

<b>PUBLIC SPEAKERS &amp; SUBMISSIONS MADE AT THE PUBLIC MEETING OF JULY 8th, 2013</b>		
Date Comments Received	Speaker/Submission	Nature of Concern, Comment or Inquiry
July 8, 2013	Mike Cloutier	<ul style="list-style-type: none"> <li>- stated in support of the process;</li> <li>- expressed he was in support of some of the policies but not in favour of others;</li> <li>- would like to see the recognition of commercial at Thunder Bay and Bernard;</li> <li>- believes that commercial in this location would serve Thunder Bay residents better and make the community more walkable.</li> <li>- Also states that higher density, multi-storey building at this location would serve the community better.</li> <li>- indicates not keen on increase to housing in core that would offer/attract youth to live in. Correlates youth with low income and low cost or affordable housing that in his opinion, would not create favourable conditions in the core, particularly between Disher Street and Dominion Road.</li> <li>- promotes and supports additional festivals/events and events that would close the street (Ridge Road) and bring people to this popular area. Would not want to increase residential density in this area, again citing between Disher Street and Dominion Road.</li> <li>- supportive of the Gorham area and it's auto accessibility, but also believes high density should be located there.</li> <li>- supports Yacht Harbour/North Shore link, if not for vehicles, than at very least pedestrian linkage.</li> <li>- Would like to see transit put back on Ridge Road. Does not believe it should be heading to Dominion and Gorham given the types of commercial there currently.</li> <li>- suggest the Town should acquire Pride Field to protect as a municipal park.</li> </ul>
		<p style="text-align: center;">Actions / Response by Staff</p> <ul style="list-style-type: none"> <li>- staff notes speaker's comments and take this opportunity to clarify.</li> <li>- The 2009 "Neighbourhood Plan" identified the location of Bernard and Thunder Bay as having potential for some local commercial. It is important to note that lands within the area were not "designated" for commercial, but rather the location was only being highlighted as a potential location. The notation on that 2009 Plan served to draw attention to that location. Staff, in preparing the "Secondary Plan", have not made specific reference to this location. Staff wish to make perfectly clear to anyone concerned that the policies of our current Official Plan already permits local commercial uses in certain areas of the residential designation. So in essence, while we have removed a specific reference to that particular location, it remains possible for local commercial to establish in a residential designation, subject to certain criteria and by successfully completing a zoning by-law amendment, which is a public planning process with a decision made by Council.</li> <li>- Intensification for the Plan Area is being shown closer to the existing commercial areas of Ridgeway and Gorham. Based on the Plan's targeted population, the areas shown will provide for the anticipated uptake and further support the existing commercial in a walkable community environment.</li> <li>- Speaker cautions on the prospect of residential geared to youth in the core area. Staff remain committed to supporting residential on upper levels of the mixed use designation. While staff indicated this form of housing could present opportunities young adults to establish themselves in a community, it is not</li> </ul>

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~ suggests the Town should be looking at highest and best use of the school sites in the event one or two close as a result of Accommodation Review.  
~ suggests the old Ridgeway Public Works yard should develop as it has been talked about for years. Believes it should develop as parking if it is too contaminated for residential.

perceived to be the only demographic that may be interested in the core area vicinity and housing form. Staff supports an inclusive downtown core area for all ages/financial standing.  
~ Staff note the speaker's comments on additional community events and convey such events are a matter relating to BIA participation, coