT	#23 FINDLAY CRESCENT	DOUGLAS STREET	96.36	8	770.9	2	0.193	Local	Hot Mix Asphalt	65.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 27,867.31
RD-RDS-001187	FLEET ROAD	GILMORE ROAD	GILMORE ROAD, 360m S. OF	373.58	7	2615.1	2	0.747	Local	Surface Treated	69.2	2024	Good (PCI 80 - 65)	ST-DST	$ 34,597.24

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001743	FLEET ROAD	GILMORE ROAD, 360m S. OF	SPEARS ROAD	977.97	7	6845.8	2	1.956	Local	Hot Mix Asphalt	69.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 247,475.31
RD-RDS-000798	FLORENCE DRIVE	ALBION AVENUE	BENNER AVENUE	91.86	4	367.4	2	0.184	Local	Surface Treated	19.8	2024	Very Poor (40-0)	ST-FDR & DST	$ 8,403.35
RD-RDS-001338	FLOYD PLACE	HELENA STREET	BASSET AVENUE	133.95	4	535.8	1	0.134	Local	Surface Treated	30.4	2024	Very Poor (40-0)	ST-FDR & DST	$ 12,253.75
RD-RDS-000049	FORSYTHE STREET	NIAGARA BOULEVARD	WATERLOO STREET	105.36	8	842.9	2	0.211	Local	Hot Mix Asphalt	79.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000050	FORSYTHE STREET	ARCHANGE STREET	GODERICH STREET	80.95	8	647.6	2	0.162	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001461	FORSYTHE STREET	WATERLOO STREET	ARCHANGE STREET	126.2	8	1009.6	2	0.252	Local	Hot Mix Asphalt	77.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000746	FOSTER STREET	AIRLINE STREET	STEVENSVILLE ROAD	104.09	6	624.5	2	0.208	Local	Surface Treated	65.7	2024	Good (PCI 80 - 65)	ST-DST	$ 8,262.66
RD-RDS-000853	FOX ROAD	POINT ABINO ROAD NORTH	BURGER ROAD	1071.73	6	6430.4	2	2.143	Local	Gravel		2024			
RD-RDS-000854	FOX ROAD	BURGER ROAD	HOLLOWAY BAY ROAD	573.72	6	3442.3	2	1.147	Local	Gravel		2024			
RD-RDS-001139	FOX ROAD	HOUSE ROAD	POINT ABINO ROAD NORTH	1103.5	6.1	6731.4	2	2.207	Local	Surface Treated	83.1	2024	Very Good (PCI 100-80)	ST-SST	$ 44,494.22
RD-RDS-001637	FOX ROAD	OTT ROAD	HOUSE ROAD	1085.12	6	6510.7	2	2.17	Local	Surface Treated	69	2024	Good (PCI 80 - 65)	ST-DST	$ 86,136.83
RD-RDS-001492	FRANCES STREET	RIDGE ROAD SOUTH	ROCHELLE CRESCENT	93.06	7.9	735.2	2	0.186	Local	Hot Mix Asphalt	82.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002836	FRONTENAC ROAD	NIGH ROAD	SOUTH END OF ROAD	194.4	4	777.6	1	0.194	Local	Surface Treated	84.3	2024	Very Good (PCI 100-80)	ST-SST	$ 5,139.94
RD-RDS-000180	GEORGE ROAD	DOMINION ROAD	QUEENSTON BOULEVARD	130.98	6	785.9	2	0.262	Local	Surface Treated	57.7	2024	Fair (PCI 65-50)	ST-DST	$ 10,397.19
RD-RDS-001445	GEORGE ROAD	QUEENSTON BOULEVARD	TO END	87.42	7.9	690.6	2	0.175	Local	Gravel		2024	Very Poor (40-0)	HMA-Ovly	$ -
RD-RDS-000929	GILMORE ROAD	RIDGEMOUNT ROAD	EAST OF RIDGEMOUNT ROAD	793.8	4	3175.2	2	1.588	Local	Gravel		2024			
RD-RDS-000931	GILMORE ROAD	OTT ROAD	HOUSE ROAD	1063.95	6.5	6915.7	2	2.128	Local	Gravel		2024			
RD-RDS-000935	GILMORE ROAD	BURGER ROAD	HOLLOWAY BAY ROAD	633.61	7	4435.3	2	1.267	Local	Gravel		2024			
RD-RDS-001148	GILMORE ROAD	HOUSE ROAD	POINT ABINO ROAD NORTH	1160.64	6	6963.8	2	2.321	Local	Gravel		2024			
RD-RDS-001289	GILMORE ROAD	QEW OFF-RAMP	PETTIT ROAD	87.02	6.1	530.8	2	0.174	Local	Hot Mix Asphalt	53.6	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 69,750.01
RD-RDS-001642	GILMORE ROAD	POINT ABINO ROAD NORTH	BURGER ROAD	1085.83	7	7600.8	2	2.172	Local	Gravel		2024			
RD-RDS-001695	GILMORE ROAD	SUNSET DRIVE	WEST OF SUNSET DRIVE	478.63	4	1914.5	2	0.957	Local	Gravel		2024			
RD-RDS-001723	GILMORE ROAD	QEW OFF-RAMP	SUNSET DRIVE	449.3	6.1	2740.7	2	0.899	Local	Hot Mix Asphalt	89.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002804	GLENDALE AVENUE	HELEN STREET	DOVERCOURT ROAD	178.84	6	1073.0	2	0.358	Local	Hot Mix Asphalt	84.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001807	GLENNY STREET	WINTEMUTE STREET	BOWDEN STREET	95.36	6.5	619.8	2	0.191	Local	Hot Mix Asphalt	36.9	2024	Very Poor (40-0)	HMA - Recon 90HMA	$ 81,446.98
RD-RDS-001851	GLENNY STREET	BOWDEN STREET	LEWIS STREET	9.21	6.5	59.9	2	0.018	Local	Hot Mix Asphalt	87	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002866	GLENOLDEN LANE	ROSEWOOD AVENUE	CHERRYHILL BOULEVARD SOUTH	75.75	3.5	265.1	1	0.076	Local	Hot Mix Asphalt	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002867	GLENOLDEN LANE	WESTWOOD AVENUE	LAKEWOOD AVENUE	70.38	3.5	246.3	1	0.07	Local	Hot Mix Asphalt	94.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000536	GLENSPRING ROAD	MAPLEWOOD AVENUE	OXFORD AVENUE	64.44	5	322.2	2	0.129	Local	Hot Mix Asphalt	68.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 11,647.53
RD-RDS-000538	GLENSPRING ROAD	ELMWOOD AVENUE	MAPLEWOOD AVENUE	58.4	5.5	321.2	2	0.117	Local	Hot Mix Asphalt	66.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 11,611.38
RD-RDS-000539	GLENSPRING ROAD	OAKWOOD AVENUE	ELMWOOD AVENUE	57.98	5.5	318.9	2	0.116	Local	Hot Mix Asphalt	76.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000688	GLENSPRING ROAD	SCHOOLEY ROAD	CHERRYWOOD AVENUE	75.54	5.5	415.5	2	0.151	Local	Hot Mix Asphalt	74.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000690	GLENSPRING ROAD	EASTWOOD AVENUE	SCHOOLEY ROAD	73.68	5.5	405.2	2	0.147	Local	Surface Treated	75.3	2024	Good (PCI 80 - 65)	ST-SST	$ 2,678.64
RD-RDS-000691	GLENSPRING ROAD	WESTWOOD AVENUE	BEECHWOOD AVENUE	69.08	5.5	379.9	2	0.138	Local	Surface Treated	66.2	2024	Good (PCI 80 - 65)	ST-DST	$ 5,026.61
RD-RDS-000693	GLENSPRING ROAD	LAKEWOOD AVENUE	WESTWOOD AVENUE	73.33	5.5	403.3	2	0.147	Local	Surface Treated	67.2	2024	Good (PCI 80 - 65)	ST-DST	$ 5,335.86
RD-RDS-000695	GLENSPRING ROAD	ROSEWOOD AVENUE	LAKEWOOD AVENUE	85.66	5.5	471.1	2	0.171	Local	Surface Treated	83.7	2024	Very Good (PCI 100-80)	ST-SST	$ 3,114.17
RD-RDS-000696	GLENSPRING ROAD	(DIAMOND-EAST) AT CHERRY HILL BOULEVARD	ROSEWOOD AVENUE	33.81	5	169.1	2	0.068	Local	Surface Treated	82.9	2024	Very Good (PCI 100-80)	ST-SST	$ 1,117.42
RD-RDS-001120	GLENSPRING ROAD	BEECHWOOD AVENUE	EASTWOOD AVENUE	72.47	5.5	398.6	2	0.145	Local	Surface Treated	80.4	2024	Very Good (PCI 100-80)	ST-SST	$ 2,634.65
RD-RDS-001123	GLENSPRING ROAD	(DIAMOND-SE) AT CHERRY HILL BOULEVARD SOUTH	CHERRY HILL BOULEVARD SOUTH	61.12	5	305.6	2	0.122	Local	Surface Treated	82.8	2024	Very Good (PCI 100-80)	ST-SST	$ 2,020.02
RD-RDS-001124	GLENSPRING ROAD	(DIAMOND-NW) AT CHERRY HILL BOULEVARD SOUTH	CHERRY HILL BOULEVARD SOUTH	61.1	5	305.5	2	0.122	Local	Surface Treated	77	2024	Good (PCI 80 - 65)	ST-SST	$ 2,019.36
RD-RDS-001400	GLENSPRING ROAD	WILLOWOOD AVENUE	(DIAMOND-WEST) AT CHERRY HILL BOULEVARD	33.41	5	167.1	2	0.067	Local	Surface Treated	83.3	2024	Very Good (PCI 100-80)	ST-SST	$ 1,104.20
RD-RDS-001405	GLENSPRING ROAD	(DIAMOND-SW) AT CHERRY HILL BOULEVARD SOUTH	CHERRY HILL BOULEVARD SOUTH	58.69	5	293.5	2	0.117	Local	Surface Treated	80.3	2024	Very Good (PCI 100-80)	ST-SST	$ 1,939.71
RD-RDS-001654	GLENSPRING ROAD	(DIAMOND-NE) AT CHERRY HILL BOULEVARD SOUTH	CHERRY HILL BOULEVARD SOUTH	58.94	5	294.7	2	0.118	Local	Surface Treated	74.2	2024	Good (PCI 80 - 65)	ST-SST	$ 1,947.97
RD-RDS-001718	GLENSPRING ROAD	CHERRYWOOD AVENUE	ASHWOOD AVENUE	64.18	5.5	353.0	2	0.128	Local	Hot Mix Asphalt	80.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001834	GLENSPRING ROAD	ASHWOOD AVENUE	OAKWOOD AVENUE	61.57	5.5	338.6	2	0.123	Local	Hot Mix Asphalt	70.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 12,241.66
RD-RDS-000591	GLENWOOD DRIVE	SUMMIT AVENUE	DOMINION ROAD	296.8	6	1780.8	2	0.594	Local	Hot Mix Asphalt	73.6	2024	Good (PCI 80 - 65)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001404	GLENWOOD DRIVE	SUMMIT AVENUE	NORTH END OF ROAD	54.94	6	329.6	2	0.11	Local	Hot Mix Asphalt	80.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000741	GLORIA ROAD	CROSS STREET	PERKIN STREET	126.93	6	761.6	2	0.254	Local	Gravel		2024			
RD-RDS-000037	GODERICH STREET	PRINCESS STREET	QUEEN STREET	73.2	8	585.6	2	0.146	Local	Hot Mix Asphalt	82.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001419	GODERICH STREET	JOHN STREET	PRINCESS STREET	66.52	8	532.2	2	0.133	Local	Hot Mix Asphalt	91	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001576	GODERICH STREET	FORSYTHE STREET	JOHN STREET	77.08	8	616.6	2	0.154	Local	Hot Mix Asphalt	87.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002852	GORDON AVENUE	EVADERE AVENUE	POPLAR AVENUE	95.81	4	383.2	2	0.192	Local	Surface Treated	90.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002853	GORDON AVENUE	YOUNG AVENUE	EVADERE AVENUE	97.59	4	390.4	1	0.098	Local	Surface Treated	88	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002854	GORDON AVENUE	THUNDER BAY ROAD	YOUNG AVENUE	115.48	4.5	519.7	2	0.231	Local	Surface Treated	78.7	2024	Good (PCI 80 - 65)	ST-SST	$ 3,434.95
RD-RDS-001247	GORHAM ROAD	GORHAM ROAD CURVE (WS)	FARR AVENUE	44.76	3	134.3	1	0.045	Collector	Hot Mix Asphalt	69	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 4,854.22
RD-RDS-001248	GORHAM ROAD	HIGHLAND DRIVE	GORHAM CURVE START POINT	295.4	7.5	2215.5	2	0.591	Minor Arterial	Hot Mix Asphalt	68.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 80,090.33
RD-RDS-001249	GORHAM ROAD	DISHER STREET	ELM STREET	87.74	7.5	658.1	2	0.175	Minor Arterial	Hot Mix Asphalt	68.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 23,788.51
RD-RDS-001250	GORHAM ROAD	FRIENDSHIP TRAIL	DISHER STREET	94.31	7.5	707.3	2	0.189	Minor Arterial	Hot Mix Asphalt	70.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 25,569.80
RD-RDS-001251	GORHAM ROAD	HIBBARD STREET	FRIENDSHIP TRAIL	54.6	7.5	409.5	2	0.109	Minor Arterial	Hot Mix Asphalt	79.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001332	GORHAM ROAD	ELM STREET	HIGHLAND DRIVE	143.79	7.5	1078.4	2	0.288	Minor Arterial	Hot Mix Asphalt	67.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 38,985.06
RD-RDS-001361	GORHAM ROAD	GORHAM CURVE START POINT	FARR AVENUE	31.85	10	318.5	2	0.064	Minor Arterial	Hot Mix Asphalt	68.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 11,513.78
RD-RDS-001659	GORHAM ROAD	DOMINION ROAD	HIBBARD STREET, 115m NORTH OF	96.17	7.5	721.3	2	0.192	Minor Arterial	Hot Mix Asphalt	73.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001738	GORHAM ROAD	HIBBARD STREET, 115m NORTH OF	HIBBARD STREET	120.06	7.5	900.5	2	0.24	Minor Arterial	Hot Mix Asphalt	73.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000603	GRACEFIELD AVENUE	GRAPE STREET	WEST AVENUE	258.31	5.5	1420.7	2	0.517	Local	Surface Treated	76.9	2024	Good (PCI 80 - 65)	ST-SST	$ 9,390.86
RD-RDS-000424	GRAEBER AVENUE	DOVERCOURT ROAD	HELEN STREET	181.92	6.5	1182.5	2	0.364	Collector	Hot Mix Asphalt	71	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000425	GRAEBER AVENUE	DOVERCOURT ROAD	RIDGEWAY ROAD	185.94	6.5	1208.6	2	0.372	Collector	Hot Mix Asphalt	74	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001143	GRAEBER AVENUE	HELEN STREET	RYAN AVENUE	111.63	6.5	725.6	2	0.223	Collector	Hot Mix Asphalt	63.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 39,653.77
RD-RDS-001665	GRAEBER AVENUE	RYAN AVENUE	CRYSTAL BEACH DRIVE	54.79	6.5	356.1	2	0.11	Collector	Hot Mix Asphalt	86.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001776	GRAHAM AVENUE	ARGYLE ROAD	SOUTH END OF ROAD	161.49	6.5	1049.7	2	0.323	Local	Surface Treated	64	2024	Fair (PCI 65-50)	ST-DST	$ 13,887.33
RD-RDS-000277	GRANDVIEW ROAD	LAKEHURST AVENUE	DOMINION ROAD	275.13	6.5	1788.3	2	0.55	Local	Surface Treated	71.2	2024	Good (PCI 80 - 65)	ST-SST	$ 11,820.96
RD-RDS-000279	GRANDVIEW ROAD	ENGLEWOOD AVENUE	LAKEHURST AVENUE	127.84	6.5	831.0	2	0.256	Local	Surface Treated	72.4	2024	Good (PCI 80 - 65)	ST-SST	$ 5,492.65
RD-RDS-000281	GRANDVIEW ROAD	PARKSIDE AVENUE	ENGLEWOOD AVENUE	196.88	6.5	1279.7	2	0.394	Local	Hot Mix Asphalt	68.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 46,261.88
RD-RDS-000283	GRANDVIEW ROAD	ORCHARD AVENUE	EVELYN AVENUE	317.1	6.5	2061.2	2	0.634	Local	Hot Mix Asphalt	63.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 112,641.85
RD-RDS-001117	GRANDVIEW ROAD	PHILLIPS STREET	HOLLYWOOD STREET	208.4	6.5	1354.6	2	0.417	Local	Hot Mix Asphalt	68.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 48,968.79
RD-RDS-001495	GRANDVIEW ROAD	DOMINION ROAD	ARLINGTON AVENUE	111.08	6.5	722.0	2	0.222	Local	Hot Mix Asphalt	87.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001496	GRANDVIEW ROAD	HOLLYWOOD STREET	PARKSIDE AVENUE	217.76	6.5	1415.4	2	0.436	Local	Surface Treated	68.9	2024	Good (PCI 80 - 65)	ST-DST	$ 18,726.27
RD-RDS-001582	GRANDVIEW ROAD	EVELYN AVENUE	PHILLIPS STREET	605.13	6.5	3933.3	2	1.21	Local	Hot Mix Asphalt	65.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 142,190.42
RD-RDS-000726	GRAPE STREET	NORRIS AVENUE	GRACEFIELD AVENUE	94.08	5	470.4	2	0.188	Local	Surface Treated	77.6	2024	Good (PCI 80 - 65)	ST-SST	$ 3,109.34
RD-RDS-000727	GRAPE STREET	GRACEFIELD AVENUE	WEST END OF ROAD	93.02	4	372.1	2	0.186	Local	Surface Treated	75.5	2024	Good (PCI 80 - 65)	ST-SST	$ 2,459.45
RD-RDS-001335	GRAYSON AVENUE	JEWSON ROAD	ELLSWORTH ROAD	204.43	5	1022.2	2	0.409	Local	Surface Treated	79.2	2024	Good (PCI 80 - 65)	ST-SST	$ 6,756.41
RD-RDS-001625	GRAYSON AVENUE	ELLSWORTH ROAD	LAUR ROAD	224.86	5	1124.3	2	0.45	Local	Surface Treated	78.6	2024	Good (PCI 80 - 65)	ST-SST	$ 7,431.62
RD-RDS-000805	GREEN ACRES DRIVE	POUND AVENUE	MARINA DR	198.69	8.5	1688.9	2	0.397	Local	Hot Mix Asphalt	91.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001634	GREEN ACRES DRIVE	GARRISON ROAD	POUND AVENUE	132.96	8.5	1130.2	2	0.266	Local	Hot Mix Asphalt	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001741	GREEN ACRES DRIVE	MARINA DR	1202 GREEN ACRES DR	186.55	9	1679.0	2	0.373	Local	Hot Mix Asphalt	89.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000448	GRIFFIN AVENUE	RIDGE ROAD SOUTH	HELEN STREET	191.06	6	1146.4	2	0.382	Local	Hot Mix Asphalt	61.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 62,648.57
RD-RDS-000440	GROVE AVENUE	WELLS AVENUE	BURLEIGH ROAD N	401.64	5	2008.2	2	0.803	Local	Surface Treated	76.5	2024	Good (PCI 80 - 65)	ST-SST	$ 13,274.20
RD-RDS-000494	GROVE AVENUE	PLEASANT AVENUE N	MAPLE LEAF AVENUE N	81.67	5	408.4	2	0.163	Local	Surface Treated	78	2024	Good (PCI 80 - 65)	ST-SST	$ 2,699.19
RD-RDS-001026	GROVE AVENUE	WELLS AVENUE	EAST END OF ROAD	41.11	5	205.6	2	0.082	Local	Earth		2024			
RD-RDS-001830	GROVE AVENUE	BURLEIGH ROAD N	PLEASANT AVENUE N	86.07	5	430.4	2	0.172	Local	Surface Treated	85.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001219	GROVE STREET	BERNARD AVENUE	WEST END OF ROAD OF ROAD	64.8	4	259.2	2	0.13	Local	Hot Mix Asphalt	94.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000019	HAGEY AVENUE	HOSPITAL DRIVE	EAST END OF ROAD	205.13	7	1435.9	2	0.41	Local	Hot Mix Asphalt	70.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 51,908.15
RD-RDS-000020	HAGEY AVENUE	WEST END OF ROAD	HOSPITAL DRIVE	170.8	7	1195.6	2	0.342	Local	Hot Mix Asphalt	77.5	2024	Good (PCI 80 - 65)		$ -

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TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000551	HAUN ROAD	WELLINGTON ROAD	BREWSTER ROAD	158.34	4.5	712.5	2	0.317	Local	Hot Mix Asphalt	71.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 25,757.96
RD-RDS-001350	HAUN ROAD	MICHENER ROAD	WELLINGTON ROAD	143	4.5	643.5	2	0.286	Local	Hot Mix Asphalt	71.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001539	HAUN ROAD	BREWSTER ROAD	REBSTOCK ROAD	149.94	4.5	674.7	2	0.3	Local	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001636	HAYSLIP STREET	STEVENSVILLE ROAD	EAST END OF ROAD	120.42	5	602.1	1	0.12	Local	Gravel		2024			
RD-RDS-001341	HAZEL COURT	HAZEL STREET	HAZEL STREET	116.56	5	582.8	1	0.117	Local	Hot Mix Asphalt	79.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000585	HAZEL STREET	RIDGE ROAD	PROSPECT POINT ROAD	253.24	6	1519.4	2	0.506	Collector	Hot Mix Asphalt	70.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 54,927.76
RD-RDS-000587	HAZEL STREET	BELLEVIEW BOULEVARD	RIDGE ROAD	323.48	6.5	2102.6	2	0.647	Local	Hot Mix Asphalt	69.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 76,009.71
RD-RDS-000589	HAZEL STREET	HAZEL COURT	BELLEVIEW BOULEVARD	126.71	6.5	823.6	2	0.253	Local	Hot Mix Asphalt	65	2024	Fair (PCI 65-50)	HMA - Ovly	$ 29,773.68
RD-RDS-001030	HAZEL STREET	HAZEL COURT	HAZEL COURT	18.35	6.5	119.3	2	0.037	Local	Hot Mix Asphalt	72.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001031	HAZEL STREET	HAZEL COURT	GORHAM ROAD	115.35	6.5	749.8	2	0.231	Local	Hot Mix Asphalt	53.6	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 98,520.44
RD-RDS-001849	HAZEL STREET	GORHAM ROAD	CARRIE AVENUE	104.16	7.9	822.9	2	0.208	Local	Hot Mix Asphalt	83.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001478	HAZELWOOD STREET	SOUTH END OF ROAD	SMALL ROAD	74.65	5	373.3	2	0.149	Local	Gravel		2024			
RD-RDS-001604	HEBERT PARKWAY	REBSTOCK ROAD	TO NORTH END	67.91	5	339.6	2	0.136	Local	Gravel		2024			
RD-RDS-000421	HELEN STREET	ROXBOROUGH AVENUE	BRUNSWICK AVENUE	73.27	5.5	403.0	1	0.073	Local	Hot Mix Asphalt	84.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002739	HELEN STREET	MATHEWSON AVENUE	ROXBOROUGH AVENUE	74.02	5	370.1	2	0.148	Local	Hot Mix Asphalt	89.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002740	HELEN STREET	CONCORD AVENUE	MATHEWSON AVENUE	86.65	5.3	459.2	2	0.173	Local	Hot Mix Asphalt	91.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002741	HELEN STREET	FAIRFEILD AVENUE	CONCORD AVENUE	84.06	6	504.4	2	0.168	Local	Hot Mix Asphalt	91.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002742	HELEN STREET	GRIFFIN AVENUE	FAIRFIELD AVENUE	42.81	6	256.9	2	0.086	Local	Hot Mix Asphalt	92.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002743	HELEN STREET	GRAEBER AVENUE	GLENDALE AVENUE	65.77	5	328.9	2	0.132	Local	Hot Mix Asphalt	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002797	HELEN STREET	GLENDALE AVENUE	GRIFFIN AVENUE	37.02	6	222.1	2	0.074	Local	Hot Mix Asphalt	92.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000206	HELENA STREET	SOUTH END OF ROAD	EDGEMERE ROAD CUT OFF (S)	74.69	10	746.9	2	0.149	Local	Hot Mix Asphalt	69.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 27,000.44
RD-RDS-000223	HELENA STREET	EDGEMERE ROAD	FLOYD PLACE	67.17	6	403.0	2	0.134	Local	Hot Mix Asphalt	73.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000225	HELENA STREET	FLOYD PLACE	DOMINION ROAD	133.92	6	803.5	2	0.268	Local	Hot Mix Asphalt	72	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001013	HELENA STREET	EDGEMERE ROAD CUT OFF (S)	EDGEMERE ROAD CUT OFF (N)	28.26	10	282.6	2	0.057	Local	Hot Mix Asphalt	74.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000749	HENDERSHOT DRIVE	WEST END OF ROAD	EAST AVENUE	195.65	6	1173.9	2	0.391	Local	Hot Mix Asphalt	83.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000159	HENRIETTA STREET	DOUGLAS STREET	OSBORNE AVENUE	79.1	8.5	672.4	2	0.158	Local	Hot Mix Asphalt	85.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000160	HENRIETTA STREET	OSBORNE AVENUE	ABERDEEN STREET	40.65	8.5	345.5	2	0.081	Local	Hot Mix Asphalt	90.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000161	HENRIETTA STREET	MARY STREET	TORRENCE STREET	99.6	8.5	846.6	2	0.199	Local	Hot Mix Asphalt	89	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000162	HENRIETTA STREET	ELLEN STREET	CONCESSION ROAD	202.61	8.5	1722.2	2	0.405	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001116	HENRIETTA STREET	TORRENCE STREET	ELLEN STREET	100.5	8.5	854.3	2	0.201	Local	Hot Mix Asphalt	80.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001169	HENRIETTA STREET	ABERDEEN STREET	PHYLLIS STREET	39.9	8.5	339.2	2	0.08	Local	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001327	HENRIETTA STREET	PHYLISS STREET	MARY STREET	81.16	8.5	689.9	2	0.162	Local	Hot Mix Asphalt	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001700	HENRIETTA STREET	CENTRAL AVENUE	DOUGLAS STREET	124.26	8.5	1056.2	2	0.249	Local	Hot Mix Asphalt	74.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000578	HERSHEY STREET	RIDGE ROAD	SOUTH MILL STREET	144.3	6	865.8	2	0.289	Local	Hot Mix Asphalt	73.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001121	HETRAM COURT	SMALL'S ROAD	NORTH END OF ROAD	223.17	7.9	1763.0	2	0.446	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000311	HIAWATHA AVENUE	OAKHILL BOULEVARD	EAST END OF ROAD	106.5	4	426.0	1	0.107	Local	Surface Treated	77	2024	Good (PCI 80 - 65)	ST-SST	$ 2,815.86
RD-RDS-000490	HIAWATHA AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	108.65	4	434.6	1	0.109	Local	Surface Treated	78.6	2024	Good (PCI 80 - 65)	ST-SST	$ 2,872.71
RD-RDS-000491	HIAWATHA AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	202.57	4	810.3	1	0.203	Local	Surface Treated	81.9	2024	Very Good (PCI 100-80)	ST-SST	$ 5,355.95
RD-RDS-000569	HIBBARD STREET	RIDGE ROAD	PROSPECT POINT ROAD	245.92	5	1229.6	2	0.492	Local	Hot Mix Asphalt	63.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 67,197.64
RD-RDS-000570	HIBBARD STREET	SOUTH MILL STREET	RIDGE ROAD	144.98	7	1014.9	2	0.29	Local	Hot Mix Asphalt	72	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000572	HIBBARD STREET	BERTIE PLACE	SOUTH MILL STREET	111.31	6	667.9	2	0.223	Local	Hot Mix Asphalt	70.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 24,143.14
RD-RDS-000574	HIBBARD STREET	BELLEVIEW BOULEVARD	BERTIE PLACE	100.64	6	603.8	2	0.201	Local	Hot Mix Asphalt	71.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 21,828.82
RD-RDS-001399	HIBBARD STREET	THORNWOOD AVENUE	BELLEVIEW BOULEVARD	99.97	6	599.8	2	0.2	Local	Hot Mix Asphalt	81.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001714	HIBBARD STREET	GORHAM ROAD	THORNWOOD AVENUE	135.74	6	814.4	2	0.271	Local	Hot Mix Asphalt	87.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000483	HICKORY AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	178.43	4	713.7	1	0.178	Local	Surface Treated	75.5	2024	Good (PCI 80 - 65)	ST-SST	$ 4,717.69
RD-RDS-000484	HICKORY AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	203.76	4	815.0	1	0.204	Local	Surface Treated	76.2	2024	Good (PCI 80 - 65)	ST-SST	$ 5,387.41

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RD-RDS-000016	HIGH STREET	MURRAY STREET	LAVINIA STREET	111.28	6	667.7	2	0.223	Local	Hot Mix Asphalt	44.1	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 87,733.15
RD-RDS-000017	HIGH STREET	LAVINIA STREET	CATHERINE STREET	113.34	6	680.0	2	0.227	Local	Hot Mix Asphalt	47	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 89,357.26
RD-RDS-000018	HIGH STREET	185m SOUTH OF IDYLEWYLD STREET	IDYLEWYLDE STREET	183.2	6.5	1190.8	2	0.366	Local	Hot Mix Asphalt	83.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000044	HIGH STREET	QUEEN STREET	BERTIE STREET	373.74	8.5	3176.8	2	0.747	Local	Hot Mix Asphalt	83.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001697	HIGH STREET	BERTIE STREET	MURRAY STREET	195.4	6	1172.4	2	0.391	Local	Hot Mix Asphalt	54.8	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 64,071.66
RD-RDS-001909	HIGH STREET	CATHERINE STREET	185m SOUTH OF IDYLEWYLD STREET	153.4	7	1073.8	2	0.307	Local	Hot Mix Asphalt	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000252	HIGHLAND AVENUE	CENTRAL AVENUE	NIAGARA BOULEVARD	274.12	8.5	2330.0	2	0.548	Local	Hot Mix Asphalt	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000253	HIGHLAND AVENUE	ROBINSON STREET	CENTRAL AVENUE	377.24	9.1	3432.9	2	0.754	Local	Hot Mix Asphalt	86.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001435	HIGHLAND AVENUE	CROOKS STREET	JESSIE STREET	191.15	9.1	1739.5	2	0.382	Local	Hot Mix Asphalt	86.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001517	HIGHLAND AVENUE	JESSIE STREET	ROBINSON STREET	195.19	9.1	1776.2	2	0.39	Local	Hot Mix Asphalt	87.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001529	HIGHLAND AVENUE	ROBINSON STREET	ROBINSON STREET	55.07	9.1	501.1	2	0.11	Local	Hot Mix Asphalt	86.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000516	HIGHLAND DRIVE	SOUTH MILL STREET	RIDGE ROAD	143.84	6	863.0	2	0.288	Local	Hot Mix Asphalt	86.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000518	HIGHLAND DRIVE	PARK STREET	SOUTH MILL STREET	235.01	6	1410.1	2	0.47	Local	Hot Mix Asphalt	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001137	HIGHLAND DRIVE	GORHAM ROAD	PARK STREET	216.7	6	1300.2	2	0.433	Local	Hot Mix Asphalt	87.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001587	HIGHLAND DRIVE	RIDGE ROAD	PROSPECT POINT ROAD	244.46	6	1466.8	2	0.489	Local	Hot Mix Asphalt	62.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 80,158.43
RD-RDS-000971	HILL STREET	EAST AVENUE	CARVER STREET	134.33	7.9	1061.2	2	0.269	Local	Hot Mix Asphalt	72.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001331	HILL STREET	DIANE STREET	WEST END OF STREET	34.07	7.9	269.2	2	0.068	Local	Hot Mix Asphalt	77.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001531	HILL STREET	CARVER STREET	DIANE STREET	166.37	7.9	1314.3	2	0.333	Local	Hot Mix Asphalt	77.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000887	HOLLOWAY BAY ROAD	GILMORE ROAD	LEARN ROAD	62.25	3	186.8	1	0.062	Local	Gravel		2024			
RD-RDS-000894	HOLLOWAY BAY ROAD	BERTIE STREET	SECOND CONCESSION	85.35	5	426.8	2	0.171	Local	Gravel		2024			
RD-RDS-000895	HOLLOWAY BAY ROAD	NETHERBY ROAD	DURLIAT ROAD	102.86	5	514.3	2	0.206	Local	Surface Treated	52.8	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 11,762.04
RD-RDS-000916	HOLLOWAY BAY ROAD	FOX ROAD	NORTH END OF ROAD	432.98	3	1298.9	1	0.433	Local	Gravel		2024			
RD-RDS-001380	HOLLOWAY BAY ROAD	SOUTH END OF ROAD	FOX ROAD	262.89	6	1577.3	2	0.526	Local	Gravel		2024			
RD-RDS-001484	HOLLOWAY BAY ROAD	BOWEN ROAD	THIRD CONCESSION	503.91	5.7	2872.3	2	1.008	Local	Gravel		2024			
RD-RDS-000918	HOLLOWAY BAY ROAD N	LEARN ROAD	2ND CONCESSION	716.95	3	2150.9	1	0.717	Local	Earth		2024			
RD-RDS-001384	HOLLOWAY BAY ROAD N	DURLIAT ROAD	SOUTH END OF TRAVELED ROAD	80.57	5	402.9	2	0.161	Local	Gravel		2024			
RD-RDS-000904	HOLLOWAY BAY ROAD NORTH	GARRISON ROAD	CUT-OFF TO OLD GARRISON ROAD	898.43	6.1	5480.4	2	1.797	Local	Hot Mix Asphalt	79	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000905	HOLLOWAY BAY ROAD NORTH	SHERKSTON ROAD	GARRISON ROAD	956.89	6.1	5837.0	2	1.914	Local	Surface Treated	67.2	2024	Good (PCI 80 - 65)	ST-DST	$ 77,223.89
RD-RDS-000906	HOLLOWAY BAY ROAD NORTH	MICHENER ROAD	SHERKSTON ROAD	1053.59	6.1	6426.9	2	2.107	Local	Surface Treated	58.4	2024	Fair (PCI 65-50)	ST-DST	$ 85,027.87
RD-RDS-000949	HOLLOWAY BAY ROAD NORTH	CUT-OFF TO OLD GARRISON ROAD	OLD GARRISON ROAD	156.37	6.1	953.9	2	0.313	Local	Gravel		2024			
RD-RDS-001734	HOLLOWAY BAY ROAD NORTH (CUT-OFF)	HOLLOWAY BAY ROAD NORTH	OLD GARRISON ROAD	209.91	6.5	1364.4	2	0.42	Local	Surface Treated	78.7	2024	Good (PCI 80 - 65)	ST-SST	$ 9,018.78
RD-RDS-002875	HOLLOWAY BAY ROAD SOUTH	MICHENER ROAD	SOUTH DEAD END	1357.64	8	10861.1	2	2.715	Local	Surface Treated	83.1	2024	Very Good (PCI 100-80)	ST-SST	$ 71,792.00
RD-RDS-001087	HOLLYWOOD STREET	CRESCENT ROAD	BRIAN STREET	89.97	7.9	710.8	2	0.18	Local	Hot Mix Asphalt	79.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-002773	HOLLYWOOD STREET	FAIRVIEW ROAD	CRESCENT ROAD	97.65	4.5	439.4	2	0.195	Local	Surface Treated	86.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002774	HOLLYWOOD STREET	GRANDVIEW ROAD	FAIRVIEW ROAD	87.2	4.5	392.4	2	0.174	Local	Surface Treated	85.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002775	HOLLYWOOD STREET	LAKEVIEW ROAD	GRANDVIEW ROAD	87.61	4.5	394.2	2	0.175	Local	Surface Treated	87.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002776	HOLLYWOOD STREET	DAYTONA DRIVE	LAKESIDE ROAD	103.44	4.5	465.5	2	0.207	Local	Surface Treated	72.2	2024	Good (PCI 80 - 65)	ST-SST	$ 3,076.82
RD-RDS-002777	HOLLYWOOD STREET	PARKDALE AVENUE	DAYTONA DRIVE	95.26	4.5	428.7	2	0.191	Local	Surface Treated	84.6	2024	Very Good (PCI 100-80)	ST-SST	$ 2,833.51
RD-RDS-002778	HOLLYWOOD STREET	SCOTT AVENUE	FERNDALE AVENUE	86.34	4.5	388.5	2	0.173	Local	Surface Treated	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002803	HOLLYWOOD STREET	FERNDALE AVENUE	PARKDALE AVENUE	89.51	4.5	402.8	2	0.179	Local	Surface Treated	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002808	HOLLYWOOD STREET	LAKESIDE ROAD	LAKEVIEW ROAD	85.67	4.5	385.5	2	0.171	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000154	HOSPITAL DRIVE	BERTIE STREET	HAGEY AVENUE	186.67	8.5	1586.7	2	0.373	Local	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001771	HOSPITALITY DRIVE	WALDEN BOULEVARD	NORTH END OF ROAD	154.88	6	929.3	2	0.31	Local	Surface Treated	65.2	2024	Good (PCI 80 - 65)	ST-DST	$ 12,294.37
RD-RDS-000806	HOUCK CRESCENT	HYDE AVENUE	WARWICK AVENUE	428.68	4	1714.7	1	0.429	Local	Surface Treated	94.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000808	HOUCK CRESCENT	WARWICK AVENUE	WEST END OF ROAD	133.04	4	532.2	1	0.133	Local	Surface Treated	18.6	2024	Very Poor (40-0)	ST-FDR & DST	$ 12,170.50
RD-RDS-000197	HOUSE ROAD	COLLEGE ROAD	2865 HOUSE ROAD	468.42	7.5	3513.2	2	0.937	Local	Gravel		2024			

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000843	HOUSE ROAD	COLLEGE ROAD	COLLEGE ROAD	127.77	7.5	958.3	2	0.256	Local	Gravel		2024			
RD-RDS-000846	HOUSE ROAD	FOX ROAD	CHURCH ROAD	866.63	7.5	6499.7	2	1.733	Local	Gravel		2024			
RD-RDS-000848	HOUSE ROAD	CHURCH ROAD	BOWEN ROAD	835.43	7.5	6265.7	2	1.671	Local	Gravel		2024			
RD-RDS-000850	HOUSE ROAD	BOWEN ROAD	GILMORE ROAD	1729.49	7.5	12971.2	2	3.459	Local	Gravel		2024			
RD-RDS-000851	HOUSE ROAD	GILMORE ROAD	BERTIE STREET	866.09	6.5	5629.6	2	1.732	Local	Surface Treated	79.7	2024	Good (PCI 80 - 65)	ST-SST	$ 37,211.56
RD-RDS-000852	HOUSE ROAD	BERTIE STREET	GARRISON ROAD	843.41	6.5	5482.2	2	1.687	Local	Surface Treated	82.7	2024	Very Good (PCI 100-80)	ST-SST	$ 36,237.11
RD-RDS-001114	HOUSE ROAD	COLLEGE ROAD	NETHERBY ROAD	714.9	7.5	5361.8	2	1.43	Local	Gravel		2024			
RD-RDS-001859	HOUSE ROAD	2865 HOUSE ROAD	FOX ROAD	296.86	6	1781.2	2	0.594	Local	Surface Treated	81	2024	Very Good (PCI 100-80)	ST-SST	$ 11,773.47
RD-RDS-001480	HYDE AVENUE	NIAGARA BOULEVARD	HOUCK CRESCENT	130.69	5.5	718.8	2	0.261	Local	Surface Treated	32.7	2024	Very Poor (40-0)	ST-FDR & DST	$ 16,438.84
RD-RDS-000301	HYMAN AVENUE	NICOLAS ROAD	NEVA ROAD	200.55	5.5	1103.0	2	0.401	Local	Surface Treated	81.5	2024	Very Good (PCI 100-80)	ST-SST	$ 7,291.00
RD-RDS-000302	HYMAN AVENUE	BERNARD AVENUE	NICOLAS ROAD	161.25	5.5	886.9	2	0.323	Local	Surface Treated	79.5	2024	Good (PCI 80 - 65)	ST-SST	$ 5,862.24
RD-RDS-000506	HYMAN AVENUE	BURLEIGH ROAD N	PLEASANT AVENUE N	86.03	5.5	473.2	2	0.172	Local	Surface Treated	79.5	2024	Good (PCI 80 - 65)	ST-SST	$ 3,127.62
RD-RDS-001279	HYMAN AVENUE	PLEASANT AVENUE N	MAPLE LEAF AVENUE N	80.47	5.5	442.6	2	0.161	Local	Surface Treated	78.4	2024	Good (PCI 80 - 65)	ST-SST	$ 2,925.49
RD-RDS-001615	HYMAN AVENUE	BURLEIGH ROAD	BERNARD AVENUE	800.59	5.5	4403.2	2	1.601	Local	Surface Treated	66.2	2024	Good (PCI 80 - 65)	ST-DST	$ 58,254.93
RD-RDS-000039	IDYLEWYLDE STREET	IDYLEWYLDE STREET	GILMORE ROAD	76.46	8	611.7	2	0.153	Local	Hot Mix Asphalt	92.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000071	IDYLEWYLDE STREET	CENTRAL AVENUE	COLUMBUS DRIVE	193.09	8	1544.7	2	0.386	Local	Hot Mix Asphalt	93.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000072	IDYLEWYLDE STREET	DOUGLAS STREET	CENTRAL AVENUE	121.22	8	969.8	2	0.242	Local	Hot Mix Asphalt	93.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000074	IDYLEWYLDE STREET	OSBORNE AVENUE	DOUGLAS STREET	80.63	8	645.0	2	0.161	Local	Hot Mix Asphalt	92.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001167	IDYLEWYLDE STREET	COLUMBUS DRIVE	HIGH STREET	40.5	8	324.0	2	0.081	Local	Hot Mix Asphalt	90.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001417	IDYLEWYLDE STREET	PHYLISS STREET	OSBORNE AVENUE	81.25	8	650.0	2	0.163	Local	Hot Mix Asphalt	88.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001463	IDYLEWYLDE STREET	MARY STREET	PHYLISS STREET	83.86	8	670.9	2	0.168	Local	Hot Mix Asphalt	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001511	IDYLEWYLDE STREET	HIGH STREET	IDYLEWYLDE STREET	231.64	8	1853.1	2	0.463	Local	Hot Mix Asphalt	89.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001848	INDUSTRIAL DRIVE	THOMPSON ROAD	EAST END OF ROAD	495.74	8	3965.9	2	0.991	Local	Surface Treated	74.6	2024	Good (PCI 80 - 65)	ST-SST	$ 26,214.73
RD-RDS-000447	INGLEWOOD ROAD	FERNWOOD LANE	LYNWOOD LANE	84.45	6	506.7	2	0.169	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000540	INGLEWOOD ROAD	MATHEWSON AVENUE	FERNWOOD LANE	91.14	6	546.8	2	0.182	Local	Hot Mix Asphalt	82.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001842	INGLEWOOD ROAD	LYNWOOD LANE	SOUTH END OF ROAD	47.21	6	283.3	2	0.094	Local	Hot Mix Asphalt	84.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000097	JARVIS STREET	CENTRAL AVENUE	MACK STREET	293.72	12	3524.6	3	0.881	Collector	Hot Mix Asphalt	70.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 127,415.74
RD-RDS-000098	JARVIS STREET	CROOKS STREET	WEST END OF ROAD	111.22	8	889.8	2	0.222	Local	Hot Mix Asphalt	78.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000099	JARVIS STREET	MACK STREET	ROBINSON STREET	138.73	12	1664.8	3	0.416	Collector	Hot Mix Asphalt	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001754	JARVIS STREET	ROBINSON STREET	CROOKS STREET	391.85	8	3134.8	3	1.176	Collector	Hot Mix Asphalt	87.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002885	JARVIS STREET	KLAUCK STREET	CENTRAL AVENUE	268.16	13	3486.1	4	1.073	Collector	Hot Mix Asphalt	97.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002886	JARVIS STREET	NIAGARA BOULEVARD	KLAUCK STREET	104.18	13	1354.3	4	0.417	Collector	Hot Mix Asphalt	90.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002887	JARVIS STREET	KLAUCK STREET	KLAUCK STREET	24.84	13	322.9	4	0.099	Collector	Hot Mix Asphalt	97.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000260	JARVIS-COURTWRIGHT LANE	CENTRAL AVENUE	KLAUCK STREET	292.29	3.4	993.8	1	0.292	Local	Hot Mix Asphalt	28.5	2024	Very Poor (40-0)	HMA - Recon 90HMA	$ 130,583.48
RD-RDS-000259	JARVIS-DUFFERIN LANE	CENTRAL AVENUE	KLAUCK STREET	267.37	3.4	909.1	1	0.267	Local	Hot Mix Asphalt	30.8	2024	Very Poor (40-0)	HMA - Recon 90HMA	$ 119,450.22
RD-RDS-000832	JASMINE COURT	NANCY STREET	JORDYN DRIVE	100.51	7.9	794.0	2	0.201	Local	Hot Mix Asphalt	80.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000833	JASMINE COURT	JORDYN DRIVE	EAST END OF ROAD	166.02	7.9	1311.6	2	0.332	Local	Hot Mix Asphalt	77	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001672	JENNET STREET	GILMORE ROAD	LEWIS STREET	349.51	8	2796.1	2	0.699	Collector	Hot Mix Asphalt	49.9	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 367,404.91
RD-RDS-000111	JESSIE STREET	EMERICK AVENUE	BROCK STREET	77.2	8	617.6	2	0.154	Local	Hot Mix Asphalt	75.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000112	JESSIE STREET	BOWEN ROAD	HIGHLAND AVENUE	113.12	8	905.0	2	0.226	Local	Hot Mix Asphalt	44.6	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 118,911.74
RD-RDS-001424	JESSIE STREET	BROCK STREET	PHIPPS STREET	118.53	8	948.2	2	0.237	Local	Hot Mix Asphalt	77.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001514	JESSIE STREET	HIGHLAND AVENUE	EMERICK AVENUE	93.11	8	744.9	2	0.186	Local	Hot Mix Asphalt	80.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000297	JEWEL AVENUE	NEVA ROAD	NICOLAS ROAD	201.8	5	1009.0	2	0.404	Local	Surface Treated	64.8	2024	Fair (PCI 65-50)	ST-DST	$ 13,349.07
RD-RDS-000298	JEWELL AVENUE	BURLEIGH ROAD N	BERNARD AVENUE	802.41	5.5	4413.3	2	1.605	Local	Surface Treated	74.5	2024	Good (PCI 80 - 65)	ST-SST	$ 29,171.62
RD-RDS-001467	JEWELL AVENUE	NICOLAS ROAD	BERNARD AVENUE	158.96	5	794.8	2	0.318	Local	Surface Treated	72.2	2024	Good (PCI 80 - 65)	ST-SST	$ 5,253.63
RD-RDS-000736	JEWSON ROAD	POUND AVENUE	GRAYSON AVENUE	92.36	6	554.2	2	0.185	Local	Surface Treated	82.4	2024	Very Good (PCI 100-80)	ST-SST	$ 3,663.00

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TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000737	JEWSON ROAD	GRAYSON AVENUE	NORTH END OF ROAD	43.75	6	262.5	2	0.088	Local	Surface Treated	73.5	2024	Good (PCI 80 - 65)	ST-SST	$ 1,735.13
RD-RDS-000740	JEWSON ROAD	GARRISON ROAD	SOUTH END OF ROAD	140.56	6	843.4	1	0.141	Local	Surface Treated	71.3	2024	Good (PCI 80 - 65)	ST-SST	$ 5,574.61
RD-RDS-001313	JEWSON ROAD	GARRISON ROAD	POUND AVENUE	100.36	6	602.2	2	0.201	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 3,980.28
RD-RDS-000023	JOHN STREET	WATERLOO STREET	NIAGARA BOULEVARD	98.83	3	296.5	1	0.099	Local	Hot Mix Asphalt	52.5	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 38,958.79
RD-RDS-000024	JOHN STREET	ARCHANGE STREET	WATERLOO STREET	126.62	3.5	443.2	1	0.127	Local	Surface Treated	48.8	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 10,135.30
RD-RDS-000045	JOHN STREET	GODERICH STREET	ARCHANGE STREET	108.42	3.5	379.5	1	0.108	Local	Surface Treated	49.7	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 8,678.48
RD-RDS-000831	JORDYN DRIVE	JASMINE COURT	LOUISA STREET	296.58	7.9	2343.0	2	0.593	Local	Hot Mix Asphalt	76.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000177	JOSEPH STREET	DOMINION ROAD	QUEENSTON BOULEVARD	117.67	6	706.0	2	0.235	Local	Surface Treated	62.4	2024	Fair (PCI 65-50)	ST-DST	$ 9,340.65
RD-RDS-000178	JOSEPH STREET	QUEENSTON BOULEVARD	ALBANY STREET	231.38	6	1388.3	2	0.463	Local	Surface Treated	52.9	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 31,749.96
RD-RDS-002814	KAYART ROAD	DOMINION ROAD	CROSS STREET	135.13	6	810.8	2	0.27	Local	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002837	KAYART ROAD	CROSS STREET	PERKIN STREET	211.61	4.5	952.2	2	0.423	Local	Surface Treated	85.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002745	KEE LANE	LEWIS STREET	SOUTH END OF ROAD	57.19	4	228.8	1	0.057	Local	Hot Mix Asphalt	84.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001706	KEEL STREET	ALBERT STREET	EAST END OF ROAD	128.2	6.2	794.8	2	0.256	Local	Hot Mix Asphalt	62.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 43,438.01
RD-RDS-000804	KENNEDY DRIVE	POUND AVENUE	NORTH END OF ROAD	77.56	5.5	426.6	2	0.155	Local	Hot Mix Asphalt	80.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001234	KENNEDY DRIVE	1127 KENEDY DR	SHARON DR	176.29	9	1586.6	2	0.353	Local	Hot Mix Asphalt	90.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001455	KENNEDY DRIVE	SHARON DR	SHARON DR	130.33	9	1173.0	2	0.261	Local	Hot Mix Asphalt	93.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000834	KENSINGTON COURT	ALBERT STREET	END (AT ALBERT ST)	287.27	7.9	2269.4	2	0.575	Local	Hot Mix Asphalt	73.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-002842	KENWOOD STREET	BOWEN ROAD	GRAPE STREET	131.37	4	525.5	1	0.131	Local	Surface Treated	81.8	2024	Very Good (PCI 100-80)	ST-SST	$ 3,473.42
RD-RDS-001260	KERBY STREET	SPEARS ROAD	MEADOWOOD STREET	153.82	7.9	1215.2	2	0.308	Local	Hot Mix Asphalt	85.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001261	KERBY STREET	MEADOWOOD STREET	MEADOWOOD STREET	224.18	7.9	1771.0	2	0.448	Local	Hot Mix Asphalt	84.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002666	KETTLE COURT	DOMINION RD	END OF ROAD	67.86	8	542.9	2	0.136	Local	Hot Mix Asphalt	94.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000138	KING STREET	RICELAND ROAD	QUEENSBURY ROAD	81.04	8.5	688.8	2	0.162	Local	Hot Mix Asphalt	82.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000139	KING STREET	WALDEN BOULEVARD	RICELAND ROAD	82.83	8.5	704.1	2	0.166	Local	Hot Mix Asphalt	81	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000169	KING STREET	MADISON STREET	GARRISON ROAD	222.92	6.5	1449.0	2	0.446	Collector	Hot Mix Asphalt	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000170	KING STREET	ALBANY STREET	MADISON STREET	250.53	6.5	1628.4	2	0.501	Collector	Hot Mix Asphalt	91.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001153	KING STREET	QUEENSBURY ROAD	GARRISON ROAD	81.36	8.5	691.6	2	0.163	Local	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000105	KING STREET NORTH	OAKES DRIVE	NORTH END OF ROAD	47.03	6	282.2	2	0.094	Local	Surface Treated	64.1	2024	Fair (PCI 65-50)	ST-DST	$ 3,733.24
RD-RDS-000164	KINGSMILL STREET	CATHERINE STREET	NORTH END OF ROAD	147.82	8.5	1256.5	2	0.296	Local	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000165	KINGSMILL STREET	GILMORE ROAD	SOUTH END OF ROAD	103.44	8	827.5	2	0.207	Local	Hot Mix Asphalt	84.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000087	KINGSTON ROAD	BRANTFORD AVENUE	EAST END OF ROAD	408.93	4	1635.7	1	0.409	Local	Gravel		2024			
RD-RDS-001772	KINGSTON ROAD	ROSEHILL ROAD	BRANTFORD AVENUE	209.15	4	836.6	1	0.209	Local	Surface Treated	69.5	2024	Good (PCI 80 - 65)	ST-DST	$ 11,068.22
RD-RDS-001162	KLAUCK STREET	COURTWRIGHT-JARVIS LANE	JARVIS STREET	52.78	12	633.4	3	0.158	Local	Hot Mix Asphalt	81.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001806	KLAUCK STREET	COURTWRIGHT STREET	COURTWRIGHT-JARVIS LANE	51.62	12	619.4	3	0.155	Local	Hot Mix Asphalt	83.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001163	KLAUCK STREET NORTH	DUFFERIN-JARVIS LANE	DUFFERIN STREET	48.2	5	241.0	2	0.096	Local	Hot Mix Asphalt	77.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001416	KLAUCK STREET NORTH	JARVIS STREET	DUFFERIN-JARVIS LANE	48.06	5	240.3	2	0.096	Local	Hot Mix Asphalt	77.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000771	KRAFT ROAD	EDGEMERE ROAD	KRAFT LANE	95.42	5	477.1	2	0.191	Local	Surface Treated	85.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000773	KRAFT ROAD	EDGEMERE ROAD	DOMINION ROAD	305.21	5	1526.1	2	0.61	Local	Hot Mix Asphalt	75.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001014	KRAFT ROAD	KRAFT LANE	SOUTH END OF ROAD	96.09	5	480.5	2	0.192	Local	Surface Treated	61.6	2024	Fair (PCI 65-50)	ST-DST	$ 6,356.35
RD-RDS-002688	KRAFT ROAD	RUTHERFORD AVENUE	BRADFORD AVENUE	176.38	8	1411.0	2	0.353	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002701	KRAFT ROAD	RUTHERFORD AVENUE	END OF ROAD	50.3	8	402.4	2	0.101	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002703	KRAFT ROAD	GARRISON ROAD	BRADFORD AVENUE	142.94	8	1143.5	2	0.286	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002812	KRAFT ROAD	DOMINION ROAD	GARRISON ROAD	2067.05	6.5	13435.8	2	4.134	Local	Hot Mix Asphalt	90.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002827	LAFAYETTE AVENUE	CHAPIN PARKWAY	BERTIE BAY ROAD	102.07	4.5	459.3	2	0.204	Local	Surface Treated	87.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002828	LAFAYETTE AVENUE	BIDWELL PARKWAY	DELEWARE AVENUE	116.13	4.5	522.6	2	0.232	Local	Surface Treated	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002832	LAFAYETTE AVENUE	RICHMOND AVENUE	BIDWELL PARKWAY	75.5	4.5	339.8	2	0.151	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002813	LAFAYETTE CIRCLE	LAFAYETTE AVENUE	CHAPIN PARKWAY	63.09	5	315.5	2	0.126	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-002829	LAFAYETTE CIRCLE	DELAWARE AVENUE	LAFAYETTE AVENUE	57.71	5	288.6	2	0.115	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002830	LAFAYETTE CIRCLE	CHAPIN PARKWAY	LAFAYETTE AVENUE	91.16	5	455.8	2	0.182	Local	Surface Treated	89.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002831	LAFAYETTE CIRCLE	LAFAYETTE AVENUE	CHAPIN PARKWAY	49.76	5	248.8	2	0.1	Local	Surface Treated	89.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000602	LAKE AVENUE	CRYSTAL BEACH DRIVE	TERRACE LANE	76	6	456.0	2	0.152	Local	Hot Mix Asphalt	48.5	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 59,918.40
RD-RDS-001523	LAKEBREEZE COURT	LAKESHORE ROAD	NORTH END OF ROAD	44.07	7.9	348.2	2	0.088	Local	Hot Mix Asphalt	87.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000974	LAKECREST COURT	BURLEIGH ROAD S	EAST END OF ROAD	185.23	7.9	1463.3	2	0.37	Local	Hot Mix Asphalt	93.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002721	LAKEHURST AVENUE	PARKDALE AVENUE	DAYTONA DRIVE	94.57	4.5	425.6	2	0.189	Local	Surface Treated	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002753	LAKEHURST AVENUE	FAIRVIEW ROAD	CRESCENT ROAD	96.73	4.5	435.3	2	0.193	Local	Surface Treated	85.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002754	LAKEHURST AVENUE	GRANDVIEW ROAD	FAIRVIEW ROAD	86.73	4.5	390.3	2	0.173	Local	Surface Treated	87.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002755	LAKEHURST AVENUE	LAKESIDE ROAD	LAKEVIEW ROAD	86.11	4.5	387.5	2	0.172	Local	Surface Treated	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002756	LAKEHURST AVENUE	DAYTONA DRIVE	LAKESIDE ROAD	101.66	4.5	457.5	2	0.203	Local	Surface Treated	93.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002757	LAKEHURST AVENUE	FERNDALE AVENUE	PARKDALE AVENUE	86.49	4.5	389.2	2	0.173	Local	Surface Treated	88.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002758	LAKEHURST AVENUE	SCOTT AVENUE	FERNDALE AVENUE	86.99	4.5	391.5	2	0.174	Local	Surface Treated	87	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002759	LAKEHURST AVENUE	BUFFALO ROAD	SCOTT AVENUE	90.39	4.5	406.8	2	0.181	Local	Surface Treated	87	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002760	LAKEHURST AVENUE	WEST END OF ROAD	BUFFALO ROAD	90.02	4.5	405.1	2	0.18	Collector	Surface Treated	86.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002806	LAKEHURST AVENUE	LAKEVIEW ROAD	GRANDVIEW ROAD	87.42	4.5	393.4	2	0.175	Local	Surface Treated	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000173	LAKESHORE ROAD	ADELADE STREET	ALBERT STREET	195.57	6	1173.4	2	0.391	Local	Hot Mix Asphalt	59.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 64,127.40
RD-RDS-000174	LAKESHORE ROAD	ALBERT STREET	PARKVIEW AVENUE	103.3	6	619.8	2	0.207	Local	Hot Mix Asphalt	60	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 33,872.07
RD-RDS-000176	LAKESHORE ROAD	PARKVIEW AVENUE	WINDSOR AVENUE	68.81	6	412.9	2	0.138	Local	Hot Mix Asphalt	61.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 22,562.80
RD-RDS-000179	LAKESHORE ROAD	LILLIAN STREET	BARDOL AVENUE	81.78	6	490.7	2	0.164	Local	Hot Mix Asphalt	52.8	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 64,475.35
RD-RDS-001431	LAKESHORE ROAD	WINDSOR AVENUE	LILLIAN STREET	67.3	6	403.8	2	0.135	Local	Hot Mix Asphalt	60.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 22,067.67
RD-RDS-001533	LAKESHORE ROAD	ADELAIDE ST	S. LIMIT OF FORT PROPERTY	446.87	6	2681.2	2	0.894	Local	Hot Mix Asphalt	72.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001819	LAKESHORE ROAD	S. LIMIT OF FORT PROPERTY	DOMINION RD	449.66	6	2698.0	2	0.899	Local	Hot Mix Asphalt	73.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-002669	LAKESHORE ROAD	BARDOL AVENUE	LAKEBREEZE COURT	74.58	7.9	589.2	2	0.149	Local	Hot Mix Asphalt	93.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002677	LAKESHORE ROAD	LAKEBREEZE COURT	BUTTONWOOD DRIVE	42.83	7.9	338.4	2	0.086	Local	Hot Mix Asphalt	93.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002684	LAKESHORE ROAD	BUTTONWOOD DRIVE	WEST END OF ROAD	48.96	7.9	386.8	2	0.098	Local	Hot Mix Asphalt	91.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000294	LAKESIDE ROAD	SOUTH END OF ROAD	DOMINION ROAD	116.55	5	582.8	2	0.233	Local	Hot Mix Asphalt	94	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002647	LAKESIDE ROAD	DOMINION ROAD	LAKEHURST AVENUE	271.01	6.5	1761.6	2	0.542	Local	Hot Mix Asphalt	91.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002648	LAKESIDE ROAD	LAKEHURST AVENUE	ENGLEWOOD AVENUE	126.25	6.5	820.6	2	0.253	Local	Hot Mix Asphalt	93.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002649	LAKESIDE ROAD	ENGLEWOOD AVENUE	PARKSIDE AVENUE	198.31	6.5	1289.0	2	0.397	Local	Hot Mix Asphalt	93.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002650	LAKESIDE ROAD	PARKSIDE AVENUE	HOLLYWOOD STREET	211.47	6.5	1374.6	2	0.423	Local	Hot Mix Asphalt	94.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002651	LAKESIDE ROAD	HOLLYWOOD STREET	PHILLIPS STREET	207.9	6.5	1351.4	2	0.416	Local	Hot Mix Asphalt	92.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000285	LAKEVIEW AVENUE	DOMINION ROAD	ARLINGTON AVENUE	112.24	6.5	729.6	2	0.224	Local	Hot Mix Asphalt	91.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000287	LAKEVIEW AVENUE	LAKEHURST AVENUE	DOMINION ROAD	276.68	6.5	1798.4	2	0.553	Local	Hot Mix Asphalt	70.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 65,012.88
RD-RDS-000291	LAKEVIEW AVENUE	HOLLYWOOD STREET	PARKSIDE AVENUE	213.98	6.5	1390.9	2	0.428	Local	Hot Mix Asphalt	76.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001254	LAKEVIEW AVENUE	EVELYN AVENUE R/A	EDGEWOOD AVENUE R/A	305.33	6.5	1984.6	2	0.611	Local	Hot Mix Asphalt	71.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 71,744.92
RD-RDS-001255	LAKEVIEW AVENUE	EDGEWOOD AVE	PHILLIPS STREET	301.8	6.5	1961.7	2	0.604	Local	Hot Mix Asphalt	62.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 107,206.91
RD-RDS-001284	LAKEVIEW AVENUE	ORCHARD AVENUE	EVELYN AVENUE R/A	315.54	6.5	2051.0	2	0.631	Local	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001497	LAKEVIEW AVENUE	ENGLEWOOD AVENUE	LAKEHURST AVENUE	127.92	6.5	831.5	2	0.256	Local	Hot Mix Asphalt	72	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001498	LAKEVIEW AVENUE	PARKSIDE AVENUE	ENGLEWOOD AVENUE	198.02	6.5	1287.1	2	0.396	Local	Hot Mix Asphalt	73.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001823	LAKEVIEW AVENUE	PHILLIPS STREET	HOLLYWOOD STREET	209	6.5	1358.5	2	0.418	Local	Hot Mix Asphalt	75	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000615	LAKEWOOD AVENUE	SMALLS ROAD	GLENSPRING ROAD	221.69	5.5	1219.3	2	0.443	Local	Surface Treated	66.6	2024	Good (PCI 80 - 65)	ST-DST	$ 16,131.27
RD-RDS-000626	LAKEWOOD AVENUE	GLENSPRING ROAD	GLENOLDEN LANE	243.69	5	1218.5	2	0.487	Local	Surface Treated	71.3	2024	Good (PCI 80 - 65)	ST-SST	$ 8,053.96
RD-RDS-001593	LAKEWOOD AVENUE	GLENOLDEN LANE	ERIE ROAD	160.72	5	803.6	2	0.321	Local	Surface Treated	71.8	2024	Good (PCI 80 - 65)	ST-SST	$ 5,311.80
RD-RDS-001603	LAKEWOOD AVENUE	REBSTOCK ROAD	SMALLS ROAD	315.42	5.5	1734.8	2	0.631	Local	Surface Treated	87.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000148	LAMTON ROAD	RIDGEMOUNT ROAD	EAST END OF ROAD	163.72	4	654.9	2	0.327	Local	Gravel		2024			

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TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000739	LAUR ROAD	POUND AVENUE	GARRISON ROAD	95.57	6	573.4	2	0.191	Local	Surface Treated	74.8	2024	Good (PCI 80 - 65)	ST-SST	$ 3,790.31
RD-RDS-000797	LAUR ROAD	CURTIS ROAD	BOWEN ROAD	401.71	5.5	2209.4	2	0.803	Local	Surface Treated	71.9	2024	Good (PCI 80 - 65)	ST-SST	$ 14,604.17
RD-RDS-000869	LAUR ROAD	BOWEN ROAD	BRIDGE STREET	818.8	4	3275.2	1	0.819	Local	Gravel		2024			
RD-RDS-000947	LAUR ROAD	NORTH END OF ROAD	GRAYSON AVENUE	50.38	6	302.3	2	0.101	Local	Surface Treated	75.3	2024	Good (PCI 80 - 65)	ST-SST	$ 1,998.07
RD-RDS-001792	LAUR ROAD	GRAYSON AVENUE	POUND AVENUE	95.37	6	572.2	2	0.191	Local	Surface Treated	76	2024	Good (PCI 80 - 65)	ST-SST	$ 3,782.37
RD-RDS-000126	LAVINIA STREET	WATERLOO STREET	NIXON BOULEVARD	84.33	8.5	716.8	2	0.169	Local	Hot Mix Asphalt	76.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000128	LAVINIA STREET	STANTON STREET	HIGH STREET	123.41	8.5	1049.0	2	0.247	Local	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000129	LAVINIA STREET	HIGH STREET	NORTH STREET	120.32	8.5	1022.7	2	0.241	Local	Hot Mix Asphalt	75.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000130	LAVINIA STREET	NORTH STREET	CENTRAL AVENUE	121.54	8.5	1033.1	2	0.243	Local	Hot Mix Asphalt	76	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000131	LAVINIA STREET	CENTRAL AVENUE	DOUGLAS STREET	120.78	8.5	1026.6	2	0.242	Local	Hot Mix Asphalt	78.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000136	LAVINIA STREET	ABERDEEN STREET	CHAMPLAIN DRIVE	93.65	6.5	608.7	2	0.187	Local	Hot Mix Asphalt	73.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001168	LAVINIA STREET	NIXON BOULEVARD	BATTERY STREET	78.05	8.5	663.4	2	0.156	Local	Hot Mix Asphalt	76	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001426	LAVINIA STREET	NIAGARA BOULEVARD	WATERLOO STREET	94.12	8.5	800.0	2	0.188	Local	Hot Mix Asphalt	73.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001572	LAVINIA STREET	CHAMPLAIN DRIVE	TORRANCE STREET	138.74	6.5	901.8	2	0.277	Local	Hot Mix Asphalt	70.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 32,600.43
RD-RDS-001699	LAVINIA STREET	BATTERY STREET	STANTON STREET	120.96	8.5	1028.2	2	0.242	Local	Hot Mix Asphalt	75.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000664	LAWRENCE AVENUE	EDINBURGH ROAD	BLACK CREEK ROAD	117.25	6	703.5	2	0.235	Local	Surface Treated	48.8	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 16,089.05
RD-RDS-000227	LEASKE AVENUE	DOMINION ROAD	LEASK AVENUE CUT-OFF	292.65	5	1463.3	2	0.585	Local	Surface Treated	45.6	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 33,464.53
RD-RDS-001180	LEASKE AVENUE (CUT-OFF E)	LEASK AVENUE	EDGEMERE ROAD	81.58	5	407.9	2	0.163	Local	Hot Mix Asphalt	6.9	2024	Very Poor (40-0)	HMA - Recon 90HMA	$ 53,598.06
RD-RDS-001181	LEASKE AVENUE (CUT-OFF W)	LEASK AVENUE	EDGEMERE ROAD	21.72	5	108.6	2	0.043	Local	Surface Treated	65.3	2024	Good (PCI 80 - 65)	ST-DST	$ 1,436.78
RD-RDS-000604	LEMCKE STREET	THOMPSON ROAD	WEST END OF ROAD	91.56	4	366.2	1	0.092	Local	Surface Treated	17.4	2024	Very Poor (40-0)	ST-FDR & DST	$ 8,375.91
RD-RDS-000093	LEWIS STREET	GLENNY STREET	CENTRAL AVENUE	233.63	6	1401.8	2	0.467	Collector	Hot Mix Asphalt	84.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000106	LEWIS STREET	RUSSELL STREET	LEWIS STREET	97.67	9.4	918.1	2	0.195	Collector	Hot Mix Asphalt	63.6	2024	Fair (PCI 65-50)	HMA - Ovly	$ 33,189.24
RD-RDS-000113	LEWIS STREET	KEE LANE	NIAGARA BOULEVARD	54.99	9	494.9	2	0.11	Collector	Hot Mix Asphalt	85.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000115	LEWIS STREET	PROW AVENUE	KEE LANE	195.29	9	1757.6	2	0.391	Collector	Hot Mix Asphalt	81	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001166	LEWIS STREET	WINTEMUTE STREET	GLENNY STREET	177.08	7	1239.6	2	0.354	Collector	Hot Mix Asphalt	87.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001253	LEWIS STREET	LEWIS ST	JENNET ST	92.74	9.4	871.8	2	0.185	Collector	Hot Mix Asphalt	87.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001387	LEWIS STREET	JENNET STREET	WARREN STREET	138.7	7	970.9	2	0.277	Collector	Hot Mix Asphalt	84.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001558	LEWIS STREET	CENTRAL AVENUE	PROW AVENUE	182.08	8	1456.6	2	0.364	Collector	Hot Mix Asphalt	82.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001769	LEWIS STREET	WARREN STREET	WINTEMUTE STREET	78.27	7	547.9	2	0.157	Collector	Hot Mix Asphalt	81.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000196	LILLIAN PLACE	LAKESHORE ROAD	NORTH END OF ROAD	277.25	5.5	1524.9	2	0.555	Local	Hot Mix Asphalt	63.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 83,334.42
RD-RDS-000444	LINCOLN ROAD	SHANNON ROAD	DERBY ROAD	92.34	6.5	600.2	2	0.185	Local	Hot Mix Asphalt	71.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 21,697.59
RD-RDS-000554	LINCOLN ROAD	SHANNON ROAD NORTH	LOOMIS CRESCENT	68.48	5.5	376.6	2	0.137	Local	Hot Mix Asphalt	70.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 13,615.54
RD-RDS-000559	LINCOLN ROAD	CONWAY PLACE	ESSEX PLACE	62.03	6	372.2	2	0.124	Local	Hot Mix Asphalt	72.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000694	LINCOLN ROAD	BELFAST ROAD	LOOMIS CRESCENT	70.16	5.5	385.9	2	0.14	Local	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000705	LINCOLN ROAD	ESSEX PLACE	DERBY ROAD	98.52	5.5	541.9	2	0.197	Local	Hot Mix Asphalt	71.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 19,588.24
RD-RDS-001094	LINCOLN ROAD	CONWAY PLACE	BELFAST ROAD NORTH	60.33	5.5	331.8	2	0.121	Local	Hot Mix Asphalt	73.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001095	LINCOLN ROAD	LOOMIS CRESCENT	ULSTER LANE	30.8	5.5	169.4	2	0.062	Local	Hot Mix Asphalt	71.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 6,123.81
RD-RDS-001096	LINCOLN ROAD	ULSTER LANE	SHANNON ROAD SOUTH	108.13	5.5	594.7	2	0.216	Local	Hot Mix Asphalt	64.8	2024	Fair (PCI 65-50)	HMA - Ovly	$ 21,498.95
RD-RDS-001150	LINCOLN ROAD	DEVON PLACE	CONWAY PLACE	55	5.5	302.5	2	0.11	Local	Hot Mix Asphalt	65.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 10,935.38
RD-RDS-001184	LINCOLN ROAD	LOOMIS CRESCENT	MUNSTER LANE	32.35	5.5	177.9	2	0.065	Local	Hot Mix Asphalt	72.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001322	LINCOLN ROAD	MUNSTER LANE	BELFAST ROAD SOUTH	110.28	5.5	606.5	2	0.221	Local	Hot Mix Asphalt	64.6	2024	Fair (PCI 65-50)	HMA - Ovly	$ 21,926.42
RD-RDS-001439	LINCOLN ROAD	CONWAY PLACE	CONWAY PLACE	52.21	6	313.3	2	0.104	Local	Hot Mix Asphalt	76.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001440	LINCOLN ROAD	DERBY ROAD	DEVON PLACE	98	5.5	539.0	2	0.196	Local	Hot Mix Asphalt	62.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 29,456.35
RD-RDS-001589	LINCOLN ROAD	DERBY ROAD	BELFAST ROAD	91.66	6	550.0	2	0.183	Local	Hot Mix Asphalt	66	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 19,881.05
RD-RDS-000258	LINDBERGH AVENUE	ALWIN PLACE	BURNS PLACE	260.48	6.5	1693.1	2	0.521	Local	Surface Treated	89.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001156	LINDBERGH AVENUE	BURBANK TERRACE	ALWIN PLACE	387.14	6.5	2516.4	2	0.774	Local	Hot Mix Asphalt	96.3	2024	Very Good (PCI 100-80)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001907	LOGANBERRY COURT	BEACHWALK CRESCENT	END OF ROAD	120.08	8.6	1032.7	2	0.24	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000187	LONGTENT AVENUE	ALBERT STREET	EAST END OF ROAD	130.06	6.2	806.4	2	0.26	Local	Hot Mix Asphalt	72.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000943	LOOMIS CRESCENT	DERBY ROAD	BELFAST ROAD NORTH	74.5	6	447.0	2	0.149	Local	Hot Mix Asphalt	66.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 16,159.05
RD-RDS-001125	LOOMIS CRESCENT	BELFAST ROAD NORTH	LINCOLN ROAD	61.98	6	371.9	2	0.124	Local	Gravel		2024			
RD-RDS-001732	LOOMIS CRESCENT	SHANNON ROAD NORTH	DERBY ROAD	73.24	6	439.4	2	0.146	Local	Hot Mix Asphalt	62.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 24,015.40
RD-RDS-001833	LOOMIS CRESCENT	LINCOLN ROAD	SHANNON ROAD NORTH	61.7	6	370.2	2	0.123	Local	Hot Mix Asphalt	71.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000194	LOUISA STREET	ARTHUR STREET	ALFRED STREET	216.76	5.5	1192.2	2	0.434	Local	Gravel		2024			
RD-RDS-000997	LOUISA STREET	JORDYN DRIVE	50m NORTH OF JORDYN DRIVE	50.96	7.9	402.6	2	0.102	Local	Hot Mix Asphalt	86.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001535	LOUISA STREET	LOUISA ST	BURWELL ST	149.15	8.5	1267.8	2	0.298	Local	Hot Mix Asphalt	87.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001606	LOUISA STREET	ANTOINETTE ROAD	JORDYN DRIVE	104.29	7.9	823.9	2	0.209	Local	Hot Mix Asphalt	80.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001645	LOUISA STREET	ANTOINETTE ROAD	ALBANY STREET	90.3	7.9	713.4	2	0.181	Local	Hot Mix Asphalt	80.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001104	LOWER COACH ROAD	OLD MILL ROAD	SETTLER'S COVE DRIVE	92.25	7.9	728.8	2	0.185	Local	Hot Mix Asphalt	86.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001105	LOWER COACH ROAD	W. OF OLD MILL OF ROAD	OLD MILL OF ROAD	71.08	7.9	561.5	2	0.142	Local	Hot Mix Asphalt	82.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001209	LOWER COACH ROAD	W. OF OLD MILL OF ROAD	VILLAGE CREEK DR	249.23	7.9	1968.9	2	0.498	Local	Hot Mix Asphalt	83	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001532	LOWER COACH ROAD	SETTLER'S COVE DRIVE	EAST END OF ROAD	41.72	7.9	329.6	2	0.083	Local	Hot Mix Asphalt	84.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000549	LYNWOOD LANE	INGLEWOOD ROAD	DOVERCOURT ROAD	81.41	5.5	447.8	2	0.163	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 2,959.66
RD-RDS-000550	LYNWOOD LANE	RIDGEWAY ROAD	INGLEWOOD ROAD	106.17	5.5	583.9	2	0.212	Local	Surface Treated	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000184	MACCABEE	ALBERT STREET	EAST END OF ROAD	128.78	6.2	798.4	2	0.258	Local	Hot Mix Asphalt	68.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 28,863.46
RD-RDS-000769	MACDONALD DRIVE	STONEMILL ROAD	BERTIE BAY ROAD	853.71	5.5	4695.4	2	1.707	Local	Surface Treated	83.7	2024	Very Good (PCI 100-80)	ST-SST	$ 31,036.63
RD-RDS-000073	MACK STREET	JARVIS STREET	COURTWRIGHT STREET	102.33	8	818.6	2	0.205	Local	Hot Mix Asphalt	70.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 29,593.84
RD-RDS-000605	MACKENZIE STREET	THOMPSON ROAD	WEST END OF ROAD	146.31	4	585.2	1	0.146	Local	Gravel		2024			
RD-RDS-001281	MADISON STREET	MADISON STREET	KING STREET	378.68	10	3786.8	2	0.757	Local	Hot Mix Asphalt	67	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 136,892.82
RD-RDS-001818	MADISON STREET	ALBANY STREET	MADISON STREET	81.76	10	817.6	2	0.164	Local	Hot Mix Asphalt	65.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 29,556.24
RD-RDS-001370	MALKIN AVENUE	DOMINION ROAD	DRUMMOND CRESCENT	236.71	8.5	2012.0	2	0.473	Local	Hot Mix Asphalt	63.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 109,957.71
RD-RDS-000802	MANNING COURT	POUND AVENUE	NORTH END OF ROAD	147.74	6	886.4	2	0.295	Local	Surface Treated	93.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000303	MAPLE AVENUE	BARKER AVENUE	BERNARD AVENUE	204.27	4	817.1	1	0.204	Local	Surface Treated	79.8	2024	Good (PCI 80 - 65)	ST-SST	$ 5,400.90
RD-RDS-000312	MAPLE AVENUE	OAKHILL BOULEVARD	BARKER AVENUE	404.19	4	1616.8	1	0.404	Local	Surface Treated	78.4	2024	Good (PCI 80 - 65)	ST-SST	$ 10,686.78
RD-RDS-000486	MAPLE AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	193.19	4	772.8	1	0.193	Local	Surface Treated	75.1	2024	Good (PCI 80 - 65)	ST-SST	$ 5,107.94
RD-RDS-001549	MAPLE AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	201.78	4	807.1	1	0.202	Local	Surface Treated	79.4	2024	Good (PCI 80 - 65)	ST-SST	$ 5,335.06
RD-RDS-001824	MAPLE AVENUE	CENTRALIA AVENUE	OAKHILL BOULEVARD	238.4	4	953.6	1	0.238	Local	Surface Treated	77.2	2024	Good (PCI 80 - 65)	ST-SST	$ 6,303.30
RD-RDS-000501	MAPLE LEAF AVENUE	END OF CURVE	NORTH SHORE DRIVE	88.59	6	531.5	2	0.177	Local	Surface Treated	81.8	2024	Very Good (PCI 100-80)	ST-SST	$ 3,513.48
RD-RDS-000502	MAPLE LEAF AVENUE	THUNDER BAY ROAD	END OF CURVE	332.02	6	1992.1	2	0.664	Local	Surface Treated	76.5	2024	Good (PCI 80 - 65)	ST-SST	$ 13,167.91
RD-RDS-000503	MAPLE LEAF AVENUE	EVADERE AVENUE	THUNDER BAY ROAD	216.69	5	1083.5	2	0.433	Local	Surface Treated	79.4	2024	Good (PCI 80 - 65)	ST-SST	$ 7,161.61
RD-RDS-001489	MAPLE LEAF AVENUE	BETHUNE AVENUE	EVADERE AVENUE	191.99	5	960.0	2	0.384	Local	Surface Treated	79.4	2024	Good (PCI 80 - 65)	ST-SST	$ 6,345.27
RD-RDS-001586	MAPLE LEAF AVENUE	HYMAN AVENUE	BETHUNE AVENUE	280.41	6	1682.5	2	0.561	Local	Surface Treated	81.2	2024	Very Good (PCI 100-80)	ST-SST	$ 11,121.06
RD-RDS-000504	MAPLE LEAF AVENUE N	DOMINION ROAD	GROVE AVENUE	210.64	5	1053.2	2	0.421	Local	Surface Treated	71.2	2024	Good (PCI 80 - 65)	ST-SST	$ 6,961.65
RD-RDS-000507	MAPLE LEAF AVENUE S	END OF CURVE	NORTH SHORE DRIVE	52.3	6	313.8	2	0.105	Local	Surface Treated	82.6	2024	Very Good (PCI 100-80)	ST-SST	$ 2,074.22
RD-RDS-000427	MAPLEWOOD AVENUE	GLENSPRING ROAD	BIRCHWOOD ROAD	241.66	4.5	1087.5	2	0.483	Local	Hot Mix Asphalt	71.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 39,312.04
RD-RDS-000429	MAPLEWOOD AVENUE	VICTORIA ROAD	GLENSPRING ROAD	182.6	4.5	821.7	2	0.365	Local	Hot Mix Asphalt	81.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000711	MAPLEWOOD AVENUE	BIRCHWOOD ROAD	ERIE ROAD	163.19	4.5	734.4	2	0.326	Local	Hot Mix Asphalt	75.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001189	MARINA DR	GREEN ACRES DR	PLATO DR	217.42	9	1956.8	2	0.435	Local	Hot Mix Asphalt	83.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001854	MARINA DR	GREEN ACRES DR	GREEN ACRES DR	304.38	9	2739.4	2	0.609	Local	Hot Mix Asphalt	90.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000149	MARY STREET	CATHERINE STREET	HENRIETTA STREET	232.76	8.5	1978.5	2	0.466	Local	Hot Mix Asphalt	57.6	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 108,122.84
RD-RDS-000150	MARY STREET	HENRIETTA STREET	IDYLEWYLDE STREET	100.37	8.5	853.1	2	0.201	Local	Hot Mix Asphalt	60	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 46,624.37
RD-RDS-000151	MARY STREET	IDYLEWYLDE STREET	GILMORE ROAD	81.9	8.5	696.2	2	0.164	Local	Hot Mix Asphalt	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000152	MATHER BOULEVARD	GARRISON ROAD	QUEENSBURY ROAD	82.48	6	494.9	2	0.165	Local	Hot Mix Asphalt	74.1	2024	Good (PCI 80 - 65)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000153	MATHER BOULEVARD	QUEENSBURY ROAD	RICELAND ROAD	86.89	6	521.3	2	0.174	Local	Hot Mix Asphalt	66.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 18,846.44
RD-RDS-001578	MATHER BOULEVARD	RICELAND ROAD	WALDEN BOULEVARD	88.4	6	530.4	2	0.177	Local	Hot Mix Asphalt	65.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 19,173.96
RD-RDS-000883	MATHEWS ROAD	OLD GARRISON ROAD	GARRISON ROAD	362.03	6	2172.2	2	0.724	Local	Surface Treated	74.2	2024	Good (PCI 80 - 65)	ST-SST	$ 14,358.11
RD-RDS-001647	MATHEWS ROAD	NIGH ROAD	SHERKSTON ROAD	1608.45	7.5	12063.4	2	3.217	Local	Gravel		2024			
RD-RDS-000872	MATHEWS ROAD NORTH	GARRISON ROAD	NIGH ROAD	638.66	7.5	4790.0	2	1.277	Local	Gravel		2024			
RD-RDS-000885	MATHEWS ROAD SOUTH	MICHENER ROAD	SOUTH END OF ROAD	1283.94	6	7703.6	2	2.568	Local	Surface Treated	52.8	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 176,182.25
RD-RDS-000698	MATHEWSON AVENUE	RIDGE ROAD SOUTH	HELEN STREET	186.32	6.5	1211.1	2	0.373	Local	Hot Mix Asphalt	84.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000701	MATHEWSON AVENUE	DOVERCOURT ROAD	INGLEWOOD ROAD	78.36	6.5	509.3	2	0.157	Local	Hot Mix Asphalt	83.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001401	MATHEWSON AVENUE	HELEN STREET	DOVERCOURT ROAD	181.86	6.5	1182.1	2	0.364	Local	Surface Treated	71	2024	Good (PCI 80 - 65)	ST-SST	$ 7,813.62
RD-RDS-001402	MATHEWSON AVENUE	INGLEWOOD ROAD	RIDGEWAY ROAD	106.02	5.5	583.1	2	0.212	Local	Hot Mix Asphalt	87.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000644	MAY AVENUE	WEST MAIN STREET	SOUTH END OF ROAD	190.13	5	950.7	2	0.38	Local	Surface Treated	56.9	2024	Fair (PCI 65-50)	ST-DST	$ 12,577.10
RD-RDS-000606	MCAFFEE STREET	THOMPSON ROAD	WEST END OF ROAD	115.08	4	460.3	1	0.115	Local	Gravel		2024			
RD-RDS-001262	MEADOWOOD STREET	KERBY STREET	KERBY STREET	219.89	7.9	1737.1	2	0.44	Local	Hot Mix Asphalt	85.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001570	MEADOWOOD STREET	KERBY STREET	N. END MEADOWOOD	44.03	7.9	347.8	2	0.088	Local	Hot Mix Asphalt	86.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000682	MICHENER ROAD	BELVIDERE ROAD	DERBY ROAD	64.47	8	515.8	1	0.064	Local	Hot Mix Asphalt	72.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000683	MICHENER ROAD	DERBY ROAD	WELLINGTON COURT	166.95	6.5	1085.2	2	0.334	Local	Hot Mix Asphalt	73.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000951	MICHENER ROAD	MATHEWS ROAD S	POINT ABINO ROAD SOUTH	836.05	5.8	4849.1	2	1.672	Local	Surface Treated	86.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000976	MICHENER ROAD	HOLLOWAY BAY ROAD SOUTH	MATHEWS ROAD S	909.18	5.8	5273.2	2	1.818	Local	Surface Treated	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001213	MICHENER ROAD	POINT ABINO ROAD	SHERKSTON ROAD	167.23	5.8	969.9	2	0.334	Local	Hot Mix Asphalt	89.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001214	MICHENER ROAD	SHERKSTON ROAD	CHERRY HILL BOULEVARD NORTH	1496.93	5.8	8682.2	2	2.994	Local	Hot Mix Asphalt	75.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001215	MICHENER ROAD	CHERRY HILL BOULEVARD NORTH	SCHOOLEY ROAD	458.14	5.8	2657.2	2	0.916	Local	Hot Mix Asphalt	76.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001216	MICHENER ROAD	SCHOOLEY ROAD	ELMWOOD AVENUE	257.89	5.8	1495.8	2	0.516	Local	Hot Mix Asphalt	73.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001403	MICHENER ROAD	RIDGEWAY ROAD	HAUN ROAD	80.99	8	647.9	2	0.162	Local	Hot Mix Asphalt	70.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 23,422.31
RD-RDS-001837	MICHENER ROAD	HAUN ROAD	BELVIDERE ROAD	62.26	8	498.1	2	0.125	Local	Hot Mix Asphalt	73.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000781	MILLER AVENUE	CAIRN'S CRESCENT	EAGLE STREET	394.05	5	1970.3	2	0.788	Local	Surface Treated	78.8	2024	Good (PCI 80 - 65)	ST-SST	$ 13,023.35
RD-RDS-001508	MILLER AVENUE	EAGLE STREET	ARCADIA STREET R/A	880.48	5	4402.4	2	1.761	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 29,099.86
RD-RDS-002690	MISSISSAUGA AVENUE	BUTTONWOOD DRIVE	BARDOL AVENUE	88.52	8	708.2	2	0.177	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002692	MISSISSAUGA AVENUE	ONEIDA WAY	BUTTONWOOD DRIVE	114.26	8	914.1	2	0.229	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002694	MISSISSAUGA AVENUE	CAYUGA DRIVE	ONEIDA WAY	82.27	8	658.2	2	0.165	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002699	MISSISSAUGA AVENUE	SENECA DRIVE	END OF ROAD	39.96	8	319.7	2	0.08	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002702	MISSISSAUGA AVENUE	SENECA DRIVE	CAYUGA DRIVE	201.06	8	1608.5	2	0.402	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001267	MITCHELL CRES	SIMPSON LN	MITCHELL CRES	178.2	8.5	1514.7	2	0.356	Local	Hot Mix Asphalt	93.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001268	MITCHELL CRES	MITCHELL CRES	SIMPSON LN	139.28	8.5	1183.9	2	0.279	Local	Hot Mix Asphalt	93.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001269	MITCHELL CRES	NETHERBY RD	MITCHELL CRES	59.58	8.5	506.4	2	0.119	Local	Hot Mix Asphalt	93.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001207	MOHAWK AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	180.2	4	720.8	1	0.18	Local	Surface Treated	82.1	2024	Very Good (PCI 100-80)	ST-SST	$ 4,764.49
RD-RDS-001470	MOHAWK AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	201.86	4	807.4	1	0.202	Local	Surface Treated	77.2	2024	Good (PCI 80 - 65)	ST-SST	$ 5,337.18
RD-RDS-001658	MORNINSTAR ROAD	NETHERBY ROAD	TO TOWN BOUNDARY	60.46	6	362.8	2	0.121	Local	Gravel		2024			
RD-RDS-000012	MURDOCK AVENUE	WALDEN BOULEVARD	DIPIETRO STREET	181.91	6	1091.5	2	0.364	Local	Surface Treated	37.3	2024	Very Poor (40-0)	ST-FDR & DST	$ 24,961.69
RD-RDS-001177	MURDOCK AVENUE	WEST END OF ROAD	DIPIETRO STREET	54.78	6	328.7	2	0.11	Local	Gravel		2024			
RD-RDS-000051	MURRAY STREET	WATERLOO STREET	BATTERY STREET	163.12	9.2	1500.7	2	0.326	Local	Hot Mix Asphalt	83.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000052	MURRAY STREET	BATTERY STREET	STANTON STREET	120.43	9.2	1108.0	2	0.241	Local	Hot Mix Asphalt	86.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000053	MURRAY STREET	STANTON STREET	HIGH STREET	122.35	8.5	1040.0	2	0.245	Local	Hot Mix Asphalt	69.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 37,595.10
RD-RDS-001324	MURRAY STREET	NORTH STREET	CENTRAL AVENUE	120.29	9.2	1106.7	2	0.241	Local	Hot Mix Asphalt	80.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001415	MURRAY STREET	CENTRAL AVENUE	DOUGLAS STREET	121.28	9.1	1103.6	2	0.243	Local	Hot Mix Asphalt	87.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001510	MURRAY STREET	HIGH STREET	NORTH STREET	121.6	8.5	1033.6	2	0.243	Local	Hot Mix Asphalt	74.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001528	MURRAY STREET	NIAGARA BOULEVARD	WATERLOO STREET	99.24	8.5	843.5	2	0.198	Local	Hot Mix Asphalt	69.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 30,493.97

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TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001804	MURRAY STREET	DOUGLAS STREET	ABERDEEN STREET	123.42	9.1	1123.1	2	0.247	Local	Hot Mix Asphalt	84.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000083	NANCY STREET	ALBANY STREET	JASMINE COURT	98.02	7.9	774.4	2	0.196	Local	Hot Mix Asphalt	77.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000084	NANCY STREET	JASMINE COURT	END OF ROAD	71.81	7.9	567.3	2	0.144	Local	Hot Mix Asphalt	81.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000950	NATHANIAL AVENUE	PETTIT ROAD	SHARON DRIVE	179.1	8	1432.8	2	0.358	Local	Surface Treated	84.2	2024	Very Good (PCI 100-80)	ST-SST	$ 9,470.81
RD-RDS-000186	NELSON AVENUE	DOMINION ROAD	QUEENSTON BOULEVARD	147.36	6	884.2	2	0.295	Local	Surface Treated	58.8	2024	Fair (PCI 65-50)	ST-DST	$ 11,697.44
RD-RDS-000231	NEVA ROAD	BETHUNE AVENUE	RISELAY AVENUE	103.42	5	517.1	2	0.207	Local	Surface Treated	84.6	2024	Very Good (PCI 100-80)	ST-SST	$ 3,418.03
RD-RDS-000232	NEVA ROAD	THUNDER BAY ROAD	YOUNG AVENUE	111.69	5	558.5	2	0.223	Local	Surface Treated	83.4	2024	Very Good (PCI 100-80)	ST-SST	$ 3,691.36
RD-RDS-000233	NEVA ROAD	YOUNG AVENUE	EVADERE AVENUE	52.71	5	263.6	2	0.105	Local	Surface Treated	85.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000234	NEVA ROAD	EVADERE AVENUE	POPLAR AVENUE	95.67	5	478.4	2	0.191	Local	Surface Treated	81.8	2024	Very Good (PCI 100-80)	ST-SST	$ 3,161.89
RD-RDS-001025	NEVA ROAD	HYMAN AVENUE	NORTH END OF ROAD	57.75	5	288.8	2	0.116	Local	Surface Treated	78.7	2024	Good (PCI 80 - 65)	ST-SST	$ 1,908.64
RD-RDS-001389	NEVA ROAD	RISELAY AVENUE	JEWEL AVENUE	92.85	5	464.3	2	0.186	Local	Surface Treated	83.6	2024	Very Good (PCI 100-80)	ST-SST	$ 3,068.69
RD-RDS-001682	NEVA ROAD	JEWEL AVENUE	HYMAN AVENUE	93.45	5	467.3	2	0.187	Local	Surface Treated	84.1	2024	Very Good (PCI 100-80)	ST-SST	$ 3,088.52
RD-RDS-001778	NEVA ROAD	POPLAR AVENUE	BETHUNE AVENUE	94.36	5	471.8	2	0.189	Local	Surface Treated	79.7	2024	Good (PCI 80 - 65)	ST-SST	$ 3,118.60
RD-RDS-001840	NEVA ROAD	EVADERE AVENUE	EVADERE AVENUE	44.74	5	223.7	2	0.089	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 1,478.66
RD-RDS-001336	NEWGATE ROAD	NETHERBY ROAD	NORTH END OF ROAD	449.46	5	2247.3	2	0.899	Local	Gravel		2024			
RD-RDS-000261	NIAGARA PARKWAY	FORSYTHE STREET	BERTIE STREET	161.18	11.1	1789.1	3	0.484	Collector	Composite	76	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001170	NIAGARA PARKWAY	JOHN STREET	PRINCESS STREET	60.3	11.1	669.3	3	0.181	Collector	Composite	80.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001452	NIAGARA PARKWAY	PRINCESS STREET	QUEEN STREET	106.9	11.1	1186.6	3	0.321	Collector	Composite	82.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001742	NIAGARA PARKWAY	FORSYTHE STREET	JOHN STREET	74.86	11.1	830.9	3	0.225	Collector	Composite	82.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002727	NICOLAS ROAD	HYMAN AVENUE	JEWEL AVENUE	92.91	5	464.6	2	0.186	Local	Surface Treated	83	2024	Very Good (PCI 100-80)	ST-SST	$ 3,070.68
RD-RDS-002800	NICOLAS ROAD	RISELAY AVENUE	BETHUNE AVENUE	97.02	5	485.1	2	0.194	Local	Surface Treated	86.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002816	NICOLAS ROAD	POPLAR AVENUE	EVADERE AVENUE	97.13	5	485.7	2	0.194	Local	Surface Treated	84.5	2024	Very Good (PCI 100-80)	ST-SST	$ 3,210.15
RD-RDS-002855	NICOLAS ROAD	JEWEL AVENUE	RISELAY AVENUE	93.86	5	469.3	2	0.188	Local	Surface Treated	72.6	2024	Good (PCI 80 - 65)	ST-SST	$ 3,102.07
RD-RDS-002856	NICOLAS ROAD	EVADERE AVENUE	YOUNG AVENUE	95.67	5	478.4	2	0.191	Local	Surface Treated	84.8	2024	Very Good (PCI 100-80)	ST-SST	$ 3,161.89
RD-RDS-002857	NICOLAS ROAD	YOUNG AVENUE	THUNDER BAY ROAD	112.7	5	563.5	2	0.225	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 3,724.74
RD-RDS-002858	NICOLAS ROAD	BETHUNE AVENUE	POPLAR AVENUE	94.67	5	473.4	2	0.189	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000590	NIGH ROAD	PROSPECT POINT ROAD NORTH	RIDGE ROAD	98.17	6	589.0	2	0.196	Local	Hot Mix Asphalt	93.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000592	NIGH ROAD	GORHAM ROAD	RIDGE ROAD	739.88	5.5	4069.3	2	1.48	Collector	Surface Treated	62.4	2024	Fair (PCI 65-50)	ST-DST	$ 53,837.37
RD-RDS-000728	NIGH ROAD	DOVER ROAD	ROSEHILL ROAD	180.83	6	1085.0	2	0.362	Local	Surface Treated	81.4	2024	Very Good (PCI 100-80)	ST-SST	$ 7,171.72
RD-RDS-000730	NIGH ROAD	FRONTENAC ROAD	DOVER ROAD	89.85	6	539.1	2	0.18	Local	Surface Treated	82.1	2024	Very Good (PCI 100-80)	ST-SST	$ 3,563.45
RD-RDS-000760	NIGH ROAD	ROSEHILL ROAD	BUFFALO ROAD	804.84	5	4024.2	2	1.61	Local	Surface Treated	55.6	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 92,033.45
RD-RDS-000792	NIGH ROAD	CHAPIN PARKWAY	FRONTENAC ROAD	615.05	6	3690.3	2	1.23	Local	Surface Treated	75	2024	Good (PCI 80 - 65)	ST-SST	$ 24,392.88
RD-RDS-000794	NIGH ROAD	STONEMILL ROAD	CHAPIN PARKWAY	731.55	6	4389.3	2	1.463	Local	Surface Treated	68.1	2024	Good (PCI 80 - 65)	ST-DST	$ 58,070.44
RD-RDS-000796	NIGH ROAD	WINDMILL POINT ROAD NORTH	FROM	797.04	6	4782.2	2	1.594	Local	Surface Treated	70.7	2024	Good (PCI 80 - 65)	ST-SST	$ 31,610.61
RD-RDS-000868	NIGH ROAD	CENTRALIA AVENUE	WINDMILL POINT ROAD	794.94	6	4769.6	2	1.59	Local	Surface Treated	69.8	2024	Good (PCI 80 - 65)	ST-DST	$ 63,102.34
RD-RDS-000870	NIGH ROAD	OAKHILL BOULEVARD	CENTRALIA AVENUE	236.46	6	1418.8	2	0.473	Local	Surface Treated	56.6	2024	Fair (PCI 65-50)	ST-DST	$ 18,770.20
RD-RDS-000890	NIGH ROAD	RIDGEWOOD AVENUE	BERNARD AVENUE	584.68	6	3508.1	2	1.169	Local	Surface Treated	52.9	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 80,229.79
RD-RDS-001027	NIGH ROAD	OAKHILL BOULEVARD	BARKER AVENUE	411.95	6	2471.7	2	0.824	Local	Surface Treated	56	2024	Fair (PCI 65-50)	ST-DST	$ 32,700.59
RD-RDS-001142	NIGH ROAD	BARKER AVENUE	BERNARD AVENUE	205.58	6	1233.5	2	0.411	Local	Surface Treated	56.4	2024	Fair (PCI 65-50)	ST-DST	$ 16,318.94
RD-RDS-001628	NIGH ROAD	MATHEWS ROAD NORTH	POINT ABINO ROAD NORTH	842.14	6.5	5473.9	2	1.684	Local	Surface Treated	78.7	2024	Good (PCI 80 - 65)	ST-SST	$ 36,182.55
RD-RDS-001640	NIGH ROAD	POINT ABINO ROAD NORTH	CHERRY HILL BOULEVARD NORTH	1657.4	6.5	10773.1	2	3.315	Local	Surface Treated	73.9	2024	Good (PCI 80 - 65)	ST-SST	$ 71,210.19
RD-RDS-001749	NIGH ROAD	BURLEIGH ROAD	RIDGEWOOD AVENUE	205.26	6	1231.6	2	0.411	Local	Surface Treated	57.4	2024	Fair (PCI 65-50)	ST-DST	$ 16,293.54
RD-RDS-002719	NIGH ROAD	CAUTHARD ROAD	GORHAM ROAD	424.97	6.5	2762.3	2	0.85	Local	Surface Treated	90.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002791	NIGH ROAD	GARRISON ROAD	MATHEWS ROAD NORTH	347.86	6.5	2261.1	2	0.696	Local	Surface Treated	89	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002793	NIGH ROAD	PROSPECT POINT ROAD NORTH	BURLEIGH ROAD	807.18	6.5	5246.7	2	1.614	Local	Surface Treated	89	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002815	NIGH ROAD	CHERRY HILL BOULEVARD NORTH	CAUTHARD ROAD	832.82	6.5	5413.3	2	1.666	Local	Surface Treated	90.6	2024	Very Good (PCI 100-80)		$ -

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TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-002716	NIXON BOULEVARD	LAVINIA STREET	CATHERINE STREET	110.1	5.75	633.1	2	0.22	Local	Hot Mix Asphalt	83.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001624	NORRIS AVENUE	BOWEN ROAD	GRAPE STREET	286.34	5	1431.7	2	0.573	Local	Surface Treated	80.1	2024	Very Good (PCI 100-80)	ST-SST	$ 9,463.54
RD-RDS-000584	NORTH MILL STREET	DOMINION ROAD	WILLSON STREET	113.13	6	678.8	2	0.226	Local	Hot Mix Asphalt	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000586	NORTH MILL STREET	WILLSON STREET	WALLACE STREET	109.54	6	657.2	2	0.219	Local	Hot Mix Asphalt	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000588	NORTH MILL STREET	WALLACE STREET	NORTH END OF ROAD	187.13	6	1122.8	2	0.374	Local	Hot Mix Asphalt	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000829	NORTH SERVICE ROAD	COMMERCE PARKWAY	PETTIT ROAD	536.68	7	3756.8	2	1.073	Local	Hot Mix Asphalt	66.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 135,806.87
RD-RDS-001295	NORTH SERVICE ROAD	NORTH SERVICE ROAD	NORTH END OF ROAD	20.88	7.9	165.0	2	0.042	Local	Surface Treated	69.6	2024	Good (PCI 80 - 65)	ST-DST	$ 2,182.32
RD-RDS-000392	NORTH SHORE DRIVE	MAPLE LEAF AVENUE	PLEASANT AVENUE	53.77	5	268.9	2	0.108	Local	Surface Treated	78.7	2024	Good (PCI 80 - 65)	ST-SST	$ 1,777.10
RD-RDS-001546	NORTH SHORE DRIVE	PLEASANT AVENUE	BURLEIGH ROAD	87.82	5	439.1	2	0.176	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 2,902.45
RD-RDS-001560	NORTH SHORE DRIVE	WEST END OF ROAD	DERBYSHIRE DRIVE	248.92	10	2489.2	2	0.498	Local	Hot Mix Asphalt	89.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001598	NORTH SHORE DRIVE	MAPLE LEAF AVENUE	MAPLE LEAF AVENUE	85.8	5	429.0	2	0.172	Local	Surface Treated	78.3	2024	Good (PCI 80 - 65)	ST-SST	$ 2,835.69
RD-RDS-001858	NORTH SHORE DRIVE	DERBYSHIRE DRIVE	MAPLE LEAF AVENUE	98.11	10	981.1	2	0.196	Local	Hot Mix Asphalt	89.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000046	NORTH STREET	BERTIE STREET	QUEEN STREET	370.01	8.5	3145.1	2	0.74	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000047	NORTH STREET	MURRAY STREET	BERTIE STREET	191.86	8.5	1630.8	2	0.384	Local	Hot Mix Asphalt	71.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 58,953.78
RD-RDS-000048	NORTH STREET	LAVINIA STREET	MURRAY STREET	112.8	8.5	958.8	2	0.226	Local	Hot Mix Asphalt	70.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 34,660.62
RD-RDS-001509	NORTH STREET	CATHERINE STREET	LAVINIA STREET	112.07	8.5	952.6	2	0.224	Local	Hot Mix Asphalt	63.4	2024	Fair (PCI 65-50)	HMA - Ovly	$ 34,436.31
RD-RDS-000033	OAKES DRIVE	TENTH STREET	TAYLOR AVENUE	200.56	6.5	1303.6	2	0.401	Local	Hot Mix Asphalt	69.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 47,126.59
RD-RDS-000034	OAKES DRIVE	TAYLOR AVENUE	THOMPSON ROAD	91.81	6.5	596.8	2	0.184	Local	Surface Treated	77.7	2024	Good (PCI 80 - 65)	ST-SST	$ 3,944.62
RD-RDS-000042	OAKES DRIVE	WEST END OF ROAD	DOUGLAS STREET	161.58	6	969.5	2	0.323	Local	Hot Mix Asphalt	82.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001174	OAKES DRIVE	DOUGLAS STREET	EAST END OF ROAD	46.15	6	276.9	2	0.092	Local	Hot Mix Asphalt	86.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001421	OAKES DRIVE	CONCESSION ROAD	CHESTNUT STREET	165.34	8.8	1455.0	2	0.331	Local	Hot Mix Asphalt	60.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 79,515.31
RD-RDS-000215	OAKHILL BOULEVARD	TECUMSEH TRAIL	OZARK TRAIL	92.35	6.7	618.7	2	0.185	Local	Surface Treated	79.4	2024	Good (PCI 80 - 65)	ST-SST	$ 4,089.90
RD-RDS-000218	OAKHILL BOULEVARD	MOHAWK AVENUE	BEACH AVENUE	92.33	6.7	618.6	2	0.185	Local	Surface Treated	84.1	2024	Very Good (PCI 100-80)	ST-SST	$ 4,089.02
RD-RDS-000219	OAKHILL BOULEVARD	HIAWATHA AVENUE	MOHAWK AVENUE	93.08	6.7	623.6	2	0.186	Local	Surface Treated	85.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000343	OAKHILL BOULEVARD	CARIBOU TRAIL	PORTAGE TRAIL	92.19	6.7	617.7	2	0.184	Local	Surface Treated	69.4	2024	Good (PCI 80 - 65)	ST-DST	$ 8,171.81
RD-RDS-000345	OAKHILL BOULEVARD	OZARK TRAIL	CARIBOU TRAIL	94.85	6.7	635.5	2	0.19	Local	Surface Treated	70.9	2024	Good (PCI 80 - 65)	ST-SST	$ 4,200.62
RD-RDS-001465	OAKHILL BOULEVARD	PORTAGE TRAIL	NIGH ROAD	91.07	6.7	610.2	2	0.182	Local	Surface Treated	64.7	2024	Fair (PCI 65-50)	ST-DST	$ 8,072.54
RD-RDS-001542	OAKHILL BOULEVARD	GARRISON ROAD	HIAWATHA AVENUE	103.62	6.7	694.3	2	0.207	Local	Surface Treated	80.4	2024	Very Good (PCI 100-80)	ST-SST	$ 4,589.02
RD-RDS-001683	OAKHILL BOULEVARD	MAPLE AVENUE	SHAWNEE TRAIL	95.53	6.7	640.1	2	0.191	Local	Surface Treated	81.4	2024	Very Good (PCI 100-80)	ST-SST	$ 4,230.74
RD-RDS-001779	OAKHILL BOULEVARD	BEACH AVENUE	CHERRY AVENUE	93.67	6.7	627.6	2	0.187	Local	Surface Treated	85.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002616	OAKHILL BOULEVARD	CHERRY AVENUE	MAPLE AVENUE	93.24	6.7	624.7	2	0.186	Local	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002665	OAKHILL BOULEVARD	SHAWNEE TRAIL	TECUMSEH TRAIL	92.15	6.7	617.4	2	0.184	Local	Surface Treated	85	2024	Very Good (PCI 100-80)	ST-SST	$ 4,081.05
RD-RDS-000455	OAKWOOD AVENUE	ERIE ROAD	BIRCHWOOD ROAD	163.05	5	815.3	2	0.326	Local	Hot Mix Asphalt	78.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000456	OAKWOOD AVENUE	BIRCHWOOD ROAD	GLENSPRING ROAD	203.62	4.5	916.3	2	0.407	Local	Hot Mix Asphalt	72.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001118	OAKWOOD AVENUE	BIRCHWOOD ROAD	BIRCHWOOD ROAD	41.64	5	208.2	2	0.083	Local	Hot Mix Asphalt	73.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-002789	OLD GARRISON ROAD	BURGER ROAD	HOLLOWAY BAY ROAD NORTH (CUT-OFF)	536.44	6.5	3486.9	2	1.073	Local	Surface Treated	87.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002790	OLD GARRISON ROAD	BURGER ROAD	MATHEWS ROAD NORTH	162.43	6.5	1055.8	2	0.325	Local	Surface Treated	83.7	2024	Very Good (PCI 100-80)	ST-SST	$ 6,978.81
RD-RDS-002792	OLD GARRISON ROAD	MATHEWS ROAD NORTH	EAST END OF ROAD	401.49	6.5	2609.7	2	0.803	Local	Surface Treated	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001103	OLD MILL ROAD	WEST MAIN STREET	VILLAGE CREEK DRIVE	114.03	7.9	900.8	2	0.228	Local	Hot Mix Asphalt	84.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001567	OLD MILL ROAD	SETTLER'S COVE DRIVE	LOWER COACH ROAD	106	7.9	837.4	2	0.212	Local	Hot Mix Asphalt	84.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001735	OLD MILL ROAD	VILLAGE CREEK DRIVE	SETTLER'S COVE DRIVE	67.15	7.9	530.5	2	0.134	Local	Hot Mix Asphalt	84.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002693	ONEIDA WAY	DOMINION ROAD	MISSISSAUGA AVENUE	66.02	8	528.2	2	0.132	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000810	ONTARIO DRIVE	ROSEHILL ROAD	DOVER ROAD	182.29	4	729.2	1	0.182	Local	Surface Treated	81.9	2024	Very Good (PCI 100-80)	ST-SST	$ 4,819.75
RD-RDS-000315	ORCHARD AVENUE	FERNDALE AVENUE	PARKDALE AVENUE	89.37	6.5	580.9	2	0.179	Local	Hot Mix Asphalt	80.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000316	ORCHARD AVENUE	BUFFALO ROAD	SCOTT AVENUE	93.04	6.5	604.8	2	0.186	Local	Hot Mix Asphalt	80.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000381	ORCHARD AVENUE	FAIRVIEW ROAD	CRESCENT ROAD	96.34	6.5	626.2	2	0.193	Local	Hot Mix Asphalt	69.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 22,637.49

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RD-RDS-000382	ORCHARD AVENUE	GRANDVIEW ROAD	FAIRVIEW ROAD	87.29	6.5	567.4	2	0.175	Local	Hot Mix Asphalt	72.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000383	ORCHARD AVENUE	LAKEVIEW ROAD	GRANDVIEW ROAD	92.46	6.5	601.0	2	0.185	Local	Hot Mix Asphalt	83.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000978	ORCHARD AVENUE	SCOTT AVENUE	FERNDALE AVE	85.39	6.5	555.0	2	0.171	Local	Hot Mix Asphalt	80.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001596	ORCHARD AVENUE	PARKDALE AVENUE	DAYTONA DRIVE	184.32	6.5	1198.1	2	0.369	Local	Hot Mix Asphalt	82	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001827	ORCHARD AVENUE	DAYTONA DRIVE	LAKEVIEW ROAD	97.36	6.5	632.8	2	0.195	Local	Hot Mix Asphalt	80.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000866	ORIOLE BOULEVARD	TOWNLINE RD	ORIOLE PARKWAY	176.21	6	1057.3	2	0.352	Local	Hot Mix Asphalt	58.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 57,779.26
RD-RDS-000137	OSBORNE AVENUE	HENRIETTA STREET	IDYLEWYLDE STREET	101.27	8.5	860.8	2	0.203	Local	Hot Mix Asphalt	54.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 47,042.45
RD-RDS-000612	OSGOOD AVENUE	BERTIE STREET	SOUTH END OF ROAD	83.74	6	502.4	2	0.167	Local	Surface Treated	42.9	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 11,490.80
RD-RDS-001601	OSGOOD AVENUE	BERKELEY PLACE	SEYMORE AVENUE	85.67	4	342.7	2	0.171	Local	Surface Treated	15.1	2024	Very Poor (40-0)	ST-FDR & DST	$ 7,837.09
RD-RDS-000819	OTT ROAD	BOWEN ROAD	CHURCH ROAD	823.36	6.5	5351.8	2	1.647	Local	Hot Mix Asphalt	70.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 193,469.02
RD-RDS-000821	OTT ROAD	GILMORE ROAD	BOWEN ROAD	1637.89	6	9827.3	2	3.276	Local	Surface Treated	66.7	2024	Good (PCI 80 - 65)	ST-DST	$ 130,015.71
RD-RDS-000837	OTT ROAD	BERTIE STREET	GILMORE ROAD	868.16	6	5209.0	2	1.736	Local	Surface Treated	78.5	2024	Good (PCI 80 - 65)	ST-SST	$ 34,431.23
RD-RDS-000839	OTT ROAD	GARRISON ROAD	BERTIE STREET	862.74	6	5176.4	2	1.725	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 34,216.27
RD-RDS-001037	OTT ROAD	BOWEN ROAD	BOWEN ROAD	69.66	6.5	452.8	2	0.139	Local	Hot Mix Asphalt	74	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001230	OTT ROAD	EDSALL DR	WEST MAIN STREET	230.55	6	1383.3	2	0.461	Local	Hot Mix Asphalt	41.9	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 181,765.62
RD-RDS-001649	OTT ROAD	WEST MAIN STREET	FOX ROAD	486.94	6	2921.6	2	0.974	Local	Hot Mix Asphalt	73.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001721	OTT ROAD	CHURCH ROAD	EDSALL DRIVE	136.74	6	820.4	2	0.273	Local	Hot Mix Asphalt	46.6	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 107,805.82
RD-RDS-000703	OXFORD AVENUE	ERIE ROAD	BIRCHWOOD ROAD	162.81	4.5	732.6	2	0.326	Local	Hot Mix Asphalt	72.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000704	OXFORD AVENUE	BIRCHWOOD ROAD	GLENSPRING ROAD	219.16	4.5	986.2	2	0.438	Local	Hot Mix Asphalt	69.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 35,651.85
RD-RDS-000706	OXFORD AVENUE	GLENSPRING ROAD	VICTORIA ROAD	205.59	4.5	925.2	2	0.411	Local	Hot Mix Asphalt	74.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000342	OZARK TRAIL	CENTRALIA AVENUE N	OAKHILL BOULEVARD	236.48	4	945.9	1	0.236	Local	Surface Treated	82.9	2024	Very Good (PCI 100-80)	ST-SST	$ 6,252.53
RD-RDS-000344	OZARK TRAIL	OAKHILL BOULEVARD	BARKER AVENUE	408.74	4	1635.0	1	0.409	Local	Surface Treated	75.1	2024	Good (PCI 80 - 65)	ST-SST	$ 10,807.09
RD-RDS-001204	OZARK TRAIL	BARKER AVENUE	BERNARD AVENUE	204.33	4	817.3	1	0.204	Local	Surface Treated	75.1	2024	Good (PCI 80 - 65)	ST-SST	$ 5,402.49
RD-RDS-001100	PARK PLACE	CAMBRIDGE PLACE	SHANNON ROAD SOUTH	77.96	6	467.8	2	0.156	Local	Hot Mix Asphalt	70.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 16,909.52
RD-RDS-000595	PARK STREET	HIGHLAND DRIVE	FARR AVENUE	296.77	6	1780.6	2	0.594	Local	Surface Treated	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000596	PARK STREET	ELM STREET	HIGHLAND DRIVE	143.82	6	862.9	1	0.144	Local	Hot Mix Asphalt	88.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001550	PARK STREET	DISHER STREET	ELM STREET	88.35	6	530.1	2	0.177	Local	Hot Mix Asphalt	85.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000367	PARKDALE AVENUE	DOMINION ROAD	LAKEHURST AVENUE	282.2	5.5	1552.1	2	0.564	Local	Hot Mix Asphalt	85.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000368	PARKDALE AVENUE	LAKEHURST AVENUE	ENGLEWOOD AVENUE	126.82	5.5	697.5	2	0.254	Local	Hot Mix Asphalt	85.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000369	PARKDALE AVENUE	PARKSIDE AVENUE	HOLLYWOOD STREET	205.82	5	1029.1	2	0.412	Local	Surface Treated	89	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000370	PARKDALE AVENUE	EDGEWOOD AVENUE	EVELYN AVENUE	306.55	6	1839.3	2	0.613	Local	Surface Treated	90.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001394	PARKDALE AVENUE	SOUTH END OF ROAD	DOMINION ROAD	113.46	5.5	624.0	2	0.227	Local	Hot Mix Asphalt	81.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001502	PARKDALE AVENUE	HOLLYWOOD STREET	PHILLIPS STREET	207.28	5	1036.4	2	0.415	Local	Hot Mix Asphalt	91.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001584	PARKDALE AVENUE	PHILLIPS STREET	EDGEWOOD AVENUE	306.14	6	1836.8	2	0.612	Local	Hot Mix Asphalt	80.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001781	PARKDALE AVENUE	EVELYN AVENUE	ORCHARD AVENUE	311.05	6	1866.3	2	0.622	Local	Surface Treated	84	2024	Very Good (PCI 100-80)	ST-SST	$ 12,336.24
RD-RDS-000495	PARKER AVENUE	WELLS AVENUE	WEST END OF ROAD	37.37	4	149.5	1	0.037	Local	Gravel		2024			
RD-RDS-000496	PARKER AVENUE	WELLS AVENUE	EAST END OF ROAD	149.25	4	597.0	2	0.299	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000497	PARKER AVENUE	BURLEIGH ROAD	EAST END OF ROAD	135	4	540.0	1	0.135	Local	Surface Treated	25.6	2024	Very Poor (40-0)	ST-FDR & DST	$ 12,349.80
RD-RDS-000505	PARKER AVENUE	BERNARD AVENUE	WEST END OF ROAD OF ROAD	45.57	4	182.3	2	0.091	Local	Surface Treated	88.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002722	PARKSIDE AVENUE	FAIRVIEW ROAD	GRANDVIEW ROAD	87.37	4.5	393.2	2	0.175	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002765	PARKSIDE AVENUE	CRESCENT ROAD	FAIRVIEW ROAD	96.14	4.5	432.6	2	0.192	Local	Surface Treated	87.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002766	PARKSIDE AVENUE	GRANDVIEW ROAD	LAKEVIEW ROAD	86.72	4.5	390.2	2	0.173	Local	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002767	PARKSIDE AVENUE	LAKESIDE ROAD	DAYTONA DRIVE	101.78	4.5	458.0	2	0.204	Local	Surface Treated	85.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002768	PARKSIDE AVENUE	DAYTONA DRIVE	PARKDALE AVENUE	94.25	4.5	424.1	2	0.189	Local	Surface Treated	88.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002769	PARKSIDE AVENUE	PARKDALE AVENUE	FERNDALE AVENUE	90.93	4.5	409.2	2	0.182	Local	Surface Treated	91.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002770	PARKSIDE AVENUE	FERNDALE AVENUE	SCOTT AVENUE	85.66	4.5	385.5	2	0.171	Local	Surface Treated	88.9	2024	Very Good (PCI 100-80)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-002771	PARKSIDE AVENUE	LAKEVIEW ROAD	LAKESIDE ROAD	87.3	4.5	392.9	2	0.175	Local	Surface Treated	87.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002794	PARKSIDE AVENUE	SCOTT AVENUE	BUFFALO ROAD	89.33	4.5	402.0	2	0.179	Local	Surface Treated	90.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001538	PARKVIEW AVENUE	LAKESHORE ROAD	NORTH END OF ROAD	120.97	5	604.9	2	0.242	Local	Hot Mix Asphalt	63.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 33,055.05
RD-RDS-000767	PAUL ALLEY	STEVENSVILLE ROAD	WEST END OF ROAD	56.67	5	283.4	1	0.057	Local	Gravel		2024			
RD-RDS-000488	PEACH AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	180.66	4	722.6	1	0.181	Local	Surface Treated	75.5	2024	Good (PCI 80 - 65)	ST-SST	$ 4,776.65
RD-RDS-000489	PEACH AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	201.74	4	807.0	1	0.202	Local	Surface Treated	74.4	2024	Good (PCI 80 - 65)	ST-SST	$ 5,334.01
RD-RDS-001283	PEARL STREET	BELLEVIEW BOULEVARD	GORHAM ROAD	259.59	7	1817.1	2	0.519	Local	Hot Mix Asphalt	65.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 65,689.25
RD-RDS-000776	PETTIT ROAD	BOWEN ROAD	ARCADIA STREET	867.72	6	5206.3	2	1.735	Local	Surface Treated	69.9	2024	Good (PCI 80 - 65)	ST-DST	$ 68,879.61
RD-RDS-000777	PETTIT ROAD	BRIDGE STREET	COMMERCE PARKWAY	307	7.5	2302.5	2	0.614	Local	Surface Treated	54.8	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 52,658.18
RD-RDS-000827	PETTIT ROAD	BERTIE STREET	PETTIT ROAD CUT-OFF	1105.96	6.5	7188.7	2	2.212	Local	Hot Mix Asphalt	69.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 259,872.95
RD-RDS-001059	PETTIT ROAD	POUND AVENUE	NATHANIAL AVENUE	275.01	6.5	1787.6	2	0.55	Local	Hot Mix Asphalt	73.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001060	PETTIT ROAD	NATHANIAL AVENUE	BERTIE STREET	461.6	6.5	3000.4	2	0.923	Local	Hot Mix Asphalt	70.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 108,464.46
RD-RDS-001292	PETTIT ROAD	COMMERCE PARKWAY	NORTH SERVICE ROAD	284.22	7.5	2131.7	2	0.568	Local	Hot Mix Asphalt	57.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 116,494.67
RD-RDS-001293	PETTIT ROAD	PETTIT ROAD CUT-OFF	PETTIT ROAD	231.78	7.5	1738.4	2	0.464	Local	Hot Mix Asphalt	65.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 62,841.35
RD-RDS-001378	PETTIT ROAD	GARRISON ROAD	POUND AVENUE	100.8	6.5	655.2	2	0.202	Local	Hot Mix Asphalt	72.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001795	PETTIT ROAD	BRIDGE STREET	BOWEN ROAD	752.89	6.5	4893.8	2	1.506	Local	Surface Treated	54.2	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 111,920.86
RD-RDS-001752	PETTIT ROAD CUT-OFF (E)	PETTIT ROAD	GILMORE ROAD	72.28	7.5	542.1	2	0.145	Local	Hot Mix Asphalt	62.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 29,625.77
RD-RDS-001294	PETTIT ROAD CUT-OFF (W)	PETTIT ROAD	GILMORE ROAD	83.68	7.5	627.6	2	0.167	Local	Hot Mix Asphalt	61.6	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 34,298.34
RD-RDS-000226	PHILLIPS STREET	ALFRED STREET	EAST END OF ROAD	103.97	4.8	499.1	2	0.208	Local	Gravel		2024			
RD-RDS-000360	PHILLIPS STREET	CRESCENT ROAD	FAIRVIEW ROAD	95.25	6	571.5	2	0.191	Local	Surface Treated	81.7	2024	Very Good (PCI 100-80)	ST-SST	$ 3,777.62
RD-RDS-000361	PHILLIPS STREET	LAKEVIEW ROAD	LAKESIDE ROAD	87.53	6	525.2	2	0.175	Local	Surface Treated	86	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000362	PHILLIPS STREET	LAKESIDE ROAD	DAYTONA DRIVE	102.43	6	614.6	2	0.205	Local	Hot Mix Asphalt	83.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000363	PHILLIPS STREET	PARKDALE AVENUE	DAYTONA DRIVE	98.4	6	590.4	2	0.197	Local	Surface Treated	81.7	2024	Very Good (PCI 100-80)	ST-SST	$ 3,902.54
RD-RDS-000364	PHILLIPS STREET	PARKDALE AVENUE	FERNDALE AVENUE	88.65	6	531.9	2	0.177	Local	Surface Treated	83.3	2024	Very Good (PCI 100-80)	ST-SST	$ 3,515.86
RD-RDS-000365	PHILLIPS STREET	FERNDALE AVENUE	SCOTT AVENUE	86.35	6	518.1	2	0.173	Local	Surface Treated	85.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000366	PHILLIPS STREET	SCOTT AVENUE	BUFFALO ROAD	90.47	6	542.8	2	0.181	Local	Surface Treated	86.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001501	PHILLIPS STREET	FAIRVIEW ROAD	GRANDVIEW ROAD	86.86	6	521.2	2	0.174	Local	Surface Treated	85.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001687	PHILLIPS STREET	GRANDVIEW ROAD	LAKEVIEW ROAD	87.63	6	525.8	2	0.175	Local	Hot Mix Asphalt	81.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000141	PHYLISS STREET	HENRIETTA STREET	IDYLEWYLDE STREET	100.03	8.5	850.3	2	0.2	Local	Hot Mix Asphalt	58.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 46,466.44
RD-RDS-000190	PIERCE AVE	SOUTH END	EDGEMERE RD	51.46	3	154.4	1	0.051	Local	Gravel		2024			
RD-RDS-000481	PINE AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	162.91	4	651.6	1	0.163	Local	Surface Treated	81.7	2024	Very Good (PCI 100-80)	ST-SST	$ 4,307.34
RD-RDS-000482	PINE AVENUE	BURLEIGH ROAD	EAST END OF ROAD	111.06	4	444.2	1	0.111	Local	Surface Treated	79.8	2024	Good (PCI 80 - 65)	ST-SST	$ 2,936.43
RD-RDS-000836	PIRSON STREET	STEVENSVILLE ROAD	WEST END OF ROAD	79.12	5	395.6	1	0.079	Local	Surface Treated	85	2024	Very Good (PCI 100-80)	ST-SST	$ 2,614.92
RD-RDS-001188	PLATO DR	SHARON DR	MARINA DR	155.99	9	1403.9	2	0.312	Local	Hot Mix Asphalt	95.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000498	PLEASANT AVENUE	NORTH SHORE DRIVE	THUNDER BAY ROAD	318.48	5	1592.4	2	0.637	Local	Surface Treated	78.7	2024	Good (PCI 80 - 65)	ST-SST	$ 10,525.76
RD-RDS-000499	PLEASANT AVENUE N	HYMAN AVENUE	BETHUNE AVENUE	284.25	5	1421.3	2	0.569	Local	Surface Treated	77.2	2024	Good (PCI 80 - 65)	ST-SST	$ 9,394.46
RD-RDS-000500	PLEASANT AVENUE N	DOMINION ROAD	GROVE AVENUE	217.72	5	1088.6	2	0.435	Local	Surface Treated	72.6	2024	Good (PCI 80 - 65)	ST-SST	$ 7,195.65
RD-RDS-001301	PLEASANT AVENUE N	EVADERE AVENUE	THUNDER BAY ROAD	215.31	5	1076.6	2	0.431	Local	Surface Treated	75.9	2024	Good (PCI 80 - 65)	ST-SST	$ 7,116.00
RD-RDS-001829	PLEASANT AVENUE N	BETHUNE AVENUE	EVADERE AVENUE	192.34	5	961.7	2	0.385	Local	Surface Treated	75.3	2024	Good (PCI 80 - 65)	ST-SST	$ 6,356.84
RD-RDS-000857	POINT ABINO ROAD NORTH	COLLEGE ROAD	NETHERBY ROAD	734.58	6.5	4774.8	2	1.469	Local	Surface Treated	53.8	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 109,198.99
RD-RDS-000861	POINT ABINO ROAD NORTH	BOWEN ROAD	SHERK ROAD	583.89	6.5	3795.3	2	1.168	Local	Hot Mix Asphalt	90.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000864	POINT ABINO ROAD NORTH	GARRISON ROAD	BERTIE STREET	868.98	6.5	5648.4	2	1.738	Local	Hot Mix Asphalt	84.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001112	POINT ABINO ROAD NORTH	CHURCH ROAD	CHURCH ROAD	13.03	7	91.2	2	0.026	Local	Hot Mix Asphalt	92.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001211	POINT ABINO ROAD NORTH	GARRISON ROAD	NIGH ROAD	993.49	8	7947.9	2	1.987	Local	Hot Mix Asphalt	73.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001212	POINT ABINO ROAD NORTH	FRIENDSHIP TRAIL	SHERKSTON ROAD	1054.79	8.5	8965.7	2	2.11	Local	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001239	POINT ABINO ROAD NORTH	FOX ROAD	RAILROAD	283.77	6.5	1844.5	2	0.568	Local	Surface Treated	74.6	2024	Good (PCI 80 - 65)	ST-SST	$ 12,192.18

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001379	POINT ABINO ROAD NORTH	RAILROAD	COLLEGE ROAD	573.93	6.5	3730.5	2	1.148	Local	Surface Treated	64.3	2024	Fair (PCI 65-50)	ST-DST	$ 49,355.11
RD-RDS-001638	POINT ABINO ROAD NORTH	BOWEN ROAD	BOWEN ROAD	297.99	6.5	1936.9	2	0.596	Local	Hot Mix Asphalt	92.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001656	POINT ABINO ROAD NORTH	NIGH ROAD	FRIENDSHIP TRAIL	923.92	8	7391.4	2	1.848	Local	Hot Mix Asphalt	69.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 267,197.66
RD-RDS-001722	POINT ABINO ROAD NORTH	BERTIE STREET	GILMORE ROAD	889.13	6.5	5779.3	2	1.778	Local	Hot Mix Asphalt	88.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001736	POINT ABINO ROAD NORTH	SHERKSTON ROAD	MICHENER ROAD	104.49	8.5	888.2	2	0.209	Local	Hot Mix Asphalt	79.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001744	POINT ABINO ROAD NORTH	GILMORE ROAD	GILMORE ROAD	21.4	6.5	139.1	2	0.043	Local	Hot Mix Asphalt	91	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001751	POINT ABINO ROAD NORTH	BOWEN ROAD	CHURCH ROAD	848.16	7	5937.1	2	1.696	Local	Hot Mix Asphalt	91.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002676	POINT ABINO ROAD NORTH	CHURCH ROAD	CANADIAN NATIONAL	145.85	7	1021.0	2	0.292	Local	Hot Mix Asphalt	93.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002720	POINT ABINO ROAD NORTH	FOX ROAD	FOX ROAD	23.44	7	164.1	2	0.047	Local	Hot Mix Asphalt	92.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002736	POINT ABINO ROAD NORTH	CANADIAN NATIONAL	FOX ROAD	709.05	7	4963.4	2	1.418	Local	Hot Mix Asphalt	92.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002880	POINT ABINO ROAD NORTH	GILMORE ROAD	SHERK ROAD	859.79	7	6018.5	2	1.72	Local	Hot Mix Asphalt	92.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000807	POINT ABINO ROAD SOUTH	ERIE ROAD	BAY WOODS	42.88	6.5	278.7	2	0.086	Local	Hot Mix Asphalt	58.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 15,232.05
RD-RDS-000900	POINT ABINO ROAD SOUTH	MICHENER ROAD	ORIOLE LANE	846.26	6.5	5500.7	2	1.693	Minor Arterial	Hot Mix Asphalt	79.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000963	POINT ABINO ROAD SOUTH	ORIOLE LANE	WILDWOOD AVENUE	520.54	6.5	3383.5	2	1.041	Minor Arterial	Hot Mix Asphalt	79.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000964	POINT ABINO ROAD SOUTH	WILDWOOD AVENUE	ERIE ROAD	345.3	6.5	2244.5	2	0.691	Minor Arterial	Hot Mix Asphalt	90.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001126	POINT ABINO ROAD SOUTH	849 POINT ABINO RD S	ABINO HILLS	338.94	6.5	2203.1	2	0.678	Local	Hot Mix Asphalt	74.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001127	POINT ABINO ROAD SOUTH	ABINO HILLS	ABINO DUNES	390.85	6.5	2540.5	2	0.782	Local	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001243	POINT ABINO ROAD SOUTH	BAY WOODS	715 POINT ABINO RD S	407.49	6.5	2648.7	2	0.815	Local	Hot Mix Asphalt	52.3	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 348,037.21
RD-RDS-001244	POINT ABINO ROAD SOUTH	715 POINT ABINO RD S	849 POINT ABINO RD S	394.76	6.5	2565.9	2	0.79	Local	Hot Mix Asphalt	64.2	2024	Fair (PCI 65-50)	HMA - Ovly	$ 92,758.73
RD-RDS-000214	POPLAR AVENUE	NEVA ROAD	NICOLAS ROAD	159.28	5.5	876.0	2	0.319	Local	Surface Treated	82.1	2024	Very Good (PCI 100-80)	ST-SST	$ 5,790.62
RD-RDS-000396	POPLAR AVENUE	NICOLAS ROAD	BERNARD AVENUE	82	5.5	451.0	2	0.164	Local	Surface Treated	80.4	2024	Very Good (PCI 100-80)	ST-SST	$ 2,981.11
RD-RDS-000397	POPLAR AVENUE	BERNARD AVENUE	COOK AVENUE	223.61	5.5	1229.9	2	0.447	Local	Surface Treated	79.3	2024	Good (PCI 80 - 65)	ST-SST	$ 8,129.34
RD-RDS-000398	POPLAR AVENUE	COOK AVENUE	GORDON AVENUE	403.78	5.5	2220.8	2	0.808	Local	Surface Treated	79.8	2024	Good (PCI 80 - 65)	ST-SST	$ 14,679.42
RD-RDS-001323	POPLAR AVENUE	NICOLAS ROAD	75m W of NICOLAS ROAD	76.83	5.5	422.6	2	0.154	Local	Surface Treated	80	2024	Good (PCI 80 - 65)	ST-SST	$ 2,793.16
RD-RDS-001395	POPLAR AVENUE	GORDON AVENUE	BURLEIGH ROAD	179.31	5.5	986.2	2	0.359	Local	Surface Treated	82.8	2024	Very Good (PCI 100-80)	ST-SST	$ 6,518.82
RD-RDS-000336	PORTAGE TRAIL	BARKER AVENUE	OAKHILL BOULEVARD	411.26	4	1645.0	1	0.411	Local	Surface Treated	76.6	2024	Good (PCI 80 - 65)	ST-SST	$ 10,873.71
RD-RDS-001392	PORTAGE TRAIL	BERNARD AVENUE	BARKER AVENUE	203.71	4	814.8	1	0.204	Local	Surface Treated	78.6	2024	Good (PCI 80 - 65)	ST-SST	$ 5,386.09
RD-RDS-000731	POUND AVENUE	ROSEHILL ROAD	SUNSET DRIVE	216.23	5	1081.2	2	0.432	Local	Surface Treated	45.9	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 24,725.90
RD-RDS-000732	POUND AVENUE	BARNHART STREET	JEWSON ROAD	202.6	5	1013.0	2	0.405	Local	Surface Treated	75.4	2024	Good (PCI 80 - 65)	ST-SST	$ 6,695.93
RD-RDS-000735	POUND AVENUE	ELLSWORTH ROAD	LAUR ROAD	230.77	5	1153.9	2	0.462	Local	Surface Treated	73.9	2024	Good (PCI 80 - 65)	ST-SST	$ 7,626.95
RD-RDS-000801	POUND AVENUE	MANNING COURT	ROCKWOOD DRIVE	221.41	6	1328.5	2	0.443	Local	Hot Mix Asphalt	82.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000803	POUND AVENUE	GREEN ACRES DRIVE	KENNEDY DRIVE	115.95	6	695.7	2	0.232	Local	Hot Mix Asphalt	51.9	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 91,414.98
RD-RDS-001290	POUND AVENUE	KENNEDY DRIVE	MANNING COURT	102.8	6	616.8	2	0.206	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 4,077.05
RD-RDS-001312	POUND AVENUE	JEWSON ROAD	ELLSWORTH ROAD	205.33	5	1026.7	2	0.411	Local	Surface Treated	74	2024	Good (PCI 80 - 65)	ST-SST	$ 6,786.16
RD-RDS-001476	POUND AVENUE	BARNHART STREET	ROSEHILL ROAD	190.61	5	953.1	2	0.381	Local	Surface Treated	82.9	2024	Very Good (PCI 100-80)	ST-SST	$ 6,299.66
RD-RDS-001846	POUND AVENUE	PETTIT ROAD	ROCKWOOD DRIVE	182.26	6	1093.6	2	0.365	Local	Surface Treated	83.7	2024	Very Good (PCI 100-80)	ST-SST	$ 7,228.43
RD-RDS-000972	PRINCE OF WALES AVE	BERTIE STREET	CROSSROADS DRIVE	69.7	10.5	731.9	3	0.209	Local	Hot Mix Asphalt	61.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 39,995.60
RD-RDS-001000	PRINCE OF WALES AVE	CROSSROADS DRIVE	START OF MTO QEW PROPERTY	121.56	10.5	1276.4	3	0.365	Local	Hot Mix Asphalt	72	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001369	PRINCESS STREET	NIAGARA BOULEVARD	WATERLOO STREET	92.55	9	833.0	2	0.185	Local	Hot Mix Asphalt	62.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 45,520.72
RD-RDS-001422	PRINCESS STREET	WATERLOO STREET	ARCHANGE STREET	126.14	9	1135.3	2	0.252	Local	Hot Mix Asphalt	58.9	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 62,041.96
RD-RDS-001557	PRINCESS STREET	ARCHANGE STREET	GODERICH STREET	129.39	9	1164.5	2	0.259	Local	Hot Mix Asphalt	60.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 63,640.47
RD-RDS-000510	PROSPECT POINT ROAD	CONNECTION DRIVE	HIGHLAND DRIVE	104.96	8.5	892.2	2	0.21	Collector	Hot Mix Asphalt	88.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000512	PROSPECT POINT ROAD	HIGHLAND DRIVE	ELM STREET	139.69	6.1	852.1	2	0.279	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000514	PROSPECT POINT ROAD	ELM STREET	DISHER STREET	92.3	6.1	563.0	2	0.185	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000515	PROSPECT POINT ROAD	DISHER STREET	HIBBARD STREET	121.48	6.1	741.0	2	0.243	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000517	PROSPECT POINT ROAD	HIBBARD STREET	CUTLER STREET	101.87	6.1	621.4	2	0.204	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000519	PROSPECT POINT ROAD	DOMINION ROAD	HAZEL STREET	430.59	6	2583.5	2	0.861	Local	Hot Mix Asphalt	67.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 93,394.97
RD-RDS-000521	PROSPECT POINT ROAD	LIMESTONE LANE	NIGH ROAD	415.25	6	2491.5	2	0.831	Local	Hot Mix Asphalt	68.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 90,067.73
RD-RDS-000814	PROSPECT POINT ROAD	THUNDER BAY ROAD	ALGONQUIN DRIVE	254.84	7.9	2013.2	2	0.51	Collector	Hot Mix Asphalt	85.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001066	PROSPECT POINT ROAD	ALGONQUIN DRIVE	ROCHELLE CRESCENT	116.61	7.9	921.2	2	0.233	Collector	Hot Mix Asphalt	88.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001068	PROSPECT POINT ROAD	REBSTOCK ROAD	140 PROSPECT POINT ROAD	168.08	6.1	1025.3	2	0.336	Collector	Hot Mix Asphalt	87.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001077	PROSPECT POINT ROAD	LOST LANE	SOUTH END OF ROAD	203.74	6.1	1242.8	2	0.407	Collector	Hot Mix Asphalt	69.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 44,927.73
RD-RDS-001302	PROSPECT POINT ROAD	HAZEL STREET	LIMESTONE LANE	184.67	6	1108.0	2	0.369	Local	Hot Mix Asphalt	72.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001506	PROSPECT POINT ROAD	BRUNSWICK AVENUE	LOST LANE	68.86	6.1	420.0	2	0.138	Collector	Hot Mix Asphalt	66	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 15,184.66
RD-RDS-001599	PROSPECT POINT ROAD	CUTLER STREET	DOMINION ROAD	147.48	6.1	899.6	2	0.295	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001605	PROSPECT POINT ROAD	REBSTOCK ROAD	YACHT HARBOUR ROAD	78.18	6.1	476.9	2	0.156	Collector	Hot Mix Asphalt	91	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001737	PROSPECT POINT ROAD	140 PROSPECT POINT ROAD	ROCHELLE CRESCENT	88.44	7.9	698.7	2	0.177	Collector	Hot Mix Asphalt	86.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001758	PROSPECT POINT ROAD	CAROLINA CT	CONNECTION DRIVE	134.98	8.5	1147.3	2	0.27	Collector	Hot Mix Asphalt	92.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001767	PROSPECT POINT ROAD	YACHT HARBOUR ROAD	BRUNSWICK AVENUE	73.88	6.1	450.7	2	0.148	Collector	Hot Mix Asphalt	86.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001860	PROSPECT POINT ROAD	THUNDER BAY ROAD	CAROLINA CT	186.54	8.5	1585.6	2	0.373	Collector	Hot Mix Asphalt	92	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002643	PROW AVENUE	BOWDEN STREET	WINTEMUTE STREET	96.9	8.5	823.7	2	0.194	Local	Hot Mix Asphalt	85.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002644	PROW AVENUE	LEWIS STREET	BOWDEN STREET	111.32	8.5	946.2	2	0.223	Local	Hot Mix Asphalt	85.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000025	QUEEN STREET	NORTH STREET	HIGH STREET	104.54	9	940.9	2	0.209	Local	Hot Mix Asphalt	78.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000035	QUEEN STREET	ARCHANGE STREET	WATERLOO STREET	126.11	9	1135.0	2	0.252	Local	Hot Mix Asphalt	77.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000036	QUEEN STREET	GODERICH STREET	ARCHANGE STREET	189.63	9	1706.7	2	0.379	Local	Hot Mix Asphalt	83.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000038	QUEEN STREET	QUEEN STREET CUT-OFF	NORTH STREET	27.44	9	247.0	2	0.055	Local	Hot Mix Asphalt	84.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001173	QUEEN STREET	QUEEN STREET CUT-OFF	CENTRAL AVENUE	36.34	9	327.1	2	0.073	Local	Hot Mix Asphalt	82.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001420	QUEEN STREET	HIGH STREET	GODERICH STREET	193.32	9	1739.9	2	0.387	Local	Hot Mix Asphalt	68.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 62,896.66
RD-RDS-001513	QUEEN STREET	WATERLOO STREET	NIAGARA BOULEVARD	80.7	9	726.3	2	0.161	Local	Hot Mix Asphalt	76.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001838	QUEEN STREET	DOUGLAS STREET	CENTRAL AVENUE	133.01	9	1197.1	2	0.266	Local	Hot Mix Asphalt	57.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 65,420.97
RD-RDS-001568	QUEEN STREET (CUT-OFF NORTH)	QUEEN STREET	CENTRAL AVENUE	36.92	9	332.3	2	0.074	Local	Hot Mix Asphalt	73.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001844	QUEEN STREET (CUT-OFF SOUTH)	QUEEN STREET	CENTRAL AVENUE	46.96	9	422.6	2	0.094	Local	Hot Mix Asphalt	68	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 15,278.44
RD-RDS-000677	QUEENS CIRCLE	DERBY ROAD	SHANNON ROAD NORTH	24.64	6	147.8	2	0.049	Collector	Hot Mix Asphalt	74.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001089	QUEEN'S CIRCLE	MUNSTER LANE	BELFAST ROAD SOUTH	30.64	6	183.8	2	0.061	Collector	Hot Mix Asphalt	75.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001090	QUEEN'S CIRCLE	BELFAST ROAD SOUTH	DERBY ROAD	22.63	6	135.8	2	0.045	Collector	Hot Mix Asphalt	73.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001091	QUEEN'S CIRCLE	DERBY ROAD	SHANNON ROAD SOUTH	24.47	6	146.8	2	0.049	Collector	Hot Mix Asphalt	74.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001092	QUEEN'S CIRCLE	SHANNON ROAD SOUTH	ULSTER LANE	31.27	6	187.6	2	0.063	Collector	Hot Mix Asphalt	73.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001093	QUEEN'S CIRCLE	ULSTER LANE	BELFAST ROAD NORTH	32.25	6	193.5	2	0.065	Collector	Hot Mix Asphalt	73.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001453	QUEEN'S CIRCLE	BELFAST ROAD NORTH	DERBY ROAD	24.05	6	144.3	2	0.048	Collector	Hot Mix Asphalt	76.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001652	QUEEN'S CIRCLE	SHANNON ROAD NORTH	MUNSTER LANE	31.55	6	189.3	2	0.063	Collector	Hot Mix Asphalt	72.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000054	QUEENSBURY ROAD	KING STREET	DOUGLAS STREET	161.76	8	1294.1	2	0.324	Local	Hot Mix Asphalt	51.4	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 170,042.11
RD-RDS-000056	QUEENSBURY ROAD	KING STREET	MATHER BOULEVARD	129.68	6	778.1	2	0.259	Local	Hot Mix Asphalt	70.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 28,127.59
RD-RDS-000030	QUEENSTON BOULEVARD	JOSEPH STREET	GEORGE ROAD	82.26	6	493.6	2	0.165	Local	Surface Treated	58.9	2024	Fair (PCI 65-50)	ST-DST	$ 6,529.80
RD-RDS-000191	QUEENSTON BOULEVARD	EDWARD AVENUE	NELSON AVENUE	75.28	6	451.7	2	0.151	Local	Surface Treated	64.2	2024	Fair (PCI 65-50)	ST-DST	$ 5,975.73
RD-RDS-000192	QUEENSTON BOULEVARD	NELSON AVENUE	ALBERT STREET	88.62	6	531.7	2	0.177	Local	Surface Treated	59.2	2024	Fair (PCI 65-50)	ST-DST	$ 7,034.66
RD-RDS-001673	QUEENSTON BOULEVARD	FERGUSON AVENUE	JOSEPH STREET	77.31	6	463.9	2	0.155	Local	Surface Treated	61.7	2024	Fair (PCI 65-50)	ST-DST	$ 6,136.87
RD-RDS-001770	QUEENSTON BOULEVARD	GEORGE ROAD	EDWARD AVENUE	78.49	6	470.9	2	0.157	Local	Surface Treated	64.3	2024	Fair (PCI 65-50)	ST-DST	$ 6,230.54
RD-RDS-000171	RADFORD AVENUE	DOMINION ROAD	DRUMMOND CRESCENT	242.78	8.5	2063.6	2	0.486	Local	Hot Mix Asphalt	78.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000172	RADFORD AVENUE	DRUMMOND CRESCENT	ALBANY STREET	132.89	8.5	1129.6	2	0.266	Local	Hot Mix Asphalt	86.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001681	REBECCA STREET	ROSEHILL ROAD	EAST END OF ROAD	72.3	4.5	325.4	2	0.145	Local	Hot Mix Asphalt	89.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002713	REBECCA STREET	EAST OF REBECCA STREET	END OF ROAD	315.72	8	2525.8	2	0.631	Local	Hot Mix Asphalt	94.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000620	REBSTOCK ROAD	PROSPECT POINT ROAD	RIDGE ROAD SOUTH	282.18	7	1975.3	2	0.564	Collector	Hot Mix Asphalt	89.1	2024	Very Good (PCI 100-80)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000622	REBSTOCK ROAD	RIDGEWAY ROAD	HEBERT PARKWAY	81.6	8.5	693.6	2	0.163	Collector	Hot Mix Asphalt	62.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 37,905.24
RD-RDS-000623	REBSTOCK ROAD	RIDGEWAY ROAD	HAUN ROAD	80.45	9.2	740.1	2	0.161	Collector	Hot Mix Asphalt	73.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000625	REBSTOCK ROAD	BELVIDERE ROAD	DERBY ROAD	74.22	9.2	682.8	2	0.148	Collector	Hot Mix Asphalt	64.2	2024	Fair (PCI 65-50)	HMA - Ovly	$ 24,684.09
RD-RDS-000627	REBSTOCK ROAD	DERBY ROAD	ELMWOOD AVENUE	340.73	6.5	2214.7	2	0.681	Collector	Hot Mix Asphalt	78	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000628	REBSTOCK ROAD	ELMWOOD AVENUE	SCHOOLEY ROAD	274.98	6.5	1787.4	2	0.55	Collector	Hot Mix Asphalt	83.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000651	REBSTOCK ROAD	BEECHWOOD AVENUE	WESTWOOD AVENUE	69.21	6	415.3	2	0.138	Local	Surface Treated	83.2	2024	Very Good (PCI 100-80)	ST-SST	$ 2,744.87
RD-RDS-001122	REBSTOCK ROAD	LAKEWOOD AVENUE	WEST END OF ROAD	92.26	5	461.3	2	0.185	Local	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001314	REBSTOCK ROAD	WESTWOOD AVENUE	LAKEWOOD AVENUE	72.64	5	363.2	2	0.145	Local	Surface Treated	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001330	REBSTOCK ROAD	HEBERT PARKWAY	RIDGE ROAD SOUTH	466.98	8.5	3969.3	2	0.934	Collector	Hot Mix Asphalt	71	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001602	REBSTOCK ROAD	HAUN ROAD	BELVIDERE ROAD	64.59	9.2	594.2	2	0.129	Collector	Hot Mix Asphalt	63.6	2024	Fair (PCI 65-50)	HMA - Ovly	$ 21,481.34
RD-RDS-001626	REBSTOCK ROAD	SCHOOLEY ROAD	BEECHWOOD AVENUE	149.11	6	894.7	2	0.298	Local	Surface Treated	83.2	2024	Very Good (PCI 100-80)	ST-SST	$ 5,913.70
RD-RDS-000061	RICELAND ROAD	KING STREET	MATHER BOULEVARD	160.96	6	965.8	2	0.322	Local	Hot Mix Asphalt	61.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 52,778.78
RD-RDS-002725	RICHMOND AVENUE	DOMINION ROAD	BIRD AVENUE	312.1	4	1248.4	3	0.936	Local	Surface Treated	91	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002823	RICHMOND AVENUE	FERRY STREET	LAFAYETTE AVENUE	223.81	4	895.2	2	0.448	Local	Surface Treated	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002824	RICHMOND AVENUE	FERRY STREET	NORTH END OF ROAD	74.35	4	297.4	2	0.149	Local	Surface Treated	77.6	2024	Good (PCI 80 - 65)	ST-SST	$ 1,965.81
RD-RDS-002825	RICHMOND AVENUE	LAFAYETTE AVENUE	BIRD AVENUE	300.95	4	1203.8	2	0.602	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000523	RIDGE ROAD	FARR AVENUE	THUNDER BAY ROAD	206.82	8.5	1758.0	2	0.414	Local	Hot Mix Asphalt	86.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000563	RIDGE ROAD	HIGHLAND DRIVE	CONNECTION DRIVE	105.7	8.5	898.5	2	0.211	Local	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000565	RIDGE ROAD	DISHER STREET	ELM STREET	93.53	11	1028.8	2	0.187	Minor Arterial	Composite	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000568	RIDGE ROAD	HIBBARD STREET	HIBBARD STREET	22.15	11	243.7	2	0.044	Minor Arterial	Composite	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000571	RIDGE ROAD	DOMINION ROAD	WILLSON STREET	113.44	8.5	964.2	2	0.227	Minor Arterial	Composite	82.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000573	RIDGE ROAD	WILLSON STREET	WALLACE STREET	111.11	10	1111.1	2	0.222	Minor Arterial	Composite	70.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 40,166.27
RD-RDS-001061	RIDGE ROAD	CUTLER STREET	HERSHEY STREET	17.81	11	195.9	2	0.036	Minor Arterial	Composite	83.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001329	RIDGE ROAD	ELM STREET	HIGHLAND DRIVE	140.24	11	1542.6	2	0.28	Minor Arterial	Composite	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001356	RIDGE ROAD	WALLACE STREET	HAZEL STREET	208.41	10	2084.1	2	0.417	Minor Arterial	Composite	74.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001359	RIDGE ROAD	HIBBARD STREET	CUTLER STREET	83.66	11	920.3	2	0.167	Minor Arterial	Composite	87.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001520	RIDGE ROAD	DISHER STREET	HIBBARD STREET	116.56	11	1282.2	2	0.233	Minor Arterial	Composite	88.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001564	RIDGE ROAD	HAZEL STREET	NIGH ROAD	622.8	7	4359.6	2	1.246	Minor Arterial	Hot Mix Asphalt	67.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 157,599.54
RD-RDS-001709	RIDGE ROAD	CONNECTION DRIVE	FARR AVENUE	107.47	8.5	913.5	2	0.215	Local	Hot Mix Asphalt	87.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001753	RIDGE ROAD	HERSHEY STREET	DOMINION ROAD	131.59	11	1447.5	2	0.263	Minor Arterial	Composite	87.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000930	RIDGE ROAD NORTH	TEAL ROAD	BRIDGE STREET	1019.94	6.1	6221.6	2	2.04	Local	Hot Mix Asphalt	62.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 340,012.30
RD-RDS-000932	RIDGE ROAD NORTH	GARRISON ROAD	BERTIE STREET CUT-OFF	789.22	6.1	4814.2	2	1.578	Local	Hot Mix Asphalt	89.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000933	RIDGE ROAD NORTH	NIGH ROAD	GARRISON ROAD	1171.01	7	8197.1	2	2.342	Collector	Hot Mix Asphalt	71.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000948	RIDGE ROAD NORTH	FARM ROAD	TEAL ROAD	741.97	6.1	4526.0	2	1.484	Local	Hot Mix Asphalt	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001135	RIDGE ROAD NORTH	BRIDGE STREET	BOWEN ROAD	1087.77	6.1	6635.4	2	2.176	Local	Hot Mix Asphalt	64.5	2024	Fair (PCI 65-50)	HMA - Ovly	$ 239,869.60
RD-RDS-001192	RIDGE ROAD NORTH	BERTIE STREET CUT-OFF	BERTIE STREET	111.42	6.1	679.7	2	0.223	Local	Hot Mix Asphalt	89	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001414	RIDGE ROAD NORTH	BERTIE STREET	FARM ROAD	733.62	6.1	4475.1	2	1.467	Local	Hot Mix Asphalt	88.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000908	RIDGE ROAD SOUTH	REBSTOCK ROAD	BRUNSWICK AVENUE	146.58	6	879.5	2	0.293	Collector	Hot Mix Asphalt	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001055	RIDGE ROAD SOUTH	ROXBOROUGH AVENUE	MATHEWSON AVENUE	76.64	6	459.8	2	0.153	Collector	Hot Mix Asphalt	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001078	RIDGE ROAD SOUTH	BRUNSWICK AVENUE	ROXBOROUGH AVENUE	72.72	6	436.3	2	0.145	Collector	Hot Mix Asphalt	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001079	RIDGE ROAD SOUTH	MATHEWSON AVENUE	CONCORD AVENUE	85.58	6	513.5	2	0.171	Collector	Hot Mix Asphalt	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001080	RIDGE ROAD SOUTH	GRIFFIN AVENUE	CRYSTAL BEACH DRIVE	58.28	6	349.7	2	0.117	Collector	Hot Mix Asphalt	89.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001296	RIDGE ROAD SOUTH	THUNDER BAY ROAD	CHARLOTTE STREET	91.27	8	730.2	2	0.183	Collector	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001368	RIDGE ROAD SOUTH	CONCORD AVENUE	GRIFFIN AVENUE	126.77	6	760.6	2	0.254	Collector	Hot Mix Asphalt	90.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001525	RIDGE ROAD SOUTH	#65 RIDGE ROAD SOUTH	FRANCES STREET	151.67	8	1213.4	2	0.303	Collector	Hot Mix Asphalt	78.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001664	RIDGE ROAD SOUTH	FRANCES STREET	REBSTOCK ROAD	244.49	8	1955.9	2	0.489	Collector	Hot Mix Asphalt	78.6	2024	Good (PCI 80 - 65)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001670	RIDGE ROAD SOUTH	CHARLOTTE STREET	#65 RIDGE ROAD SOUTH	127.39	8	1019.1	2	0.255	Collector	Hot Mix Asphalt	76.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000755	RIDGEMOUNT ROAD	QEW SOUTH SIDE	COLLEGE ROAD	189.31	6	1135.9	2	0.379	Local	Surface Treated	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000871	RIDGEMOUNT ROAD	TOWNLINE ROAD	COLLEGE ROAD	822.46	6	4934.8	2	1.645	Local	Surface Treated	62.4	2024	Fair (PCI 65-50)	ST-DST	$ 65,286.88
RD-RDS-000899	RIDGEMOUNT ROAD	GILMORE ROAD	LAMBTON ROAD	285.54	6.5	1856.0	2	0.571	Local	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000902	RIDGEMOUNT ROAD	BERTIE STREET	GILMORE ROAD	745.21	6.5	4843.9	2	1.49	Local	Hot Mix Asphalt	57.8	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 264,717.22
RD-RDS-000903	RIDGEMOUNT ROAD	LAMBTON ROAD	BRIDGE STREET	550.19	6.5	3576.2	2	1.1	Local	Hot Mix Asphalt	83.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000990	RIDGEMOUNT ROAD	BRIDGE STREET	BOWEN ROAD	831.27	6.5	5403.3	2	1.663	Local	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001195	RIDGEMOUNT ROAD	COLLEGE ROAD	EAGLE STREET	159.42	6	956.5	2	0.319	Local	Surface Treated	59.4	2024	Fair (PCI 65-50)	ST-DST	$ 12,654.76
RD-RDS-001196	RIDGEMOUNT ROAD	EAGLE STREET	CP RAIL-CASO LANDS (FORMER RAIL LINE)	808.65	6	4851.9	2	1.617	Local	Surface Treated	63.6	2024	Fair (PCI 65-50)	ST-DST	$ 64,190.64
RD-RDS-001197	RIDGEMOUNT ROAD	RAILROAD TRACKS	CURTIS ROAD	124.34	6	746.0	2	0.249	Local	Hot Mix Asphalt	80.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001242	RIDGEMOUNT ROAD	CP RAIL-CASO LANDS (FORMER RAIL LINE)	RAILROAD TRACKS	188.02	6	1128.1	2	0.376	Local	Hot Mix Asphalt	69.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 40,781.54
RD-RDS-001298	RIDGEMOUNT ROAD	QEW NORTH SIDE	EAGLE ST	177.68	6	1066.1	2	0.355	Local	Surface Treated	83.7	2024	Very Good (PCI 100-80)	ST-SST	$ 7,046.79
RD-RDS-001382	RIDGEMOUNT ROAD	GARRISON ROAD	BERTIE STREET	838.7	6.5	5451.6	2	1.677	Local	Hot Mix Asphalt	62.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 297,927.21
RD-RDS-001639	RIDGEMOUNT ROAD	CURTIS ROAD	BOWEN ROAD	507.06	6	3042.4	2	1.014	Local	Surface Treated	66.3	2024	Good (PCI 80 - 65)	ST-DST	$ 40,250.42
RD-RDS-001663	RIDGEMOUNT ROAD	COLLEGE ROAD	EAGLE STREET	129.89	6	779.3	2	0.26	Local	Surface Treated	61.9	2024	Fair (PCI 65-50)	ST-DST	$ 10,310.67
RD-RDS-000600	RIDGEWAY ROAD	TERRACE LANE	CRYSTAL BEACH DRIVE	109.47	10	1094.7	3	0.328	Collector	Hot Mix Asphalt	80.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000965	RIDGEWAY ROAD	GRAEBER AVENUE	LYNWOOD LANE	144.31	10	1443.1	3	0.433	Minor Arterial	Hot Mix Asphalt	84.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001041	RIDGEWAY ROAD	FERNWOOD LANE	SHANNON ROAD N	24.79	10	247.9	3	0.074	Minor Arterial	Hot Mix Asphalt	82.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001042	RIDGEWAY ROAD	SHANNON ROAD N	MATHEWSON AVENUE	67.14	10	671.4	3	0.201	Minor Arterial	Hot Mix Asphalt	83.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001043	RIDGEWAY ROAD	MATHEWSON AVENUE	ROXBOROUGH AVENUE	75.33	10	753.3	3	0.226	Minor Arterial	Hot Mix Asphalt	80.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001044	RIDGEWAY ROAD	ESSEX PLACE	BRUNSWICK AVENUE	31.77	10	317.7	3	0.095	Minor Arterial	Hot Mix Asphalt	83.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001045	RIDGEWAY ROAD	BRUNSWICK AVENUE	VICTORIA AVENUE	32.49	10	324.9	3	0.097	Minor Arterial	Hot Mix Asphalt	83.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001046	RIDGEWAY ROAD	VICTORIA AVENUE	ALEXANDRA ROAD	67.72	10	677.2	3	0.203	Minor Arterial	Hot Mix Asphalt	79.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001047	RIDGEWAY ROAD	ALEXANDRA ROAD	REBSTOCK ROAD	81.62	10	816.2	3	0.245	Minor Arterial	Hot Mix Asphalt	79.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001048	RIDGEWAY ROAD	BREWSTER ROAD	WELLINGTON ROAD	158.62	10	1586.2	3	0.476	Minor Arterial	Hot Mix Asphalt	78.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001049	RIDGEWAY ROAD	WELLINGTON ROAD	MICHENER ROAD	143.17	10	1431.7	3	0.43	Minor Arterial	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001050	RIDGEWAY ROAD	RIDGEWAY CURVE START POINT	FARR AVENUE	23.7	10	237.0	3	0.071	Minor Arterial	Hot Mix Asphalt	77.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001063	RIDGEWAY ROAD	RIDGEWAY ROAD CURVE (WS)	FARR AVENUE	35.48	3	106.4	1	0.035	Collector	Hot Mix Asphalt	75.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001182	RIDGEWAY ROAD	CRYSTAL BEACH DRIVE	NANTUCKETT ROAD	95.28	10	952.8	3	0.286	Collector	Hot Mix Asphalt	79.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001183	RIDGEWAY ROAD	NANTUCKETT ROAD	ERIE ROAD	172.54	10	1725.4	3	0.518	Collector	Hot Mix Asphalt	80.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001357	RIDGEWAY ROAD	LYNWOOD LANE	FERNWOOD LANE	84.07	10	840.7	3	0.252	Minor Arterial	Hot Mix Asphalt	77.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001448	RIDGEWAY ROAD	REBSTOCK ROAD	BREWSTER ROAD	176.81	10	1768.1	3	0.53	Minor Arterial	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001526	RIDGEWAY ROAD	ROXBOROUGH AVENUE	ESSEX PLACE	43.98	10	439.8	3	0.132	Minor Arterial	Hot Mix Asphalt	84.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001565	RIDGEWAY ROAD	MICHENER ROAD	RIDGEWAY CURVE START POINT	163.47	10	1634.7	3	0.49	Minor Arterial	Hot Mix Asphalt	75.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001635	RIDGEWAY ROAD	ERIE ROAD	GRAEBER AVENUE	83.98	10	839.8	3	0.252	Minor Arterial	Hot Mix Asphalt	87.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001766	RIDGEWAY ROAD	RIDGEWAY ROAD CURVE (ES)	FARR AVENUE	33.17	3	99.5	1	0.033	Collector	Hot Mix Asphalt	78.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000473	RIDGEWOOD AVENUE	PINE AVENUE	SPRUCE AVENUE	94.04	6.1	573.6	2	0.188	Local	Surface Treated	80.6	2024	Very Good (PCI 100-80)	ST-SST	$ 3,791.79
RD-RDS-000474	RIDGEWOOD AVENUE	HICKORY AVENUE	PINE AVENUE	92.83	6.1	566.3	2	0.186	Local	Surface Treated	78.6	2024	Good (PCI 80 - 65)	ST-SST	$ 3,743.00
RD-RDS-000475	RIDGEWOOD AVENUE	ASH AVENUE	CEDAR AVENUE	92.36	6.1	563.4	2	0.185	Local	Surface Treated	79.8	2024	Good (PCI 80 - 65)	ST-SST	$ 3,724.05
RD-RDS-000476	RIDGEWOOD AVENUE	MAPLE AVENUE	ASH AVENUE	93.86	6.1	572.5	2	0.188	Local	Surface Treated	78.6	2024	Good (PCI 80 - 65)	ST-SST	$ 3,784.53
RD-RDS-000477	RIDGEWOOD AVENUE	PEACH AVENUE	CHERRY AVENUE	94.24	6.1	574.9	2	0.188	Local	Surface Treated	78.4	2024	Good (PCI 80 - 65)	ST-SST	$ 3,799.85
RD-RDS-000478	RIDGEWOOD AVENUE	MOHAWK AVENUE	PEACH AVENUE	93.56	6.1	570.7	2	0.187	Local	Surface Treated	79.2	2024	Good (PCI 80 - 65)	ST-SST	$ 3,772.43
RD-RDS-000479	RIDGEWOOD AVENUE	HIAWATHA AVENUE	MOHAWK AVENUE	93.73	6.1	571.8	2	0.187	Local	Surface Treated	78.2	2024	Good (PCI 80 - 65)	ST-SST	$ 3,779.29
RD-RDS-000480	RIDGEWOOD AVENUE	GARRISON ROAD	HIAWATHA AVENUE	90.01	6.1	549.1	2	0.18	Local	Surface Treated	76.5	2024	Good (PCI 80 - 65)	ST-SST	$ 3,629.29
RD-RDS-001299	RIDGEWOOD AVENUE	CHERRY AVENUE	MAPLE AVENUE	93.44	6.1	570.0	2	0.187	Local	Surface Treated	79.2	2024	Good (PCI 80 - 65)	ST-SST	$ 3,767.59
RD-RDS-001787	RIDGEWOOD AVENUE	SPRUCE AVENUE	NIGH ROAD	98.68	6.1	601.9	2	0.197	Local	Surface Treated	79.8	2024	Good (PCI 80 - 65)	ST-SST	$ 3,978.88

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001788	RIDGEWOOD AVENUE	CEDAR AVENUE	HICKORY AVENUE	93.9	6.1	572.8	2	0.188	Local	Surface Treated	77.2	2024	Good (PCI 80 - 65)	ST-SST	$ 3,786.14
RD-RDS-000414	RISELAY AVENUE	BERNARD AVENUE	NICOLAS ROAD	159.26	5	796.3	2	0.319	Local	Surface Treated	77.5	2024	Good (PCI 80 - 65)	ST-SST	$ 5,263.54
RD-RDS-000415	RISELAY AVENUE	BURLEIGH ROAD	COOK AVENUE	581.34	5	2906.7	2	1.163	Local	Surface Treated	78	2024	Good (PCI 80 - 65)	ST-SST	$ 19,213.29
RD-RDS-001785	RISELAY AVENUE	COOK AVENUE	BERNARD AVENUE	222.09	5	1110.5	2	0.444	Local	Surface Treated	77.5	2024	Good (PCI 80 - 65)	ST-SST	$ 7,340.08
RD-RDS-001828	RISELAY AVENUE	NICOLAS ROAD	NEVA ROAD	201.5	6	1209.0	2	0.403	Local	Surface Treated	78.7	2024	Good (PCI 80 - 65)	ST-SST	$ 7,991.49
RD-RDS-000658	RIVER TRAIL	3581 RIVER TRAIL	BAKER ROAD	423.06	5.5	2326.8	2	0.846	Collector	Hot Mix Asphalt	67.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 84,114.91
RD-RDS-000660	RIVER TRAIL	BAKER ROAD	SUSSEX LANE	192.24	8	1537.9	2	0.384	Collector	Hot Mix Asphalt	65.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 55,595.81
RD-RDS-001343	RIVER TRAIL	RIVER TRAIL CRESCENT	CANFIELD CRESCENT	103.44	5.5	568.9	2	0.207	Collector	Surface Treated	82.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001365	RIVER TRAIL	SUSSEX LANE	BLACK CREEK ROAD	219.59	8	1756.7	2	0.439	Collector	Hot Mix Asphalt	69.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 63,505.43
RD-RDS-001441	RIVER TRAIL	RIVER TRAIL CRESCENT	RIVER TRAIL CRESCENT	274.25	5.5	1508.4	2	0.549	Collector	Surface Treated	81.6	2024	Very Good (PCI 100-80)	ST-SST	$ 9,970.36
RD-RDS-001629	RIVER TRAIL	BLACK CREEK ROAD	RIVER TRAIL CRESCENT	277.08	5.5	1523.9	2	0.554	Collector	Surface Treated	83	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001857	RIVER TRAIL	CANFIELD CRESCENT	3581 RIVER TRAIL	243.02	5.5	1336.6	2	0.486	Collector	Hot Mix Asphalt	76.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000661	RIVER TRAIL CRESCENT	RIVER TRAIL	WESTBROOK DRIVE	114.3	5	571.5	2	0.229	Local	Surface Treated	79.4	2024	Good (PCI 80 - 65)	ST-SST	$ 3,777.62
RD-RDS-001040	RIVER TRAIL CRESCENT	WESTBROOK AVENUE	RIVER TRAIL	76	5	380.0	2	0.152	Local	Surface Treated	72.6	2024	Good (PCI 80 - 65)	ST-SST	$ 2,511.80
RD-RDS-001319	RIVER TRAIL CRESCENT	TERESA DRIVE	WESTBROOK AVENUE	85.14	5	425.7	2	0.17	Local	Surface Treated	81.6	2024	Very Good (PCI 100-80)	ST-SST	$ 2,813.88
RD-RDS-001577	ROBERTSON STREET	NIAGARA BOULEVARD	WEST END OF ROAD	203.93	6	1223.6	2	0.408	Local	Surface Treated	23.3	2024	Very Poor (40-0)	ST-FDR & DST	$ 27,983.28
RD-RDS-000001	ROBINSON STREET	SOUTH END OF ROAD	JARVIS STREET	107.13	8.5	910.6	2	0.214	Local	Hot Mix Asphalt	73.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000002	ROBINSON STREET	JARVIS STREET	DUFFERIN STREET	97.64	8.5	829.9	2	0.195	Local	Hot Mix Asphalt	78.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000003	ROBINSON STREET	PHIPPS STREET	BROCK STREET	117.61	8.5	999.7	2	0.235	Local	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000004	ROBINSON STREET	BROCK STREET	EMERICK AVENUE	34.98	8.5	297.3	2	0.07	Local	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000005	ROBINSON STREET	EMERICK AVENUE	HIGHLAND AVENUE	91.92	8.5	781.3	2	0.184	Local	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001418	ROBINSON STREET	EMERICK AVENUE	EMERICK AVENUE	41.88	8.5	356.0	2	0.084	Local	Hot Mix Asphalt	80.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001512	ROBINSON STREET	DUFFERIN STREET	PHIPPS STREET	97.92	8.5	832.3	2	0.196	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000873	ROCHELLE CRESENT	FRANCES STREET	SOUTH END OF ROAD	39.56	7.9	312.5	2	0.079	Local	Hot Mix Asphalt	88.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001067	ROCHELLE CRESENT	FRANCES STREET	CHARLOTTE STREET	165.3	7.9	1305.9	2	0.331	Local	Hot Mix Asphalt	84.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001069	ROCHELLE CRESENT	CHARLOTTE STREET	PROSPECT POINT ROAD S	232.06	7.9	1833.3	2	0.464	Local	Hot Mix Asphalt	85	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000800	ROCKWOOD DRIVE	NORTH END OF ROAD	GARRISON ROAD	98.08	5	490.4	2	0.196	Local	Surface Treated	42.2	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 11,215.45
RD-RDS-000077	ROSE AVENUE	SOUTH END OF ROAD	EDGEMERE ROAD	49.45	3	148.4	1	0.049	Local	Gravel		2024			
RD-RDS-000078	ROSE AVENUE	EDGEMERE ROAD	DOMINION ROAD	231.33	5	1156.7	2	0.463	Local	Surface Treated	57.4	2024	Fair (PCI 65-50)	ST-DST	$ 15,302.48
RD-RDS-000790	ROSEHILL ROAD	NIGH ROAD	GARRISON ROAD	938.14	6.5	6097.9	2	1.876	Local	Surface Treated	76.2	2024	Good (PCI 80 - 65)	ST-SST	$ 40,307.19
RD-RDS-000979	ROSEHILL ROAD	NIGH ROAD	NIGH ROAD	86.46	6.5	562.0	2	0.173	Local	Surface Treated	85.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001552	ROSEHILL ROAD	NORTH END OF ROAD	POUND AVENUE	132.98	6	797.9	2	0.266	Local	Gravel		2024			
RD-RDS-002782	ROSEHILL ROAD	CHATHAM ROAD	KINGSTON ROAD	103.22	6.5	670.9	2	0.206	Local	Surface Treated	89.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002783	ROSEHILL ROAD	ROYAL YORK ROAD	CHATHAM ROAD	97.57	6.5	634.2	2	0.195	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002784	ROSEHILL ROAD	REBECCA STREET	ROYAL YORK ROAD	320.1	6.5	2080.7	2	0.64	Local	Surface Treated	89.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002785	ROSEHILL ROAD	ONTARIO DRIVE	REBECCA STREET	198.37	6.5	1289.4	2	0.397	Local	Surface Treated	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002786	ROSEHILL ROAD	NIGH ROAD	ONTARIO DRIVE	195.12	6.5	1268.3	2	0.39	Local	Surface Treated	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002795	ROSEHILL ROAD	KINGSTON ROAD	DOMINION ROAD	110.4	6.5	717.6	2	0.221	Local	Surface Treated	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002801	ROSEHILL ROAD	MACDONALD DRIVE	SOUTH END OF ROAD	72.18	6	433.1	2	0.144	Local	Hot Mix Asphalt	90.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002862	ROSEHILL ROAD	MACDONALD DRIVE EAST	MACDONALD DRIVE	37.76	6	226.6	2	0.076	Local	Hot Mix Asphalt	93.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002863	ROSEHILL ROAD	DOMINION ROAD	MACDONALD DRIVE EAST	427.63	6	2565.8	2	0.855	Local	Hot Mix Asphalt	90.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000650	ROSEWOOD AVENUE	ERIE ROAD	GLENOLDEN LANE	107.38	5	536.9	2	0.215	Local	Surface Treated	53.3	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 12,278.90
RD-RDS-000652	ROSEWOOD AVENUE	GLENSPRING ROAD	SMALLS ROAD	222.37	5	1111.9	2	0.445	Local	Surface Treated	51.7	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 25,428.01
RD-RDS-001836	ROSEWOOD AVENUE	GLENOLDEN LANE	GLENSPRING ROAD	243.21	5	1216.1	2	0.486	Local	Surface Treated	48.1	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 27,811.06
RD-RDS-001592	ROSS AVENUE	SPEARS ROAD	EAST END OF ROAD	91.18	4	364.7	2	0.182	Local	Gravel		2024			
RD-RDS-000708	ROXBOROUGH AVENUE	HELEN STREET	RIDGE ROAD SOUTH	183.04	8	1464.3	2	0.366	Local	Hot Mix Asphalt	72.6	2024	Good (PCI 80 - 65)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000710	ROXBOROUGH AVENUE	DOVERCOURT ROAD	HELEN STREET	181.7	8	1453.6	2	0.363	Local	Hot Mix Asphalt	73.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000713	ROXBOROUGH AVENUE	RIDGEWAY ROAD	DOVERCOURT ROAD	185.51	8	1484.1	2	0.371	Local	Hot Mix Asphalt	79.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-002671	ROYAL RIDGE DRIVE	BEND	END OF ROAD	90.31	8	722.5	2	0.181	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002672	ROYAL RIDGE DRIVE	INTERSECTION	BEND	33.34	8	266.7	2	0.067	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002673	ROYAL RIDGE DRIVE	BEND	INTERSECTION	97.31	8	778.5	2	0.195	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002675	ROYAL RIDGE DRIVE	RIDGE ROAD NORTH	BEND	109.86	8	878.9	2	0.22	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000282	ROYAL YORK ROAD	ROSEHILL ROAD	EAST END OF ROAD	521.8	5	2609.0	2	1.044	Local	Surface Treated	39.1	2024	Very Poor (40-0)	ST-FDR & DST	$ 59,667.83
RD-RDS-001407	RUBY AVENUE	EVELYN AVENUE	NORTH END OF ROAD	134.04	4	536.2	2	0.268	Local	Surface Treated	51.6	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 12,261.98
RD-RDS-001808	RUSSELL STREET	LEWIS STREET	GILMORE ROAD	206.04	9	1854.4	2	0.412	Collector	Hot Mix Asphalt	66	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 67,035.11
RD-RDS-002686	RUTHERFORD AVENUE	KRAFT ROAD	ALLISTON AVENUE	89.07	8	712.6	2	0.178	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002687	RUTHERFORD AVENUE	SPEARS ROAD	KRAFT ROAD	194.55	8	1556.4	2	0.389	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001225	RYAN AVENUE	3779 RYAN AVE	RIDGEWAY ROAD	386.8	7.9	3055.7	2	0.774	Local	Hot Mix Asphalt	84.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001231	RYAN AVENUE	GRAEBER AVENUE	ERIE ROAD EAST	79.89	7.9	631.1	2	0.16	Local	Hot Mix Asphalt	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001233	RYAN AVENUE	ERIE ROAD EAST	3779 RYAN AVENUE	157.11	7.9	1241.2	2	0.314	Local	Hot Mix Asphalt	85	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000867	SCHAUBEL ROAD	NETHERBY ROAD	WILLOW ROAD	435.82	5.5	2397.0	2	0.872	Local	Surface Treated	70.8	2024	Good (PCI 80 - 65)	ST-SST	$ 15,844.24
RD-RDS-000636	SCHOOLEY ROAD	REBSTOCK ROAD	MICHENER ROAD	260.81	8.6	2243.0	2	0.522	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000939	SCHOOLEY ROAD	ERIE ROAD	BIRCHWOOD ROAD	198.43	5.5	1091.4	2	0.397	Collector	Hot Mix Asphalt	79.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001119	SCHOOLEY ROAD	GLENSPRING ROAD	GLENSPRING ROAD	46.76	5.5	257.2	2	0.094	Collector	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001475	SCHOOLEY ROAD	SMALLS ROAD	REBSTOCK ROAD	315.2	5.5	1733.6	2	0.63	Collector	Hot Mix Asphalt	89.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001717	SCHOOLEY ROAD	GLENSPRING ROAD	SMALL'S ROAD	182.5	5.5	1003.8	2	0.365	Collector	Hot Mix Asphalt	77.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001760	SCHOOLEY ROAD	BIRCHWOOD ROAD	GLENSPRING ROAD	203.41	5.5	1118.8	2	0.407	Collector	Hot Mix Asphalt	76.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000897	SCHWEIGLER ROAD	NIAGARA BOULEVARD	SOUTH END OF ROAD	85.55	4	342.2	2	0.171	Local	Gravel		2024			
RD-RDS-001486	SCHWEIGLER ROAD	TOWNLINE ROAD	NORTH END OF ROAD	311.55	5	1557.8	2	0.623	Local	Gravel		2024			
RD-RDS-000320	SCOTT AVENUE	SOUTH END OF ROAD	DOMINION ROAD	118.8	6.5	772.2	2	0.238	Local	Surface Treated	88.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000321	SCOTT AVENUE	LAKEHURST AVENUE	PARKSIDE AVENUE	325.18	6.5	2113.7	2	0.65	Local	Hot Mix Asphalt	70.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 76,409.17
RD-RDS-000322	SCOTT AVENUE	HOLLYWOOD STREET	PHILLIPS STREET	209.24	6.5	1360.1	2	0.418	Local	Hot Mix Asphalt	76.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000335	SCOTT AVENUE	ORCHARD AVENUE	SOUTH END OF ROAD	122.46	4.5	551.1	2	0.245	Local	Surface Treated	55.5	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 12,602.97
RD-RDS-001132	SCOTT AVENUE	DOMINION ROAD	LAKEHURST AVENUE	289.17	6.5	1879.6	2	0.578	Local	Hot Mix Asphalt	69.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 67,947.72
RD-RDS-001391	SCOTT AVENUE	PARKSIDE AVENUE	HOLLYWOOD STREET	201.21	6.5	1307.9	2	0.402	Local	Hot Mix Asphalt	74.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001022	SEFTON ROAD	THUNDER BAY ROAD	NORTH END OF ROAD	67.55	3	202.7	1	0.068	Local	Gravel		2024			
RD-RDS-002696	SENECA DRIVE	MISSISSAUGA AVENUE	CAYUGA DRIVE	152.82	8	1222.6	2	0.306	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002700	SENECA DRIVE	BASSET AVENUE	MISSISSAUGA AVENUE	88.91	8	711.3	2	0.178	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001454	SETTLER'S COVE DRIVE	OLD MILL ROAD	LOWER COACH ROAD	200.04	7.9	1580.3	2	0.4	Local	Hot Mix Asphalt	83.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000607	SEYMOUR AVENUE	SPEARS ROAD	ROBERT PLACE	98.11	5.5	539.6	2	0.196	Local	Surface Treated	49.3	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 12,340.77
RD-RDS-000610	SEYMOUR AVENUE	ZELLA PLACE R/A	BENNER AVENUE	82.54	5.5	454.0	2	0.165	Local	Surface Treated	45.7	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 10,382.29
RD-RDS-000611	SEYMOUR AVENUE	BENNER AVENUE	ALBION AVENUE	92.08	5.5	506.4	1	0.092	Local	Surface Treated	64.5	2024	Fair (PCI 65-50)	ST-DST	$ 6,700.20
RD-RDS-000945	SEYMOUR AVENUE	OSGOODE AVENUE	ARDMORE PLACE	90.37	5.5	497.0	1	0.09	Local	Surface Treated	42.8	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 11,367.19
RD-RDS-000946	SEYMOUR AVENUE	LENNOX PLACE	ZELLA PLACE	89.94	5.5	494.7	1	0.09	Local	Surface Treated	44	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 11,313.10
RD-RDS-001307	SEYMOUR AVENUE	ARDMORE PLACE	LENOX PLACE R/A	92.11	5.5	506.6	2	0.184	Local	Surface Treated	48.1	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 11,586.06
RD-RDS-001504	SEYMOUR AVENUE	ROBERT PLACE	OSGOODE AVENUE	97.71	5.5	537.4	1	0.098	Local	Surface Treated	49.3	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 12,290.45
RD-RDS-001039	SHAGBARK LANE	SWITCH ROAD	EAST END OF ROAD	70.19	6	421.1	2	0.14	Local	Surface Treated	57.8	2024	Fair (PCI 65-50)	ST-DST	$ 5,571.68
RD-RDS-002883	SHAGBARK LANE	WEST END OF ROAD	SWITCH ROAD	279.71	6	1678.3	2	0.559	Local	Surface Treated	81.7	2024	Very Good (PCI 100-80)	ST-SST	$ 11,093.30
RD-RDS-000528	SHANNON ROAD	RIDGEWAY ROAD	CAMBRIDGE ROAD	45.14	5.5	248.3	2	0.09	Local	Hot Mix Asphalt	66.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 8,974.96
RD-RDS-000530	SHANNON ROAD	CAMBRIDGE ROAD	LINCOLN ROAD	57.57	5.5	316.6	2	0.115	Local	Hot Mix Asphalt	74	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000552	SHANNON ROAD	QUEEN'S CIRCLE	LOOMIS CRESCENT	70.16	5.5	385.9	2	0.14	Local	Hot Mix Asphalt	65.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 13,949.56
RD-RDS-001185	SHANNON ROAD	LOOMIS CRESCENT	LINCOLN ROAD	43.85	5.5	241.2	2	0.088	Local	Hot Mix Asphalt	68.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 8,718.48

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000555	SHANNON ROAD S	QUEEN'S CIRCLE	LINCOLN ROAD	102.27	5.5	562.5	2	0.205	Local	Hot Mix Asphalt	71.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 20,333.83
RD-RDS-001098	SHANNON ROAD S	CAMBRIDGE ROAD WEST	CAMBRIDGE PLACE	43.08	5.5	236.9	2	0.086	Local	Hot Mix Asphalt	77.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001653	SHANNON ROAD S	LINCOLN ROAD	CAMBRIDGE ROAD WEST	58.54	5.5	322.0	2	0.117	Local	Hot Mix Asphalt	65.9	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 11,639.22
RD-RDS-001235	SHARON DR	KENNEDY DR	PLATO DR	117.82	9	1060.4	2	0.236	Local	Hot Mix Asphalt	93.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001855	SHARON DRIVE	PLATO DRIVE	NATHANIAL DRTVE	180.32	8	1442.6	2	0.361	Local	Surface Treated	93.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000222	SHAWNEE TRAIL	BARKER AVENUE	OAKHILL BOULEVARD	406.65	4	1626.6	1	0.407	Local	Surface Treated	68.1	2024	Good (PCI 80 - 65)	ST-DST	$ 21,519.92
RD-RDS-001406	SHAWNEE TRAIL	BERNARD AVENUE	BARKER AVENUE	202.89	4	811.6	1	0.203	Local	Surface Treated	76	2024	Good (PCI 80 - 65)	ST-SST	$ 5,364.41
RD-RDS-001543	SHAWNEE TRAIL	OAKHILL BOULEVARD	CENTRALIA AVENUE	237.59	3.5	831.6	1	0.238	Local	Surface Treated	76.9	2024	Good (PCI 80 - 65)	ST-SST	$ 5,496.65
RD-RDS-000334	SHAYNE AVENUE	DAYTONA DRIVE	68m N OF DAYTONA DR	69.43	5.5	381.9	2	0.139	Local	Hot Mix Asphalt	80.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000813	SHERK ROAD	BURGER ROAD	POINT ABINO ROAD NORTH	1078.13	6	6468.8	2	2.156	Local	Gravel		2024			
RD-RDS-000789	SHERKSTON ROAD	MATHEWS ROAD NORTH	POINT ABINO ROAD NORTH	915.71	6.1	5585.8	2	1.831	Local	Hot Mix Asphalt	83	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000791	SHERKSTON ROAD	HOLLOWAY BAY ROAD	MATHEWS ROAD	1055.43	6.1	6438.1	2	2.111	Local	Hot Mix Asphalt	84.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001128	SHERKSTON ROAD	POINT ABINO ROAD NORTH	MICHENER ROAD	200.09	6.1	1220.5	2	0.4	Local	Hot Mix Asphalt	33.2	2024	Very Poor (40-0)	HMA - Recon 90HMA	$ 160,380.14
RD-RDS-000393	SHIRLEY ROAD	BETHUNE AVENUE	EVADERE AVENUE	214.72	5	1073.6	2	0.429	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 7,096.50
RD-RDS-001689	SHIRLEY ROAD	EVADERE AVENUE	THUNDER BAY ROAD	165.14	5	825.7	2	0.33	Local	Surface Treated	73.1	2024	Good (PCI 80 - 65)	ST-SST	$ 5,457.88
RD-RDS-000765	SHISLER ROAD	BOWEN ROAD	2378 SHISLER ROAD	876.42	6	5258.5	2	1.753	Local	Gravel		2024			
RD-RDS-000922	SIDER ROAD	EAGLE STREET	COLLEGE ROAD	828.21	6.5	5383.4	2	1.656	Local	Gravel		2024			
RD-RDS-000924	SIDER ROAD	BOWEN ROAD	ARCADIA STREET	850.87	6.5	5530.7	2	1.702	Local	Gravel		2024			
RD-RDS-001694	SIDER ROAD	ARCADIA STREET	EAGLE STREET	860.61	6.5	5594.0	2	1.721	Local	Gravel		2024			
RD-RDS-001190	SIMPSON LN	BAKER RD	MITCHELL CRES	87.19	8.5	741.1	2	0.174	Local	Hot Mix Asphalt	88.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001534	SIMPSON LN	MITCHELL CRES	MITCHELL CRES	164.33	8.5	1396.8	2	0.329	Local	Hot Mix Asphalt	90.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001739	SIMPSON LN	MITCHELL CRES	NORTH END	107.54	8.5	914.1	2	0.215	Local	Hot Mix Asphalt	83.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002723	SIMS AVENUE	TENTH STREET	EAST END OF ROAD	46.11	5.5	253.6	2	0.092	Local	Surface Treated	46.3	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 5,799.95
RD-RDS-002737	SIMS AVENUE	THOMPSON ROAD	TENTH STREET	274.74	5.5	1511.1	2	0.549	Local	Surface Treated	41	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 34,558.17
RD-RDS-000630	SMALLS ROAD	SCHOOLEY ROAD	BEECHWOOD AVENUE	143.65	4.5	646.4	2	0.287	Local	Surface Treated	76.6	2024	Good (PCI 80 - 65)	ST-SST	$ 4,272.87
RD-RDS-000632	SMALLS ROAD	BEECHWOOD AVENUE	WESTWOOD AVENUE	69.38	4.5	312.2	2	0.139	Local	Surface Treated	84.6	2024	Very Good (PCI 100-80)	ST-SST	$ 2,063.71
RD-RDS-000634	SMALLS ROAD	LAKEWOOD AVENUE	ROSEWOOD AVENUE	86.67	4.5	390.0	2	0.173	Local	Hot Mix Asphalt	72.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000635	SMALLS ROAD	WILLOWOOD AVENUE	HAZELWOOD AVENUE	77.7	4.5	349.7	2	0.155	Local	Surface Treated	77.1	2024	Good (PCI 80 - 65)	ST-SST	$ 2,311.19
RD-RDS-000944	SMALLS ROAD	ROSEWOOD AVENUE	CHERRYHILL BOULEVARD SOUTH	75.11	4.5	338.0	2	0.15	Local	Hot Mix Asphalt	68.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 12,218.52
RD-RDS-001551	SMALLS ROAD	WESTWOOD AVENUE	LAKEWOOD AVENUE	71.82	4.5	323.2	2	0.144	Local	Surface Treated	80.8	2024	Very Good (PCI 100-80)	ST-SST	$ 2,136.29
RD-RDS-001621	SMALLS ROAD	CHERRYHILL BOULEVARD SOUTH	WILLOWOOD AVENUE	72.81	4.5	327.6	2	0.146	Local	Surface Treated	75.4	2024	Good (PCI 80 - 65)	ST-SST	$ 2,165.73
RD-RDS-000163	SMITH STREET	CONCESSION ROAD	WEST END OF ROAD	89.61	6	537.7	2	0.179	Local	Hot Mix Asphalt	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000889	SNYDER ROAD	NETHERBY ROAD	STEVENSVILLE ROAD	176.1	5.8	1021.4	2	0.352	Local	Surface Treated	41	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 23,358.96
RD-RDS-000575	SOUTH MILL STREET	FARR AVENUE	HIGHLAND DRIVE	249.9	6	1499.4	2	0.5	Local	Surface Treated	89.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000577	SOUTH MILL STREET	HIGHLAND DRIVE	ELM STREET	144.49	6	866.9	2	0.289	Local	Hot Mix Asphalt	55.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 47,378.27
RD-RDS-000579	SOUTH MILL STREET	ELM STREET	DISHER STREET	89.73	6	538.4	2	0.179	Local	Hot Mix Asphalt	52.3	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 70,743.13
RD-RDS-000581	SOUTH MILL STREET	HIBBARD STREET	HIBBARD STREET	17.86	6	107.2	2	0.036	Local	Hot Mix Asphalt	78.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001138	SOUTH MILL STREET	HIBBARD STREET	HERSHEY STREET	84.31	7	590.2	2	0.169	Local	Hot Mix Asphalt	76.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001305	SOUTH MILL STREET	HERSHEY STREET	DOMINION ROAD	128.97	7	902.8	2	0.258	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001339	SOUTH MILL STREET	HIBBARD STREET	RECREATIONAL TRAIL	51.89	6	311.3	2	0.104	Local	Hot Mix Asphalt	78.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000608	SPEARS ROAD	SEYMORE AVENUE	BERKELEY PLACE	80.24	6	481.4	2	0.16	Collector	Surface Treated	65.3	2024	Good (PCI 80 - 65)	ST-DST	$ 6,369.45
RD-RDS-000609	SPEARS ROAD	BERKELEY PLACE	BERTIE STREET	174.49	6	1046.9	2	0.349	Collector	Surface Treated	63.2	2024	Fair (PCI 65-50)	ST-DST	$ 13,851.02
RD-RDS-001288	SPEARS ROAD	BERTIE STREET	NORTH END OF ROAD	69	6	414.0	2	0.138	Collector	Surface Treated	52.2	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 9,468.18
RD-RDS-001364	SPEARS ROAD	GARRISON ROAD	ROSS AVENUE	415.3	6	2491.8	2	0.831	Collector	Surface Treated	62.4	2024	Fair (PCI 65-50)	ST-DST	$ 32,966.51
RD-RDS-001724	SPEARS ROAD	FLEET ROAD	NORTH END OF SPEARS ROAD	236.19	7	1653.3	2	0.472	Local	Hot Mix Asphalt	46.3	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 217,247.56
RD-RDS-001759	SPEARS ROAD	ROSS AVENUE	SEYMORE AVENUE	141.84	6	851.0	2	0.284	Collector	Surface Treated	63.8	2024	Fair (PCI 65-50)	ST-DST	$ 11,259.26

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TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001072	SPINNAKER DRIVE	ALGONQUIN DRIVE	SUNRISE COURT	320.34	7.9	2530.7	2	0.641	Local	Hot Mix Asphalt	85.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000472	SPRUCE AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	150.6	4	602.4	1	0.151	Local	Earth		2024			
RD-RDS-001548	SPRUCE AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	204.62	4	818.5	1	0.205	Local	Earth		2024			
RD-RDS-000445	ST. GEORGE COURT	WELLINGTON ROAD	NORTH EXIT OF COURT	90.5	6.5	588.3	2	0.181	Local	Hot Mix Asphalt	63.3	2024	Fair (PCI 65-50)	HMA - Ovly	$ 21,265.24
RD-RDS-000542	ST. GEORGE COURT	#45 ST. GEORGE COURT	#31 ST. GEORGE COURT	152.43	6.5	990.8	2	0.305	Local	Hot Mix Asphalt	62.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 54,146.95
RD-RDS-000545	ST. GEORGE COURT	#31 ST. GEORGE COURT	#19 ST. GEORGE COURT	95.13	6.5	618.3	2	0.19	Local	Hot Mix Asphalt	67.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 22,353.17
RD-RDS-000653	ST. GEORGE COURT	BREWSTER ROAD	#5 ST. GEORGE COURT	60.55	6	363.3	2	0.121	Local	Hot Mix Asphalt	76.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000675	ST. GEORGE COURT	NORTH EXIT OF COURT	#45 ST. GEORGE COURT	68.53	6.5	445.4	2	0.137	Local	Hot Mix Asphalt	77.4	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000685	ST. GEORGE COURT	#5 ST. GEORGE COURT	NORTH EXIT OF COURT	30.67	6.5	199.4	2	0.061	Local	Hot Mix Asphalt	76.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001617	ST. GEORGE COURT	#19 ST. GEORGE COURT	BREWSTER ROAD	93.81	6.5	609.8	2	0.188	Local	Hot Mix Asphalt	82.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000040	STANTON STREET	BERTIE STREET	MURRAY STREET	195.79	8.5	1664.2	2	0.392	Local	Hot Mix Asphalt	67.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 60,161.37
RD-RDS-000041	STANTON STREET	MURRAY STREET	LAVINIA STREET	112.14	8.5	953.2	2	0.224	Local	Hot Mix Asphalt	66.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 34,457.82
RD-RDS-000043	STANTON STREET	SOUTH END OF ROAD	BERTIE STREET	180.47	8.5	1534.0	2	0.361	Local	Hot Mix Asphalt	87.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001731	STANTON STREET	CATHERINE STREET	NORTH END OF ROAD	148.95	8.5	1266.1	2	0.298	Local	Hot Mix Asphalt	56.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 69,191.00
RD-RDS-001814	STANTON STREET	LAVINIA STREET	CATHERINE STREET	113.23	8.5	962.5	2	0.226	Local	Hot Mix Asphalt	63.6	2024	Fair (PCI 65-50)	HMA - Ovly	$ 34,792.75
RD-RDS-000757	STONEMILL ROAD	MACDONALD DRIVE	DOMINION ROAD	734.33	6	4406.0	2	1.469	Local	Surface Treated	68.1	2024	Good (PCI 80 - 65)	ST-DST	$ 58,291.12
RD-RDS-001017	STONEMILL ROAD	PRIVATE ROAD (NO NAME GIVEN)	THUNDER BAY ROAD	144.43	6	866.6	2	0.289	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001482	STONEMILL ROAD	MACDONALD DRIVE	PRIVATE ROAD (NO NAME GIVEN)	100.26	6	601.6	2	0.201	Local	Hot Mix Asphalt	77.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001487	STONEMILL ROAD	THUNDER BAY ROAD	SOUTH END OF ROAD	60.6	6	363.6	2	0.121	Local	Gravel		2024			
RD-RDS-002877	STONEMILL ROAD	DOMINION ROAD	NIGH ROAD	1035.01	6.75	6986.3	2	2.07	Local	Hot Mix Asphalt	90.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002878	STONEMILL ROAD	NIGH ROAD	GARRISON ROAD	1027.26	6.75	6934.0	2	2.055	Local	Hot Mix Asphalt	90.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000582	SUMMIT AVENUE	BELLEAIR BOULEVARD	BELLEVIEW BOULEVARD	131.16	6	787.0	2	0.262	Local	Hot Mix Asphalt	92.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000583	SUMMIT AVENUE	GORHAM ROAD	BELLEAIR BOULEVARD	130.23	6	781.4	2	0.26	Local	Hot Mix Asphalt	92	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001034	SUMMIT AVENUE	CARRIE AVENUE	GORHAM ROAD	102.13	7.9	806.8	2	0.204	Local	Hot Mix Asphalt	79.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001472	SUMMIT AVENUE	BELLEVIEW BOULEVARD	GLENWOOD DRIVE	108.64	6	651.8	2	0.217	Local	Hot Mix Asphalt	57.1	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 35,623.06
RD-RDS-000795	SUMNER ROAD	TOWNLINE ROAD	SOUTH END OF ROAD	483.59	4	1934.4	1	0.484	Local	Gravel		2024			
RD-RDS-001073	SUNRISE COURT	ALGONQUIN DRIVE	103 SUNRISE COURT	47.59	7.9	376.0	2	0.095	Local	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001074	SUNRISE COURT	ALGONQUIN DRIVE	SPINNAKER DRIVE	69.99	7.9	552.9	2	0.14	Local	Hot Mix Asphalt	86.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001449	SUNRISE COURT	103 SUNRISE COURT	DRIFTWOOD TRAIL	153.57	7.9	1213.2	2	0.307	Local	Hot Mix Asphalt	91.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001450	SUNRISE COURT	SPINNAKER DRIVE	SOUTH END OF ROAD	160.19	7.9	1265.5	2	0.32	Local	Hot Mix Asphalt	84.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001566	SUNRISE COURT	DRIFTWOOD TRAIL	THUNDER BAY ROAD	124.61	7.9	984.4	2	0.249	Local	Hot Mix Asphalt	84.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001850	SUNRISE COURT	DRIFTWOOD TRAIL	DRIFTWOOD TRAIL	247.17	7.9	1952.6	2	0.494	Local	Hot Mix Asphalt	87.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002710	SUNRISE COURT NORTH	THUNDER BAY ROAD	WHISPERING WOODS TRAIL	162.52	8	1300.2	2	0.325	Local	Hot Mix Asphalt	87	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000782	SUNSET DRIVE	ARCADIA STREET R/A	BOWEN ROAD	859.48	5	4297.4	2	1.719	Local	Surface Treated	69.9	2024	Good (PCI 80 - 65)	ST-DST	$ 56,854.60
RD-RDS-000784	SUNSET DRIVE	BOWEN ROAD	SOUTH END OF ROAD	90.74	6	544.4	2	0.181	Local	Gravel		2024			
RD-RDS-000786	SUNSET DRIVE	BOWEN ROAD	BRIDGE STREET	1055.3	6.5	6859.5	2	2.111	Local	Hot Mix Asphalt	67.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 247,969.12
RD-RDS-001291	SUNSET DRIVE	POUND AVENUE	BERTIE STREET	755.15	7	5286.1	2	1.51	Local	Hot Mix Asphalt	69.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 191,090.71
RD-RDS-001479	SUNSET DRIVE	GARRISON ROAD	POUND AVENUE	96.32	7	674.2	2	0.193	Local	Hot Mix Asphalt	64.5	2024	Fair (PCI 65-50)	HMA - Ovly	$ 24,373.78
RD-RDS-001633	SUNSET DRIVE	BRIDGE STREET	GILMORE ROAD	826.19	6.5	5370.2	2	1.652	Local	Hot Mix Asphalt	89	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002664	SUNSET DRIVE	GILMORE ROAD	BERTIE STREET	760.07	7	5320.5	2	1.52	Local	Hot Mix Asphalt	69.8	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 192,335.71
RD-RDS-000686	SUSSEX LANE	BAKER ROAD	RIVER TRAIL	280.73	7.9	2217.8	2	0.561	Local	Hot Mix Asphalt	65	2024	Fair (PCI 65-50)	HMA - Ovly	$ 80,172.28
RD-RDS-000779	SUTHERLAND DRIVE	CAIRN'S CRESCENT	SERVICE ROAD 4	21.52	5.5	118.4	2	0.043	Local	Surface Treated	38.1	2024	Very Poor (40-0)	ST-FDR & DST	$ 2,706.89
RD-RDS-001287	SUTHERLAND DRIVE	SERVICE ROAD 4	ARCADIA STREET	748.14	5.5	4114.8	2	1.496	Local	Surface Treated	57.5	2024	Fair (PCI 65-50)	ST-DST	$ 54,438.41
RD-RDS-002799	SWITCH ROAD	NIAGARA PARKWAY	SHAGBARK LANE	1516.47	6	9098.8	2	3.033	Local	Surface Treated	84.2	2024	Very Good (PCI 100-80)	ST-SST	$ 60,143.20
RD-RDS-002844	SWITCH ROAD	SHAGBARK LANE	TOWNLINE ROAD	87.05	6	522.3	2	0.174	Local	Surface Treated	73.5	2024	Good (PCI 80 - 65)	ST-SST	$ 3,452.40
RD-RDS-000068	TAIT AVENUE	WINTEMUTE STREET	SOUTH END OF ROAD	149.45	10	1494.5	2	0.299	Local	Hot Mix Asphalt	78.8	2024	Good (PCI 80 - 65)		$ -

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TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000021	TAYLOR AVENUE	TAYLOR CURVE	EAST END OF ROAD	89.93	6.5	584.5	2	0.18	Local	Hot Mix Asphalt	88.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002882	TAYLOR AVENUE	OAKES DRIVE	TAYLOR CURVE	203.45	6.5	1322.4	2	0.407	Local	Hot Mix Asphalt	97	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000927	TEAL ROAD	BERTIE STREET	GARRISON ROAD	802.43	5.5	4413.4	2	1.605	Local	Surface Treated	70.7	2024	Good (PCI 80 - 65)	ST-SST	$ 29,172.34
RD-RDS-001483	TEAL ROAD	RIDGE ROAD NORTH	BERTIE STREET	1070.02	5	5350.1	2	2.14	Local	Gravel		2024			
RD-RDS-000220	TECUMSEH TRAIL	OAKHILL BOULEVARD	BARKER AVENUE	407.85	4	1631.4	1	0.408	Local	Surface Treated	50.2	2024	Fair (PCI 65-50)	ST-FDR & DST	$ 37,310.12
RD-RDS-000221	TECUMSEH TRAIL	BARKER AVENUE	BERNARD AVENUE	204.36	4	817.4	1	0.204	Local	Surface Treated	45.1	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 18,694.85
RD-RDS-001178	TENTH STREET	OAKES DRIVE	NORTH END OF ROAD	233.92	6	1403.5	2	0.468	Local	Surface Treated	68.6	2024	Good (PCI 80 - 65)	ST-DST	$ 18,568.57
RD-RDS-002811	TENTH STREET	SIMS AVENUE	OAKES DRIVE	94.95	6	569.7	2	0.19	Local	Hot Mix Asphalt	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001793	TERESA DRIVE	RIVER TRAIL CRESCENT	EDINBURGH ROAD	174.64	5.5	960.5	2	0.349	Local	Surface Treated	72.3	2024	Good (PCI 80 - 65)	ST-SST	$ 6,349.04
RD-RDS-001015	TERRACE LANE	RIDGEWAY ROAD	LAKE AVENUE	154.46	5	772.3	1	0.154	Local	Hot Mix Asphalt	87.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001146	TERRACE LANE	LAKE AVENUE	ENGLISH AVENUE	223.88	5.4	1209.0	2	0.448	Local	Hot Mix Asphalt	59.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 66,069.23
RD-RDS-001459	TERRY DR	PETTIT ROAD	LONG ST	128.64	9	1157.8	2	0.257	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001662	TERRY DR	LONG ST	WEST END OF ROAD	116.05	9	1044.5	2	0.232	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000770	THOMPSON ROAD	NIAGARA PARKWAY	FRENCHMAN'S LANE	51.81	6.1	316.0	2	0.104	Local	Hot Mix Asphalt	88.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001164	THOMPSON ROAD	FRENCHMAN'S LANE	MCAFFEE STREET	80.68	6.1	492.1	2	0.161	Local	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001165	THOMPSON ROAD	MCAFFEE STREET	MACKENZIE STREET	74.14	6.1	452.3	2	0.148	Local	Hot Mix Asphalt	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001218	THOMPSON ROAD	ARCADIA STREET	BOWEN ROAD NORTH	797.32	6.1	4863.7	2	1.595	Local	Surface Treated	61.3	2024	Fair (PCI 65-50)	ST-DST	$ 64,346.12
RD-RDS-001490	THOMPSON ROAD	BOWEN ROAD NORTH	THOMPSON ROAD CUT-OFF	363.34	6.1	2216.4	2	0.727	Local	Surface Treated	69.8	2024	Good (PCI 80 - 65)	ST-DST	$ 29,322.63
RD-RDS-001750	THOMPSON ROAD	MACKENZIE STREET	LEMCKE STREET	90.5	6.1	552.1	2	0.181	Local	Hot Mix Asphalt	83.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002809	THOMPSON ROAD	ARCADIA STREET	LEMCKE ST	519.98	8	4159.8	2	1.04	Local	Hot Mix Asphalt	83.9	2024	Very Good (PCI 100-80)	ST-SST	$ 27,496.54
RD-RDS-000597	THORNWOOD AVENUE	DOMINION ROAD	HIBBARD STREET	215.68	6	1294.1	2	0.431	Local	Hot Mix Asphalt	76.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000593	THUNDER BAY ROAD	RIDGE ROAD SOUTH	PROSPECT POINT ROAD	253.78	8.5	2157.1	2	0.508	Collector	Hot Mix Asphalt	91.4	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000772	THUNDER BAY ROAD	WINDMILL POINT ROAD	EVERTON ROAD	472.12	6.1	2879.9	2	0.944	Local	Hot Mix Asphalt	65.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 104,109.54
RD-RDS-000775	THUNDER BAY ROAD	NEVA ROAD	SHIRLEY ROAD	88.72	6	532.3	2	0.177	Collector	Surface Treated	83.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000778	THUNDER BAY ROAD	WELLS AVENUE	COOK AVENUE	201.45	6	1208.7	2	0.403	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000780	THUNDER BAY ROAD	GORDON AVENUE	WELLS AVENUE	200.25	6	1201.5	2	0.401	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000783	THUNDER BAY ROAD	PLEASANT AVENUE	BURLEIGH ROAD	88.23	6.5	573.5	2	0.176	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000785	THUNDER BAY ROAD	MAPLE LEAF AVENUE	PLEASANT AVENUE	88.82	6.5	577.3	2	0.178	Collector	Hot Mix Asphalt	61.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 31,551.09
RD-RDS-000787	THUNDER BAY ROAD	PROSPECT POINT ROAD	MAPLE LEAF AVENUE	610.1	6.5	3965.7	2	1.22	Collector	Hot Mix Asphalt	62.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 216,722.77
RD-RDS-001018	THUNDER BAY ROAD	EVERTON ROAD	SEFTON ROAD	172.27	6.1	1050.8	2	0.345	Local	Hot Mix Asphalt	65.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 37,988.12
RD-RDS-001019	THUNDER BAY ROAD	SEFTON ROAD	STANILAND PARK ROAD	85.89	6.1	523.9	2	0.172	Local	Hot Mix Asphalt	68.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 18,940.03
RD-RDS-001020	THUNDER BAY ROAD	STANILAND PARK ROAD	STONEMILL ROAD	86.94	6.1	530.3	2	0.174	Local	Hot Mix Asphalt	85.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001318	THUNDER BAY ROAD	COLONY ROAD	COLONY ROAD	608.18	6.1	3709.9	2	1.216	Local	Surface Treated	77.8	2024	Good (PCI 80 - 65)	ST-SST	$ 24,522.43
RD-RDS-001344	THUNDER BAY ROAD	SHIRLEY ROAD	COLONY ROAD	79.53	6.1	485.1	2	0.159	Local	Surface Treated	80.8	2024	Very Good (PCI 100-80)	ST-SST	$ 3,206.73
RD-RDS-001554	THUNDER BAY ROAD	COOK AVENUE	BERNARD AVENUE	227.19	6.5	1476.7	2	0.454	Collector	Surface Treated	71.3	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001610	THUNDER BAY ROAD	COLONY ROAD	WINDMILL POINT ROAD S	523.12	6.1	3191.0	2	1.046	Local	Surface Treated	79.1	2024	Good (PCI 80 - 65)	ST-SST	$ 21,092.72
RD-RDS-001631	THUNDER BAY ROAD	NICOLAS ROAD	NEVA ROAD	159.06	6.5	1033.9	2	0.318	Collector	Surface Treated	70.1	2024	Good (PCI 80 - 65)	ST-DST	$ 13,678.37
RD-RDS-001762	THUNDER BAY ROAD	BERNARD AVENUE	NICOLAS ROAD	159.21	6.5	1034.9	2	0.318	Collector	Surface Treated	70.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001796	THUNDER BAY ROAD	BURLEIGH ROAD	GORDON AVENUE	182.26	6	1093.6	2	0.365	Collector	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000125	TORRANCE STREET	CHAMPLAIN DRIVE WEST	CONCESSION ROAD	90.54	8.5	769.6	2	0.181	Local	Hot Mix Asphalt	66.6	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 27,820.68
RD-RDS-001171	TORRANCE STREET	CHAMPLAIN DRIVE WEST	COURT STREET	160.76	8.5	1366.5	2	0.322	Local	Hot Mix Asphalt	70.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 49,397.53
RD-RDS-001172	TORRANCE STREET	COURT STREET	LAVINIA STREET	76.92	8.5	653.8	2	0.154	Local	Hot Mix Asphalt	71.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000155	TORRENCE STREET	CATHERINE STREET	LAVINIA STREET	109.86	8.5	933.8	2	0.22	Local	Hot Mix Asphalt	67.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 33,757.23
RD-RDS-000156	TORRENCE STREET	HENRIETTA STREET	CATHERINE STREET	231.7	8.5	1969.5	2	0.463	Collector	Hot Mix Asphalt	61.3	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 107,630.44
RD-RDS-000157	TORRENCE STREET	GILMORE ROAD	HENRIETTA STREET	182.61	8.5	1552.2	2	0.365	Collector	Hot Mix Asphalt	53.1	2024	Fair (PCI 65-50)	HMA - Recon 90HMA	$ 203,957.11
RD-RDS-000862	TOWNLINE ROAD	SERVICE ROAD 7	SUMNER ROAD	1338.34	6	8030.0	2	2.677	Local	Surface Treated	80.4	2024	Very Good (PCI 100-80)	ST-SST	$ 53,078.56

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RD-RDS-000865	TOWNLINE ROAD	SWITCH ROAD	TOWNLINE ROAD (DRIVEWAY ACCESS)	513.64	7	3595.5	2	1.027	Local	Hot Mix Asphalt	94.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001200	TOWNLINE ROAD	RIDGEMOUNT ROAD	SWITCH ROAD	981.49	6	5888.9	2	1.963	Local	Hot Mix Asphalt	91.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001236	TOWNLINE ROAD	TOWNLINE ROAD (DRIVEWAY ACCESS)	ORIOLE BOULEVARD	486.69	7	3406.8	2	0.973	Local	Hot Mix Asphalt	93.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001237	TOWNLINE ROAD	ORIOLE BOULEVARD	NETHERBY ROAD	249.17	7	1744.2	2	0.498	Local	Hot Mix Asphalt	96	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002888	TOWNLINE ROAD	SCHWEIGLER ROAD	RIDGEMOUNT ROAD	298.79	6	1792.7	2	0.598	Local	Surface Treated	94.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002889	TOWNLINE ROAD	SUMNER ROAD	SCHWEIGLER ROAD	624.45	6	3746.7	2	1.249	Local	Surface Treated	94.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000886	TOWNLINE ROAD (DRIVEWAY)	TOWNLINE RD	EAST LIMIT	390.25	6	2341.5	2	0.781	Local	Hot Mix Asphalt	64.8	2024	Fair (PCI 65-50)	HMA - Ovly	$ 84,645.23
RD-RDS-001346	TRAVEL CENTRE COURT	PETTIT ROAD	SOUTH END OF ROAD	216.08	7.5	1620.6	2	0.432	Local	Hot Mix Asphalt	65.3	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 58,584.69
RD-RDS-001259	TRILLIUM CRESCENT	DERBYSHIRE DRIVE	DERBYSHIRE DRIVE	289.53	7.9	2287.3	2	0.579	Local	Hot Mix Asphalt	89.1	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000745	UTVICH PARKWAY	EAST MAIN STREET	EAST END OF ROAD	234.03	7.9	1848.8	2	0.468	Local	Hot Mix Asphalt	67.2	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 66,835.46
RD-RDS-000998	VETERAN'S WAY	CENTRAL AVENUE	MATHER CIRCLE	185.93	7.9	1468.8	2	0.372	Local	Paver		2024			
RD-RDS-000454	VICTORIA ROAD	DERBY ROAD	RIDGEWAY ROAD	207.79	4.5	935.1	1	0.208	Local	Hot Mix Asphalt	70.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 33,802.24
RD-RDS-000459	VICTORIA ROAD	ELMWOOD AVENUE	MAPLEWOOD AVENUE	56.71	4.5	255.2	2	0.113	Local	Hot Mix Asphalt	68.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 9,225.30
RD-RDS-001102	VICTORIA ROAD	OXFORD AVENUE	DEVON PLACE	57.54	4.5	258.9	2	0.115	Local	Hot Mix Asphalt	77.9	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001573	VICTORIA ROAD	DEVON PLACE	DERBY ROAD	165.75	4.5	745.9	2	0.332	Local	Hot Mix Asphalt	67.1	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 26,963.38
RD-RDS-001574	VICTORIA ROAD	MAPLEWOOD AVENUE	CRYSTAL PLAZA	46.59	4.5	209.7	2	0.093	Local	Hot Mix Asphalt	75.7	2024	Good (PCI 80 - 65)		$ -
RD-RDS-001711	VICTORIA ROAD	CRYSTAL PLAZA	OXFORD AVENUE	14.66	4.5	66.0	2	0.029	Local	Hot Mix Asphalt	58.2	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 3,605.26
RD-RDS-001278	VIKING STREET	BURWELL STREET	VIKING STREET	93.29	8.5	793.0	2	0.187	Local	Hot Mix Asphalt	89.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002705	VIKING STREET	VIKING STREET	VIKING STREET	48.01	8.5	408.1	2	0.096	Local	Hot Mix Asphalt	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002706	VIKING STREET	VIKING STREET	ARTHUR STREET	65.65	8.5	558.0	2	0.131	Local	Hot Mix Asphalt	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001210	VILLAGE CREEK DRIVE	LOWER COACH ROAD	OLD MILL ROAD	92.58	8.5	786.9	2	0.185	Local	Hot Mix Asphalt	85	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001263	VILLAGE CREEK DRIVE	EDSALL DRIVE	VILLAGE CREEK DRIVE	183.3	9	1649.7	2	0.367	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001280	VILLAGE CREEK DRIVE	VILLAGE CREEK DRIVE	VILLAGE CREEK DRIVE	372.96	9	3356.6	2	0.746	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001376	VILLAGE CREEK DRIVE	LOWER COACH DRIVE	VILLAGE CREEK DRIVE	178.13	8.5	1514.1	2	0.356	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000064	WALDEN BOULEVARD	KING STREET	MATHER BOULEVARD	164.06	10	1640.6	2	0.328	Local	Hot Mix Asphalt	60.7	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 89,658.79
RD-RDS-000166	WALDEN BOULEVARD	MURDOCK AVENUE	DIPIETRO STREET	276.92	9	2492.3	2	0.554	Local	Composite	60	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 136,203.10
RD-RDS-001115	WALDEN BOULEVARD	MATHER BOULEVARD	CONCESSION ROAD	330.29	10	3302.9	2	0.661	Local	Hot Mix Asphalt	65.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 119,399.84
RD-RDS-001175	WALDEN BOULEVARD	HOSPITALITY DRIVE	MURDOCK AVENUE	106.42	9	957.8	2	0.213	Local	Hot Mix Asphalt	58.4	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 52,342.68
RD-RDS-001176	WALDEN BOULEVARD	DIPIETRO STREET	GARRISON ROAD	22.25	9	200.3	2	0.045	Local	Composite	66	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 7,239.04
RD-RDS-001809	WALDEN BOULEVARD	HOSPITALITY DRIVE	CONCESSION ROAD	304.93	9	2744.4	2	0.61	Local	Hot Mix Asphalt	44.6	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 360,610.22
RD-RDS-001591	WALLACE STREET	RIDGE ROAD	NORTH MILL STREET	116.84	6.5	759.5	2	0.234	Local	Hot Mix Asphalt	79.5	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000007	WARREN STREET	LEWIS STREET	WEST END OF ROAD	136.76	7	957.3	2	0.274	Local	Hot Mix Asphalt	89.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000809	WARWICK AVENUE	HOUCK CRESCENT	NIAGARA BOULEVARD	151.71	5	758.6	2	0.303	Local	Surface Treated	18.6	2024	Very Poor (40-0)	ST-FDR & DST	$ 17,348.04
RD-RDS-000224	WASHINGTON ROAD	HELENA STREET	DOMINION ROAD	404.05	5.5	2222.3	2	0.808	Collector	Hot Mix Asphalt	75.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000055	WATERLOO STREET	QUEEN STREET	PRINCESS STREET	105.66	8.5	898.1	2	0.211	Local	Hot Mix Asphalt	75.2	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000057	WATERLOO STREET	PRINCESS STREET	JOHN STREET	59.77	8.5	508.0	2	0.12	Local	Hot Mix Asphalt	83.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000058	WATERLOO STREET	JOHN STREET	FORSYTHE STREET	74.66	8.5	634.6	2	0.149	Local	Hot Mix Asphalt	79.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000059	WATERLOO STREET	FORSYTHE STREET	BERTIE STREET	165.8	7	1160.6	2	0.332	Local	Hot Mix Asphalt	80.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000060	WATERLOO STREET	BERTIE STREET	MURRAY STREET	196.34	8.5	1668.9	2	0.393	Local	Hot Mix Asphalt	87.3	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000062	WATERLOO STREET	MURRAY STREET	LAVINIA STREET	109.39	8.5	929.8	2	0.219	Local	Hot Mix Asphalt	86.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000063	WATERLOO STREET	LAVINIA STREET	CATHERINE STREET	109.8	8.5	933.3	2	0.22	Local	Hot Mix Asphalt	84.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000681	WELLINGTON COURT	WELLINGTON ROAD WEST END	DERBY ROAD	168.55	5.5	927.0	2	0.337	Local	Hot Mix Asphalt	81.9	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000702	WELLINGTON COURT	MICHENER ROAD	WELLINGTON ROAD WEST END	114.7	5.5	630.9	2	0.229	Local	Hot Mix Asphalt	72.8	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000676	WELLINGTON ROAD	RIDGEWAY ROAD	EAST END OF ROAD	157.3	6	943.8	2	0.315	Local	Surface Treated	57.4	2024	Fair (PCI 65-50)	ST-DST	$ 12,486.47
RD-RDS-000678	WELLINGTON ROAD	HAUN ROAD	RIDGEWAY ROAD	80.99	4.5	364.5	1	0.081	Local	Surface Treated	66.7	2024	Good (PCI 80 - 65)	ST-DST	$ 4,821.74
RD-RDS-000679	WELLINGTON ROAD	BELVIDERE ROAD	HAUN ROAD	61.94	4.5	278.7	2	0.124	Local	Surface Treated	73.1	2024	Good (PCI 80 - 65)	ST-SST	$ 1,842.41

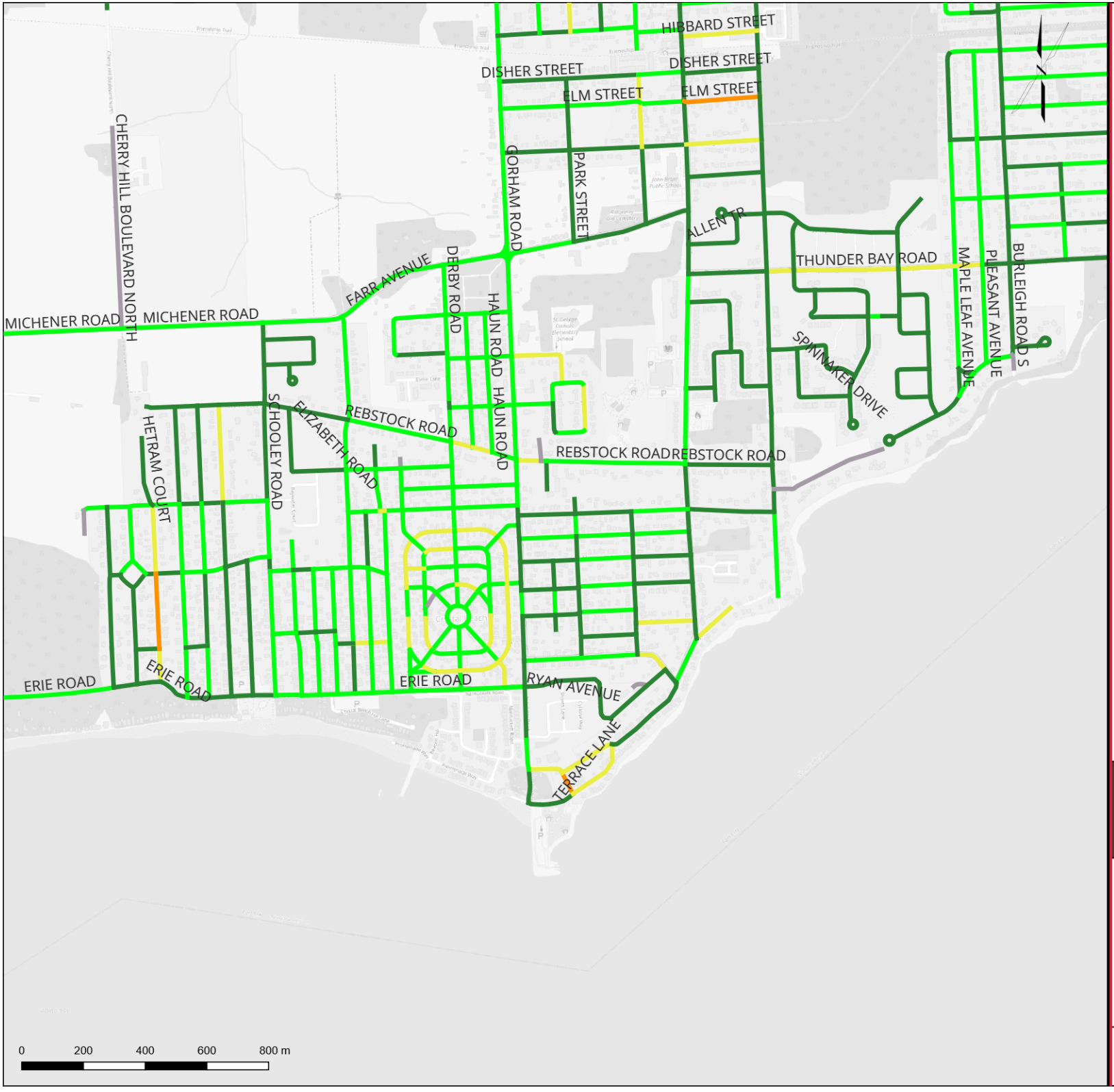
Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-000680	WELLINGTON ROAD	DERBY ROAD	BELVIDERE ROAD	65.16	4.5	293.2	2	0.13	Local	Surface Treated	69	2024	Good (PCI 80 - 65)	ST-DST	$ 3,879.30
RD-RDS-000296	WELLS AVENUE	DOMINION ROAD	PARKER AVENUE	103.11	5	515.6	2	0.206	Local	Baselift Asphalt	100	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000416	WELLS AVENUE	YOUNG AVENUE	SOUTH END OF ROAD	115.25	3.5	403.4	1	0.115	Local	Gravel		2024			
RD-RDS-000418	WELLS AVENUE	PARKER AVENUE	GROVE AVENUE	102.01	5	510.1	2	0.204	Local	Surface Treated	82	2024	Very Good (PCI 100-80)	ST-SST	$ 3,371.43
RD-RDS-002738	WELLS AVENUE	EVADERE AVENUE	YOUNG AVENUE	96.61	5	483.1	2	0.193	Local	Surface Treated	84.5	2024	Very Good (PCI 100-80)	ST-SST	$ 3,192.96
RD-RDS-001474	WEST AVENUE	GRACEFIELD AVENUE	BOWEN ROAD	59.55	5.5	327.5	2	0.119	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 2,164.94
RD-RDS-002843	WEST AVENUE	WEST END OF ROAD	GRACEFIELD AVENUE	261.22	4	1044.9	1	0.261	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 6,906.66
RD-RDS-000648	WEST MAIN STREET	STEVENSVILLE ROAD	AIRLINE STREET	107.26	10.2	1094.1	3	0.322	Collector	Hot Mix Asphalt	83.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000649	WEST MAIN STREET	AIRLINE STREET	MAY AVENUE	97.77	10	977.7	3	0.293	Collector	Hot Mix Asphalt	85.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000835	WEST MAIN STREET	OLD MILL ROAD	OTT ROAD	453.21	6.5	2945.9	2	0.906	Collector	Hot Mix Asphalt	69.7	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 106,493.02
RD-RDS-001317	WEST MAIN STREET	OLD MILL ROAD	CORAL AVENUE	334.84	6.5	2176.5	2	0.67	Collector	Hot Mix Asphalt	65.4	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 78,679.03
RD-RDS-001720	WEST MAIN STREET	MAY STREET	CORAL AVENUE	116.6	13	1515.8	4	0.466	Collector	Hot Mix Asphalt	73.6	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000659	WESTBROOK AVENUE	RIVER TRAIL CRESCENT	EDINBURGH ROAD	105.84	5.5	582.1	2	0.212	Local	Surface Treated	56.5	2024	Fair (PCI 65-50)	ST-DST	$ 7,701.45
RD-RDS-001630	WESTBROOK AVENUE	EDINBURGH ROAD	BLACK CREEK ROAD	108.59	5.5	597.2	2	0.217	Local	Surface Treated	47.9	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 13,658.99
RD-RDS-000621	WESTWOOD AVENUE	GLENOLDEN LANE	GLENSPRING ROAD	240.25	5	1201.3	2	0.481	Local	Surface Treated	82.2	2024	Very Good (PCI 100-80)	ST-SST	$ 7,940.26
RD-RDS-001620	WESTWOOD AVENUE	ERIE ROAD	GLENOLDEN LANE	168.64	5	843.2	2	0.337	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 5,573.55
RD-RDS-001832	WESTWOOD AVENUE	GLENSPRING ROAD	SMALLS ROAD	220.87	5	1104.4	2	0.442	Local	Surface Treated	76.7	2024	Good (PCI 80 - 65)	ST-SST	$ 7,299.75
RD-RDS-002870	WESTWOOD AVENUE	SMALLS ROAD	REBSTOCK ROAD	316.73	4.5	1425.3	2	0.633	Local	Hot Mix Asphalt	95.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001271	WHISPERING WOODS TR	WEST END	BUTLER'S DR N	168.22	9	1514.0	2	0.336	Local	Hot Mix Asphalt	91.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002709	WHISPERING WOODS TRAIL	200m WEST OF BUTLER'S DRIVE	PROSPECT POINT ROAD NORTH	278.2	8	2225.6	2	0.556	Local	Hot Mix Asphalt	91.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000181	WHITE AVENUE	ADELADE STREET	EAST END OF ROAD	120.22	5.7	685.3	2	0.24	Local	Surface Treated	43.2	2024	Poor (PCI 50-40)	ST-FDR & DST	$ 15,671.76
RD-RDS-002884	WILDWOOD AVENUE	POINT ABINO ROAD SOUTH	WEST END OF ROAD	239.59	4.2	1006.3	1	0.24	Local	Surface Treated	91.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-001238	WILLOW ROAD	NEWGATE ROAD	EAST END OF TRAVELED ROAD	40.08	5	200.4	2	0.08	Local	Gravel		2024			
RD-RDS-001505	WILLOW ROAD	SCHAUBEL ROAD	WEST END OF ROAD	279.94	5	1399.7	2	0.56	Local	Gravel		2024			
RD-RDS-002788	WILLOW ROAD	SCHAUBEL ROAD	NETHERBY ROAD	1469.63	8	11757.0	2	2.939	Local	Surface Treated	89.6	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002871	WILLOWOOD AVENUE	GLENSPRING ROAD	SMALLS ROAD	220.78	5	1103.9	2	0.442	Local	Hot Mix Asphalt	90.8	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002872	WILLOWOOD AVENUE	GLENOLDEN LANE	GLENSPRING ROAD	235.65	8	1885.2	2	0.471	Local	Hot Mix Asphalt	95.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002873	WILLOWOOD AVENUE	ERIE ROAD	GLENOLDEN LANE	128.13	8	1025.0	2	0.256	Local	Hot Mix Asphalt	95.5	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000580	WILLSON STREET	NORTH MILL STREET	RIDGE ROAD	115.49	6	692.9	2	0.231	Local	Hot Mix Asphalt	90.2	2024	Very Good (PCI 100-80)		$ -
RD-RDS-000759	WINDMILL POINT ROAD	THUNDER BAY ROAD	DOMINION ROAD	996.43	6.1	6078.2	2	1.993	Local	Hot Mix Asphalt	74.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000913	WINDMILL POINT ROAD NORTH	NIGH ROAD	SOUTH END OF ROAD	277.74	3	833.2	1	0.278	Local	Gravel		2024			
RD-RDS-001194	WINDMILL POINT ROAD NORTH	DOMINION ROAD	NORTH END OF ROAD	256.24	6.1	1563.1	2	0.512	Local	Gravel		2024			
RD-RDS-000761	WINDMILL POINT ROAD S	THUNDER BAY ROAD	JOHNSTON ROAD	248.18	6.1	1513.9	2	0.496	Local	Hot Mix Asphalt	63.9	2024	Fair (PCI 65-50)	HMA - Ovly	$ 54,727.41
RD-RDS-001023	WINDMILL POINT ROAD S	JOHNSTON ROAD	WINDMILL POINT WEST LANE	482.21	6.1	2941.5	2	0.964	Local	Hot Mix Asphalt	62.5	2024	Fair (PCI 65-50)	HMA - 2Ovly	$ 160,751.94
RD-RDS-001024	WINDMILL POINT ROAD S	WINDMILL POINT WEST LANE	SOUTH END OF ROAD	78.7	6.1	480.1	2	0.157	Local	Hot Mix Asphalt	38.1	2024	Very Poor (40-0)	HMA - Recon 90HMA	$ 63,081.20
RD-RDS-000195	WINDSOR AVENUE	LAKESHORE ROAD	NORTH END OF ROAD	243.44	4.5	1095.5	2	0.487	Local	Hot Mix Asphalt	64.2	2024	Fair (PCI 65-50)	HMA - Ovly	$ 39,601.60
RD-RDS-000811	WINGER ROAD	EAST MAIN STREET	BOWEN ROAD	1270.19	6	7621.1	2	2.54	Local	Surface Treated	69	2024	Good (PCI 80 - 65)	ST-DST	$ 100,827.68
RD-RDS-000934	WINGER ROAD	NETHERBY ROAD	COLLEGE ROAD	861.46	6.1	5254.9	2	1.723	Local	Surface Treated	73.5	2024	Good (PCI 80 - 65)	ST-SST	$ 34,734.93
RD-RDS-000936	WINGER ROAD	COLLEGE ROAD	EAGLE STREET	805.43	6.1	4913.1	2	1.611	Local	Surface Treated	64.3	2024	Fair (PCI 65-50)	ST-DST	$ 65,000.62
RD-RDS-001217	WINGER ROAD	CP RAIL-CASO LANDS (FORMER RAIL LINE)	EAST MAIN STREET	141.67	6.1	864.2	2	0.283	Local	Surface Treated	76	2024	Good (PCI 80 - 65)	ST-SST	$ 5,712.28
RD-RDS-001747	WINGER ROAD	EAGLE STREET	CP RAIL-CASO LANDS (FORMER RAIL LINE)	298.81	6.1	1822.7	2	0.598	Local	Surface Treated	76.7	2024	Good (PCI 80 - 65)	ST-SST	$ 12,048.32
RD-RDS-001797	WINGER ROAD	BOWEN ROAD	FARM ROAD	1632.53	6	9795.2	2	3.265	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 64,746.14
RD-RDS-000008	WINTEMUTE STREET	TAIT AVENUE	NIAGARA BOULEVARD	151.86	12	1822.3	3	0.456	Collector	Hot Mix Asphalt	68	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 65,876.87
RD-RDS-000009	WINTEMUTE STREET	PROW AVENUE	TAIT AVENUE	136.67	12	1640.0	3	0.41	Collector	Hot Mix Asphalt	69.5	2024	Good (PCI 80 - 65)	HMA - Ovly	$ 59,287.45
RD-RDS-000010	WINTEMUTE STREET	CENTRAL AVENUE	PROW AVENUE	173.77	12	2085.2	3	0.521	Collector	Hot Mix Asphalt	63.6	2024	Fair (PCI 65-50)	HMA - Ovly	$ 75,381.43
RD-RDS-001674	WINTEMUTE STREET	GLENNY STREET	CENTRAL AVENUE	215.06	6	1290.4	2	0.43	Collector	Hot Mix Asphalt	72.1	2024	Good (PCI 80 - 65)		$ -

Fort Erie 2024 Road Listing

TOFE Asset_ID	Street	From Limit	To Limit	Length_m	Width_m	Area_m2	Lanes	LaneKm	FunctionalClass	Surface Type	PCI	Assessment Year	Condition Category	Treatement Need (2025)	Treatement Cost (2025)
RD-RDS-001810	WINTEMUTE STREET	LEWIS STREET	GLENNY STREET	135.01	6	810.1	2	0.27	Collector	Hot Mix Asphalt	76.1	2024	Good (PCI 80 - 65)		$ -
RD-RDS-000006	WOOD STREET	DUNLOP STREET	EAST END OF ROAD	155.24	8.5	1319.5	2	0.31	Local	Hot Mix Asphalt	49.9	2024	Poor (PCI 50-40)	HMA - Recon 90HMA	$ 173,387.56
RD-RDS-000975	WOODSIDE CRESCENT	CRESCENT ROAD	SOUTH END OF ROAD	158.95	7.9	1255.7	2	0.318	Local	Hot Mix Asphalt	80.7	2024	Very Good (PCI 100-80)		$ -
RD-RDS-002707	YACHT HARBOUR ROAD	PROSPECT POINT ROAD NORTH	EAST END OF ROAD	379.75	8	3038.0	2	0.76	Local	Gravel		2024			
RD-RDS-000228	YOUNG AVENUE	COOK AVENUE	WELLS AVENUE	202.4	5	1012.0	2	0.405	Local	Surface Treated	80	2024	Good (PCI 80 - 65)	ST-SST	$ 6,689.32
RD-RDS-000229	YOUNG AVENUE	WELLS AVENUE	GORDON AVENUE	199.84	5	999.2	2	0.4	Local	Surface Treated	81.3	2024	Very Good (PCI 100-80)	ST-SST	$ 6,604.71
RD-RDS-000230	YOUNG AVENUE	GORDON AVENUE	BURLEIGH ROAD	180.15	5	900.8	2	0.36	Local	Surface Treated	77.9	2024	Good (PCI 80 - 65)	ST-SST	$ 5,953.96
RD-RDS-000394	YOUNG AVENUE	NEVA ROAD	NICOLAS ROAD	158.65	5.5	872.6	2	0.317	Local	Surface Treated	78.7	2024	Good (PCI 80 - 65)	ST-SST	$ 5,767.72
RD-RDS-000395	YOUNG AVENUE	NICOLAS ROAD	BERNARD AVENUE	158.88	5.5	873.8	2	0.318	Local	Surface Treated	83	2024	Very Good (PCI 100-80)	ST-SST	$ 5,776.08
RD-RDS-001690	YOUNG AVENUE	BERNARD AVENUE	COOK AVENUE	226.04	5	1130.2	2	0.452	Local	Surface Treated	81.6	2024	Very Good (PCI 100-80)	ST-SST	$ 7,470.62

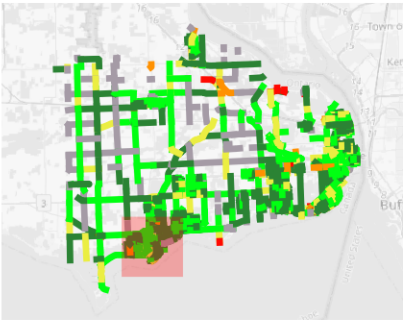
Appendix B:
Network PCI (Map)



LEGEND

Condition Category

- Very Good (PCI 100-80)
- Good (PCI 80 - 65)
- Fair (PCI 65-50)
- Poor (PCI 50-40)
- Very Poor (40-0)
- Not Included in Study



Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

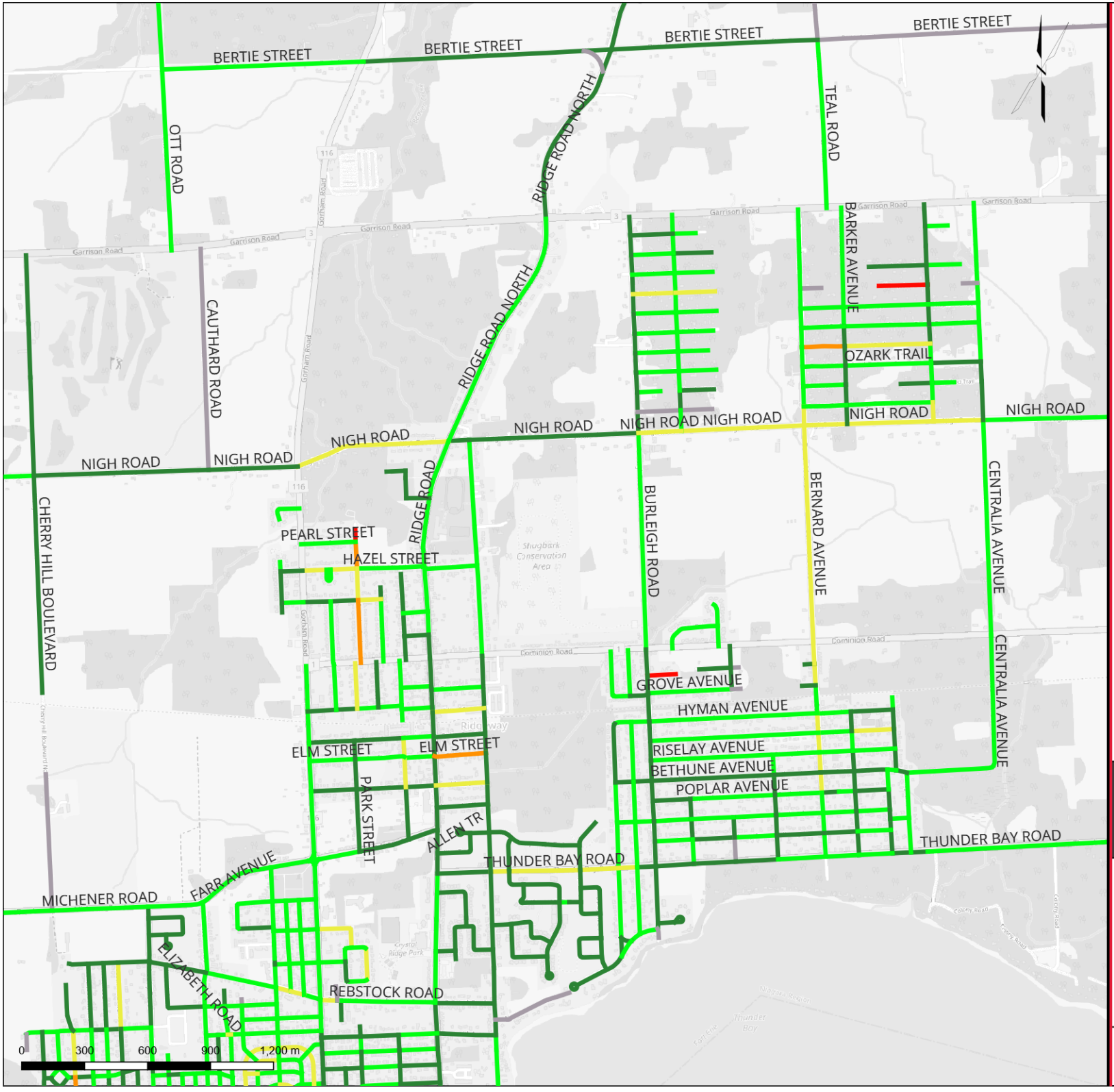
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Map Title: Network PCI

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

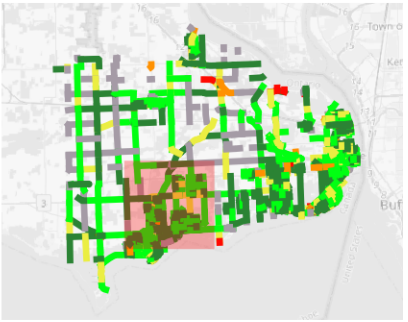
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LEGEND

Condition Category

- Very Good (PCI 100-80)
- Good (PCI 80 - 65)
- Fair (PCI 65-50)
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Reference(s)

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2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

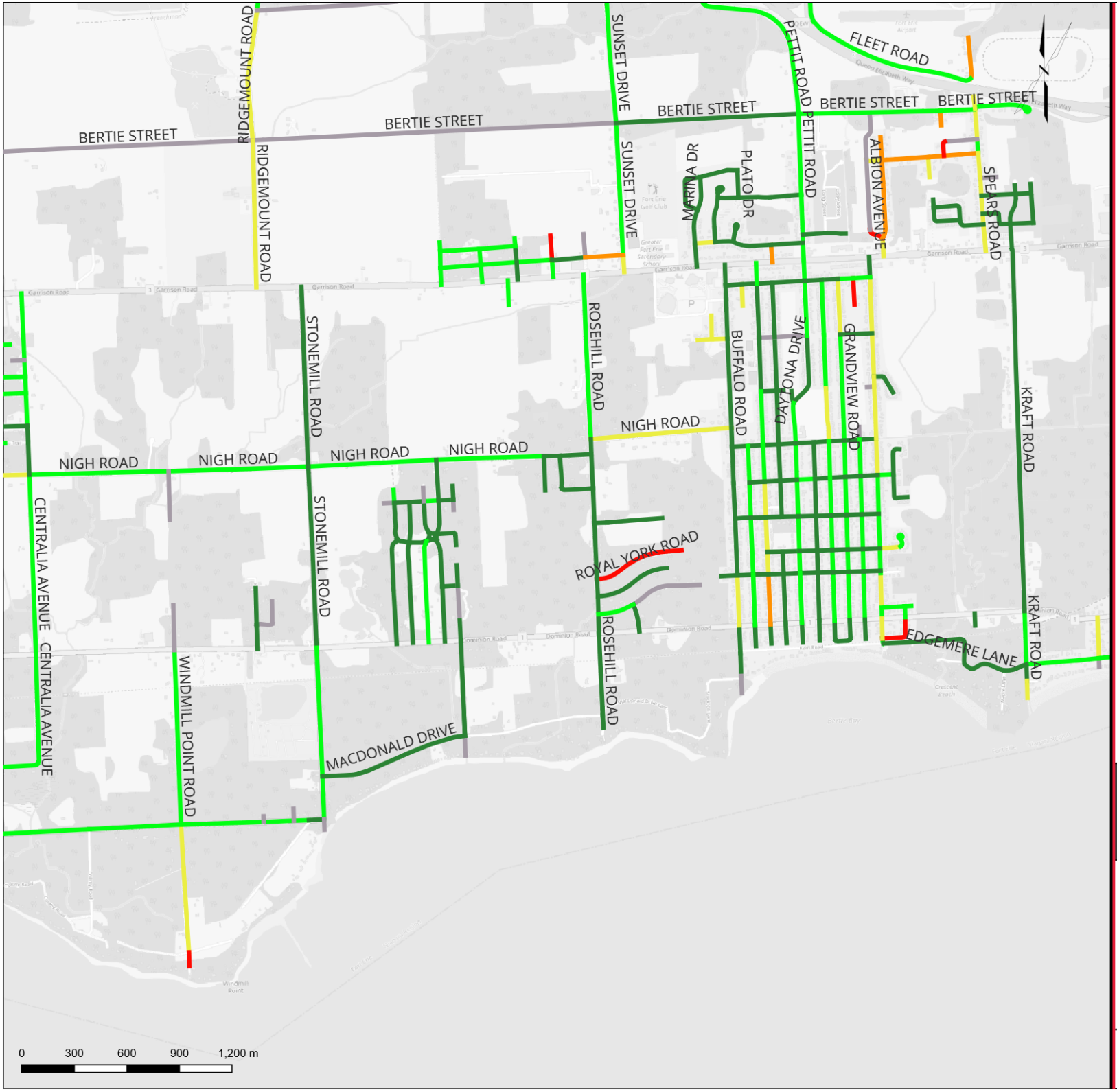
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Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
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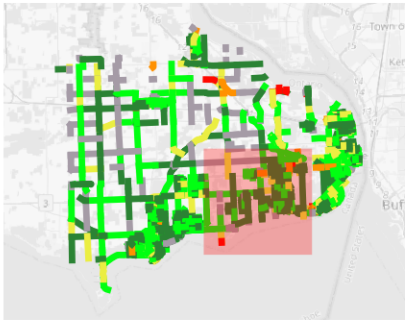
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LEGEND

Condition Category

- Very Good (PCI 100-80)
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- Fair (PCI 65-50)
- Poor (PCI 50-40)
- Very Poor (40-0)
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Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

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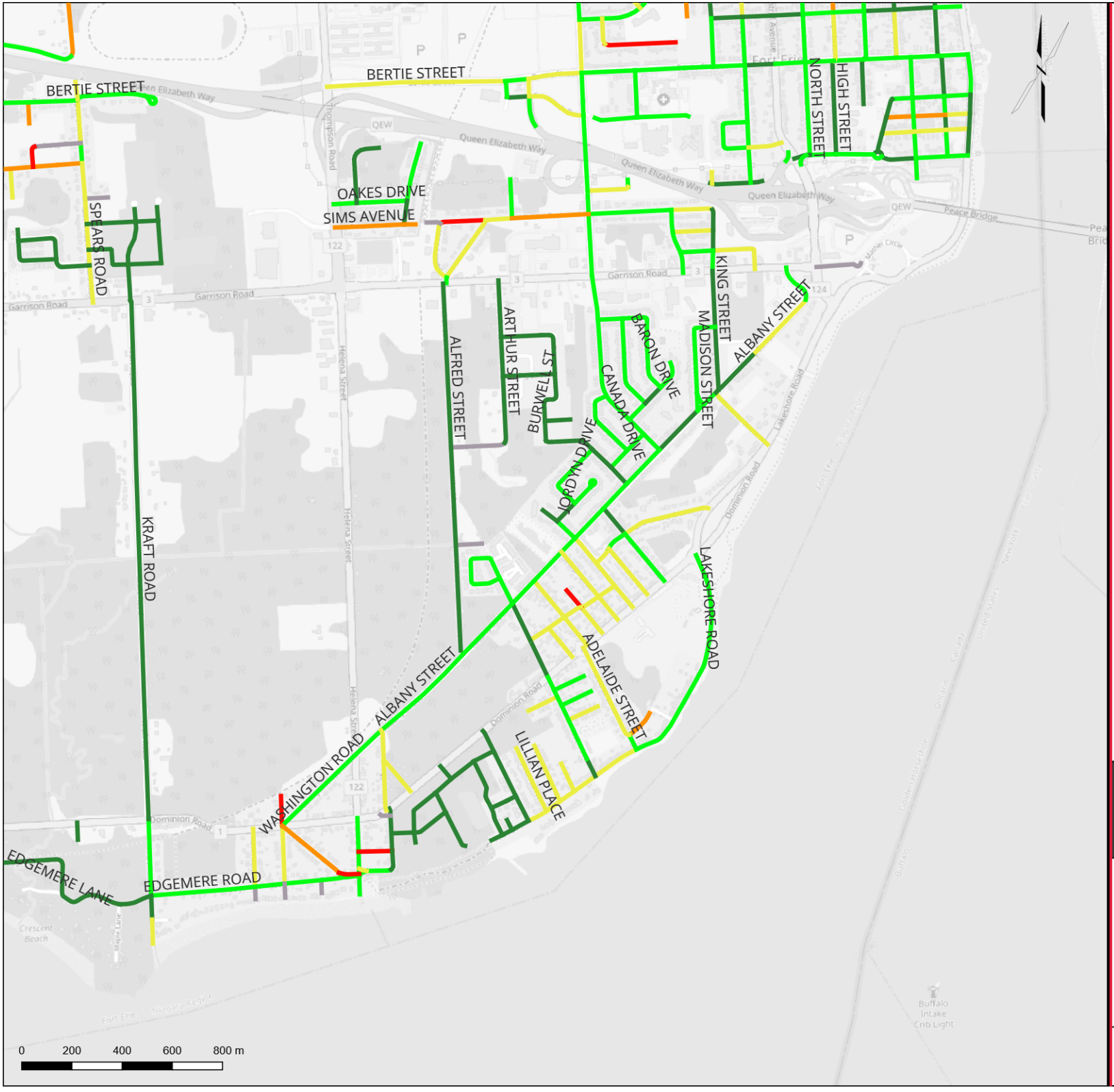
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Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
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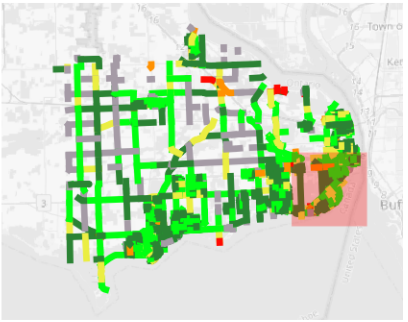
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LEGEND

Condition Category

- Very Good (PCI 100-80)
- Good (PCI 80 - 65)
- Fair (PCI 65-50)
- Poor (PCI 50-40)
- Very Poor (40-0)
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Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

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Map Title: Network PCI

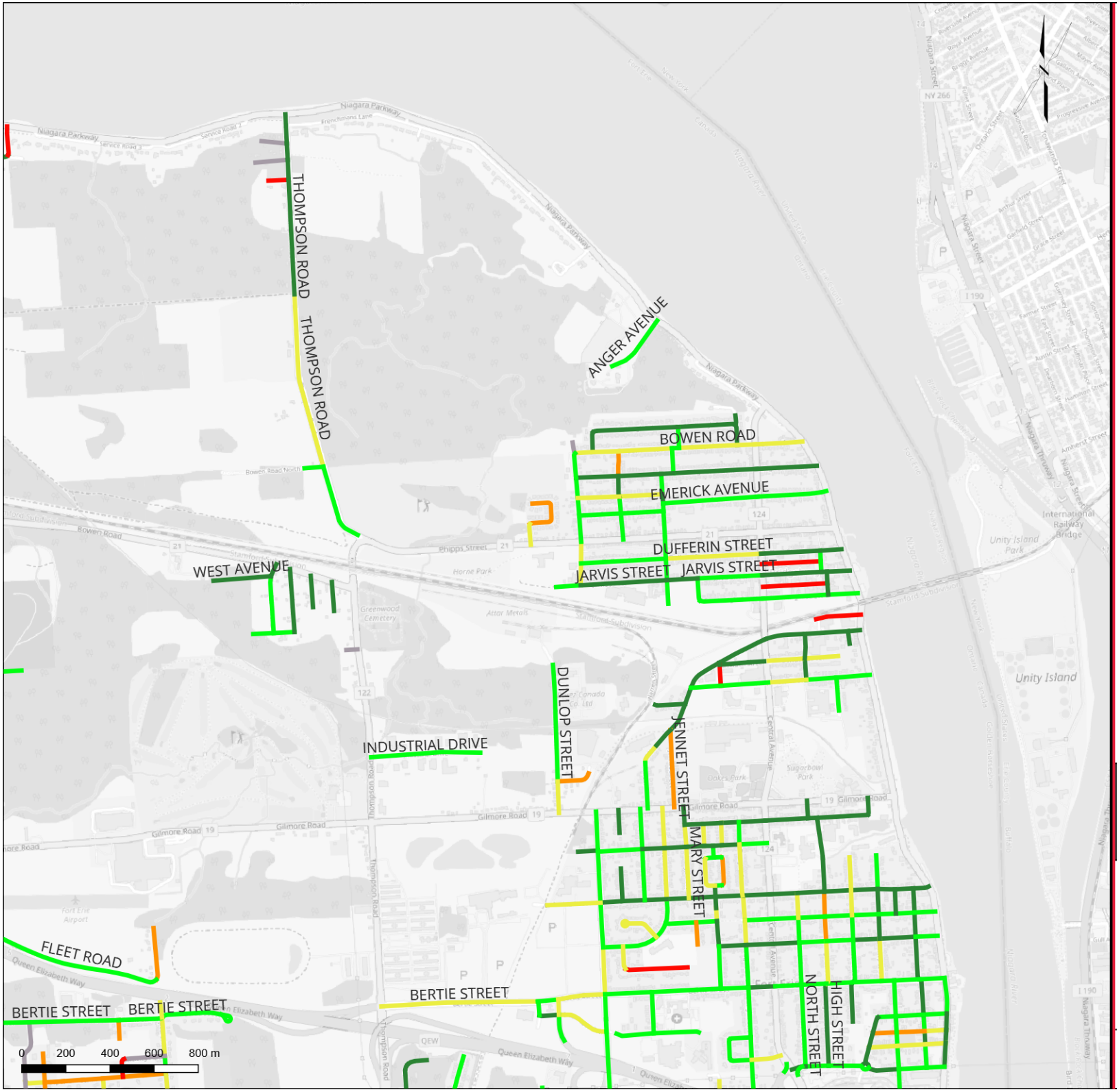
Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

GEI Consultants

Last Updated: August 2025
Document ID: 700000-G-000

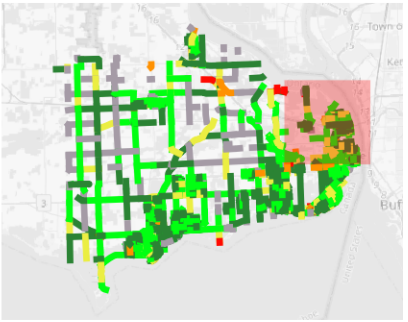
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LEGEND

Condition Category

- Very Good (PCI 100-80)
- Good (PCI 80 - 65)
- Fair (PCI 65-50)
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Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

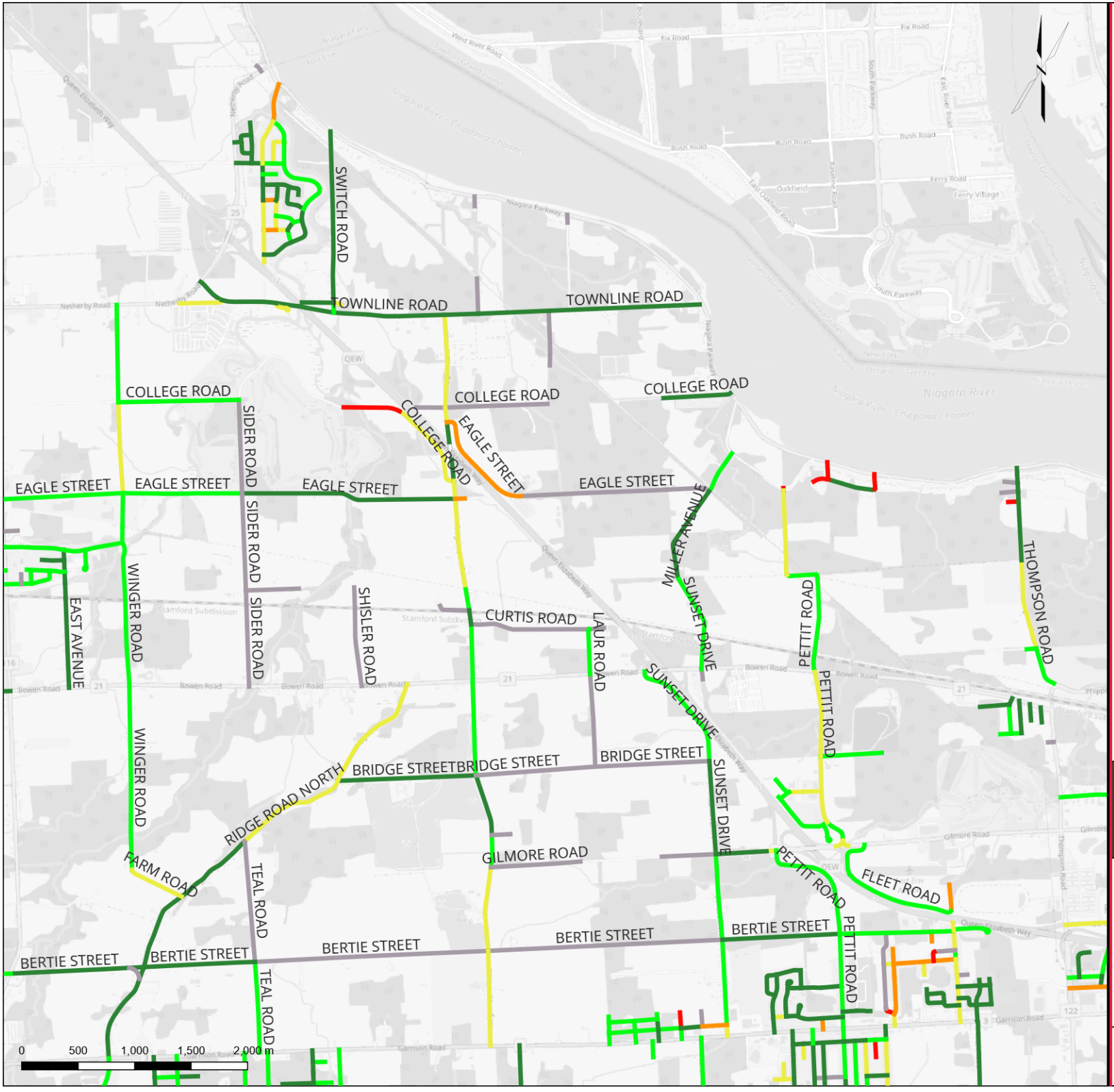
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Map Title: Network PCI

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

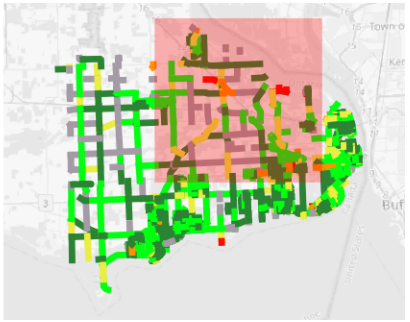
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LEGEND

Condition Category

- Very Good (PCI 100-80)
- Good (PCI 80 - 65)
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- Not Included in Study



Reference(s)

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2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

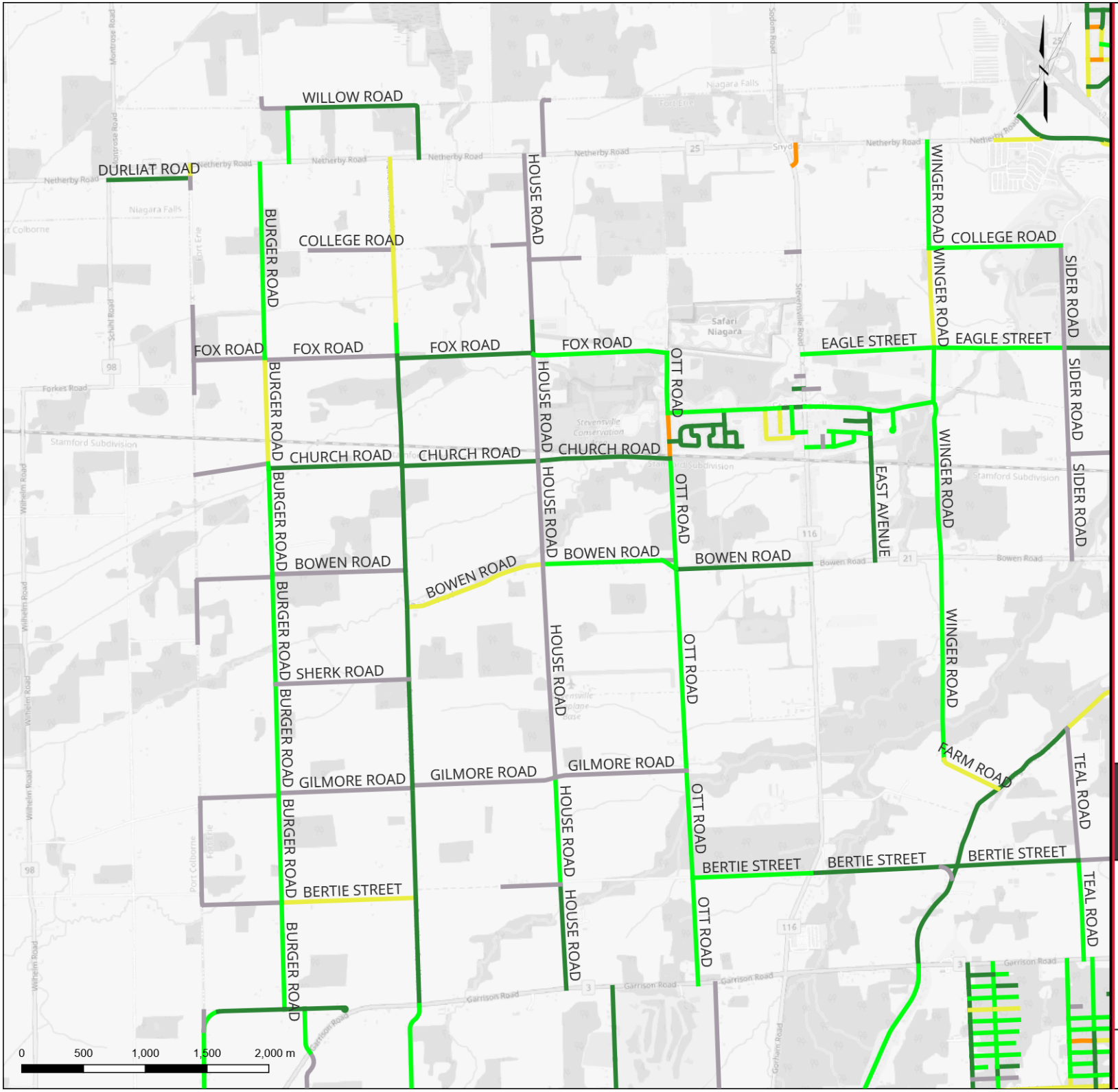
Section: F
Map Title: Network PCI

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

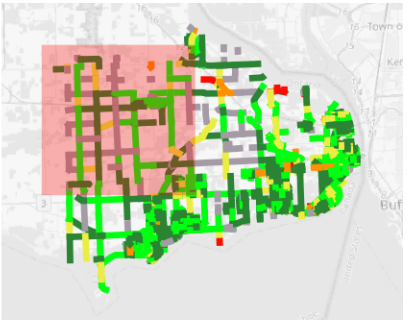
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LEGEND

Condition Category

- Very Good (PCI 100-80)
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- Not Included in Study



Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

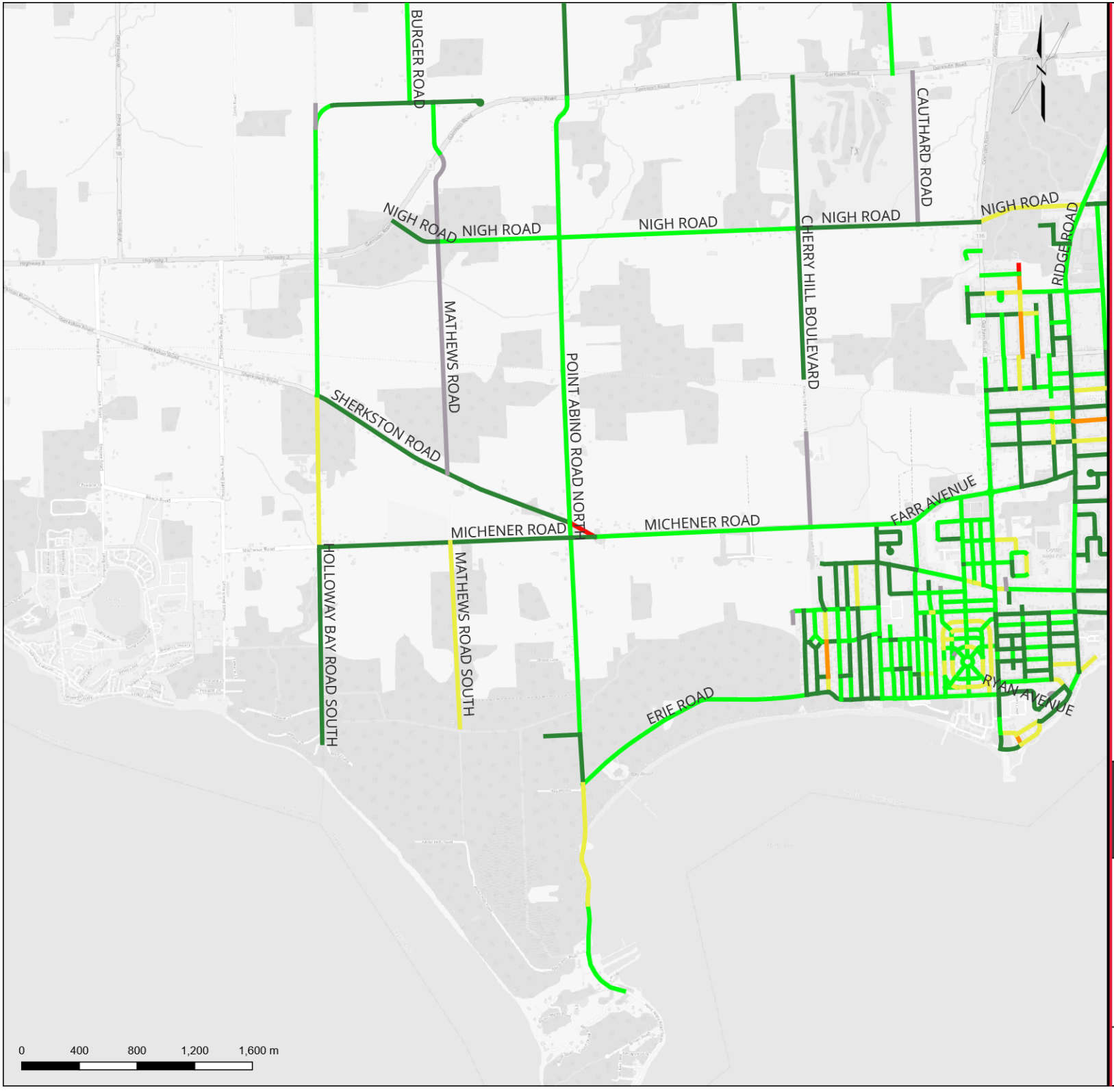
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Map Title: Network PCI

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

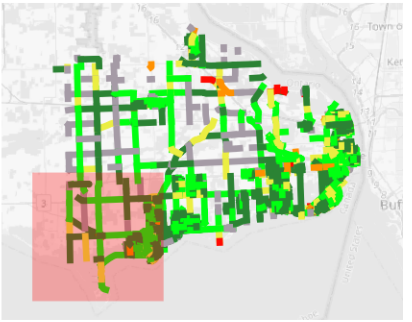
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LEGEND

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- Very Good (PCI 100-80)
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Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

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Map Title: Network PCI

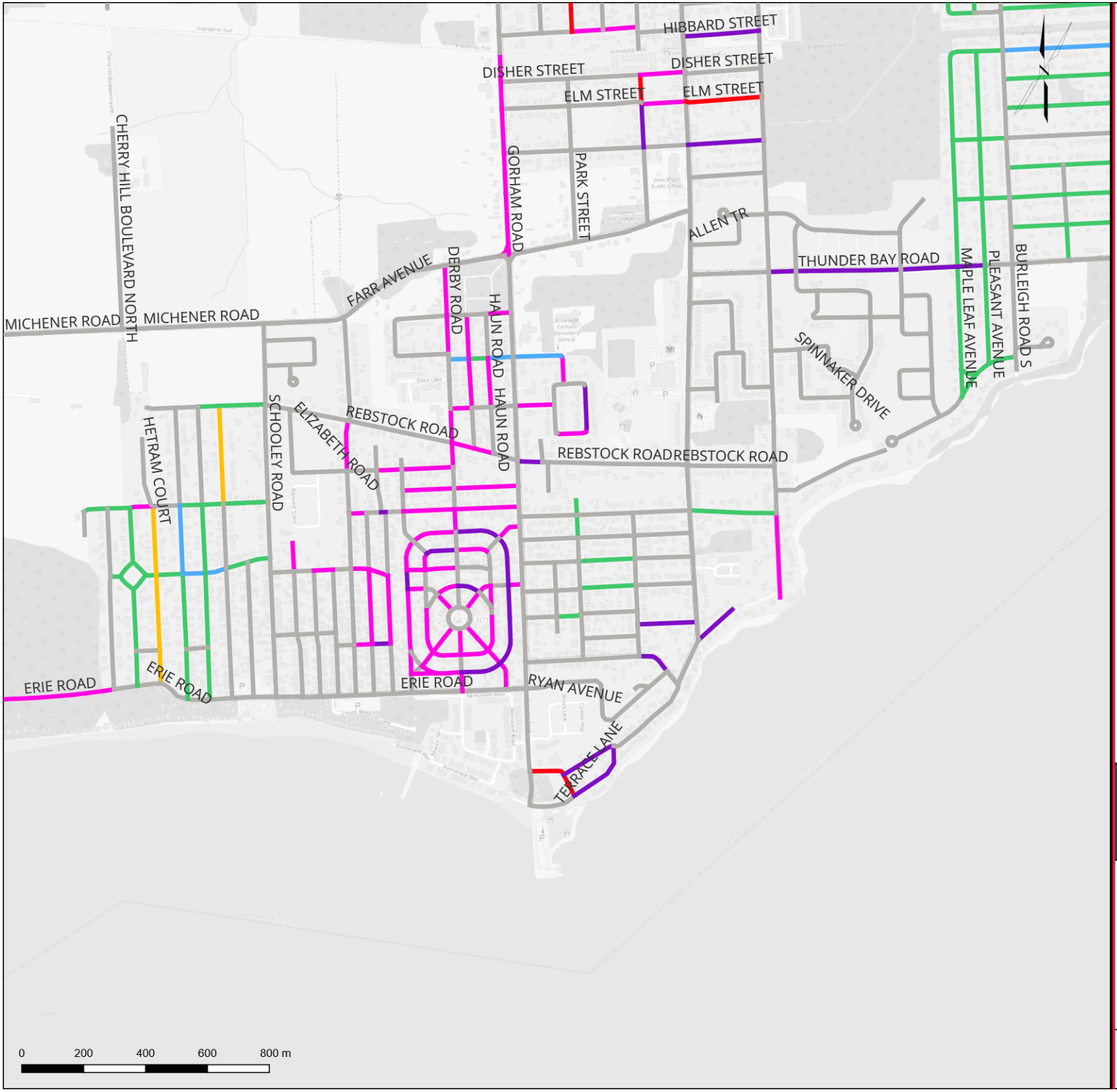
Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

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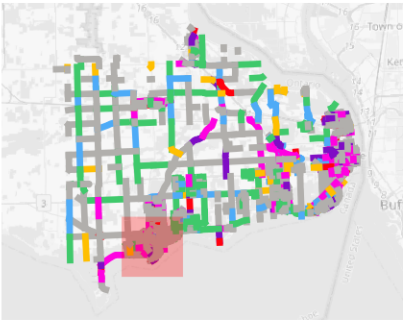
Appendix C:
2025 Rehabilitation Needs (Map)



LEGEND

Treatment Type

- HMA - Ovly
- HMA - 2Ovly
- HMA - Recon 90HMA
- ST-SST
- ST-DST
- ST-FDR & DST
- No Treatment



Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

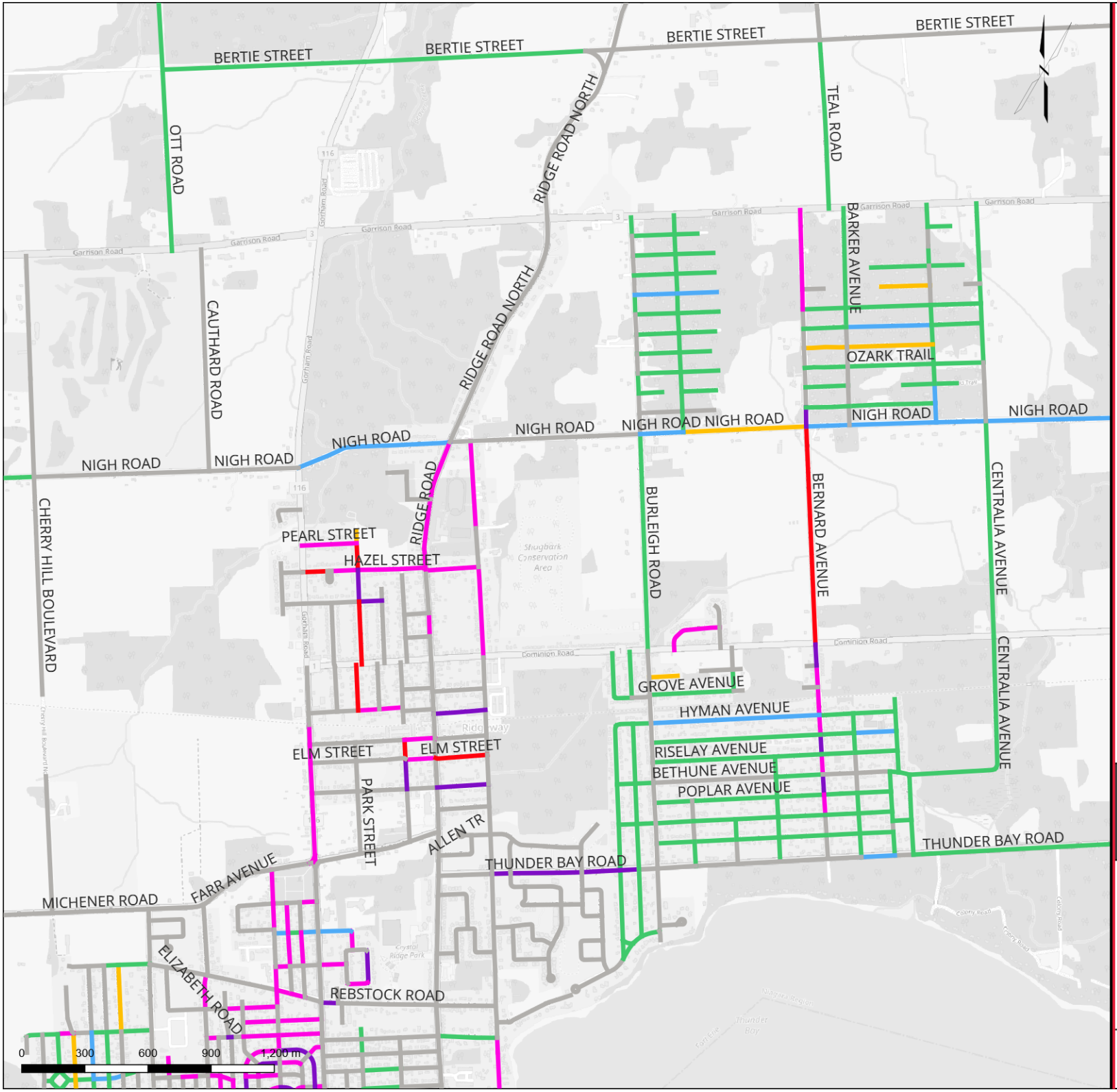
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Map Title: 2025 Rehabilitation Needs

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

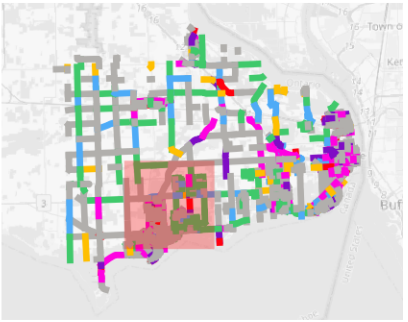
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LEGEND

Treatment Type

- HMA - Ovly
- HMA - 2Ovly
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- ST-DST
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Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

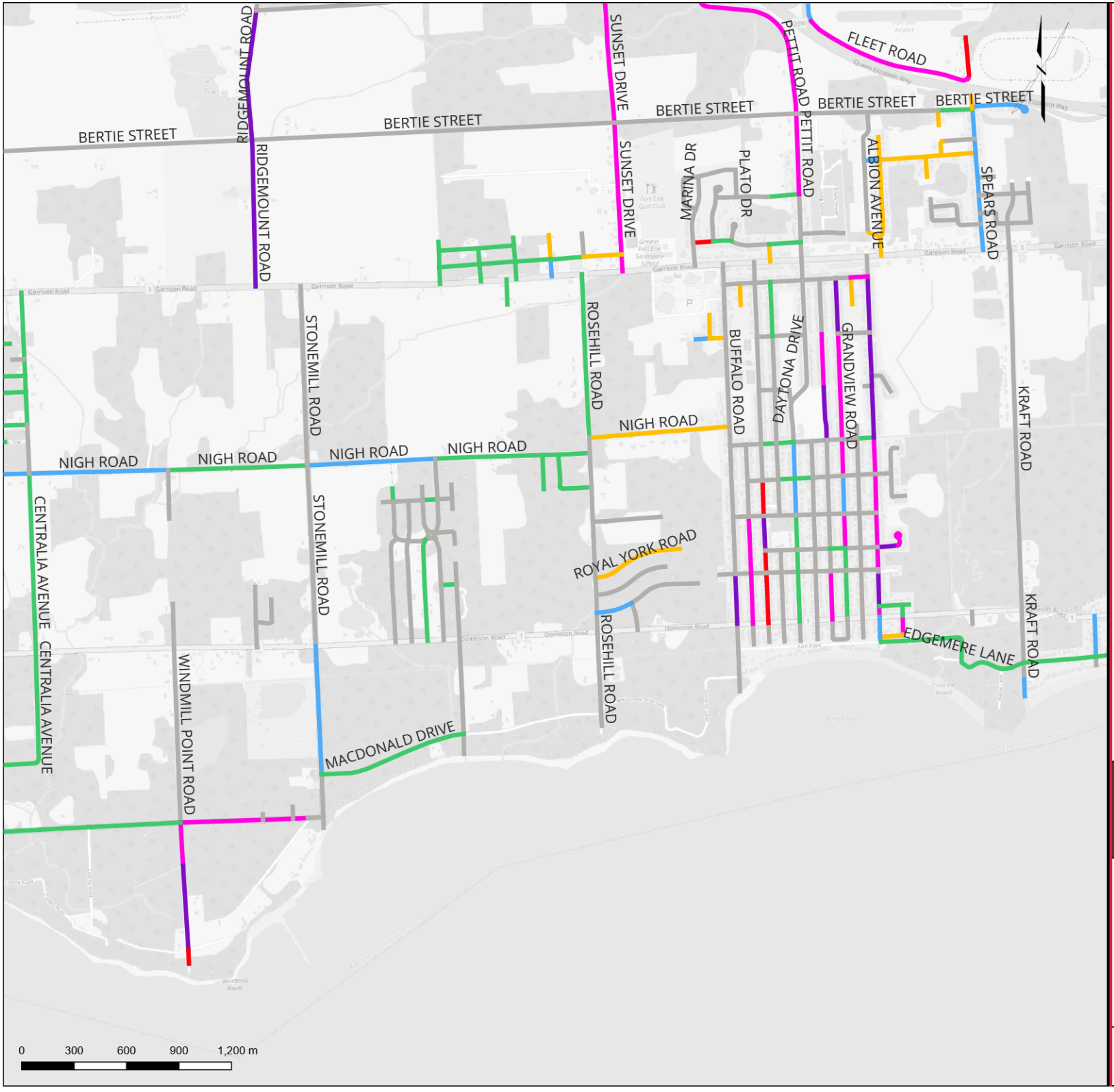
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Map Title: 2025 Rehabilitation Needs

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

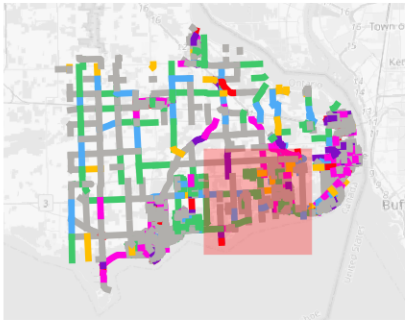
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LEGEND

Treatment Type

- HMA - Ovly
- HMA - 2Ovly
- HMA - Recon 90HMA
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- ST-DST
- ST-FDR & DST
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Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

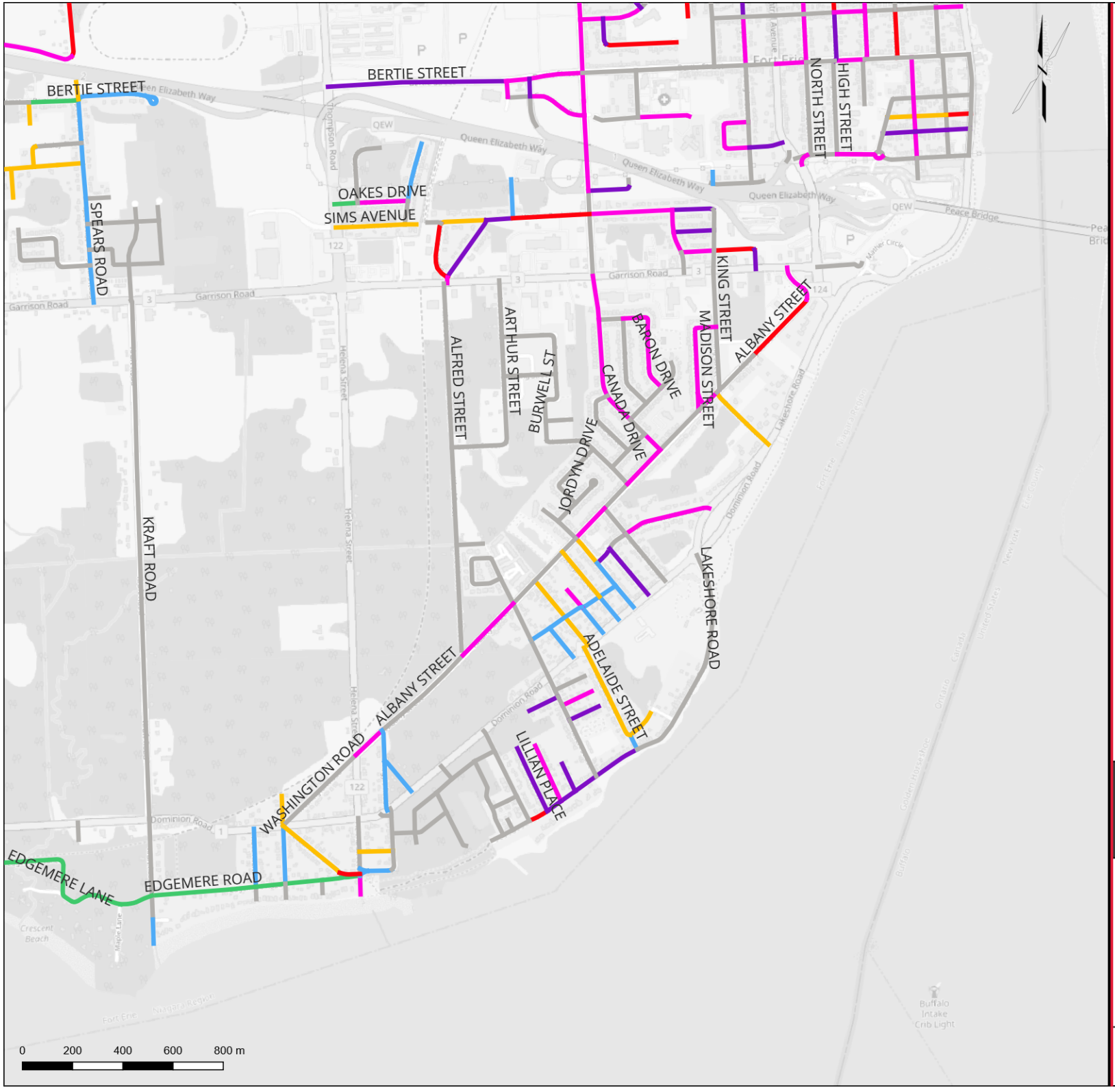
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Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
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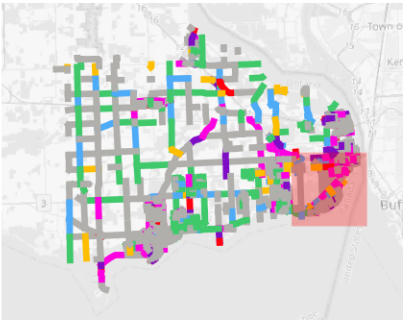
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LEGEND

Treatment Type

- HMA - Ovly
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Reference(s)

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2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

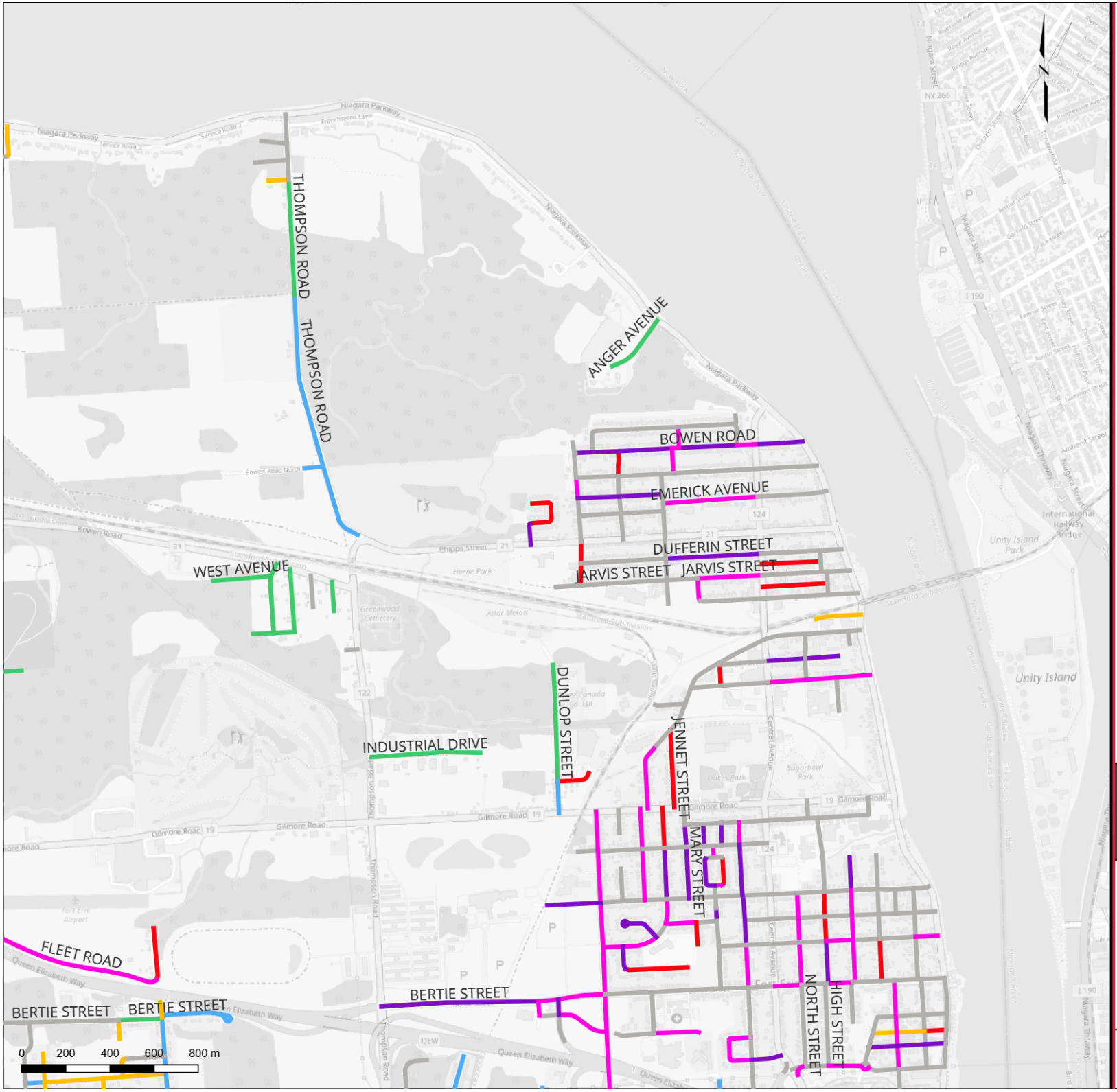
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Map Title: 2025 Rehabilitation Needs

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

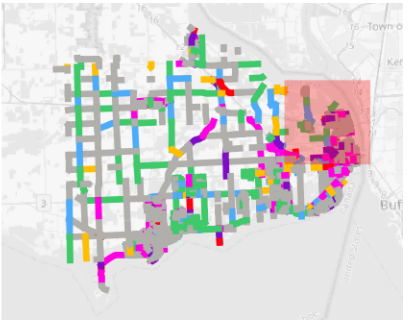
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LEGEND

Treatment Type

- HMA - Ovly
- HMA - 2Ovly
- HMA - Recon 90HMA
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- ST-DST
- ST-FDR & DST
- No Treatment



Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

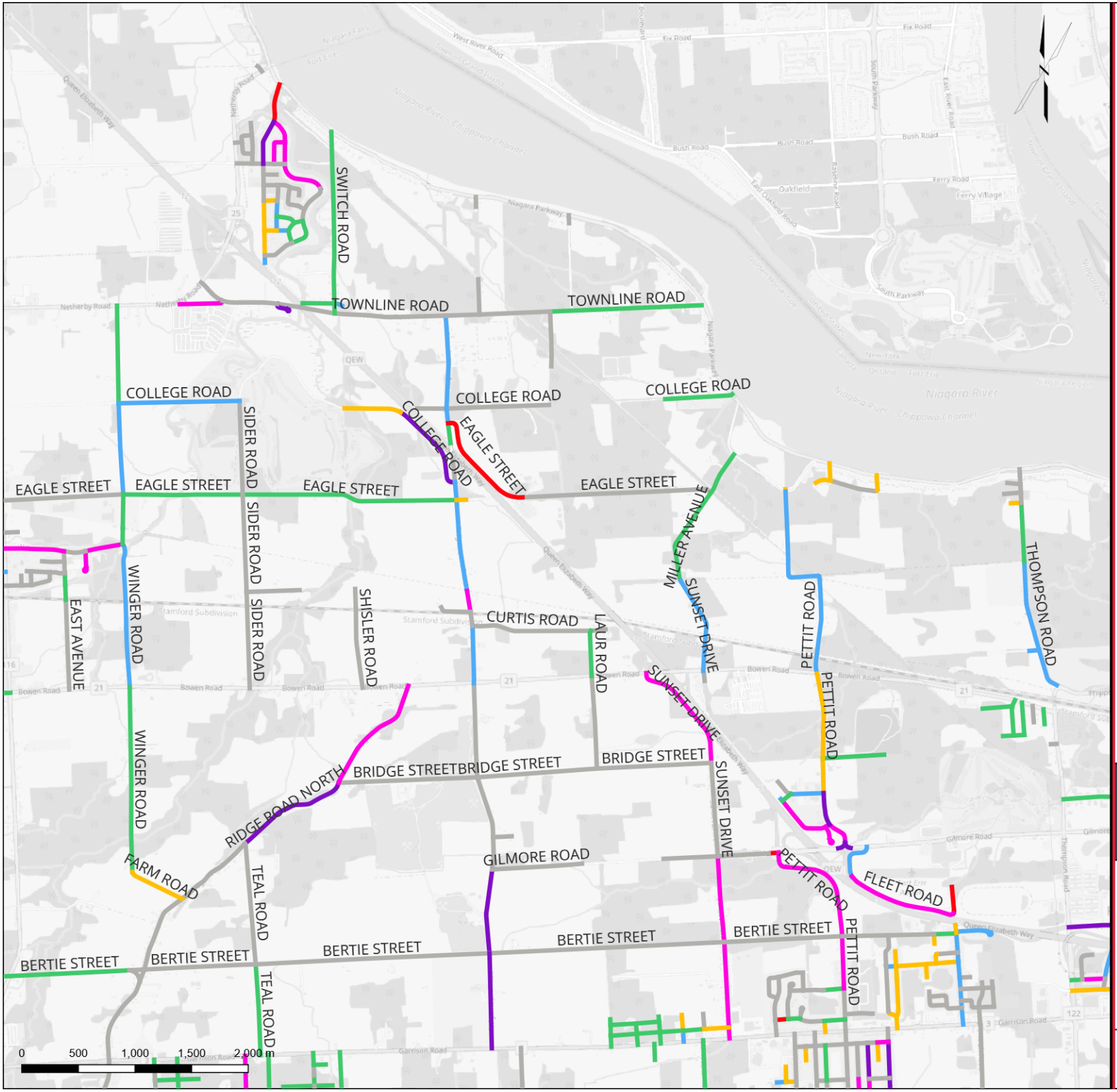
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Map Title: 2025 Rehabilitation Needs

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

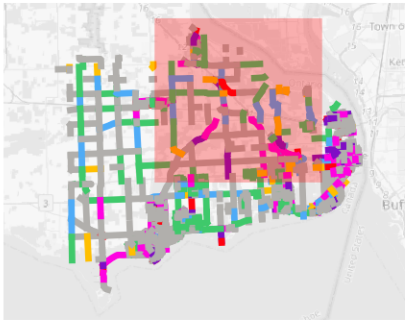
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LEGEND

Treatment Type

- HMA - Ovly
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- ST-DST
- ST-FDR & DST
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Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

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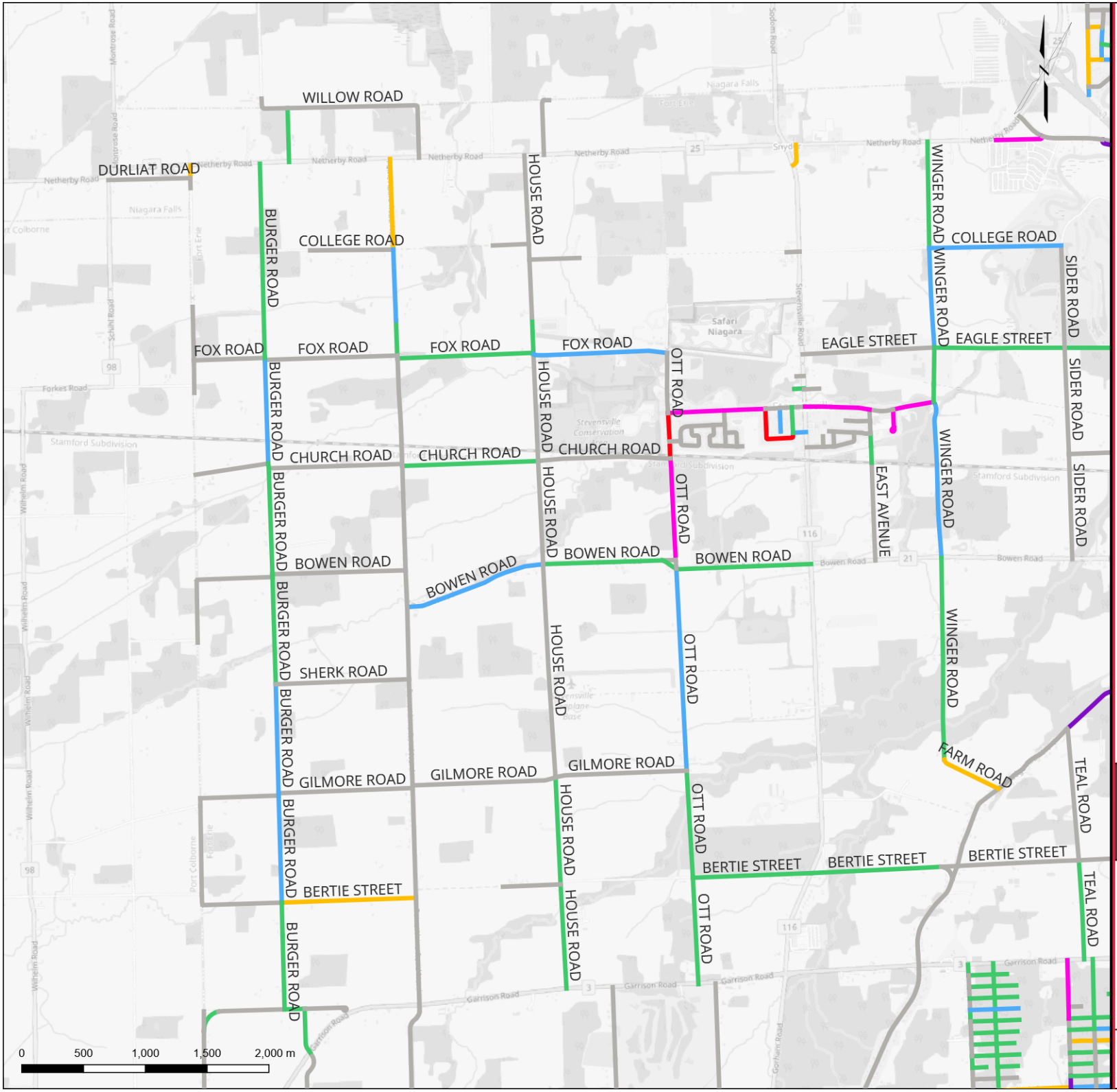
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Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
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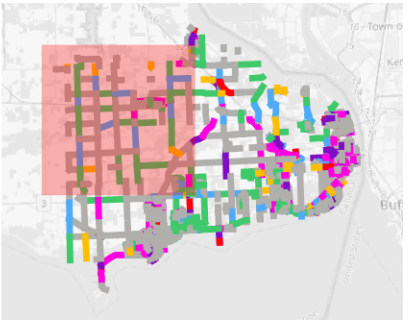
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LEGEND

Treatment Type

- HMA - Ovly
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Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

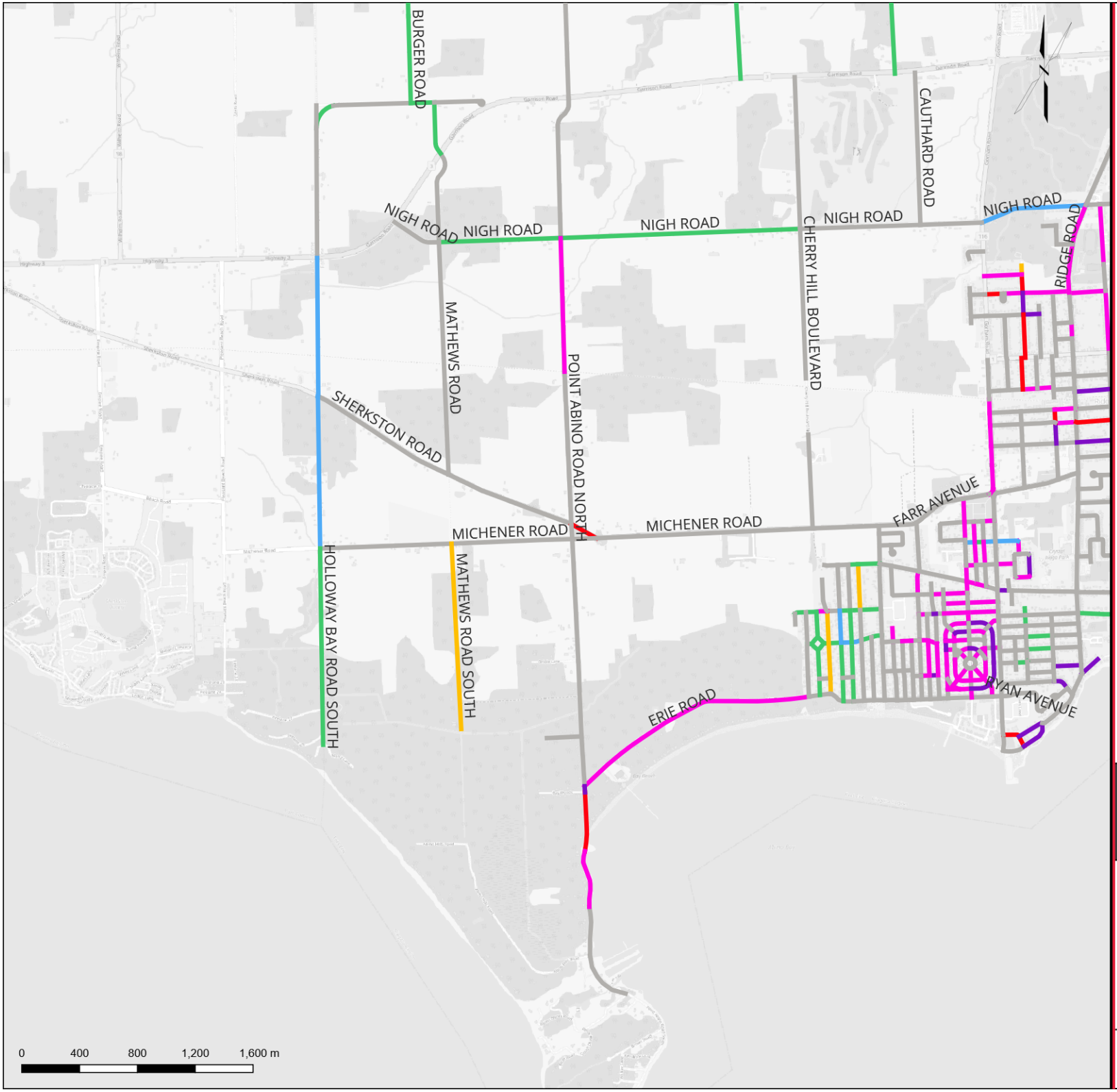
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Map Title: 2025 Rehabilitation Needs

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

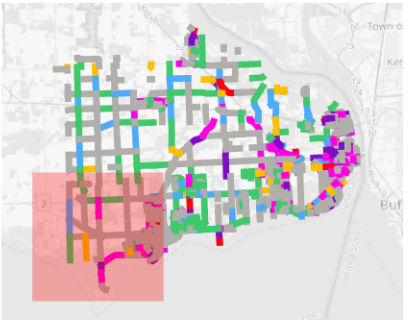
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LEGEND

Treatment Type

- HMA - Ovly
- HMA - 2Ovly
- HMA - Recon 90HMA
- ST-SST
- ST-DST
- ST-FDR & DST
- No Treatment



Reference(s)

1. Projection NAD83 / UTM zone 17N
2. Base Data: MNRF LIO, 2023; Town of Fort Erie, 2024; Google Satellite 2023

Section: H

Map Title: 2025 Rehabilitation Needs

Project Name:
Town of Fort Erie 2024 Road Inspection Program

Client Name:
Town of Fort Erie
(Ontario, Canada)

Last Updated: August 2025
Document ID: 700000-G-000

Document Path: C:\Users\conrad.4698\OneDrive - GEI Consultants, Inc\Desktop\Fort Erie PCI Map.qgz

Appendix D:
10 Year "Anticipated Funding" Budget Scenario

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2025	RD-RDS-001432	ALBANY STREET	GARRISON ROAD	ALBANY STREET	0.319	Planned Capital Project	
2025	RD-RDS-001908	ALBANY STREET	190m NORTH EAST OF KING STREET	SOUTH BEND AFTER LEGION	0.615	Planned Capital Project	
2025	RD-RDS-000317	ARLINGTON AVENUE	CRESCENT ROAD	BRIGHTON AVENUE	0.261	Planned HMA Overlay	$ 25,450.00
2025	RD-RDS-000926	BERTIE STREET	POINT ABINO ROAD NORTH	BURGER ROAD	2.173	Planned Surface Treatment	$ 99,363.00
2025	RD-RDS-000438	BETHUNE AVENUE	NEVA ROAD	NEVA ROAD	0.083	ST-SST	$ 1,517.09
2025	RD-RDS-000668	BLACK CREEK ROAD	LAWRENCE AVENUE	WESTBROOK AVENUE	0.529	Planned Capital Project	
2025	RD-RDS-000669	BLACK CREEK ROAD	WESTBROOK AVENUE	RIVER TRAIL	0.435	Planned Capital Project	
2025	RD-RDS-000818	BOWEN ROAD	POINT ABINO ROAD NORTH	HOUSE ROAD	2.325	Planned Surface Treatment	$ 45,541.00
2025	RD-RDS-001108	BURGER ROAD	CHURCH ROAD	CHURCH ROAD	0.078	ST-SST	$ 1,670.91
2025	RD-RDS-001110	BURGER ROAD	FOX ROAD	FOX ROAD	0.032	ST-SST	$ 693.03
2025	RD-RDS-001355	BURGER ROAD	BOWEN ROAD	BOWEN ROAD	0.045	ST-SST	$ 977.02
2025	RD-RDS-001748	BURGER ROAD	GILMORE ROAD	GILMORE ROAD	0.039	ST-DST	$ 1,667.44
2025	RD-RDS-000307	CHERRY AVENUE	OAKHILL BOULEVARD	WEST END OF ROAD	0.231	Planned Surface Treatment	$ 21,161.00
2025	RD-RDS-000487	CHERRY AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.405	Planned Surface Treatment	$ 17,940.00
2025	RD-RDS-001789	CHERRY AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.375	Planned Surface Treatment	$ 17,020.00
2025	RD-RDS-000314	CRESCENT ROAD	ARLINGTON AVE	EDGEMERE LANE	0.06	ST-SST	$ 1,196.54
2025	RD-RDS-000262	EDGEMERE ROAD	PIERCE AVENUE	LEASK AVENUE (CUT-OFF W)	0.163	ST-SST	$ 2,153.01
2025	RD-RDS-000266	EDGEMERE ROAD	LEASK AVENUE (CUT-OFF W)	HELENA STREET	0.142	ST-SST	$ 1,873.80
2025	RD-RDS-001340	EDGEMERE ROAD CUT-OFF (N)	HELENA STREET	EDGEMERE ROAD	0.064	ST-DST	$ 2,120.11
2025	RD-RDS-001579	EDGEMERE ROAD CUT-OFF (S)	HELENA STREET	EDGEMERE ROAD	0.071	ST-DST	$ 2,364.20
2025	RD-RDS-000182	EDWARD AVENUE	QUEENSTON BOULEVARD	ALBANY STREET	0.376	Planned HMA Overlay	$ 36,873.00
2025	RD-RDS-001677	EDWARD AVENUE	DOMINION ROAD	QUEENSTON BOULEVARD	0.287	Planned HMA Overlay	$ 27,113.00
2025	RD-RDS-001086	EMERSON AVENUE	BRIGHTON AVE	EAST END OF ROAD	0.077	ST-SST	$ 1,142.51
2025	RD-RDS-000508	FARR AVENUE	RIDGE ROAD	SOUTH MILL STREET	0.29	Planned Capital Project	
2025	RD-RDS-000509	FARR AVENUE	SOUTH MILL STREET	PARK STREET	0.483	Planned Capital Project	
2025	RD-RDS-000511	FARR AVENUE	PARK STREET	GORHAM ROAD CURVE	0.395	Planned Capital Project	
2025	RD-RDS-001246	FARR AVENUE	RIDGEWAY ROAD CURVE (WS)	RIDGEWAY ROAD	0.027	Planned Capital Project	
2025	RD-RDS-000175	FERGUSON AVENUE	DRUMMOND CRESCENT	ALBANY STREET	0.261	Planned HMA Overlay	$ 24,944.00
2025	RD-RDS-001003	FERGUSON AVENUE	QUEENSTON BOULEVARD	DRUMMOND CRECENT	0.231	Planned HMA Overlay	$ 25,160.00
2025	RD-RDS-001701	FERGUSON AVENUE	DOMINION ROAD	QUEENSTON BOULEVARD	0.222	Planned HMA Overlay	$ 21,039.00
2025	RD-RDS-000377	FERNDALE AVENUE	PARKSIDE AVENUE	ENGLEWOOD AVENUE	0.396	Planned Capital Project	
2025	RD-RDS-000378	FERNDALE AVENUE	PHILLIPS STREET	HOLLYWOOD STREET	0.416	Planned Capital Project	
2025	RD-RDS-001545	FERNDALE AVENUE	ENGLEWOOD AVENUE	LAKEHURST AVENUE	0.256	Planned Capital Project	
2025	RD-RDS-001688	FERNDALE AVENUE	LAKEHURST AVENUE	DOMINION ROAD	0.573	Planned Capital Project	
2025	RD-RDS-001708	FERNDALE AVENUE	HOLLYWOOD STREET	PARKSIDE AVENUE	0.407	Planned Capital Project	

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2025	RD-RDS-000180	GEORGE ROAD	DOMINION ROAD	QUEENSTON BOULEVARD	0.262	Planned HMA Overlay	$ 24,510.00
2025	RD-RDS-000696	GLENSPRING ROAD	(DIAMOND-EAST) AT CHERRY HILL BOULEVARD	ROSEWOOD AVENUE	0.068	ST-SST	$ 1,117.42
2025	RD-RDS-001400	GLENSPRING ROAD	WILLOWOOD AVENUE	(DIAMOND-WEST) AT CHERRY HILL BOULEVAI	0.067	ST-SST	$ 1,104.20
2025	RD-RDS-001654	GLENSPRING ROAD	(DIAMOND-NE) AT CHERRY HILL BOULEVARD SOUT	CHERRY HILL BOULEVARD SOUTH	0.118	ST-SST	$ 1,947.97
2025	RD-RDS-001247	GORHAM ROAD	GORHAM ROAD CURVE (WS)	FARR AVENUE	0.045	Planned Capital Project	
2025	RD-RDS-001361	GORHAM ROAD	GORHAM CURVE START POINT	FARR AVENUE	0.064	Planned Capital Project	
2025	RD-RDS-000895	HOLLOWAY BAY ROAD	NETHERBY ROAD	DURLIAT ROAD	0.206	Planned Surface Treatment	$ 14,720.00
2025	RD-RDS-000737	JEWSON ROAD	GRAYSON AVENUE	NORTH END OF ROAD	0.088	ST-SST	$ 1,735.13
2025	RD-RDS-000173	LAKESHORE ROAD	ADELADE STREET	ALBERT STREET	0.391	Planned Capital Project	
2025	RD-RDS-000174	LAKESHORE ROAD	ALBERT STREET	PARKVIEW AVENUE	0.207	Planned Capital Project	
2025	RD-RDS-000176	LAKESHORE ROAD	PARKVIEW AVENUE	WINDSOR AVENUE	0.138	Planned Capital Project	
2025	RD-RDS-000179	LAKESHORE ROAD	LILLIAN STREET	BARDOL AVENUE	0.164	Planned Capital Project	
2025	RD-RDS-001431	LAKESHORE ROAD	WINDSOR AVENUE	LILLIAN STREET	0.135	Planned Capital Project	
2025	RD-RDS-000615	LAKEWOOD AVENUE	SMALLS ROAD	GLENSPRING ROAD	0.443	Planned HMA Overlay	$ 40,958.00
2025	RD-RDS-000626	LAKEWOOD AVENUE	GLENSPRING ROAD	GLENOLDEN LANE	0.487	Planned HMA Overlay	$ 44,284.00
2025	RD-RDS-001593	LAKEWOOD AVENUE	GLENOLDEN LANE	ERIE ROAD	0.321	Planned HMA Overlay	$ 28,197.00
2025	RD-RDS-001181	LEASKE AVENUE (CUT-OFF W)	LEASK AVENUE	EDGEMERE ROAD	0.043	ST-DST	$ 1,436.78
2025	RD-RDS-000885	MATHEWS ROAD SOUTH	MICHENER ROAD	SOUTH END OF ROAD	2.568	Planned Surface Treatment	$ 115,923.00
2025	RD-RDS-000012	MURDOCK AVENUE	WALDEN BOULEVARD	DIPIETRO STREET	0.364	Planned Capital Project	
2025	RD-RDS-000186	NELSON AVENUE	DOMINION ROAD	QUEENSTON BOULEVARD	0.295	Planned HMA Overlay	$ 28,197.00
2025	RD-RDS-001025	NEVA ROAD	HYMAN AVENUE	NORTH END OF ROAD	0.116	ST-SST	$ 1,908.64
2025	RD-RDS-001840	NEVA ROAD	EVADERE AVENUE	EVADERE AVENUE	0.089	ST-SST	$ 1,478.66
2025	RD-RDS-000870	NIGH ROAD	OAKHILL BOULEVARD	CENTRALIA AVENUE	0.473	Planned Surface Treatment	$ 21,161.00
2025	RD-RDS-000890	NIGH ROAD	RIDGEWOOD AVENUE	BERNARD AVENUE	1.169	Planned Surface Treatment	$ 52,993.00
2025	RD-RDS-001027	NIGH ROAD	OAKHILL BOULEVARD	BARKER AVENUE	0.824	Planned Surface Treatment	$ 37,997.00
2025	RD-RDS-001142	NIGH ROAD	BARKER AVENUE	BERNARD AVENUE	0.411	Planned Surface Treatment	$ 17,940.00
2025	RD-RDS-001749	NIGH ROAD	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.411	Planned Surface Treatment	$ 17,664.00
2025	RD-RDS-001295	NORTH SERVICE ROAD	NORTH SERVICE ROAD	NORTH END OF ROAD	0.042	ST-DST	$ 2,182.32
2025	RD-RDS-000392	NORTH SHORE DRIVE	MAPLE LEAF AVENUE	PLEASANT AVENUE	0.108	ST-SST	$ 1,777.10
2025	RD-RDS-000807	POINT ABINO ROAD SOUTH	ERIE ROAD	BAY WOODS	0.086	Planned HMA Overlay	$ 10,104.00
2025	RD-RDS-001243	POINT ABINO ROAD SOUTH	BAY WOODS	715 POINT ABINO RD S	0.815	Planned HMA Overlay	$ 69,788.00
2025	RD-RDS-000731	POUND AVENUE	ROSEHILL ROAD	SUNSET DRIVE	0.432	Planned HMA Overlay	$ 40,850.00
2025	RD-RDS-000030	QUEENSTON BOULEVARD	JOSEPH STREET	GEORGE ROAD	0.165	Planned HMA Overlay	$ 18,653.00
2025	RD-RDS-000191	QUEENSTON BOULEVARD	EDWARD AVENUE	NELSON AVENUE	0.151	Planned HMA Overlay	$ 16,484.00
2025	RD-RDS-000192	QUEENSTON BOULEVARD	NELSON AVENUE	ALBERT STREET	0.177	Planned HMA Overlay	$ 18,220.00

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2025	RD-RDS-001673	QUEENSTON BOULEVARD	FERGUSON AVENUE	JOSEPH STREET	0.155	Planned HMA Overlay	$ 16,268.00
2025	RD-RDS-001770	QUEENSTON BOULEVARD	GEORGE ROAD	EDWARD AVENUE	0.157	Planned HMA Overlay	$ 17,352.00
2025	RD-RDS-002824	RICHMOND AVENUE	FERRY STREET	NORTH END OF ROAD	0.149	ST-SST	$ 1,965.81
2025	RD-RDS-000930	RIDGE ROAD NORTH	TEAL ROAD	BRIDGE STREET	2.04	Planned HMA Overlay	$ 340,032.00
2025	RD-RDS-001135	RIDGE ROAD NORTH	BRIDGE STREET	BOWEN ROAD	2.176	Planned HMA Overlay	$ 356,701.00
2025	RD-RDS-001050	RIDGEWAY ROAD	RIDGEWAY CURVE START POINT	FARR AVENUE	0.071	Planned Capital Project	
2025	RD-RDS-001063	RIDGEWAY ROAD	RIDGEWAY ROAD CURVE (WS)	FARR AVENUE	0.035	Planned Capital Project	
2025	RD-RDS-000650	ROSEWOOD AVENUE	ERIE ROAD	GLENOLDEN LANE	0.215	Planned HMA Overlay	$ 18,617.00
2025	RD-RDS-000652	ROSEWOOD AVENUE	GLENSPRING ROAD	SMALLS ROAD	0.445	Planned HMA Overlay	$ 39,042.00
2025	RD-RDS-001836	ROSEWOOD AVENUE	GLENOLDEN LANE	GLENSPRING ROAD	0.486	Planned HMA Overlay	$ 43,742.00
2025	RD-RDS-000889	SNYDER ROAD	NETHERBY ROAD	STEVENSVILLE ROAD	0.352	Planned HMA Overlay	$ 49,130.00
2025	RD-RDS-000779	SUTHERLAND DRIVE	CAIRN'S CRESCENT	SERVICE ROAD 4	0.043	ST-FDR & DST	$ 2,706.89
2025	RD-RDS-000220	TECUMSEH TRAIL	OAKHILL BOULEVARD	BARKER AVENUE	0.408	Planned Surface Treatment	$ 37,169.00
2025	RD-RDS-000221	TECUMSEH TRAIL	BARKER AVENUE	BERNARD AVENUE	0.204	Planned Surface Treatment	$ 18,768.00
2025	RD-RDS-000785	THUNDER BAY ROAD	MAPLE LEAF AVENUE	PLEASANT AVENUE	0.178	Planned Capital Project	
2025	RD-RDS-000787	THUNDER BAY ROAD	PROSPECT POINT ROAD	MAPLE LEAF AVENUE	1.22	Planned Capital Project	
2025	RD-RDS-001711	VICTORIA ROAD	CRYSTAL PLAZA	OXFORD AVENUE	0.029	HMA - 2Ovly	$ 3,605.26
2025	RD-RDS-001175	WALDEN BOULEVARD	HOSPITALITY DRIVE	MURDOCK AVENUE	0.213	Planned Capital Project	
2025	RD-RDS-001809	WALDEN BOULEVARD	HOSPITALITY DRIVE	CONCESSION ROAD	0.61	Planned Capital Project	
2025	RD-RDS-000676	WELLINGTON ROAD	RIDGEWAY ROAD	EAST END OF ROAD	0.315	Planned HMA Overlay	$ 49,841.00
2025	RD-RDS-000679	WELLINGTON ROAD	BELVIDERE ROAD	HAUN ROAD	0.124	ST-SST	$ 1,842.41
						Total 2025:	**$ 2,009,093.24**

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2026	RD-RDS-001157	ABERDEEN COURT	ABERDEEN STREET	ABERDEEN STREET SOUTHEAST CORNER	0.062	HMA - Ovly	$ 9,513.23
2026	RD-RDS-000183	ADELAIDE STREET	LAKESHORE ROAD	WHITE AVENUE	0.128	ST-DST	$ 5,097.78
2026	RD-RDS-001477	AIRLINE STREET	WEST MAIN STREET	FOSTER STREET	0.412	ST-SST	$ 8,160.05
2026	RD-RDS-000614	ARDMORE PLACE	SEYMORE AVENUE	SOUTH END OF ROAD	0.229	ST-FDR & DST	$ 13,117.09
2026	RD-RDS-001011	ARGYLE ROAD	(INTERSECT) GRAHAM AVE	ALBANY STREET	0.245	ST-FDR & DST	$ 14,019.31
2026	RD-RDS-001372	ASH AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.203	ST-SST	$ 5,362.03
2026	RD-RDS-001612	ASH AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.171	ST-SST	$ 4,529.44
2026	RD-RDS-000734	BARHART STREET	POUND AVENUE	NORTH END OF ROAD	0.275	ST-FDR & DST	$ 12,581.24
2026	RD-RDS-000306	BARKER AVENUE	SHAWNEE TRAIL	MAPLE AVENUE	0.183	ST-SST	$ 3,621.75
2026	RD-RDS-002805	BARKER AVENUE	TECUMSEH TRAIL	SHAWNEE TRAIL	0.19	ST-SST	$ 3,764.92
2026	RD-RDS-002668	BARNHART STREET	GARRISON ROAD	POUND AVENUE	0.195	ST-DST	$ 7,743.52
2026	RD-RDS-000076	BEACHVIEW AVENUE	NORTH END OF ROAD	DOMINION ROAD	0.238	ST-FDR & DST	$ 13,599.65
2026	RD-RDS-000643	BELFAST ROAD SOUTH	CAMBRIDGE ROAD	LINCOLN ROAD	0.116	HMA - Ovly	$ 10,447.35
2026	RD-RDS-000599	BELLEVIEW BOULEVARD	PEARL STREET	NORTH END OF ROAD	0.121	ST-FDR & DST	$ 8,316.90
2026	RD-RDS-001619	BELLEVIEW BOULEVARD	DOMINION ROAD	SUMMIT AVENUE	0.597	Planned Capital Project	
2026	RD-RDS-001715	BELLEVIEW BOULEVARD	HIBBARD STREET	DOMINION ROAD	0.433	Planned Capital Project	
2026	RD-RDS-000619	BENNER AVENUE	SEYMORE AVENUE	NORTH END OF ROAD	0.26	ST-FDR & DST	$ 16,373.43
2026	RD-RDS-001308	BENNER AVENUE	GLEN BELLE AVENUE	SEYMORE AVENUE	0.249	ST-FDR & DST	$ 15,645.14
2026	RD-RDS-002746	BERTIE BAY ROAD	NORTH END OF ROAD	DOMINION ROAD	0.231	ST-SST	$ 3,816.61
2026	RD-RDS-002748	BERTIE BAY ROAD	NORTH OF BIRD AVENUE	SOUTH OF BIRD AVENUE	0.233	ST-SST	$ 3,851.98
2026	RD-RDS-002750	BERTIE BAY ROAD	NORTH END OF ROAD	FERRY STREET	0.159	ST-SST	$ 2,101.19
2026	RD-RDS-002751	BERTIE BAY ROAD	LAFAYETTE AVENUE	SOUTH OF LAFAYETTE AVENUE	0.133	ST-SST	$ 1,756.15
2026	RD-RDS-000405	BETHUNE AVENUE	NEVA ROAD	SHIRLEY ROAD	0.105	ST-SST	$ 1,909.00
2026	RD-RDS-000408	BETHUNE AVENUE	PLEASANT AVENUE	BURLEIGH ROAD	0.173	ST-SST	$ 2,570.86
2026	RD-RDS-000409	BETHUNE AVENUE	MAPLE LEAF AVENUE	PLEASANT AVENUE	0.173	ST-SST	$ 2,573.54
2026	RD-RDS-001396	BETHUNE AVENUE	NICOLAS ROAD	NEVA ROAD	0.319	ST-SST	$ 5,794.62
2026	RD-RDS-001784	BETHUNE AVENUE	BERNARD AVENUE	NICOLAS ROAD	0.319	ST-SST	$ 5,790.26
2026	RD-RDS-002826	BIRD AVENUE	CHAPIN PARKWAY	BERTIE BAY ROAD	0.176	ST-SST	$ 2,622.91
2026	RD-RDS-000668	BLACK CREEK ROAD	LAWRENCE AVENUE	WESTBROOK AVENUE	0.529	Planned Capital Project	
2026	RD-RDS-000669	BLACK CREEK ROAD	WESTBROOK AVENUE	RIVER TRAIL	0.435	Planned Capital Project	
2026	RD-RDS-000670	BLACK CREEK ROAD	RIVER TRAIL	SOUTH END OF ROAD	0.132	ST-FDR & DST	$ 9,830.56
2026	RD-RDS-001362	BOWEN ROAD	ALWIN PLACE	ALWIN PLACE	0.063	HMA - Ovly	$ 9,737.55
2026	RD-RDS-001036	BOWEN ROAD (CUT-OFF)	BOWEN ROAD	OTT ROAD	0.262	ST-SST	$ 5,285.68
2026	RD-RDS-001481	BOWEN ROAD NORTH	THOMPSON ROAD	WEST END OF ROAD	0.085	ST-DST	$ 4,511.43
2026	RD-RDS-002772	BRANTFORD AVENUE	DOMINION ROAD	KINGSTON ROAD	0.316	ST-SST	$ 4,697.93

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2026	RD-RDS-001491	BREWSTER ROAD	HAUN ROAD	BELVIDERE ROAD	0.062	HMA - Ovly	$ 8,939.17
2026	RD-RDS-001537	BRIGHTON AVENUE	EMERSON AVENUE	DOMINION ROAD	0.124	ST-DST	$ 5,731.63
2026	RD-RDS-000384	BURLEIGH ROAD	CEDAR AVENUE	ASH AVENUE	0.184	ST-SST	$ 3,335.57
2026	RD-RDS-000386	BURLEIGH ROAD	CHERRY AVENUE	PEACH AVENUE	0.185	ST-SST	$ 3,367.56
2026	RD-RDS-000387	BURLEIGH ROAD	PEACH AVENUE	MOHAWK AVENUE	0.188	ST-SST	$ 3,421.37
2026	RD-RDS-000492	BURLEIGH ROAD	SPRUCE AVENUE	PINE AVENUE	0.187	ST-SST	$ 3,395.19
2026	RD-RDS-001300	BURLEIGH ROAD	NIGH ROAD	SPRUCE AVENUE	0.2	ST-SST	$ 3,637.32
2026	RD-RDS-001782	BURLEIGH ROAD	HICKORY AVENUE	CEDAR AVENUE	0.185	ST-SST	$ 3,369.38
2026	RD-RDS-001783	BURLEIGH ROAD	MOHAWK AVENUE	HIAWATHA AVENUE	0.188	ST-SST	$ 3,409.74
2026	RD-RDS-002295	BURLEIGH ROAD	ASH AVENUE	MAPLE AVENUE	0.193	ST-SST	$ 3,508.26
2026	RD-RDS-000436	BURLEIGH ROAD S	NORTH SHORE DRIVE	LAKECREST COURT	0.053	ST-SST	$ 956.50
2026	RD-RDS-000340	CARIBOU TRAIL	OAKHILL BOULEVARD	EAST END OF ROAD	0.105	ST-SST	$ 2,774.88
2026	RD-RDS-000341	CARIBOU TRAIL	OAKHILL BOULEVARD	WEST END OF ROAD	0.149	ST-SST	$ 3,926.34
2026	RD-RDS-001685	CARIBOU TRAIL	BERNARD AVENUE	BARKER AVENUE	0.203	ST-SST	$ 5,357.54
2026	RD-RDS-000485	CEDAR AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.203	ST-SST	$ 5,368.38
2026	RD-RDS-001206	CEDAR AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.143	ST-SST	$ 3,784.89
2026	RD-RDS-001755	CENTRALIA AVENUE	OZARK TRAIL	CARIBOU TRAIL	0.188	ST-SST	$ 3,798.64
2026	RD-RDS-000654	CHERRYHILL BOULEVARD SOUTH	GLENOLDEN LANE	ERIE ROAD	0.224	ST-SST	$ 3,704.58
2026	RD-RDS-000656	CHERRYHILL BOULEVARD SOUTH	GLENSPRING ROAD	GLENOLDEN LANE	0.402	ST-SST	$ 6,645.03
2026	RD-RDS-001627	CHERRYHILL BOULEVARD SOUTH	SMALLS ROAD	GLENSPRING ROAD	0.351	ST-SST	$ 5,804.90
2026	RD-RDS-000526	CONCORD AVENUE	DOVERCOURT ROAD	HELEN STREET	0.362	ST-SST	$ 7,778.81
2026	RD-RDS-000410	COOK AVENUE	YOUNG AVENUE	THUNDER BAY ROAD	0.229	ST-SST	$ 3,782.24
2026	RD-RDS-000411	COOK AVENUE	YOUNG AVENUE	EVADERE AVENUE	0.194	ST-SST	$ 3,202.55
2026	RD-RDS-000412	COOK AVENUE	EVADERE AVENUE	POPLAR AVENUE	0.192	ST-SST	$ 3,169.83
2026	RD-RDS-000413	COOK AVENUE	POPLAR AVENUE	BETHUNE AVENUE	0.191	ST-SST	$ 3,156.94
2026	RD-RDS-001597	COOK AVENUE	BETHUNE AVENUE	RISELAY AVENUE	0.193	ST-SST	$ 3,183.05
2026	RD-RDS-001499	CRESCENT ROAD	LAKEHURST LANE	LAKEHURST AVENUE	0.025	HMA - Ovly	$ 2,939.54
2026	RD-RDS-002726	DELAWARE AVENUE	FERRY STREET	LAFAYETTE AVENUE	0.364	ST-SST	$ 5,412.10
2026	RD-RDS-002819	DELAWARE AVENUE	GRASS ROAD SECTION	LAFEYETTE AVENUE	0.443	ST-SST	$ 6,592.38
2026	RD-RDS-002820	DELAWARE AVENUE	GRASS ROAD SECTION	DOMINION ROAD	0.477	ST-SST	$ 7,099.24
2026	RD-RDS-001791	DOVER ROAD	ONTARIO DRIVE	NIGH ROAD	0.186	ST-SST	$ 4,905.94
2026	RD-RDS-000443	DOVERCOURT ROAD	ROXBOROUGH AVENUE	BRUNSWICK AVENUE	0.147	ST-DST	$ 5,828.08
2026	RD-RDS-001083	DOVERCOURT ROAD	BRUNSWICK AVENUE	NORTH END OF ROAD	0.095	ST-SST	$ 1,876.71
2026	RD-RDS-001158	EAGLE STREET	RIDGEMOUNT ROAD	EAST END OF ROAD	0.167	ST-FDR & DST	$ 11,460.61
2026	RD-RDS-001240	EAST AVENUE	CNR	CREEK	0.275	ST-SST	$ 5,460.39

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2026	RD-RDS-001241	EAST AVENUE	CREEK	HILL STREET	0.197	ST-SST	$ 3,900.16
2026	RD-RDS-000645	EAST MAIN STREET	UTVICH PARKWAY	EAST AVENUE	0.386	Planned Capital Project	
2026	RD-RDS-000768	EAST MAIN STREET	WINGER ROAD	UTVICH PARKWAY	0.667	Planned Capital Project	
2026	RD-RDS-002718	EATON AVENUE	BOWEN ROAD	GRAPE STREET	0.143	ST-SST	$ 3,775.37
2026	RD-RDS-001084	EDGEMERE LANE	KRAFT ROAD	MAPLE LANE	0.263	ST-SST	$ 3,482.15
2026	RD-RDS-000263	EDGEMERE ROAD	BEACHVIEW AVENUE	PIERCE AVENUE	0.294	ST-SST	$ 3,882.71
2026	RD-RDS-000265	EDGEMERE ROAD	EDGEMERE ROAD CUT-OFF	BASSET AVENUE	0.196	ST-DST	$ 6,490.64
2026	RD-RDS-001774	EDGEMERE ROAD	ROSE AVENUE	BEACHVIEW AVENUE	0.236	ST-DST	$ 6,249.32
2026	RD-RDS-002860	EDGEWOOD AVENUE	FERNDALE AVENUE	PARKDALE AVENUE	0.18	ST-SST	$ 2,976.48
2026	RD-RDS-001159	EDINBURGH ROAD	TERESA DRIVE	WESTBROOK AVENUE	0.249	ST-DST	$ 9,893.13
2026	RD-RDS-000738	ELLSWORTH ROAD	POUND AVENUE	GARRISON ROAD	0.197	ST-SST	$ 2,931.67
2026	RD-RDS-001553	ELLSWORTH ROAD	GRAYSON AVENUE	POUND AVENUE	0.181	ST-SST	$ 2,692.82
2026	RD-RDS-000086	EMERSON AVENUE	CRESCENT ROAD	BRIGHTON AVENUE	0.262	ST-SST	$ 3,896.30
2026	RD-RDS-002761	ENGLEWOOD AVENUE	LAKESIDE ROAD	DAYTONA DRIVE	0.204	ST-SST	$ 3,032.21
2026	RD-RDS-002763	ENGLEWOOD AVENUE	LAKEVIEW ROAD	LAKESIDE ROAD	0.172	ST-SST	$ 2,552.42
2026	RD-RDS-002807	ENGLEWOOD AVENUE	GRANDVIEW ROAD	LAKEVIEW ROAD	0.175	ST-SST	$ 2,608.64
2026	RD-RDS-001588	ESSEX PLACE	CAMBRIDGE ROAD	LINCOLN ROAD	0.058	HMA - Ovly	$ 8,324.62
2026	RD-RDS-000209	EVADERE AVENUE	COOK AVENUE	BERNARD AVENUE	0.449	ST-SST	$ 8,154.79
2026	RD-RDS-000211	EVADERE AVENUE	BURLEIGH ROAD	GORDON AVENUE	0.357	ST-SST	$ 6,497.73
2026	RD-RDS-000212	EVADERE AVENUE	BURLEIGH ROAD N	PLEASANT AVENUE N	0.178	ST-SST	$ 2,949.38
2026	RD-RDS-000213	EVADERE AVENUE	PLEASANT AVENUE N	MAPLE LEAF AVENUE N	0.173	ST-SST	$ 2,282.57
2026	RD-RDS-000235	EVADERE AVENUE	NEVA ROAD	SHIRLEY ROAD	0.177	ST-SST	$ 2,345.76
2026	RD-RDS-000236	EVADERE AVENUE	NICOLAS ROAD	NEVA ROAD	0.319	ST-SST	$ 5,806.26
2026	RD-RDS-001705	EVADERE AVENUE	BERNARD AVENUE	NICOLAS ROAD	0.317	ST-SST	$ 5,760.81
2026	RD-RDS-000374	EVELYN AVENUE	BUFFALO ROAD	RUBY AVENUE	0.18	ST-FDR & DST	$ 13,384.90
2026	RD-RDS-000375	EVELYN AVENUE	RUBY AVENUE	WEST END OF ROAD	0.16	ST-FDR & DST	$ 11,920.64
2026	RD-RDS-000332	FAIRVIEW ROAD	ORCHARD AVENUE	SOUTH END OF ROAD	0.305	ST-FDR & DST	$ 19,504.09
2026	RD-RDS-001310	FERNWOOD LANE	INGLEWOOD ROAD	DOVERCOURT ROAD	0.158	ST-SST	$ 3,123.23
2026	RD-RDS-001622	FERNWOOD LANE	RIDGEWAY ROAD	INGLEWOOD ROAD	0.215	ST-SST	$ 4,257.50
2026	RD-RDS-002798	FERRY STREET	DELAWARE AVENUE	CHAPIN PARKWAY	0.17	ST-DST	$ 5,059.88
2026	RD-RDS-002833	FERRY STREET	BIDWELL PARKWAY	RICHMOND AVENUE	0.172	ST-SST	$ 2,554.50
2026	RD-RDS-002834	FERRY STREET	DELEWARE AVENUE	BIDWELL PARKWAY	0.164	ST-SST	$ 2,443.85
2026	RD-RDS-002835	FERRY STREET	CHAPIN PARKWAY	BERTIE BAY ROAD	0.167	ST-SST	$ 2,486.98
2026	RD-RDS-000798	FLORENCE DRIVE	ALBION AVENUE	BENNER AVENUE	0.184	ST-FDR & DST	$ 8,403.35
2026	RD-RDS-001338	FLOYD PLACE	HELENA STREET	BASSET AVENUE	0.134	ST-FDR & DST	$ 12,253.75

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2026	RD-RDS-000746	FOSTER STREET	AIRLINE STREET	STEVENSVILLE ROAD	0.208	ST-DST	$ 8,262.66
2026	RD-RDS-002836	FRONTENAC ROAD	NIGH ROAD	SOUTH END OF ROAD	0.194	ST-SST	$ 5,139.94
2026	RD-RDS-000690	GLENSPRING ROAD	EASTWOOD AVENUE	SCHOOLEY ROAD	0.147	ST-SST	$ 2,678.64
2026	RD-RDS-000691	GLENSPRING ROAD	WESTWOOD AVENUE	BEECHWOOD AVENUE	0.138	ST-DST	$ 5,026.61
2026	RD-RDS-000693	GLENSPRING ROAD	LAKEWOOD AVENUE	WESTWOOD AVENUE	0.147	ST-DST	$ 5,335.86
2026	RD-RDS-000695	GLENSPRING ROAD	ROSEWOOD AVENUE	LAKEWOOD AVENUE	0.171	ST-SST	$ 3,114.17
2026	RD-RDS-001120	GLENSPRING ROAD	BEECHWOOD AVENUE	EASTWOOD AVENUE	0.145	ST-SST	$ 2,634.65
2026	RD-RDS-001123	GLENSPRING ROAD	(DIAMOND-SE) AT CHERRY HILL BOULEVARD SOUT	CHERRY HILL BOULEVARD SOUTH	0.122	ST-SST	$ 2,020.02
2026	RD-RDS-001124	GLENSPRING ROAD	(DIAMOND-NW) AT CHERRY HILL BOULEVARD SOU	CHERRY HILL BOULEVARD SOUTH	0.122	ST-SST	$ 2,019.36
2026	RD-RDS-001405	GLENSPRING ROAD	(DIAMOND-SW) AT CHERRY HILL BOULEVARD SOU	CHERRY HILL BOULEVARD SOUTH	0.117	ST-SST	$ 1,939.71
2026	RD-RDS-002853	GORDON AVENUE	YOUNG AVENUE	EVADERE AVENUE	0.098	ST-SST	$ 2,580.28
2026	RD-RDS-002854	GORDON AVENUE	THUNDER BAY ROAD	YOUNG AVENUE	0.231	ST-SST	$ 3,434.95
2026	RD-RDS-000277	GRANDVIEW ROAD	LAKEHURST AVENUE	DOMINION ROAD	0.55	Planned Capital Project	
2026	RD-RDS-000279	GRANDVIEW ROAD	ENGLEWOOD AVENUE	LAKEHURST AVENUE	0.256	Planned Capital Project	
2026	RD-RDS-000281	GRANDVIEW ROAD	PARKSIDE AVENUE	ENGLEWOOD AVENUE	0.394	Planned Capital Project	
2026	RD-RDS-001117	GRANDVIEW ROAD	PHILLIPS STREET	HOLLYWOOD STREET	0.417	Planned Capital Project	
2026	RD-RDS-001496	GRANDVIEW ROAD	HOLLYWOOD STREET	PARKSIDE AVENUE	0.436	Planned Capital Project	
2026	RD-RDS-000726	GRAPE STREET	NORRIS AVENUE	GRACEFIELD AVENUE	0.188	ST-SST	$ 3,109.34
2026	RD-RDS-000727	GRAPE STREET	GRACEFIELD AVENUE	WEST END OF ROAD	0.186	ST-SST	$ 2,459.45
2026	RD-RDS-001335	GRAYSON AVENUE	JEWSON ROAD	ELLSWORTH ROAD	0.409	ST-SST	$ 6,756.41
2026	RD-RDS-001625	GRAYSON AVENUE	ELLSWORTH ROAD	LAUR ROAD	0.45	ST-SST	$ 7,431.62
2026	RD-RDS-000494	GROVE AVENUE	PLEASANT AVENUE N	MAPLE LEAF AVENUE N	0.163	ST-SST	$ 2,699.19
2026	RD-RDS-001830	GROVE AVENUE	BURLEIGH ROAD N	PLEASANT AVENUE N	0.172	ST-SST	$ 2,844.61
2026	RD-RDS-001030	HAZEL STREET	HAZEL COURT	HAZEL COURT	0.037	HMA - Ovly	$ 4,311.79
2026	RD-RDS-000311	HIAWATHA AVENUE	OAKHILL BOULEVARD	EAST END OF ROAD	0.107	ST-SST	$ 2,815.86
2026	RD-RDS-000490	HIAWATHA AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.109	ST-SST	$ 2,872.71
2026	RD-RDS-000491	HIAWATHA AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.203	ST-SST	$ 5,355.95
2026	RD-RDS-000483	HICKORY AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.178	ST-SST	$ 4,717.69
2026	RD-RDS-000484	HICKORY AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.204	ST-SST	$ 5,387.41
2026	RD-RDS-002773	HOLLYWOOD STREET	FAIRVIEW ROAD	CRESCENT ROAD	0.195	ST-SST	$ 2,904.60
2026	RD-RDS-002774	HOLLYWOOD STREET	GRANDVIEW ROAD	FAIRVIEW ROAD	0.174	ST-SST	$ 2,593.76
2026	RD-RDS-002775	HOLLYWOOD STREET	LAKEVIEW ROAD	GRANDVIEW ROAD	0.175	ST-SST	$ 2,605.96
2026	RD-RDS-002776	HOLLYWOOD STREET	DAYTONA DRIVE	LAKESIDE ROAD	0.207	ST-DST	$ 6,158.30
2026	RD-RDS-002777	HOLLYWOOD STREET	PARKDALE AVENUE	DAYTONA DRIVE	0.191	ST-SST	$ 2,833.51
2026	RD-RDS-002778	HOLLYWOOD STREET	SCOTT AVENUE	FERNDALE AVENUE	0.173	ST-SST	$ 2,568.18

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2026	RD-RDS-002803	HOLLYWOOD STREET	FERNDALE AVENUE	PARKDALE AVENUE	0.179	ST-SST	$ 2,662.48
2026	RD-RDS-002808	HOLLYWOOD STREET	LAKESIDE ROAD	LAKEVIEW ROAD	0.171	ST-SST	$ 2,548.25
2026	RD-RDS-001771	HOSPITALITY DRIVE	WALDEN BOULEVARD	NORTH END OF ROAD	0.31	ST-DST	$ 12,294.37
2026	RD-RDS-000808	HOUCK CRESCENT	WARWICK AVENUE	WEST END OF ROAD	0.133	ST-FDR & DST	$ 12,170.50
2026	RD-RDS-001480	HYDE AVENUE	NIAGARA BOULEVARD	HOUCK CRESCENT	0.261	ST-FDR & DST	$ 16,438.84
2026	RD-RDS-000302	HYMAN AVENUE	BERNARD AVENUE	NICOLAS ROAD	0.323	ST-SST	$ 5,862.24
2026	RD-RDS-000506	HYMAN AVENUE	BURLEIGH ROAD N	PLEASANT AVENUE N	0.172	ST-SST	$ 3,127.62
2026	RD-RDS-001279	HYMAN AVENUE	PLEASANT AVENUE N	MAPLE LEAF AVENUE N	0.161	ST-SST	$ 2,925.49
2026	RD-RDS-000736	JEWSON ROAD	POUND AVENUE	GRAYSON AVENUE	0.185	ST-SST	$ 3,663.00
2026	RD-RDS-001313	JEWSON ROAD	GARRISON ROAD	POUND AVENUE	0.201	ST-SST	$ 3,980.28
2026	RD-RDS-000024	JOHN STREET	ARCHANGE STREET	WATERLOO STREET	0.127	ST-FDR & DST	$ 10,135.30
2026	RD-RDS-000045	JOHN STREET	GODERICH STREET	ARCHANGE STREET	0.108	ST-FDR & DST	$ 8,678.48
2026	RD-RDS-000177	JOSEPH STREET	DOMINION ROAD	QUEENSTON BOULEVARD	0.235	ST-DST	$ 9,340.65
2026	RD-RDS-002814	KAYART ROAD	DOMINION ROAD	CROSS STREET	0.27	ST-SST	$ 5,359.26
2026	RD-RDS-002842	KENWOOD STREET	BOWEN ROAD	GRAPE STREET	0.131	ST-SST	$ 3,473.42
2026	RD-RDS-000105	KING STREET NORTH	OAKES DRIVE	NORTH END OF ROAD	0.094	ST-DST	$ 3,733.24
2026	RD-RDS-001772	KINGSTON ROAD	ROSEHILL ROAD	BRANTFORD AVENUE	0.209	ST-DST	$ 11,068.22
2026	RD-RDS-000771	KRAFT ROAD	EDGEMERE ROAD	KRAFT LANE	0.191	ST-SST	$ 3,153.63
2026	RD-RDS-001014	KRAFT ROAD	KRAFT LANE	SOUTH END OF ROAD	0.192	ST-DST	$ 6,356.35
2026	RD-RDS-002827	LAFAYETTE AVENUE	CHAPIN PARKWAY	BERTIE BAY ROAD	0.204	ST-SST	$ 3,036.07
2026	RD-RDS-002832	LAFAYETTE AVENUE	RICHMOND AVENUE	BIDWELL PARKWAY	0.151	ST-SST	$ 2,245.75
2026	RD-RDS-002813	LAFAYETTE CIRCLE	LAFAYETTE AVENUE	CHAPIN PARKWAY	0.126	ST-SST	$ 2,085.13
2026	RD-RDS-002829	LAFAYETTE CIRCLE	DELAWARE AVENUE	LAFAYETTE AVENUE	0.115	ST-SST	$ 1,907.32
2026	RD-RDS-002830	LAFAYETTE CIRCLE	CHAPIN PARKWAY	LAFAYETTE AVENUE	0.182	ST-SST	$ 3,012.84
2026	RD-RDS-002831	LAFAYETTE CIRCLE	LAFAYETTE AVENUE	CHAPIN PARKWAY	0.1	ST-SST	$ 1,644.57
2026	RD-RDS-002721	LAKEHURST AVENUE	PARKDALE AVENUE	DAYTONA DRIVE	0.189	ST-SST	$ 2,812.99
2026	RD-RDS-002753	LAKEHURST AVENUE	FAIRVIEW ROAD	CRESCENT ROAD	0.193	ST-SST	$ 2,877.23
2026	RD-RDS-002754	LAKEHURST AVENUE	GRANDVIEW ROAD	FAIRVIEW ROAD	0.173	ST-SST	$ 2,579.78
2026	RD-RDS-002755	LAKEHURST AVENUE	LAKESIDE ROAD	LAKEVIEW ROAD	0.172	ST-SST	$ 2,561.34
2026	RD-RDS-002757	LAKEHURST AVENUE	FERNDALE AVENUE	PARKDALE AVENUE	0.173	ST-SST	$ 2,572.65
2026	RD-RDS-002758	LAKEHURST AVENUE	SCOTT AVENUE	FERNDALE AVENUE	0.174	ST-SST	$ 2,587.52
2026	RD-RDS-002759	LAKEHURST AVENUE	BUFFALO ROAD	SCOTT AVENUE	0.181	ST-SST	$ 2,688.65
2026	RD-RDS-002760	LAKEHURST AVENUE	WEST END OF ROAD	BUFFALO ROAD	0.18	ST-SST	$ 2,677.65
2026	RD-RDS-002806	LAKEHURST AVENUE	LAKEVIEW ROAD	GRANDVIEW ROAD	0.175	ST-SST	$ 2,600.31
2026	RD-RDS-000739	LAUR ROAD	POUND AVENUE	GARRISON ROAD	0.191	ST-DST	$ 7,586.35

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2026	RD-RDS-000947	LAUR ROAD	NORTH END OF ROAD	GRAYSON AVENUE	0.101	ST-SST	$ 1,998.07
2026	RD-RDS-001792	LAUR ROAD	GRAYSON AVENUE	POUND AVENUE	0.191	ST-SST	$ 3,782.37
2026	RD-RDS-000664	LAWRENCE AVENUE	EDINBURGH ROAD	BLACK CREEK ROAD	0.235	ST-FDR & DST	$ 16,089.05
2026	RD-RDS-000604	LEMCKE STREET	THOMPSON ROAD	WEST END OF ROAD	0.092	ST-FDR & DST	$ 8,375.91
2026	RD-RDS-001095	LINCOLN ROAD	LOOMIS CRESCENT	ULSTER LANE	0.062	HMA - Ovly	$ 6,123.81
2026	RD-RDS-001150	LINCOLN ROAD	DEVON PLACE	CONWAY PLACE	0.11	HMA - Ovly	$ 10,935.38
2026	RD-RDS-001184	LINCOLN ROAD	LOOMIS CRESCENT	MUNSTER LANE	0.065	HMA - Ovly	$ 6,431.99
2026	RD-RDS-000549	LYNWOOD LANE	INGLEWOOD ROAD	DOVERCOURT ROAD	0.163	ST-SST	$ 2,959.66
2026	RD-RDS-000550	LYNWOOD LANE	RIDGEWAY ROAD	INGLEWOOD ROAD	0.212	ST-SST	$ 3,859.81
2026	RD-RDS-000303	MAPLE AVENUE	BARKER AVENUE	BERNARD AVENUE	0.204	ST-SST	$ 5,400.90
2026	RD-RDS-000486	MAPLE AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.193	ST-SST	$ 5,107.94
2026	RD-RDS-001549	MAPLE AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.202	ST-SST	$ 5,335.06
2026	RD-RDS-001824	MAPLE AVENUE	CENTRALIA AVENUE	OAKHILL BOULEVARD	0.238	ST-SST	$ 6,303.30
2026	RD-RDS-000501	MAPLE LEAF AVENUE	END OF CURVE	NORTH SHORE DRIVE	0.177	ST-SST	$ 3,513.48
2026	RD-RDS-000503	MAPLE LEAF AVENUE	EVADERE AVENUE	THUNDER BAY ROAD	0.433	ST-SST	$ 7,161.61
2026	RD-RDS-001489	MAPLE LEAF AVENUE	BETHUNE AVENUE	EVADERE AVENUE	0.384	ST-SST	$ 6,345.27
2026	RD-RDS-000507	MAPLE LEAF AVENUE S	END OF CURVE	NORTH SHORE DRIVE	0.105	ST-SST	$ 2,074.22
2026	RD-RDS-000152	MATHER BOULEVARD	GARRISON ROAD	QUEENSBURY ROAD	0.165	Planned Capital Project	
2026	RD-RDS-000153	MATHER BOULEVARD	QUEENSBURY ROAD	RICELAND ROAD	0.174	Planned Capital Project	
2026	RD-RDS-001578	MATHER BOULEVARD	RICELAND ROAD	WALDEN BOULEVARD	0.177	Planned Capital Project	
2026	RD-RDS-001207	MOHAWK AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.18	ST-SST	$ 4,764.49
2026	RD-RDS-001470	MOHAWK AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.202	ST-SST	$ 5,337.18
2026	RD-RDS-000231	NEVA ROAD	BETHUNE AVENUE	RISELAY AVENUE	0.207	ST-SST	$ 3,418.03
2026	RD-RDS-000232	NEVA ROAD	THUNDER BAY ROAD	YOUNG AVENUE	0.223	ST-SST	$ 3,691.36
2026	RD-RDS-000233	NEVA ROAD	YOUNG AVENUE	EVADERE AVENUE	0.105	ST-SST	$ 1,742.07
2026	RD-RDS-000234	NEVA ROAD	EVADERE AVENUE	POPLAR AVENUE	0.191	ST-SST	$ 3,161.89
2026	RD-RDS-001389	NEVA ROAD	RISELAY AVENUE	JEWEL AVENUE	0.186	ST-SST	$ 3,068.69
2026	RD-RDS-001682	NEVA ROAD	JEWEL AVENUE	HYMAN AVENUE	0.187	ST-SST	$ 3,088.52
2026	RD-RDS-001778	NEVA ROAD	POPLAR AVENUE	BETHUNE AVENUE	0.189	ST-SST	$ 3,118.60
2026	RD-RDS-002727	NICOLAS ROAD	HYMAN AVENUE	JEWEL AVENUE	0.186	ST-SST	$ 3,070.68
2026	RD-RDS-002800	NICOLAS ROAD	RISELAY AVENUE	BETHUNE AVENUE	0.194	ST-SST	$ 3,206.51
2026	RD-RDS-002816	NICOLAS ROAD	POPLAR AVENUE	EVADERE AVENUE	0.194	ST-SST	$ 3,210.15
2026	RD-RDS-002855	NICOLAS ROAD	JEWEL AVENUE	RISELAY AVENUE	0.188	ST-DST	$ 6,208.84
2026	RD-RDS-002856	NICOLAS ROAD	EVADERE AVENUE	YOUNG AVENUE	0.191	ST-SST	$ 3,161.89
2026	RD-RDS-002857	NICOLAS ROAD	YOUNG AVENUE	THUNDER BAY ROAD	0.225	ST-SST	$ 3,724.74

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2026	RD-RDS-002858	NICOLAS ROAD	BETHUNE AVENUE	POPLAR AVENUE	0.189	ST-SST	$ 3,128.84
2026	RD-RDS-000728	NIGH ROAD	DOVER ROAD	ROSEHILL ROAD	0.362	ST-SST	$ 7,171.72
2026	RD-RDS-000730	NIGH ROAD	FRONTENAC ROAD	DOVER ROAD	0.18	ST-SST	$ 3,563.45
2026	RD-RDS-001546	NORTH SHORE DRIVE	PLEASANT AVENUE	BURLEIGH ROAD	0.176	ST-SST	$ 2,902.45
2026	RD-RDS-001598	NORTH SHORE DRIVE	MAPLE LEAF AVENUE	MAPLE LEAF AVENUE	0.172	ST-SST	$ 2,835.69
2026	RD-RDS-000034	OAKES DRIVE	TAYLOR AVENUE	THOMPSON ROAD	0.184	ST-SST	$ 3,944.62
2026	RD-RDS-000215	OAKHILL BOULEVARD	TECUMSEH TRAIL	OZARK TRAIL	0.185	ST-SST	$ 4,089.90
2026	RD-RDS-000218	OAKHILL BOULEVARD	MOHAWK AVENUE	BEACH AVENUE	0.185	ST-SST	$ 4,089.02
2026	RD-RDS-000219	OAKHILL BOULEVARD	HIAWATHA AVENUE	MOHAWK AVENUE	0.186	ST-SST	$ 4,122.23
2026	RD-RDS-000343	OAKHILL BOULEVARD	CARIBOU TRAIL	PORTAGE TRAIL	0.184	ST-DST	$ 8,171.81
2026	RD-RDS-000345	OAKHILL BOULEVARD	OZARK TRAIL	CARIBOU TRAIL	0.19	ST-DST	$ 8,407.60
2026	RD-RDS-001465	OAKHILL BOULEVARD	PORTAGE TRAIL	NIGH ROAD	0.182	ST-DST	$ 8,072.54
2026	RD-RDS-001542	OAKHILL BOULEVARD	GARRISON ROAD	HIAWATHA AVENUE	0.207	ST-SST	$ 4,589.02
2026	RD-RDS-001683	OAKHILL BOULEVARD	MAPLE AVENUE	SHAWNEE TRAIL	0.191	ST-SST	$ 4,230.74
2026	RD-RDS-001779	OAKHILL BOULEVARD	BEACH AVENUE	CHERRY AVENUE	0.187	ST-SST	$ 4,148.36
2026	RD-RDS-002616	OAKHILL BOULEVARD	CHERRY AVENUE	MAPLE AVENUE	0.186	ST-SST	$ 4,129.32
2026	RD-RDS-002665	OAKHILL BOULEVARD	SHAWNEE TRAIL	TECUMSEH TRAIL	0.184	ST-SST	$ 4,081.05
2026	RD-RDS-002790	OLD GARRISON ROAD	BURGER ROAD	MATHEWS ROAD NORTH	0.325	ST-SST	$ 6,978.81
2026	RD-RDS-000810	ONTARIO DRIVE	ROSEHILL ROAD	DOVER ROAD	0.182	ST-SST	$ 4,819.75
2026	RD-RDS-000315	ORCHARD AVENUE	FERNDALE AVENUE	PARKDALE AVENUE	0.179	Planned Capital Project	
2026	RD-RDS-000383	ORCHARD AVENUE	LAKEVIEW ROAD	GRANDVIEW ROAD	0.185	Planned Capital Project	
2026	RD-RDS-001596	ORCHARD AVENUE	PARKDALE AVENUE	DAYTONA DRIVE	0.369	Planned Capital Project	
2026	RD-RDS-001827	ORCHARD AVENUE	DAYTONA DRIVE	LAKEVIEW ROAD	0.195	Planned Capital Project	
2026	RD-RDS-000612	OSGOOD AVENUE	BERTIE STREET	SOUTH END OF ROAD	0.167	ST-FDR & DST	$ 11,490.80
2026	RD-RDS-001601	OSGOOD AVENUE	BERKELEY PLACE	SEYMORE AVENUE	0.171	ST-FDR & DST	$ 7,837.09
2026	RD-RDS-000342	OZARK TRAIL	CENTRALIA AVENUE N	OAKHILL BOULEVARD	0.236	ST-SST	$ 6,252.53
2026	RD-RDS-001204	OZARK TRAIL	BARKER AVENUE	BERNARD AVENUE	0.204	ST-SST	$ 5,402.49
2026	RD-RDS-000497	PARKER AVENUE	BURLEIGH ROAD	EAST END OF ROAD	0.135	ST-FDR & DST	$ 12,349.80
2026	RD-RDS-000505	PARKER AVENUE	BERNARD AVENUE	WEST END OF ROAD OF ROAD	0.091	ST-SST	$ 1,204.87
2026	RD-RDS-002722	PARKSIDE AVENUE	FAIRVIEW ROAD	GRANDVIEW ROAD	0.175	ST-SST	$ 2,598.82
2026	RD-RDS-002765	PARKSIDE AVENUE	CRESCENT ROAD	FAIRVIEW ROAD	0.192	ST-SST	$ 2,859.68
2026	RD-RDS-002766	PARKSIDE AVENUE	GRANDVIEW ROAD	LAKEVIEW ROAD	0.173	ST-SST	$ 2,579.49
2026	RD-RDS-002767	PARKSIDE AVENUE	LAKESIDE ROAD	DAYTONA DRIVE	0.204	ST-SST	$ 3,027.45
2026	RD-RDS-002768	PARKSIDE AVENUE	DAYTONA DRIVE	PARKDALE AVENUE	0.189	ST-SST	$ 2,803.47
2026	RD-RDS-002770	PARKSIDE AVENUE	FERNDALE AVENUE	SCOTT AVENUE	0.171	ST-SST	$ 2,547.96

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2026	RD-RDS-002771	PARKSIDE AVENUE	LAKEVIEW ROAD	LAKESIDE ROAD	0.175	ST-SST	$ 2,596.74
2026	RD-RDS-000488	PEACH AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.181	ST-SST	$ 4,776.65
2026	RD-RDS-000360	PHILLIPS STREET	CRESCENT ROAD	FAIRVIEW ROAD	0.191	ST-SST	$ 3,777.62
2026	RD-RDS-000361	PHILLIPS STREET	LAKEVIEW ROAD	LAKESIDE ROAD	0.175	ST-SST	$ 3,471.44
2026	RD-RDS-000363	PHILLIPS STREET	PARKDALE AVENUE	DAYTONA DRIVE	0.197	ST-SST	$ 3,902.54
2026	RD-RDS-000364	PHILLIPS STREET	PARKDALE AVENUE	FERNDALE AVENUE	0.177	ST-SST	$ 3,515.86
2026	RD-RDS-000365	PHILLIPS STREET	FERNDALE AVENUE	SCOTT AVENUE	0.173	ST-SST	$ 3,424.64
2026	RD-RDS-000366	PHILLIPS STREET	SCOTT AVENUE	BUFFALO ROAD	0.181	ST-SST	$ 3,588.04
2026	RD-RDS-001501	PHILLIPS STREET	FAIRVIEW ROAD	GRANDVIEW ROAD	0.174	ST-SST	$ 3,444.87
2026	RD-RDS-000481	PINE AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.163	ST-SST	$ 4,307.34
2026	RD-RDS-000482	PINE AVENUE	BURLEIGH ROAD	EAST END OF ROAD	0.111	ST-SST	$ 2,936.43
2026	RD-RDS-000836	PIRSON STREET	STEVENSVILLE ROAD	WEST END OF ROAD	0.079	ST-SST	$ 2,614.92
2026	RD-RDS-001301	PLEASANT AVENUE N	EVADERE AVENUE	THUNDER BAY ROAD	0.431	ST-SST	$ 7,116.00
2026	RD-RDS-001829	PLEASANT AVENUE N	BETHUNE AVENUE	EVADERE AVENUE	0.385	ST-SST	$ 6,356.84
2026	RD-RDS-000214	POPLAR AVENUE	NEVA ROAD	NICOLAS ROAD	0.319	ST-SST	$ 5,790.62
2026	RD-RDS-000396	POPLAR AVENUE	NICOLAS ROAD	BERNARD AVENUE	0.164	ST-SST	$ 2,981.11
2026	RD-RDS-000397	POPLAR AVENUE	BERNARD AVENUE	COOK AVENUE	0.447	ST-SST	$ 8,129.34
2026	RD-RDS-001323	POPLAR AVENUE	NICOLAS ROAD	75m W of NICOLAS ROAD	0.154	ST-SST	$ 2,793.16
2026	RD-RDS-001395	POPLAR AVENUE	GORDON AVENUE	BURLEIGH ROAD	0.359	ST-SST	$ 6,518.82
2026	RD-RDS-001392	PORTAGE TRAIL	BERNARD AVENUE	BARKER AVENUE	0.204	ST-SST	$ 5,386.09
2026	RD-RDS-000732	POUND AVENUE	BARNHART STREET	JEWSON ROAD	0.405	ST-SST	$ 6,695.93
2026	RD-RDS-001290	POUND AVENUE	KENNEDY DRIVE	MANNING COURT	0.206	ST-SST	$ 4,077.05
2026	RD-RDS-001476	POUND AVENUE	BARNHART STREET	ROSEHILL ROAD	0.381	ST-SST	$ 6,299.66
2026	RD-RDS-001846	POUND AVENUE	PETTIT ROAD	ROCKWOOD DRIVE	0.365	ST-SST	$ 7,228.43
2026	RD-RDS-000056	QUEENSBURY ROAD	KING STREET	MATHER BOULEVARD	0.259	Planned Capital Project	
2026	RD-RDS-000651	REBSTOCK ROAD	BEECHWOOD AVENUE	WESTWOOD AVENUE	0.138	ST-SST	$ 2,744.87
2026	RD-RDS-001122	REBSTOCK ROAD	LAKEWOOD AVENUE	WEST END OF ROAD	0.185	ST-SST	$ 3,049.19
2026	RD-RDS-001314	REBSTOCK ROAD	WESTWOOD AVENUE	LAKEWOOD AVENUE	0.145	ST-SST	$ 2,400.75
2026	RD-RDS-001626	REBSTOCK ROAD	SCHOOLEY ROAD	BEECHWOOD AVENUE	0.298	ST-SST	$ 5,913.70
2026	RD-RDS-000061	RICELAND ROAD	KING STREET	MATHER BOULEVARD	0.322	Planned Capital Project	
2026	RD-RDS-001298	RIDGEMOUNT ROAD	QEW NORTH SIDE	EAGLE ST	0.355	ST-SST	$ 7,046.79
2026	RD-RDS-001663	RIDGEMOUNT ROAD	COLLEGE ROAD	EAGLE STREET	0.26	ST-DST	$ 10,310.67
2026	RD-RDS-000473	RIDGEWOOD AVENUE	PINE AVENUE	SPRUCE AVENUE	0.188	ST-SST	$ 3,791.79
2026	RD-RDS-000474	RIDGEWOOD AVENUE	HICKORY AVENUE	PINE AVENUE	0.186	ST-SST	$ 3,743.00
2026	RD-RDS-000475	RIDGEWOOD AVENUE	ASH AVENUE	CEDAR AVENUE	0.185	ST-SST	$ 3,724.05

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2026	RD-RDS-000476	RIDGEWOOD AVENUE	MAPLE AVENUE	ASH AVENUE	0.188	ST-SST	$ 3,784.53
2026	RD-RDS-000477	RIDGEWOOD AVENUE	PEACH AVENUE	CHERRY AVENUE	0.188	ST-SST	$ 3,799.85
2026	RD-RDS-000478	RIDGEWOOD AVENUE	MOHAWK AVENUE	PEACH AVENUE	0.187	ST-SST	$ 3,772.43
2026	RD-RDS-000479	RIDGEWOOD AVENUE	HIAWATHA AVENUE	MOHAWK AVENUE	0.187	ST-SST	$ 3,779.29
2026	RD-RDS-000480	RIDGEWOOD AVENUE	GARRISON ROAD	HIAWATHA AVENUE	0.18	ST-SST	$ 3,629.29
2026	RD-RDS-001299	RIDGEWOOD AVENUE	CHERRY AVENUE	MAPLE AVENUE	0.187	ST-SST	$ 3,767.59
2026	RD-RDS-001787	RIDGEWOOD AVENUE	SPRUCE AVENUE	NIGH ROAD	0.197	ST-SST	$ 3,978.88
2026	RD-RDS-001788	RIDGEWOOD AVENUE	CEDAR AVENUE	HICKORY AVENUE	0.188	ST-SST	$ 3,786.14
2026	RD-RDS-000414	RISELAY AVENUE	BERNARD AVENUE	NICOLAS ROAD	0.319	ST-SST	$ 5,263.54
2026	RD-RDS-001785	RISELAY AVENUE	COOK AVENUE	BERNARD AVENUE	0.444	ST-SST	$ 7,340.08
2026	RD-RDS-001828	RISELAY AVENUE	NICOLAS ROAD	NEVA ROAD	0.403	ST-SST	$ 7,991.49
2026	RD-RDS-001343	RIVER TRAIL	RIVER TRAIL CRESCENT	CANFIELD CRESCENT	0.207	ST-SST	$ 3,760.56
2026	RD-RDS-000661	RIVER TRAIL CRESCENT	RIVER TRAIL	WESTBROOK DRIVE	0.229	ST-SST	$ 3,777.62
2026	RD-RDS-001040	RIVER TRAIL CRESCENT	WESTBROOK AVENUE	RIVER TRAIL	0.152	ST-DST	$ 5,027.40
2026	RD-RDS-001319	RIVER TRAIL CRESCENT	TERESA DRIVE	WESTBROOK AVENUE	0.17	ST-SST	$ 2,813.88
2026	RD-RDS-000800	ROCKWOOD DRIVE	NORTH END OF ROAD	GARRISON ROAD	0.196	ST-FDR & DST	$ 11,215.45
2026	RD-RDS-000979	ROSEHILL ROAD	NIGH ROAD	NIGH ROAD	0.173	ST-SST	$ 3,714.75
2026	RD-RDS-002782	ROSEHILL ROAD	CHATHAM ROAD	KINGSTON ROAD	0.206	ST-SST	$ 4,434.85
2026	RD-RDS-002783	ROSEHILL ROAD	ROYAL YORK ROAD	CHATHAM ROAD	0.195	ST-SST	$ 4,192.10
2026	RD-RDS-001407	RUBY AVENUE	EVELYN AVENUE	NORTH END OF ROAD	0.268	ST-FDR & DST	$ 12,261.98
2026	RD-RDS-000320	SCOTT AVENUE	SOUTH END OF ROAD	DOMINION ROAD	0.238	ST-SST	$ 5,104.24
2026	RD-RDS-000335	SCOTT AVENUE	ORCHARD AVENUE	SOUTH END OF ROAD	0.245	ST-FDR & DST	$ 12,602.97
2026	RD-RDS-000607	SEYMOUR AVENUE	SPEARS ROAD	ROBERT PLACE	0.196	ST-FDR & DST	$ 12,340.77
2026	RD-RDS-000610	SEYMOUR AVENUE	ZELLA PLACE R/A	BENNER AVENUE	0.165	ST-FDR & DST	$ 10,382.29
2026	RD-RDS-000611	SEYMOUR AVENUE	BENNER AVENUE	ALBION AVENUE	0.092	ST-DST	$ 6,700.20
2026	RD-RDS-000945	SEYMOUR AVENUE	OSGOODE AVENUE	ARDMORE PLACE	0.09	ST-FDR & DST	$ 11,367.19
2026	RD-RDS-000946	SEYMOUR AVENUE	LENNOX PLACE	ZELLA PLACE	0.09	ST-FDR & DST	$ 11,313.10
2026	RD-RDS-001307	SEYMOUR AVENUE	ARDMORE PLACE	LENOX PLACE R/A	0.184	ST-FDR & DST	$ 11,586.06
2026	RD-RDS-001504	SEYMOUR AVENUE	ROBERT PLACE	OSGOODE AVENUE	0.098	ST-FDR & DST	$ 12,290.45
2026	RD-RDS-001039	SHAGBARK LANE	SWITCH ROAD	EAST END OF ROAD	0.14	ST-FDR & DST	$ 9,631.47
2026	RD-RDS-000528	SHANNON ROAD	RIDGEWAY ROAD	CAMBRIDGE ROAD	0.09	HMA - Ovly	$ 8,974.96
2026	RD-RDS-001185	SHANNON ROAD	LOOMIS CRESCENT	LINCOLN ROAD	0.088	HMA - Ovly	$ 8,718.48
2026	RD-RDS-001406	SHAWNEE TRAIL	BERNARD AVENUE	BARKER AVENUE	0.203	ST-SST	$ 5,364.41
2026	RD-RDS-001543	SHAWNEE TRAIL	OAKHILL BOULEVARD	CENTRALIA AVENUE	0.238	ST-SST	$ 5,496.65
2026	RD-RDS-000393	SHIRLEY ROAD	BETHUNE AVENUE	EVADERE AVENUE	0.429	ST-SST	$ 7,096.50

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2026	RD-RDS-002723	SIMS AVENUE	TENTH STREET	EAST END OF ROAD	0.092	Planned Capital Project	
2026	RD-RDS-002737	SIMS AVENUE	THOMPSON ROAD	TENTH STREET	0.549	Planned Capital Project	
2026	RD-RDS-000630	SMALLS ROAD	SCHOOLEY ROAD	BEECHWOOD AVENUE	0.287	ST-SST	$ 4,272.87
2026	RD-RDS-000632	SMALLS ROAD	BEECHWOOD AVENUE	WESTWOOD AVENUE	0.139	ST-SST	$ 2,063.71
2026	RD-RDS-000635	SMALLS ROAD	WILLOWOOD AVENUE	HAZELWOOD AVENUE	0.155	ST-SST	$ 2,311.19
2026	RD-RDS-001551	SMALLS ROAD	WESTWOOD AVENUE	LAKEWOOD AVENUE	0.144	ST-SST	$ 2,136.29
2026	RD-RDS-001621	SMALLS ROAD	CHERRYHILL BOULEVARD SOUTH	WILLOWOOD AVENUE	0.146	ST-SST	$ 2,165.73
2026	RD-RDS-000608	SPEARS ROAD	SEYMORE AVENUE	BERKELEY PLACE	0.16	ST-DST	$ 6,369.45
2026	RD-RDS-001288	SPEARS ROAD	BERTIE STREET	NORTH END OF ROAD	0.138	ST-FDR & DST	$ 9,468.18
2026	RD-RDS-002844	SWITCH ROAD	SHAGBARK LANE	TOWNLINE ROAD	0.174	ST-DST	$ 6,910.03
2026	RD-RDS-001344	THUNDER BAY ROAD	SHIRLEY ROAD	COLONY ROAD	0.159	ST-SST	$ 3,206.73
2026	RD-RDS-000459	VICTORIA ROAD	ELMWOOD AVENUE	MAPLEWOOD AVENUE	0.113	HMA - Ovly	$ 9,225.30
2026	RD-RDS-001176	WALDEN BOULEVARD	DIPIETRO STREET	GARRISON ROAD	0.045	HMA - Ovly	$ 7,239.04
2026	RD-RDS-000809	WARWICK AVENUE	HOUCK CRESCENT	NIAGARA BOULEVARD	0.303	ST-FDR & DST	$ 17,348.04
2026	RD-RDS-000678	WELLINGTON ROAD	HAUN ROAD	RIDGEWAY ROAD	0.081	ST-DST	$ 4,821.74
2026	RD-RDS-000680	WELLINGTON ROAD	DERBY ROAD	BELVIDERE ROAD	0.13	ST-DST	$ 3,879.30
2026	RD-RDS-000418	WELLS AVENUE	PARKER AVENUE	GROVE AVENUE	0.204	ST-SST	$ 3,371.43
2026	RD-RDS-002738	WELLS AVENUE	EVADERE AVENUE	YOUNG AVENUE	0.193	ST-SST	$ 3,192.96
2026	RD-RDS-001474	WEST AVENUE	GRACEFIELD AVENUE	BOWEN ROAD	0.119	ST-SST	$ 2,164.94
2026	RD-RDS-002843	WEST AVENUE	WEST END OF ROAD	GRACEFIELD AVENUE	0.261	ST-SST	$ 6,906.66
2026	RD-RDS-000659	WESTBROOK AVENUE	RIVER TRAIL CRESCENT	EDINBURGH ROAD	0.212	ST-FDR & DST	$ 13,313.08
2026	RD-RDS-001630	WESTBROOK AVENUE	EDINBURGH ROAD	BLACK CREEK ROAD	0.217	ST-FDR & DST	$ 13,658.99
2026	RD-RDS-001620	WESTWOOD AVENUE	ERIE ROAD	GLENOLDEN LANE	0.337	ST-SST	$ 5,573.55
2026	RD-RDS-001832	WESTWOOD AVENUE	GLENSPRING ROAD	SMALLS ROAD	0.442	ST-SST	$ 7,299.75
2026	RD-RDS-000181	WHITE AVENUE	ADELADE STREET	EAST END OF ROAD	0.24	ST-FDR & DST	$ 15,671.76
2026	RD-RDS-001217	WINGER ROAD	CP RAIL-CASO LANDS (FORMER RAIL LINE)	EAST MAIN STREET	0.283	ST-SST	$ 5,712.28
2026	RD-RDS-000228	YOUNG AVENUE	COOK AVENUE	WELLS AVENUE	0.405	ST-SST	$ 6,689.32
2026	RD-RDS-000229	YOUNG AVENUE	WELLS AVENUE	GORDON AVENUE	0.4	ST-SST	$ 6,604.71
2026	RD-RDS-000230	YOUNG AVENUE	GORDON AVENUE	BURLEIGH ROAD	0.36	ST-SST	$ 5,953.96
2026	RD-RDS-000394	YOUNG AVENUE	NEVA ROAD	NICOLAS ROAD	0.317	ST-SST	$ 5,767.72
2026	RD-RDS-000395	YOUNG AVENUE	NICOLAS ROAD	BERNARD AVENUE	0.318	ST-SST	$ 5,776.08
						Total 2026:	**$ 1,746,561.82**

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2027	RD-RDS-000134	ABERDEEN STREET	ABERDEEN COURT	HENRIETTA STREET	0.106	HMA - Ovly	$ 16,347.03
2027	RD-RDS-001006	ALBANY STREET	MADISON STREET	MADISON STREET	0.067	HMA - Ovly	$ 11,477.26
2027	RD-RDS-000027	ALBERT STREET	MACCABEE AVENUE	AVENUE ""A""	0.077	HMA - Ovly	$ 8,994.84
2027	RD-RDS-000028	ALBERT STREET	LONGTENT AVENUE	DOMINION ROAD	0.115	HMA - Ovly	$ 13,546.31
2027	RD-RDS-000822	ARCADIA STREET	PETTIT ROAD	SUTHERLAND DRIVE	0.529	ST-DST	$ 19,253.62
2027	RD-RDS-001321	ARGYLE ROAD	DOMINION ROAD	(INTERSECT) GRAHAM AVE	0.398	ST-FDR & DST	$ 22,733.92
2027	RD-RDS-002838	BARKER AVENUE	OZARK TRAIL	TECUMSEH TRAIL	0.186	ST-SST	$ 3,684.81
2027	RD-RDS-002839	BARKER AVENUE	CARIBOU TRAIL	OZARK TRAIL	0.181	ST-SST	$ 3,584.07
2027	RD-RDS-002840	BARKER AVENUE	PORTAGE TRAIL	CARIBOU TRAIL	0.196	ST-SST	$ 3,885.49
2027	RD-RDS-002841	BARKER AVENUE	NIGH ROAD	PORTAGE TRAIL	0.179	ST-SST	$ 3,550.76
2027	RD-RDS-000309	BEACH AVE	EAST OF OAKHILL BLVD	OAKHILL BLVD	0.317	ST-DST	$ 12,599.19
2027	RD-RDS-000310	BEACH AVENUE	OAKHILL BOULEVARD	WEST OF OAKHILL BOULEVARD	0.549	ST-SST	$ 9,067.60
2027	RD-RDS-000075	BEACHVIEW AVENUE	DOMINION ROAD	EDGEMERE ROAD	0.461	ST-FDR & DST	$ 26,377.12
2027	RD-RDS-002864	BEECHWOOD AVENUE	GLENOLDEN LANE	ERIE ROAD	0.325	ST-SST	$ 8,598.29
2027	RD-RDS-000534	BELFAST ROAD	LINCOLN ROAD	CAMBRIDGE ROAD	0.116	HMA - 2Ovly	$ 18,988.69
2027	RD-RDS-000558	BELFAST ROAD	QUEEN'S CIRCLE	LOOMIS CRESCENT	0.139	HMA - Ovly	$ 15,024.66
2027	RD-RDS-001349	BELFAST ROAD	LOOMIS CRESCENT	LINCOLN ROAD	0.087	HMA - Ovly	$ 9,413.46
2027	RD-RDS-000527	BELFAST ROAD SOUTH	LINCOLN ROAD	WINDSOR LANE	0.105	HMA - Ovly	$ 11,335.19
2027	RD-RDS-001186	BELFAST ROAD SOUTH	WINDSOR LANE	QUEEN'S CIRCLE	0.104	HMA - 2Ovly	$ 17,011.45
2027	RD-RDS-000617	BENNER AVENUE	GARRISON ROAD	FLORENCE DRIVE	0.207	ST-FDR & DST	$ 18,969.29
2027	RD-RDS-000907	BERTIE BAY ROAD	DOMINION ROAD	FRIENDSHIP TRAIL	0.322	ST-SST	$ 8,515.80
2027	RD-RDS-000406	BETHUNE AVENUE	COOK AVENUE	BERNARD AVENUE	0.446	ST-SST	$ 8,114.80
2027	RD-RDS-002724	BIDWELL PARKWAY	LAFAYETTE AVENUE	FERRY STREET	0.461	ST-SST	$ 6,087.81
2027	RD-RDS-002822	BIDWELL PARKWAY	DOMINION ROAD	BIRD AVENUE R/A	0.627	ST-SST	$ 8,291.58
2027	RD-RDS-000541	BIRCHWOOD ROAD	MAPLEWOOD AVENUE	OXFORD AVENUE	0.06	HMA - 2Ovly	$ 13,199.07
2027	RD-RDS-000543	BIRCHWOOD ROAD	ELMWOOD AVENUE	MAPLEWOOD AVENUE	0.115	HMA - 2Ovly	$ 15,750.13
2027	RD-RDS-000657	BREWSTER ROAD	RIDGEWAY ROAD	HAUN ROAD	0.156	HMA - Ovly	$ 11,293.26
2027	RD-RDS-000673	BREWSTER ROAD	BELVIDERE ROAD	DERBY ROAD	0.069	HMA - 2Ovly	$ 15,057.17
2027	RD-RDS-000684	BRUNSWICK AVENUE	PROSPECT POINT ROAD	RIDGE ROAD SOUTH	0.561	ST-SST	$ 14,825.44
2027	RD-RDS-000385	BURLEIGH ROAD	MAPLE AVENUE	CHERRY AVENUE	0.186	ST-DST	$ 6,758.41
2027	RD-RDS-000388	BURLEIGH ROAD	HIAWATHA AVENUE	GARRISON ROAD	0.175	ST-DST	$ 6,383.67
2027	RD-RDS-000493	BURLEIGH ROAD	PINE AVENUE	HICKORY AVENUE	0.189	ST-DST	$ 6,888.66
2027	RD-RDS-001438	CAMBRIDGE PLACE	CAMBRIDGE ROAD WEST	PARK PLACE	0.144	HMA - Ovly	$ 14,285.58
2027	RD-RDS-001507	CAMBRIDGE ROAD WEST	SHANNON ROAD SOUTH	PARK PLACE	0.096	HMA - 2Ovly	$ 15,808.06
2027	RD-RDS-001530	CAMBRIDGE ROAD WEST	CAMBRIDGE PLACE	SHANNON ROAD SOUTH	0.12	HMA - Ovly	$ 12,987.97

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2027	RD-RDS-001733	CAMBRIDGE ROAD WEST	CONWAY PLACE	BELFAST ROAD NORTH	0.124	HMA - 2Ovly	$ 20,326.52
2027	RD-RDS-000337	CENTRALIA AVENUE	SHAWNEE TRAIL	OZARK TRAIL	0.376	ST-DST	$ 15,153.60
2027	RD-RDS-000338	CENTRALIA AVENUE	MAPLE AVENUE	SHAWNEE TRAIL	0.187	ST-DST	$ 7,537.66
2027	RD-RDS-000339	CENTRALIA AVENUE	CHERRY AVENUE	MAPLE AVENUE	0.189	ST-DST	$ 7,614.33
2027	RD-RDS-002717	CHAPIN PARKWAY	LAFAYETTE CIRCLE	FERRY STREET	0.376	ST-SST	$ 6,209.43
2027	RD-RDS-002752	CHAPIN PARKWAY	FERRY STREET	NIGH ROAD	0.465	ST-SST	$ 7,677.85
2027	RD-RDS-002818	CHAPIN PARKWAY	BIRD AVENUE	LAFAYETTE CIRCLE	0.528	ST-SST	$ 8,721.23
2027	RD-RDS-000633	CHERRYWOOD AVENUE	GLENSPRING ROAD	NORTH END OF ROAD	0.092	HMA - Ovly	$ 11,655.48
2027	RD-RDS-001199	CHESTNUT STREET	OAKES DRIVE	NORTH END OF ROAD	0.058	HMA - Ovly	$ 9,228.66
2027	RD-RDS-000914	COLLEGE ROAD	NIAGARA BOULEVARD	SUNSET DRIVE R/A	0.596	ST-SST	$ 11,818.09
2027	RD-RDS-001852	COMMERCE PARKWAY	NORTH SERVICE ROAD	COMMERCE PARKWAY R/A	0.196	ST-DST	$ 10,216.54
2027	RD-RDS-001719	CONWAY PLACE	CAMBRIDGE ROAD	LINCOLN ROAD	0.119	HMA - 2Ovly	$ 16,323.96
2027	RD-RDS-000088	CRESCENT ROAD	DOMINION ROAD	EMERSON AVENUE	0.122	HMA - Ovly	$ 14,380.47
2027	RD-RDS-000267	CRESCENT ROAD	EDGEWOOD AVE	WOODSIDE COURT	0.116	HMA - 2Ovly	$ 21,207.70
2027	RD-RDS-001679	CRESCENT ROAD	DOMINION ROAD	ARLINGTON AVENUE	0.229	ST-FDR & DST	$ 15,700.71
2027	RD-RDS-000354	DAYTONA DRIVE	PARKSIDE AVENUE	ENGLEWOOD AVENUE	0.397	ST-DST	$ 17,063.99
2027	RD-RDS-000355	DAYTONA DRIVE	HOLLYWOOD STREET	PARKSIDE AVENUE	0.418	ST-DST	$ 17,982.41
2027	RD-RDS-000356	DAYTONA DRIVE	PHILLIPS STREET	HOLLYWOOD STREET	0.417	ST-DST	$ 17,948.88
2027	RD-RDS-001393	DAYTONA DRIVE	ENGLEWOOD AVENUE	LAKEHURST AVENUE	0.252	ST-DST	$ 10,854.29
2027	RD-RDS-000529	DERBY ROAD	QUEENS CIRCLE	LINCOLN ROAD	0.168	HMA - Ovly	$ 18,202.25
2027	RD-RDS-000531	DERBY ROAD	LOOMIS CRESCENT	QUEENS CIRCLE	0.138	HMA - Ovly	$ 14,916.21
2027	RD-RDS-000533	DERBY ROAD	LINCOLN ROAD	CONWAY PLACE	0.114	HMA - Ovly	$ 12,328.60
2027	RD-RDS-000537	DERBY ROAD	VICTORIA ROAD	CAMBRIDGE ROAD	0.147	HMA - Ovly	$ 15,916.12
2027	RD-RDS-001353	DERBY ROAD	CAMBRIDGE ROAD	ERIE ROAD	0.123	HMA - Ovly	$ 13,313.32
2027	RD-RDS-001761	DERBY ROAD	ELIZABETH ROAD	ALEXANDRA ROAD	0.137	HMA - Ovly	$ 14,857.65
2027	RD-RDS-000697	DEVON PLACE	CAMBRIDGE ROAD	LINCOLN ROAD	0.117	HMA - Ovly	$ 10,595.57
2027	RD-RDS-001423	DUNLOP STREET	GILMORE ROAD	WOOD STREET	0.286	ST-FDR & DST	$ 27,837.36
2027	RD-RDS-000645	EAST MAIN STREET	UTVICH PARKWAY	EAST AVENUE	0.386	Planned Capital Project	
2027	RD-RDS-000768	EAST MAIN STREET	WINGER ROAD	UTVICH PARKWAY	0.667	Planned Capital Project	
2027	RD-RDS-002859	EDGEWOOD AVENUE	PARKDALE AVENUE	EAST END OF ROAD	0.076	ST-SST	$ 1,252.93
2027	RD-RDS-000663	EDINBURGH ROAD	LAWRENCE AVENUE	TERESA DRIVE	0.275	ST-FDR & DST	$ 18,893.82
2027	RD-RDS-000641	ELIZABETH ROAD	DEVON PLACE	CRYSTAL PLAZA	0.163	HMA - Ovly	$ 13,261.27
2027	RD-RDS-002762	ENGLEWOOD AVENUE	CRESCENT ROAD	FAIRVIEW ROAD	0.193	ST-SST	$ 2,869.20
2027	RD-RDS-002764	ENGLEWOOD AVENUE	PARKDALE AVENUE	FERNDALE AVENUE	0.176	ST-SST	$ 2,613.40
2027	RD-RDS-002802	ENGLEWOOD AVENUE	FAIRVIEW ROAD	GRANDVIEW ROAD	0.175	ST-SST	$ 2,597.93

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2027	RD-RDS-000428	ESSEX PLACE	RIDGEWAY ROAD	CAMBRIDGE ROAD	0.083	HMA - 2Ovly	$ 18,111.01
2027	RD-RDS-000210	EVADERE AVENUE	WELLS AVENUE	COOK AVENUE	0.405	ST-DST	$ 14,722.54
2027	RD-RDS-000437	EVADERE AVENUE	GORDON AVENUE	WELLS AVENUE	0.403	ST-DST	$ 14,679.61
2027	RD-RDS-002861	EVELYN AVENUE	CRESCENT ROAD	GRANDVIEW ROAD	0.362	ST-SST	$ 7,786.98
2027	RD-RDS-001062	FARR AVENUE	RIDGEWAY ROAD CURVE (ES)	GORHAM ROAD	0.02	HMA - Ovly	$ 2,176.59
2027	RD-RDS-000377	FERNDALE AVENUE	PARKSIDE AVENUE	ENGLEWOOD AVENUE	0.396	Planned Capital Project	
2027	RD-RDS-000378	FERNDALE AVENUE	PHILLIPS STREET	HOLLYWOOD STREET	0.416	Planned Capital Project	
2027	RD-RDS-001545	FERNDALE AVENUE	ENGLEWOOD AVENUE	LAKEHURST AVENUE	0.256	Planned Capital Project	
2027	RD-RDS-001688	FERNDALE AVENUE	LAKEHURST AVENUE	DOMINION ROAD	0.573	Planned Capital Project	
2027	RD-RDS-001708	FERNDALE AVENUE	HOLLYWOOD STREET	PARKSIDE AVENUE	0.407	Planned Capital Project	
2027	RD-RDS-000536	GLENSPRING ROAD	MAPLEWOOD AVENUE	OXFORD AVENUE	0.129	HMA - Ovly	$ 11,647.53
2027	RD-RDS-000538	GLENSPRING ROAD	ELMWOOD AVENUE	MAPLEWOOD AVENUE	0.117	HMA - 2Ovly	$ 17,553.58
2027	RD-RDS-001834	GLENSPRING ROAD	ASHWOOD AVENUE	OAKWOOD AVENUE	0.123	HMA - Ovly	$ 12,241.66
2027	RD-RDS-002852	GORDON AVENUE	EVADERE AVENUE	POPLAR AVENUE	0.192	ST-SST	$ 2,533.22
2027	RD-RDS-000424	GRAEBER AVENUE	DOVERCOURT ROAD	HELEN STREET	0.364	Planned Capital Project	
2027	RD-RDS-000425	GRAEBER AVENUE	DOVERCOURT ROAD	RIDGEWAY ROAD	0.372	Planned Capital Project	
2027	RD-RDS-001143	GRAEBER AVENUE	HELEN STREET	RYAN AVENUE	0.223	Planned Capital Project	
2027	RD-RDS-001665	GRAEBER AVENUE	RYAN AVENUE	CRYSTAL BEACH DRIVE	0.11	Planned Capital Project	
2027	RD-RDS-001776	GRAHAM AVENUE	ARGYLE ROAD	SOUTH END OF ROAD	0.323	ST-FDR & DST	$ 24,006.30
2027	RD-RDS-000223	HELENA STREET	EDGEMERE ROAD	FLOYD PLACE	0.134	HMA - Ovly	$ 14,569.17
2027	RD-RDS-001859	HOUSE ROAD	2865 HOUSE ROAD	FOX ROAD	0.594	ST-SST	$ 11,773.47
2027	RD-RDS-000301	HYMAN AVENUE	NICOLAS ROAD	NEVA ROAD	0.401	ST-SST	$ 7,291.00
2027	RD-RDS-000297	JEWEL AVENUE	NEVA ROAD	NICOLAS ROAD	0.404	ST-FDR & DST	$ 23,075.83
2027	RD-RDS-001467	JEWELL AVENUE	NICOLAS ROAD	BERNARD AVENUE	0.318	ST-DST	$ 10,515.20
2027	RD-RDS-000740	JEWSON ROAD	GARRISON ROAD	SOUTH END OF ROAD	0.141	ST-DST	$ 11,157.65
2027	RD-RDS-002837	KAYART ROAD	CROSS STREET	PERKIN STREET	0.423	ST-SST	$ 6,294.34
2027	RD-RDS-002828	LAFAYETTE AVENUE	BIDWELL PARKWAY	DELEWARE AVENUE	0.232	ST-SST	$ 3,454.29
2027	RD-RDS-002756	LAKEHURST AVENUE	DAYTONA DRIVE	LAKESIDE ROAD	0.203	ST-SST	$ 3,023.88
2027	RD-RDS-001603	LAKEWOOD AVENUE	REBSTOCK ROAD	SMALLS ROAD	0.631	ST-SST	$ 11,467.09
2027	RD-RDS-000227	LEASKE AVENUE	DOMINION ROAD	LEASK AVENUE CUT-OFF	0.585	ST-FDR & DST	$ 33,464.53
2027	RD-RDS-000554	LINCOLN ROAD	SHANNON ROAD NORTH	LOOMIS CRESCENT	0.137	HMA - Ovly	$ 13,615.54
2027	RD-RDS-000559	LINCOLN ROAD	CONWAY PLACE	ESSEX PLACE	0.124	HMA - Ovly	$ 13,454.31
2027	RD-RDS-001094	LINCOLN ROAD	CONWAY PLACE	BELFAST ROAD NORTH	0.121	HMA - Ovly	$ 11,995.11
2027	RD-RDS-000258	LINDBERGH AVENUE	ALWIN PLACE	BURNS PLACE	0.521	ST-SST	$ 11,191.52
2027	RD-RDS-001833	LOOMIS CRESCENT	LINCOLN ROAD	SHANNON ROAD NORTH	0.123	HMA - Ovly	$ 13,382.73

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2027	RD-RDS-000802	MANNING COURT	POUND AVENUE	NORTH END OF ROAD	0.295	ST-SST	$ 5,859.37
2027	RD-RDS-001586	MAPLE LEAF AVENUE	HYMAN AVENUE	BETHUNE AVENUE	0.561	ST-SST	$ 11,121.06
2027	RD-RDS-000504	MAPLE LEAF AVENUE N	DOMINION ROAD	GROVE AVENUE	0.421	ST-DST	$ 13,933.84
2027	RD-RDS-000152	MATHER BOULEVARD	GARRISON ROAD	QUEENSBURY ROAD	0.165	Planned Capital Project	
2027	RD-RDS-000153	MATHER BOULEVARD	QUEENSBURY ROAD	RICELAND ROAD	0.174	Planned Capital Project	
2027	RD-RDS-001578	MATHER BOULEVARD	RICELAND ROAD	WALDEN BOULEVARD	0.177	Planned Capital Project	
2027	RD-RDS-001401	MATHEWSON AVENUE	HELEN STREET	DOVERCOURT ROAD	0.364	ST-DST	$ 15,639.05
2027	RD-RDS-000950	NATHANIAL AVENUE	PETTIT ROAD	SHARON DRIVE	0.358	ST-SST	$ 9,470.81
2027	RD-RDS-001624	NORRIS AVENUE	BOWEN ROAD	GRAPE STREET	0.573	ST-SST	$ 9,463.54
2027	RD-RDS-001118	OAKWOOD AVENUE	BIRCHWOOD ROAD	BIRCHWOOD ROAD	0.083	HMA - Ovly	$ 7,526.43
2027	RD-RDS-000315	ORCHARD AVENUE	FERNDALE AVENUE	PARKDALE AVENUE	0.179	Planned Capital Project	
2027	RD-RDS-000383	ORCHARD AVENUE	LAKEVIEW ROAD	GRANDVIEW ROAD	0.185	Planned Capital Project	
2027	RD-RDS-001596	ORCHARD AVENUE	PARKDALE AVENUE	DAYTONA DRIVE	0.369	Planned Capital Project	
2027	RD-RDS-001827	ORCHARD AVENUE	DAYTONA DRIVE	LAKEVIEW ROAD	0.195	Planned Capital Project	
2027	RD-RDS-001100	PARK PLACE	CAMBRIDGE PLACE	SHANNON ROAD SOUTH	0.156	HMA - Ovly	$ 16,909.52
2027	RD-RDS-000595	PARK STREET	HIGHLAND DRIVE	FARR AVENUE	0.594	ST-SST	$ 11,769.90
2027	RD-RDS-000369	PARKDALE AVENUE	PARKSIDE AVENUE	HOLLYWOOD STREET	0.412	ST-SST	$ 6,802.35
2027	RD-RDS-002769	PARKSIDE AVENUE	PARKDALE AVENUE	FERNDALE AVENUE	0.182	ST-SST	$ 2,704.71
2027	RD-RDS-002794	PARKSIDE AVENUE	SCOTT AVENUE	BUFFALO ROAD	0.179	ST-SST	$ 2,657.12
2027	RD-RDS-000489	PEACH AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.202	ST-DST	$ 10,676.08
2027	RD-RDS-000500	PLEASANT AVENUE N	DOMINION ROAD	GROVE AVENUE	0.435	ST-DST	$ 14,402.18
2027	RD-RDS-000735	POUND AVENUE	ELLSWORTH ROAD	LAUR ROAD	0.462	ST-DST	$ 15,265.44
2027	RD-RDS-001312	POUND AVENUE	JEWSON ROAD	ELLSWORTH ROAD	0.411	ST-DST	$ 13,582.58
2027	RD-RDS-001568	QUEEN STREET (CUT-OFF NORTH)	QUEEN STREET	CENTRAL AVENUE	0.074	HMA - Ovly	$ 12,011.92
2027	RD-RDS-001844	QUEEN STREET (CUT-OFF SOUTH)	QUEEN STREET	CENTRAL AVENUE	0.094	HMA - Ovly	$ 15,278.44
2027	RD-RDS-001090	QUEEN'S CIRCLE	BELFAST ROAD SOUTH	DERBY ROAD	0.045	HMA - Ovly	$ 4,908.45
2027	RD-RDS-001092	QUEEN'S CIRCLE	SHANNON ROAD SOUTH	ULSTER LANE	0.063	HMA - Ovly	$ 6,782.46
2027	RD-RDS-001093	QUEEN'S CIRCLE	ULSTER LANE	BELFAST ROAD NORTH	0.065	HMA - Ovly	$ 6,995.03
2027	RD-RDS-001652	QUEEN'S CIRCLE	SHANNON ROAD NORTH	MUNSTER LANE	0.063	HMA - Ovly	$ 6,843.20
2027	RD-RDS-000056	QUEENSBURY ROAD	KING STREET	MATHER BOULEVARD	0.259	Planned Capital Project	
2027	RD-RDS-000061	RICELAND ROAD	KING STREET	MATHER BOULEVARD	0.322	Planned Capital Project	
2027	RD-RDS-002725	RICHMOND AVENUE	DOMINION ROAD	BIRD AVENUE	0.936	ST-SST	$ 8,251.92
2027	RD-RDS-002823	RICHMOND AVENUE	FERRY STREET	LAFAYETTE AVENUE	0.448	ST-SST	$ 5,917.54
2027	RD-RDS-002825	RICHMOND AVENUE	LAFAYETTE AVENUE	BIRD AVENUE	0.602	ST-SST	$ 7,957.12
2027	RD-RDS-000755	RIDGEMOUNT ROAD	QEW SOUTH SIDE	COLLEGE ROAD	0.379	ST-SST	$ 7,508.04

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2027	RD-RDS-001195	RIDGEMOUNT ROAD	COLLEGE ROAD	EAGLE STREET	0.319	ST-FDR & DST	$ 21,875.61
2027	RD-RDS-001577	ROBERTSON STREET	NIAGARA BOULEVARD	WEST END OF ROAD	0.408	ST-FDR & DST	$ 27,983.28
2027	RD-RDS-000078	ROSE AVENUE	EDGEMERE ROAD	DOMINION ROAD	0.463	ST-FDR & DST	$ 26,452.59
2027	RD-RDS-002785	ROSEHILL ROAD	ONTARIO DRIVE	REBECCA STREET	0.397	ST-SST	$ 8,522.97
2027	RD-RDS-002786	ROSEHILL ROAD	NIGH ROAD	ONTARIO DRIVE	0.39	ST-SST	$ 8,383.33
2027	RD-RDS-002795	ROSEHILL ROAD	KINGSTON ROAD	DOMINION ROAD	0.221	ST-SST	$ 4,743.34
2027	RD-RDS-002883	SHAGBARK LANE	WEST END OF ROAD	SWITCH ROAD	0.559	ST-SST	$ 11,093.30
2027	RD-RDS-000530	SHANNON ROAD	CAMBRIDGE ROAD	LINCOLN ROAD	0.115	HMA - Ovly	$ 11,446.36
2027	RD-RDS-000552	SHANNON ROAD	QUEEN'S CIRCLE	LOOMIS CRESCENT	0.14	HMA - 2Ovly	$ 21,088.34
2027	RD-RDS-001653	SHANNON ROAD S	LINCOLN ROAD	CAMBRIDGE ROAD WEST	0.117	HMA - 2Ovly	$ 17,595.66
2027	RD-RDS-001855	SHARON DRIVE	PLATO DRIVE	NATHANIAL DRTVE	0.361	ST-SST	$ 9,535.32
2027	RD-RDS-000222	SHAWNEE TRAIL	BARKER AVENUE	OAKHILL BOULEVARD	0.407	ST-DST	$ 21,519.92
2027	RD-RDS-001689	SHIRLEY ROAD	EVADERE AVENUE	THUNDER BAY ROAD	0.33	ST-DST	$ 10,924.01
2027	RD-RDS-000634	SMALLS ROAD	LAKEWOOD AVENUE	ROSEWOOD AVENUE	0.173	HMA - Ovly	$ 14,099.04
2027	RD-RDS-000944	SMALLS ROAD	ROSEWOOD AVENUE	CHERRYHILL BOULEVARD SOUTH	0.15	HMA - Ovly	$ 12,218.52
2027	RD-RDS-000609	SPEARS ROAD	BERKELEY PLACE	BERTIE STREET	0.349	ST-FDR & DST	$ 23,943.52
2027	RD-RDS-001759	SPEARS ROAD	ROSS AVENUE	SEYMORE AVENUE	0.284	ST-FDR & DST	$ 19,463.29
2027	RD-RDS-001178	TENTH STREET	OAKES DRIVE	NORTH END OF ROAD	0.468	ST-DST	$ 18,568.57
2027	RD-RDS-001793	TERESA DRIVE	RIVER TRAIL CRESCENT	EDINBURGH ROAD	0.349	ST-DST	$ 12,707.68
2027	RD-RDS-001019	THUNDER BAY ROAD	SEFTON ROAD	STANILAND PARK ROAD	0.172	HMA - Ovly	$ 18,940.03
2027	RD-RDS-000621	WESTWOOD AVENUE	GLENOLDEN LANE	GLENSPRING ROAD	0.481	ST-SST	$ 7,940.26
2027	RD-RDS-002884	WILDWOOD AVENUE	POINT ABINO ROAD SOUTH	WEST END OF ROAD	0.24	ST-SST	$ 6,651.50
2027	RD-RDS-001690	YOUNG AVENUE	BERNARD AVENUE	COOK AVENUE	0.452	ST-SST	$ 7,470.62
						Total 2027:	**$ 1,754,357.68**

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2028	RD-RDS-000029	ALBERT STREET	AVENUE ""A""	LONG TENT AVE	0.058	HMA - Ovly	$ 8,347.65
2028	RD-RDS-000642	BEECHWOOD AVENUE	REBSTOCK ROAD	SMALLS ROAD	0.633	ST-FDR & DST	$ 36,215.79
2028	RD-RDS-000553	BELFAST ROAD SOUTH	ERIE ROAD	CAMBRIDGE ROAD	0.181	HMA - 2Ovly	$ 24,710.00
2028	RD-RDS-000618	BENNER AVENUE	FLORENCE DRIVE	GLEN BELLE AVENUE R/A	0.647	ST-FDR & DST	$ 40,701.51
2028	RD-RDS-000464	BERNARD AVENUE	PORTAGE TRAIL	CARIBOU TRAIL	0.192	HMA - Ovly	$ 21,151.80
2028	RD-RDS-000465	BERNARD AVENUE	CARIBOU TRAIL	OZARK TRAIL	0.187	HMA - Ovly	$ 20,624.77
2028	RD-RDS-000468	BERNARD AVENUE	SHAWNEE TRAIL	MAPLE AVENUE	0.185	HMA - Ovly	$ 20,406.46
2028	RD-RDS-000469	BERNARD AVENUE	MAPLE AVENUE	CHERRY AVENUE	0.191	HMA - Ovly	$ 21,063.59
2028	RD-RDS-001468	BERNARD AVENUE	NIGH ROAD	PORTAGE TRAIL	0.181	HMA - 2Ovly	$ 30,182.87
2028	RD-RDS-002781	BERTIE BAY ROAD	FRIENDSHIP TRAIL	MACDONALD DRIVE	0.763	ST-SST	$ 20,171.08
2028	RD-RDS-001056	BERTIE STREET	BATTERY STREET	ARCHANGE STREET	0.112	HMA - Ovly	$ 19,211.20
2028	RD-RDS-002821	BIDWELL PARKWAY	BIRD AVENUE R/A	LAFAYETTE AVENUE	0.521	ST-SST	$ 6,886.56
2028	RD-RDS-002714	BRIDLE PATH	BERTIE STREET	CROSSROADS	0.127	HMA - Ovly	$ 18,300.58
2028	RD-RDS-001297	BURGER ROAD	BERTIE STREET	1217 BURGER ROAD	0.525	ST-DST	$ 22,584.87
2028	RD-RDS-000442	CAMBRIDGE ROAD WEST	PARK PLACE	DERBY ROAD	0.169	HMA - 2Ovly	$ 27,625.58
2028	RD-RDS-001469	CENTRALIA AVENUE	CARIBOU TRAIL	NIGH ROAD	0.369	ST-DST	$ 14,875.18
2028	RD-RDS-002817	CHAPIN PARKWAY	DOMINION ROAD	BIRD AVENUE	0.629	ST-SST	$ 10,398.85
2028	RD-RDS-002780	CHATHAM ROAD	ROSEHILL ROAD	EAST END OF ROAD	0.869	ST-SST	$ 14,368.16
2028	RD-RDS-002849	CHERRY HILL BOULEVARD NORTH	GARRISON ROAD	929 CHERRY HILL BOULEVARD NORTH	0.652	ST-SST	$ 17,226.19
2028	RD-RDS-002850	CHERRY HILL BOULEVARD NORTH	929 CHERRY HILL BOULEVARD NORTH	912 Cherry Hill Boulevard North	0.513	ST-SST	$ 13,552.62
2028	RD-RDS-001097	CONWAY PLACE	LINCOLN ROAD	DERBY ROAD	0.208	HMA - 2Ovly	$ 28,426.20
2028	RD-RDS-001835	CONWAY PLACE	DERBY ROAD	LINCOLN ROAD	0.214	HMA - Ovly	$ 19,307.72
2028	RD-RDS-001780	DAYTONA DRIVE	LAKEHURST AVENUE	DOMINION ROAD	0.566	ST-DST	$ 24,330.57
2028	RD-RDS-000532	DERBY ROAD	CONWAY PLACE	LOOMIS CRESCENT	0.119	HMA - Ovly	$ 12,925.07
2028	RD-RDS-000535	DERBY ROAD	CAMBRIDGE ROAD	LINCOLN ROAD	0.116	HMA - Ovly	$ 12,619.24
2028	RD-RDS-000687	DERBY ROAD	BREWSTER ROAD	REBSTOCK ROAD	0.221	Planned Capital Project	
2028	RD-RDS-001065	DERBY ROAD	WEBER COURT	BREWSTER ROAD	0.058	Planned Capital Project	
2028	RD-RDS-001354	DERBY ROAD	ALEXANDRA ROAD	VICTORIA ROAD	0.135	HMA - Ovly	$ 14,649.43
2028	RD-RDS-001623	DERBY ROAD	REBSTOCK ROAD	ELIZABETH ROAD	0.158	HMA - 2Ovly	$ 25,930.33
2028	RD-RDS-001841	DERBY ROAD	ESME LANE	WEBER COURT	0.131	Planned Capital Project	
2028	RD-RDS-000699	DEVON PLACE	VICTORIA ROAD	CAMBRIDGE ROAD	0.217	HMA - Ovly	$ 19,609.57
2028	RD-RDS-000264	EDGEMERE ROAD	KRAFT ROAD	ROSE AVENUE	0.831	ST-DST	$ 21,985.61
2028	RD-RDS-001716	ELIZABETH ROAD	CRYSTAL PLAZA	ELMWOOD AVENUE	0.191	HMA - Ovly	$ 17,238.13
2028	RD-RDS-001141	ERIE ROAD	BELFAST ROAD SOUTH	RIDGEWAY ROAD	0.129	HMA - Ovly	$ 21,014.36
2028	RD-RDS-001348	ERIE ROAD	OXFORD AVENUE	CAMBRIDGE PLACE	0.121	HMA - Ovly	$ 19,660.90

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2028	RD-RDS-000688	GLENSPRING ROAD	SCHOOLEY ROAD	CHERRYWOOD AVENUE	0.151	HMA - Ovly	$ 15,019.24
2028	RD-RDS-000591	GLENWOOD DRIVE	SUMMIT AVENUE	DOMINION ROAD	0.594	Planned Capital Project	
2028	RD-RDS-001249	GORHAM ROAD	DISHER STREET	ELM STREET	0.175	HMA - Ovly	$ 23,788.51
2028	RD-RDS-001250	GORHAM ROAD	FRIENDSHIP TRAIL	DISHER STREET	0.189	HMA - Ovly	$ 25,569.80
2028	RD-RDS-001251	GORHAM ROAD	HIBBARD STREET	FRIENDSHIP TRAIL	0.109	HMA - Ovly	$ 14,803.43
2028	RD-RDS-000603	GRACEFIELD AVENUE	GRAPE STREET	WEST AVENUE	0.517	ST-DST	$ 18,795.93
2028	RD-RDS-000277	GRANDVIEW ROAD	LAKEHURST AVENUE	DOMINION ROAD	0.55	Planned Capital Project	
2028	RD-RDS-000279	GRANDVIEW ROAD	ENGLEWOOD AVENUE	LAKEHURST AVENUE	0.256	Planned Capital Project	
2028	RD-RDS-000281	GRANDVIEW ROAD	PARKSIDE AVENUE	ENGLEWOOD AVENUE	0.394	Planned Capital Project	
2028	RD-RDS-001117	GRANDVIEW ROAD	PHILLIPS STREET	HOLLYWOOD STREET	0.417	Planned Capital Project	
2028	RD-RDS-001496	GRANDVIEW ROAD	HOLLYWOOD STREET	PARKSIDE AVENUE	0.436	Planned Capital Project	
2028	RD-RDS-000440	GROVE AVENUE	WELLS AVENUE	BURLEIGH ROAD N	0.803	ST-DST	$ 26,568.49
2028	RD-RDS-001350	HAUN ROAD	MICHENER ROAD	WELLINGTON ROAD	0.286	HMA - Ovly	$ 23,262.53
2028	RD-RDS-001013	HELENA STREET	EDGEMERE ROAD CUT OFF (S)	EDGEMERE ROAD CUT OFF (N)	0.057	HMA - Ovly	$ 10,215.99
2028	RD-RDS-000572	HIBBARD STREET	BERTIE PLACE	SOUTH MILL STREET	0.223	HMA - Ovly	$ 24,143.14
2028	RD-RDS-000574	HIBBARD STREET	BELLEVIEW BOULEVARD	BERTIE PLACE	0.201	HMA - Ovly	$ 21,828.82
2028	RD-RDS-001734	HOLLOWAY BAY ROAD NORTH (CUT-OF	HOLLOWAY BAY ROAD NORTH	OLD GARRISON ROAD	0.42	ST-DST	$ 18,051.21
2028	RD-RDS-000806	HOUCK CRESCENT	HYDE AVENUE	WARWICK AVENUE	0.429	ST-SST	$ 11,334.30
2028	RD-RDS-000023	JOHN STREET	WATERLOO STREET	NIAGARA BOULEVARD	0.099	HMA - Recon 90HMA	$ 38,958.79
2028	RD-RDS-000178	JOSEPH STREET	QUEENSTON BOULEVARD	ALBANY STREET	0.463	ST-FDR & DST	$ 31,749.96
2028	RD-RDS-000797	LAUR ROAD	CURTIS ROAD	BOWEN ROAD	0.803	ST-DST	$ 29,230.43
2028	RD-RDS-000136	LAVINIA STREET	ABERDEEN STREET	CHAMPLAIN DRIVE	0.187	HMA - Ovly	$ 22,005.41
2028	RD-RDS-001180	LEASKE AVENUE (CUT-OFF E)	LEASK AVENUE	EDGEMERE ROAD	0.163	HMA - Recon 90HMA	$ 53,598.06
2028	RD-RDS-000444	LINCOLN ROAD	SHANNON ROAD	DERBY ROAD	0.185	HMA - Ovly	$ 21,697.59
2028	RD-RDS-000705	LINCOLN ROAD	ESSEX PLACE	DERBY ROAD	0.197	HMA - Ovly	$ 19,588.24
2028	RD-RDS-001440	LINCOLN ROAD	DERBY ROAD	DEVON PLACE	0.196	HMA - 2Ovly	$ 29,456.35
2028	RD-RDS-000943	LOOMIS CRESCENT	DERBY ROAD	BELFAST ROAD NORTH	0.149	HMA - 2Ovly	$ 24,428.55
2028	RD-RDS-001732	LOOMIS CRESCENT	SHANNON ROAD NORTH	DERBY ROAD	0.146	HMA - 2Ovly	$ 24,015.40
2028	RD-RDS-000312	MAPLE AVENUE	OAKHILL BOULEVARD	BARKER AVENUE	0.404	ST-DST	$ 21,389.74
2028	RD-RDS-000502	MAPLE LEAF AVENUE	THUNDER BAY ROAD	END OF CURVE	0.664	ST-DST	$ 26,355.75
2028	RD-RDS-000883	MATHEWS ROAD	OLD GARRISON ROAD	GARRISON ROAD	0.724	ST-DST	$ 28,737.94
2028	RD-RDS-000682	MICHENER ROAD	BELVIDERE ROAD	DERBY ROAD	0.064	HMA - Ovly	$ 18,644.72
2028	RD-RDS-001403	MICHENER ROAD	RIDGEWAY ROAD	HAUN ROAD	0.162	HMA - Ovly	$ 23,422.31
2028	RD-RDS-001837	MICHENER ROAD	HAUN ROAD	BELVIDERE ROAD	0.125	HMA - Ovly	$ 18,005.59
2028	RD-RDS-000781	MILLER AVENUE	CAIRN'S CRESCENT	EAGLE STREET	0.788	ST-DST	$ 26,066.41

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2028	RD-RDS-002791	NIGH ROAD	GARRISON ROAD	MATHEWS ROAD NORTH	0.696	ST-SST	$ 14,945.81
2028	RD-RDS-002792	OLD GARRISON ROAD	MATHEWS ROAD NORTH	EAST END OF ROAD	0.803	ST-SST	$ 17,250.02
2028	RD-RDS-000381	ORCHARD AVENUE	FAIRVIEW ROAD	CRESCENT ROAD	0.193	HMA - Ovly	$ 22,637.49
2028	RD-RDS-000382	ORCHARD AVENUE	GRANDVIEW ROAD	FAIRVIEW ROAD	0.175	HMA - Ovly	$ 20,510.97
2028	RD-RDS-001037	OTT ROAD	BOWEN ROAD	BOWEN ROAD	0.139	HMA - Ovly	$ 16,368.36
2028	RD-RDS-000344	OZARK TRAIL	OAKHILL BOULEVARD	BARKER AVENUE	0.409	ST-DST	$ 21,630.52
2028	RD-RDS-000498	PLEASANT AVENUE	NORTH SHORE DRIVE	THUNDER BAY ROAD	0.637	ST-DST	$ 21,067.45
2028	RD-RDS-000499	PLEASANT AVENUE N	HYMAN AVENUE	BETHUNE AVENUE	0.569	ST-DST	$ 18,803.14
2028	RD-RDS-001239	POINT ABINO ROAD NORTH	FOX ROAD	RAILROAD	0.568	ST-DST	$ 24,402.80
2028	RD-RDS-000336	PORTAGE TRAIL	BARKER AVENUE	OAKHILL BOULEVARD	0.411	ST-DST	$ 21,763.88
2028	RD-RDS-001506	PROSPECT POINT ROAD	BRUNSWICK AVENUE	LOST LANE	0.138	HMA - 2Ovly	$ 22,955.51
2028	RD-RDS-000677	QUEENS CIRCLE	DERBY ROAD	SHANNON ROAD NORTH	0.049	HMA - Ovly	$ 5,344.42
2028	RD-RDS-001089	QUEEN'S CIRCLE	MUNSTER LANE	BELFAST ROAD SOUTH	0.061	HMA - Ovly	$ 6,645.82
2028	RD-RDS-001091	QUEEN'S CIRCLE	DERBY ROAD	SHANNON ROAD SOUTH	0.049	HMA - Ovly	$ 5,307.54
2028	RD-RDS-001041	RIDGEWAY ROAD	FERNWOOD LANE	SHANNON ROAD N	0.074	HMA - Ovly	$ 8,961.59
2028	RD-RDS-001441	RIVER TRAIL	RIVER TRAIL CRESCENT	RIVER TRAIL CRESCENT	0.549	ST-DST	$ 19,955.80
2028	RD-RDS-001629	RIVER TRAIL	BLACK CREEK ROAD	RIVER TRAIL CRESCENT	0.554	ST-DST	$ 20,161.73
2028	RD-RDS-002784	ROSEHILL ROAD	REBECCA STREET	ROYAL YORK ROAD	0.64	ST-SST	$ 13,753.10
2028	RD-RDS-000555	SHANNON ROAD S	QUEEN'S CIRCLE	LINCOLN ROAD	0.205	HMA - Ovly	$ 20,333.83
2028	RD-RDS-000156	TORRENCE STREET	HENRIETTA STREET	CATHERINE STREET	0.463	Planned Capital Project	
2028	RD-RDS-000157	TORRENCE STREET	GILMORE ROAD	HENRIETTA STREET	0.365	Planned Capital Project	
2028	RD-RDS-002888	TOWNLINE ROAD	SCHWEIGLER ROAD	RIDGEMOUNT ROAD	0.598	ST-SST	$ 11,850.01
2028	RD-RDS-000702	WELLINGTON COURT	MICHENER ROAD	WELLINGTON ROAD WEST END	0.229	HMA - Ovly	$ 22,805.23
2028	RD-RDS-001747	WINGER ROAD	EAGLE STREET	CP RAIL-CASO LANDS (FORMER RAIL LINE)	0.598	ST-DST	$ 24,114.86
						Total 2028:	**$ 1,718,604.85**

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2029	RD-RDS-001145	ADELAIDE STREET	WHITE AVENUE	DOMINION ROAD	0.792	ST-FDR & DST	$ 54,354.21
2029	RD-RDS-001007	ALBANY STREET	MADISON STREET	BEATRICE STREET	0.14	HMA - Ovly	$ 23,960.76
2029	RD-RDS-001519	ALBANY STREET	FERGUSON AVENUE	JOSEPH STREET	0.153	HMA - Ovly	$ 26,230.80
2029	RD-RDS-001385	ALBERT STREET	KEEL STREET	MACCABEE AVENUE	0.129	HMA - Ovly	$ 15,169.99
2029	RD-RDS-000065	ARCHANGE STREET	PRINCESS STREET	JOHN STREET	0.123	HMA - 2Ovly	$ 33,522.31
2029	RD-RDS-001805	ARCHANGE STREET	JOHN STREET	FORSYTHE STREET	0.147	HMA - Ovly	$ 26,512.41
2029	RD-RDS-001651	BAKER ROAD	SUSSEX LANE	RIVER TRAIL	0.191	HMA - Ovly	$ 27,261.94
2029	RD-RDS-001383	BATTERY STREET	CATHERINE STREET	NORTH END OF ROAD	0.304	HMA - Ovly	$ 30,197.54
2029	RD-RDS-000168	BEATRICE STREET	LAKESHORE ROAD	ALBANY STREET	0.584	ST-FDR & DST	$ 46,754.29
2029	RD-RDS-000402	BERNARD AVENUE	RISELAY AVENUE	BETHUNE AVENUE	0.192	HMA - 2Ovly	$ 36,751.58
2029	RD-RDS-000466	BERNARD AVENUE	OZARK TRAIL	TECUMSEH TRAIL	0.186	HMA - Ovly	$ 20,468.20
2029	RD-RDS-000467	BERNARD AVENUE	TECUMSEH TRAIL	SHAWNEE TRAIL	0.183	HMA - Ovly	$ 20,170.51
2029	RD-RDS-001585	BERNARD AVENUE	HYMAN AVENUE	JEWEL AVENUE	0.187	HMA - 2Ovly	$ 35,684.26
2029	RD-RDS-001691	BERNARD AVENUE	POPLAR AVENUE	EVADERE AVENUE	0.193	HMA - Ovly	$ 24,454.75
2029	RD-RDS-001051	BERTIE STREET	BRIDLE PATH TRAIL	PRINCE OF WALES AVENUE	0.376	Planned Capital Project	
2029	RD-RDS-001728	BERTIE STREET	PRINCE OF WALES AVENUE	CONCESSION ROAD	0.852	Planned Capital Project	
2029	RD-RDS-000404	BETHUNE AVENUE	SHIRLEY ROAD	CENTRALIA AVENUE	0.823	ST-DST	$ 29,939.16
2029	RD-RDS-000655	BREWSTER ROAD	ST. GEORGE COURT	RIDGEWAY ROAD	0.254	HMA - Ovly	$ 29,783.08
2029	RD-RDS-000556	CAMBRIDGE ROAD WEST	BELFAST ROAD	ULSTER LANE	0.203	HMA - 2Ovly	$ 33,209.71
2029	RD-RDS-000557	CAMBRIDGE ROAD WEST	DEVON PLACE	CONWAY PLACE	0.198	HMA - 2Ovly	$ 32,399.80
2029	RD-RDS-001099	CAMBRIDGE ROAD WEST	ULSTER LANE	CAMBRIDGE PLACE	0.202	HMA - 2Ovly	$ 33,180.20
2029	RD-RDS-001032	CARRIE AVENUE	HAZEL STREET	NORTH END OF ROAD	0.089	HMA - Ovly	$ 12,734.24
2029	RD-RDS-000878	COLLEGE ROAD	GOLF COURSE ENTRANCE	WEST END OF ROAD	0.999	ST-FDR & DST	$ 65,137.79
2029	RD-RDS-001648	CONCESSION ROAD	CROSSROADS DRIVE	QEW OFF RAMP	0.223	HMA - Ovly	$ 28,255.56
2029	RD-RDS-000090	CROOKS STREET	EMERICK AVENUE	BROCK STREET	0.159	HMA - Ovly	$ 23,014.54
2029	RD-RDS-000091	CROOKS STREET	HIGHLAND AVENUE	EMERICK AVENUE	0.185	HMA - Ovly	$ 28,456.74
2029	RD-RDS-000687	DERBY ROAD	BREWSTER ROAD	REBSTOCK ROAD	0.221	Planned Capital Project	
2029	RD-RDS-000689	DERBY ROAD	WELLINGTON ROAD	ESME LANE	0.129	HMA - Ovly	$ 13,968.36
2029	RD-RDS-001064	DERBY ROAD	WELLINGTON COURT	WELLINGTON ROAD	0.037	HMA - Ovly	$ 3,964.93
2029	RD-RDS-001065	DERBY ROAD	WEBER COURT	BREWSTER ROAD	0.058	Planned Capital Project	
2029	RD-RDS-001841	DERBY ROAD	ESME LANE	WEBER COURT	0.131	Planned Capital Project	
2029	RD-RDS-000700	DEVON PLACE	ALEXANDRA ROAD	VICTORIA ROAD	0.067	HMA - Ovly	$ 12,122.90
2029	RD-RDS-001594	DEVON PLACE	ELIZABETH ROAD	ALEXANDRA ROAD	0.137	HMA - Ovly	$ 12,384.99
2029	RD-RDS-001016	DISHER STREET	SOUTH MILL STREET	RIDGE ROAD	0.29	HMA - Ovly	$ 31,396.28
2029	RD-RDS-000449	ELMWOOD AVENUE	ELIZABETH ROAD	VICTORIA ROAD	0.277	HMA - Ovly	$ 25,001.34

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2029	RD-RDS-001366	ERIE ROAD	CRYSTAL BEACH HILL LANE	OAKWOOD AVENUE	0.039	HMA - Ovly	$ 6,324.80
2029	RD-RDS-001443	ERIE ROAD	ELMWOOD AVENUE	MAPLEWOOD AVENUE	0.117	HMA - Ovly	$ 18,987.43
2029	RD-RDS-002073	ERIE ROAD	SCHOOLEY ROAD	CHERRYWOOD AVENUE	0.171	HMA - Ovly	$ 27,810.92
2029	RD-RDS-002075	ERIE ROAD	ASHWOOD AVENUE	CRYSTAL BEACH HILL LANE	0.077	HMA - Ovly	$ 12,493.44
2029	RD-RDS-000080	EVA ROAD	CONCESSION ROAD	COLETTE RD	0.183	HMA - Ovly	$ 26,182.43
2029	RD-RDS-000127	FINDLAY CRESCENT	#9 FINDLAY CRESCENT	#23 FINDLAY CRESCENT	0.187	HMA - Ovly	$ 27,017.06
2029	RD-RDS-000874	FINDLAY CRESCENT	DOUGLAS STREET	#9 FINDLAY CRESCENT	0.196	HMA - Ovly	$ 28,356.06
2029	RD-RDS-001289	GILMORE ROAD	QEW OFF-RAMP	PETTIT ROAD	0.174	Planned Capital Project	
2029	RD-RDS-001723	GILMORE ROAD	QEW OFF-RAMP	SUNSET DRIVE	0.899	Planned Capital Project	
2029	RD-RDS-000539	GLENSPRING ROAD	OAKWOOD AVENUE	ELMWOOD AVENUE	0.116	HMA - Ovly	$ 11,527.87
2029	RD-RDS-000591	GLENWOOD DRIVE	SUMMIT AVENUE	DOMINION ROAD	0.594	Planned Capital Project	
2029	RD-RDS-001659	GORHAM ROAD	DOMINION ROAD	HIBBARD STREET, 115m NORTH OF	0.192	HMA - Ovly	$ 26,074.09
2029	RD-RDS-000551	HAUN ROAD	WELLINGTON ROAD	BREWSTER ROAD	0.317	HMA - Ovly	$ 25,757.96
2029	RD-RDS-001539	HAUN ROAD	BREWSTER ROAD	REBSTOCK ROAD	0.3	HMA - Ovly	$ 24,391.49
2029	RD-RDS-000225	HELENA STREET	FLOYD PLACE	DOMINION ROAD	0.268	HMA - Ovly	$ 29,047.25
2029	RD-RDS-000111	JESSIE STREET	EMERICK AVENUE	BROCK STREET	0.154	HMA - Ovly	$ 22,326.24
2029	RD-RDS-001153	KING STREET	QUEENSBURY ROAD	GARRISON ROAD	0.163	HMA - Ovly	$ 24,999.89
2029	RD-RDS-001497	LAKEVIEW AVENUE	ENGLEWOOD AVENUE	LAKEHURST AVENUE	0.256	HMA - Ovly	$ 30,058.00
2029	RD-RDS-000126	LAVINIA STREET	WATERLOO STREET	NIXON BOULEVARD	0.169	HMA - Ovly	$ 25,912.50
2029	RD-RDS-001168	LAVINIA STREET	NIXON BOULEVARD	BATTERY STREET	0.156	HMA - Ovly	$ 23,982.81
2029	RD-RDS-000694	LINCOLN ROAD	BELFAST ROAD	LOOMIS CRESCENT	0.14	HMA - Ovly	$ 13,949.56
2029	RD-RDS-001096	LINCOLN ROAD	ULSTER LANE	SHANNON ROAD SOUTH	0.216	HMA - 2Ovly	$ 32,501.18
2029	RD-RDS-001322	LINCOLN ROAD	MUNSTER LANE	BELFAST ROAD SOUTH	0.221	HMA - 2Ovly	$ 33,147.41
2029	RD-RDS-001439	LINCOLN ROAD	CONWAY PLACE	CONWAY PLACE	0.104	HMA - Ovly	$ 11,324.35
2029	RD-RDS-001589	LINCOLN ROAD	DERBY ROAD	BELFAST ROAD	0.183	HMA - 2Ovly	$ 30,055.31
2029	RD-RDS-000187	LONGTENT AVENUE	ALBERT STREET	EAST END OF ROAD	0.26	HMA - Ovly	$ 29,150.35
2029	RD-RDS-000073	MACK STREET	JARVIS STREET	COURTWRIGHT STREET	0.205	HMA - Ovly	$ 29,593.84
2029	RD-RDS-002719	NIGH ROAD	CAUTHARD ROAD	GORHAM ROAD	0.85	ST-SST	$ 18,258.84
2029	RD-RDS-000703	OXFORD AVENUE	ERIE ROAD	BIRCHWOOD ROAD	0.326	HMA - Ovly	$ 26,485.12
2029	RD-RDS-000777	PETTIT ROAD	BRIDGE STREET	COMMERCE PARKWAY	0.614	Planned Capital Project	
2029	RD-RDS-001292	PETTIT ROAD	COMMERCE PARKWAY	NORTH SERVICE ROAD	0.568	Planned Capital Project	
2029	RD-RDS-001293	PETTIT ROAD	PETTIT ROAD CUT-OFF	PETTIT ROAD	0.464	Planned Capital Project	
2029	RD-RDS-001752	PETTIT ROAD CUT-OFF (E)	PETTIT ROAD	GILMORE ROAD	0.145	Planned Capital Project	
2029	RD-RDS-001294	PETTIT ROAD CUT-OFF (W)	PETTIT ROAD	GILMORE ROAD	0.167	Planned Capital Project	
2029	RD-RDS-000398	POPLAR AVENUE	COOK AVENUE	GORDON AVENUE	0.808	ST-DST	$ 29,381.05

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2029	RD-RDS-000972	PRINCE OF WALES AVE	BERTIE STREET	CROSSROADS DRIVE	0.209	Planned Capital Project	
2029	RD-RDS-001453	QUEEN'S CIRCLE	BELFAST ROAD NORTH	DERBY ROAD	0.048	HMA - Ovly	$ 5,216.45
2029	RD-RDS-000622	REBSTOCK ROAD	RIDGEWAY ROAD	HEBERT PARKWAY	0.163	HMA - 2Ovly	$ 37,905.24
2029	RD-RDS-000623	REBSTOCK ROAD	RIDGEWAY ROAD	HAUN ROAD	0.161	HMA - Ovly	$ 26,756.06
2029	RD-RDS-000625	REBSTOCK ROAD	BELVIDERE ROAD	DERBY ROAD	0.148	HMA - 2Ovly	$ 37,316.33
2029	RD-RDS-001602	REBSTOCK ROAD	HAUN ROAD	BELVIDERE ROAD	0.129	HMA - 2Ovly	$ 32,474.56
2029	RD-RDS-000568	RIDGE ROAD	HIBBARD STREET	HIBBARD STREET	0.044	HMA - Ovly	$ 8,807.95
2029	RD-RDS-001061	RIDGE ROAD	CUTLER STREET	HERSHEY STREET	0.036	HMA - Ovly	$ 7,082.15
2029	RD-RDS-001042	RIDGEWAY ROAD	SHANNON ROAD N	MATHEWSON AVENUE	0.201	HMA - Ovly	$ 24,271.11
2029	RD-RDS-001043	RIDGEWAY ROAD	MATHEWSON AVENUE	ROXBOROUGH AVENUE	0.226	HMA - Ovly	$ 27,231.80
2029	RD-RDS-001044	RIDGEWAY ROAD	ESSEX PLACE	BRUNSWICK AVENUE	0.095	HMA - Ovly	$ 11,484.86
2029	RD-RDS-001045	RIDGEWAY ROAD	BRUNSWICK AVENUE	VICTORIA AVENUE	0.097	HMA - Ovly	$ 11,745.14
2029	RD-RDS-001046	RIDGEWAY ROAD	VICTORIA AVENUE	ALEXANDRA ROAD	0.203	HMA - Ovly	$ 24,480.78
2029	RD-RDS-001526	RIDGEWAY ROAD	ROXBOROUGH AVENUE	ESSEX PLACE	0.132	HMA - Ovly	$ 15,898.77
2029	RD-RDS-000004	ROBINSON STREET	BROCK STREET	EMERICK AVENUE	0.07	HMA - Ovly	$ 10,748.48
2029	RD-RDS-000282	ROYAL YORK ROAD	ROSEHILL ROAD	EAST END OF ROAD	1.044	ST-FDR & DST	$ 59,667.83
2029	RD-RDS-001138	SOUTH MILL STREET	HIBBARD STREET	HERSHEY STREET	0.169	HMA - Ovly	$ 21,334.65
2029	RD-RDS-000445	ST. GEORGE COURT	WELLINGTON ROAD	NORTH EXIT OF COURT	0.181	HMA - 2Ovly	$ 32,147.86
2029	RD-RDS-000545	ST. GEORGE COURT	#31 ST. GEORGE COURT	#19 ST. GEORGE COURT	0.19	HMA - 2Ovly	$ 33,792.55
2029	RD-RDS-000653	ST. GEORGE COURT	BREWSTER ROAD	#5 ST. GEORGE COURT	0.121	HMA - Ovly	$ 13,133.30
2029	RD-RDS-000685	ST. GEORGE COURT	#5 ST. GEORGE COURT	NORTH EXIT OF COURT	0.061	HMA - Ovly	$ 7,206.68
2029	RD-RDS-001554	THUNDER BAY ROAD	COOK AVENUE	BERNARD AVENUE	0.454	Planned Capital Project	
2029	RD-RDS-001172	TORRANCE STREET	COURT STREET	LAVINIA STREET	0.154	HMA - Ovly	$ 23,635.59
2029	RD-RDS-001574	VICTORIA ROAD	MAPLEWOOD AVENUE	CRYSTAL PLAZA	0.093	HMA - Ovly	$ 7,579.03
2029	RD-RDS-001024	WINDMILL POINT ROAD S	WINDMILL POINT WEST LANE	SOUTH END OF ROAD	0.157	HMA - Recon 90HMA	$ 63,081.20
						Total 2029:	**$ 2,024,538.77**

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2030	RD-RDS-002876	ALFRED STREET	ALBANY STREET	GARRISON ROAD	2.926	Planned Capital Project	
2030	RD-RDS-000938	ALWIN PLACE	BOWEN ROAD	LINDBERGH AVENUE	0.189	HMA - 2Ovly	$ 41,407.21
2030	RD-RDS-001462	ARCHANGE STREET	SOUTH END OF STREET	QUEEN STREET	0.16	HMA - Ovly	$ 28,920.00
2030	RD-RDS-000457	ASHWOOD AVENUE	BIRCHWOOD ROAD	ERIE ROAD	0.408	HMA - Ovly	$ 33,162.93
2030	RD-RDS-000458	ASHWOOD AVENUE	GLENSPRING ROAD	BIRCHWOOD ROAD	0.408	HMA - Ovly	$ 33,175.94
2030	RD-RDS-001522	BAKER ROAD	BLACK CREEK ROAD	SUSSEX LANE	0.19	HMA - Ovly	$ 27,104.87
2030	RD-RDS-000082	BARON DRIVE	COLETTE RD	CONCESSION ROAD	0.193	HMA - Ovly	$ 27,596.08
2030	RD-RDS-000561	BELVIDERE ROAD	BREWSTER ROAD	WELLINGTON ROAD	0.158	HMA - 2Ovly	$ 43,269.14
2030	RD-RDS-001351	BELVIDERE ROAD	REBSTOCK ROAD	BREWSTER ROAD	0.263	HMA - Ovly	$ 26,153.44
2030	RD-RDS-001713	BELVIDERE ROAD	WELLINGTON ROAD	MICHENER ROAD	0.142	HMA - 2Ovly	$ 42,726.74
2030	RD-RDS-000390	BERNARD AVENUE	PARKER AVENUE	GROVE AVENUE	0.206	HMA - 2Ovly	$ 39,456.21
2030	RD-RDS-000399	BERNARD AVENUE	YOUNG AVENUE	THUNDER BAY ROAD	0.225	HMA - Ovly	$ 28,480.78
2030	RD-RDS-000400	BERNARD AVENUE	EVADERE AVENUE	YOUNG AVENUE	0.193	HMA - Ovly	$ 24,373.78
2030	RD-RDS-000616	BERTIE STREET	EAST END OF ROAD	SPEARS ROAD	0.782	ST-FDR & DST	$ 53,621.46
2030	RD-RDS-001680	BOWEN ROAD	CENTRAL AVENUE	BURNS PLACE	0.161	HMA - 2Ovly	$ 37,477.88
2030	RD-RDS-001524	CARVER STREET	CLIMENHAGE STREET	DIANE STREET	0.174	HMA - Ovly	$ 24,891.59
2030	RD-RDS-000631	CHERRYWOOD AVENUE	BIRCHWOOD ROAD	GLENSPRING ROAD	0.406	HMA - Ovly	$ 33,058.81
2030	RD-RDS-001442	COMMERCE PARKWAY R/A	PETTIT ROAD	NORTH SERVICE ROAD	0.573	ST-FDR & DST	$ 51,786.30
2030	RD-RDS-001008	CONCESSION ROAD	ANTOINETTE ROAD	EVA ROAD	0.162	HMA - Ovly	$ 30,658.27
2030	RD-RDS-000707	CRYSTAL PLAZA	ELIZABETH ROAD	VICTORIA ROAD	0.273	HMA - Ovly	$ 29,658.91
2030	RD-RDS-000358	DAYTONA DRIVE	GARRISON ROAD	ORCHARD AVENUE	0.234	HMA - Ovly	$ 27,433.33
2030	RD-RDS-001521	DERBY ROAD	LINCOLN ROAD	CAMBRIDGE ROAD	0.113	HMA - Ovly	$ 12,254.85
2030	RD-RDS-001575	DERBY ROAD	MICHENER ROAD	WELLINGTON COURT	0.247	HMA - 2Ovly	$ 40,567.79
2030	RD-RDS-000167	DIPIETRO STREET	WALDEN BOULEVARD	MURDOCK AVENUE	0.473	Planned Capital Project	
2030	RD-RDS-001352	ELIZABETH ROAD	DERBY ROAD	DEVON PLACE	0.332	HMA - 2Ovly	$ 40,845.68
2030	RD-RDS-000433	ELMWOOD AVENUE	VICTORIA ROAD	GLENSPRING ROAD	0.356	HMA - Ovly	$ 28,978.93
2030	RD-RDS-000959	ERIE ROAD	OAKWOOD AVENUE	ELMWOOD AVENUE	0.113	HMA - Ovly	$ 18,460.36
2030	RD-RDS-000960	ERIE ROAD	MAPLEWOOD AVENUE	OXFORD AVENUE	0.125	HMA - Ovly	$ 20,253.04
2030	RD-RDS-002074	ERIE ROAD	CHERRYWOOD AVENUE	ASHWOOD AVENUE	0.116	HMA - Ovly	$ 18,801.98
2030	RD-RDS-000271	FAIRVIEW ROAD	LAKEHURST AVENUE	ENGLEWOOD AVENUE	0.254	HMA - Ovly	$ 29,865.32
2030	RD-RDS-001671	FINDLAY CRESCENT	#23 FINDLAY CRESCENT	DOUGLAS STREET	0.193	HMA - 2Ovly	$ 42,128.59
2030	RD-RDS-001723	GILMORE ROAD	QEW OFF-RAMP	SUNSET DRIVE	0.899	Planned Capital Project	
2030	RD-RDS-001807	GLENNY STREET	WINTEMUTE STREET	BOWDEN STREET	0.191	HMA - Recon 90HMA	$ 81,446.98
2030	RD-RDS-001738	GORHAM ROAD	HIBBARD STREET, 115m NORTH OF	HIBBARD STREET	0.24	HMA - Ovly	$ 32,551.27
2030	RD-RDS-000206	HELENA STREET	SOUTH END OF ROAD	EDGEMERE ROAD CUT OFF (S)	0.149	HMA - 2Ovly	$ 40,818.09

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2030	RD-RDS-000578	HERSHEY STREET	RIDGE ROAD	SOUTH MILL STREET	0.289	HMA - Ovly	$ 31,298.67
2030	RD-RDS-000570	HIBBARD STREET	SOUTH MILL STREET	RIDGE ROAD	0.29	HMA - Ovly	$ 36,687.19
2030	RD-RDS-001331	HILL STREET	DIANE STREET	WEST END OF STREET	0.068	HMA - Ovly	$ 9,729.88
2030	RD-RDS-001163	KLAUCK STREET NORTH	DUFFERIN-JARVIS LANE	DUFFERIN STREET	0.096	HMA - Ovly	$ 8,712.15
2030	RD-RDS-001416	KLAUCK STREET NORTH	JARVIS STREET	DUFFERIN-JARVIS LANE	0.096	HMA - Ovly	$ 8,686.85
2030	RD-RDS-000602	LAKE AVENUE	CRYSTAL BEACH DRIVE	TERRACE LANE	0.152	HMA - Recon 90HMA	$ 59,918.40
2030	RD-RDS-001426	LAVINIA STREET	NIAGARA BOULEVARD	WATERLOO STREET	0.188	HMA - Ovly	$ 28,920.72
2030	RD-RDS-000184	MACCABEE	ALBERT STREET	EAST END OF ROAD	0.258	HMA - 2Ovly	$ 43,634.53
2030	RD-RDS-001818	MADISON STREET	ALBANY STREET	MADISON STREET	0.164	HMA - 2Ovly	$ 44,681.84
2030	RD-RDS-000711	MAPLEWOOD AVENUE	BIRCHWOOD ROAD	ERIE ROAD	0.326	HMA - Ovly	$ 26,546.93
2030	RD-RDS-000083	NANCY STREET	ALBANY STREET	JASMINE COURT	0.196	HMA - Ovly	$ 27,993.04
2030	RD-RDS-000456	OAKWOOD AVENUE	BIRCHWOOD ROAD	GLENSPRING ROAD	0.407	HMA - Ovly	$ 33,123.88
2030	RD-RDS-000706	OXFORD AVENUE	GLENSPRING ROAD	VICTORIA ROAD	0.411	HMA - Ovly	$ 33,444.35
2030	RD-RDS-000370	PARKDALE AVENUE	EDGEWOOD AVENUE	EVELYN AVENUE	0.613	Planned Capital Project	
2030	RD-RDS-001781	PARKDALE AVENUE	EVELYN AVENUE	ORCHARD AVENUE	0.622	Planned Capital Project	
2030	RD-RDS-000777	PETTIT ROAD	BRIDGE STREET	COMMERCE PARKWAY	0.614	Planned Capital Project	
2030	RD-RDS-000827	PETTIT ROAD	BERTIE STREET	PETTIT ROAD CUT-OFF	2.212	Planned Capital Project	
2030	RD-RDS-001059	PETTIT ROAD	POUND AVENUE	NATHANIAL AVENUE	0.55	Planned Capital Project	
2030	RD-RDS-001060	PETTIT ROAD	NATHANIAL AVENUE	BERTIE STREET	0.923	Planned Capital Project	
2030	RD-RDS-001292	PETTIT ROAD	COMMERCE PARKWAY	NORTH SERVICE ROAD	0.568	Planned Capital Project	
2030	RD-RDS-001293	PETTIT ROAD	PETTIT ROAD CUT-OFF	PETTIT ROAD	0.464	Planned Capital Project	
2030	RD-RDS-001378	PETTIT ROAD	GARRISON ROAD	POUND AVENUE	0.202	Planned Capital Project	
2030	RD-RDS-001752	PETTIT ROAD CUT-OFF (E)	PETTIT ROAD	GILMORE ROAD	0.145	Planned Capital Project	
2030	RD-RDS-001294	PETTIT ROAD CUT-OFF (W)	PETTIT ROAD	GILMORE ROAD	0.167	Planned Capital Project	
2030	RD-RDS-001513	QUEEN STREET	WATERLOO STREET	NIAGARA BOULEVARD	0.161	HMA - Ovly	$ 26,255.75
2030	RD-RDS-000571	RIDGE ROAD	DOMINION ROAD	WILLSON STREET	0.227	HMA - Ovly	$ 34,857.28
2030	RD-RDS-001296	RIDGE ROAD SOUTH	THUNDER BAY ROAD	CHARLOTTE STREET	0.183	HMA - Ovly	$ 26,395.28
2030	RD-RDS-001047	RIDGEWAY ROAD	ALEXANDRA ROAD	REBSTOCK ROAD	0.245	HMA - Ovly	$ 29,505.63
2030	RD-RDS-001357	RIDGEWAY ROAD	LYNWOOD LANE	FERNWOOD LANE	0.252	HMA - Ovly	$ 30,391.31
2030	RD-RDS-001635	RIDGEWAY ROAD	ERIE ROAD	GRAEBER AVENUE	0.252	HMA - Ovly	$ 30,358.77
2030	RD-RDS-001766	RIDGEWAY ROAD	RIDGEWAY ROAD CURVE (ES)	FARR AVENUE	0.033	HMA - Ovly	$ 3,597.29
2030	RD-RDS-000001	ROBINSON STREET	SOUTH END OF ROAD	JARVIS STREET	0.214	HMA - Ovly	$ 32,918.37
2030	RD-RDS-000005	ROBINSON STREET	EMERICK AVENUE	HIGHLAND AVENUE	0.184	HMA - Ovly	$ 28,244.72
2030	RD-RDS-001098	SHANNON ROAD S	CAMBRIDGE ROAD WEST	CAMBRIDGE PLACE	0.086	HMA - Ovly	$ 8,565.38
2030	RD-RDS-000581	SOUTH MILL STREET	HIBBARD STREET	HIBBARD STREET	0.036	HMA - Ovly	$ 3,873.83

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2030	RD-RDS-001339	SOUTH MILL STREET	HIBBARD STREET	RECREATIONAL TRAIL	0.104	HMA - Ovly	$ 11,254.94
2030	RD-RDS-001364	SPEARS ROAD	GARRISON ROAD	ROSS AVENUE	0.831	ST-FDR & DST	$ 56,987.47
2030	RD-RDS-000675	ST. GEORGE COURT	NORTH EXIT OF COURT	#45 ST. GEORGE COURT	0.137	HMA - Ovly	$ 16,102.84
2030	RD-RDS-001482	STONEMILL ROAD	MACDONALD DRIVE	PRIVATE ROAD (NO NAME GIVEN)	0.201	HMA - Ovly	$ 21,746.39
2030	RD-RDS-000786	SUNSET DRIVE	BOWEN ROAD	BRIDGE STREET	2.111	Planned Capital Project	
2030	RD-RDS-001291	SUNSET DRIVE	POUND AVENUE	BERTIE STREET	1.51	Planned Capital Project	
2030	RD-RDS-001479	SUNSET DRIVE	GARRISON ROAD	POUND AVENUE	0.193	Planned Capital Project	
2030	RD-RDS-000779	SUTHERLAND DRIVE	CAIRN'S CRESCENT	SERVICE ROAD 4	0.043	ST-SST	$ 782.36
2030	RD-RDS-001554	THUNDER BAY ROAD	COOK AVENUE	BERNARD AVENUE	0.454	Planned Capital Project	
2030	RD-RDS-000125	TORRANCE STREET	CHAMPLAIN DRIVE WEST	CONCESSION ROAD	0.181	HMA - 2Ovly	$ 42,058.09
2030	RD-RDS-000156	TORRENCE STREET	HENRIETTA STREET	CATHERINE STREET	0.463	Planned Capital Project	
2030	RD-RDS-000157	TORRENCE STREET	GILMORE ROAD	HENRIETTA STREET	0.365	Planned Capital Project	
2030	RD-RDS-001102	VICTORIA ROAD	OXFORD AVENUE	DEVON PLACE	0.115	HMA - Ovly	$ 9,360.32
2030	RD-RDS-001573	VICTORIA ROAD	DEVON PLACE	DERBY ROAD	0.332	HMA - 2Ovly	$ 40,762.07
2030	RD-RDS-000055	WATERLOO STREET	QUEEN STREET	PRINCESS STREET	0.211	HMA - Ovly	$ 32,466.68
2030	RD-RDS-001810	WINTEMUTE STREET	LEWIS STREET	GLENNY STREET	0.27	HMA - Ovly	$ 29,283.67
						Total 2030:	**$ 2,000,533.39**

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2031	RD-RDS-001430	ABERDEEN COURT	ABERDEEN STREET SOUTHEAST CORNER	ABERDEEN STREET NORTH	0.146	HMA - Ovly	$ 22,483.31
2031	RD-RDS-000132	ABERDEEN STREET	LAVINIA STREET	50m SOUTH OF CATHERINE STREET	0.119	HMA - Recon 90HMA	$ 66,254.51
2031	RD-RDS-000966	ALBERT STREET	ALBANY STREET	KENSINGTON COURT	0.225	HMA - Ovly	$ 32,165.44
2031	RD-RDS-001727	ALBERT STREET	KENSINGTON COURT	END	0.175	HMA - Ovly	$ 24,917.29
2031	RD-RDS-002876	ALFRED STREET	ALBANY STREET	GARRISON ROAD	2.926	Planned Capital Project	
2031	RD-RDS-001377	ANGER AVENUE	NIAGARA BOULEVARD	WEST END OF ROAD	0.594	Planned Capital Project	
2031	RD-RDS-000830	ANTOINETTE ROAD	LOUISA STREET	CANADA DRIVE	0.186	HMA - Ovly	$ 26,533.70
2031	RD-RDS-000996	ANTOINETTE ROAD	CANADA DRIVE	CONCESSION ROAD	0.184	HMA - Ovly	$ 26,279.53
2031	RD-RDS-000614	ARDMORE PLACE	SEYMORE AVENUE	SOUTH END OF ROAD	0.229	ST-SST	$ 3,791.17
2031	RD-RDS-001011	ARGYLE ROAD	(INTERSECT) GRAHAM AVE	ALBANY STREET	0.245	ST-SST	$ 4,051.93
2031	RD-RDS-000734	BARHART STREET	POUND AVENUE	NORTH END OF ROAD	0.275	ST-SST	$ 3,636.29
2031	RD-RDS-001001	BARRINGTON COURT	CHARLESTON DR	END	0.213	HMA - Ovly	$ 30,383.39
2031	RD-RDS-001725	BARRINGTON COURT	DOMINION ROAD	CHARLESTON DR	0.195	HMA - Ovly	$ 27,887.38
2031	RD-RDS-000076	BEACHVIEW AVENUE	NORTH END OF ROAD	DOMINION ROAD	0.238	ST-SST	$ 3,930.64
2031	RD-RDS-000599	BELLEVIEW BOULEVARD	PEARL STREET	NORTH END OF ROAD	0.121	ST-SST	$ 2,403.79
2031	RD-RDS-000619	BENNER AVENUE	SEYMORE AVENUE	NORTH END OF ROAD	0.26	ST-SST	$ 4,732.33
2031	RD-RDS-001308	BENNER AVENUE	GLEN BELLE AVENUE	SEYMORE AVENUE	0.249	ST-SST	$ 4,521.84
2031	RD-RDS-000391	BERNARD AVENUE	GROVE AVENUE	HYMAN AVENUE	0.265	HMA - 2Ovly	$ 50,703.18
2031	RD-RDS-001058	BERTIE STREET	WATERLOO STREET	NIAGARA PARKWAY	0.228	HMA - Ovly	$ 39,129.85
2031	RD-RDS-000407	BETHUNE AVENUE	BURLEIGH ROAD	COOK AVENUE	1.166	ST-DST	$ 42,419.08
2031	RD-RDS-001398	BIRCHWOOD ROAD	SCHOOLEY ROAD	CHERRYWOOD AVENUE	0.076	HMA - Ovly	$ 10,931.76
2031	RD-RDS-000670	BLACK CREEK ROAD	RIVER TRAIL	SOUTH END OF ROAD	0.132	ST-SST	$ 2,841.28
2031	RD-RDS-001101	CAMBRIDGE PLACE	PARK PLACE	ERIE ROAD	0.122	HMA - Ovly	$ 12,086.57
2031	RD-RDS-000140	CATHARINE STREET	WATERLOO STREET	NIAGARA BOULEVARD	0.142	HMA - Ovly	$ 24,636.37
2031	RD-RDS-000471	CENTRALIA AVENUE	CHERRY AVENUE	GARRISON ROAD	0.762	ST-FDR & DST	$ 53,181.46
2031	RD-RDS-001676	CHAMPLAIN DRIVE	LAVINIA STREET	SOUTH END OF ROAD	0.2	HMA - Recon 90HMA	$ 72,400.09
2031	RD-RDS-001853	CHERRY HILL BOULEVARD	NIGH ROAD	DOMINION ROAD R/A	1.035	ST-DST	$ 41,080.34
2031	RD-RDS-000629	CHERRYWOOD AVENUE	ERIE ROAD	BIRCHWOOD ROAD	0.408	HMA - Ovly	$ 33,224.74
2031	RD-RDS-000240	CRESCENT ROAD	LAKEHURST AVENUE	ENGLEWOOD AVENUE	0.256	HMA - 2Ovly	$ 45,397.76
2031	RD-RDS-000249	CRESCENT ROAD	ORCHARD AVENUE	GARRISON ROAD	0.231	HMA - Ovly	$ 27,979.52
2031	RD-RDS-000118	CROOKS STREET	BROCK STREET	PHIPPS STREET	0.238	HMA - Ovly	$ 36,602.60
2031	RD-RDS-001815	CROOKS STREET	BOWEN ROAD	HIGHLAND AVENUE	0.225	HMA - Ovly	$ 34,503.91
2031	RD-RDS-000167	DIPIETRO STREET	WALDEN BOULEVARD	MURDOCK AVENUE	0.473	Planned Capital Project	
2031	RD-RDS-000123	DOUGLAS STREET	HENRIETTA STREET	IDYLEWYLDE STREET	0.202	HMA - 2Ovly	$ 47,000.64
2031	RD-RDS-001515	DOUGLAS STREET	QUEEN STREET	FINDLAY CRES	0.203	HMA - Ovly	$ 31,249.87

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Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2031	RD-RDS-000189	DRUMMOND CRESCENT	RADFORD AVENUE	MALKIN AVENUE	0.177	HMA - Ovly	$ 25,594.20
2031	RD-RDS-000101	DUNLOP STREET	WOOD STREET	NORTH END OF ROAD	1.057	Planned Capital Project	
2031	RD-RDS-000875	DURLIAT ROAD	MONTROSE ROAD	HOLLOWAY BAY ROAD	1.324	ST-DST	$ 43,774.76
2031	RD-RDS-001158	EAGLE STREET	RIDGEMOUNT ROAD	EAST END OF ROAD	0.167	ST-SST	$ 3,312.40
2031	RD-RDS-000522	ELM STREET	RIDGE ROAD	SOUTH MILL STREET	0.291	HMA - 2Ovly	$ 45,302.17
2031	RD-RDS-000430	ELMWOOD AVENUE	BIRCHWOOD ROAD	ERIE ROAD	0.326	HMA - Ovly	$ 26,486.74
2031	RD-RDS-001707	EVA ROAD	BARON DR	END OF ROAD	0.234	HMA - Ovly	$ 33,456.28
2031	RD-RDS-000374	EVELYN AVENUE	BUFFALO ROAD	RUBY AVENUE	0.18	ST-SST	$ 3,868.57
2031	RD-RDS-000375	EVELYN AVENUE	RUBY AVENUE	WEST END OF ROAD	0.16	ST-SST	$ 3,445.36
2031	RD-RDS-000547	FAIRFIELD AVENUE	HELEN STREET	DOVERCOURT ROAD	0.363	HMA - Ovly	$ 39,350.00
2031	RD-RDS-000332	FAIRVIEW ROAD	ORCHARD AVENUE	SOUTH END OF ROAD	0.305	ST-SST	$ 5,637.17
2031	RD-RDS-001746	FARM ROAD	WINGER ROAD	RIDGE ROAD NORTH	1.009	ST-FDR & DST	$ 74,999.42
2031	RD-RDS-000798	FLORENCE DRIVE	ALBION AVENUE	BENNER AVENUE	0.184	ST-SST	$ 2,428.78
2031	RD-RDS-001338	FLOYD PLACE	HELENA STREET	BASSET AVENUE	0.134	ST-SST	$ 3,541.64
2031	RD-RDS-000049	FORSYTHE STREET	NIAGARA BOULEVARD	WATERLOO STREET	0.211	HMA - Ovly	$ 30,470.11
2031	RD-RDS-000050	FORSYTHE STREET	ARCHANGE STREET	GODERICH STREET	0.162	HMA - Ovly	$ 23,410.74
2031	RD-RDS-001289	GILMORE ROAD	QEW OFF-RAMP	PETTIT ROAD	0.174	Planned Capital Project	
2031	RD-RDS-001723	GILMORE ROAD	QEW OFF-RAMP	SUNSET DRIVE	0.899	Planned Capital Project	
2031	RD-RDS-000808	HOUCK CRESCENT	WARWICK AVENUE	WEST END OF ROAD	0.133	ST-SST	$ 3,517.58
2031	RD-RDS-001480	HYDE AVENUE	NIAGARA BOULEVARD	HOUCK CRESCENT	0.261	ST-SST	$ 4,751.24
2031	RD-RDS-001848	INDUSTRIAL DRIVE	THOMPSON ROAD	EAST END OF ROAD	0.991	Planned Capital Project	
2031	RD-RDS-000447	INGLEWOOD ROAD	FERNWOOD LANE	LYNWOOD LANE	0.169	HMA - Ovly	$ 18,317.21
2031	RD-RDS-000098	JARVIS STREET	CROOKS STREET	WEST END OF ROAD	0.222	HMA - Ovly	$ 32,164.82
2031	RD-RDS-001424	JESSIE STREET	BROCK STREET	PHIPPS STREET	0.237	HMA - Ovly	$ 34,278.88
2031	RD-RDS-000024	JOHN STREET	ARCHANGE STREET	WATERLOO STREET	0.127	ST-SST	$ 2,929.35
2031	RD-RDS-000045	JOHN STREET	GODERICH STREET	ARCHANGE STREET	0.108	ST-SST	$ 2,508.30
2031	RD-RDS-000129	LAVINIA STREET	HIGH STREET	NORTH STREET	0.241	HMA - Ovly	$ 36,971.33
2031	RD-RDS-001699	LAVINIA STREET	BATTERY STREET	STANTON STREET	0.242	HMA - Ovly	$ 37,167.98
2031	RD-RDS-000664	LAWRENCE AVENUE	EDINBURGH ROAD	BLACK CREEK ROAD	0.235	ST-SST	$ 4,650.14
2031	RD-RDS-000604	LEMCKE STREET	THOMPSON ROAD	WEST END OF ROAD	0.092	ST-SST	$ 2,420.85
2031	RD-RDS-001769	LEWIS STREET	WARREN STREET	WINTEMUTE STREET	0.157	HMA - Ovly	$ 19,806.22
2031	RD-RDS-000683	MICHENER ROAD	DERBY ROAD	WELLINGTON COURT	0.334	HMA - Ovly	$ 39,229.08
2031	RD-RDS-001510	MURRAY STREET	HIGH STREET	NORTH STREET	0.243	HMA - Ovly	$ 37,364.64
2031	RD-RDS-001528	MURRAY STREET	NIAGARA BOULEVARD	WATERLOO STREET	0.198	HMA - 2Ovly	$ 46,099.46
2031	RD-RDS-001170	NIAGARA PARKWAY	JOHN STREET	PRINCESS STREET	0.181	HMA - Ovly	$ 24,196.28

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2031	RD-RDS-001742	NIAGARA PARKWAY	FORSYTHE STREET	JOHN STREET	0.225	HMA - Ovly	$ 30,038.70
2031	RD-RDS-000455	OAKWOOD AVENUE	ERIE ROAD	BIRCHWOOD ROAD	0.326	HMA - Ovly	$ 29,471.29
2031	RD-RDS-000612	OSGOOD AVENUE	BERTIE STREET	SOUTH END OF ROAD	0.167	ST-SST	$ 3,321.13
2031	RD-RDS-001601	OSGOOD AVENUE	BERKELEY PLACE	SEYMORE AVENUE	0.171	ST-SST	$ 2,265.12
2031	RD-RDS-000370	PARKDALE AVENUE	EDGEWOOD AVENUE	EVELYN AVENUE	0.613	Planned Capital Project	
2031	RD-RDS-001781	PARKDALE AVENUE	EVELYN AVENUE	ORCHARD AVENUE	0.622	Planned Capital Project	
2031	RD-RDS-000497	PARKER AVENUE	BURLEIGH ROAD	EAST END OF ROAD	0.135	ST-SST	$ 3,569.40
2031	RD-RDS-000827	PETTIT ROAD	BERTIE STREET	PETTIT ROAD CUT-OFF	2.212	Planned Capital Project	
2031	RD-RDS-000025	QUEEN STREET	NORTH STREET	HIGH STREET	0.209	HMA - Ovly	$ 34,012.09
2031	RD-RDS-001359	RIDGE ROAD	HIBBARD STREET	CUTLER STREET	0.167	HMA - Ovly	$ 33,267.40
2031	RD-RDS-000002	ROBINSON STREET	JARVIS STREET	DUFFERIN STREET	0.195	HMA - Ovly	$ 30,002.33
2031	RD-RDS-001512	ROBINSON STREET	DUFFERIN STREET	PHIPPS STREET	0.196	HMA - Ovly	$ 30,088.37
2031	RD-RDS-000800	ROCKWOOD DRIVE	NORTH END OF ROAD	GARRISON ROAD	0.196	ST-SST	$ 3,241.54
2031	RD-RDS-001407	RUBY AVENUE	EVELYN AVENUE	NORTH END OF ROAD	0.268	ST-SST	$ 3,544.02
2031	RD-RDS-000867	SCHAUBEL ROAD	NETHERBY ROAD	WILLOW ROAD	0.872	ST-FDR & DST	$ 54,819.62
2031	RD-RDS-000335	SCOTT AVENUE	ORCHARD AVENUE	SOUTH END OF ROAD	0.245	ST-SST	$ 3,642.57
2031	RD-RDS-000607	SEYMOUR AVENUE	SPEARS ROAD	ROBERT PLACE	0.196	ST-SST	$ 3,566.79
2031	RD-RDS-000610	SEYMOUR AVENUE	ZELLA PLACE R/A	BENNER AVENUE	0.165	ST-SST	$ 3,000.74
2031	RD-RDS-000945	SEYMOUR AVENUE	OSGOODE AVENUE	ARDMORE PLACE	0.09	ST-SST	$ 3,285.40
2031	RD-RDS-000946	SEYMOUR AVENUE	LENNOX PLACE	ZELLA PLACE	0.09	ST-SST	$ 3,269.77
2031	RD-RDS-001307	SEYMOUR AVENUE	ARDMORE PLACE	LENOX PLACE R/A	0.184	ST-SST	$ 3,348.66
2031	RD-RDS-001504	SEYMOUR AVENUE	ROBERT PLACE	OSGOODE AVENUE	0.098	ST-SST	$ 3,552.25
2031	RD-RDS-001039	SHAGBARK LANE	SWITCH ROAD	EAST END OF ROAD	0.14	ST-SST	$ 2,783.74
2031	RD-RDS-001288	SPEARS ROAD	BERTIE STREET	NORTH END OF ROAD	0.138	ST-SST	$ 2,736.54
2031	RD-RDS-001017	STONEMILL ROAD	PRIVATE ROAD (NO NAME GIVEN)	THUNDER BAY ROAD	0.289	HMA - Ovly	$ 31,326.87
2031	RD-RDS-000786	SUNSET DRIVE	BOWEN ROAD	BRIDGE STREET	2.111	Planned Capital Project	
2031	RD-RDS-001291	SUNSET DRIVE	POUND AVENUE	BERTIE STREET	1.51	Planned Capital Project	
2031	RD-RDS-001479	SUNSET DRIVE	GARRISON ROAD	POUND AVENUE	0.193	Planned Capital Project	
2031	RD-RDS-001591	WALLACE STREET	RIDGE ROAD	NORTH MILL STREET	0.234	HMA - Ovly	$ 27,454.48
2031	RD-RDS-000809	WARWICK AVENUE	HOUCK CRESCENT	NIAGARA BOULEVARD	0.303	ST-SST	$ 5,014.02
2031	RD-RDS-000058	WATERLOO STREET	JOHN STREET	FORSYTHE STREET	0.149	HMA - Ovly	$ 22,941.15
2031	RD-RDS-000659	WESTBROOK AVENUE	RIVER TRAIL CRESCENT	EDINBURGH ROAD	0.212	ST-SST	$ 3,847.81
2031	RD-RDS-001630	WESTBROOK AVENUE	EDINBURGH ROAD	BLACK CREEK ROAD	0.217	ST-SST	$ 3,947.79
2031	RD-RDS-000181	WHITE AVENUE	ADELADE STREET	EAST END OF ROAD	0.24	ST-SST	$ 4,529.53
						Total 2031:	**$ 1,986,682.33**

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2032	RD-RDS-000188	ALBERT STREET	SPEAKMAN STREET	KEEL STREET	0.342	HMA - Ovly	$ 40,147.83
2032	RD-RDS-002876	ALFRED STREET	ALBANY STREET	GARRISON ROAD	2.926	Planned Capital Project	
2032	RD-RDS-001321	ARGYLE ROAD	DOMINION ROAD	(INTERSECT) GRAHAM AVE	0.398	ST-SST	$ 6,570.67
2032	RD-RDS-000317	ARLINGTON AVENUE	CRESCENT ROAD	BRIGHTON AVENUE	0.261	HMA - Ovly	$ 25,990.40
2032	RD-RDS-001786	BARKER AVENUE	MAPLE AVENUE	GARRISON ROAD	0.947	ST-FDR & DST	$ 64,965.44
2032	RD-RDS-000075	BEACHVIEW AVENUE	DOMINION ROAD	EDGEMERE ROAD	0.461	ST-SST	$ 7,623.64
2032	RD-RDS-000617	BENNER AVENUE	GARRISON ROAD	FLORENCE DRIVE	0.207	ST-SST	$ 5,482.60
2032	RD-RDS-000826	BERTIE STREET	DOUGLAS STREET	CENTRAL AVENUE	0.244	HMA - Ovly	$ 41,811.99
2032	RD-RDS-000544	BIRCHWOOD ROAD	OAKWOOD AVENUE	ELMWOOD AVENUE	0.057	HMA - Ovly	$ 8,236.42
2032	RD-RDS-001600	BRUNSWICK AVENUE	RIDGE ROAD SOUTH	HELEN STREET	0.367	HMA - Ovly	$ 33,178.47
2032	RD-RDS-001429	CATHARINE STREET	CONCESSION ROAD	KINGSMILL STREET	0.201	HMA - Ovly	$ 34,870.58
2032	RD-RDS-001675	CATHARINE STREET	BATTERY STREET	NIXON BOULEVARD	0.157	HMA - Ovly	$ 27,235.70
2032	RD-RDS-001812	CATHARINE STREET	NIXON BOULEVARD	WATERLOO STREET	0.167	HMA - Ovly	$ 28,904.96
2032	RD-RDS-001817	CHAMPLAIN DRIVE	TORRENCE STREET	EAST END OF ROAD	0.206	HMA - Recon 90HMA	$ 67,546.17
2032	RD-RDS-000307	CHERRY AVENUE	OAKHILL BOULEVARD	WEST END OF ROAD	0.231	HMA - Ovly	$ 33,461.89
2032	RD-RDS-000487	CHERRY AVENUE	BURLEIGH ROAD	RIDGEWOOD AVENUE	0.405	HMA - Ovly	$ 36,627.18
2032	RD-RDS-001789	CHERRY AVENUE	RIDGEWOOD AVENUE	EAST END OF ROAD	0.375	HMA - Ovly	$ 33,879.78
2032	RD-RDS-001679	CRESCENT ROAD	DOMINION ROAD	ARLINGTON AVENUE	0.229	ST-SST	$ 4,537.90
2032	RD-RDS-001726	DIANE STREET	CARVER STREET	HILL STREET	0.241	HMA - Ovly	$ 34,347.31
2032	RD-RDS-001076	DRIFTWOOD TRAIL	SUNRISE COURT	DRIFTWOOD TRAIL	0.093	HMA - Ovly	$ 13,293.98
2032	RD-RDS-001423	DUNLOP STREET	GILMORE ROAD	WOOD STREET	0.286	ST-SST	$ 8,045.69
2032	RD-RDS-000663	EDINBURGH ROAD	LAWRENCE AVENUE	TERESA DRIVE	0.275	ST-SST	$ 5,460.79
2032	RD-RDS-001677	EDWARD AVENUE	DOMINION ROAD	QUEENSTON BOULEVARD	0.287	HMA - Ovly	$ 31,073.09
2032	RD-RDS-000431	ELMWOOD AVENUE	GLENSPRING ROAD	BIRCHWOOD ROAD	0.493	HMA - Ovly	$ 40,068.48
2032	RD-RDS-000081	EVA ROAD	COLETTE RD	BARON DRIVE	0.174	HMA - Ovly	$ 24,888.73
2032	RD-RDS-000175	FERGUSON AVENUE	DRUMMOND CRESCENT	ALBANY STREET	0.261	HMA - Ovly	$ 28,333.65
2032	RD-RDS-001003	FERGUSON AVENUE	QUEENSTON BOULEVARD	DRUMMOND CRECENT	0.231	HMA - Ovly	$ 25,101.84
2032	RD-RDS-001701	FERGUSON AVENUE	DOMINION ROAD	QUEENSTON BOULEVARD	0.222	HMA - Ovly	$ 24,125.79
2032	RD-RDS-001461	FORSYTHE STREET	WATERLOO STREET	ARCHANGE STREET	0.252	HMA - Ovly	$ 36,497.04
2032	RD-RDS-000180	GEORGE ROAD	DOMINION ROAD	QUEENSTON BOULEVARD	0.262	HMA - Ovly	$ 28,409.56
2032	RD-RDS-001718	GLENSPRING ROAD	CHERRYWOOD AVENUE	ASHWOOD AVENUE	0.128	HMA - Ovly	$ 12,760.59
2032	RD-RDS-001404	GLENWOOD DRIVE	SUMMIT AVENUE	NORTH END OF ROAD	0.11	HMA - Ovly	$ 11,916.49
2032	RD-RDS-001776	GRAHAM AVENUE	ARGYLE ROAD	SOUTH END OF ROAD	0.323	ST-SST	$ 6,938.42
2032	RD-RDS-001341	HAZEL COURT	HAZEL STREET	HAZEL STREET	0.117	HMA - Ovly	$ 21,068.22
2032	RD-RDS-001116	HENRIETTA STREET	TORRENCE STREET	ELLEN STREET	0.201	HMA - Ovly	$ 30,881.14

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2032	RD-RDS-001700	HENRIETTA STREET	CENTRAL AVENUE	DOUGLAS STREET	0.249	HMA - Ovly	$ 38,181.99
2032	RD-RDS-000569	HIBBARD STREET	RIDGE ROAD	PROSPECT POINT ROAD	0.492	Planned Capital Project	
2032	RD-RDS-001399	HIBBARD STREET	THORNWOOD AVENUE	BELLEVIEW BOULEVARD	0.2	HMA - Ovly	$ 21,683.49
2032	RD-RDS-000895	HOLLOWAY BAY ROAD	NETHERBY ROAD	DURLIAT ROAD	0.206	HMA - Ovly	$ 18,591.95
2032	RD-RDS-001087	HOLLYWOOD STREET	CRESCENT ROAD	BRIAN STREET	0.18	HMA - Ovly	$ 25,694.08
2032	RD-RDS-000832	JASMINE COURT	NANCY STREET	JORDYN DRIVE	0.201	HMA - Ovly	$ 28,704.15
2032	RD-RDS-001514	JESSIE STREET	HIGHLAND AVENUE	EMERICK AVENUE	0.186	HMA - Ovly	$ 26,927.41
2032	RD-RDS-000297	JEWEL AVENUE	NEVA ROAD	NICOLAS ROAD	0.404	ST-SST	$ 6,669.49
2032	RD-RDS-000804	KENNEDY DRIVE	POUND AVENUE	NORTH END OF ROAD	0.155	HMA - Ovly	$ 15,420.87
2032	RD-RDS-000139	KING STREET	WALDEN BOULEVARD	RICELAND ROAD	0.166	HMA - Ovly	$ 25,451.59
2032	RD-RDS-001162	KLAUCK STREET	COURTWRIGHT-JARVIS LANE	JARVIS STREET	0.158	HMA - Ovly	$ 22,895.96
2032	RD-RDS-001593	LAKEWOOD AVENUE	GLENOLDEN LANE	ERIE ROAD	0.321	HMA - Ovly	$ 29,050.14
2032	RD-RDS-000130	LAVINIA STREET	NORTH STREET	CENTRAL AVENUE	0.243	HMA - Ovly	$ 37,346.20
2032	RD-RDS-000227	LEASKE AVENUE	DOMINION ROAD	LEASK AVENUE CUT-OFF	0.585	ST-SST	$ 9,672.08
2032	RD-RDS-000113	LEWIS STREET	KEE LANE	NIAGARA BOULEVARD	0.11	HMA - Ovly	$ 17,891.00
2032	RD-RDS-001606	LOUISA STREET	ANTOINETTE ROAD	JORDYN DRIVE	0.209	HMA - Ovly	$ 29,783.66
2032	RD-RDS-001645	LOUISA STREET	ANTOINETTE ROAD	ALBANY STREET	0.181	HMA - Ovly	$ 25,788.33
2032	RD-RDS-000644	MAY AVENUE	WEST MAIN STREET	SOUTH END OF ROAD	0.38	Planned Capital Project	
2032	RD-RDS-000186	NELSON AVENUE	DOMINION ROAD	QUEENSTON BOULEVARD	0.295	HMA - Ovly	$ 31,962.38
2032	RD-RDS-000316	ORCHARD AVENUE	BUFFALO ROAD	SCOTT AVENUE	0.186	HMA - Ovly	$ 21,862.07
2032	RD-RDS-000978	ORCHARD AVENUE	SCOTT AVENUE	FERNDALE AVE	0.171	HMA - Ovly	$ 20,064.52
2032	RD-RDS-001394	PARKDALE AVENUE	SOUTH END OF ROAD	DOMINION ROAD	0.227	HMA - Ovly	$ 22,558.69
2032	RD-RDS-001059	PETTIT ROAD	POUND AVENUE	NATHANIAL AVENUE	0.55	Planned Capital Project	
2032	RD-RDS-001060	PETTIT ROAD	NATHANIAL AVENUE	BERTIE STREET	0.923	Planned Capital Project	
2032	RD-RDS-001378	PETTIT ROAD	GARRISON ROAD	POUND AVENUE	0.202	Planned Capital Project	
2032	RD-RDS-001687	PHILLIPS STREET	GRANDVIEW ROAD	LAKEVIEW ROAD	0.175	HMA - Ovly	$ 19,006.95
2032	RD-RDS-001736	POINT ABINO ROAD NORTH	SHERKSTON ROAD	MICHENER ROAD	0.209	HMA - Ovly	$ 32,107.17
2032	RD-RDS-000519	PROSPECT POINT ROAD	DOMINION ROAD	HAZEL STREET	0.861	Planned Capital Project	
2032	RD-RDS-001302	PROSPECT POINT ROAD	HAZEL STREET	LIMESTONE LANE	0.369	Planned Capital Project	
2032	RD-RDS-000030	QUEENSTON BOULEVARD	JOSEPH STREET	GEORGE ROAD	0.165	HMA - Ovly	$ 17,842.19
2032	RD-RDS-000191	QUEENSTON BOULEVARD	EDWARD AVENUE	NELSON AVENUE	0.151	HMA - Ovly	$ 16,328.23
2032	RD-RDS-000192	QUEENSTON BOULEVARD	NELSON AVENUE	ALBERT STREET	0.177	HMA - Ovly	$ 19,221.68
2032	RD-RDS-001673	QUEENSTON BOULEVARD	FERGUSON AVENUE	JOSEPH STREET	0.155	HMA - Ovly	$ 16,768.54
2032	RD-RDS-001770	QUEENSTON BOULEVARD	GEORGE ROAD	EDWARD AVENUE	0.157	HMA - Ovly	$ 17,024.48
2032	RD-RDS-000565	RIDGE ROAD	DISHER STREET	ELM STREET	0.187	HMA - Ovly	$ 37,192.21

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2032	RD-RDS-001670	RIDGE ROAD SOUTH	CHARLOTTE STREET	#65 RIDGE ROAD SOUTH	0.255	HMA - Ovly	$ 36,841.19
2032	RD-RDS-001195	RIDGEMOUNT ROAD	COLLEGE ROAD	EAGLE STREET	0.319	ST-SST	$ 6,322.60
2032	RD-RDS-001197	RIDGEMOUNT ROAD	RAILROAD TRACKS	CURTIS ROAD	0.249	HMA - Ovly	$ 26,969.35
2032	RD-RDS-001639	RIDGEMOUNT ROAD	CURTIS ROAD	BOWEN ROAD	1.014	ST-FDR & DST	$ 69,578.77
2032	RD-RDS-001182	RIDGEWAY ROAD	CRYSTAL BEACH DRIVE	NANTUCKETT ROAD	0.286	HMA - Ovly	$ 34,443.72
2032	RD-RDS-001577	ROBERTSON STREET	NIAGARA BOULEVARD	WEST END OF ROAD	0.408	ST-SST	$ 8,087.86
2032	RD-RDS-000003	ROBINSON STREET	PHIPPS STREET	BROCK STREET	0.235	HMA - Ovly	$ 36,138.61
2032	RD-RDS-001418	ROBINSON STREET	EMERICK AVENUE	EMERICK AVENUE	0.084	HMA - Ovly	$ 12,868.68
2032	RD-RDS-000078	ROSE AVENUE	EDGEMERE ROAD	DOMINION ROAD	0.463	ST-SST	$ 7,645.46
2032	RD-RDS-000650	ROSEWOOD AVENUE	ERIE ROAD	GLENOLDEN LANE	0.215	HMA - Ovly	$ 19,408.94
2032	RD-RDS-001119	SCHOOLEY ROAD	GLENSPRING ROAD	GLENSPRING ROAD	0.094	HMA - Ovly	$ 9,297.06
2032	RD-RDS-001717	SCHOOLEY ROAD	GLENSPRING ROAD	SMALL'S ROAD	0.365	HMA - Ovly	$ 36,285.56
2032	RD-RDS-000334	SHAYNE AVENUE	DAYTONA DRIVE	68m N OF DAYTONA DR	0.139	HMA - Ovly	$ 13,804.42
2032	RD-RDS-000889	SNYDER ROAD	NETHERBY ROAD	STEVENSVILLE ROAD	0.352	HMA - Ovly	$ 36,922.89
2032	RD-RDS-001305	SOUTH MILL STREET	HERSHEY STREET	DOMINION ROAD	0.258	HMA - Ovly	$ 32,635.86
2032	RD-RDS-000609	SPEARS ROAD	BERKELEY PLACE	BERTIE STREET	0.349	ST-SST	$ 6,920.27
2032	RD-RDS-001759	SPEARS ROAD	ROSS AVENUE	SEYMORE AVENUE	0.284	ST-SST	$ 5,625.37
2032	RD-RDS-001034	SUMMIT AVENUE	CARRIE AVENUE	GORHAM ROAD	0.204	HMA - Ovly	$ 29,166.80
2032	RD-RDS-000782	SUNSET DRIVE	ARCADIA STREET R/A	BOWEN ROAD	1.719	Planned Capital Project	
2032	RD-RDS-000786	SUNSET DRIVE	BOWEN ROAD	BRIDGE STREET	2.111	Planned Capital Project	
2032	RD-RDS-001633	SUNSET DRIVE	BRIDGE STREET	GILMORE ROAD	1.652	Planned Capital Project	
2032	RD-RDS-002664	SUNSET DRIVE	GILMORE ROAD	BERTIE STREET	1.52	Planned Capital Project	
2032	RD-RDS-000221	TECUMSEH TRAIL	BARKER AVENUE	BERNARD AVENUE	0.204	HMA - Ovly	$ 29,550.46
2032	RD-RDS-000676	WELLINGTON ROAD	RIDGEWAY ROAD	EAST END OF ROAD	0.315	Planned Capital Project	
2032	RD-RDS-000648	WEST MAIN STREET	STEVENSVILLE ROAD	AIRLINE STREET	0.322	Planned Capital Project	
2032	RD-RDS-001317	WEST MAIN STREET	OLD MILL ROAD	CORAL AVENUE	0.67	Planned Capital Project	
2032	RD-RDS-001720	WEST MAIN STREET	MAY STREET	CORAL AVENUE	0.466	Planned Capital Project	
						Total 2032:	**$ 1,994,487.76**

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2033	RD-RDS-001540	ABERDEEN STREET	CATHERINE STREET	50m SOUTH OF CATHERINE STREET	0.103	HMA - Ovly	$ 15,870.75
2033	RD-RDS-000199	ALBANY STREET	ARGYLE ROAD	HELENA STREET	0.285	HMA - 2Ovly	$ 50,694.16
2033	RD-RDS-001446	ALBANY STREET	BEATRICE STREET	KING STREET	0.029	HMA - Ovly	$ 4,931.58
2033	RD-RDS-001536	ALBERT STREET	LAKESHORE ROAD	SPEAKMAN STREET	0.154	HMA - Ovly	$ 18,039.03
2033	RD-RDS-001374	ALGONQUIN DRIVE	PROSPECT POINT ROAD SOUTH	SPINNAKER DRIVE	0.183	HMA - Ovly	$ 26,082.48
2033	RD-RDS-000642	BEECHWOOD AVENUE	REBSTOCK ROAD	SMALLS ROAD	0.633	ST-SST	$ 10,467.27
2033	RD-RDS-000618	BENNER AVENUE	FLORENCE DRIVE	GLEN BELLE AVENUE R/A	0.647	ST-SST	$ 11,763.75
2033	RD-RDS-001193	BERTIE STREET	RIDGE ROAD NORTH	BERTIE STREET CUT-OFF	0.261	HMA - Ovly	$ 28,314.13
2033	RD-RDS-002779	BERTIE STREET	SUNSET ROAD	PETTIT ROAD	2.084	Planned Capital Project	
2033	RD-RDS-000560	BIRCHWOOD ROAD	CHERRYWOOD AVENUE	ASHWOOD AVENUE	0.064	HMA - Ovly	$ 9,231.26
2033	RD-RDS-001265	BLACK CREEK ROAD	LAWRENCE AVENUE	ARROWSMITH COURT	0.275	HMA - Ovly	$ 32,250.32
2033	RD-RDS-001412	BLACK CREEK ROAD	ARROWSMITH ROAD	CANADIANA COURT	0.186	HMA - Ovly	$ 21,803.33
2033	RD-RDS-002735	BURLEIGH ROAD	THUNDER BAY ROAD	YOUNG AVENUE	0.239	HMA - Ovly	$ 25,893.52
2033	RD-RDS-001590	CAMBRIDGE ROAD	SHANNON ROAD NORTH	MUNSTER LANE	0.202	HMA - Recon 90HMA	$ 72,862.61
2033	RD-RDS-001264	CANADIANA COURT	BLACK CREEK ROAD	CANADIANA COURT	0.232	HMA - Ovly	$ 37,682.04
2033	RD-RDS-000744	CARVER STREET	STEVENSVILLE ROAD	CLIMENHAGE STREET	0.267	HMA - Ovly	$ 38,145.59
2033	RD-RDS-000146	CATHARINE STREET	TORRENCE STREET	MARY STREET	0.201	HMA - Ovly	$ 34,939.99
2033	RD-RDS-000147	CATHARINE STREET	KINGSMILL STREET	ELLEN STREET	0.202	HMA - Ovly	$ 34,971.22
2033	RD-RDS-001154	CATHARINE STREET	ELLEN STREET	TORRENCE STREET	0.199	HMA - Ovly	$ 34,530.48
2033	RD-RDS-000709	CRYSTAL PLAZA	NORTH END OF ROAD	ELIZABETH ROAD	0.147	HMA - Ovly	$ 15,968.18
2033	RD-RDS-001425	DOUGLAS STREET	OAKES DRIVE	QUEEN STREET	0.281	HMA - Ovly	$ 43,178.28
2033	RD-RDS-000748	EAST AVENUE	HILL STREET	HENDERSHOT DRIVE	0.204	HMA - Ovly	$ 22,091.27
2033	RD-RDS-000182	EDWARD AVENUE	QUEENSTON BOULEVARD	ALBANY STREET	0.376	HMA - Ovly	$ 40,770.69
2033	RD-RDS-000520	ELM STREET	PROSPECT POINT ROAD	RIDGE ROAD	0.493	Planned Capital Project	
2033	RD-RDS-000276	ENGLEWOOD AVENUE	DAYTONA DRIVE	PARKDALE AVENUE	0.19	HMA - Ovly	$ 15,428.10
2033	RD-RDS-000952	ERIE ROAD	WILLOWWOOD ROAD	CHERRY HILL BOULEVARD SOUTH	0.152	HMA - Ovly	$ 16,706.22
2033	RD-RDS-000953	ERIE ROAD	CHERRY HILL BOULEVARD SOUTH	ROSEWOOD AVENUE	0.152	HMA - Ovly	$ 16,790.01
2033	RD-RDS-000954	ERIE ROAD	ROSEWOOD AVENUE	LAKEWOOD AVENUE	0.207	HMA - Ovly	$ 22,770.38
2033	RD-RDS-000955	ERIE ROAD	LAKEWOOD AVENUE	WESTWOOD AVENUE	0.143	HMA - Ovly	$ 15,727.13
2033	RD-RDS-000957	ERIE ROAD	EASTWOOD AVENUE	SCHOOLEY ROAD	0.147	HMA - Ovly	$ 16,203.44
2033	RD-RDS-001763	ERIE ROAD	WESTWOOD AVENUE	BEECHWOOD AVENUE	0.144	HMA - Ovly	$ 15,890.31
2033	RD-RDS-001187	FLEET ROAD	GILMORE ROAD	GILMORE ROAD, 360m S. OF	0.747	Planned Capital Project	
2033	RD-RDS-001743	FLEET ROAD	GILMORE ROAD, 360m S. OF	SPEARS ROAD	1.956	Planned Capital Project	
2033	RD-RDS-001492	FRANCES STREET	RIDGE ROAD SOUTH	ROCHELLE CRESCENT	0.186	HMA - Ovly	$ 26,576.54
2033	RD-RDS-000037	GODERICH STREET	PRINCESS STREET	QUEEN STREET	0.146	HMA - Ovly	$ 21,169.44

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2033	RD-RDS-001361	GORHAM ROAD	GORHAM CURVE START POINT	FARR AVENUE	0.064	HMA - Ovly	$ 11,513.78
2033	RD-RDS-002740	HELEN STREET	CONCORD AVENUE	MATHEWSON AVENUE	0.173	Planned Capital Project	
2033	RD-RDS-000016	HIGH STREET	MURRAY STREET	LAVINIA STREET	0.223	Planned Capital Project	
2033	RD-RDS-000017	HIGH STREET	LAVINIA STREET	CATHERINE STREET	0.227	Planned Capital Project	
2033	RD-RDS-001697	HIGH STREET	BERTIE STREET	MURRAY STREET	0.391	Planned Capital Project	
2033	RD-RDS-000540	INGLEWOOD ROAD	MATHEWSON AVENUE	FERNWOOD LANE	0.182	HMA - Ovly	$ 19,768.27
2033	RD-RDS-000178	JOSEPH STREET	QUEENSTON BOULEVARD	ALBANY STREET	0.463	ST-SST	$ 9,176.53
2033	RD-RDS-000138	KING STREET	RICELAND ROAD	QUEENSBURY ROAD	0.162	HMA - Ovly	$ 24,901.57
2033	RD-RDS-000615	LAKEWOOD AVENUE	SMALLS ROAD	GLENSPRING ROAD	0.443	HMA - Ovly	$ 44,077.51
2033	RD-RDS-000626	LAKEWOOD AVENUE	GLENSPRING ROAD	GLENOLDEN LANE	0.487	HMA - Ovly	$ 44,046.97
2033	RD-RDS-000128	LAVINIA STREET	STANTON STREET	HIGH STREET	0.247	HMA - Ovly	$ 37,920.81
2033	RD-RDS-000131	LAVINIA STREET	CENTRAL AVENUE	DOUGLAS STREET	0.242	HMA - Ovly	$ 37,112.68
2033	RD-RDS-001572	LAVINIA STREET	CHAMPLAIN DRIVE	TORRANCE STREET	0.277	HMA - 2Ovly	$ 49,283.92
2033	RD-RDS-001253	LEWIS STREET	LEWIS ST	JENNET ST	0.185	HMA - Ovly	$ 31,513.98
2033	RD-RDS-001387	LEWIS STREET	JENNET STREET	WARREN STREET	0.277	HMA - Ovly	$ 35,098.04
2033	RD-RDS-001105	LOWER COACH ROAD	W. OF OLD MILL OF ROAD	OLD MILL OF ROAD	0.142	HMA - Ovly	$ 20,299.38
2033	RD-RDS-000429	MAPLEWOOD AVENUE	VICTORIA ROAD	GLENSPRING ROAD	0.365	HMA - Ovly	$ 29,704.46
2033	RD-RDS-000701	MATHEWSON AVENUE	DOVERCOURT ROAD	INGLEWOOD ROAD	0.157	HMA - Ovly	$ 18,412.64
2033	RD-RDS-000012	MURDOCK AVENUE	WALDEN BOULEVARD	DIPIETRO STREET	0.364	HMA - Ovly	$ 39,456.28
2033	RD-RDS-000084	NANCY STREET	JASMINE COURT	END OF ROAD	0.144	HMA - Ovly	$ 20,507.86
2033	RD-RDS-000042	OAKES DRIVE	WEST END OF ROAD	DOUGLAS STREET	0.323	HMA - Ovly	$ 35,046.70
2033	RD-RDS-000731	POUND AVENUE	ROSEHILL ROAD	SUNSET DRIVE	0.432	HMA - Ovly	$ 39,083.57
2033	RD-RDS-000510	PROSPECT POINT ROAD	CONNECTION DRIVE	HIGHLAND DRIVE	0.21	HMA - Ovly	$ 32,251.58
2033	RD-RDS-001066	PROSPECT POINT ROAD	ALGONQUIN DRIVE	ROCHELLE CRESCENT	0.233	HMA - Ovly	$ 33,302.07
2033	RD-RDS-001737	PROSPECT POINT ROAD	140 PROSPECT POINT ROAD	ROCHELLE CRESCENT	0.177	HMA - Ovly	$ 25,257.14
2033	RD-RDS-001767	PROSPECT POINT ROAD	YACHT HARBOUR ROAD	BRUNSWICK AVENUE	0.148	HMA - Ovly	$ 16,291.65
2033	RD-RDS-000035	QUEEN STREET	ARCHANGE STREET	WATERLOO STREET	0.252	HMA - Ovly	$ 41,029.89
2033	RD-RDS-001173	QUEEN STREET	QUEEN STREET CUT-OFF	CENTRAL AVENUE	0.073	HMA - Ovly	$ 11,823.22
2033	RD-RDS-001078	RIDGE ROAD SOUTH	BRUNSWICK AVENUE	ROXBOROUGH AVENUE	0.145	HMA - Ovly	$ 15,772.97
2033	RD-RDS-001079	RIDGE ROAD SOUTH	MATHEWSON AVENUE	CONCORD AVENUE	0.171	HMA - Ovly	$ 18,562.30
2033	RD-RDS-001080	RIDGE ROAD SOUTH	GRIFFIN AVENUE	CRYSTAL BEACH DRIVE	0.117	HMA - Ovly	$ 12,640.93
2033	RD-RDS-001050	RIDGEWAY ROAD	RIDGEWAY CURVE START POINT	FARR AVENUE	0.071	HMA - Ovly	$ 8,567.55
2033	RD-RDS-000415	RISELAY AVENUE	BURLEIGH ROAD	COOK AVENUE	1.163	ST-FDR & DST	$ 66,476.23
2033	RD-RDS-000652	ROSEWOOD AVENUE	GLENSPRING ROAD	SMALLS ROAD	0.445	HMA - Ovly	$ 40,193.38
2033	RD-RDS-001836	ROSEWOOD AVENUE	GLENOLDEN LANE	GLENSPRING ROAD	0.486	HMA - Ovly	$ 43,960.21

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2033	RD-RDS-000939	SCHOOLEY ROAD	ERIE ROAD	BIRCHWOOD ROAD	0.397	HMA - Ovly	$ 39,452.85
2033	RD-RDS-001760	SCHOOLEY ROAD	BIRCHWOOD ROAD	GLENSPRING ROAD	0.407	HMA - Ovly	$ 40,442.99
2033	RD-RDS-002723	SIMS AVENUE	TENTH STREET	EAST END OF ROAD	0.092	HMA - Ovly	$ 9,167.82
2033	RD-RDS-001724	SPEARS ROAD	FLEET ROAD	NORTH END OF SPEARS ROAD	0.472	Planned Capital Project	
2033	RD-RDS-001617	ST. GEORGE COURT	#19 ST. GEORGE COURT	BREWSTER ROAD	0.188	HMA - Ovly	$ 22,043.01
2033	RD-RDS-000782	SUNSET DRIVE	ARCADIA STREET R/A	BOWEN ROAD	1.719	Planned Capital Project	
2033	RD-RDS-001291	SUNSET DRIVE	POUND AVENUE	BERTIE STREET	1.51	Planned Capital Project	
2033	RD-RDS-001479	SUNSET DRIVE	GARRISON ROAD	POUND AVENUE	0.193	Planned Capital Project	
2033	RD-RDS-002664	SUNSET DRIVE	GILMORE ROAD	BERTIE STREET	1.52	Planned Capital Project	
2033	RD-RDS-001610	THUNDER BAY ROAD	COLONY ROAD	WINDMILL POINT ROAD S	1.046	ST-FDR & DST	$ 72,978.90
2033	RD-RDS-000454	VICTORIA ROAD	DERBY ROAD	RIDGEWAY ROAD	0.208	HMA - 2Ovly	$ 51,100.76
2033	RD-RDS-000681	WELLINGTON COURT	WELLINGTON ROAD WEST END	DERBY ROAD	0.337	HMA - Ovly	$ 33,511.95
2033	RD-RDS-000676	WELLINGTON ROAD	RIDGEWAY ROAD	EAST END OF ROAD	0.315	Planned Capital Project	
2033	RD-RDS-000649	WEST MAIN STREET	AIRLINE STREET	MAY AVENUE	0.293	HMA - Ovly	$ 35,343.86
						Total 2033:	**$ 2,014,839.66**

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2034	RD-RDS-001427	ABERDEEN STREET	MURRAY STREET	LAVINIA STREET	0.229	HMA - Ovly	$ 35,207.57
2034	RD-RDS-001460	ABERDEEN STREET	CATHERINE STREET	ABERDEEN COURT	0.1	HMA - Ovly	$ 15,308.44
2034	RD-RDS-001145	ADELAIDE STREET	WHITE AVENUE	DOMINION ROAD	0.792	ST-SST	$ 15,709.72
2034	RD-RDS-000015	BATTERY STREET	MURRAY STREET	LAVINIA STREET	0.222	HMA - Ovly	$ 35,757.63
2034	RD-RDS-000168	BEATRICE STREET	LAKESHORE ROAD	ALBANY STREET	0.584	ST-SST	$ 13,513.15
2034	RD-RDS-000594	BELLEVIEW BOULEVARD	HAZEL STREET	PEARL STREET	0.255	HMA - Recon 90HMA	$ 100,394.86
2034	RD-RDS-001342	BERTIE STREET	SPEARS ROAD	OSGOOD AVENUE	0.396	Planned Capital Project	
2034	RD-RDS-001745	BERTIE STREET	OSGOOD AVENUE	PETTIT ROAD	1.622	Planned Capital Project	
2034	RD-RDS-000438	BETHUNE AVENUE	NEVA ROAD	NEVA ROAD	0.083	ST-FDR & DST	$ 5,249.01
2034	RD-RDS-001229	BLACK CREEK ROAD	CANADIANA COURT	BAKER ROAD	0.193	HMA - Ovly	$ 22,705.63
2034	RD-RDS-001730	BRIAN STREET	HOLLYWOOD STREET	DEXTER DRIVE	0.274	HMA - Ovly	$ 39,116.58
2034	RD-RDS-000450	BRUNSWICK AVENUE	HELEN STREET	DOVERCOURT ROAD	0.362	HMA - Ovly	$ 39,258.90
2034	RD-RDS-000328	BUFFALO ROAD	MUNICIPAL CENTRE DR	ORCHARD AVE	0.158	HMA - Ovly	$ 17,126.42
2034	RD-RDS-000331	BUFFALO ROAD	EVELYN AVE	MUNICIPAL CENTRE DR S. OF	0.332	HMA - Ovly	$ 35,992.39
2034	RD-RDS-001203	BUFFALO ROAD	NIGH ROAD	PHILLIPS STREET	0.219	HMA - Ovly	$ 23,731.03
2034	RD-RDS-001223	BUFFALO ROAD	#686 BUFFALO ROAD	PHILLIPS STREET	0.177	HMA - Ovly	$ 19,213.00
2034	RD-RDS-001108	BURGER ROAD	CHURCH ROAD	CHURCH ROAD	0.078	ST-FDR & DST	$ 5,781.19
2034	RD-RDS-001110	BURGER ROAD	FOX ROAD	FOX ROAD	0.032	ST-FDR & DST	$ 2,397.81
2034	RD-RDS-001355	BURGER ROAD	BOWEN ROAD	BOWEN ROAD	0.045	ST-FDR & DST	$ 3,380.42
2034	RD-RDS-001748	BURGER ROAD	GILMORE ROAD	GILMORE ROAD	0.039	ST-FDR & DST	$ 2,882.42
2034	RD-RDS-000384	BURLEIGH ROAD	CEDAR AVENUE	ASH AVENUE	0.184	ST-FDR & DST	$ 11,540.77
2034	RD-RDS-000386	BURLEIGH ROAD	CHERRY AVENUE	PEACH AVENUE	0.185	ST-FDR & DST	$ 11,651.47
2034	RD-RDS-000387	BURLEIGH ROAD	PEACH AVENUE	MOHAWK AVENUE	0.188	ST-FDR & DST	$ 11,837.63
2034	RD-RDS-000492	BURLEIGH ROAD	SPRUCE AVENUE	PINE AVENUE	0.187	ST-FDR & DST	$ 11,747.06
2034	RD-RDS-001300	BURLEIGH ROAD	NIGH ROAD	SPRUCE AVENUE	0.2	ST-FDR & DST	$ 12,584.79
2034	RD-RDS-001782	BURLEIGH ROAD	HICKORY AVENUE	CEDAR AVENUE	0.185	ST-FDR & DST	$ 11,657.75
2034	RD-RDS-001783	BURLEIGH ROAD	MOHAWK AVENUE	HIAWATHA AVENUE	0.188	ST-FDR & DST	$ 11,797.38
2034	RD-RDS-002295	BURLEIGH ROAD	ASH AVENUE	MAPLE AVENUE	0.193	ST-FDR & DST	$ 12,138.25
2034	RD-RDS-002728	BURLEIGH ROAD	PARKER AVENUE	DOMINION ROAD	0.249	HMA - Ovly	$ 27,047.43
2034	RD-RDS-002730	BURLEIGH ROAD	JEWEL AVENUE	HYMAN AVENUE	0.186	HMA - Ovly	$ 20,163.02
2034	RD-RDS-002731	BURLEIGH ROAD	RISELAY AVENUE	JEWEL AVENUE	0.186	HMA - Ovly	$ 20,193.39
2034	RD-RDS-002796	BURLEIGH ROAD	POPLAR AVENUE	BETHUNE AVENUE	0.192	HMA - Ovly	$ 20,828.91
2034	RD-RDS-002810	BURLEIGH ROAD	HYMAN AVENUE	GROVE AVENUE	0.26	HMA - Ovly	$ 28,157.96
2034	RD-RDS-001755	CENTRALIA AVENUE	OZARK TRAIL	CARIBOU TRAIL	0.188	ST-FDR & DST	$ 13,142.95
2034	RD-RDS-001070	CHARLOTTE STREET	ROCHELLE CRESCENT	END OF STREET	0.081	HMA - Ovly	$ 11,631.88

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2034	RD-RDS-000878	COLLEGE ROAD	GOLF COURSE ENTRANCE	WEST END OF ROAD	0.999	ST-SST	$ 18,826.44
2034	RD-RDS-000314	CRESCENT ROAD	ARLINGTON AVE	EDGEMERE LANE	0.06	ST-FDR & DST	$ 4,139.93
2034	RD-RDS-000601	CRYSTAL BEACH DRIVE	RIDGE ROAD SOUTH	GRAEBER AVENUE	0.317	HMA - Ovly	$ 40,085.65
2034	RD-RDS-001569	DERBYSHIRE DRIVE	TRILLIUM CRESCENT	TRILLIUM CRESCENT	0.18	HMA - Ovly	$ 25,688.37
2034	RD-RDS-000977	DEXTER DRIVE	BRIAN STREET	EAST END OF ROAD	0.137	HMA - Ovly	$ 19,534.01
2034	RD-RDS-001303	DOVERCOURT ROAD	GLENDALE AVENUE	FAIRFIELD AVENUE	0.161	HMA - Ovly	$ 18,931.94
2034	RD-RDS-001130	EAST AVENUE	HENDERSHOT DRIVE	EAST MAIN STREET	0.184	HMA - Ovly	$ 19,980.83
2034	RD-RDS-000262	EDGEMERE ROAD	PIERCE AVENUE	LEASK AVENUE (CUT-OFF W)	0.163	ST-FDR & DST	$ 7,449.22
2034	RD-RDS-000266	EDGEMERE ROAD	LEASK AVENUE (CUT-OFF W)	HELENA STREET	0.142	ST-FDR & DST	$ 6,483.19
2034	RD-RDS-001340	EDGEMERE ROAD CUT-OFF (N)	HELENA STREET	EDGEMERE ROAD	0.064	ST-FDR & DST	$ 3,664.92
2034	RD-RDS-001579	EDGEMERE ROAD CUT-OFF (S)	HELENA STREET	EDGEMERE ROAD	0.071	ST-FDR & DST	$ 4,086.87
2034	RD-RDS-000158	ELLEN STREET	GILMORE ROAD	HENRIETTA STREET	0.364	Planned Capital Project	
2034	RD-RDS-001155	ELLEN STREET	HENRIETTA STREET	CATHERINE STREET	0.463	Planned Capital Project	
2034	RD-RDS-001086	EMERSON AVENUE	BRIGHTON AVE	EAST END OF ROAD	0.077	ST-FDR & DST	$ 3,952.97
2034	RD-RDS-000956	ERIE ROAD	BEECHWOOD AVENUE	EASTWOOD AVENUE	0.139	HMA - Ovly	$ 15,288.31
2034	RD-RDS-000380	FERNDALE AVENUE	ORCHARD AVENUE	EVELYN AVENUE	0.618	Planned Capital Project	
2034	RD-RDS-001202	FERNDALE AVENUE	GARRISON ROAD	ORCHARD AVENUE	0.235	Planned Capital Project	
2034	RD-RDS-001466	FERNDALE AVENUE	EVELYN AVENUE	EDGEWOOD AVENUE	0.614	Planned Capital Project	
2034	RD-RDS-000696	GLENSPRING ROAD	(DIAMOND-EAST) AT CHERRY HILL BOULEVARD	ROSEWOOD AVENUE	0.068	ST-FDR & DST	$ 3,866.17
2034	RD-RDS-001400	GLENSPRING ROAD	WILLOWOOD AVENUE	(DIAMOND-WEST) AT CHERRY HILL BOULEVAI	0.067	ST-FDR & DST	$ 3,820.43
2034	RD-RDS-001654	GLENSPRING ROAD	(DIAMOND-NE) AT CHERRY HILL BOULEVARD SOUT	CHERRY HILL BOULEVARD SOUTH	0.118	ST-FDR & DST	$ 6,739.79
2034	RD-RDS-000020	HAGEY AVENUE	WEST END OF ROAD	HOSPITAL DRIVE	0.342	HMA - Ovly	$ 43,220.94
2034	RD-RDS-001849	HAZEL STREET	GORHAM ROAD	CARRIE AVENUE	0.208	HMA - Ovly	$ 29,746.53
2034	RD-RDS-000421	HELEN STREET	ROXBOROUGH AVENUE	BRUNSWICK AVENUE	0.073	HMA - Ovly	$ 14,567.91
2034	RD-RDS-000569	HIBBARD STREET	RIDGE ROAD	PROSPECT POINT ROAD	0.492	Planned Capital Project	
2034	RD-RDS-001842	INGLEWOOD ROAD	LYNWOOD LANE	SOUTH END OF ROAD	0.094	HMA - Ovly	$ 10,239.85
2034	RD-RDS-000737	JEWSON ROAD	GRAYSON AVENUE	NORTH END OF ROAD	0.088	ST-FDR & DST	$ 6,003.38
2034	RD-RDS-002745	KEE LANE	LEWIS STREET	SOUTH END OF ROAD	0.057	HMA - Ovly	$ 8,269.67
2034	RD-RDS-000165	KINGSMILL STREET	GILMORE ROAD	SOUTH END OF ROAD	0.207	HMA - Ovly	$ 29,914.85
2034	RD-RDS-001806	KLAUCK STREET	COURTWRIGHT STREET	COURTWRIGHT-JARVIS LANE	0.155	HMA - Ovly	$ 22,392.76
2034	RD-RDS-002760	LAKEHURST AVENUE	WEST END OF ROAD	BUFFALO ROAD	0.18	ST-FDR & DST	$ 9,264.41
2034	RD-RDS-001181	LEASKE AVENUE (CUT-OFF W)	LEASK AVENUE	EDGEMERE ROAD	0.043	ST-FDR & DST	$ 2,483.68
2034	RD-RDS-001532	LOWER COACH ROAD	SETTLER'S COVE DRIVE	EAST END OF ROAD	0.083	HMA - Ovly	$ 11,914.61
2034	RD-RDS-001324	MURRAY STREET	NORTH STREET	CENTRAL AVENUE	0.241	HMA - Ovly	$ 40,006.05
2034	RD-RDS-001025	NEVA ROAD	HYMAN AVENUE	NORTH END OF ROAD	0.116	ST-FDR & DST	$ 6,603.71

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2034	RD-RDS-001840	NEVA ROAD	EVADERE AVENUE	EVADERE AVENUE	0.089	ST-FDR & DST	$ 5,116.02
2034	RD-RDS-000760	NIGH ROAD	ROSEHILL ROAD	BUFFALO ROAD	1.61	ST-FDR & DST	$ 92,033.45
2034	RD-RDS-002716	NIXON BOULEVARD	LAVINIA STREET	CATHERINE STREET	0.22	Planned Capital Project	
2034	RD-RDS-001295	NORTH SERVICE ROAD	NORTH SERVICE ROAD	NORTH END OF ROAD	0.042	ST-FDR & DST	$ 3,772.45
2034	RD-RDS-000392	NORTH SHORE DRIVE	MAPLE LEAF AVENUE	PLEASANT AVENUE	0.108	ST-FDR & DST	$ 6,148.60
2034	RD-RDS-001103	OLD MILL ROAD	WEST MAIN STREET	VILLAGE CREEK DRIVE	0.228	HMA - Ovly	$ 32,565.26
2034	RD-RDS-001567	OLD MILL ROAD	SETTLER'S COVE DRIVE	LOWER COACH ROAD	0.212	HMA - Ovly	$ 30,272.01
2034	RD-RDS-001735	OLD MILL ROAD	VILLAGE CREEK DRIVE	SETTLER'S COVE DRIVE	0.134	HMA - Ovly	$ 19,177.03
2034	RD-RDS-000362	PHILLIPS STREET	LAKESIDE ROAD	DAYTONA DRIVE	0.205	HMA - Ovly	$ 22,217.07
2034	RD-RDS-001379	POINT ABINO ROAD NORTH	RAILROAD	COLLEGE ROAD	1.148	ST-FDR & DST	$ 85,317.56
2034	RD-RDS-000803	POUND AVENUE	GREEN ACRES DRIVE	KENNEDY DRIVE	0.232	HMA - Recon 90HMA	$ 91,414.98
2034	RD-RDS-000519	PROSPECT POINT ROAD	DOMINION ROAD	HAZEL STREET	0.861	Planned Capital Project	
2034	RD-RDS-001068	PROSPECT POINT ROAD	REBSTOCK ROAD	140 PROSPECT POINT ROAD	0.336	HMA - Ovly	$ 37,064.16
2034	RD-RDS-001302	PROSPECT POINT ROAD	HAZEL STREET	LIMESTONE LANE	0.369	Planned Capital Project	
2034	RD-RDS-001605	PROSPECT POINT ROAD	REBSTOCK ROAD	YACHT HARBOUR ROAD	0.156	HMA - Ovly	$ 17,239.86
2034	RD-RDS-000038	QUEEN STREET	QUEEN STREET CUT-OFF	NORTH STREET	0.055	HMA - Ovly	$ 8,927.60
2034	RD-RDS-002824	RICHMOND AVENUE	FERRY STREET	NORTH END OF ROAD	0.149	ST-FDR & DST	$ 6,801.54
2034	RD-RDS-000908	RIDGE ROAD SOUTH	REBSTOCK ROAD	BRUNSWICK AVENUE	0.293	HMA - Ovly	$ 31,793.20
2034	RD-RDS-001055	RIDGE ROAD SOUTH	ROXBOROUGH AVENUE	MATHEWSON AVENUE	0.153	HMA - Ovly	$ 16,623.22
2034	RD-RDS-001368	RIDGE ROAD SOUTH	CONCORD AVENUE	GRIFFIN AVENUE	0.254	HMA - Ovly	$ 27,496.41
2034	RD-RDS-000899	RIDGEMOUNT ROAD	GILMORE ROAD	LAMBTON ROAD	0.571	Planned Capital Project	
2034	RD-RDS-000902	RIDGEMOUNT ROAD	BERTIE STREET	GILMORE ROAD	1.49	Planned Capital Project	
2034	RD-RDS-000600	RIDGEWAY ROAD	TERRACE LANE	CRYSTAL BEACH DRIVE	0.328	HMA - Ovly	$ 39,573.41
2034	RD-RDS-001343	RIVER TRAIL	RIVER TRAIL CRESCENT	CANFIELD CRESCENT	0.207	ST-FDR & DST	$ 13,011.20
2034	RD-RDS-000282	ROYAL YORK ROAD	ROSEHILL ROAD	EAST END OF ROAD	1.044	ST-SST	$ 17,245.49
2034	RD-RDS-001739	SIMPSON LN	MITCHELL CRES	NORTH END	0.215	HMA - Ovly	$ 33,044.35
2034	RD-RDS-000575	SOUTH MILL STREET	FARR AVENUE	HIGHLAND DRIVE	0.5	Planned Capital Project	
2034	RD-RDS-000577	SOUTH MILL STREET	HIGHLAND DRIVE	ELM STREET	0.289	Planned Capital Project	
2034	RD-RDS-000579	SOUTH MILL STREET	ELM STREET	DISHER STREET	0.179	Planned Capital Project	
2034	RD-RDS-000608	SPEARS ROAD	SEYMORE AVENUE	BERKELEY PLACE	0.16	ST-FDR & DST	$ 11,010.53
2034	RD-RDS-001472	SUMMIT AVENUE	BELLEVIEW BOULEVARD	GLENWOOD DRIVE	0.217	HMA - Recon 90HMA	$ 85,651.78
2034	RD-RDS-001566	SUNRISE COURT	DRIFTWOOD TRAIL	THUNDER BAY ROAD	0.249	HMA - Ovly	$ 35,586.75
2034	RD-RDS-001291	SUNSET DRIVE	POUND AVENUE	BERTIE STREET	1.51	Planned Capital Project	
2034	RD-RDS-001479	SUNSET DRIVE	GARRISON ROAD	POUND AVENUE	0.193	Planned Capital Project	
2034	RD-RDS-000770	THOMPSON ROAD	NIAGARA PARKWAY	FRENCHMAN'S LANE	0.104	Planned Capital Project	

Fort Erie 10-Year Anticipated Funding Priority Program Results

Year	TOFE Asset_ID	Street	From Limit	To Limit	LaneKM	Treatment	Treatment Cost
2034	RD-RDS-001164	THOMPSON ROAD	FRENCHMAN'S LANE	MCAFFEE STREET	0.161	Planned Capital Project	
2034	RD-RDS-001165	THOMPSON ROAD	MCAFFEE STREET	MACKENZIE STREET	0.148	Planned Capital Project	
2034	RD-RDS-001218	THOMPSON ROAD	ARCADIA STREET	BOWEN ROAD NORTH	1.595	Planned Capital Project	
2034	RD-RDS-001490	THOMPSON ROAD	BOWEN ROAD NORTH	THOMPSON ROAD CUT-OFF	0.727	Planned Capital Project	
2034	RD-RDS-001750	THOMPSON ROAD	MACKENZIE STREET	LEMCKE STREET	0.181	Planned Capital Project	
2034	RD-RDS-002809	THOMPSON ROAD	ARCADIA STREET	LEMCKE ST	1.04	Planned Capital Project	
2034	RD-RDS-000775	THUNDER BAY ROAD	NEVA ROAD	SHIRLEY ROAD	0.177	Planned Capital Project	
2034	RD-RDS-001020	THUNDER BAY ROAD	STANILAND PARK ROAD	STONEMILL ROAD	0.174	HMA - Ovly	$ 19,171.57
2034	RD-RDS-001631	THUNDER BAY ROAD	NICOLAS ROAD	NEVA ROAD	0.318	Planned Capital Project	
2034	RD-RDS-001762	THUNDER BAY ROAD	BERNARD AVENUE	NICOLAS ROAD	0.318	Planned Capital Project	
2034	RD-RDS-001210	VILLAGE CREEK DRIVE	LOWER COACH ROAD	OLD MILL ROAD	0.185	HMA - Ovly	$ 28,447.52
2034	RD-RDS-000057	WATERLOO STREET	PRINCESS STREET	JOHN STREET	0.12	HMA - Ovly	$ 18,365.83
2034	RD-RDS-000063	WATERLOO STREET	LAVINIA STREET	CATHERINE STREET	0.22	HMA - Ovly	$ 33,738.80
2034	RD-RDS-000679	WELLINGTON ROAD	BELVIDERE ROAD	HAUN ROAD	0.124	ST-FDR & DST	$ 6,374.56
						Total 2034:	**$ 1,981,216.38**

2026-2028 Capital Plan Resurfacing Forecast (2026)

Capital Year	Asset ID	Road Name	Road Start	Road End	Approx Length (m)	Approximate Area (m2)	Recommended Treatment	Budgeted Cost	PCI
2026	RD-RDS-000177	Jospeh Street	Dominion Road	Queenston Boulevard	101.6	**571**	HMA-FDR & 1 Ovly	$ 14,580.00	**62.4**
2026	RD-RDS-000178	Joseph Street	Queenston Boulevard	Albany Street	215	**1277.75**	HMA-FDR & 1 Ovly	$ 31,386.00	**53**
2026	RD-RDS-000078	Rose Avenue	Dominion Road	Edgemere Road	211	**1182**	HMA-FDR & 1 Ovly	$ 28,800.00	**57**
2026	RD-RDS-000076	Beachview Avenue	North Dead End of Road	Dominion Road	110	**594**	HMA-FDR & 1 Ovly	$ 42,000.00	**21.5**
2026	RD-RDS-000075	Beachview Avenue	Dominion Road	Edgemere Road	209	**1164**	HMA-FDR & 1 Ovly	$ 15,240.00	**59.5**
2026	RD-RDS-000227	Leask Avenue	Domion Road	Edgemere Road	282	**1607**	HMA-FDR & 1 Ovly	$ 39,600.00	**45.6**
2026	RD-RDS-001011	Argyle Road	Albany Street	Graham Avenue	108	**667**	HMA-FDR & 1 Ovly	$ 16,800.00	**60**
2026	RD-RDS-001321	Argyle Road	Graham Avenue	Dominion Road	172	**940**	HMA-FDR & 1 Ovly	$ 23,160.00	**57**
2026	RD-RDS-001776	Graham Avenue	Argyle Road	Dominion Road	140	**866**	HMA-FDR & 1 Ovly	$ 21,372.00	**64**
2026	RD-RDS-000181	White Avenue	Adelaide Street	End of Road	102	**440**	HMA-FDR & 1 Ovly	$ 11,520.00	**43.2**
2026	RD-RDS-001338	Floyd Place	Basset Avenue	Helena Street	118	**470**	HMA-FDR & 1 Ovly	$ 12,240.00	**30.4**
2026	RD-RDS-001081	Crystal Beach Drive	Ridgeway Road	Lake Avenue	115	**1110**	HMA-FDR & 1 Ovly	$ 29,520.00	**53.4**
2026	RD-RDS-001397	Crystal Beach Drive	Lake Avenue	Terrace lane	145	**776**	HMA-FDR & 1 Ovly	$ 19,200.00	**61**
2026	RD-RDS-000602	Lake Avenue	Crystal Beach Drive	Ridgeway Drive	257	**2005**	HMA-FDR & 1 Ovly	$ 11,971.07	**48.5**
2026	RD-RDS-001015	Terrace Lane	Crystal Beach Drive	Lake Avenue	173	**786**	HMA-FDR & 1 Ovly	$ 20,392.46	**59**
2026	RD-RDS-000646	Coral Avenue	West Main Street	Airline Street	450	**4024**	HMA-FDR & 2 Ovly	$ 156,611.48	**50.9**
2026	RD-RDS-000617	Benner Avenue	Garrison Road	Florence Drive	78	**580**	HMA-Ovly	$ 24,000.00	**59**
2026	RD-RDS-000618	Benner Avenue	ST END (@ NE corner of Benner)	Florence Drive	135	**1731**	HMA-Ovly	$ 12,000.00	**49**
2026	RD-RDS-000798	Florence Drive	Albion Avenue	Benner Avenue	35	**168**	HMA-Ovly	$ 3,600.00	**19.8**
2026	RD-RDS-000497	Parker Avenue	Gordon Avenue	Burleigh Road	127	**600**	HMA-FDR & 1 Ovly	$ 15,120.00	**26**
2026	RD-RDS-000257	Bowen Road	Crooks Street	Burbank Terrace	72	**555**	HMA-Ovly	$ 12,413.17	**57**
2026	RD-RDS-001518	Bowen Road	Burbank Terrace	Jessie Street	115	**932**	HMA-Ovly	$ 20,751.78	**58**
2026	RD-RDS-000256	Bowen Road	Jessie Street	Alwin Place South	246	**1895**	HMA-Ovly	$ 40,572.30	**60.7**
2026	RD-RDS-001362	Bowen Road	Alwin Place South	Alwin Place North	30	**216**	HMA-Ovly	$ 6,993.36	**66.8**
2026	RD-RDS-000255	Bowen Road	Alwin Place North	Burns Place	265	**2041**	HMA-Ovly	$ 43,540.93	**62**
2026	RD-RDS-001680	Bowen Road	Burns Place	Central Avenue	73	**562**	HMA-Ovly	$ 12,466.13	**64**
2026	RD-RDS-001424	Jessie Street	Phipps Street	Brock Street	95	**817**	HMA-Ovly	$ 17,718.75	**77.8**
2026	RD-RDS-000112	Jessie Street	Bowen Road	Highland Avenue	85	**731**	HMA-Ovly	$ 16,230.90	**44**
2026	RD-RDS-001328	Emerick Avenue	Robinson Street	Jessie Street	189	**1909**	HMA-Ovly	$ 39,404.57	**60.7**
2026	RD-RDS-001821	Emerick Avenue	Jessie Street	Crooks Street	169	**1749**	HMA-Ovly	$ 36,167.05	**60.7**
2026	RD-RDS-000938	Alwin Place	Bowen Road	Lindburgh Drive	70	**522**	HMA-Ovly	$ 11,766.00	**66.2**
2026	RD-RDS-000116	Crooks Street	Jarvis Street	Dufferin Street	90	**847**	HMA-Ovly	$ 18,349.28	**51**
2026	RD-RDS-000117	Crooks Street	Dufferin Street	Phipps Street	95	**808**	HMA-Ovly	$ 15,478.42	**51**
2026	RD-RDS-001672	Jennet Street	Gilmore Road	Lewis Street	300	**2317**	HMA-Ovly	$ 48,699.01	**49.9**
2026	RD-RDS-001473	Belleview Boulevard	Hazel Street	Summit Avenue	120	**886**	HMA-Ovly	$ 21,424.14	**55.9**
2026	RD-RDS-000806	Houck Crescent	Hyde Avenue	Paved Area (IFO 2105 Houck)	195	**980**	HMA-FDR & 1 Ovly	$ 23,338.92	**33**
2026	RD-RDS-000808	Houck Crescent	Warwick Avenue	West End of Road	135	**707**	HMA-FDR & 1 Ovly	$ 17,214.67	**18.6**
2026	RD-RDS-000809	Warwick Avenue	Houck Crescent	Niagara Parkway	110	**645**	HMA-FDR & 1 Ovly	$ 16,275.49	**18.6**
2026	RD-RDS-001480	Hyde Avenue	Niagara Boulevard	Houck Crescent	140	**630**	HMA-FDR & 1 Ovly	$ 15,530.78	**32.7**
2026	RD-RDS-001468	Bernard Avenue	Nigh Road	Portage Trail	91	**637**	HMA-FDR & 2 Ovly	$ 25,726.20	**61.4**
2026	RD-RDS-000464	Bernard Avenue	Portage Trail	Caribou Trail	96	**672**	HMA-FDR & 2 Ovly	$ 27,016.15	**72.6**
2026	RD-RDS-000465	Bernard Avenue	Caribou Trail	Ozark Trail	94	**658**	HMA-FDR & 2 Ovly	$ 26,508.59	**74**
2026	RD-RDS-000466	Bernard Avenue	Ozark Trail	Tecumseh Trail	93	**651**	HMA-FDR & 2 Ovly	$ 26,198.18	**75**
2026	RD-RDS-000467	Bernard Avenue	Tecumseh Trail	Shawnee Trail	92	**644**	HMA-FDR & 2 Ovly	$ 25,929.86	**75**
2026	RD-RDS-000468	Bernard Avenue	Shawnee Trail	Maple Avenue	93	**651**	HMA-FDR & 2 Ovly	$ 26,233.76	**74.1**
2026	RD-RDS-000469	Bernard Avenue	Maple Avenue	Cherry Avenue	96	**672**	HMA-FDR & 2 Ovly	$ 27,012.90	**67**
2026	RD-RDS-001757	Bernard Avenue	Cherry Avenue	Garrison Road	377	**2639**	HMA-FDR & 2 Ovly	$ 95,051.50	**66**
2026	RD-RDS-000389	Bernard Avenue	Nigh Road	Dominion Road	1010	**7280**	HMA-FDR & 2 Ovly	$ 275,336.56	**51**
2026	RD-RDS-000374	Evelyn Avenue	Buffalo Road	Ruby Avenue	100	**650**	HMA-FDR & 1 Ovly	$ 14,100.61	**55**
2026	RD-RDS-000375	Evelyn Avenue	Ruby Avenue	West End of Road	75	**487.5**	HMA-FDR & 1 Ovly	$ 10,730.51	**57**
2026	RD-RDS-001407	Ruby Avenue	Evelyn Avenue	North End of Road	111	**444**	HMA-FDR & 1 Ovly	$ 15,436.03	**49**
2026	RD-RDS-001376	Village Creek Drive	Lower Coach Drive	2984 Village Creek Drive	65	**515**	HMA-FDR & 2 Ovly	$ 36,311.02	**N/A**
2026	RD-RDS-000618	Benner Avenue	ST END (@ NE corner of Benner)	Glen Belle Avenue R/A	197	**1083.5**	ST-FDR & DST (TR)	$ 134,592.00	**48.8**

2026-2028 Capital Plan Resurfacing Forecast (2026)

Capital Year	Asset ID	Road Name	Road Start	Road End	Approx Length (m)	Approximate Area (m2)	Recommended Treatment	Budgeted Cost	PCI
2026	RD-RDS-001308	Benner Avenue	Glen Belle Avenue R/A	Seymour Avenue	128	**704**	ST-FDR & DST (TR)	$ 20,092.85	**48.1**
2026	RD-RDS-000619	Benner Avenue	Seymour Avenue	North Dead End	101	**507**	ST-FDR & DST (TR)	$ 13,993.20	**47**
2026	RD-RDS-000611	Seymore Avenue	Albion Avenue	Benner Avenue	26	**156**	ST-FDR & DST (TR)	$ 14,376.34	**64.5**
2026	RD-RDS-000610	Seymour Avenue	Benner Avenue	Zella Place R/A	80	**440**	ST-FDR & DST (TR)	$ 52,092.37	**45.7**
2026	RD-RDS-000946	Seymour Avenue	Zella Place R/A	Lennox Place	90	**495**	ST-FDR & DST (TR)	$ 20,078.64	**44**
2026	RD-RDS-001307	Seymour Avenue	Lennox Place R/A	Ardmore Place	90	**495**	ST-FDR & DST (TR)	$ 13,662.00	**48**
2026	RD-RDS-000945	Seymour Avenue	Ardmore Place	Osgood Avenue	92	**506**	ST-FDR & DST (TR)	$ 13,965.60	**42.8**
2026	RD-RDS-001504	Seymour Avenue	Osgoode Avenue	Robert Place	100	**550**	ST-FDR & DST (TR)	$ 15,180.00	**49.3**
2026	RD-RDS-000607	Seymour Avenue	Robert Place	Spears Road	100	**550**	ST-FDR & DST (TR)	$ 43,784.70	**49.3**
2026	RD-RDS-000614	Ardmore Place	Seymour Avenue	South End of Road	90	**512**	ST-FDR & DST (TR)	$ 20,429.86	**54.7**
2026	RD-RDS-001023	Windmill Point Road South	Johnston Road	Windmill Point Lane	257	**2810**	ST-FDR & DST	$ 47,431.93	**64**
2026	RD-RDS-001024	Windmill Point Road South	Windmill Point Lane	South end of Road	68	**284**	ST-FDR & DST	$ 96,516.92	**38**
2026	RD-RDS-000761	Windmill Point Road South	Johnston Road	Thunder Bay Road	481	**1340**	ST-FDR & DST	$ 11,257.77	**62.5**
2026	RD-RDS-000989	Evelyn Avenue	Daytona Drive	Parkdale Avenue	167	**1061**	ST-FDR & DST	$ 37,429.99	**Gravel**
2026	RD-RDS-000373	Evelyn Avenue	Parkdale Avenue	Ferndale Avenue	66	**572**	ST-FDR & DST	$ 20,224.35	**Gravel**
2026	RD-RDS-002778	Hollywood Avenue	Ferdale Avenue	Scott Avenue	75	**333**	ST-FDR & DST (TR)	$ 16,019.63	**88.6**
2026	RD-RDS-000282	Royal York Road	Rosehill Road	East End of Road	530	**2975**	ST-FDR & DST	$ 100,641.73	**39.1**
2026	RD-RDS-000087	Kingston Road	Brantford Avenue	East end of Road	450	**2128**	ST-FDR & DST	$ 75,143.97	**12.5**
2026	RD-RDS-000332	Fairview Road	Orchard Avenue	South End of Road	151	**830**	ST-FDR & DST	$ 28,359.14	**21.1**
2026	RD-RDS-000760	Nigh Road	Rosehill Road	Buffalo Road	790	**3945**	ST-FDR & DST (TR)	$ 149,381.46	**56**
2026	RD-RDS-000735	Pound Avenue	Laur Road	Ellsworth Road	220	**1267**	ST-SST (TR)	$ 20,459.57	**74**
2026	RD-RDS-001312	Pound Avenue	Ellsworth Road	Jewson Road	205	**1107**	ST-SST (TR)	$ 16,955.11	**74**
2026	RD-RDS-000732	Pound Avenue	Jewson Road	Barnhart Street	195	**1053**	ST-SST (TR)	$ 15,587.77	**75**
2026	RD-RDS-001313	Jewson Road	Garrison Road	Pound Avenue	80	**480**	ST-SST (TR)	$ 7,096.18	**81.3**
2026	RD-RDS-000736	Jewson Road	Pound Avenue	Grayson Avenue	95	**570**	ST-SST (TR)	$ 8,498.79	**82.4**
2026	RD-RDS-000737	Jewson Road	Grayson Avenue	North end of Road	46	**276**	ST-SST (TR)	$ 3,330.72	**73.5**
2026	RD-RDS-000738	Ellsworth Road	Garrison Road	Pound Avenue	80	**400**	ST-SST (TR)	$ 6,232.15	**75.9**
2026	RD-RDS-001553	Ellsworth Road	Pound Avenue	Grayson Avenue	100	**500**	ST-SST (TR)	$ 6,874.14	**76**
2026	RD-RDS-000739	Laur Road	Garrison Road	Pound Avenue	80	**480**	ST-SST (TR)	$ 5,491.99	**74.8**
2026	RD-RDS-001792	Laur Road	Pound Avenue	Grayson Avenue	94	**564**	ST-SST (TR)	$ 7,453.41	**76**
2026	RD-RDS-000947	Laur Road	Grayson Avenue	North end of Road	50	**300**	ST-SST (TR)	$ 5,099.70	**75.3**
2026	RD-RDS-001625	Grayson Avenue	Laur Road	Ellsworth Road	122	**680**	ST-SST (TR)	$ 11,758.25	**79**
2026	RD-RDS-001335	Grayson Avenue	Ellsworth Road	Jewson Road	195	**1060**	ST-SST (TR)	$ 16,790.33	**79**
2026	RD-RDS-000819	Ott Road	Bowen Road	Church Road	873	**5605**	ST-FDR & DST (TR)	$ 204,751.95	**70.8**
							2026 Road Resurfacing	**$ 2,896,075.06**	

2026-2028 Capital Plan Resurfacing Forecast (2027)

Capital Year	Asset ID	Road Name	Road Start	Road End	Approx Length (m)	Approximate Area (m2)	Recommended Treatment	Budgeted Cost	PCI
2027	RD-RDS-001590	Cambridge Road	Shannon Road North	Munster Lane	101	**555.5**	HMA-Ovly	$ 20,081.33	**56.6**
2027	RD-RDS-001149	Cambridge Road	Derby Road	Belfast Road	190	**1045**	HMA-Ovly	$ 37,776.75	**57.2**
2027	RD-RDS-000548	Cambridge Road	Shannon Road	Essex Place	220	**1320**	HMA-Ovly	$ 47,718.00	**59.5**
2027	RD-RDS-001845	Cambridge Road	Munster Lane	Belfast Road South	163	**896.5**	HMA-Ovly	$ 32,408.48	**61.3**
2027	RD-RDS-001437	Cambridge Road	Essex Place	Derby Road	210	**1155**	HMA-Ovly	$ 41,753.25	**62.4**
2027	RD-RDS-000432	Cambridge Road	Derby Road	Devon Place	200	**1100**	HMA-Ovly	$ 39,765.00	**63.3**
2027	RD-RDS-001733	Cambridge Road West	Conway Place	Belfast Road North	62	**341**	HMA-Ovly	$ 12,327.15	**62.3**
2027	RD-RDS-000442	Cambridge Road West	Park Place	Derby Road	87	**522**	HMA-Ovly	$ 18,870.30	**63.6**
2027	RD-RDS-000557	Cambridge Road West	Devon Place	Conway Place	100	**600**	HMA-Ovly	$ 21,690.00	**63.6**
2027	RD-RDS-001507	Cambridge Road West	Shannon Road South	Park Place	46	**276**	HMA-Ovly	$ 9,977.40	**64.3**
2027	RD-RDS-001099	Cambridge Road West	Ulster Lane	Cambridge Place	94	**564**	HMA-Ovly	$ 20,388.60	**64.7**
2027	RD-RDS-000556	Cambridge Road West	Belfast Road	Ulster Lane	101	**606**	HMA-Ovly	$ 21,906.90	**67.8**
2027	RD-RDS-001530	Cambridge Road West	Cambridge Place	Shannon Road South	66	**396**	HMA-Ovly	$ 14,315.40	**72.6**
2027	RD-RDS-001438	Cambridge Place	Cambride Road West	Park Place	78	**429**	HMA-Ovly	$ 15,508.35	**70.7**
2027	RD-RDS-001101	Cambridge Place	Park Place	Erie Road	63	**346.5**	HMA-Ovly	$ 12,525.98	**78.5**
2027	RD-RDS-001440	Lincoln Road	Derby Road	Devon Place	120	**660**	HMA-Ovly	$ 23,859.00	**62.9**
2027	RD-RDS-001322	Lincoln Road	Munster Lane	Belfast Road South	112	**616**	HMA-Ovly	$ 22,268.40	**64.6**
2027	RD-RDS-001096	Lincoln Road	Ulster Lane	Shannon Road South	110	**605**	HMA-Ovly	$ 21,870.75	**64.8**
2027	RD-RDS-001150	Lincoln Road	Devon Place	Conway Place	51	**280.5**	HMA-Ovly	$ 10,140.08	**65.8**
2027	RD-RDS-001589	Lincoln Road	Derby Road	Belfast Road	140	**840**	HMA-Ovly	$ 30,366.00	**66**
2027	RD-RDS-000554	Lincoln Road	Shannon Road North	Loomis Crescent	74	**407**	HMA-Ovly	$ 14,713.05	**70.5**
2027	RD-RDS-000444	Lincoln Road	Shannon Road	Derby Road	120	**792**	HMA-Ovly	$ 28,630.80	**71.2**
2027	RD-RDS-001095	Lincoln Road	Loomis Crescent	Ulster Lane	29	**159.5**	HMA-Ovly	$ 5,765.93	**71.3**
2027	RD-RDS-000705	Lincoln Road	Essex Place	Derby Road	190	**1045**	HMA-Ovly	$ 37,776.75	**71.3**
2027	RD-RDS-001184	Lincoln Road	Loomis Crescent	Munster Lane	26	**143**	HMA-Ovly	$ 5,169.45	**72.4**
2027	RD-RDS-000559	Lincoln Road	Conway Place	Essex Place	170	**1020**	HMA-Ovly	$ 36,873.00	**72.5**
2027	RD-RDS-001094	Lincoln Road	Conway Place	Belfast Road North	61	**335.5**	HMA-Ovly	$ 12,128.33	**73.6**
2027	RD-RDS-000694	Lincoln Road	Belfast Road	Loomis Crescent	72	**396**	HMA-Ovly	$ 14,315.40	**75.7**
2027	RD-RDS-001439	Lincoln Road	Conway Place	Conway Place	80	**480**	HMA-Ovly	$ 17,352.00	**76.6**
2027	RD-RDS-000665	Black Creek Road	Niagara Boulevard	River Trail	350	**2100**	HMA-FDR & 2 Ovly	$ 105,000.00	**48**
2027	RD-RDS-000666	Black Creek Road	River Trail	Baker Road	470	**3760**	HMA-FDR & 2 Ovly	$ 188,000.00	**54**
2027	RD-RDS-001838	Queen Street	Douglas Street	Central Avenue	140	**1,260**	HMA-FDR & 1 Ovly	$ 63,000.00	**57.7**
2027	RD-RDS-001817	Champlain Drive W	Torrence Street	East end of Road	150	**750**	HMA-FDR & 1 Ovly	$ 37,500.00	**57.2**
2027	RD-RDS-000124	Champlain Drive W	Champlain Drive	East end of Road	160	**1,120**	HMA-FDR & 1 Ovly	$ 56,000.00	**38.8**
2027	RD-RDS-001676	Champlain Drive E	Lavinia Street	South end of Road	100	**550**	HMA-FDR & 1 Ovly	$ 27,500.00	**48.9**
2027	RD-RDS-000168	Beatrice Street	Albany Street	Lakeshore Road	260	**1820**	HMA-FDR & 1 Ovly	$ 91,000.00	**52**
2027	RD-RDS-000825	Bertie Street	Thompson Road	Bridle Path Trail	713	**9982**	HMA-FDR & 2 Ovly	$ 499,100.00	**56**
2027	RD-RDS-001051	Bertie Street	Bridle Path Trail	Prince of Wales Avenue	91	**1274**	HMA-FDR & 2 Ovly	$ 63,700.00	**65**
2027	RD-RDS-001728	Bertie Street	Prince of Wales Avenue	Concession Road	212	**2968**	HMA-FDR & 2 Ovly	$ 148,400.00	**64**
2027	RD-RDS-000824	Concession Road	Bertie Road	Torrence Street	212	**1696**	HMA-FDR & 2 Ovly	$ 84,800.00	**63.6**
2027	RD-RDS-000196	Lillian Place	Lakeshore Road	North end of Road	210	**1155**	HMA-Ovly	$ 41,753.25	**63**
2027	RD-RDS-000195	Windsor Avenue	Lakeshore Road	North end of Road	150	**675**	HMA-Ovly	$ 24,401.25	**64**
2027	RD-RDS-001538	Parkview Avenue	Lakeshore Road	North end of Road	100	**500**	HMA-Ovly	$ 18,075.00	**63**
2027	RD-RDS-000579	South Mill Street	Elm Street	Disher Street	110	**660**	HMA-Ovly	$ 23,859.00	**52.3**
2027	RD-RDS-000577	South Mill Street	Highland Drive	Elm Street	140	**840**	HMA-Ovly	$ 30,366.00	**55.3**
2027	RD-RDS-000906	Hollowy Bay Road	Sherkston Road	Michiner Road	1070	**6527**	ST-FDR & DST	$ 149,272.49	**58**
2027	RD-RDS-000905	Hollowy Bay Road	Sherkston Road	Garrison Road	930	**5673**	ST-FDR & DST	$ 129,741.51	**67**
2027	RD-RDS-000779	Sutherland Drive	Cairns Crescent	Service Road 4	25	**125**	ST-FDR & DST	$ 2,858.75	**37**
2027	RD-RDS-001287	Sutherland Drive	Service Road 4	Arcadia Street	761	**4200**	ST-FDR & DST	$ 96,054.00	**58**
2027	RS-RDS-000822	Arcadia Street	Pettit Road	Sutherland Drive	270	**1485**	ST-FDR & DST	$ 33,961.95	**66**
2027	RD-RDS-001630	Westbrook Avenue	Edinburgh Road	Black Creek Road	108	**594**	ST-FDR & DST (TR)	$ 13,584.78	**47.9**
2027	RD-RDS-000659	Westbrook Avenue	River Trail Crescent	Edinburgh Road	110	**605**	ST-FDR & DST (TR)	$ 13,836.35	**56.5**
2027	RD-RDS-000664	Lawrence Avenue	Edinburgh Road	Black Creek Road	110	**660**	ST-FDR & DST (TR)	$ 15,094.20	**48.8**

2026-2028 Capital Plan Resurfacing Forecast (2027)

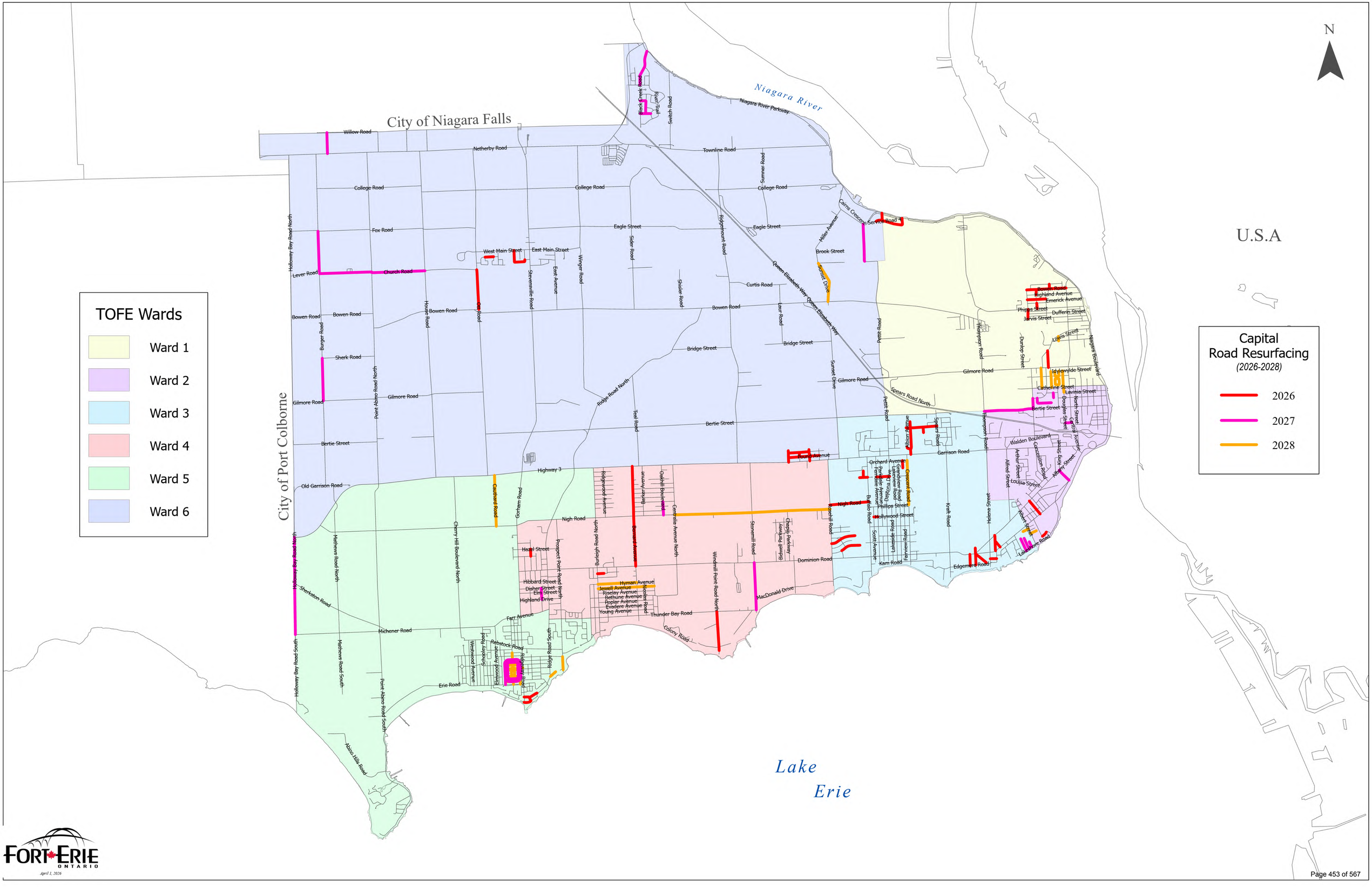
Capital Year	Asset ID	Road Name	Road Start	Road End	Approx Length (m)	Approximate Area (m2)	Recommended Treatment	Budgeted Cost	PCI
2027	RD-RDS-001159	Edinburgh Road	Teresa Drive	Westbrook Avenue	125	**750**	ST-FDR & DST (TR)	$ 17,152.50	**60.6**
2027	RD-RDS-000663	Edinburgh Road	Lawrence Avenue	Teresa Drive	134	**805**	ST-FDR & DST (TR)	$ 18,410.35	**56.4**
2027	RD-RDS-001465	Oakhill Boulevard	Portage Trail	Nigh Road	100	**670**	ST-FDR & DST	$ 15,322.90	**64.7**
2027	RD-RDS-000343	Oakhill Boulevard	Caribou Trail	Portage Trail	100	**670**	ST-FDR & DST	$ 15,322.90	**69.4**
2027	RD-RDS-000345	Oakhill Boulevard	Ozark Trail	Caribou Trail	100	**670**	ST-FDR & DST	$ 15,322.90	**70.9**
2027	RD-RDS-001109	Burger Road	Fox Road	Church Road	583	**3789**	ST-FDR & DST	$ 86,654.43	**61**
2027	RD-RDS-001655	Burger Road	Gilmore Road	Sherk Road	880	**5740**	ST-FDR & DST	$ 131,273.80	**68**
2027	RD-RDS-000757	Stonemill Road	Dominion Road	Macdonald Drive	790	**4740**	ST-SST (TR)	$ 63,184.20	**68**
2027	RD-RDS-001482	Stonemill Road	Macdonald Drive	Private Road	100	**600**	ST-SST (TR)	$ 7,998.00	**78**
2027	RD-RDS-001017	Stonemill Road	Private Road	Thunder Bay Road	150	**880**	ST-SST (TR)	$ 11,730.40	**78**
2027	RD-RDS-001798	Church Road	House Road	Point Abino Road North	1100	**7000**	ST-SST (TR)	$ 93,310.00	**81.3**
2027	RD-RDS-002874	Chruch Road	Point Abino Road North	Burger Road	1064	**6916**	ST-SST (TR)	$ 92,190.28	**93.2**
							2027 Road Resurfacing	**$**	**3,172,972.99**

2026-2028 Capital Plan Resurfacing Forecast (2028)

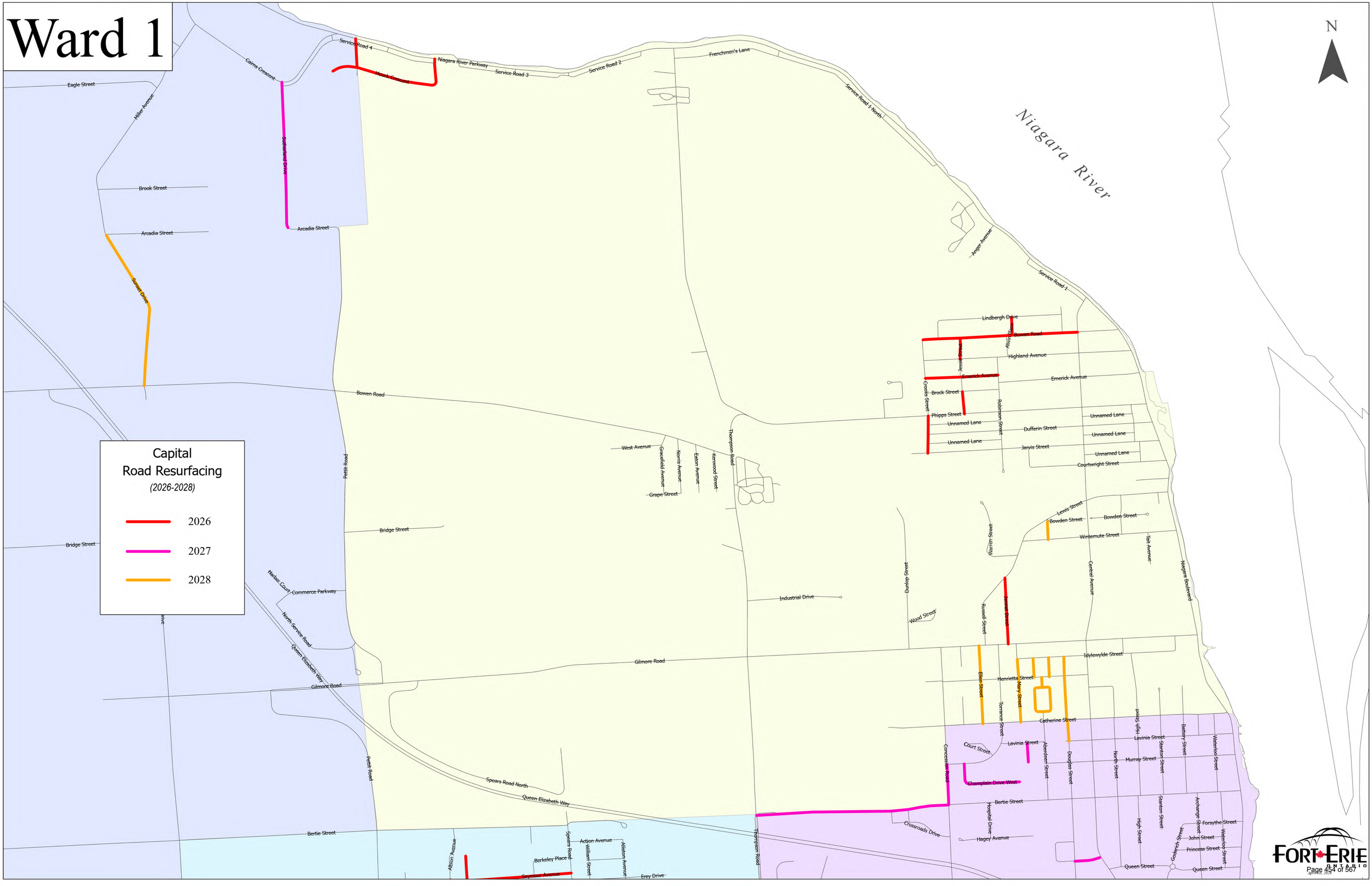
Capital Year	Asset ID	Road Name	Road Start	Road End	Approx Length (m)	Approximate Area (m2)	Recommended Treatment	Budgeted Cost	PCI
2028	RD-RDS-001807	Glenny Street	Wintemute Street	Bowden Street	100	**625**	HMA-FDR & 1 Ovly	$ 22,593.75	**37**
2028	RD-RDS-000158	Ellen Street	Gilmore Road	Henrietta Street	180	**1530**	HMA-FDR & 1 Ovly	$ 55,309.50	**65**
2028	RD-RDS-001155	Ellen Street	Henrietta Street	Catherine Street	220	**1870**	HMA-FDR & 1 Ovly	$ 67,600.50	**65**
2028	RD-RDS-000150	Mary Street	Henrietta Street	Idylewylde Street	90	**765**	HMA-FDR & 1 Ovly	$ 27,654.75	**60**
2028	RD-RDS-000149	Mary Street	Henrietta Street	Catherine Street	220	**1870**	HMA-FDR & 1 Ovly	$ 67,600.50	**58**
2028	RD-RDS-000141	Phyliss Street	Henrietta Street	Idylewylde Street	100	**850**	HMA-FDR & 1 Ovly	$ 30,727.50	**56**
2028	RD-RDS-000137	Osbourne Avenue	Henrietta Street	Idylewylde Street	100	**850**	HMA-FDR & 1 Ovly	$ 30,727.50	**55**
2028	RD-RDS-000123	Douglas Street	Henrietta Street	Idylewylde Street	100	**850**	HMA-FDR & 1 Ovly	$ 30,727.50	**68.5**
2028	RD-RDS-000122	Douglas Street	Catherine Street	Henrietta Street	220	**1870**	HMA-FDR & 1 Ovly	$ 67,600.50	**60**
2028	RD-RDS-000121	Douglas Street	Lavinia Street	Catherine Street	150	**1275**	HMA-FDR & 1 Ovly	$ 46,091.25	**61.5**
2028	RD-RDS-000422	Crystal Beach Drive	East End of Road	Ridge Road South	350	**1750**	HMA-FDR & 1 Ovly	$ 63,262.50	**56**
2028	RD-RDS-001077	Prospect Point Road	Lost Lane	South end of Road	35	**213**	HMA-FDR & 1 Ovly	$ 7,699.95	**69**
2028	RD-RDS-001506	Prospect Point Road	Brunswick Avenue	Lost Lane	254	**1550**	HMA-FDR & 1 Ovly	$ 56,032.50	**66**
2028	RD-RDS-000134	Aberdeen Street	Aberdeen Court	Henrietta Street	50	**425**	HMA-FDR & 1 Ovly	$ 15,363.75	**68**
2028	RD-RDS-001430	Aberdeen Court	Aberdeen Street	Aberdeen Street	90	**765**	HMA-FDR & 1 Ovly	$ 27,654.75	**80**
2028	RD-RDS-000133	Aberdeen Court	Aberdeen Street	Aberdeen Street	100	**850**	HMA-FDR & 1 Ovly	$ 30,727.50	**46**
2028	RD-RDS-001157	Aberdeen Court	Aberdeen Street	Aberdeen Street	45	**380**	HMA-FDR & 1 Ovly	$ 13,737.00	**67**
2028	RD-RDS-000135	Aberdeen Court	Aberdeen Street	Aberdeen Street	100	**850**	HMA-FDR & 1 Ovly	$ 30,727.50	**59**
2028	RD-RDS-000268	Crescent Road	Woodside Court	Evelyn Avenue	300	**2010**	HMA-FDR & 1 Ovly	$ 72,661.50	**60.1**
2028	RD-RDS-001433	Crescent Road	Phillips Street	Edgewood Avenue	250	**1675**	HMA-FDR & 1 Ovly	$ 60,551.25	**58.9**
2028	RD-RDS-000267	Crescent Road	Edgewood Avenue	Woodside Court	60	**402**	HMA-FDR & 1 Ovly	$ 14,532.30	**60.7**
2028	RD-RDS-000247	Crescent Road	Evelyn Avenue	Orchard Avenue	330	**2211**	HMA-FDR & 1 Ovly	$ 79,927.65	**62.5**
2028	RD-RDS-000185	Avenue ""A""	Albert Street	West end of Road	110	**682**	HMA-FDR & 1 Ovly	$ 24,654.30	**61.3**
2028	RD-RDS-001706	Keel Street	Albert Street	West end of Road	130	**806**	HMA-FDR & 1 Ovly	$ 29,136.90	**62.9**
2028	RD-RDS-000553	Belfast Road South	Erie Road	Cambridge Road	140	**700**	HMA-Ovly	$ 25,305.00	**64.8**
2028	RD-RDS-001186	Belfast Road South	Windsor lane	Queens Circle	50	**300**	HMA-Ovly	$ 10,845.00	**65.8**
2028	RD-RDS-000643	Belfast Road South	Cambridge Road	Lincoln Road	100	**600**	HMA-Ovly	$ 21,690.00	**66.3**
2028	RD-RDS-000527	Belfast Road South	Lincoln Road	Windsor Lane	53	**265**	HMA-Ovly	$ 9,579.75	**67.1**
2028	RD-RDS-000534	Belfast Road	Lincoln Road	Cambridge Road	90	**540**	HMA-Ovly	$ 19,521.00	**65.1**
2028	RD-RDS-000558	Belfast Road	Queens Circle	Loomis Crescent	69	**414**	HMA-Ovly	$ 14,966.10	**69.2**
2028	RD-RDS-001349	Belfast Road	Loomis Crescent	Lincoln Road	45	**270**	HMA-Ovly	$ 9,760.50	**71.9**
2028	RD-RDS-000529	Derby Road	Queens Circle	Lincoln Road	100	**600**	HMA-Ovly	$ 21,690.00	**66.1**
2028	RD-RDS-001353	Derby Road	Cambridge Road	Erie Road	90	**540**	HMA-Ovly	$ 19,521.00	**68.9**
2028	RD-RDS-000535	Derby Road	Cambridge Road	Lincoln Road	80	**480**	HMA-Ovly	$ 17,352.00	**75.1**
2028	RD-RDS-000531	Derby Road	Loomis Crescent	Queens Circle	110	**660**	HMA-Ovly	$ 23,859.00	**73.8**
2028	RD-RDS-001354	Derby Road	Conway Place	Loomis Crescent	60	**360**	HMA-Ovly	$ 13,014.00	**74.2**
2028	RD-RDS-000533	Derby Road	Lincoln Road	Conway Place	80	**480**	HMA-Ovly	$ 17,352.00	**72.6**
2028	RD-RDS-001521	Derby Road	Lincoln Road	Cambridge Road	80	**480**	HMA-Ovly	$ 17,352.00	**79.2**
2028	RD-RDS-000537	Derby Road	Victoria Road	Cambridge Road	80	**480**	HMA-Ovly	$ 17,352.00	**68.9**
2028	RD-RDS-001098	Shannon Road S	Cambridge Place	Cambridge Road West	59	**324.5**	HMA-Ovly	$ 11,730.68	**65.9**
2028	RD-RDS-001653	Shannon Road S	Lincoln Road	Cambridge Road West	104	**572**	HMA-Ovly	$ 20,677.80	**71.2**
2028	RD-RDS-000555	Shannon Road S	Queens Circle	Lincoln Road	45	**247.5**	HMA-Ovly	$ 8,947.13	**77.6**
2028	RD-RDS-000552	Shannon Road	Queens Circle	Loomis Crescent	70	**385**	HMA-Ovly	$ 13,917.75	**65.9**
2028	RD-RDS-000528	Shannon Road	Ridgeway Road	Cambridge Road	60	**330**	HMA-Ovly	$ 11,929.50	**66.6**
2028	RD-RDS-001185	Shannon Road	Loomis Crescent	Lincoln Road	44	**242**	HMA-Ovly	$ 8,748.30	**68.8**
2028	RD-RDS-000530	Shannon Road	Cambridge Road	Lincoln Road	80	**440**	HMA-Ovly	$ 15,906.00	**74**
2028	RD-RDS-001100	Park Place	Cambridge Place	Shannon Road South	76	**418**	HMA-Ovly	$ 15,110.70	**70.3**
2028	RD-RDS-001719	Conway Place	Cambridge Road	Lincoln Road	58	**290**	HMA-Ovly	$ 10,483.50	**63.8**
2028	RD-RDS-001097	Conway Place	Lincoln Road	Derby Road	106	**530**	HMA-Ovly	$ 19,159.50	**66.6**
2028	RD-RDS-001835	Conway Place	Derby Road	Lincoln Road	150	**750**	HMA-Ovly	$ 27,112.50	**73.1**
2028	RD-RDS-001833	Loomis Crescent	Lincoln Road	Shannon Road North	150	**900**	HMA-Ovly	$ 32,535.00	**71.9**
2028	RD-RDS-001732	Loomis Crescent	Shannon Road North	Derby Road	75	**450**	HMA-Ovly	$ 16,267.50	**62.5**
2028	RD-RDS-000943	Loomis Crescent	Derby Road	Belfast Road North	75	**450**	HMA-Ovly	$ 16,267.50	**66.3**

2026-2028 Capital Plan Resurfacing Forecast (2028)

Capital Year	Asset ID	Road Name	Road Start	Road End	Approx Length (m)	Approximate Area (m2)	Recommended Treatment	Budgeted Cost	PCI
2028	RD-RDS-000677	Queens Circle	Derby Road	Shannon Road North	22	**132**	HMA-Ovly	$ 4,771.80	**74.7**
2028	RD-RDS-001652	Queens Circle	Shannon Road North	Munster lane	33	**198**	HMA-Ovly	$ 7,157.70	**72.8**
2028	RD-RDS-001090	Queens Circle	Belfast Road South	Derby Road	23	**138**	HMA-Ovly	$ 4,988.70	**73.1**
2028	RD-RDS-001093	Queens Circle	Ulster Lane	Belfast Road North	30	**180**	HMA-Ovly	$ 6,507.00	**73.6**
2028	RD-RDS-001092	Queens Circle	Shannon Road South	Ulster Lane	29	**174**	HMA-Ovly	$ 6,290.10	**73.8**
2028	RD-RDS-001091	Queens Circle	Derby Road	Shannon Road South	25	**150**	HMA-Ovly	$ 5,422.50	**74.7**
2028	RD-RDS-001089	Queens Circle	Munster Lane	Belfast Road South	31	**186**	HMA-Ovly	$ 6,723.90	**75.3**
2028	RD-RDS-001453	Queens Circle	Belfast Road South	Derby Road	25	**150**	HMA-Ovly	$ 5,422.50	**76.3**
2028	RD-RDS-000728	Nigh Road	Rsoehill Road	Dover Road	180	**1080**	ST-FDR & DST (TR)	$ 24,699.60	**81**
2028	RD-RDS-000730	Nigh Road	Frontenac Road	Dover Road	100	**600**	ST-FDR & DST (TR)	$ 13,722.00	**81**
2028	RD-RDS-000792	Nigh Road	Chapin Parkway	Frontenac Road	560	**3360**	ST-FDR & DST (TR)	$ 76,843.20	**75**
2028	RD-RDS-000794	Nigh Road	Stonemill Road	Chapin Parkway	840	**5040**	ST-FDR & DST (TR)	$ 115,264.80	**68**
2028	RD-RDS-000796	Nigh Road	Windmill Point Road N	Stonemill Road	800	**4800**	ST-FDR & DST (TR)	$ 109,776.00	**71**
2028	RD-RDS-000868	Nigh Road	Centralia Avenue	Windmill Point Road N	820	**4920**	ST-FDR & DST (TR)	$ 112,520.40	**70**
2028	RD-RDS-000297	Jewell Avenue	Neva Road	Nicolas Road	180	**900**	ST-FDR & DST	$ 20,583.00	**65**
2028	RD-RDS-001467	Jewell Avenue	Nicolas Road	Bernard Avenue	160	**800**	ST-FDR & DST	$ 18,296.00	**72**
2028	RD-RDS-000298	Jewell Avenue	Burleigh Road North	Benrard Avenue	780	**4290**	ST-FDR & DST	$ 98,112.30	**74**
2028	RD-RDS-001615	Hyman Avenue	Burleigh Road	Bernard Avenue	880	**4840**	ST-FDR & DST	$ 110,690.80	**66**
2028	RD-RDS-000782	Sunset Drive	Arcadia Street R/A	Bowen Road	850	**4250**	ST-SST	$ 56,227.50	**70**
2028	RD-RDS-000817	Cauthard Road	Garrison Road	Nigh Road	1080	**6480**	ST-FDR & DST	$ 148,197.60	**20**
2028	RD-RDS-000867	Schaubel Road	Netherby Road	Willow Road	410	**2255**	ST-FDR & DST	$ 51,571.85	**71**
							2028 Road Resurfacing	**$ 2,465,044.55**	


N
U.S.A
City of Niagara Falls
City of Port Colborne
Niagara River
Lake Erie
TOFE Wards
Ward 1
Ward 2
Ward 3
Ward 4
Ward 5
Ward 6
Capital Road Resurfacing
(2026-2028)
2026
2027
2028
Willow Road
Netherby Road
College Road
Fox Road
Eagle Street
West Main Street
East Main Street
Church Road
Lever Road
Holloway Bay Road North
Bowen Road
Sherk Road
Gilmore Road
Bertie Street
Old Garrison Road
Highway 3
Nigh Road
Hazel Street
Hibbard Street
Disher Street
Elm Street
Highland Drive
Farr Avenue
Michener Road
Sherkston Road
Holloway Bay Road South
Erie Road
Rebstock Road
Abana Hills Road
Point Abino Road South
Matthews Road South
Matthews Road North
Cherry Hill Boulevard North
Gorham Road
Cauthard Road
Point Abino Road North
Burger Road
House Road
Stevensville Road
East Avenue
Wringer Road
Sider Road
Shisler Road
Ridgemount Road
Ridge Road North
Teal Road
Bridge Street
Curtis Road
Bowen Road
Laur Road
Sunset Drive
Queen Elizabeth Way
Niagara River Parkway
Switch Road
Black Creek
River Trail
Townline Road
Sumner Road
Miller Avenue
Brook Street
Carrie Crescent
Service Road 4
Pettit Road
Spears Road North
Spears Road
Garrison Road
Thompson Road
Gilmore Road
Dunlop Street
Bowen Road
Highland Avenue
Emerick Avenue
Phipps Street
Jarvis Street
Dufferin Street
Lewis Street
Niagara Boulevard
Idylewyde Street
Catherine Street
Levinia Street
Bertie Street
Douglas Street
North Street
Central Avenue
Walden Boulevard
Orchard Avenue
Crescent Road
Lakeview Road
Phillips Street
Hollywood Street
Kraft Road
Helena Street
Arthur Street
Alfred Street
Louisa Street
Albert Street
Lakeshore Road
Edgemere Road
Kam Road
Scott Avenue
Buffalo Road
Lakeshore Road
Night Road
Dominion Road
Rosehill Road
Stonemill Road
Windmill Point Road North
MacDonald Drive
Thunder Bay Road
Colony Road
Bertie Street
Ridgewood Avenue
Oakhill Boulevard
Bernard Avenue
Centralia Avenue North
Dalhousie Parkway
Chapin Parkway
Hyman Avenue
Jewell Avenue
Riseley Avenue
Bethune Avenue
Poplar Avenue
Evadere Avenue
Young Avenue
Nicholas Road
Dalhousie Road
Ridgeway Road
Crystal Beach Drive
Westwood Avenue
Elmwood Avenue
Rose Avenue
Black Creek
Bowen Road

Ward 1


Capital
Road Resurfacing
(2026-2028)
2026
2027
2028
N
Niagara River
Service Road 4
Niagara River Parkway
Service Road 3
Service Road 2
Frenchmen's Lane
Service Road 1 North
Service Road 1
Eagle Street
Hillier Avenue
Cairns Crescent
Sutherland Drive
Brock Crescent
Brook Street
Arcadia Street
Sunset Drive
Bowen Road
Pettit Road
Bridge Street
Harbor Court
Commerce Parkway
North Service Road
Queen Elizabeth Way
Gilmore Road
Spears Road North
Bertie Street
Action Avenue
Spears Road
Berkeley Place
Seymour Avenue
William Street
Allison Avenue
Frey Drive
Valley Avenue
West Avenue
Gracefield Avenue
Norris Avenue
Eaton Avenue
Kenwood Street
Grape Street
Thompson Road
Industrial Drive
Wood Street
Dunlop Street
Russell Street
Anger Avenue
Lindbergh Drive
Bowen Road
Airway Road
Jessica Drive
Highland Avenue
Emerick Avenue
Brock Street
Crooks Street
Phipps Street
Unnamed Lane
Robinson Street
Dufferin Street
Jarvis Street
Courtwright Street
Lewis Street
Bowden Street
Wintemute Street
Mann Street
Tait Avenue
Central Avenue
Niagara Boulevard
Jarvis Street
Idylewylde Street
Henrietta Street
Ellen Street
Torrance Street
Mary Street
Catherine Street
Court Street
Lavinia Street
Aberdeen Street
Douglas Street
High Street
Stanton Street
Battery Street
Waterloo Street
Murray Street
North Street
Champlain Drive West
Concession 6 Road
Bertie Street
Hospital Drive
Hagey Avenue
Crossroads Drive
Archange Street
Forsythe Street
John Street
Princess Street
Queen Street
Scotch Block

Ward 2

N

Dunlop Street
Wood Street
Russell Street
Jannet Street
Gilmore Road
Idylewylde Street
Phyllis Street
Henrietta Street
Ellen Street
Mary Street
Aberdeen Court
Catherine Street
Tolfrance Street
High Street
Lavinia Street
Battery Street
Niagara Boulevard
Court Street
Lavinia Street
Aberdeen Street
Douglas Street
North Street
Murray Street
Stanton Street
Waterloo Street
Champlain Drive West
Central Avenue
Bertie Street
Thompson Road
Bertie Street
Crossroads Drive
Hospital Drive
Hagey Avenue
Findlay Crescent
Queen Street
Goderich Street
Forsythe Street
Archange Street
John Street
Princess Street
Queen Elizabeth Way
Concession Road
Queen Elizabeth Way
Queen Street
Queen Street
Taylor Avenue
Tenth Street
Oakes Drive
Oakes Drive
Oakes Drive
Peace Bridge Plaza
Peace Bridge
Hospitality Drive
Murdock Avenue
Walden Boulevard
Walden Boulevard
Walden Boulevard
Peace Bridge Plaza
Sims Avenue
DiPietro Street
Riceland Avenue
Mather Boulevard
Queensbury Road
Mather Circle
Garrison Road
Garrison Road
Legion Way
King Street
Baron Drive
Madison Street
Arthur Street
Burwell Street
Viking Street
Colette Road
Eva Road
Beatrice Street
Canada Drive
Antoinette Road
Louisa Street
Alfred Street
Jordyn Drive
Jasmine Court
Nancy Road
Albany Street
Hurontario Street
Drummond Crescent
Lakeshore Road
Radford Avenue
Malkin Avenue
Ferguson Avenue
Phillips Street
Kensington Court
Joseph Street
Edward Avenue
George Road
Queenston Boulevard
Nelson Avenue
Albert Street
Dominion Road
Helena Street
Avenue A
Keel Street
Adelaide Street
White Avenue
Argyle Road
Graham Avenue
Mississauga Avenue
Buttonwood Drive
Bardol Avenue
Lillian Place
Windsor Avenue
Parkview Avenue
Washington Road
Seneca Drive
Cayuga Drive
Bassett Avenue
Floyd Place
Leask Avenue
Edgemere Road
Edgemere Road

Capital Road Resurfacing
(2026-2028)

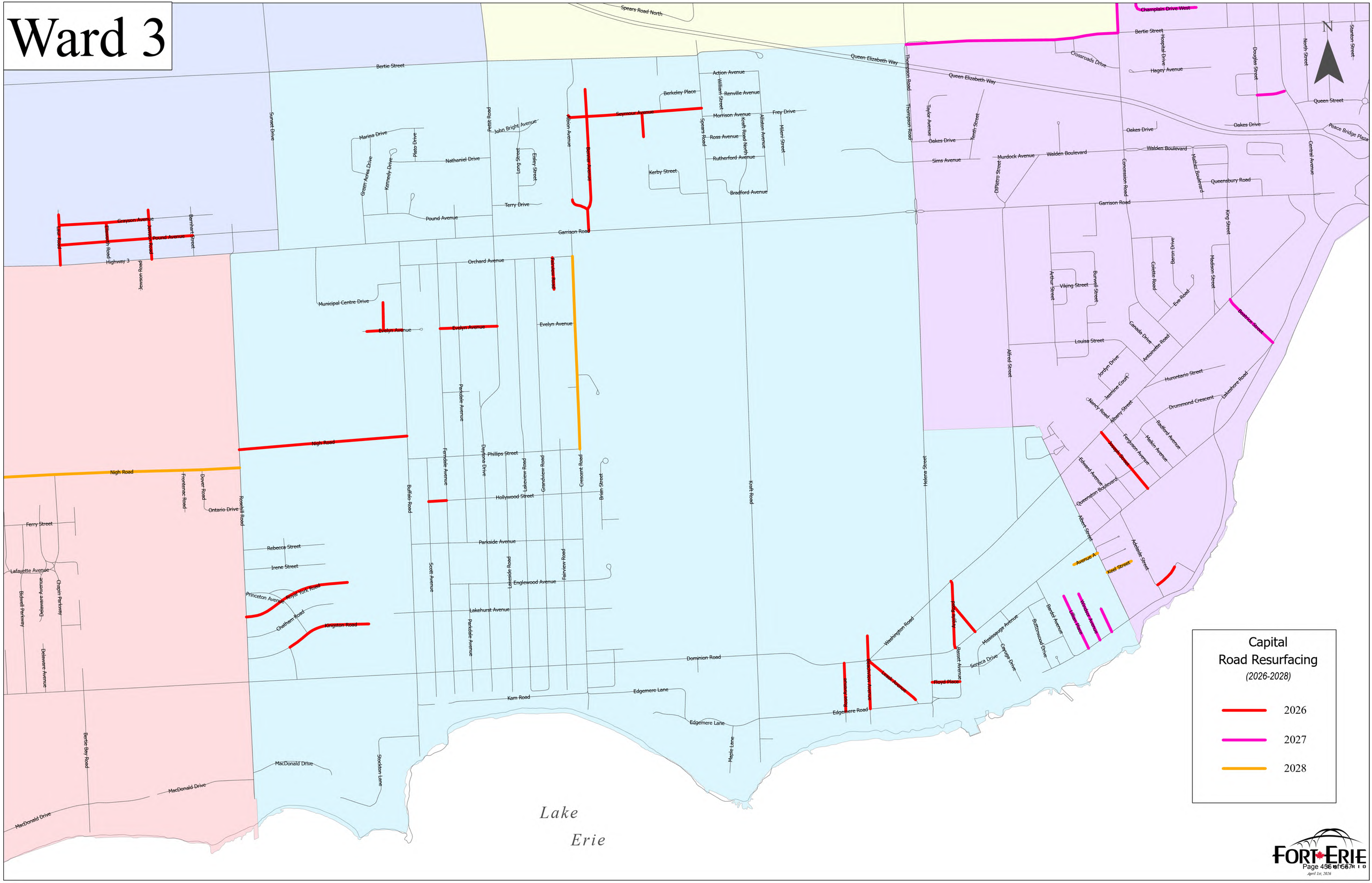
- 2026
- 2027
- 2028

Lake Erie

FORT ERIE ONTARIO

April 1st, 2026

Ward 3



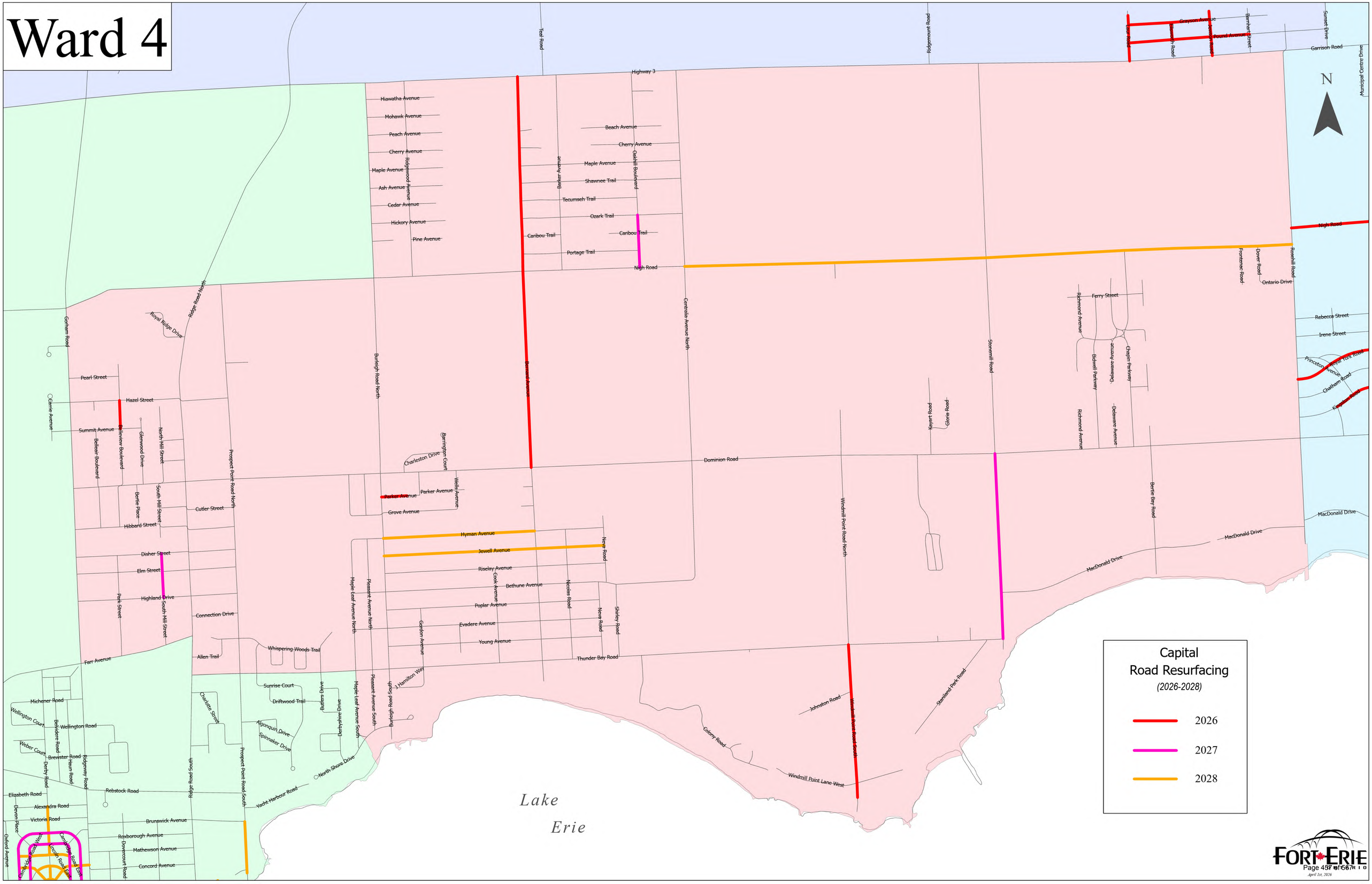
Capital Road Resurfacing

(2026-2028)

- 2026
- 2027
- 2028

April 1st, 2026

Ward 4



Capital Road Resurfacing

(2026-2028)

- 2026
- 2027
- 2028

FORT ERIE

April 1st, 2026

Ward 5

City of Port Colborne

N

Sherk Road
Holloway Bay
Gilmore Road
Burger Road
House Road
Ott Road
Stevensville Road
Winger Road
Farm Road
Bertie Street
Highway 3
Old Garrison Road
Point Abino Road North
Cauthard Road
Gorham Road
Ridge Road North
Ridgewood Avenue
Hiawatha Avenue
Mohawk Avenue
Peach Avenue
Cherry Avenue
Maple Avenue
Ash Avenue
Cedar Avenue
Nigh Road
Holloway Bay Road North
Mathews Road North
Cherry Hill Boulevard North
Burleigh Road North
Pearl Street
Hazel Street
Carrie Avenue
Summit Avenue
Bellevue Boulevard
Glenwood Drive
North Mill Street
Prospect Point Road North
Dominion Road
Bertie Place
Cutler Street
Hibbard Street
Grove Avenue
Hyman Avenue
Jewell Avenue
Disher Street
Elm Street
Park Street
South Mill Street
Highland Drive
Pleasant Avenue North
Maple Leaf Avenue North
Bethune Avenue
Evadere Avenue
Gordon Avenue
Allen Trail
Whispering Woods Trail
Thunder Bay Road
Driftwood Trail
Derbyshire Drive
Burleigh Road South
Algonquin Drive
Sunrise Court
North Shore Drive
Prospect Point Road South
Sherkston Road
Michener Road
Oriole Lane
Erie Road
Marcy Lane
Bay Woods
Point Abino Road South
Abino Hills Road
Abino Dunes Road
Brown Road
Fort Avenue
Michener Road
Belvidere Road
Derby Road
Haun Road
Rebstock Road
Ridge Road South
Elizabeth Road
Alexandra Road
Victoria Road
Devon Place
Lincoln Road West
Cambridge Road West
Cambridge Road East
Lincoln Road East
Ridgeway Road
Brunswick Avenue
Roxborough Avenue
Mathewson Avenue
Bowercourt Road
Helen Street
Graeber Avenue
Nantuckett Road
Ryan Avenue
Crystal Beach Drive
Promenade Way
Terrace Lane
Smalls Road
Lakewood Avenue
Westwood Avenue
Beechwood Avenue
Glenspring Road
Eastwood Avenue
Schooley Road
Cherrywood Avenue
Ashwood Avenue
Oakwood Avenue
Elmwood Avenue
Maplewood Avenue
Oxford Avenue
Rosewood Avenue
Willowwood Avenue
Cherry Hill Boulevard South

Lake Erie

Capital Road Resurfacing

(2026-2028)

- 2026
- 2027
- 2028

FORT ERIE ONTARIO

April 1st, 2026

Ward 6

City of Niagara Falls

City of Port Colborne

Niagara River

N

Morningstar Road
Baker Road
River Trail
Black Creek Road
Switch Road
Niagara River Parkway
Service Road 7
Townline Road
Willow Road
Montrose Road
Schaubel Road
Lepp Road
Newgate Road
Netherby Road
Sodom Road
College Road
Summer Road
Cairns Crescent
Service Road 4
Service Road 3
Service Road 2
Frenchmen's Lane
Service Road 1 North
Fox Road
Eagle Street
Miller Avenue
Brook Street
Arcadia Street
Sunset Drive
West Main Street
East Main Street
Hill Street
Carver Street
Sider Road
Wingar Road
Lever Road
Holloway Bay Road North
Church Road
Stevensville Road
East Avenue
Queen Elizabeth Way
Curtis Road
Ridgemount Road
Shisler Road
Bowen Road
Burger Road
House Road
Lane Road
Phipps Street
Thompson Road
Point Abino Road North
Sherk Road
Bridge Street
Industrial Drive
Gilmore Road
Sunset Drive
Petit Road
Spears Road North
Farm Road
Ridge Road North
Toal Road
Bertie Street
Marina Drive
Long Street
Gravelly Bay Road
Gravelly Bay
Sisters Road
Kraft Road North
Allanson Avenue
Tenth Street
Sims Avenue
Garrison Road
Arthur Street
Alfred Street
Helena Street
Pound Avenue
Orchard Avenue
Old Garrison Road
Highway 3
Cauthard Road
Gorham Road
Matheve Road North
Cherry Hill Boulevard North
Peach Avenue
Cherry Avenue
Maple Avenue
Ridgewood Avenue
Beach Avenue
Shawnee Trail
Tecumseh Trail
Ozark Trail
Portage Trail
Oakhill Boulevard
Gentdale Avenue North
Stonemill Road
Nigh Road
Burleigh Road North
Prospect Point Road North
Hazel Street
Rosehill Road
Buffalo Road
Ferndale Avenue
Parkdale Avenue
Phillips Street
Hollywood Street
Parkside Avenue
Lakehurst Avenue
Lakeview Road
Crescent Road
Brian Street
Glenview Road
Rebecca Street
Irene Street
Kenmore Road
Chatham Road
Kingston Road
Richmond Avenue
Bidwell Parkway
Delaware Avenue
Dieppe Parkway
Page 459 of 567

Memorandum

Infrastructure Services

Prepared for: Council-in-Committee

Meeting Date: Monday, April 13, 2026

Title: Niagara Transit Update

Purpose

This memo provides Council with an update from Niagara Transit (NT) on the implementation of the new community bus route in Fort Erie, including routing decisions, infrastructure requirements, communications planning, service levels, and upcoming public engagement.

Background

NT has finalized plans to introduce a fixed-route community bus service within the urban area of Fort Erie. The route will begin service on Monday, April 27, 2026, and will operate Monday - Saturday from 7 a.m. - 11 p.m.

The formal process to implement this new service was initiated through Board Report **NTC-C 20-2024** and **Motion 16.1 Regular Council Meeting August 26, 2024** and put into the NT 2026 budget process. During this time, the Niagara Transit Commission Board of Directors considered requests from Town Council (2024 and 2025) to introduce a local conventional bus route to address gaps in service delivery through the microtransit model. These considerations were reflected in the Niagara Transit budget submission, which was approved by Regional Council.

Key Updates

Route Finalization

Design of the Fort Erie bus route was informed by historical ridership patterns, data from the current microtransit service, a review of the former Town-operated “East/Green” route, and feedback from Town staff.

On-Demand Transit

NT advises that the new community bus route is anticipated to eventually reduce demand for the microtransit service within the urban area, as most riders will be within walking distance of a bus stop. Riders that are not in walking distance to a bus stop will continue to have access to microtransit and will be able to connect to the community bus route at hubs located at the Fort Erie Leisureplex, Smart Centre, and Gilmore Rd./Central Ave.

Communications and Public Outreach

NT's Communications team will lead all public-facing communications, including route maps, stop locations and schedules, pass sales, and any changes to microtransit services. The Town will support these efforts by sharing and amplifying NT's messaging through local communication channels. Public open houses will also be scheduled, with all Fort Erie Councillors invited via the Clerk's Office.

Information for residents will be shared at the following locations.

https://www.forterie.ca/living-in-fort-erie/transit-in-fort-erie/

https://nrtransit.ca/routes/regional-routes/

Next Steps

NT has requested priority winter maintenance along the designated bus route to support safe transit operations.

Town staff have been asked to identify and report any remaining legacy bus stop signs so NT can remove them.

Additional updates will be provided to Council as received from NT.

Appendix 1: NT - Fort Erie Route Map (Route 751)
Appendix 2: Route 751 Timetable

Prepared by:
Michelle Jatagandzidis
Executive Assistant to the Director of Infrastructure Services


Fort Erie
Courtwright St
Wintemute St
Gilmore Rd
Henrietta St
High St
Battery St
Bertie St
Garrison Rd
Sims Ave
Queen Elizabeth Way
Spears Rd N
Spears Rd
Pettit Rd
Bowen Rd
Phipps St
Crooks St
Robinson St
Thompson Rd
Dunlop St
Concession Rd
Niagara Blvd
Unity Island
Niagara St
Tonawanda St
Dart St
Grant St
W Delavan
Auburn Av
West Ave
W Ferry St
Hampshire St
Rhode Island St
Sunset Dr
Bridge St
219 m
211 m
198 m
Pound Ave
Orchard Ave
Nigh Rd
Rose Hill Rd
Buffalo Rd
Ferndale Ave
Daytona Dr
Crescent Rd
Lakeside Rd
Scott Ave
Kingston Rd
Kam Rd
Dominion Rd
Edgemere Rd
Kraft Rd
Helena St
Alfred St
Arthur St
Albany St
Lakeshore Rd
3
16
190
N
0
0.5
1
km
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Public Timetable **Route 751 - to Bridgeburg (Monday to Saturday)** **Effective: 4/26/2026**

	A.M.					P.M.											
DEPART FORT ERIE MUNICIPAL CENTRE	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
SMART CENTRE - FORT ERIE	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18	8:18	9:18	10:18	11:18
ARRIVE ROBINSON ST & PHIPPS ST	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25	10:25	11:25

Public Timetable **Route 751 - to Town Hall (Monday to Saturday)** **Effective: 4/26/2026**

	A.M.					P.M.											
DEPART ROBINSON ST & PHIPPS ST	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	7:26	8:26	9:26	10:26	11:26
SMART CENTRE - FORT ERIE	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40	8:40	9:40	10:40	11:40
ARRIVE FORT ERIE MUNICIPAL CENTRE	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46	7:46	8:46	9:46	10:46	11:46

Business Status Report

Infrastructure Services
Monday, April 13, 2026

Monday, April 13, 2026

Forecasted Reports and By-laws	Source
IS-03-2026 - 2024 Road Assessment and Proposed Three-Year Plan	Michelle Moore
Memorandum - Niagara Transit Update	Michelle Jatz

Monday, April 27, 2026

Forecasted Reports and By-laws	Source
Memorandum - ISE-23P-CRWRP - Beachfront Water Servicing Strategy Project update	Lisa Vespi
Memorandum - ISE-23P-SMCF23 - Six Mile Creek Flooding Project update	Lisa Vespi
By-law Amendment to By-law 2000-89 (Speed Limits - Point Abino Road and Holloway Bay Road)	Michael Kowalczyk
By-law Amendment to By-law 112-2023 (Municipal Parking Lot Use and Maintenance Policy)	Kristina Clint
By-law Amendment to By-law 132-2024 (Fees and Charges By-law)	Kristina Clint

Prepared by:
Tommy Peazel
Director of Infrastructure Services

Submitted by:
Chris McQueen, MBA
Chief Administrative Officer

Corporate Services

Prepared for: Council-in-Committee **Report: CS-03-2026**

Meeting Date: April 13, 2026

1. Title

Asset Management Financing Strategy

2. Recommendations

That: Council receives the Asset Management Financing Strategy for information purposes, and

That: Council directs staff to use the Financing Strategy recommendations as guidance for 2027 budget planning purposes.

3. Relation to Council's Corporate Strategic Plan

Priority: Quality of life and community well-being
Initiative: Implement a comprehensive plan for parks, recreation, trails, beaches, open space and natural areas that provides for infrastructure, programming and services that meets the needs of the growing community

4. List of Stakeholders

Mayor, Council and Staff of the Town of Fort Erie
Taxpayers and Ratepayers of the Town of Fort Erie
Hemson Consulting

5. Purpose of Report

The purpose of this report is to present the Town's Asset Management Financing Strategy (AMFS) as of February 10, 2026, which outlines the implementation approach for addressing the long-term financial requirements necessary to achieve the proposed levels of service identified in the Asset Management Plan (AMP) presented in Report IS-05-2024 on July 8, 2024. This report summarizes key findings, financial implications, risks, and recommended actions required to support asset sustainability over a 20-year planning horizon.

6. Analysis

Background:

The Town completed the 2024 AMP in accordance with Ontario Regulation 588/17. The AMP identified a significant infrastructure spending gap and established proposed levels of service

across core and non-core asset categories.

To address this gap, the Town worked with Hemson Consulting to establish a financing strategy that evaluated capital and operating pressures, reserve sustainability, tax and rate impacts, and the appropriate use of debt as a financing tool. It also benchmarks Fort Erie against comparable municipalities and examines alternative funding scenarios. The intent is to provide Council with a structured framework to guide long-term infrastructure investment while balancing affordability, fiscal sustainability, and service reliability.

Summary:

The Town replacement value of assets is approximately $2.2 billion, of which an estimated two-thirds are in fair or better condition. To maintain the existing assets based on the proposed levels of service set by Council, it requires an average annual investment of $37.3 million for tax-supported assets and $15.0 million for rate-supported assets (water and wastewater). Over the 20-year planning period, this represents total capital requirements of approximately $786.7 million for tax-supported assets and $204.1 million for rate-supported assets, including inflation. The infrastructure gap in 2025 with the Council approved reserve contributions for tax-supported assets is $25.3 million and rate-supported assets is $8 million for a total of $33.3 million (Table 2). Current funding levels are not sufficient to sustain this investment. Without changes, reserves would be depleted within the next decade, and service levels would decline. The Financing Strategy therefore evaluates three scenarios that use different blends of taxation, reserve contributions, and debt to meet the same infrastructure need.

The recommended tax levy scenario adopts a balanced approach consisting of a 1.5% annual infrastructure levy increase combined with approximately $354.9 million in strategic debt financing over 20 years. This keeps debt servicing below 12.5% of own-source revenue, well within municipal benchmarks and the provincial 25% limit. Under this model, the average tax levy increase is projected at 5.5% annually, compared to a 10-year historical average of 4.5%, with assessment growth of roughly 2% helping offset the levy impact. Alternative scenarios were also reviewed. A high-debt scenario eliminates the infrastructure levy but pushes debt toward 20% of revenue, increasing long-term fiscal risk. A no-debt scenario requires much higher infrastructure levy increases of approximately 4.2% annually, projecting tax levy increases from 7.4% over the first 5 years to 6.3% over the 20-year period, creating immediate affordability pressures despite eliminating borrowing flexibility.

For rate-supported services, achieving full cost recovery requires rate increases rather than large short-term increases. Water and wastewater systems face $204.1 million in lifecycle capital needs and significant operating cost growth driven largely by Regional treatment charges of 5% to 9% per year. Average annual rate increases of approximately 1.6% for water and 2.3% for wastewater are required to rebuild reserves over 20 years and maintain service reliability. While these increases exceed historical norms, the analysis shows that delaying investment would accelerate asset deterioration and lead to significantly higher long-term costs. The balanced scenario stabilizes reserves, protects service levels, avoids additional debt, and distributes infrastructure costs fairly across generations while maintaining financial flexibility.

Table 1 (Appendix 1) below demonstrates the average annual investment need related to renewal. These investment needs are the main driver of capital costs in the AMFS analysis.

Table 1 - Annual Investment Requirement to Meet the Proposed Levels of Service

ASSET CATEGORY	AVERAGE ANNUAL COST AS PER PLOS (2025$)	SHARE OF TOTAL
Bridges and Culverts	$2,300,700	6.2%
Roads	$7,999,300	21.4%
Stormwater	$20,040,100	53.7%
Information Technology	$208,000	0.6%
Emergency Services	$1,219,400	3.3%
Facilities	$1,502,400	4.0%
Fleet	$1,277,100	3.4%
Parks and Cemeteries	$2,799,200	7.5%
Total Tax-Supported Assets	**$37,346,300**	**100%**
Water	$5,472,400	37%
Wastewater	$9,511,200	63%
Total Rate-Supported Assets	**$14,983,600**	**100%**

Source: 2024 Asset Management Plan, adjusted by inflation to reflect 2025 dollars. For the Financing Strategy analysis, additional annual provisions have been made for capital costs associated with state of good repair for growth related projects beyond initial acquisition and developer contributed assets for both tax and rate funded infrastructure.

Table 2 shows the infrastructure gap in 2025 with the Council approved reserve contributions for tax-supported assets of $25.3 million and rate-supported assets of $8 million for a total of $33.3 million, an increase from the previously reported $29 million in the 2024 AMP.

Table 2

Asset Category	Average Annual Cost as per PLOS 2025	2025 Approved Reserve Contribution	Recurring Capital Grants	Infrastructure Gap
Bridges	$ 2,300,700	$ 610,370.00	$ 550,000	$ 1,140,330
Roads	7,999,300	4,022,991	550,000	3,426,309
Stormwater	20,040,100	1,808,647		18,231,453
Information Technology	208,000	331,947		(123,947)
Emergency Services	1,219,400	629,373		590,027
Facilities	1,502,400	1,244,975		257,425
Fleet	1,277,100	1,082,472		194,628
Parks and Cemeteries	2,799,300	1,181,185		1,618,115
Natural Assets*	-	-		-
Total Tax-Supported Assets	**37,346,300**	**10,911,960**	**1,100,000**	**25,334,340**
Water	$ 5,472,400	2,783,931	1,000,000	1,688,469
Wastewater	9,511,200	2,247,971	1,000,000	6,263,229
Total Rate-Supported Assets	**14,983,600**	**5,031,902**	**2,000,000**	**7,951,698**
Total	**$ 52,329,900**	**$ 15,943,862**	**$ 3,100,000**	**$ 33,286,038**

*Natural assets have been identified and inventoried; however, they have not yet been assessed as part of a comprehensive financial strategy.

Table 3 (Appendix 1) outlines the three levy scenarios evaluated through this analysis, with Scenario 1 representing the recommended approach.

Table 3 – Description of Scenarios

FINANCIAL PARAMETER	SCENARIO 1: 1.5% INFRASTRUCTURE LEVY AND DEBT FINANCING	SCENARIO 2: NO INFRASTRUCTURE LEVY AND INCREASED DEBT FINANCING	SCENARIO 3: HIGH INFRASTRUCTURE LEVY & NO ADDITIONAL DEBT FINANCING
Infrastructure Levy	An annual infrastructure levy of 1.5% over the 20-year period.	No infrastructure levy is proposed and contributions to asset management reserves would remain at similar levels to today.	An annual infrastructure levy of 4.2% over the 20-year period.
Debt Financing	Debt financing totalling about $354.9 million over 20-years.	Debt financing totalling about $520.2 million over 20-years.	No additional debt financing is assumed (beyond existing) for tax funded capital.
Reserve Targets	Asset management reserves are targeted at 2% of asset replacement value by the end of the forecast period across all scenarios.		
Other Factors	Other financial assumptions including debt terms, assessment growth, operating costs remain the same across all scenarios.		

1. TAX SUPPORTED ASSETS

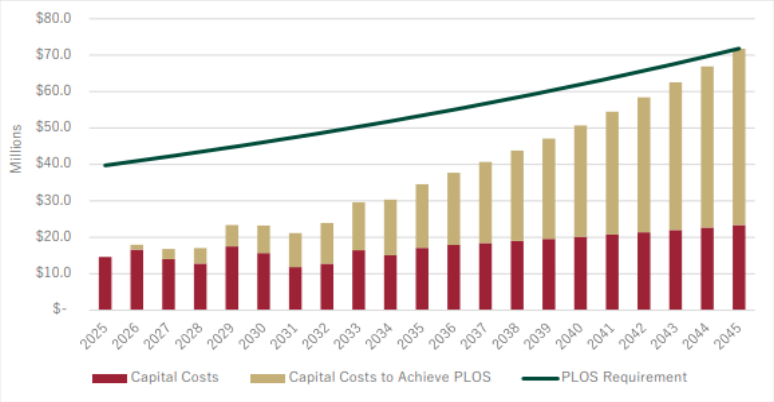
a) Investment Requirements

The AMP identifies average annual investment need of $37.3 million (2025 dollars) to meet proposed service levels for tax-supported assets. Table 1 listed the cost drivers, including stormwater and roads.

Over the 20-year planning period, total non-growth (investment required to maintain, rehab or replace existing infrastructure) capital expenditures are projected to be $786.7 million**.** This investment is required to maintain service reliability, asset safety, and regulatory compliance. The key reports used to project capital expenditures are multi-year operating budgets, 10-year capital forecasts, Financial Information Returns, the 2024 AMP and the 2023 Development Charge (DC) Background Study.

Figure 3 (Appendix 1) illustrates the projected annual tax-supported capital expenditures needed to meet proposed service levels, comparing the Town's existing capital plan with the additional investment required to close the infrastructure funding gap. It shows how cumulative non-growth capital spending totals approximately $786.7 million over the 2025–2045 period.

Figure 3 – Forecast of Tax Funded Capital Expenditures



b) Operating Cost Pressures

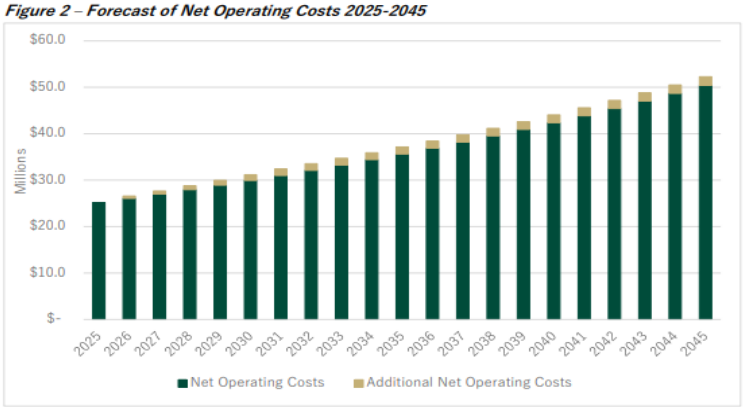
The Town's 2025 tax levy of $36.8 million included $25.2 million in net operating costs, representing regular service delivery expenses such as staffing, maintenance, and contracts, net of non-tax revenue (e.g., user fees, licenses, fines, investment income). This excludes tax-funded debt and AM reserve contributions, addressed separately in the financial forecast.

Staff did not identify a significant need for additional operating costs associated with capital; however, this assessment is highly dependent on evolving economic and operational conditions. For the purposes of this analysis, operating costs were assumed to increase by 5% annually and were not examined in detail.

Figure 2 shows that, over the 2025-2045 period, net operating costs are projected to grow from $25.2 million in 2025 to $52.3 million in 2045. The drivers include:

- Population growth (1.5%)
- Inflation (2% for operating & 3% capital related costs)
- New service requirements
- Additional net operating costs are for extended staffing and maintenance, estimated at $500K initial plus $150K every year for 5 years, remaining constant at $1,250,000 per year for the remainder of the 15 years inflated.

Figure 2 – Forecast of Net Operating Costs 2025-2045



Note: Net operating costs includes all general operating costs such as salaries/wages/benefits, maintenance, contracts, utilities, and general transfers to reserves such as those related to operating, etc. These are net of non-tax revenues such as user fees. Excludes debt payments and transfers to/from reserves asset management related reserves.

c) Asset Management Reserve Targets

To maintain financial resilience, it is the industry norm that asset management reserves target 1% to 3% of asset replacement value. This strategy assumes a 2% reserve target, and a 3% annual inflation, increasing contributions from $17 million in 2025 to $52.4 million in 2045.

Based on $1.5 billion in tax-supported assets, there is an immediate reserve requirement of $29 million (Table 4 below). Reserve growth is supported through annual tax transfers, the proposed 1.5% infrastructure levy, reallocation of matured debt to reserves, and continued grant funding from the Canada Community Building Fund (CCBF) and the Ontario Community Infrastructure Fund (OCIF), with OCIF assumed to decline over time. Staff recommend updating the Reserve Policy to align contributions with long-term sustainability targets.

Table 4 shows recommended reserve levels, the reserve funding gap to reach those levels, and proposed contributions based on the infrastructure gap. In 2025, the Town's reserve funding gap is $12 million, which is below the 2% target for tax-supported assets. It also suggests changes to both tax and rate-supported contributions based on 2025 funding levels.

Table 4

Asset Category	Replacement Value in 2025	Target Req'd Reserve Balance per AMP (2.0% of Replacement)	2025 Reserve Balance	Reserve Funding Gap
Bridges	$ 64,685,793	$ 1,293,716	$ 692,802	$ 600,914
Roads	558,116,127	11,162,323	1,802,330	9,359,993
Stormwater	417,289,763	8,345,795	4,361,601	3,984,194
Information Technology	3,456,273	69,125	577,448	(508,323)
Emergency Services	14,548,379	290,968	2,029,684	(1,738,716)
Facilities	222,666,652	4,453,333	2,788,561	1,664,772
Fleet	13,824,926	276,499	1,468,876	(1,192,377)
Parks and Cemeteries	38,012,092	760,242	3,458,438	(2,698,196)
Natural Assets	120,323,615	2,406,472	-	2,406,472
Total Tax-Supported Assets	**1,452,923,619**	**29,058,472**	**17,179,740**	**11,878,732**
Water	385,992,772	7,719,855	6,440,186	1,279,669
Wastewater	407,803,532	8,156,071	8,594,828	(438,757)
Total Rate-Supported Assets	**793,796,304**	**15,875,926**	**15,035,014**	**840,912**
Total	**$ 2,246,719,923**	**$ 44,934,398**	**$ 32,214,754**	**$ 12,719,644**

Figure 4 (Appendix 1) shows the proposed projected growth of asset management reserves from approximately $14 million (updated to $17 million above) in 2025 to $52.4 million by 2045.

Figure 4 – Forecast of Ending Balance for Asset Management Reserves

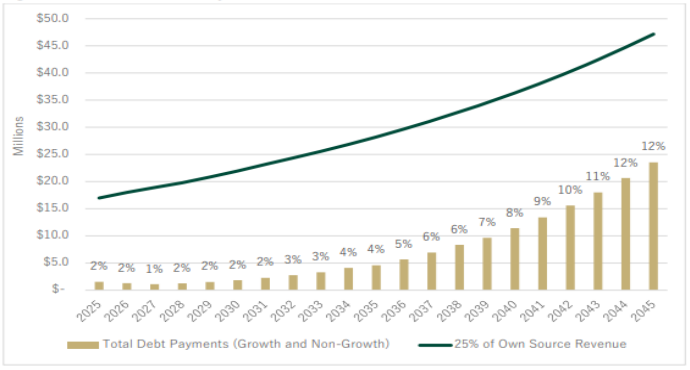


d) Debt Financing Strategy

Debt is identified as a necessary financing tool to undertake capital over the 20-year forecast period. For comparative purposes the Town currently has one of the lowest debt levels among peer municipalities. The projected new tax-funded debt is $354.9 million over 20 years which would have a 1.5% average impact to the tax levy.

Debt servicing would peak at approximately 12% of own-source revenue, remaining below the provincial limit of 25% and in the typical municipal policy range of 10–15%, as shown below in Figure 5 (Appendix 1).

Figure 5 – Forecast of Debt Payments vs Limits



Note: Percentages above bars represent the debt payments as a percentage of own source revenues in the forecast.

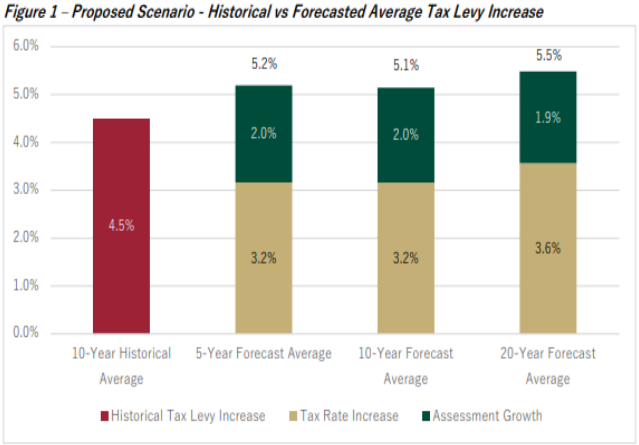
e) Infrastructure Levy Recommendation

Following detailed analysis, staff recommend implementing an annual 1.5% infrastructure levy applied to the previous year's tax levy to strengthen asset management reserves. For example, 1.5% multiplied by the 2025 tax levy of $36.8M would have resulted in $552,000 for 2026. This levy is necessary to stabilize long-term capital funding.

Tax Impact:

Figure 1 (Appendix 1) shows the 10-year historical average tax levy increase is 4.5% which includes assessment growth. The proposed tax levy increase for the next 20 years is 5.5%. This means that while taxes are projected to increase 5.5% annually, only 3.6% impacts taxpayers as the remaining 1.9% is a reduction from assessment growth related to new development.

Figure 1 – Proposed Scenario - Historical vs Forecasted Average Tax Levy Increase



f) Recommended & Alternative Scenarios

The Town's recommended approach is **Scenario 1** above, a balanced financing strategy. Two additional scenarios were also evaluated for comparison.

Scenario 2 – Heavy Debt, No Infrastructure Levy

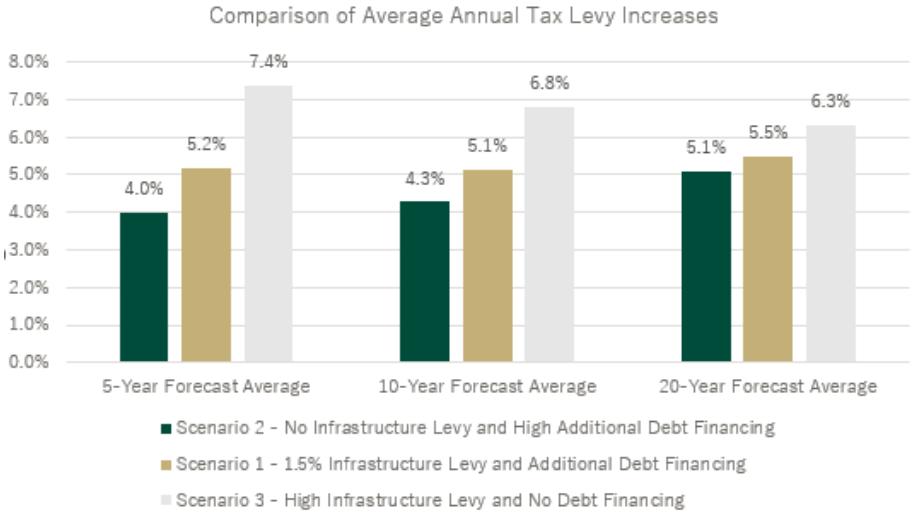
- Lower short-term tax increases
- Debt reaches ~20% of revenue
- Increased long-term fiscal risk

Scenario 3 – No Debt, High Infrastructure Levy

- Requires 4.2% infrastructure levy
- Immediate tax pressure
- Eliminates borrowing flexibility

Strategies that limit debt or hold funding flat would increase fiscal risk by eroding reserves or compromising service levels, making the proposed scenario the more suitable option. Figure 8 (Appendix 1) compares the annual tax levy increases based on the three scenarios analyzed with Scenario 3 having the highest tax increase.

Figure 8 – Comparison of Average Annual Tax Levy Increases



g) Risks of Maintaining Current Funding

Continuing under current funding levels would create financial pressures that are not sustainable over the long term, resulting in the following:

- Asset reserves become negative by 2028
- Deferred maintenance escalates costs
- Increased infrastructure failures
- Service disruptions
- Regulatory risk
- Reduced asset life

Table 4 (Appendix 1) summarizes the proposed levels of service approved by Council through the 2024 AMP. Ontario Regulation 588/17 requires an annual update to Council on progress

implementing the AMP and any barriers to its delivery. Staff will bring a report June 8, 2026 on actual service levels to ensure Council has current information to inform decisions related to funding the infrastructure gap and evaluating if service levels remain appropriate.

Table 4 – Risks to the Level of Service

ASSET CATEGORY	TECHNICAL LOS	PROPOSED LOS	RISK
Roads	For paved roads in the municipality, the average pavement condition index value.	75	Roads rely on minimum maintenance standards; therefore, low investment levels would result in risk to meet these standards. Long-term risks include deteriorating conditions which would result in a decreased average PCI.
	For unpaved roads in the municipality, the average surface condition.	78	Unpaved roads rely on ongoing maintenance especially after major weather events. Reduced investment results in more immediate reductions to the average condition of unpaved roads.
Bridges and Culverts	For bridges in the municipality, average bridge condition index value.	70	Bridge and culvert needs are identified through the Town's OSIM inspections. Critical structures must be addressed more immediately, which requires funding as structures age. Without ongoing funding, more loading restrictions must be put in place to reduce risks to drivers.
	For structural culverts in the municipality, average bridge condition index value.	70	
	Percent of bridges in the municipality with loading or dimensional restrictions.	2.0%	
Stormwater	Percent of properties in municipality resilient to a 100-year storm.	TBD	Stormwater infrastructure is a long-lived asset, however changing weather conditions and flood risk have created the need to ensure stormwater infrastructure is well maintained. Increased investment may be required depending on the resilience of the system to 5 and 100-year storms.
	Percent of the municipal stormwater management system	TBD	
Non-Core Asset Categories	Percent of assets in poor and very poor condition	Differentiated by asset category	Many of the non-core assets are largely replaced based on their age particularly for rolling stock like fleet/machinery/equipment or digital service assets. Constrained investment results in these assets used past their useful life increasing the share considered in poor or very poor condition. Some assets like facilities, can be used well past their useful lives however increased investment is needed to ensure good upkeep of these facilities.

Note: Proposed level of service based on Town's 2024 AMP.

2. RATE SUPPORTED ASSETS WATER WASTEWATER

Water and wastewater systems are driven by customer demand and operate under full cost recovery, meaning rates fund operating costs, capital renewal, and reserve contributions over the 20-year period. While full recovery cannot be achieved in the short term without significant rate increases, the long-term financial strategy is designed to phase in cost recovery gradually.

a) Operating Cost Pressures

Billed water demand is expected to grow moderately from approximately 2.8 million m³ in 2025 to 3.2 million m³ by 2045, while wastewater flows follow the same trend. If growth occurs more slowly than forecast, higher rate increases would be required to maintain cost recovery.

Operating costs are projected to grow from $8.1M in 2025 to $21.9M in 2045 for water and from $12.7M to $40.8M for wastewater. See Table 5 and Table 6 below (Appendix 1). The drivers include Regional charges, inflation, staffing, regulatory compliance, and growth servicing.

Table 5 – Forecast of Water Operating Expenditures

Expense Category	Inflation Factor	2025 Budget	2030 Projected	2035 Projected	2045 Projected
General Operating	2%-4%	$3,342,000	$3,876,000	$4,528,000	$6,222,000
Regional Charges	5% - 9%	$4,664,000	$6,967,000	$9,230,000	$15,035,000
Debt Payments	-	$83,000	$17,000	$-	$-
New Initiatives and Adjustments	-	$-	$150,000	$300,000	$600,000
Total		**$8,089,000**	**$11,010,000**	**$14,058,000**	**$21,857,000**

Table 6 - Forecast of Wastewater Operating Expenditures

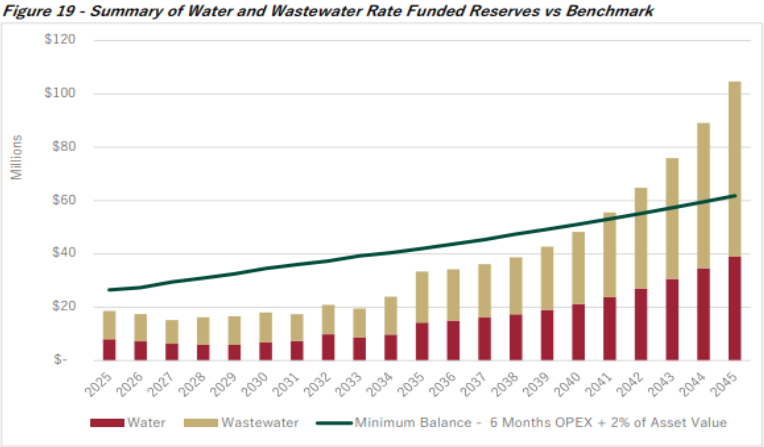
Expense Category	Inflation Factor	2025 Budget	2030 Projected	2035 Projected	2045 Projected
General Operating	2% - 4%	$2,073,000	$2,223,000	$2,562,000	$3,428,000
Regional Charges	5% -9%	$10,393,000	$17,027,000	$22,558,000	$36,745,000
Debt Payments	-	$245,000	$211,000	$-	$-
New Initiatives and Adjustments	-	$-	$150,000	$300,000	$600,000
Total		**$12,711,000**	**$19,611,000**	**$25,420,000**	**$40,773,000**

b) Investment Requirements and Asset Management Reserves

A total 20-year capital investment of $204.1 million is required to maintain system reliability and lifecycle needs. About $67.5 million is required in the first 10 years to support planned capital works. The forecast assumes reserve balances are sufficient to fund annual capital needs, so no new debt financing is required under the model. Ongoing reserve contributions are built into the rate structure to support future repair and replacement, allowing the Town to gradually expand its capital program as reserves strengthen.

Figure 19 (Appendix 1) shows that while the Town's water and wastewater reserves remain positive throughout the forecast period, they fall below the identified minimum thresholds due to significant use of funds for capital in the first ten years and are projected to remain relatively flat over the following decade as additional rate-funded capital projects are undertaken.

Figure 19 - Summary of Water and Wastewater Rate Funded Reserves vs Benchmark



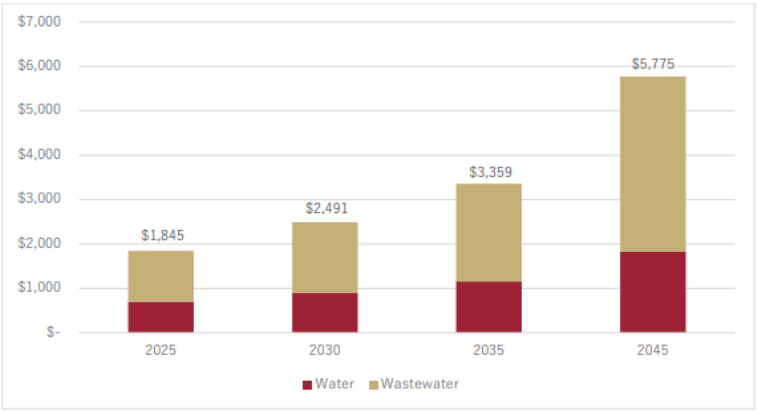
c) Rate Impact

The current reserve levels are below benchmark and need to be built over the 20-year period through continued increases to avoid large future increases. To achieve full cost recovery and meet proposed service over the long term, it will require incremental average annual capital investment increases of 1.6% for water and 2.3% for wastewater. When combined with long-term operating pressures of 3.3% and 4.1% this results in estimated annual increases of 4.9% for water and 6.4% for wastewater. Note that the associated operating pressures vary over the 20-year period based on economic and operational conditions and assumes minimal additional operating requirements related to capital by staff.

It is important to note that the Town's progress toward full cost recovery is significantly influenced by the Region supply and treatment requirements and the associated costs imposed by the Region. The Region has forecasted treatment charges to increase by 9% until 2031 before decreasing to 5% per year thereafter.

Figure 18 (Appendix 1) shows the impact of rate increases with projected combined annual water and wastewater bills for a household consuming 192 m³ per year from 2025 to 2045.

Figure 18: Total Water and Wastewater Bill for a Typical Household in Fort Erie (192 m³/annum)



3. BENCHMARKING RESULTS

Fort Erie compares favorably to peer municipalities in the following key areas:

- Among lowest debt levels.
- Strong reserve contribution relative to tax levy.
- Moderate to high reserve contributions relative to replacement value and revenues for rate-supported assets.

This provides capacity to responsibly increase infrastructure investment. Please refer to *Appendix B: Benchmarking Review* of the Financing Strategy for more information.

7. Financial, Staffing and Accessibility (AODA) Implications

The Financing Strategy outlines long-term financial requirements needed to maintain infrastructure and achieve the proposed levels of service in the AMP. Implementation requires sustained increases in capital reserve contributions and strategic use of debt, which will be addressed in future budget processes. Some incremental staffing and operational adjustments may be required over time and will be reviewed annually and brought forward during annual

budgets. There are no direct accessibility (AODA) implications associated with this report.

8. Policies Affecting Proposal

By-law 136-2023 adopted Council's 2023-2026 Corporate Strategic Plan

By-law 078-2019 AMP Policy

By-law 93-12, as amended, adopted the Reserve Policy

By-law 20-2024, as amended, By-law 21-2024 and By-law 22-2024 approved DCs

9. Comments from Departments, Community and Corporate Partners

Finance consulted with internal departments in developing and reviewing the Financing strategy. Departments confirmed that projected capital and operating pressures align with the lifecycle needs identified in the 2024 AMP. The strategy reflects a coordinated corporate approach to maintaining infrastructure and sustaining service levels over the long term.

Staff recognize that achieving the proposed levels of service will require sustained long-term investment and cross-departmental coordination. The AMFS provides a shared framework to guide future capital planning, reserve management, and operational decision-making.

The Federal and Provincial governments announced the Build Communities Strong Fund on March 30, 2026 which included new funding and reductions to DCs. It is not known at this time how it will impact municipal DC collections, reserves and debt requirements for capital projects.

10. Alternatives

Council could choose to delay or reduce the recommended strategy. However, maintaining current funding levels would result in reserve depletion, deferred maintenance, and declining asset condition. Alternative strategies relying solely on debt or significantly higher infrastructure levies were reviewed and present greater long-term financial risk or affordability challenges. The recommended balanced approach provides the most sustainable outcome.

Recent discussions about governance and municipal efficiencies have referred to other potential organizational structures, such as Water and Wastewater Public Corporation(s) under the Water and Wastewater Public Corporations Act, 2025. These alternatives impact long-term finances for the rate program that would need to be evaluated as part of the business case development.

11. Communicating Results

If accepted, the Financing Strategy will be incorporated into future budget planning and asset management reporting. Key messages will be communicated through budget presentations, with levels of service updates, public financial materials, and updates on the Town's website to support transparency and understanding of long-term infrastructure funding needs.

Additionally, under Ontario Regulation 588/17, municipalities are required to provide Council with annual updates on progress implementing the AMP and any barriers to delivery, including reporting on actual service performance to support informed decisions related to funding the infrastructure gap and evaluating whether service levels remain appropriate.

12. Conclusion

The Financing Strategy provides a practical roadmap to address the Town's infrastructure funding gap while maintaining financial sustainability. Adoption of the recommended approach supports predictable investment, protects service levels, and reduces long-term financial risk. Proactive action today helps avoid higher costs in the future. Recommended actions include:

- Use the 20-year Financing Strategy as the guiding framework.
- Target a 1.5% annual infrastructure levy for tax-supported assets.
- Establish a formal debt policy target of 10-15% of own-source revenue.
- Target a 1.5% annual increase to fund additional debt for tax-supported assets.
- Target a 1.6% water and 2.3% wastewater rate increase for rate-supported assets.
- Target reserve balances of 1-3% of asset replacement value.
- Review the strategy annually during budget deliberations.
- Integrate AMP funding targets into long-term financial planning.

13. Report Approval

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Manager of Financial Systems and Process Improvements

Submitted by:
Jonathan Janzen, CPA, CA
Director of Corporate Services

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix 1 – AMP Financing Strategy

Appendix 2 – Hemson Fort Erie Council Presentation

DRAFT REPORT

PREPARED BY HEMSON FOR TOWN OF FORT ERIE

FINANCING STRATEGY

February 10, 2026

HEMSON

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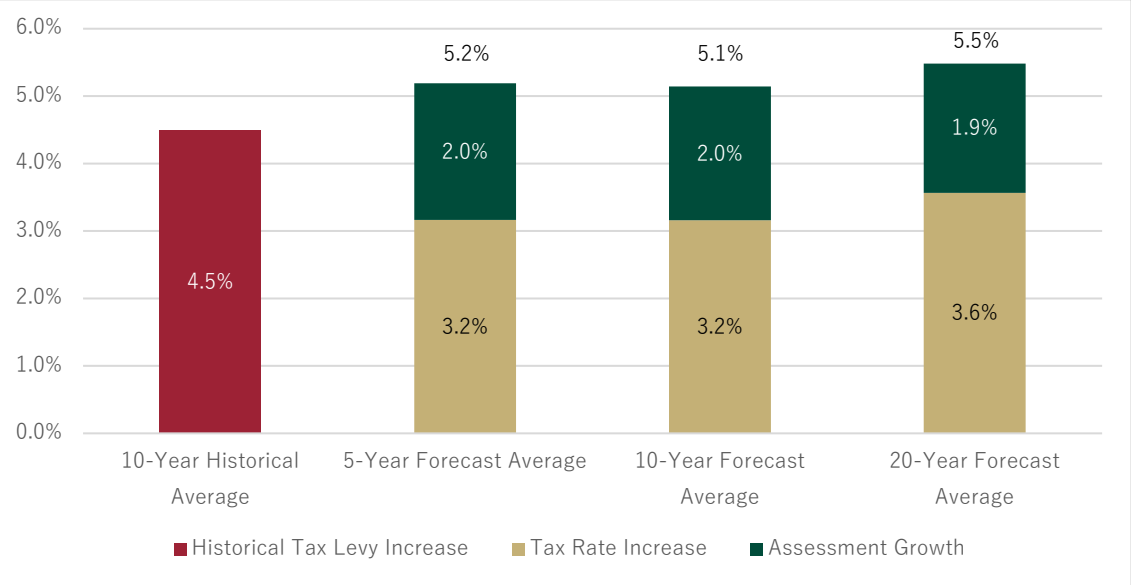
EXECUTIVE SUMMARY

Hemson has been engaged to assist the Town of Fort Erie in developing a Financing Strategy to build on the Town's recently completed 2024 Asset Management Plan (2024 AMP). This report is one of two key deliverables as part of the Financing Strategy and accompanies an Excel-based Financing Strategy Model for tax and rate funded services.

A. UTILIZING VARIOUS FISCAL TOOLS IS NEEDED TO ACHIEVE THE PROPOSED LEVEL OF SERVICE FOR TAX FUNDED SERVICES

Achieving the proposed level of service for tax funded services over the long-term would require tax levy increases higher than historical averages. Figure 1 shows the historical tax levy increases in the Town, when considering only the Town's portion of the overall tax bill (i.e. excluding Regional and School Board taxation requirements).[1] Over the 10-year historical period, the annual average increase hovers around 4.5%. Over the 20-year forecast period the average tax levy increase is about 5.5% per year. Given an average of about 2% assessment growth over the 20-year period this results in an average notional tax rate increase of about 3.6% per year.

Figure 1 – Proposed Scenario - Historical vs Forecasted Average Tax Levy Increase



[1] Historical tax levies based on previous years' FIRs have been adjusted to 2025 constant dollars.

For clarity, the historical tax levy increase represented by the red bar is comparable to the figure on the top of the coloured bars (sum of the green and gold), which represent the forecast average tax levy increase. The gold bar represents the forecast average tax rate increase, while the green bar represents forecast average assessment growth. The sum of the gold and green bars is the forecast average tax levy increase.

The proposed financing scenario reflects a balanced use of the Town's available fiscal tools to address growing service demands and long-term infrastructure needs. Some additional conclusions include:

- Operating costs and capital investment requirements are expected to rise as the Town works toward achieving its proposed levels of service, including approximately $786.7 million in non-growth capital needs over the 2025–2045 period. To achieve this objective an infrastructure levy of 1.5% of the previous year's tax levy is assumed over the 20-year period.

- While assessment growth and grant funding will provide additional revenues, they are not sufficient on their own to meet these needs. As a result, higher-than-historical tax levy increases, increased capital contributions from taxation, and the responsible use of debt financing will be required.

- Under this approach, debt levels remain within acceptable benchmarks while supporting infrastructure renewal and service sustainability. The 1.5% infrastructure levy is supplemented with tax funded debt financing over the 20-year forecast period. The infrastructure levy combined with this debt financing results in a 3.2% tax levy increase on average over the 20-year period. Alternative strategies that limit debt or hold funding flat would increase fiscal risk by eroding reserves or compromising service levels, making the proposed scenario the more sustainable long-term option.

B. WATER AND WASTEWATER RATE INCREASES ARE NEEDED TO ACHIEVE FULL COST RECOVERY

Water and wastewater services operate on a full cost-recovery basis, unlike tax-funded services. While full cost recovery cannot be achieved in the short term without significant rate increases, the long-term financing strategy is designed to phase in cost recovery gradually. The outlook concludes:

- Moderate growth in billed consumption—from approximately 2.8 million m^3 in 2025 to 3.2 million m^3 by 2045—will support revenues, though slower-than-expected growth could require higher rates to meet funding targets.

- Significant capital investment will be required over the 2025–2045 period to maintain assets in a state of good repair and achieve the proposed level of service, amounting to about $204.1 million. This is supported through increasing rate-funded contributions to reserves.

- Although current reserve levels are below benchmark, they can be built up over 15 to 20 years with continued rate increases. Achieving full cost recovery and meeting the proposed level of service over the long term will require average annual rate increases of approximately 4.9% for water and 6.4% for wastewater over 20 years (which is intended to cover cost inflation).

- While service levels are not at immediate risk, insufficient long-term funding would create growing financial and asset-management pressures.

- The two-tier governance structure and complex supply and distribution of water and wastewater treatment in Region of Niagara and the Town of Fort Erie should be recognized. While the Town's water and wastewater rates are set to fully recover the costs of operating the two systems, there is a gap between the long-term capital needs (based on the AMP) and current funding levels. The average annual rate increases mentioned above will ensure the Town achieves full cost recovery by the end of the forecasting period and meet the long-term lifecycle needs of water and wastewater related assets. The Town's movement to full-cost recovery [2]can be influenced (and impeded) by the broader supply and treatment requirements and associated costs imposed by the Region to supply the Town.

C. TO ACHIEVE THE PROPOSED LEVEL OF SERVICE, A SET OF FINANCING RECOMMENDATIONS ARE PROVIDED

- The Town has relatively low debt levels against other comparable municipalities. Consider the strategic use of debt, as appropriate, for major capital investments. The use of debt should be guided by considerations for affordability, equity and fairness,

[2] Full cost recovery in this context means ensuring sufficient revenues are generated to fund all operating expenses, non-growth-related debt payments, purchasing/treatment costs plus a fully funded investment program to address existing and future capital requirements as per the asset management plan.

and fiscal flexibility and sustainability. The Town can implement a self-imposed debt policy limit to provide for the efficient and effective financing of critical infrastructure. The limit could be set between 10% and up to 15% of own source revenue similar to benchmark municipalities.

- It is recommended that the Town move towards increasing tax funded contributions to asset management reserves. This can be done through an infrastructure levy beginning at 1.5% of the previous year's tax levy. For context, in 2026, 1.5% would amount to an additional $552,000 based on the 2025 tax levy of $36.8 million. This investment would be in addition to the current $10.4 million net transfer to reserve (net of transfers from reserves to operating) for capital asset management activities.

- It is recommended that the Town develop target balances/contributions for asset management reserves to ensure that reserves remain at sustainable levels. Achieving a minimum balance of asset management reserves as a percentage of replacement value ranging from 1.0% to 3.0% is recommended. For water and wastewater services, specifically, the recommended balance would be 1.0% to 3.0% plus 6 months of operating costs. It is recognized that this would be a long-term objective.

- Specifically for water and wastewater services, ensure that annual capital investment is increased over time to meet the asset management average annual needs identified in the AMP. Continued water and wastewater rate increases will be needed to achieve this objective. Of the average annual rate increases of 4.9% for water and 6.4% for wastewater, capital investment accounts for approximately 1.6% and 2.3%, respectively.

1. INTRODUCTION

The Town of Fort Erie, with assistance from Hemson, has developed a Financing Strategy. This report provides a financial forecast and a set of recommended actions the Town can utilize to fund the investment needs required to achieve the proposed levels of service set out in the Asset Management Plan completed in 2024. This study analyzes the Town's spending and revenues, fiscal outlook, and tax/rate impacts utilizing a 20-year forecast period from 2026-2045 with 2025 as the base year. A review of relevant financial benchmarks is also undertaken to help inform the recommended actions.

A. BACKGROUND AND CONTEXT

Fort Erie is a lower-tier municipality within Niagara Region with a population of approximately 33,000 (2021 census). Looking forward, Fort Erie is expected to continue to grow to nearly 41,200 people by 2041[3]. Fort Erie's prime location on the southern end of the Queen Elizabeth Way (QEW), provides direct access to the GTA, the Cities of St. Catharines, and Hamilton making it an important gateway for trade and travel between Ontario and the United States.

The local economy is anchored by manufacturing — with diverse firms in aerospace, chemicals, and industrial goods — alongside strong retail trade, logistics tied to cross-border commerce, and an expanding tourism and services sector supported by waterfront attractions, historic sites, and recreational amenities. Recent commercial and industrial investments further illustrate ongoing growth and diversification of Fort Erie's economic base.

The Town is undertaking this study to investigate financial options to close the infrastructure funding gap identified through the 2024 AMP and meet proposed levels of service over the long-term. The key project objective is the development of a Financing Strategy that assesses the fiscal impact of meeting the proposed level of service, with consideration of outcomes such as tax/utility rate impacts, reserve levels and debt. The Town's Financing Strategy consists of two deliverables:

- This Financing Strategy report which is a 20-year outlook of the Town's financial position covering tax- and rate-supported assets and outlines key assumptions, capital

[3] Projections based on the 2023 Development Charges Background Study

and operating needs, funding sources, and the impact on taxes and rates under a set of scenarios.

- A Financing Strategy model, based in Excel, is a tool for staff to assess the fiscal outcomes associated to meeting the proposed level of service over the long-term. The model can be used for sensitivity testing of different funding strategies such as the use of debt, infrastructure levies and external funding to meet level of service spending needs. The model's main output is the tax and rate impact of meeting proposed levels of service over a period from 2026 to 2045 with 2025 as the base budget year.

Both deliverables are living documents which build upon the Town's existing fiscal practices. The model may be updated as needed by Town staff to account for actual outcomes and Fort Erie's changing economic and fiscal environment.

Lastly, while the primary scope of work relates to assessing the financial requirements to meet the proposed levels of service, alternative scenario has been assessed which qualitatively outlines the potential impacts of service levels should the investment requirements not achieved.

B. KEY GUIDING DOCUMENTS, STUDIES AND POLICIES

The Financing Strategy is based on a detailed review of municipal financial documents received at a point in time and are subject to change. These documents include but are not limited to the following:

- Multi-year Operating Budget (2024-2027), as of June 2026;
- 2026 Utility Rate Budget, as of December 2026;
- 10-year Capital Forecast (2025-2035), as of June 2026;
- Financial Information Returns (FIR);
- 2024 Asset Management Plan;
- 2023 Development Charges Background Study; and
- Relevant staff reports.

Of particular importance, the 2024 Asset Management Plan is a key input of the Financing Strategy and provides the investment requirements to meet the proposed levels of service for both tax and rate supported assets. The Town's infrastructure assets are extensive and valued at approximately $2.2 billion. These assets are on average in fair condition, with approximately 67% of assets in fair condition or better. For all asset categories covered under the AMP, average annual cost/infrastructure needs to meet the proposed levels of service targets are identified and broken down by lifecycle activity. The table below

demonstrates that the average annual investment need related to the renewal, rehabilitation, and replacement of assets and service improvements for tax and rate supported assets is about $37.3 million and $15.0 million per year in 2025 dollars respectively. These investment needs are the main driver of capital costs in the Financing Strategy analysis.

Table 1 - Annual Investment Requirement to Meet the Proposed Levels of Service

ASSET CATEGORY	AVERAGE ANNUAL COST AS PER PLOS (2025$)	SHARE OF TOTAL
Bridges and Culverts	$2,300,700	6.2%
Roads	$7,999,300	21.4%
Stormwater	$20,040,100	53.7%
Information Technology	$208,000	0.6%
Emergency Services	$1,219,400	3.3%
Facilities	$1,502,400	4.0%
Fleet	$1,277,100	3.4%
Parks and Cemeteries	$2,799,200	7.5%
Total Tax-Supported Assets	**$37,346,300**	**100%**
Water	$5,472,400	37%
Wastewater	$9,511,200	63%
Total Rate-Supported Assets	**$14,983,600**	**100%**

Source: 2024 Asset Management Plan, adjusted by inflation to reflect 2025 dollars. For the Financing Strategy analysis, additional annual provisions have been made for capital costs associated with state of good repair for growth related projects beyond initial acquisition and developer contributed assets for both tax and rate funded infrastructure.

C. BENCHMARKING ANALYSIS

A key indicator of the Town's current financial position is through a comparison to similar neighbouring municipalities. This comparison provides context to the financing strategy scenarios presented later in this report. Table 2 provides an overview and accompanying performance metrics related to debt management and asset management funding. Detailed reporting on these benchmarks is provided in Appendix B.

For the comparative measure related to asset management contributions, it is important to note that best efforts have been made to ensure comparability across municipalities, however some differences in how municipal budgets account for contributions to reserves can remain.

Table 2 – Benchmarking Analysis Summary

Comparative Measure	Fort Erie Performance
Debt Management	The Town of Fort Erie holds a relatively small amount of debt compared to other municipalities, with annual debt payments totalling approximately 2% of own source revenue. At present, the Town is well within the Provincial Annual Repayment Limit of 25% of own source revenue. Although the Town does not have an internally set debt policy limit, municipalities will typically set this limit around 10-15% of their own source revenue. When compared against other communities, the current debt level is also amongst the lowest with only Grimsby and Thorold being lower on the percentage of own source revenue among comparator municipalities. Fort Erie's low debt levels allow for the strategic use of debt to fund critical infrastructure in a fiscally sustainable approach. As a lower-tier municipality, the Region of Niagara issues debt on behalf of the Town. This poses a risk in using debt as a financing tool since the Region could reach its limit with their own projects or those related to other lower tier municipalities. Therefore, while the benchmarking analysis demonstrates that the Town has opportunity to increase

Comparative Measure	Fort Erie Performance
	its debt use relative to its ARL, this may be limited by the debt levels of the Region.
Tax-Supported Asset Management Contribution Relative to Replacement Value	In comparing asset management contributions relative to replacement value of tax-supported assets amongst comparable municipalities, the Town is in the mid to high range of comparables. In terms of yearly asset management contributions, the Town has a contribution value of about 0.8% of asset replacement value with Thorold at 1.5% on the high end and Lincoln at about 0.3% on the low end.
Tax-Supported Asset Management Contribution Relative to Tax Levy	In comparing asset management contributions relative to the tax levy amongst comparable municipalities, the Town is in the high end with Grimsby at about 32% on the high end and Lincoln at about 10% on the low end. In terms of yearly asset management contributions, the Town has a contribution value of about 30% of the tax levy.
Rate-Supported Asset Management Contribution Relative to Replacement Value	In comparing asset management contributions relative to replacement value of rate-supported assets amongst comparable municipalities, the Town is in the mid-to-high end. In terms of yearly asset management contributions, the Town has a contribution value of about 0.6% of asset replacement value which is in the mid-range of comparator municipalities with Niagara Falls at 1.2% on the high-end and West Lincoln at about 0.3% on the low-end.
Rate-Supported Asset Management Contribution Relative to Rate Revenue	In comparing asset management contributions for rate-supported assets relative to the total rate revenues amongst comparable municipalities, the Town is in the mid range with Grimsby at about 31% on the high end and West Lincoln at about 9% on the low end. In terms of yearly asset management contributions for rate-supported assets, the Town has a contribution value of about 20% of the rate revenues.

D. REPORT STRUCTURE AND CONTENT

The Financing Strategy is divided into the following sections:

- **Section 2** presents the key assumptions and findings of the Financing Strategy model for tax-supported assets. This section will analyze and forecast the Town's spending and funding activities for the next 20 years (2026-2045), including notional tax increases. This section will also outline alternative scenarios as well as risks and challenges that should arise if the investment needs are not met.

- **Section 3** provides the key assumptions and findings of the Financing Strategy for rate-supported assets. This section will analyze and forecast the Town's spending and funding activities for water and wastewater services for the next 20 years (2026-2045), including notional water and wastewater rate increases.

- **Section 4** concludes with a high-level overview of the key takeaways from the Financing Strategy analysis. These takeaways are then used to develop a set of recommended actions needed to meet the proposed level of service over the long-term.

2. KEY MODEL FINDINGS FOR TAX-SUPPORTED ASSETS

This section summarizes the outputs of the tax-supported Financing Strategy Model and the key results. One of the main outputs of the strategy is the calculation of the notional tax impact based on a forecast of operating costs, capital needs, debt financing, asset management reserves and assessment growth.

Three forecast scenarios were prepared as part of this report. The first forecast is discussed in the context of a "proposed" scenario, which reflects a financial forecast to meet proposed levels of service over a longer-term period while aiming to maintain a balanced fiscal approach amongst increasing tax supported contributions, maintaining healthy reserves and increasing the use of debt in a sustainable way. The following sections discuss this proposed scenario in depth.

Building on the proposed scenario, two alternative scenarios are discussed in this section which primarily focus on the different levels of debt financing and contributions to reserves from taxation. Various scenarios were tested, driven by different fiscal approaches to achieve a similar outcome of meeting proposed levels of service. The Financing Strategy utilizes this approach to ensure that outcomes of scenario testing can be compared against a baseline. The proposed scenario is the primary result of this analysis and has been determined to be the most prudent approach moving forward under the current framework. It will be critical for Town staff and council to monitor and review the fiscal position, asset management plans, asset criticality, levels of service and risk framework to validate any future changes or adjustments to this strategy.

A. A SET OF ASSUMPTIONS ARE THE BASIS FOR THE FINANCIAL FORECAST

To assess the fiscal outcomes to meet proposed levels of service a set of assumptions are made:

- The financial analysis for tax funded services focuses on meeting proposed levels of service for all assets, excluding assets related to water and wastewater which are analyzed in Section 3. The forecast is presented over a 20-year forecast period from 2026-2045 with 2025 as the base year.

- The operating and capital costs assumed in the analysis have been informed based on the findings of the Town's 2024 Asset Management Plan and the proposed level of service identified. It is assumed that the expenditure levels in the forecast would meet the proposed level of service within the 20-year forecast period. Should the funding levels considered in this analysis to meet the proposed levels of service be reduced, the Town may need to consider revising the target levels of service.

- Debt financing has been assumed over the forecast period to ensure that capital projects can be undertaken to meet proposed levels of service. For the analysis, new debt financing has been assumed over a 20-year term at a 4.25% interest rate.

- Assumptions have been made as the drivers of costs. Operating costs are primarily driven by growth in the Town to meet service demand from the growing community. Capital costs are driven by the need to meet the proposed level of service. Likewise, assessment growth is the main driver of tax revenues. The assessment base is assumed to grow at just under 2% over the 20-year period.

- In addition, the forecast includes long-term inflation set at 2% annually for operating related costs and 3% annually for capital related costs.

B. TO MEET PROPOSED LEVELS OF SERVICE, OPERATING EXPENDITURES WOULD CONTINUE TO INCREASE

The Town's 2025 budget tax levy of $36.8 million includes net operating costs of about $25.2 million which is comprised of regular operational costs including staffing, maintenance, contracts, etc. and net of non-tax revenues such as user fees. This amount excludes tax funded debt payments and contributions to asset management reserves, as these amounts are forecasted independently (in the next sections), but includes transfers to/from other operational reserves.

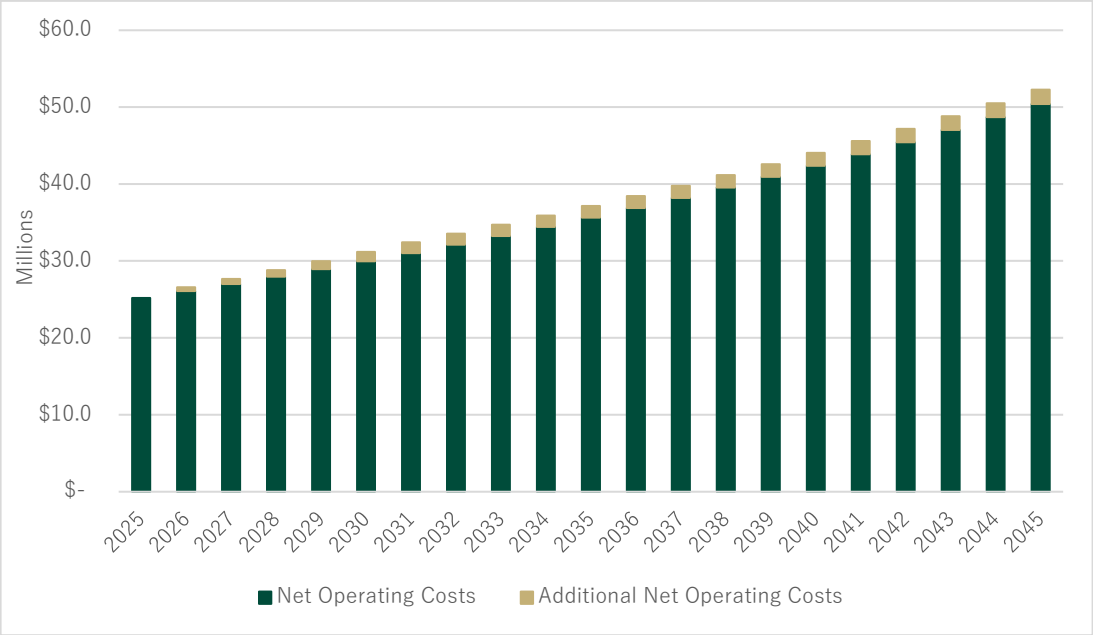
Figure 2 provides a summary of the annual forecast of net operating costs for the 2025-2045 period, with the first year of the forecast being 2026. In summary, general operating costs amount to about $25.2 million in 2025 growing to about $52.3 million by 2045. This increase is attributed to:

- Continued growth in the Town over the forecast period will increase demand for services, it has been assumed that real growth in the existing base net operating costs is about 1.5% annually.

- Additional net operating costs have been assumed amounting to about $500,000 as a one time increase plus an additional $150,000 every year for 5-years. These incremental costs are attributed to additional staffing and maintenance needs to meet proposed levels of service over the long-term.[4]

- In addition to incremental increases to meet proposed levels of service, long-term inflation amounts to 2% annually over the forecast period.

Figure 2 – Forecast of Net Operating Costs 2025-2045



Note: Net operating costs includes all general operating costs such as salaries/wages/benefits, maintenance, contracts, utilities, and general transfers to reserves such as those related to operating, etc. These are net of non-tax revenues such as user fees. Excludes debt payments and transfers to/from reserves asset management related reserves.

C. CAPITAL RELATED EXPENDITURES TO MEET THE PROPOSED LEVEL OF SERVICE ARE THE MAIN DRIVER OF COSTS

The total tax funded capital expenditure forecast included in the Financing Strategy totals approximately $786.7 million for the 2025-2045 period. This amount reflects the total need

[4] The additional one-time increases were determined and discussed with staff to assess potential new FTE requirements and programs needed to meet proposed service levels. While the added expenses are estimated at this time and included for the purposes of this strategy, any new costs will be considered with Council and determined on an as needed basis.

over the 20-year period to meet proposed levels of service. Figure 3 illustrates the annual capital expenditures broken down by the Town's based capital budget projections and the additional costs associated with achieving the investment levels needed meet the proposed levels of service. Figure 3 shows:

- Fort Erie has a detailed capital plan in place for a period from 2025 to 2035. Figure 3 shows the total non-growth (state of good repair) capital-related expenditures identified in 2025 to 2035 which totals about $164.4 million (red bars). This forms the basis for this analysis. Recognizing less information is available regarding longer-term capital needs, these costs are extended to 2045 based on an average of the 10-year capital plan. This adds an additional $205.3 million to 2045 for a total base non-growth capital expenditure of about $369.7 million from 2025-2045.

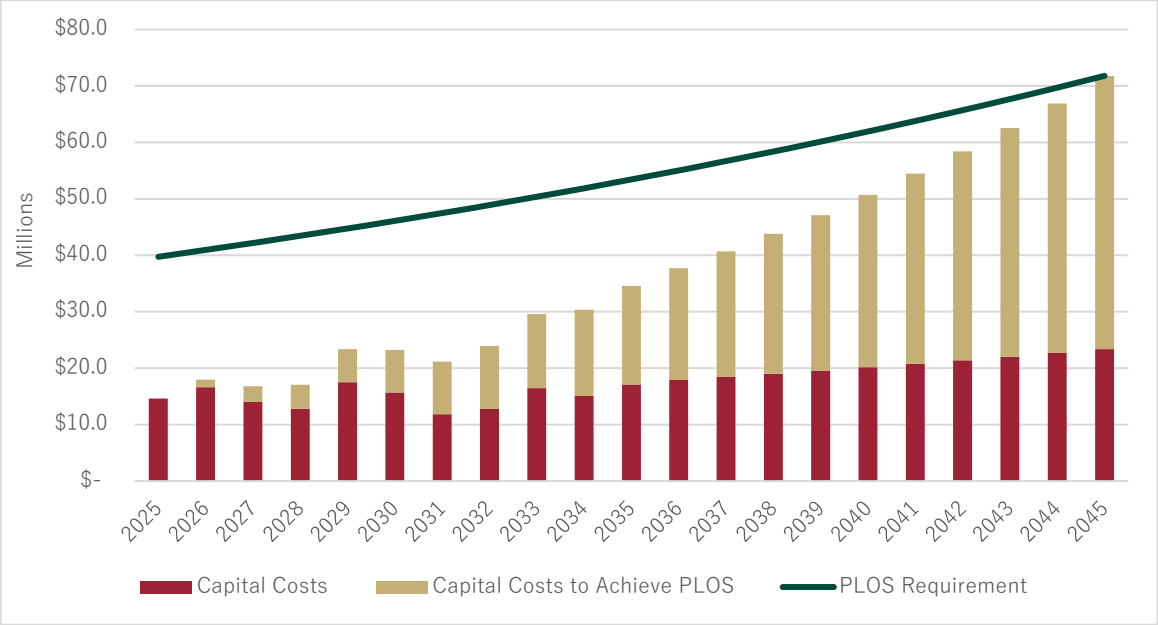
- The Town's 2024 AMP identifies a target average annual investment requirement of about $37.3 million (2025 dollars) related to the renewal, rehabilitation, and replacement of assets and service improvements necessary to achieve the proposed levels of service for all tax-supported assets. To account for capital costs associated with state of good repair for growth related projects beyond initial acquisition and developer contributed assets, an amount of $2.4 million per year is added to the target investment requirement of $37.3 million for a total annual need of about $39.7 million.[5] Based on Figure 3, by 2045, this amount would need to be about $71.8 million based on 3.0% inflation (green line).

- In addition to the Town's base capital budget, the capital expenditure forecast for this analysis includes an annual provision intended to progressively close the existing gap between the current capital investment levels and the annual investment requirement of $71.8 million by the end of the forecast period. As shown in Figure 3, this provision totals about $416.9 million over the period to 2045 (gold bars).

- Based on the points above, the cumulative expenditure shown in Figure 3, totals about $786.7 million to 2045. This cumulative non-growth capital need represents the total spending needed to meet the proposed level of service within a 20-year period.

[5] The analysis does not include the first-round acquisition costs for new assets funded from development charges, however the $2.4 million represents the long-term lifecycle needs for these assets beyond initial acquisition and contributed assets which will be assumed by the Town.

Figure 3 – Forecast of Tax Funded Capital Expenditures



D. ASSET MANAGEMENT RESERVE LEVELS NEED TO BE MAINTAINED AT ADEQUATE LEVELS OVER THE LONG-TERM

Given the capital expenditure needs outlined in the previous section and calculated contributions to reserves, a forecast of the asset management reserve balance has been undertaken. The asset management reserve discussed here include; Road Refurbishing Reserve, Bridges & Culverts Refurbishing Reserve, and any reserves related to fleet, equipment and facilities. These are the primary reserves utilized for the Town's state of good repair capital projects and are primarily funded from contributions from operating.

Figure 4 shows the forecast of the asset management reserve ending balance to 2045 (green line). The estimated ending balance in 2025 amounts to about $14.0 million, then increasing to an ending balance of about $52.4 million by 2045. There are a set of fiscal strategies that are the drivers of this result:

- A typical approach is to target a reserve balance between 1% to 3% of replacement value. For this analysis, the median of 2% is used. Based on the current replacement value, in 2025 dollars, of about $1.5 billion (excluding water and wastewater), this target would be just under $30.0 million. By 2045, this target would be about $52.4 million based on 3% annual inflation. The forecast assumes reaching this target reserve balance by 2045.

- Funding for asset management reserves is assumed based on the following:

- Net transfers to reserves from tax is estimated at about $10.4 million based on the 2025 budget.[6] This contribution is increased over time based on 1.5% of the previous year's tax levy. This approach is typically called an "infrastructure levy" and is utilized by a growing number of municipalities in Ontario. In 2026, 1.5% would amount to an additional $552,000 based on the 2025 tax levy of $36.8 million.

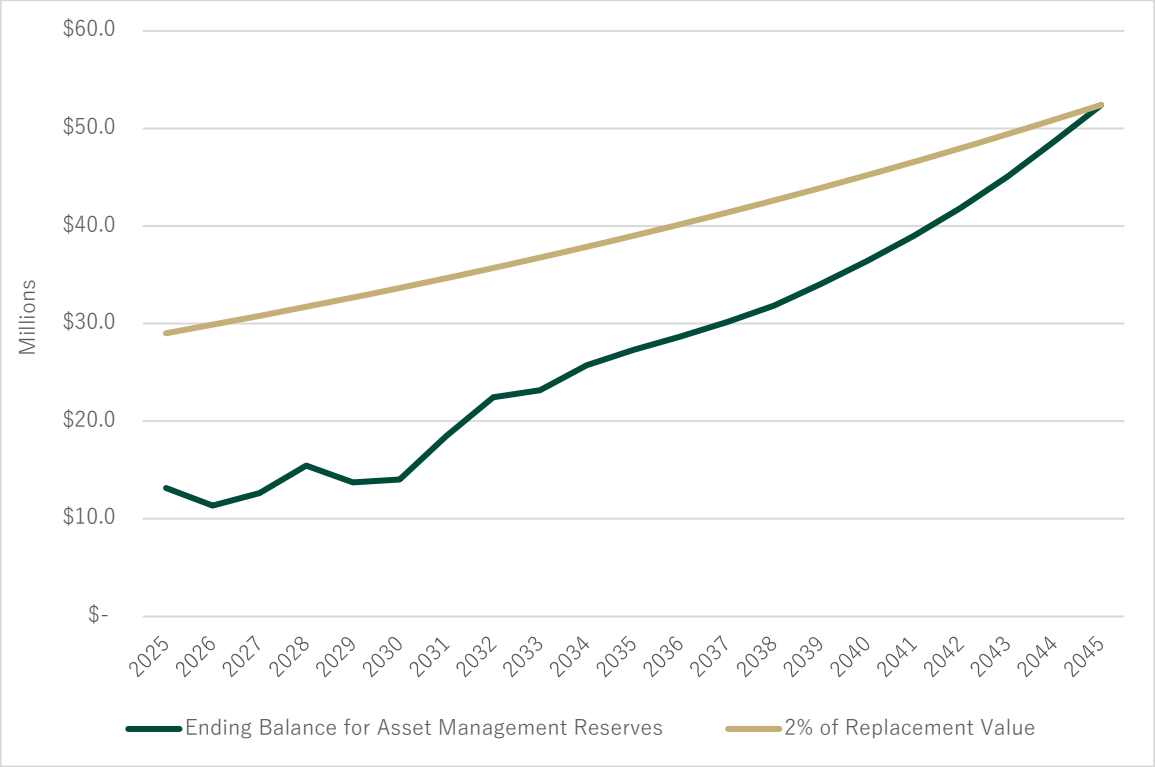
- Grant funding totaling $23.4 million from the Canada Community Building Fund (CCBF) and $23.5 million from Ontario Community Infrastructure Fund (OCIF) from 2025 to 2045. While CCBF funding is assumed to continue over the 20-year period, OCIF funding is assumed to steadily decline over time but is not assumed to be eliminated it its entirety – the forecast assumes OCIF will be reduced by about 10% per annum.

- Given the significant capital costs forecasted, the funding derived from the infrastructure levy, tax supported contributions to capital, grants and existing reserves above would not be sufficient to meet the proposed level of service over the planning period. Therefore, debt financing would be required to supplement own source contributions to undertake the capital needs over the period. As a result, debt financing totaling $354.9 million is assumed to 2045. These debt payments are funded through the tax base. The infrastructure levy of 1.5% combined with this debt financing results in a 3.2% tax levy increase on average over the 20-year period. Should the Town not utilize any debt without increasing investments to fund the necessary work, this would result in significant deterioration of existing reserves over the period. This scenario is discussed in further detail in Part I of this chapter.

- As debt obligations are retired, the Town's annual debt servicing requirements decrease, leaving fiscal capacity available in the tax levy. Consistent with the existing budget policy, this fiscal capacity is re-allocated towards contributions to reserves as tax funded debt obligations are retired.

[6] This amount is made up of about $11.1 million in transfers to asset management reserves net of about $701,200 in transfers from asset management reserves to operating.

Figure 4 – Forecast of Ending Balance for Asset Management Reserves



E. DEBT FINANCING IS AN IMPORTANT FISCAL TOOL TO UNDERTAKE CRITICAL CAPITAL

Debt financing is an important fiscal tool to help undertake critical capital when it is needed without the need to up-front the required investment which could have immediate tax or rate implications. While interest costs would be realized, spreading the costs over a long-term period achieves better alignment of long-lived infrastructure with those who benefit through "intergenerational equity."

Provincial legislation sets limits on the amount of debt a municipality can carry to ensure continued operations in a fiscally sound manner. In Ontario, the *Municipal Act* mandates that a municipality's annual debt payments must not exceed 25% of annual own-source revenues. Although the Town of Fort Erie does not currently have a formal internal debt limit in place, municipalities in Ontario will typically set this limit around 10% to 15% of their own source revenue.

Figure 5 provides the Town's notional projected debt based on the financing strategy analysis. For a complete picture, Figure 5 includes the Town's existing debt obligations

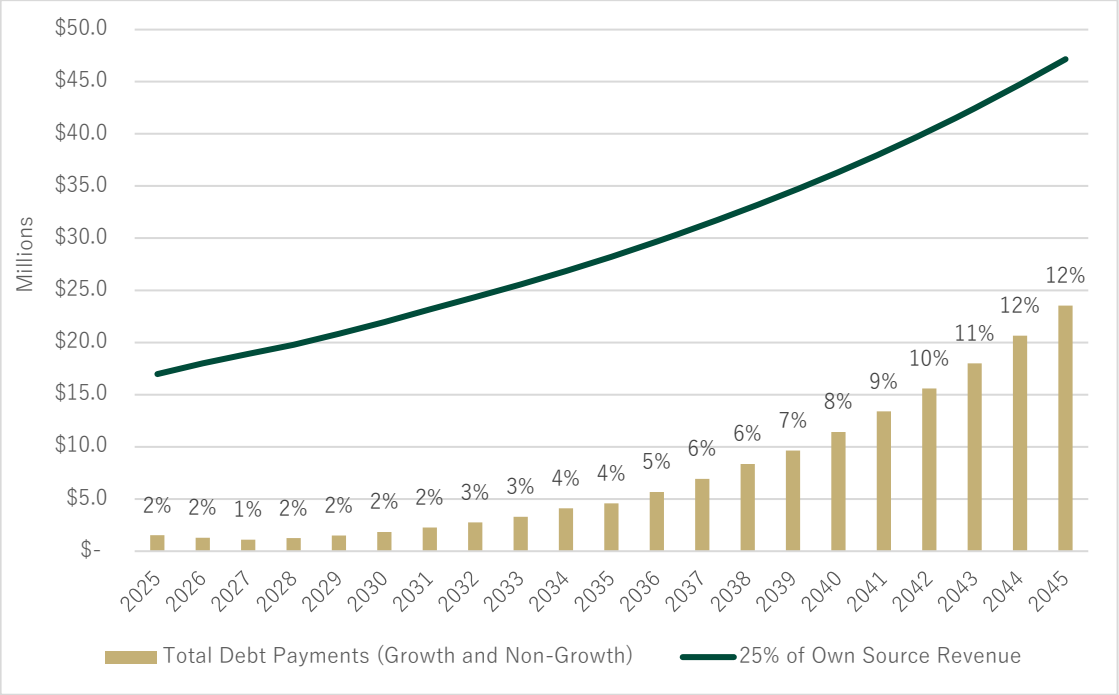
(including water and wastewater services) as well as future debt assumed for this analysis.[7] The following observations can be made:

- The Town of Fort Erie's current debt is relatively low compared to other municipalities, with debt payments totaling about 2% of own source revenue relative to the 25% limit.
- Total debt payments are driven by the need to undertake capital over the 20-year forecast period. The capital needs are extensive, about $354.9 million in tax funded debt financing is assumed for non-growth related capital.
- Total debt payments would increase, reaching about 12% of own source revenues by 2045, but remaining well below the Provincial limit of 25% and in line with the typical municipal debt limit policies of 10%-15%.

The analysis does not tie debt financing to specific projects, however it is assumed that debt financing would not be utilized to finance capital assets with a useful life less than 20-years. It assumes that debt financing could be utilized for repair or replacement of major asset such as facilities or roads, that have longer useful lives and more widespread benefits to the Town. Changes to the capital program to manage extensive projects would result in changes to the need for capital financing.

[7] No additional debt financing has been assumed for water and wastewater services. This is discussed in Chapter 4.

Figure 5 – Forecast of Debt Payments vs Limits



Note: Percentages above bars represent the debt payments as a percentage of own source revenues in the forecast.

F. THE ASSESSMENT BASE WILL CONTINUE TO GROW

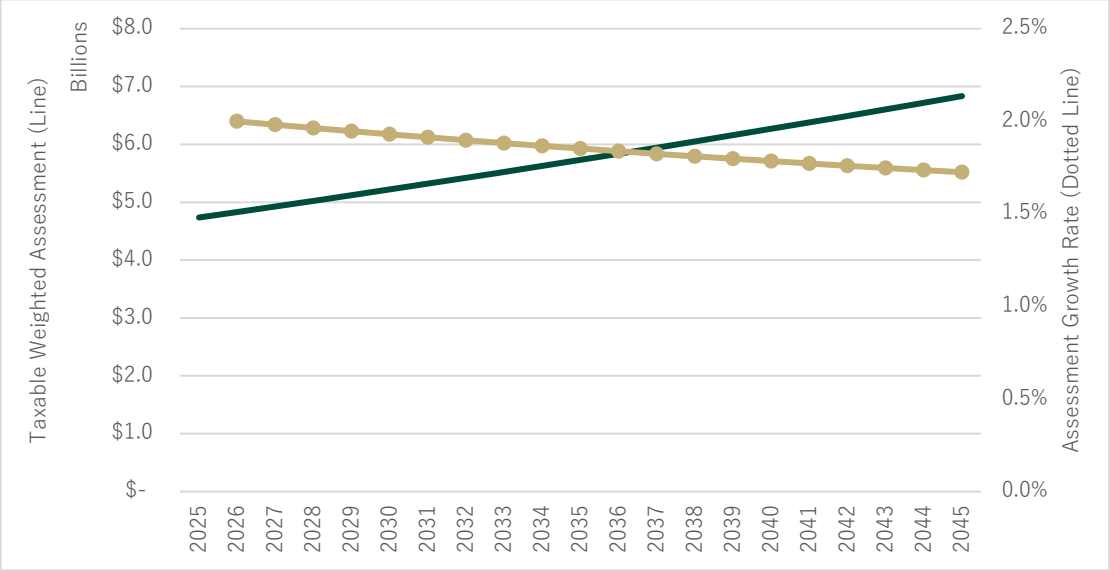
The Town of Fort Erie currently has a total weighted assessment value of approximately $4.7 billion.[8] The forecast anticipates these assessment values growing at an average rate of about 2% annually to 2045, as shown in Figure 6. This results in the overall assessment projection reaching about $6.8 billion by 2045 (green line). This assessment growth is attributed to two factors:

- Real assessment growth associated to new development amounting to about 1.25% annually.
- The Province has postponed re-assessments for an indefinite period of time and municipal assessments continue to reflect the phased-in 2016 assessment values, which was the time of the last Provincial re-assessment. However, recognizing the long-term time-frame and for potential changes to re-assessments over that period, it has

[8] The forecast uses weighted taxable assessment. For this report, any references to assessment refers to weighted taxable assessment. The gold line in Figure 6 represents the average 2% change.

been assumed that the value of the existing assessment base would increase on average by about 0.75% annually over the forecast period.

Figure 6 – Forecast of Weighted Taxable Assessment



G. TAX LEVY INCREASES WOULD NEED TO BE HIGHER THAN HISTORICAL TRENDS TO MEET PROPOSED LEVELS OF SERVICE

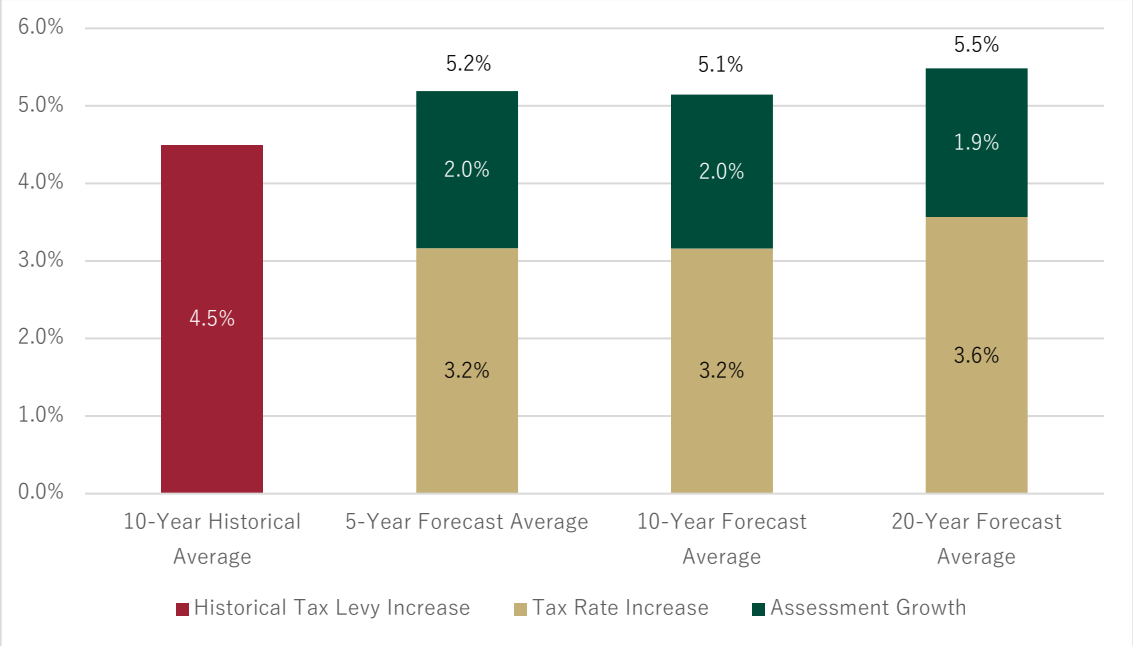
Before considering the forecasted tax increases based on the Financing Strategy model, it is important to compare them in the context of historical tax levy increases. Figure 7 shows the historical tax levy increases in the Town, when considering only the Town's portion of the overall tax bill (i.e. excluding Regional and School Board taxation requirements).[9] Over the historical period, the annual average increase hovers around 4.5%.

Figure 7 also shows that annual average increases moving forward would be higher than the historical period, highlighting the need for increased funding to meet proposed levels of service. Over the 20-year period the average tax levy increase is about 5.5% per year. Given an average of about 2% assessment growth over the 20-year period this results in an average notional tax rate increase of about 3.6% per year. This includes provisions for a dedicated 1.5% infrastructure levy, additional debt financing funded from the tax base and additional operating costs both associated to growth and meeting the proposed level of service over the 20-year period. The infrastructure levy combined with tax funded debt financing results in a 3.2% tax levy increase on average over the 20-year period. The tax

[9] Historical tax levies based on previous years' FIRs have been adjusted to 2025 constant dollars.

levy impacts shown in Figure 7 are reflective of the capital and operating needs identified in the previous sections. Note that a detailed calculation of the tax levy is provided in Appendix C.

Figure 7 – Proposed Scenario - Historical vs Forecasted Average Tax Levy Increase[10]



Based on the financial analysis several fiscal challenges have been identified which will have an impact on the Town's financial outlook. The primary challenges are:

- Significant capital is identified over the 20-year period which is needed to meet the proposed level of service.
- External revenues, particularly those for state of good repair, are limited. This limitation of funding from other levels of government is expected to continue. Therefore, without other sources of funding the Town will continue to be largely responsible for funding these needs.
- Undertaking the capital program creates pressure on reserves which would require debt financing for major projects with longer benefiting horizons.

[10] For clarity, the historical tax levy increase represented by the red bar is comparable to the top of the coloured bars, which represent the forecast average tax levy increase. The gold bar represents the forecast average tax rate increase, while the green bar represents forecast average assessment growth. The sum of the gold and green bars is the forecast average tax levy increase.

- Increased funding is needed to support the capital needs of the Town, with taxes being the primary source to facilitate these investments. However, the result being higher tax levy requirements than historical trends which can create affordability challenges.
- Importantly, the notional average tax rate increases will need to be maintained at a level higher than inflation over an extended period of time.

H. ALTERNATIVE SCENARIOS REPRESENT MORE CONSTRAINED FISCAL OUTCOMES

Based on the previous sections, it was determined that increased investment levels are required to meet the proposed level of service in the Town. A number of financing strategies were undertaken to determine a "balanced" financing strategy that ensures the use of all the fiscal tools available to the Town. To ensure a "balanced" approach, the proposed scenario (labeled Scenario 1) is compared to two alternative scenarios outlined in Table 3 below.

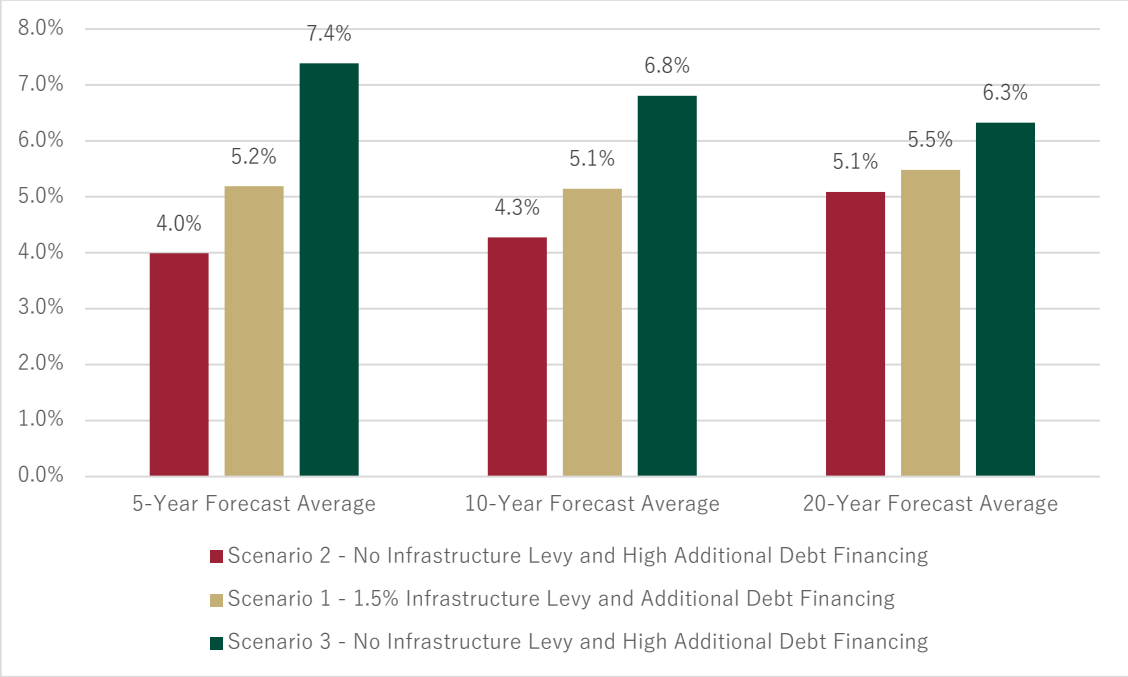
Table 3 – Description of Scenarios

FINANCIAL PARAMETER	SCENARIO 1: 1.5% INFRASTRUCTURE LEVY AND DEBT FINANCING	SCENARIO 2: NO INFRASTRUCTURE LEVY AND INCREASED DEBT FINANCING	SCENARIO 3: HIGH INFRASTRUCTURE LEVY & NO ADDITIONAL DEBT FINANCING
Infrastructure Levy	An annual infrastructure levy of 1.5% over the 20-year period.	No infrastructure levy is proposed and contributions to asset management reserves would remain at similar levels to today.	An annual infrastructure levy of 4.2% over the 20-year period.
Debt Financing	Debt financing totalling about $354.9 million over 20-years.	Debt financing totalling about $520.2 million over 20-years.	No additional debt financing is assumed (beyond existing) for tax funded capital.
Reserve Targets	Asset management reserves are targeted at 2% of asset replacement value by the end of the forecast period across all scenarios.		
Other Factors	Other financial assumptions including debt terms, assessment growth, operating costs remain the same across all scenarios.		

Figure 8 outlines the comparison of the average annual tax levy increases under each scenario.

- Scenario 2 results in the lowest average annual increases to the tax levy. This result is ultimately driven by the majority of the tax funded capital needs being debt financed in which the costs are spread and paid for over a longer-time period.
    - This scenario assumes all capital is undertaken within the planning period, but the debt servicing costs extend beyond the 20-year period.
- In comparison, Scenario 3 results in higher tax levy increases as the infrastructure levy is expanded to ensure the capital plan can be funded over the 20-year period without the use of debt financing to mitigate and smooth tax impacts.
    - This scenario assumes all capital is funded within the planning period.
- Scenario 1, the preferred scenario, by comparison, is in the middle of the two alternative scenarios which represents a mixed approach of using debt financing and a 1.5% infrastructure levy.

Figure 8 – Comparison of Average Annual Tax Levy Increases



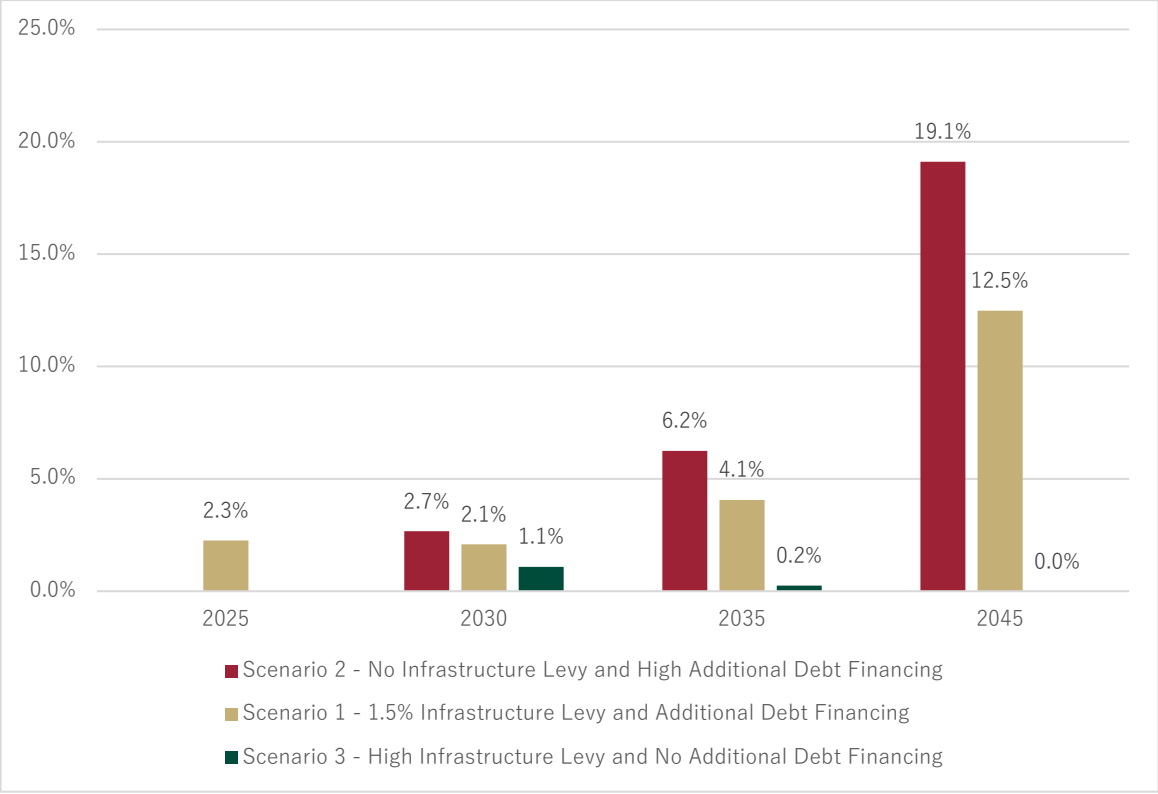
While differing levels of tax-based funding and debt financing results in different tax levy impacts, it is important to consider that overall fiscal outcomes are different. Figure 9 shows debt payments as a percent of own source revenue under each scenario.

- While Scenario 2 resulted in the lowest tax levy impacts overall, it results in the highest debt level in comparison. By the end of the forecast period, Scenario 2 results in a debt to own source revenue of just under 20%. This is well above the comparative policy limits set by other municipalities and encroaches on the maximum allowable debt allowed which is set by the province (25% limit).

- Scenario 3 would result in debt levels to become zero by the end of the forecast period as the Town's existing debt obligations retire and no new debt is issued. However, as previously shown, this no new debt option results in a much higher infrastructure levy requirement than the other scenarios.

- By the end of the planning period, Scenario 1 would result in debt to own source revenue of 12.5%. While this result is higher than current debt levels of about 2%, it is recognized this spans a longer period of 20-years and this level is within the policy limit of comparable municipalities, ranging from 10% to 15% (see Section 1).

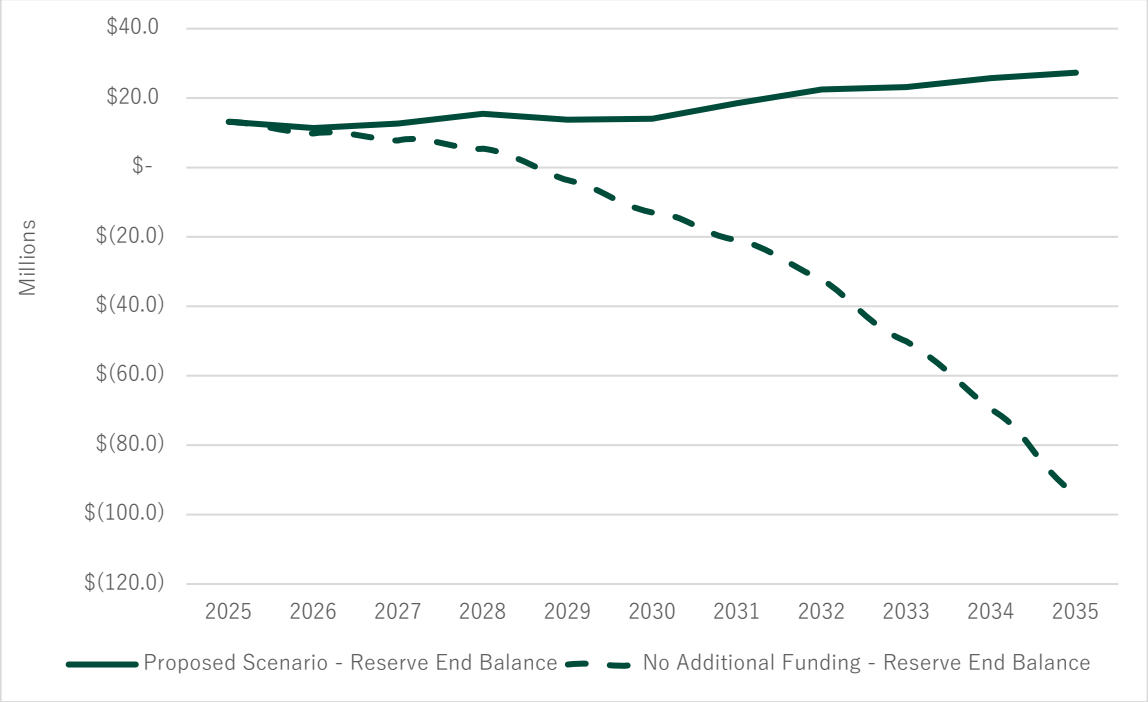
Figure 9 – Comparison of Annual Debt Payments as a Percent of Own Source Revenue



I. MAINTAINING CURRENT FUNDING LEVELS WOULD CREATE UNFAVOURABLE FISCAL OUTCOMES AND CHALLENGES TO MEET THE PROPOSED LEVEL SERVICE

The proposed scenario shows a financing strategy to help guide the Town in meeting the proposed level of service over the long-term. In addition to financing strategies to meet the proposed level of service, the proposed scenario is also measured against a scenario where no additional funding for capital is assumed and contributions to reserves remain at the same levels as 2025. Figure 10 shows the reserve balance in the proposed scenario over a 10-year period, which reaches about $27.3 million by 2035 (solid line). This is compared against the no funding scenario, which shows reserves depleted and entering a negative position by 2028 (dashed line). This is attributed to the continued need for capital spending without additional funding[11].

Figure 10 – Comparison of Reserve End Balance in Proposed Scenario vs a No Funding Scenario



In general, the constrained funding levels can potentially create challenges in meeting the Town's proposed level of service over the long-term. The scenario illustrated above (Figure 10) would likely result in a decrease to the level of service over a longer time-period. For

[11] For this alternative scenario, a 10-year period is shown as the result over the longer term would show further decline in the reserve to 2045.

this reason, it is important to understand the risks associated to limiting funding for infrastructure renewal and replacement activities. Table 4 outlines the current and proposed levels of service outlined in the Town's 2024 AMP with a focus on the most relevant Levels of Service (LOS) measures and a discussion on the potential risks due to constrained investment.

Table 4 – Risks to the Level of Service

ASSET CATEGORY	TECHNICAL LOS	PROPOSED LOS	RISK
Roads	For paved roads in the municipality, the average pavement condition index value.	75	Roads rely on minimum maintenance standards; therefore, low investment levels would result in risk to meet these standards. Long-term risks include deteriorating conditions which would result in a decreased average PCI.
	For unpaved roads in the municipality, the average surface condition.	78	Unpaved roads rely on ongoing maintenance especially after major weather events. Reduced investment results in more immediate reductions to the average condition of unpaved roads.
Bridges and Culverts	For bridges in the municipality, average bridge condition index value.	70	Bridge and culvert needs are identified through the Town's OSIM inspections. Critical structures must be addressed more immediately, which requires funding as structures age. Without ongoing funding, more loading restrictions must be put in place to reduce risks to drivers.
	For structural culverts in the municipality, average bridge condition index value.	70	
	Percent of bridges in the municipality with loading or dimensional restrictions.	2.0%	
Stormwater	Percent of properties in municipality resilient to a 100-year storm.	TBD	Stormwater infrastructure is a long-lived asset, however changing weather conditions and flood risk have created the need to ensure stormwater infrastructure is well maintained. Increased investment may be required depending on the resilience of the system to 5 and 100-year storms.
	Percent of the municipal stormwater management system	TBD	

	resilient to a 5-year storm.		
Non-Core Asset Categories	Percent of assets in poor and very poor condition	Differentiated by asset category	Many of the non-core assets are largely replaced based on their age particularly for rolling stock like fleet/machinery/equipment or digital service assets. Constrained investment results in these assets used past their useful life increasing the share considered in poor or very poor condition. Some assets like facilities, can be used well past their useful lives however increased investment is needed to ensure good upkeep of these facilities.

Note: Proposed level of service based on Town's 2024 AMP.

3. Key Model Findings for Rate-Supported Assets

The geography and density of the Region create some challenges for structuring water and wastewater systems, infrastructure needs, servicing costs, and planning for growth. While in some Regions, like Durham and Peel, the Regions are the sole owners and operators of integrated water and wastewater systems largely for the use of customers within their respective jurisdictions.

The systems in Niagara Region are much more complex. Niagara supplies water to its eleven lower-tier municipalities, who handle local collection, storage, and distribution. The local municipalities are also responsible for the administration and billings. The analysis outlined assumes a continued two-tier service delivery approach and outlines the fiscal requirements to meet the service levels over the long-term.

A. A FULL COST RECOVERY APPROACH IS USED FOR THE ANALYSIS

Figure 11 illustrates the overall approach used to assess rate impacts. The analysis is based on a full cost recovery approach and follow a structured, step-by-step process.

The first step is to develop a forecast of future water consumption and wastewater generation for the period 2026 to 2045, using 2025 as the base year. The forecast is then combined with current rates and rate structures, reserve balances, and annual operating and capital budgets to assess the financial position of the Town's water and wastewater systems.

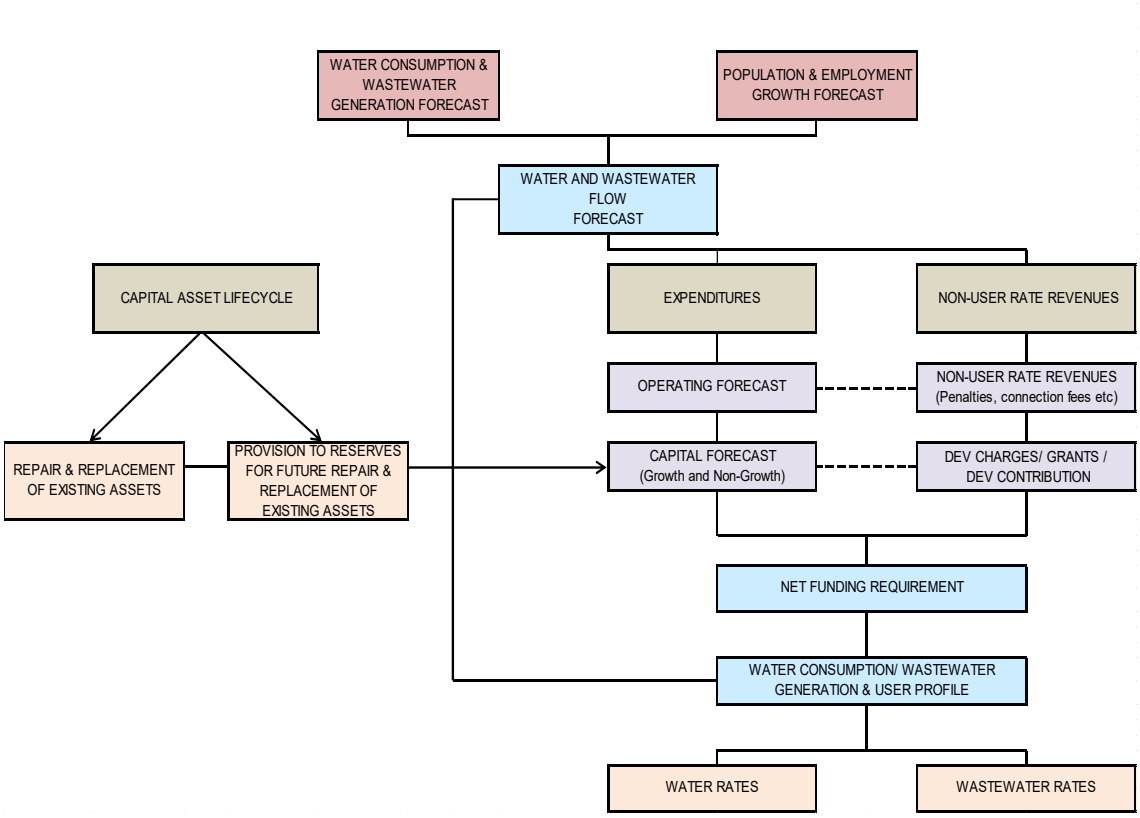
The analysis draws on a range of data sources, including 2025 capital and operating budgets, 10-year capital plans, development charge background studies, the asset management plan and other relevant financial documents.

Using this information, the full cost recovery rates required to fund the water and wastewater systems are calculated. This includes projecting capital expenditure requirements and future operating and maintenance costs. The final step is to determine the impacts of implementing the full cost recovery rates in the Town over the long-term.

To carry out the analysis, Hemson developed a tailored Excel-based financial model for both tax and rate supported assets. The model is designed to forecast future system costs, calculate

the water and wastewater rates required for full cost recovery, and evaluate the resulting rate impacts on customers.

Figure 11: Water and Wastewater Rate Setting Model



B. BILLABLE CONSUMPTION ASSUMED TO INCREASE MODERATELY

Future costs of the Town's water and wastewater systems will be driven primarily by customer demand. As such, a detailed forecast of billed water consumption has been developed to inform long-term rate projections.[12]

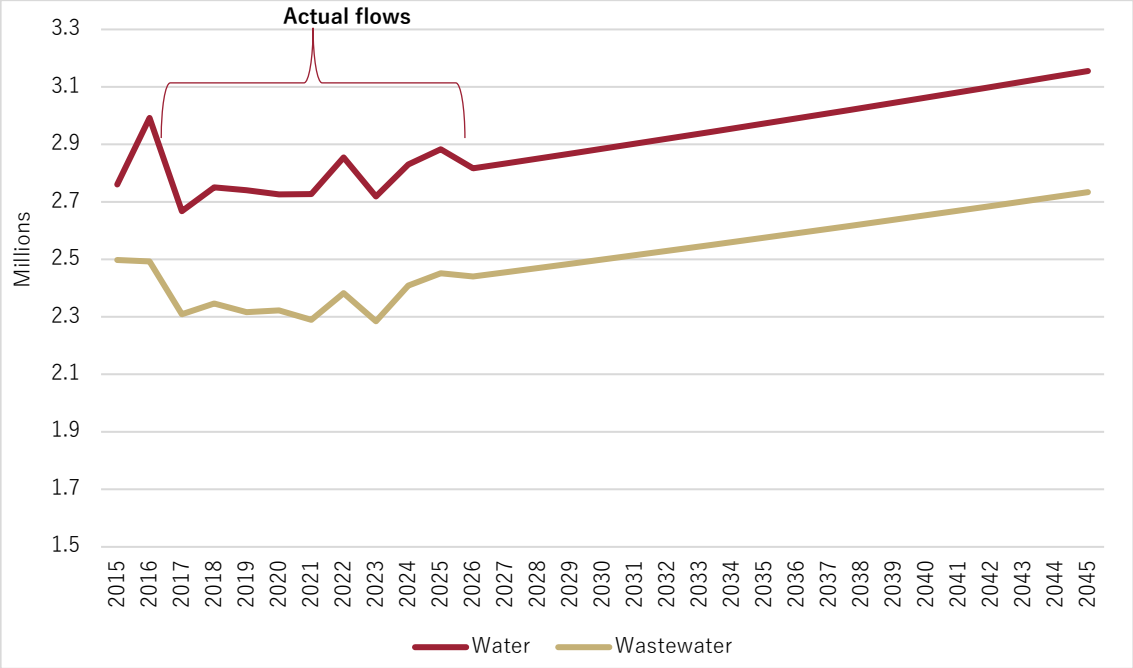
[12] Only water that is billed to the end-user is incorporated into the analysis and used to calculate utility rates. This is referred to as billable (or metered) water and includes all residential and non-residential consumption. Wastewater generation is based on billed water.

The analysis covers the period from 2026 to 2045, using 2025 as a base year. Historical metered water consumption data dating back to 2015 was used to develop the forecast. Total billed consumption is the foundation for projecting system revenues over the forecast period.

Figure 12 shows the historical and projected water demand in the Town. In 2015, Fort Erie billed about 2.76 million m^3 of water. By 2023, billed consumption had declined slightly to 2.72 million m^3, despite population growth more than 10% over the same period. This trend reflects declining per capita usage across Ontario.

Looking forward, billed water volumes are expected to rise as new development occurs. In 2025, the Town is projected to bill about 2.8 million m^3, increasing to about 3.0 million by 2035 and 3.2 million m^3 by 2045.[13] It is important to note that if actual billed volumes grow more slowly than the forecast, utility rates may need to rise further to meet cost recovery requirements shown in this report.

Figure 12: Historical and Projection of Total Billed Water (m^3), 2015-2045



Note: Reflects water volumes billed to the end user.

[13] Billable volumes over the period are estimated using historical change in year-over-year consumption from 2015. Overall, flows are projected to increase by about 0.6% per annum. Historical data provided to 2025 (YTD to September).

Wastewater flows are forecast using the same methodology as for water. Historically, wastewater flows have been approximately 15% lower than billed water volumes, and this relationship is maintained throughout the forecast.

C. OPERATING AND MAINTENANCE COSTS WILL INCREASE TO MEET PROPOSED LEVELS OF SERVICE

Table 5 summarizes the total forecasted operating expenditures for water services. The total operating expenditures for the water system in 2025 were budgeted to be about $8.1 million and anticipated to increase to $11.0 million in 2030, then $14.1 million in 2035, and finally $21.9 million by 2045.

Table 5 – Forecast of Water Operating Expenditures

Expense Category	Inflation Factor	2025 Budget	2030 Projected	2035 Projected	2045 Projected
General Operating	2%-4%	$3,342,000	$3,876,000	$4,528,000	$6,222,000
Regional Charges	5% - 9%	$4,664,000	$6,967,000	$9,230,000	$15,035,000
Debt Payments	-	$83,000	$17,000	$-	$-
New Initiatives and Adjustments	-	$-	$150,000	$300,000	$600,000
Total		**$8,089,000**	**$11,010,000**	**$14,058,000**	**$21,857,000**

Table 6 summarizes the total forecasted operating expenditures for wastewater services. The total operating expenditures for the wastewater system in 2025 is budgeted to be about $12.7 million and are expected to increase to about $19.6 million in 2030, then $25.4 million in 2035, and finally $40.8 million by 2045.

Table 6 - Forecast of Wastewater Operating Expenditures

Expense Category	Inflation Factor	2025 Budget	2030 Projected	2035 Projected	2045 Projected
General Operating	2% - 4%	$2,073,000	$2,223,000	$2,562,000	$3,428,000
Regional Charges	5% -9%	$10,393,000	$17,027,000	$22,558,000	$36,745,000
Debt Payments	-	$245,000	$211,000	$-	$-
New Initiatives and Adjustments	-	$-	$150,000	$300,000	$600,000
Total		**$12,711,000**	**$19,611,000**	**$25,420,000**	**$40,773,000**

The escalation in costs for both water and wastewater over the long-term can generally be attributed to:

- a general increase in operational expenditures due to inflation;
- increased Regional water purchasing and wastewater treatment costs; and
- the inclusion for new initiatives, which may be required in order for the Town to continue to adapt to ongoing legislative requirements, customer demands, and potential increased costs associated with the new growth in connections anticipated over the period.

i. Town's General Operating Expenditures Will Increase Over Time (excl. Purchasing/Treatment)

The operating cost projections are based on Town's 2025 operating budget and extend through to 2045. Using the Town's 2025 operating budget, operating expenditures are assumed to increase annually by an adjustment factor depending on the expense category. The following assumptions are applied:

- Wages and benefits – 4%
- Materials and Services – 2%
- Interdepartmental Charges – 2%

Notably, one-time adjustments using the 2026 budget have been included in the forecast for 2026 and 2027 which could result in increases above the adjustment factor identified above.

ii. Niagara Region Water Purchasing and Treatment Costs will Increase at Higher Rate than General Operating

In order to provide water and wastewater servicing to the community, the Town relies on the Region of Niagara for the supply and treatment of water. The Town is required to purchase water from the Region for all treated water to be distributed to end users. The Town then recovers those costs, as well as the costs of distribution, maintenance, and general operations by charging the users connected to the system directly.

- The projection of water supply and treatment costs from the Region is based on discussions with staff and the recent rate increases by the Region which the costs are ultimately passed onto the Town. Based on discussions with staff, the Regional water

purchasing cost is to increase by 9% per year through to 2031 before decreasing to 5.0% per year thereafter. The Town is projected to incur about $4.7 million in Regional water costs in 2025. This amount is expected to increase to about $9.2 million by 2035 and then $15.0 million by 2045.

- The projection of wastewater collection and treatment costs is based on projections which considers the rate increases imposed by the Region. Based on discussions with staff, the Regional treatment cost is to increase by 9% per year through to 2031 before decreasing to 5.0% per year thereafter. The Town is projected to incur about $10.4 million in Regional water costs in 2025. This amount is expected to increase to about $22.6 million by 2035 and then $36.7 million by 2045.

Not all water purchased from the Region is charged out to the end user. Non-revenue water[14] is water that is purchased from the Region and not charged to any end users and represents a cost to the Town that is not recovered.

iii. The Town has Existing Debt Obligations, but No New Debt is Projected

The Town has existing rate funded debt obligations for both water and wastewater services. In 2025, the Town will make principal and interest payments of about $83,300 for water and $244,300 for wastewater. The term of the water debenture will end by 2031 while the term for the wastewater related debenture will end by 2032. The corresponding share of debt which is growth-related is funded from development charges and included for in the analysis.

No additional debenture financing requirements are assumed to carry out the capital plan in this projection.

iv. Adapting to Customer Demands and Legislative Changes has a Cost

Based on discussions with Town staff, in order for the Town to continue to adapt to ongoing legislative requirements and customer demands, an allocation for new initiatives, which may be required in the future has been incorporated into the analysis. A summary of the key initiatives included in the operating budget are as follows:

[14] Non-revenue water can occur for a variety of reasons, including but not limited to: authorized consumption for Town needs (flushing, testing, and fire,) as well as other losses occurring through main breaks, leaks and valve uses.

- Staffing to support Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA)
- Staff to support future growth
- Staff to support change in delivery of services
- Sanitary flow monitoring program
- Inflow and Infiltration (I/I) Inspection Program
- Leak Detection

While all the specifics of each program have yet to be finalized, a provision for these services has been included into the analysis to be introduced over the next several years and by 2045 anticipated to represent about $600,000 for each of water and wastewater services. The programs will be reviewed during annual budget deliberations.

v. Non-User Rate Revenues Would Decrease Over Time

Non-rate revenues are budget items which decrease the net operating budget and are not recovered through the Town's water or wastewater user rates. These non-rate revenues relate to fees for services, non-metered customers, local improvements, grants, DC revenues and any transfer from reserve to mitigate expenses.

Table 7 shows the Town is expecting to recover approximately $338,000 for water services and approximately $809,000 for the wastewater services through non-user rate revenues and reserve transfers in 2025. By 2045, these amounts are anticipated to represent approximately $243,000 and $93,000 for the water and wastewater services, respectively. The decrease in non-user rate revenue is associated with development charges revenues coming offline which support the debt payments along with a general reduction in reserve fund transfers used to support system operations over the period.

Other non-user rate revenues associated with penalties and user fee revenues were adjusted at a rate of 2% beyond 2027 in the forecast period to account for inflation. Non-user rate revenues are set out in the detailed rate calculations illustrated in Appendix D.

Table 7 – Forecast of Non-Rate Revenues

System	2025 Budget	2030 Forecast	2035 Forecast	2045 Forecast
Water	$338,000	$198,000	$212,000	$243,000
Wastewater	$809,000	$600,000	$276,000	$93,000
Total	**$1,147,000**	**$798,000**	**$488,000**	**$336,000**

D. INCREASED RATE FUNDED CAPITAL SPENDING IS NEEDED TO MEET PROPOSED LEVELS OF SERVICE

The 2025 capital budget, the Town's 10-year capital plan and discussions with Town staff formed the basis for preparing the 20-year capital forecast. In addition to the in-year capital requirements, Hemson has included annual contributions to reserves, which would allow the Town to prepare for the future repair and replacement of existing infrastructure.

i. Projected Non-Growth Capital Expenditures Total $204.1 million for Water and Wastewater

The total rate funded (non-growth related) capital program for the Town is summarized in Figure 13. Over the immediate 10-year forecast period (2026-2035) plus capital in the 2025 base year, about $67.5 million in rate-funded capital projects is required to support both water and wastewater services. This is made up of:

- About $34.3 million in rate-funded capital projects is required to support water services.
- About $33.3 million in rate-funded capital projects is required to support the wastewater services.

Beyond the 10-year forecast period, from 2036-2045, the forecast is based on the average non-growth-related capital expense from 2026-2035 plus a provision for capital to address the existing backlog and Very Poor condition assets identified in the 2024 AMP. In total from 2025 to 2045 total rate funded capital amounts to $204.1 million ($87.1 million for water and $117.0 for wastewater). This expenditure is used as a proxy to estimate non-growth-related capital under current investment levels[15]. However, as the Town further contributes to the asset management reserves, funds will be available for the Town to advance their capital program and carry out additional work above existing planned levels to meet service levels.

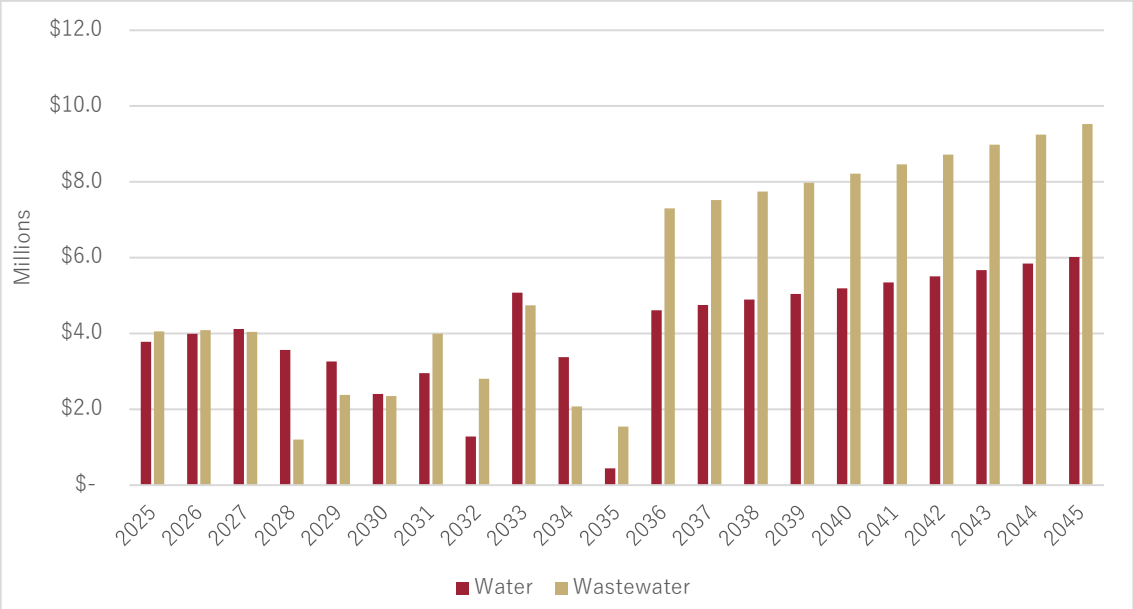
In all instances, water and wastewater reserve funds are prioritized to be used to fund the in-year capital expenditure requirements. Under the forecast, there are no instances in which in-year expenditures exceed the reserve fund balance in any year of the planning period; therefore, debt financing is not assumed. However, the Town has the authority and

[15] The average non-growth capital from 2026-2035 is $3.1 million for water with a further $2.9 million for wastewater services. The average capital expense is then inflated each year post 2036. The capital provision to address the backlog and $118M in Very Poor assets as outlined in the 2024 AMP ($31M in water + $87M for WW).

ability to utilize debt to fund system costs, and any financing costs would be funded through the utility rates going forward. The need for debt financing may be considered by Council on an annual basis through the budget process.

In addition to the known capital works, an annual contribution to reserves is included in the rate calculations to save for future repair and eventual replacement of existing assets while paying for the capital requirements identified in Figure 13.

Figure 13 - Summary of Non-Growth-Related Capital Program - 2025-2045



Note: The capital costs represented in this figure are adjusted for inflation to reflect the cost of the works in the year in which the work is anticipated.

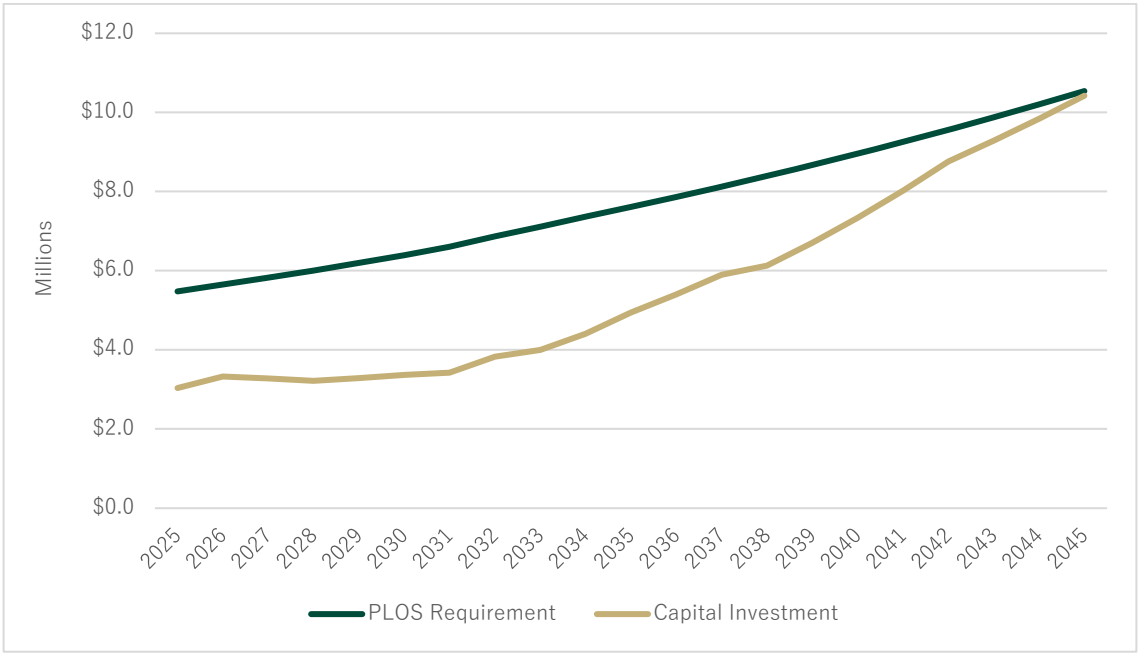
ii. Full Cost Average Annual Contribution Requirement Amounts to $5.5 Million for Water Services and $9.8 Million for Wastewater Services

The asset rehabilitation and replacement needs were developed using the Town's existing 2024 Asset Management Plan and updated to reflect 2025 dollars. Furthermore, the annual investment needs have been modified to include savings for contributed assets which the Town will become responsible for funding over the long-term.

The calculated full cost average annual contribution requirement amounts to $5.5 million for water services and $9.8 million for wastewater services in 2025 with the figures sourced from the 2024 AMP and adjusted for inflation. This calculation is based on the infrastructure that the Town owns at the time of preparing this study. The annual contribution requirements have been identified in this analysis and detailed in Appendix D.

To mitigate an impractical increase of the user rates, reserve fund contributions are phased in gradually and managed in the context of the Town's existing accumulated funds. The figures below provide a snapshot of the rate funded capital contribution requirements over the period in order to achieve the annual investment requirements by the end of the planning horizon[16]. Despite the Town's contributions achieving cost recovery by the end of the period in 2045, it is important to recognize that the Town's capital asset investment needs remain underfunded, and it is expected that the Town will review this relationship and monitor the transition to cost recovery. The figure below illustrates the movement to investing in the required water capital asset management needs by the end of the period. As shown, the Town's investment in water infrastructure is short of the annual need and is contributing at about 55% of the required need.

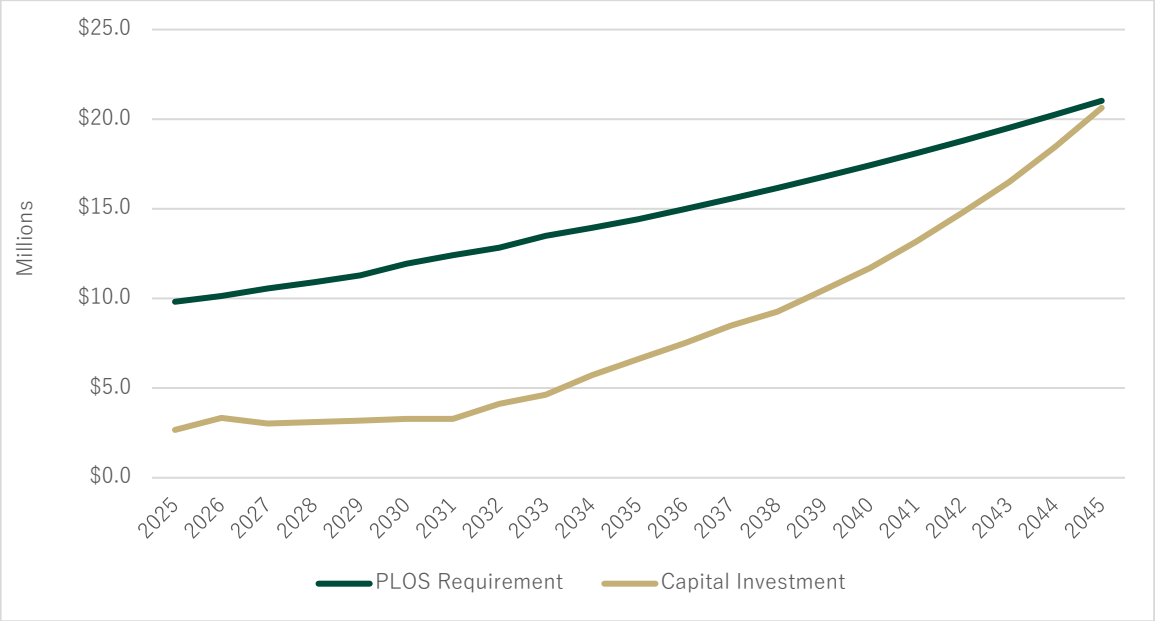
Figure 14 - Water PLOS Requirement vs. Capital Investment 2025-2045



Like water, the figure below illustrates the movement to investing in the required wastewater capital asset management needs by the end of the period. As shown, the Town's investment in wastewater infrastructure is short of the annual need and is contributing at about 27% of the required need.

[16] The Capital Investment referenced: include contributions to reserve (from operating), debt payments and interest earned on capital reserves funds.

Figure 15 - Wastewater PLOS Requirement vs. Capital Investment 2025-2045

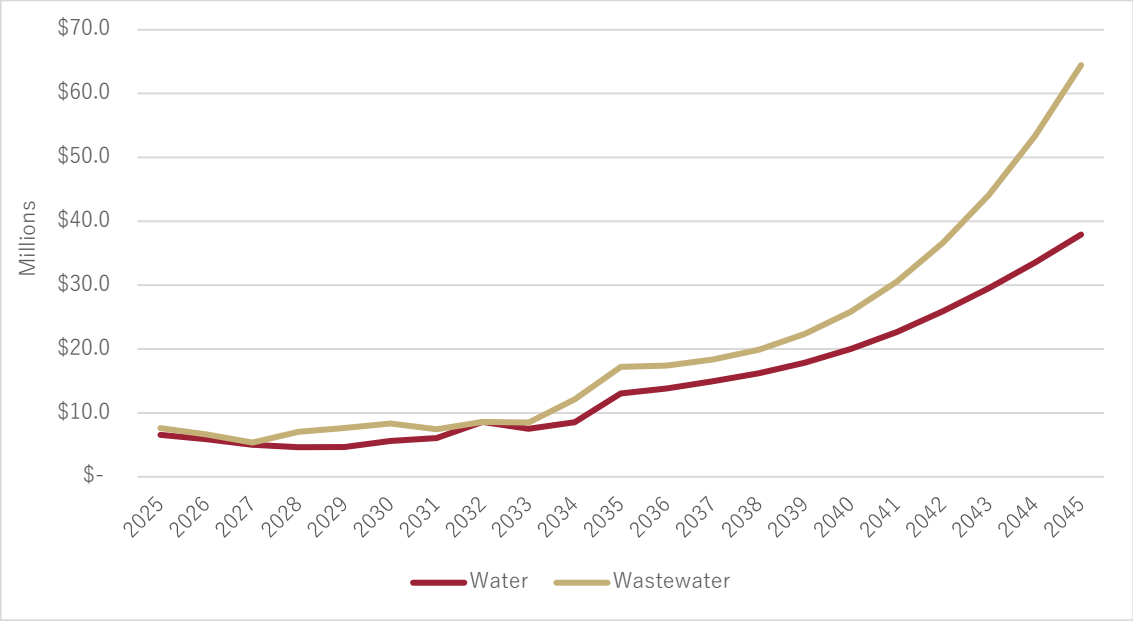


iii. Reserve Funds Need to be Maintained to Undertake Capital

As the non-growth capital expenditures shown in Figure 13 are expected to be funded through the Town's rate-funded water and wastewater reserves, it is important to ensure that sufficient funds are available to 2045. Figure 16 illustrates the cumulative water and wastewater reserve balances resulting from both the contributions to reserves and any withdrawals required to carry out the capital program. The estimated year-end 2025 reserve fund balance is expected to be about $6.6 million for water services and about $7.6 million for wastewater services.

The analysis estimates the 2045 reserve balances to be approximately $37.9 million and $64.5 million for water and wastewater, respectively (total of $102.4 million for both services). It is important to note that although the reserve balances grow quickly towards the end of the planning period, the balances will be reduced if any rate-funded capital projects are added to the 10-year capital plan above what has been identified. The reserve fund growth is a function of the increased savings for capital asset investments, and it is expected that the Town would look to use that money to carry out much needed capital repair and replacement works.

Figure 16 - Summary of Year-end Reserve and Reserve Fund Balances for capital (excl. stabilization)



iv. Projected Growth Capital Expenditures Would Continue to be Funded through Development Charges

The utility rate analysis only captures the non-growth-related shares of the Town's water and wastewater infrastructure. Infrastructure related to growth will receive funding through development charge revenues and other developer contributions and this capital is not funded from the water and wastewater rates in this study. Notably, this rate analysis does capture the non-growth related shares of water and wastewater infrastructure outlined in the Town's DC Background Study as it is assumed this infrastructure has been captured through the Town's 10-year capital plan.

While this analysis assumes that development charges will continue to fund growth-related infrastructure, future legislative changes could impact the certainty of development charges as a funding source. A recent example of such changes includes the several significant regulatory changes announced by the Provincial Government under the *Protect Ontario by Building Fast and Smarter Act, 2025* (Bill 17), enacted in June 2025. Key changes include the following:

- Permitting the merging of service categories when issuing development charge (DC) credits;
- Deferring residential DC payments from building permit issuance to occupancy;

- Limiting eligible capital costs recoverable through DCs, which includes recent limitations on the treatment of land costs;
- Prescribing a standardized methodology for determining the "benefit to existing" (BTE) share of infrastructure costs;
- Expanding the requirement to allocate or spend at least 60% of reserve funds annually to all services;
- Broadening Treasurer's DC reporting requirements and enhancing public access to reporting; and
- Standardizing DC background studies.

Collectively, these changes could reduce the DC revenues available to Ontario municipalities, and importantly, the timing of collection. The Financing Strategy models can be updated at a future date once the financial impact of the changes is better quantified.

E. RATE IMPACTS WOULD REMAIN ELEVATED FOR AN EXTENDED PERIOD

In calculating the water and wastewater rates, a number of assumptions were applied. The water and wastewater rates are calculated to fully recover the cost of operating the system and identified in-year capital needs (inclusive of any rate-funded debt servicing requirements). Furthermore, the rates continue to provide for contributions to asset replacement reserves. An immediate implementation of a rate that fully funded the calculated asset rehabilitation and replacement contributions would result in significant impacts to all users in the Town. The analysis is based on providing for a gradual movement towards full rates. These contributions, when combined with the Town's ongoing capital works, will demonstrate a significant movement to long-term full cost recovery rates.

Table 8 below provides a summary of the 2026 net rate funding requirement for each of the water and wastewater systems. The net rate funding need represents the amount of money that must be funded through the utility rates.

Table 8 - Calculation of the 2026 Net Rate Funding Requirement ($000)

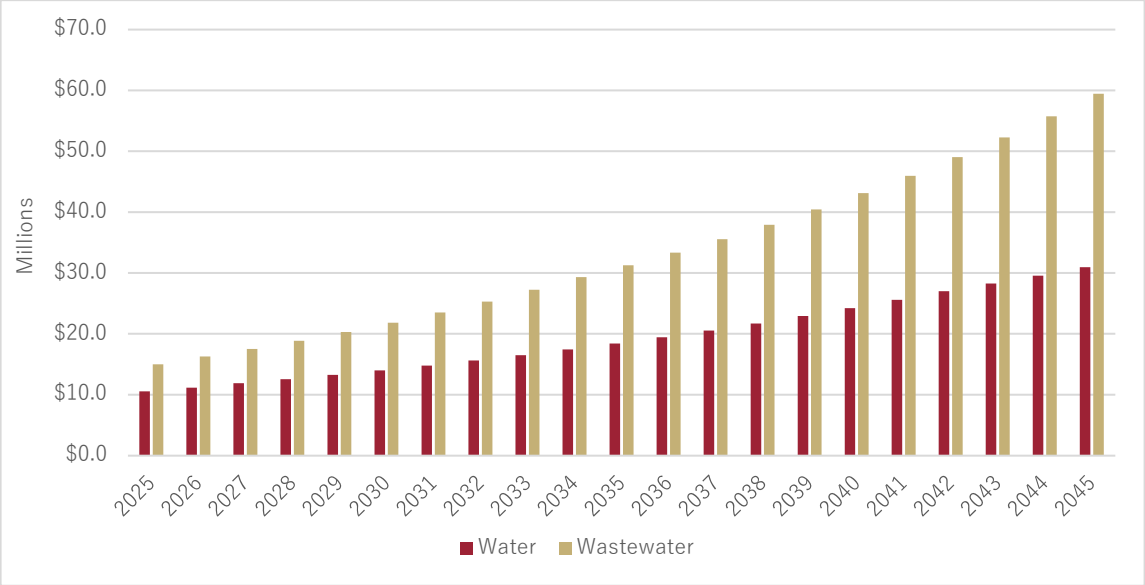
REF	CATEGORY	WATER	WASTEWATER
1	Operating Expenditures	$8,300	$13,100
2	Contribution To/(From) Reserves	$3,100	$3,700
3	*Less: Non-Rate Revenue*	*($300)*	*($600)*
	Total Net Rate Funding Need = (1+2+3)	**$11,100**	**$16,200**

i. Water and Wastewater Net Rate Funding Requirements Projected to Increase to About $30.9 Million and $59.4 Million Respectively

Over the long-term, the net rate funding requirements for both the water and wastewater system are expected to increase. The cost increases can largely be attributed to carrying out the capital program, operational related cost increases to manage inflationary impacts, increases to the Regional water supply and wastewater treatment rates and increased costs from new initiatives. These costs are required for the Town to continue to adapt to ongoing maintenance requirements and customer demands.

The water and wastewater net rate funding requirements are projected to increase to about $30.9 million and $59.4 million over the 20-year period. Figure 17 below provides a snapshot of the annual year-over-year projections to 2045.

Figure 17 - Projection of Net Rate Funding Need (2025-2045)



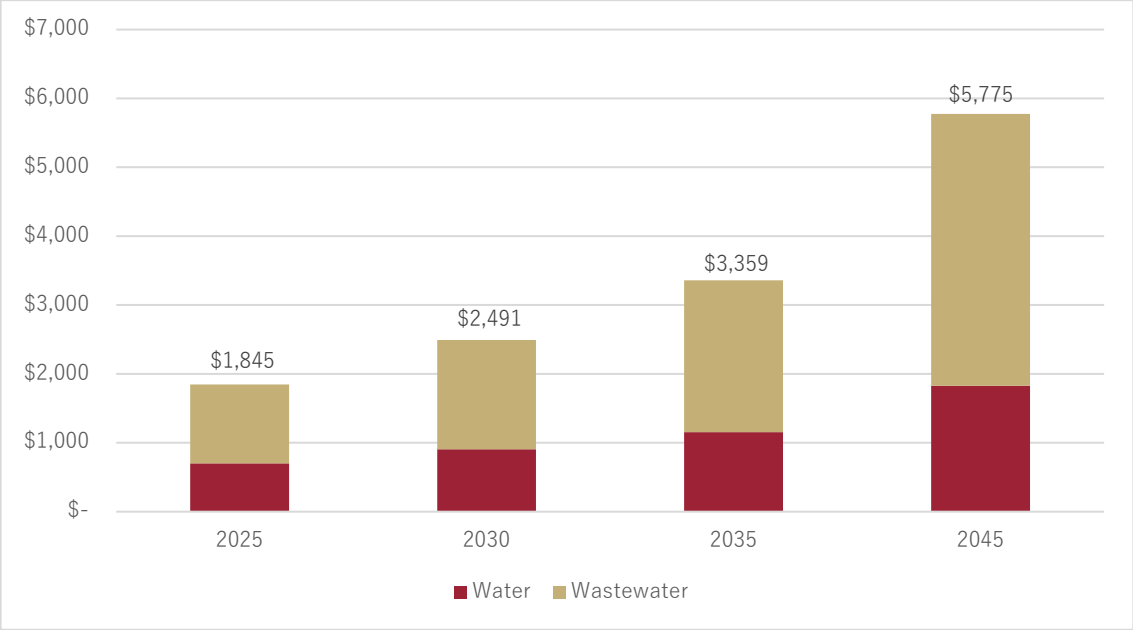
The utility rates are set to fully recover the net rate funding need, as outlined in Figure 17. This includes net operating costs (after accounting for non-rate revenues), annual capital expenditures, including debt servicing for rate-supported borrowing, and contributions to reserves for asset rehabilitation and replacement.

As shown below, the movement to cost recovery results in higher utility rate increases over the long term:

- **Water** – The 20-year average annual increase is 4.9%.
- **Wastewater** – The 20-year average annual increase is 6.4%.

To help contextualize the utility rate increases, Figure 18 presents the projected total annual water and wastewater bill for a typical household in Fort Erie consuming 192 m^3 per year, from 2025 through 2045. On average, the typical bill increases for a household consuming 192 m^3 would be 5.9% per annum over the 20-year period shown above. By 2035, a typical household would face an estimated annual bill of $3,359, which is $1,514 (or 82%) more than the current bill. By 2045, bills are calculated to reach $5,775.

Figure 18: Total Water and Wastewater Bill for a Typical Household in Fort Erie (192 m³/annum)



ii. Reserves would Reach Benchmark Target over 15-20 Years

It is important to consider the implications of the calculated user rates on the Town's water and wastewater reserve fund. The Town's opening 2025 water and wastewater reserve funds are estimated at $9.0 million in water and $11.8 million in wastewater funds (excluding DC Reserves). The Town's reserve funds have been calculated over the 20-year period with the goal of ensuring reserves maintain a positive position compared to a benchmarked high and low "minimum balance" illustrated below in Figure 19[17]. For the purposes of this analysis, the minimum balance was determined to represent:

1. 2% of the Town's water and wastewater asset replacement value; plus
2. 6 months of operational expenses.

Figure 19 indicates that the Town's water and wastewater reserve funds maintain a positive position throughout the period but remain below the identified minimum thresholds due to significant drawing on these funds to carry out the non-growth-related capital program for the first ten years of the forecast period. Furthermore, reserve levels are expected to be relatively flat over the next 10-years as the Town undertakes additional rate funded capital projects to maintain

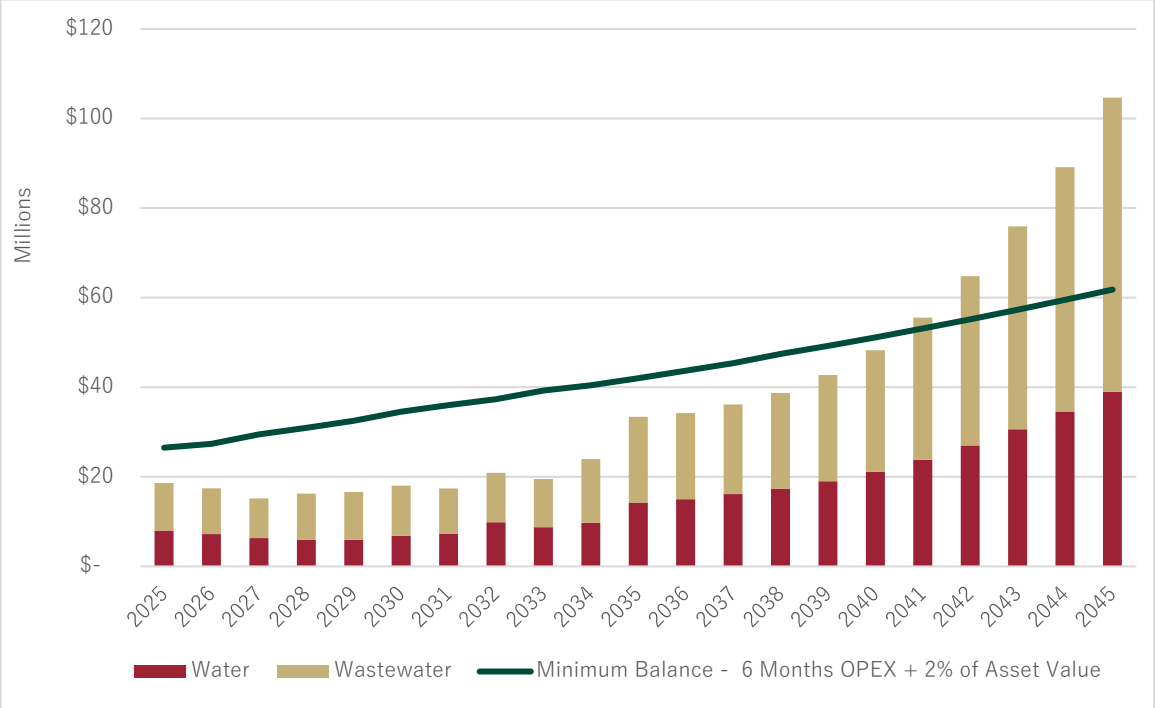
[17] The minimum balances are shown for illustrative purposes as a comparative tool, the "minimum" shown has not been endorsed by Council via a formal policy or by-law.

assets in state of good repair. From 2035 and onwards, reserve balances for water and wastewater further accelerate reaching levels greater than the minimum balance from 2041-2045.

Maintaining adequate reserve balances ensures funds are available to manage unexpected capital expenditures or other operational variances, which may be experienced over the planning period (i.e. variations in annual billable consumption). Continued contributions to these reserves to 2035 will ensure that sufficient funds are available to undertake capital works in 2035 and beyond and the Town will be able to absorb unforeseen expenditures without impacting the utility rates.

It is recommended that the Town continue to monitor and contribute to both the water and wastewater reserve funds over the period to ensure they continue to be sufficient to cover operational and capital expenditures. It is expected that the quantum of the Town's reserve funds be reviewed regularly and in conjunction with any rate study or asset management plan review.

Figure 19 - Summary of Water and Wastewater Rate Funded Reserves vs Benchmark



4. Conclusions and Recommended Actions

This section summarizes the key Financing Strategy findings and a set of recommended actions to guide the Town in achieving the proposed level of service over the long-term.

A. Without Alternative Sources of Funding, the Town Will Need to Rely on Taxation to Meet LOS Needs for Tax Funded Services

A proposed scenario has been developed based on a review of various fiscal scenarios. This proposed scenario provides a more balanced approach in utilizing the fiscal tools available to the Town. The following conclusions can be made:

- Net operating expenditures will continue to increase to meet the needs of growing service demand from new residents and to meet proposed levels of service.
- Non-growth capital needs are extensive, totaling about $786.7 million from 2025 to 2045. This level of capital expenditure would be needed to meet the proposed level of service within the 20-year planning period. It is noted that the level of expenditure is phased-in over time.
- Achieving adequate reserve levels while undertaking capital needs would require increasing capital contributions from tax. This would be in addition to leveraging debt financing over the long-term period to carry out capital.
- Funding tools for the Town, like all municipalities, are limited. While grant funding is assumed over the forecast period, this is insufficient to meet the proposed level of service alone.
- Forecast tax levy increases are higher than historical averages driven by increased needs for operating and funding for capital to meet the proposed level of service by 2045.
- The Town's assessment base will continue to grow over the long-term creating additional tax revenue, however this assessment growth alone is insufficient to fund the needs to meet the proposed level of service.

- While capital needs are extensive, tax levy increases can be managed through the responsible use of debt financing and additional funding from taxation. The forecast shows that debt levels can be maintained within comparable benchmarks.

- Alternative scenarios, such as not utilizing debt financing or maintaining funding levels static could produce less than desirable fiscal outcomes. This creates risks by depleting reserve levels or potentially affecting service levels.

B. THE TOWN WILL NEED TO BE PROACTIVE BY INCREASING WATER AND WASTEWATER RATES OVER TIME

- Unlike tax funded services, water and wastewater services operate on a full-cost recovery model. Full cost-recovery cannot be achieved over the short-term without significant rate increases. For this reason, the forecast approach looks at achieving full-cost recovery over the long-term.

- Billable consumption is assumed to increase moderately. In 2025, the Town is projected to bill about 2.8 million m3, increasing to about 3.2 million m3 by 2045. However, if actual billed volumes grow more slowly than the forecast, utility rates may need to rise further to meet cost recovery requirements.

- The total rate funded capital needs for water and wastewater combined totals $204.1 million from 2025-2045. This represents the total need to maintain assets in state of good repair and meet the proposed level of service.

- To meet rate funded asset management requirements the Town will need to increase capital investment over time through contributions to reserves funded from rates. This will ensure the Town can undertake capital needs over the short to medium term while saving for the long-term.

- Water and wastewater reserve levels are currently below benchmark (6 months operating plus 2% of replacement value). However, this benchmark can be achieved within a 15-20 year timeframe with continued rate increases.

- Achieving full-cost recovery and meeting the proposed level of service over the long-term would require notional rate increases averaging about 4.9% for water and 6.4% for wastewater over a 20-year period.

- While service levels are not at immediate risk, insufficient long-term funding would create growing financial and asset-management pressures.

- The two-tier governance structure and complex supply and distribution of water and wastewater treatment in Region of Niagara and the Town of Fort Erie should be recognized. The Town's movement to full-cost recovery can be influenced (and impeded) by the broader supply and treatment requirements and associated costs imposed by the Region to supply the Town.

C. RECOMMENDED ACTIONS CAN SET THE STAGE TO MEET PROPOSED LEVELS OF SERVICE

- It is recommended that the Town consider the strategic use of debt, as appropriate, for major capital investments. The use of debt should be guided by considerations for affordability, equity and fairness, and fiscal flexibility and sustainability. It is also important to consider the Town's position as a lower-tier municipality in the Region as potential risk as the Region of Niagara issues debt on behalf of the Town. This poses a risk in using debt as a financing tool since the Region could reach its limit with their own projects or those related to other lower-tier municipalities- the Region could reach its debt capacity while issuing debt for other lower-tier municipalities. The timing, type, and term of debt should be determined with the objective of minimizing long-term costs. The following guidelines can be followed:

    - Ensuring that debt financing is reserved for major capital projects which have Town wide-benefits and assets with long useful lives (20-years or more).

    - Limitations on debt terms, including a preference for 10- and 20-year terms.

    - Consider implementing a Town self-imposed debt policy limit to provide for the efficient and effective financing of critical infrastructure. The limit could be set between 10% of own source revenue up to 15% of own source revenue similar to benchmark municipalities.

    - This self-imposed limit can be reviewed regularly and informed through the annual budget process to ensure that the limit is consistent with the needs identified in the 10-year capital program.

    - Once a debenture is fully paid, continuation of existing practice of using the available "tax room" to maintain an equivalent payment into a capital reserve, or alternatively, to debt finance other critical projects. This is a practice that is currently implemented at the Town and recommended to remain in place over the long term.

- It is recommended that the Town move towards increasing tax funded contributions to asset management reserves. This can be done through an infrastructure levy.
    - Based on the proposed scenario the Town can implement a 1.5% infrastructure levy to increase capital contributions from tax over time. For context, in 2026, 1.5% would amount to an additional $552,000 based on the 2025 tax levy of $36.8 million. This investment would be in addition to the 2025 $10.4 million net transfer to reserve (from operating) for capital asset management activities.
    - This type of levy provides more uniform incremental revenue, while being transparent to taxpayers. It can be implemented as an independent portion of a tax bill.
    - The infrastructure levy can be reviewed regularly through the budget process and can also be thoroughly reviewed at the time of next AMP update, expected in 2030 as required by O. Reg. 588/17. This review should ensure that the infrastructure levy is aligned to the needs of capital.
- It is recommended that the Town develop target balances/contributions for asset management reserves to ensure that reserves remain at sustainable levels. The following are targets the Town can consider:
    - Achieving a minimum balance of asset management reserves as a percentage of replacement value ranging from 1.0% to 3.0% is recommended. For water and wastewater services, specifically the recommended balance would be 1.0% to 3.0% plus 6 months of operating costs. For the purposes of this study, the minimum balance is illustrated at 2% of CRV, which would be about $11.9 million for water and $14.6 million for wastewater in 2025. It is recognized that this would be a long-term objective, however this benchmark can be tracked through the Town's annual asset management updates and/or the annual budget process.
    - Specifically for water and wastewater services ensuring that annual capital investment is increased over time to meet the asset management average annual needs identified in the AMP.

APPENDIX A

LIST OF ASSUMPTIONS AND DATA SOURCES

Table 9 - List of Assumptions for Tax-Supported Services

Area	Key Assumptions	Data Source
Inflation	The forecast includes long-term inflation set at 2% annually for operating-related costs and 3% for capital-related costs.	
Annual Investment Requirements to Meet the Proposed Levels of Service	The annual investment requirements have been sourced from the 2024 AMP. Specifically, these values were sourced from the "Forecasted Infrastructure Gap" sections in each asset category chapter of the AMP. ▪ For the Financing Strategy, only the average annual cost as per PLOS target related to renewal, rehabilitation and replacement and service improvements have been used. ▪ These costs have been adjusted for inflation to 2025 dollars using the Non-Residential Building Construction Price Index (NRBCPI)	2024 Asset Management Plan (AMP)
Debt Financing	▪ Any new debt financing assumed over the forecasting period has been assumed over a 20-year term at an interest rate of 4.25%. ▪ The analysis does not attribute debt financing to specific projects, but it is assumed that any new debt will not be used to finance capital assets with a useful life less than 20-years years. ▪ Fiscal capacity created as existing debt retires is assumed to be re-allocated towards contributions to reserves, which is consistent with the Town's existing policy.	
Assessment Growth	The existing assessment base is assumed to grow at 0.75% annually while assessment growth from new development is assumed to be 1.25% annually.	
Net Operating Costs	The forecast assumes that the real growth in the existing base net operating costs is about 1.5% annually tied to population growth.	Population growth based on 2023 DC Study

Area	Key Assumptions	Data Source
	Additional net operating costs related to additional staffing and maintenance needs to meet the proposed levels of service have been assumed: ▪ Approximately $500,000 has been assumed as a one-time increase in 2026; ▪ Plus, an additional $150,000 per year for 5 years	Growth Forecast Average, Additional operating based on staff consultation
Capital Forecast	Forecast of capital expenditures is based on two components: the Town's 10-year capital plan (2025-2035) and the annual provisions to close the existing gap between current capital investment levels and the annual investment requirements as per the 2024 AMP. The Town's capital plan has been extended to 2045 based on an average of the capital costs budgeted from 2025-2035. Annual provisions intended to progressively close the existing infrastructure gap are designed so that the Town will meet the proposed levels of service by 2045. In 2025, the target annual capital investment of $39.7 million is calculated as follows: ▪ Average Annual Investment Requirement to Achieve the Proposed Levels of Service - $37.3 million ▪ Capital Costs associated with state of good repair for growth-related projects beyond initiation and developer contributed assets - $2.4 million ▪ By 2045, this target value would need to be about $71.8 million based on 3% inflation.	10-year Capital Budget and 2024 AMP
Reserve Target	The target reserve balance is assumed to be set between 1%-3% of the replacement value of the Town's tax-supported assets. A median of 2% is used	

Area	Key Assumptions	Data Source
	for this analysis, resulting in a target reserve balance of about $30 million in 2025. By 2045, this target would need to be about $52.4 million based on 3% inflation.	
Grant Funding	▪ CCBF funding from 2025-2028 are assumed to be $1.08 million in 2025 and 2026 and $1.12 million in 2027 and 2028. For the remainder of the period, the grant funding is assumed to remain at $1.12 million. ▪ OCIF funding in 2025 is $2.6 million. For the remainder of the period, this funding is assumed to be discounted by 10% annually.	Associate of Municipalities of Ontario (AMO) Allocations

Table 10 - List of Assumptions for Rate-Supported Assets

Area	Key Assumptions	Data Source
Billable Consumption	▪ Only water that is billed to the end user is incorporated into the analysis and used to calculate utility rates. Wastewater generation is based on billed water. ▪ Overall, forecasted flows are projected to increase by about 0.6% per annum which is based on the historical year-over-year change in consumption since 2015.	Town of Fort Erie's Historical Water and Wastewater Volumes
Operating Expenditures – Water and Wastewater	▪ Wages and Benefits are assumed to increase by 4% annually. ▪ Materials and Services are assumed to increase by 2% annually. ▪ Based on discussions with staff, Regional Treatment Costs are assumed to increase by 9% annually until 2031. For the remainder of the period, these costs are assumed to increase by 5% annually. ▪ Interdepartmental Charges are assumed to increase by 2% annually.	

Area	Key Assumptions	Data Source
	▪ As informed by the 2026 Water and Wastewater budget, one time adjustments have been included in the forecast for 2026 and 2027 which could result in increases different that the adjustment factors mentioned above.	
Non-Rate Revenues – Water and Wastewater	▪ User Fees and Interest and Penalties are increased by 2% annually beyond 2027.	
Non-Growth Capital Expenditures	▪ The 10-year forecast for rate-funded capital projects consists of the non-growth related capital budget set by the Town. ▪ Beyond 2035, the forecast is based on the average of the 10-year capital budget plus a provision for capital to address existing backlog and Very Poor condition assets identified in the 2024 AMP.	10-year Capital Budget and 2024 AMP
Annual Investment Requirements to Meet the Proposed Levels of Service	The annual investment requirements have been sourced from the 2024 AMP. Specifically, these values were sourced from the "Forecasted Infrastructure Gap" sections in each asset category chapter of the AMP. ▪ For the Financing Strategy, only the average annual cost as per PLOS target related to renewal, rehabilitation and replacement and service improvements have been used. ▪ These costs have been adjusted for inflation to 2025 dollars using the Non-Residential Building Construction Price Index (NRBCPI)	2024 AMP

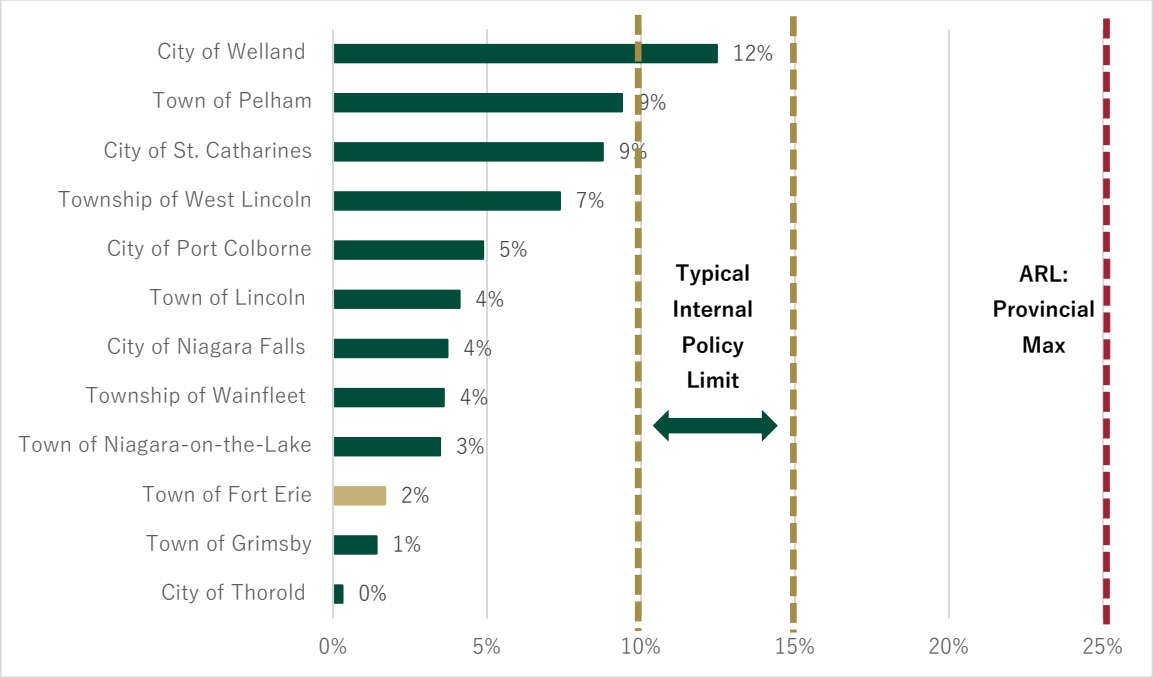
APPENDIX B

BENCHMARK REVIEW

A. DEBT MANAGEMENT

Figure 20 compares annual debt levels compared to other municipalities, the Provincially mandated debt limit of 25% and the internal debt limit policy typically set by municipalities in Ontario (10%-15%). As Figure 20 shows, the Town's debt currently sits at about 2% of own-source revenue. This is well below the allowable provincial maximum of 25% and the typical municipal policy limit. Figure 20 also shows that the Town is on the lower end of existing municipal debt levels compared to other comparable municipalities. The only comparator municipalities with lower debt levels as a percentage of own-source revenue are the City of Thorold, and the Town of Grimsby. The 11 other comparable municipalities in the benchmarking analysis have a higher debt level as a percentage of own-source revenue. This suggests that the Town has been prudent in its debt management and has available debt capacity to undertake future capital works.

Figure 20 - Comparison of Municipal Debt Levels



Source: Annual repayment limit calculation is based on 2023 Financial Information Return data.

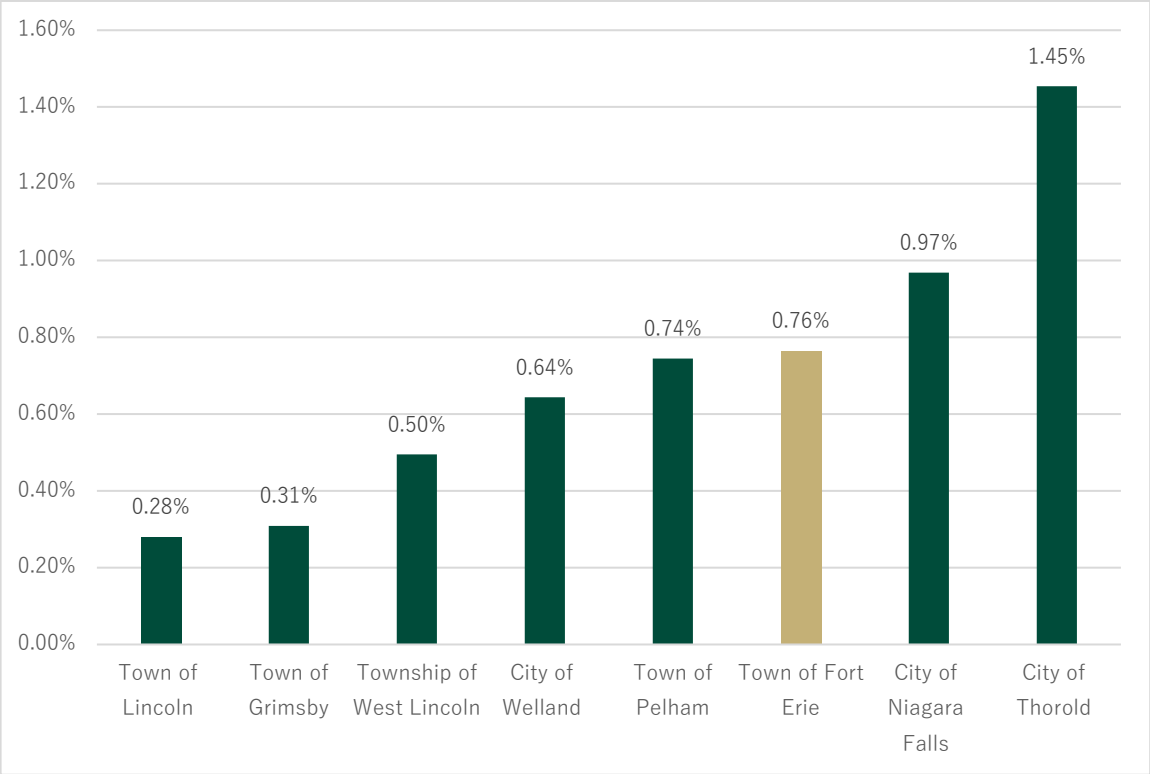
B. ASSET MANAGEMENT

Asset management contributions are required over the long-term to maintain the regular repair and replacement of municipal infrastructure and assets. The information used in this analysis was sourced from the 2025 municipal budgets and associated documents (Operating Budgets, Reserve Overviews, Asset Management Plans, etc.) available on municipal websites. Replacement values used in the analysis have been adjusted to 2025 dollars where needed. Best efforts have been made to ensure comparability across

municipalities, however some differences in how municipal budgets account for contributions to reserves can remain. The charts therefore reflect an order of magnitude comparison. Contributions reflect best estimates of tax funded transfers to capital asset management reserves including reserves for non-DC eligible shares of growth projects.

Figure 21 shows the capital contribution towards state of good repair relative to the replacement value for tax funded infrastructure. Figure 21 below shows that the Town's yearly asset management contribution totals about 0.8% of asset replacement value. This is around the mid to high range of the comparable municipalities. These benchmarks show that the Town is somewhat well positioned in asset management contribution relative to the comparable municipalities. However, the Town has identified significant capital needs for state of good repair to meet the proposed level of service which would put additional pressure on taxes. This impact is not necessarily reflected in Figure 21, however the proposed scenario generally shows this ratio increases slightly maintained over the long-term period.

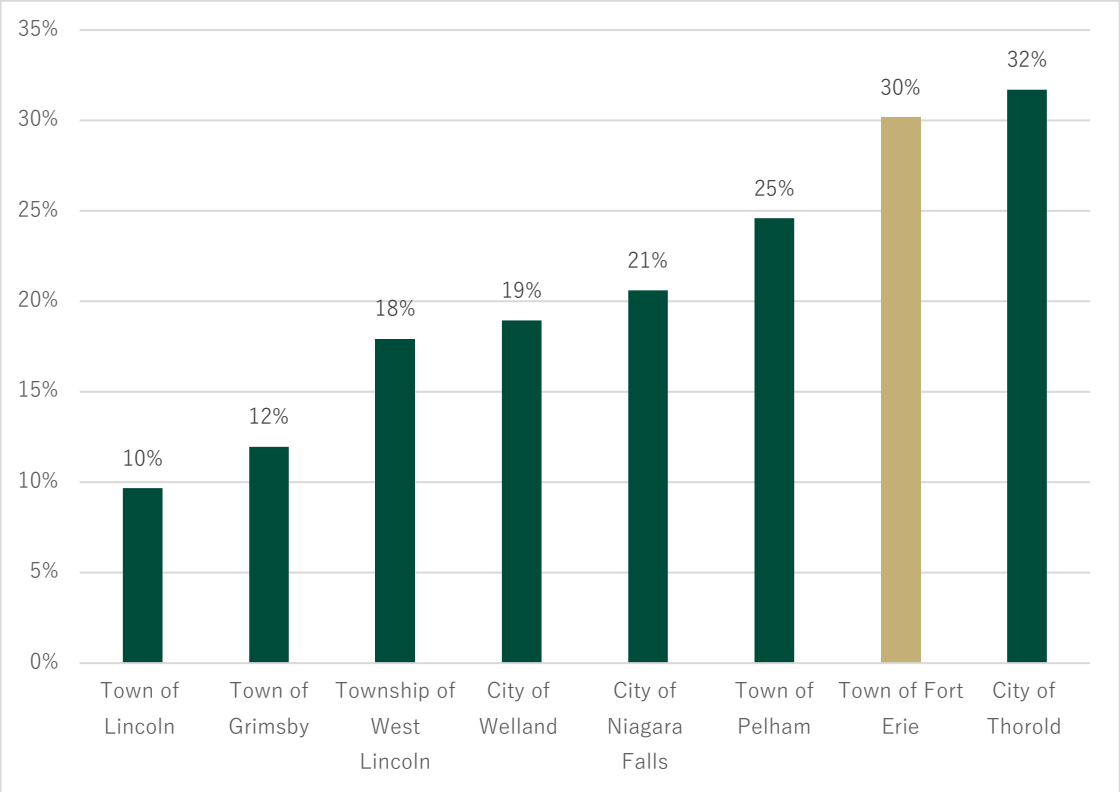
Figure 21 - Asset Management Contribution Relative to Replacement Value (Tax Funded Services)



Note: The contribution includes only the tax funded portion from operating to capital using the best available information from municipal budgets available online.

Figure 22 shows the capital contribution towards state of good repair of tax funded infrastructure relative to the total tax levy. Figure 22 shows that the Town's yearly asset management contribution totals about 30% of the total tax levy. This is around the high range in comparison to benchmark municipalities and similar to the City of Thorold. These benchmarks show that the Town is well positioned in asset management contributions relative to the comparable municipalities and indicates a strong commitment to maintain tax-funded infrastructure. However, it is important to note that each comparator municipality will have varying levels of investment needs to meet the proposed levels of service as identified through their own AMP processes.

Figure 22 - Asset Management Contribution Relative to Tax Levy

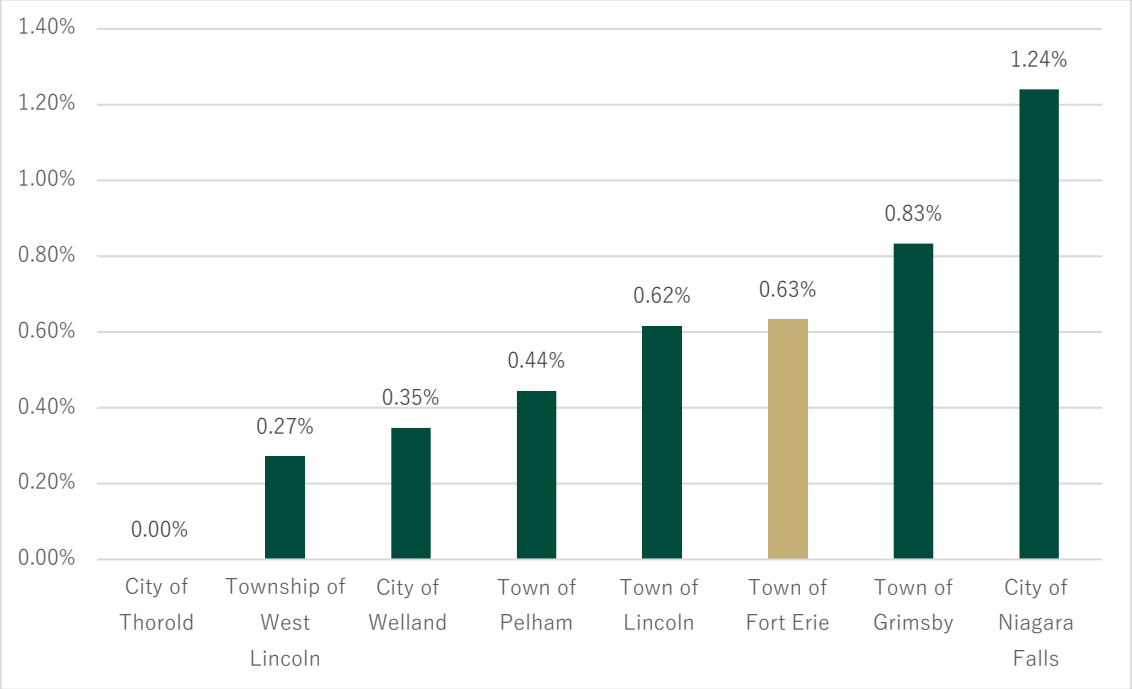


Note: The contribution includes only the tax funded portion from operating to capital using the best available information from municipal budgets available online.

Figure 23 shows the capital contribution towards state of good repair relative to the replacement value for rate funded infrastructure. Figure 23 shows that the Town's yearly asset management contribution totals about 0.6% of asset replacement value. This is on the mid-to-high end of comparable municipalities. These benchmarks show that the Town is somewhat well positioned in asset management contributions relative to the comparable municipalities with room to increase contribution levels as the Town of Grimsby and City of Niagara Falls have contributions over 1% of replacement value. However, similar to tax

funded services, it is important to note that water and wastewater needs continue to increase over time to meet proposed levels of service.

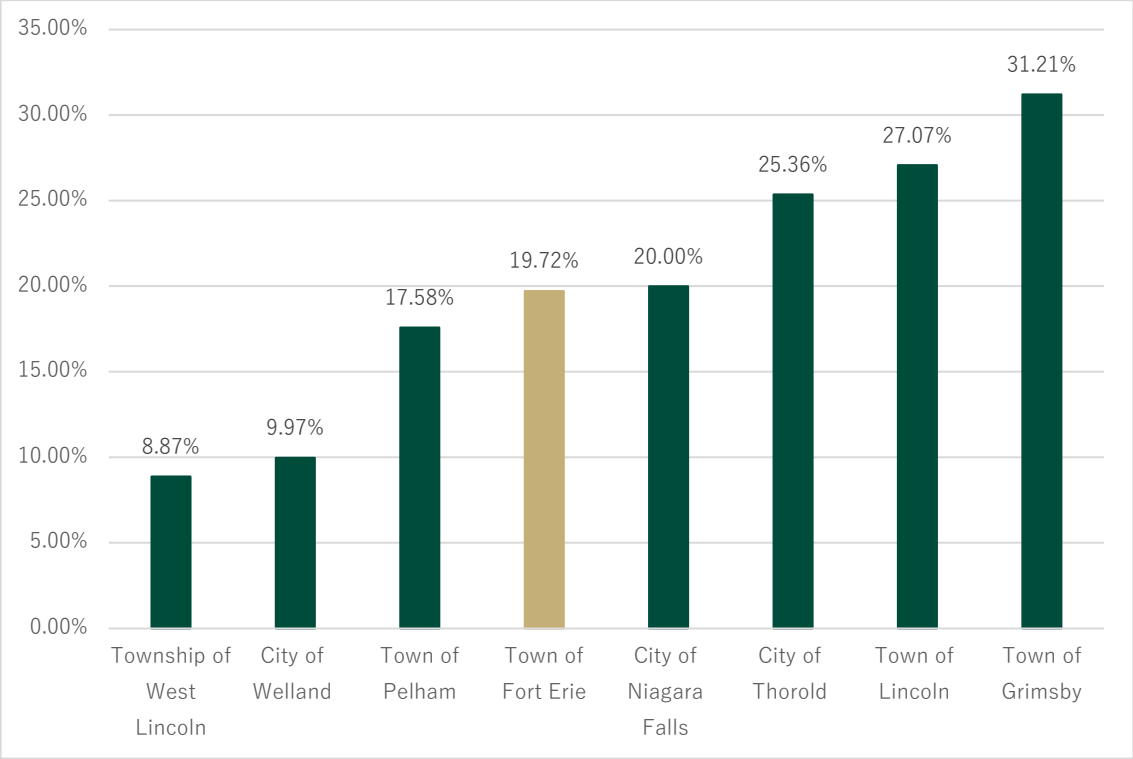
Figure 23 - Asset Management Contribution Relative to Replacement Value (Water and Wastewater)



Note: The contribution includes only the rate funded portion from operating to capital using the best available information from municipal budgets available online.

Figure 24 below shows the capital contribution towards state of good repair of rate funded infrastructure relative to the total water and wastewater rate revenues. Figure 24 shows that the Town's yearly asset management contribution totals about 20% of the total rate revenue. This is around the mid range in comparison to benchmark municipalities and similar to the City of Niagara Falls. These benchmarks show that the Town is in line with the comparable municipalities in terms of asset management contributions and indicates a commitment to maintain rate-funded infrastructure but there are other communities in the Region with a more robust capital investment strategy. However, it is important to note that each comparator municipality will have varying levels of investment needs to meet the proposed levels of service as identified through their own AMP processes.

Figure 24 - Asset Management Contribution Relative to Rate Revenues (Water and Wastewater)



APPENDIX C

SUMMARY OF NET

TAX LEVY FORECAST

Appendix C
Table 1
Summary of Tax Levy Forecast (2025-2045)
Scenario 1: Proposed Scenario - 1.5% Infrastructure Levy and Additional Debt Financing

Tax Levy Summary	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Net Operating Costs	$ 25,181,977	$ 26,070,900	$ 26,991,203	$ 27,943,993	$ 28,930,416	$ 29,951,659	$ 31,008,953	$ 32,103,569	$ 33,236,825	$ 34,410,085	$ 35,624,761
Additional Net Operating Costs	$ -	$ 510,000	$ 676,260	$ 848,966	$ 1,028,311	$ 1,214,489	$ 1,407,703	$ 1,435,857	$ 1,464,574	$ 1,493,866	$ 1,523,743
Debt Payments (Tax Funded)	$ 1,203,779	$ 1,022,625	$ 855,772	$ 1,012,025	$ 1,259,529	$ 1,603,653	$ 2,052,670	$ 2,613,267	$ 3,295,595	$ 4,107,884	$ 4,580,748
Net Transfers to Reserves	$ 10,389,279	$ 11,472,647	$ 12,475,760	$ 13,267,263	$ 13,913,122	$ 14,590,549	$ 15,301,315	$ 16,049,307	$ 16,832,908	$ 17,655,089	$ 18,996,989
Tax Levy	**$ 36,775,035**	**$ 39,076,172**	**$ 40,998,996**	**$ 43,072,246**	**$ 45,131,377**	**$ 47,360,350**	**$ 49,770,641**	**$ 52,202,000**	**$ 54,829,902**	**$ 57,666,924**	**$ 60,726,241**

Tax Levy Summary		2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Net Operating Costs		$ 36,882,315	$ 38,184,260	$ 39,532,165	$ 40,927,650	$ 42,372,396	$ 43,868,142	$ 45,416,687	$ 47,019,896	$ 48,679,699	$ 50,398,092
Additional Net Operating Costs		$ 1,554,218	$ 1,585,302	$ 1,617,008	$ 1,649,348	$ 1,682,335	$ 1,715,982	$ 1,750,302	$ 1,785,308	$ 1,821,014	$ 1,857,434
Debt Payments (Tax Funded)		$ 5,677,088	$ 6,929,544	$ 8,347,920	$ 9,642,609	$ 11,424,144	$ 13,403,652	$ 15,592,757	$ 18,003,589	$ 20,648,803	$ 23,541,602
Net Transfers to Reserves		$ 19,908,037	$ 20,868,524	$ 21,882,209	$ 23,252,912	$ 24,384,999	$ 25,582,957	$ 26,851,518	$ 28,195,687	$ 29,620,755	$ 31,132,309
Tax Levy		**$ 64,021,657**	**$ 67,567,631**	**$ 71,379,302**	**$ 75,472,519**	**$ 79,863,875**	**$ 84,570,733**	**$ 89,611,265**	**$ 95,004,481**	**$ 100,770,270**	**$ 106,929,437**

Appendix C
Table 2
Summary of Tax Levy Forecast (2025-2045)
Scenario 2: No Infrastructure Levy and High Additional Debt Financing

Tax Levy Summary	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Net Operating Costs	$ 25,181,977	$ 26,070,900	$ 26,991,203	$ 27,943,993	$ 28,930,416	$ 29,951,659	$ 31,008,953	$ 32,103,569	$ 33,236,825	$ 34,410,085	$ 35,624,761
Additional Net Operating Costs	$ -	$ 510,000	$ 676,260	$ 848,966	$ 1,028,311	$ 1,214,489	$ 1,407,703	$ 1,435,857	$ 1,464,574	$ 1,493,866	$ 1,523,743
Debt Payments (Tax Funded)	$ 1,203,779	$ 1,022,625	$ 897,265	$ 1,139,101	$ 1,518,447	$ 2,043,011	$ 2,723,390	$ 3,568,785	$ 4,592,068	$ 5,804,210	$ 6,738,792
Net Transfers to Reserves	$ 10,389,279	$ 10,921,021	$ 11,337,992	$ 11,514,510	$ 11,514,285	$ 11,514,741	$ 11,515,103	$ 11,516,535	$ 11,517,105	$ 11,516,838	$ 11,993,734
Tax Levy	**$ 36,775,035**	**$ 38,524,547**	**$ 39,902,721**	**$ 41,446,569**	**$ 42,991,459**	**$ 44,723,901**	**$ 46,655,148**	**$ 48,624,745**	**$ 50,810,572**	**$ 53,224,999**	**$ 55,881,030**

Tax Levy Summary		2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Net Operating Costs		$ 36,882,315	$ 38,184,260	$ 39,532,165	$ 40,927,650	$ 42,372,396	$ 43,868,142	$ 45,416,687	$ 47,019,896	$ 48,679,699	$ 50,398,092
Additional Net Operating Costs		$ 1,554,218	$ 1,585,302	$ 1,617,008	$ 1,649,348	$ 1,682,335	$ 1,715,982	$ 1,750,302	$ 1,785,308	$ 1,821,014	$ 1,857,434
Debt Payments (Tax Funded)		$ 8,361,916	$ 10,209,673	$ 12,295,585	$ 14,334,047	$ 16,939,892	$ 19,828,865	$ 23,017,546	$ 26,523,375	$ 30,364,694	$ 34,560,791
Net Transfers to Reserves		$ 11,993,889	$ 11,994,051	$ 11,994,222	$ 12,294,234	$ 12,294,234	$ 12,294,234	$ 12,294,234	$ 12,294,234	$ 12,294,234	$ 12,294,234
Tax Levy		**$ 58,792,337**	**$ 61,973,287**	**$ 65,438,980**	**$ 69,205,280**	**$ 73,288,858**	**$ 77,707,223**	**$ 82,478,770**	**$ 87,622,814**	**$ 93,159,641**	**$ 99,110,552**

Appendix C
Table 3
Summary of Tax Levy Forecast (2025-2045)
Scenario 3: High Infrastructure Levy and No Additional Debt Financing

Tax Levy Summary	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Net Operating Costs	$ 25,181,977	$ 26,070,900	$ 26,991,203	$ 27,943,993	$ 28,930,416	$ 29,951,659	$ 31,008,953	$ 32,103,569	$ 33,236,825	$ 34,410,085	$ 35,624,761
Additional Net Operating Costs	$ -	$ 510,000	$ 676,260	$ 848,966	$ 1,028,311	$ 1,214,489	$ 1,407,703	$ 1,435,857	$ 1,464,574	$ 1,493,866	$ 1,523,743
Debt Payments (Tax Funded)	$ 1,203,779	$ 1,022,625	$ 780,948	$ 779,725	$ 779,949	$ 779,493	$ 779,132	$ 777,700	$ 777,129	$ 777,396	$ 300,500
Net Transfers to Reserves	$ 10,389,279	$ 12,467,385	$ 14,569,310	$ 16,554,692	$ 18,494,091	$ 20,564,751	$ 22,773,137	$ 25,128,023	$ 27,628,220	$ 30,281,547	$ 33,574,185
Tax Levy	**$ 36,775,035**	**$ 40,070,911**	**$ 43,017,721**	**$ 46,127,376**	**$ 49,232,767**	**$ 52,510,392**	**$ 55,968,924**	**$ 59,445,148**	**$ 63,106,748**	**$ 66,962,894**	**$ 71,023,189**

Tax Levy Summary		2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Net Operating Costs		$ 36,882,315	$ 38,184,260	$ 39,532,165	$ 40,927,650	$ 42,372,396	$ 43,868,142	$ 45,416,687	$ 47,019,896	$ 48,679,699	$ 50,398,092
Additional Net Operating Costs		$ 1,554,218	$ 1,585,302	$ 1,617,008	$ 1,649,348	$ 1,682,335	$ 1,715,982	$ 1,750,302	$ 1,785,308	$ 1,821,014	$ 1,857,434
Debt Payments (Tax Funded)		$ 300,346	$ 300,183	$ 300,013	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Net Transfers to Reserves		$ 36,560,815	$ 39,727,192	$ 43,082,768	$ 46,937,289	$ 50,701,302	$ 54,685,726	$ 58,902,003	$ 63,362,129	$ 68,078,686	$ 73,064,866
Tax Levy		**$ 75,297,693**	**$ 79,796,938**	**$ 84,531,953**	**$ 89,514,288**	**$ 94,756,034**	**$ 100,269,850**	**$ 106,068,992**	**$ 112,167,333**	**$ 118,579,399**	**$ 125,320,392**

APPENDIX D

SUMMARY OF NET

RATE REQUIREMENT FORECAST

Appendix D
Table 1
Summary of Net Rate Funding Need (2025-2045)
Water Services

WATER SERVICES											
Net Rate Funding Need Summary	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
General Operating Expenditures	$ 3,424,676	$ 3,397,994	$ 3,553,950	$ 3,813,309	$ 3,926,431	$ 4,043,465	$ 4,164,551	$ 4,273,836	$ 4,554,078	$ 4,688,835	$ 4,828,275
Regional Charges	$ 4,664,218	$ 4,945,509	$ 5,379,725	$ 5,863,900	$ 6,391,651	$ 6,966,900	$ 7,593,921	$ 7,973,617	$ 8,372,298	$ 8,790,913	$ 9,230,458
Contribution To/(From) Reserves	$ 2,783,931	$ 3,134,200	$ 3,134,200	$ 3,061,785	$ 3,129,726	$ 3,186,074	$ 3,228,654	$ 3,574,782	$ 3,777,889	$ 4,156,107	$ 4,561,061
Non-Rate Revenues	$ (337,821)	$ (313,703)	$ (190,699)	$ (193,133)	$ (195,616)	$ (198,148)	$ (200,731)	$ (203,366)	$ (206,053)	$ (208,794)	$ (211,590)
Total	**$ 10,535,004**	**$ 11,164,000**	**$ 11,877,176**	**$ 12,545,861**	**$ 13,252,193**	**$ 13,998,291**	**$ 14,786,395**	**$ 15,618,869**	**$ 16,498,211**	**$ 17,427,061**	**$ 18,408,204**

WATER SERVICES											
Net Rate Funding Need Summary		**2036**	**2037**	**2038**	**2039**	**2040**	**2041**	**2042**	**2043**	**2044**	**2045**
General Operating Expenditures		$ 4,972,569	$ 5,121,899	$ 5,576,450	$ 5,736,418	$ 5,902,001	$ 6,073,411	$ 6,250,864	$ 6,434,585	$ 6,624,809	$ 6,821,779
Regional Charges		$ 9,691,981	$ 10,176,580	$ 10,685,409	$ 11,219,680	$ 11,780,664	$ 12,369,697	$ 12,988,182	$ 13,637,591	$ 14,319,470	$ 15,035,444
Contribution To/(From) Reserves		$ 4,994,477	$ 5,458,188	$ 5,654,138	$ 6,184,393	$ 6,751,148	$ 7,356,729	$ 8,003,608	$ 8,422,690	$ 8,860,615	$ 9,318,188
Non-Rate Revenues		$ (214,442)	$ (217,351)	$ (220,318)	$ (223,344)	$ (226,431)	$ (229,580)	$ (232,791)	$ (236,067)	$ (239,408)	$ (242,817)
Total		**$ 19,444,586**	**$ 20,539,316**	**$ 21,695,680**	**$ 22,917,147**	**$ 24,207,382**	**$ 25,570,258**	**$ 27,009,863**	**$ 28,258,799**	**$ 29,565,486**	**$ 30,932,594**

Appendix D
Table 2
Summary of Net Rate Funding Need (2025-2045)
Wastewater Services

WASTEWATER SERVICES											
Net Rate Funding Need Summary	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
General Operating Expenditures	$ 2,317,345	$ 2,192,267	$ 2,275,012	$ 2,476,158	$ 2,529,050	$ 2,583,996	$ 2,640,873	$ 2,639,965	$ 2,720,282	$ 2,790,196	$ 2,862,368
Regional Charges	$ 10,392,662	$ 10,953,572	$ 13,147,604	$ 14,330,888	$ 15,620,668	$ 17,026,528	$ 18,558,916	$ 19,486,862	$ 20,461,205	$ 21,484,265	$ 22,558,478
Contribution To/(From) Reserves	$ 3,085,971	$ 3,700,238	$ 2,682,000	$ 2,636,889	$ 2,735,814	$ 2,826,696	$ 2,857,625	$ 3,728,337	$ 4,377,876	$ 5,367,754	$ 6,118,374
Non-Rate Revenues	$ (809,295)	$ (577,517)	$ (595,857)	$ (597,157)	$ (598,483)	$ (599,836)	$ (551,215)	$ (552,622)	$ (323,201)	$ (324,665)	$ (276,158)
Total	**$ 14,986,683**	**$ 16,268,560**	**$ 17,508,759**	**$ 18,846,778**	**$ 20,287,049**	**$ 21,837,386**	**$ 23,506,199**	**$ 25,302,542**	**$ 27,236,163**	**$ 29,317,550**	**$ 31,263,063**

WASTEWATER SERVICES											
Net Rate Funding Need Summary		**2036**	**2037**	**2038**	**2039**	**2040**	**2041**	**2042**	**2043**	**2044**	**2045**
General Operating Expenditures		$ 2,936,879	$ 3,013,810	$ 3,393,248	$ 3,475,281	$ 3,560,001	$ 3,647,504	$ 3,737,890	$ 3,831,260	$ 3,927,723	$ 4,027,388
Regional Charges		$ 23,686,402	$ 24,870,722	$ 26,114,259	$ 27,419,972	$ 28,790,970	$ 30,230,519	$ 31,742,045	$ 33,329,147	$ 34,995,604	$ 36,745,384
Contribution To/(From) Reserves		$ 6,992,080	$ 7,944,670	$ 8,682,377	$ 9,811,893	$ 10,940,406	$ 12,275,636	$ 13,725,869	$ 15,200,002	$ 16,907,582	$ 18,758,856
Non-Rate Revenues		$ (277,681)	$ (279,235)	$ (280,819)	$ (282,436)	$ (184,084)	$ (185,766)	$ (187,481)	$ (89,231)	$ (91,016)	$ (92,836)
Total		**$ 33,337,680**	**$ 35,549,968**	**$ 37,909,064**	**$ 40,424,709**	**$ 43,107,293**	**$ 45,967,893**	**$ 49,018,322**	**$ 52,271,178**	**$ 55,739,894**	**$ 59,438,793**

2025 Asset Management – Financing Strategy

Presentation of Results to Council



TOWN OF FORT ERIE

April 13, 2026

HEMSON

Agenda



KEY FINDINGS



BACKGROUND AND KEY ASSUMPTIONS



FINANCIAL FORECAST AND BENCHMARKING



FINANCIAL RECOMMENDATIONS

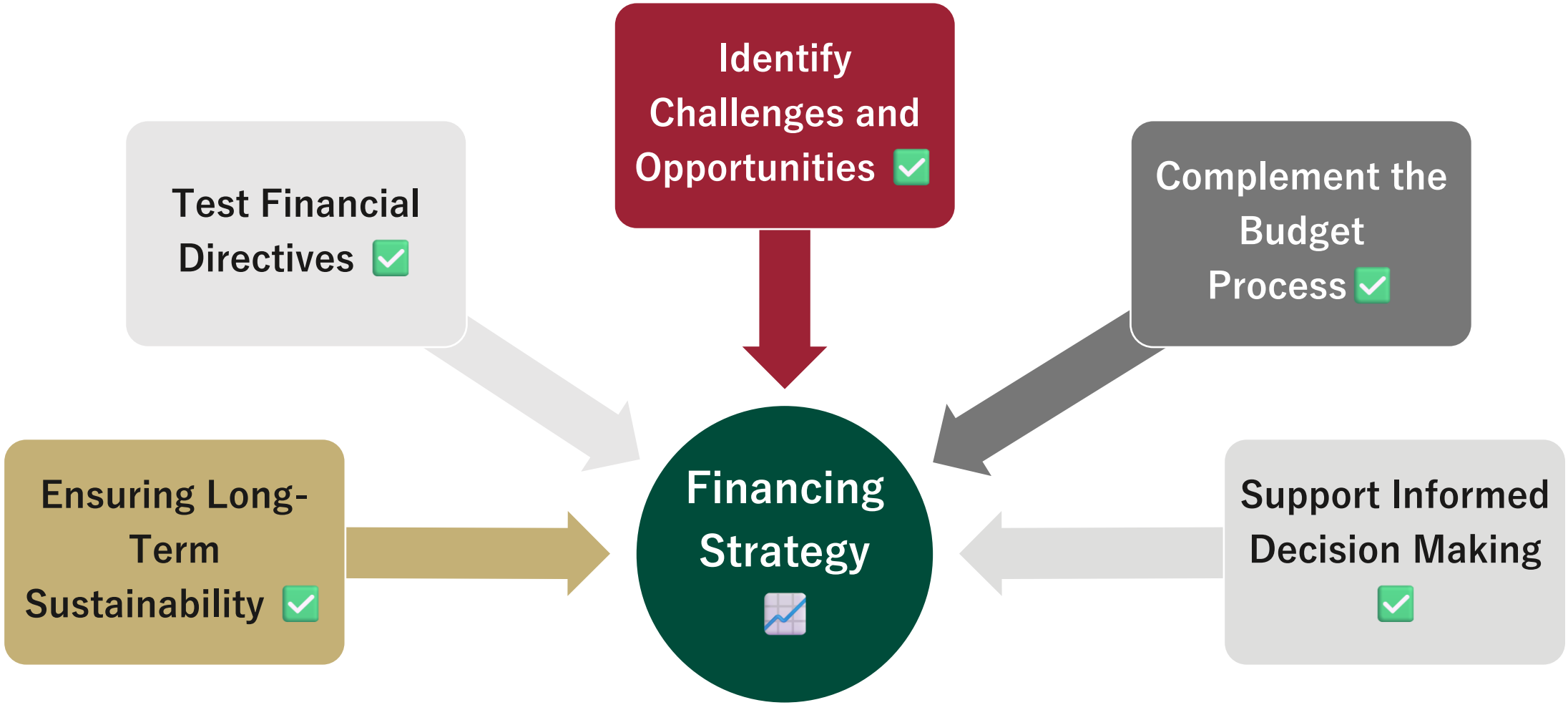


KEY TAKEAWAYS

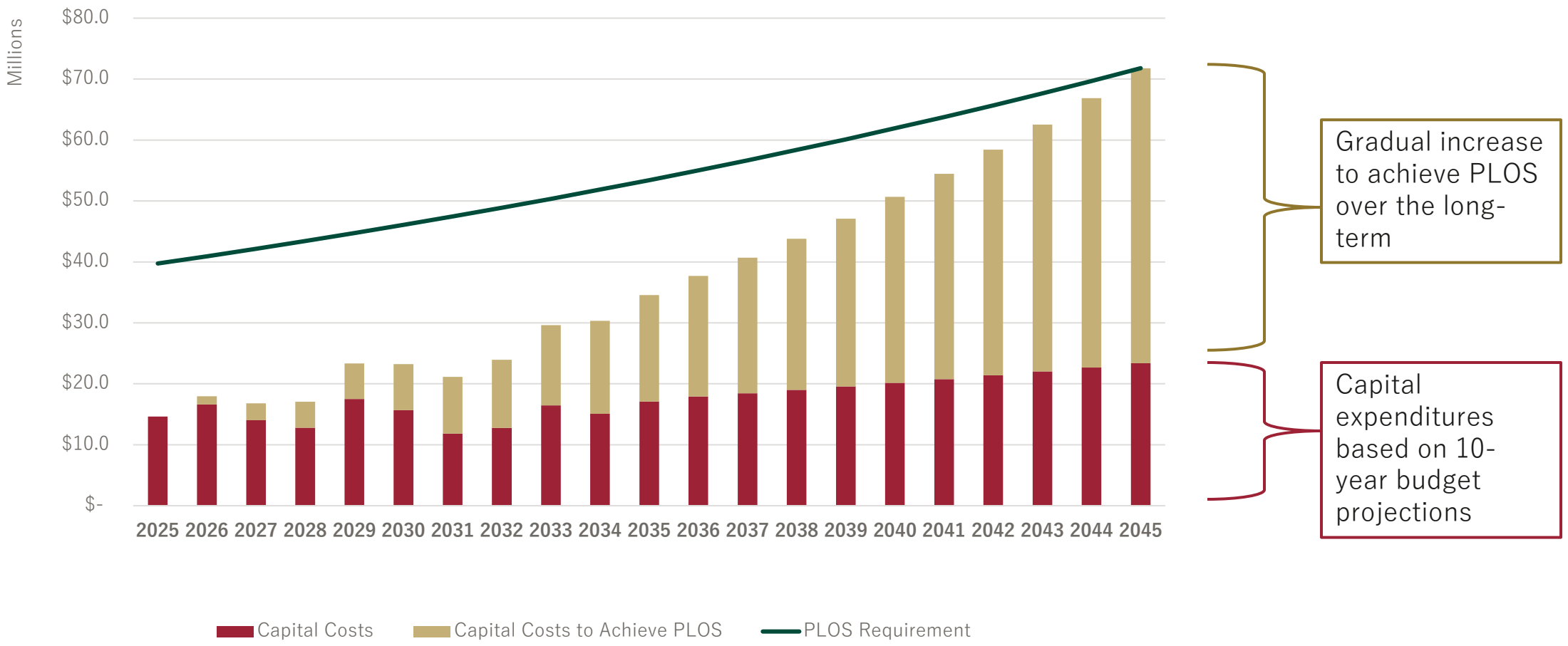
Key Findings of the AM Financing Strategy Update

- Town is being proactive to understand the fiscal requirements to manage its infrastructure over the long-term
- Meeting the proposed level of service for tax funded services will require tax increases above historical averages
- Utility rate increases are needed to achieve full lifecycle cost recovery for water & wastewater services
- Debt financing is an important fiscal tool that will help the Town moving forward to carry out the capital needs
- Achieving the proposed level of service can be achieved over a long-term with debt and reserve fund management

The Financing Strategy Builds on the Town's Work First Completed in the 2024 AMP

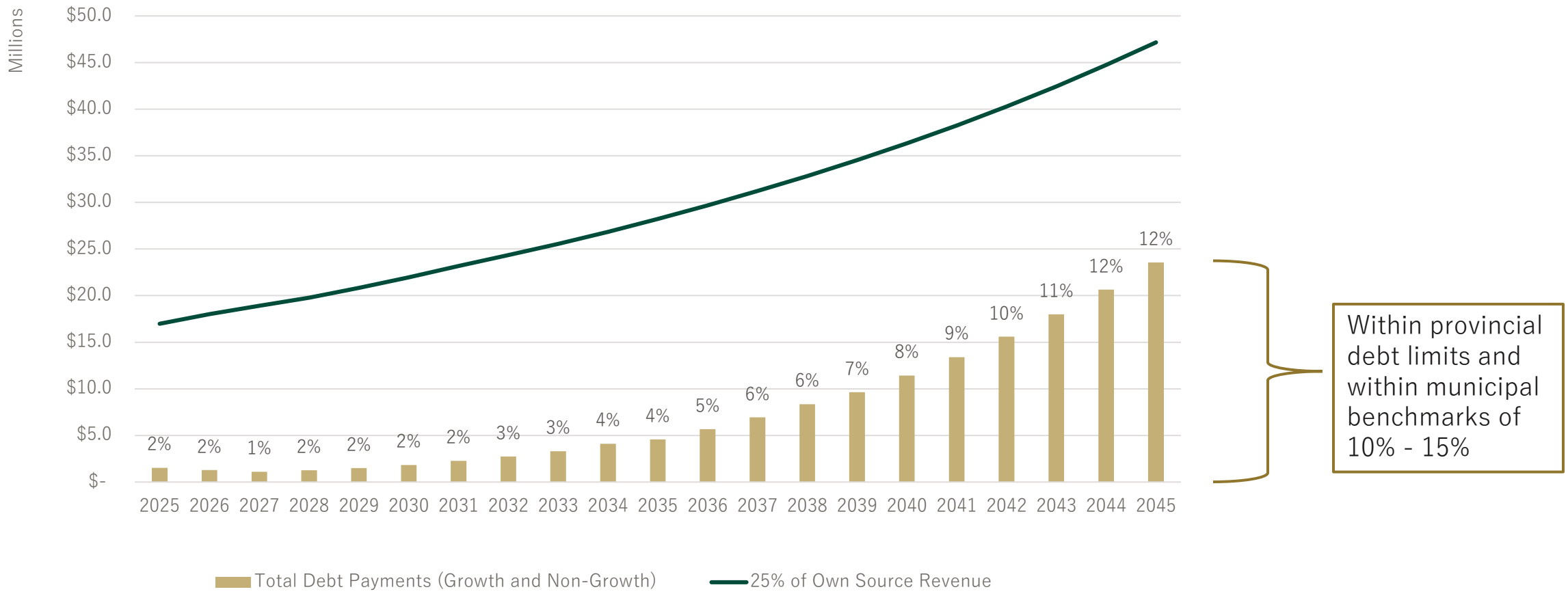


Tax Funded Capital Expenditure Forecast Totals Approximately $786.7 million over 20-Years



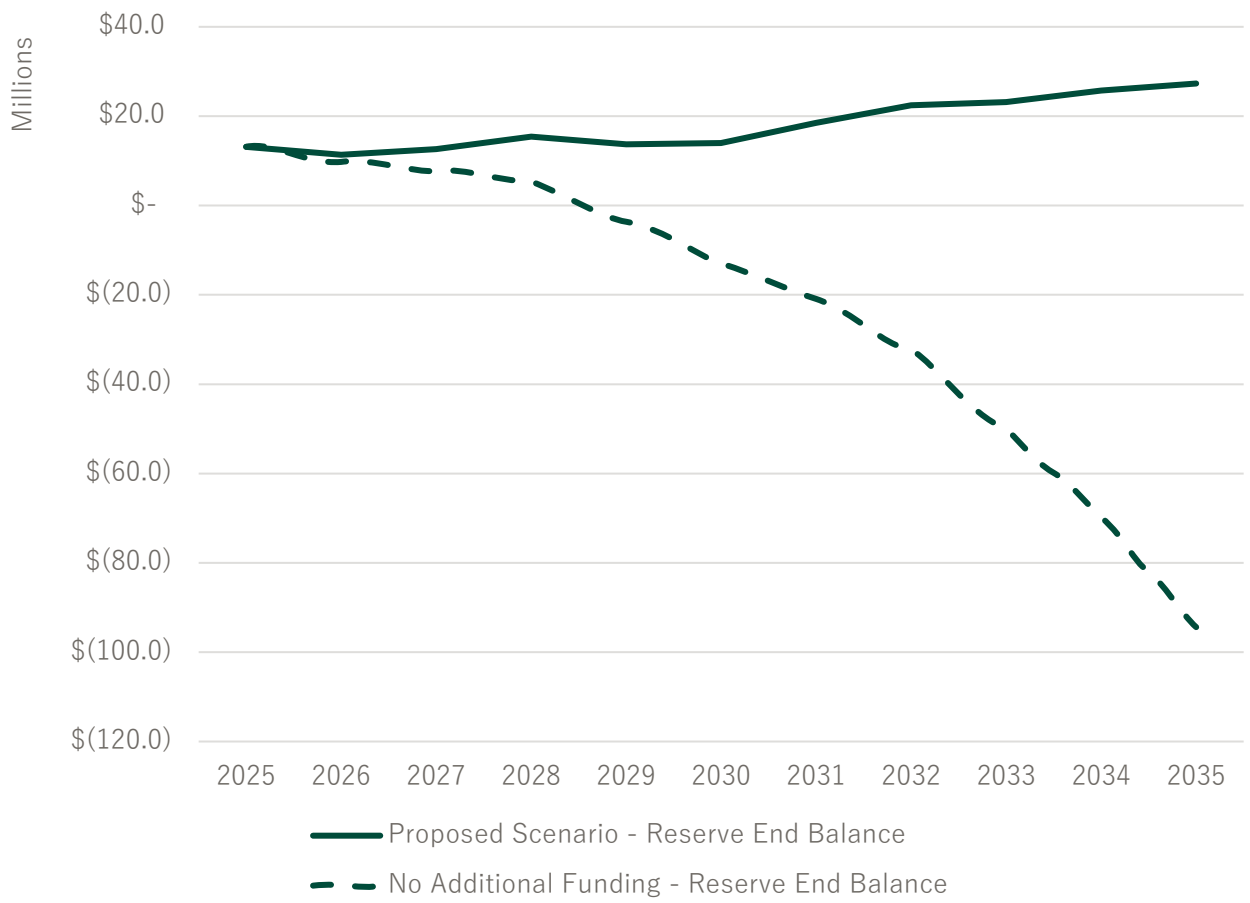
Note: Capital expenditure is adjusted by annual inflation of about 3% per year.

Additional Debt Financing Required to Achieve PLOS (Tax Funded Services)



Note: Percent on top of bars represents percent of own source revenue.
Note: Debt payments includes debt payments for all services including water and wastewater consistent with Provincial ARL calculation.

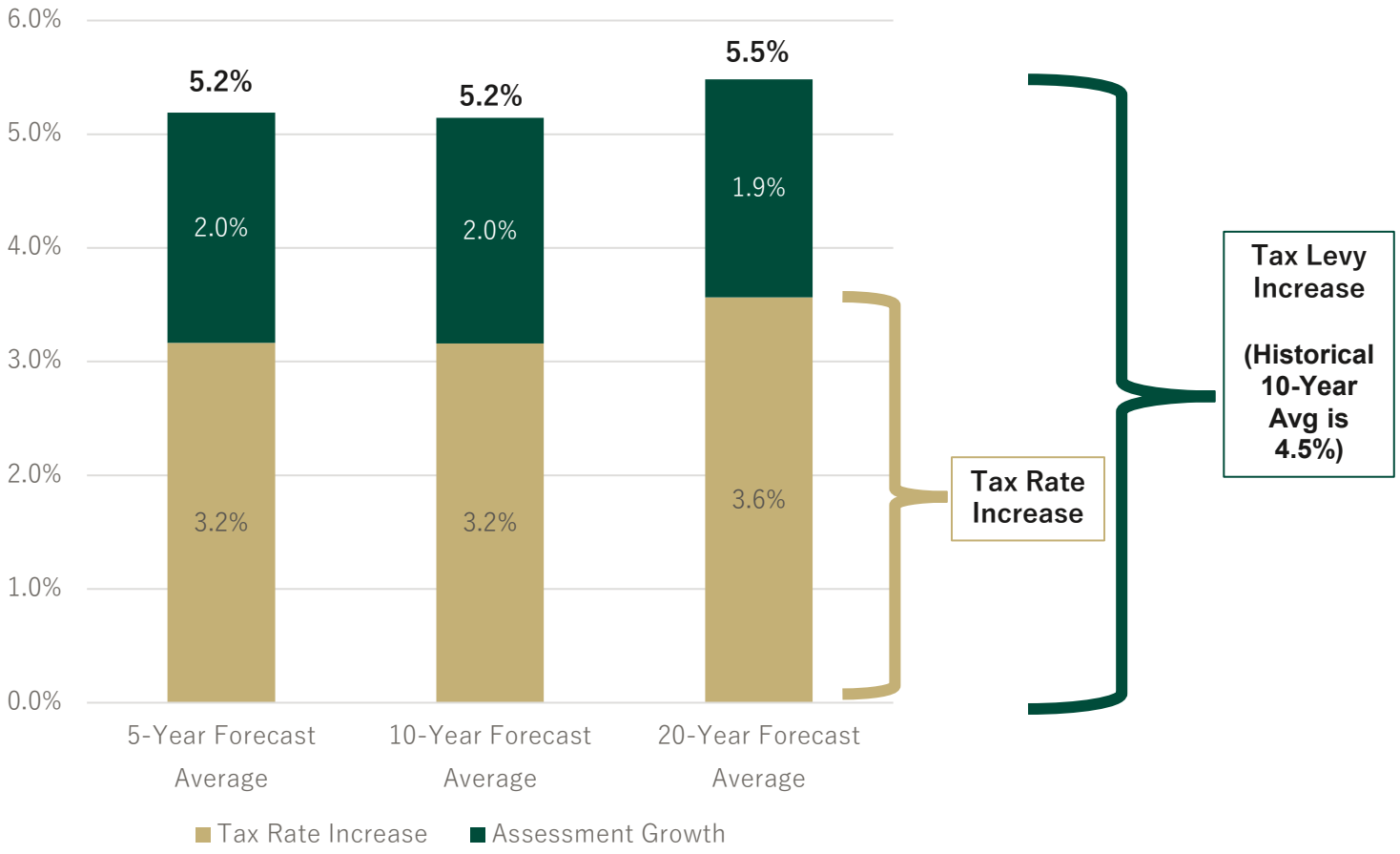
The Town will Need to Utilize all its Available Fiscal Tools to Meet the PLOS



- Current Investment Gap = $25.3M for Tax Supported Assets
- A **1.5%** Infrastructure levy over 20-years is needed to undertake tax funded capital and maintain reserves
  - Grant funding from CCBF and OCIF is also included
  - Maintain positive reserves
- In addition, about $354.9 million in tax funded debt financing required over the period
- Not increasing contributions would deplete reserves by 2029

Note: For this alternative scenario, a 10-year period is shown as the result over the longer term would show further decline in the reserve to 2045.

Tax Levy Increases are Needed to Meet PLOS



Summary of Outlook:

- Tax levy increases needed and at a level higher than historical trends to address capital
- Analysis includes a 1.5% infrastructure levy for tax funded capital needs
- Debt financing required to carry out investment and spread costs over long-term
- While growth is expected to generate new assessment, costs will also increase with new demand
- Uncertainty in Town specific programs or market price changes are **not** accounted for (i.e. higher operating costs)

Note: Historical average based on past year FIR tax revenue adjusted to 2025 dollars from 2016-2023. 2024 and 2025 based on budget. Tax levy is for Town only share. Forecast includes inflation.

Continuing to Increase Water & Wastewater Rates Will Achieve PLOS over the Long-Term

Component	Water Impact	Wastewater Impact
Operating Pressures (General, Region Charges & Debt) (1)	3.3%	4.1%
Capital Investment	1.6%	2.3%
Avg. Annual Rate Impact	**4.9%**	**6.4%**

1: Uncertainty in Town specific programs or market price changes are not accounted for

Summary of Outlook:

- On average, the typical bill increase for a household would be 5.9% per year (over 20-years).
- Increased contributions to reserves to meet reserve balance target by 2046
  - 2% of Replacement value + 6 months operating
- No new debt projected

A Set of Fiscal Strategies are Needed to Align with the Future Outlook



Capital Program to Meet PLOS

- Increase capital investment over time
- Consider implementing an infrastructure levy of 1.5%
- Although limited, continue to pursue grant opportunities when possible



Debt Financing

- Utilize debt financing for critical projects
- Debt financing can be utilized to maintain debt levels within benchmarks of 7% to 15% of own source revenue



Asset Management Related Reserves

- Develop target balances of asset management reserves, consider 1-3% of replacement value for tax and rate funded services
- Targets would need to be achieved over a long-term period, but tracking can begin through the budget process

Key Takeaways

The Town's current levels of service are adequate, but increased capital spending is needed to meet the proposed level of service over the long-term

The Town needs to use all its available fiscal tools like increased contributions to reserves and debt financing recognizing external grant opportunities, while available, are limited

The Financing Strategy Model is a tool to test fiscal strategies to meet the proposed level of service.

Legal and Legislative Services

Prepared for: Council-in-Committee **Report: LLS-03-2026**

Meeting Date: April 13, 2026

1. Title

Use of Corporate Resources for Election Purposes Policy Review

2. Recommendations

That: Council receives Report LLS-03-2026 Use of Corporate Resources for Election Purposes Policy Review; and

That: The updated policy attached as Attachment A - Use of Corporate Resources for Election Purposes, be approved; and

That: Council directs staff to prepare the necessary By-law to repeal By-law 62-2018.

3. Relation to Council's Corporate Strategic Plan

Not applicable.

4. List of Stakeholders

Members of Fort Erie Council, Committees, Boards, and School Boards;
Town of Fort Erie Employees and Volunteers;
Registered Candidates and Registered Third Party Advertisers;
Candidates; and
Local Area Municipalities

5. Purpose of Report

The purpose of this Report is to seek Council's approval of an updated Use of Corporate Resources Policy for Election Purposes.

6. Analysis

Legislative Authority

Section 88.18 of the Municipal Elections Act, 1996 (the "MEA") requires municipalities to establish rules and procedures governing the use of municipal resources during an election campaign.

Subsection 88.8(3) of the MEA outlines who may make contributions to candidates, including individuals who are normally residents of Ontario, as well as the candidate and their spouse. Candidates are not permitted to accept contributions from a municipality.

A contribution may include money, goods, or services. Accordingly, any use of Town resources for election-related purposes—whether by Town staff, a member of Council who is a candidate, any other candidate, or a registered third party—may constitute an in-kind contribution under the MEA.

The purpose of the Use of Corporate Resources for Election Purposes Policy is to ensure compliance with legislative requirements; protect the interests of the Corporation, members of Council, candidates, registered third-party advertisers, and staff; and promote fair, accountable, and transparent municipal election practices.

Background

The Town has maintained a policy governing the use of corporate resources for election purposes since the 2010 municipal election (By-law No. 80-10).

The Use of Corporate Resources for Election Purposes Policy was updated in 2018 to reflect the introduction of Third Party Advertisers under the Municipal Elections Act, 1996, as well as to incorporate minor administrative revisions, without altering the overall intent of the policy.

The Policy regulates the use of corporate resources such as facilities, equipment, supplies, services and the use of employees for campaigning and campaign-related activities and expressly prohibits the use of Town resources for election campaign purposes.

Staff undertook a review of the Policy in preparation for the 2026 municipal election, with the objective of identifying any concerns, gaps or ambiguities. This review included jurisdictional scans, as well as internal analysis and discussion.

While the core substance of the Policy was found to be generally sound, the review identified opportunities to improve definitions, organization, and overall clarity.

Overview of Changes

The following chart provides an overview of the substantive changes to the policy:

Shortened Purpose	Removed unnecessary information that is otherwise still found in the document to reduce duplication and/or confusion, as the previous purpose was acting as an executive summary.
Added Definition Section	Added definition section to ensure clarity, consistency and legal compliance at the beginning of the document for ease of reference.
Expanded Application Section	This update addresses ambiguities through an expanded application section, featuring a more defined and targeted scope. Included exception clause for greater clarity.

Introduced Sectioned Provisions	To improve organization and clarity, information was categorized into sections. These sections consist of “Technology Related Provisions”, “Facility Related Provisions”, “Communications Related Provisions”, and “Employee Provisions”. These sections provide easy and clear reference to the required clauses.
Technology Related Provisions	The added section strengthens and clarifies rules around election-related activities to ensure fairness, transparency, and appropriate use of municipal resources. They clearly define and restrict the use of corporate technology and communication systems for campaign purposes, while setting consistent expectations for sitting council members during an election year. Overall, the changes aim to reduce ambiguity, prevent misuse of municipal platforms, and create a more level playing field for all candidates.
Facility Related Provisions	Reorganized the structure of existing information to enhance clarity. Removed the clause that allowed candidates/third party advertisers to rent out municipal facilities for campaign related purposes. However, allows for them to attend a non-campaigning all-candidate night or debate hosted by a non-partisan host, given that all registered candidates had an equal opportunity to attend. Added that candidates may not campaign at town-hosted events, whether on municipal property or not. These change align with best practices aimed at maintaining municipal neutrality and avoiding the perception of endorsement.
Communication Related Provisions	The updates streamline and reorganize the existing rules to improve clarity and consistency. They better define what materials candidates and the Town may reproduce and modernize the policy by explicitly addressing websites and social media platforms. Overall, the changes make the rules easier to understand and more reflective of current communication practices.
Employee Provisions	The updates provide clearer guidance on how employees may participate in elections, balancing their right to engage as private citizens with the need to protect the integrity and neutrality of the Corporation. They reinforce the separation between personal political activity and official roles, including restrictions on using Town identifiers, uniforms, or positions in ways that could imply corporate endorsement. Additional clarification ensures that election-related staff maintain perceived impartiality through limits on political involvement and required disclosure of any relationships that could create a conflict.

7. Financial, Staffing and Accessibility (AODA) Implications

Staff will continue to monitor compliance with the Policy, as in previous election periods. Additional financing, staffing or accessibility implications are not anticipated at this time.

8. Policies Affecting Proposal

Subsection 88.18 of the Municipal Elections Act, 1996, as amended, provides that municipalities and local boards shall establish rules and procedures with respect to the use of municipal or school board resources, as the case may be, during the election campaign period, before May 1 in the year of a regular election.

The municipality has had its existing policy, by-law 62-2018 in place since 2018, where it was updated from the previous 2010 policy, to include the introduction of third party advertiser requirements. However, the update was not intended to revamp, clarify or strengthen the policy content, as only minor revisions were made to the policy of a generic nature.

A new, revamped policy would repeal the existing by-law, 62-2018.

9. Comments from Departments, Community and Corporate Partners

Not applicable.

10. Alternatives

Council may choose to not approve a revised policy and continue to operate under the existing policy.

11. Communicating Results

The proposed policy will be made available on the Town’s Website and candidate portal. Staff will provide the policy to all Candidates and Third Party Advertisers upon registration.

12. Conclusion

Staff recommend that Council approve the policy with the proposed amendments to ensure compliance with relevant legislation, and to ensure transparent and accountable election practices.

The updated policy will protect the integrity of the election and interests of the Corporation, Members of Council, candidates and staff.

13. Report Approval

Prepared by:
Brooklyn Kettle-Bergstrand
Elections Coordinator

Peter Todd
Manager, Legislative Services/ Town Clerk

Approved by:
Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix 1 – Draft Use of Corporate Resources Policy

Use of Corporate Resources for Election Purposes for the Town of Fort Erie

1. Purpose

1.1. Section 88.18 of the *Municipal Elections Act, 1996,* S.O. 1996, c. 32, Sched., as amended (the "MEA"), provides that municipalities shall establish rules and procedures with respect to the use of municipal resources during the Election Campaign Period. In addition, Subsection 88.8(4)5 of the MEA provides that a municipality shall not make a campaign contribution.

1.2. Public funds and resources are not to be used for any election-related purposes, including the promotion of or opposition to the candidacy of a person for elected office.

1.3. The purpose of this policy is to regulate and provide a clear approach and direction regarding the use of municipal resources during the Election Campaign Period in accordance with the MEA, the *Canada Elections Act,* S.C. 2000, c. 9. and the *Election Act,* R.S.O. 1990.

2. Definitions

"By-election" means an election other than a regular election**;**

"Campaign Material" means any materials, including political advertising, used to solicit votes for a Candidate(s) or question in an election or any materials that promote or oppose the candidacy of a person for elected office. This includes but is not limited to literature, banners, posters, pictures, buttons, clothing, print, displays, social and traditional media content. For greater clarity, Campaign Materials do not include election signs, which are governed by the Town's Sign By-law;

"Campaigning" means any activity that may directly or indirectly benefit or oppose a Candidate;

"Candidate" means a person who has filed, and not withdrawn, a nomination in a municipal, school board, provincial, or federal election or by-election, in accordance with the *Municipal Elections Act, 1996*, the *Election Act, 1990*, or the *Canada Elections Act*, as applicable. For greater clarity, references in this Policy to a Candidate shall be deemed to include a political party, constituency association, registered third party, or a person or group supporting or opposing a question on a ballot.

"Corporate Resources" means real property, goods and/or services owned, controlled, leased, acquired, or operated by the Town of Fort Erie including, but not limited to, facilities, parks, materials, equipment, monetary funds, technology, County IT systems and resources, databases, intellectual property, and supplies;

"Election Campaign Period" means the official Election Campaign Period as determined by the MEA, Canada Elections Act SC 2000, c 9, and the Elections Act, 1990, as the context requires;

"Employees" includes full-time, part-time and contract Employees paid by the Corporation of the Town of Fort Erie;

"Municipal Facility" means any real property owned or under the control of the Town of Fort Erie, including but not limited to property owned, leased, occupied or used by the Town, such as libraries, community centres, meeting rooms, lobbies, banquet spaces, gymnasiums, sports fields, parks, pools, arenas and associated parking areas;

"Nomination Day" means the date in a regular Election or a By-election (as defined in Municipal, Provincial, or Federal legislation) where nominations close.

"Voting Day" is the day on which the final vote is to be taken in an election.

3. Application

3.1. This policy applies to:

i. Members of Fort Erie Council, including the Mayor;
ii. Members of Fort Erie Committees and Boards;
iii. Town of Fort Erie Employees;
iv. Town of Fort Erie Volunteers;
v. Registered Candidates; and
vi. Registered Third Party Advertisers.

3.2. This policy is applicable to municipal elections, including By-elections and applies, with necessary modifications, to provincial and federal elections.

3.3. This policy does not apply to:

i. Municipal information prepared, posted and maintained by the Town;

ii. Names and photographs of Elected Officials, their contact information, and a list of current representation on committees that are prepared, posted and maintained by the Town;

iii. Agendas and minutes of Council and Committee meetings;

iv. Media releases and Town materials that describe inter-governmental activities of the Members of Council and/or Mayor in the capacity as Head of Council and Chief Executive Officer of the Town; and

v. Municipal election-related education meetings that are organized by Town Staff.

4. Technology Related Provisions

4.1. Candidates and Members of Council shall not use Municipal Resources for any election related purposes, including computers, phones, tablets, printers, scanners, or other services such as email, internet, and file storage.

4.2. Websites or domain names that are funded, hosted, or managed by the Town of Fort Erie shall not include any election-related Campaign Material or links to websites that feature election-related Campaign Material, subject to subsection 4.2(i).

i. During the Election Campaign Period, links to external election campaign websites may be posted only on the online list of Candidates maintained by the Town of Fort Erie.

4.3. The Town of Fort Erie's voicemail system is not to be used to record election related messages nor shall the computer network, including the Town of Fort Erie's e-mail system, be used to distribute election campaign related correspondence.

4.4. In an Election year, Mayor and Council biographies will remain static, and no updates to these pages will be allowed. Upon submitting nomination papers, the biographies for the existing Member of Council shall be removed from the Members of Council section of the webpage. The pictures and contact information will remain on the website.

4.5. Candidates are permitted to link to any Town document available to the public or on a public Town webpage from their campaign website.

4.6. Sitting Members of Council who choose to create or use social media accounts for Campaigning must include, for the duration of the Election Period, a clear statement on each campaign website or social media account's home page indicating that the account is being used for election campaign purposes and is not related to their duties as a member of council.

5. Facility Related Provisions

5.1. Candidates shall abide by Section 8 of the Municipal Sign By-law 119-2017 for the posting of signs and notices.

5.2. Members of Council, Candidates and Third Party Advertisers shall not

use any Municipal Facility for any election Campaigning related purposes.

i. Despite subsection 5.2, a Municipal Facility may be used for a non-partisan organized function, such as an all-Candidate debate, where the applicable rental application and fees for such use have been paid, and no Campaigning is conducted at the Municipal Facility. These events must permit all registered Candidates for that office an equal opportunity to participate.

6. Communications Related Provisions

6.1. Candidates shall not print or distribute any election campaign related material using municipal funds or resources.

6.2. Content produced for and owned by the Town of Fort Erie shall not be used by Candidates for any election purposes.

6.3. No advertising paid for by and owned by the Town of Fort Erie shall contain the name of the Councillor or the Mayor unless consistent with their duties as an elected official.

6.4. The Town of Fort Erie's logo, crest or any variation of it shall not be used on any election Campaign Material or included on any election campaign related website, website platforms, social media pages except in the case of a link to the Town's website to obtain information about the municipal election.

6.5. Distribution lists or contact lists developed using municipal resources or through contact in a member's official duties shall not be used for election campaign related purposes.

7. Employee Provisions

7.1. Employees may participate in political activity at the municipal, provincial or federal levels, but shall not canvass or actively work in support of a municipal, provincial or federal Candidate or party using Corporate Resources or during normal working hours unless they are on a leave of absence without pay, lieu time, float day or vacation leave.

7.2. Notices, posters or similar material in support of a particular Candidate or political party are not to be produced, displayed or distributed by employees on Town of Fort Erie work sites.

7.3. Employees engaged in political activities must take care to separate those personal activities from their official positions.

7.4. Employees may not engage in any political activity while wearing a Town uniform or identifier (e.g. name badge, hat, clothing, lanyard).

7.5. Employees may not use their title or position within the Town in a way that may lead a member of the public to infer that the Town is endorsing a Candidate, Registered Third Party or political party.

7.6. Any Employee involved in the administration of a municipal election shall remain neutral and impartial and shall conduct themselves in a manner that maintains public confidence in the integrity of the election process. Such Employees shall refrain from any activity or conduct that could reasonably be perceived as compromising their neutrality. Any actual or potential conflict of interest shall be promptly disclosed in writing to the Chief Administrative Officer or designate.

8. Limitations

8.1. This policy does not preclude a member of Council or Regional Council from performing their duties as a Councillor, Mayor, Regional Councillor, or Regional Chair nor inhibit them from representing the interests of the constituents who elected them.

8.2. Nothing in this Policy shall preclude Staff from exercising their civic right and duty to participate in an election process, including a municipal election process, as a private citizen.

9. Implementation

9.1. The Town Clerk is authorized and directed to take the necessary action to give effect to this policy, and shall become effective immediately upon approval by Council

10. Rationale

10.1. The MEA requires municipalities to establish rules and procedures with respect to the use of Corporate Resources during the Election Campaign Period.

Approved by,

_____

Chris McQueen

Chief Administrative Officer

Business Status Report

Corporate Services; Community Services; Legal and Legislative Services; Fire and Emergency Services
Monday, April 13, 2026

Monday, May 11, 2026

Forecasted Reports and By-laws	Source

Monday, June 8, 2026

Forecasted Reports and By-laws	Source

Prepared by:
Diana L. Kelley, EA Mayor

Submitted by:
Chris McQueen, MBA
Chief Administrative Officer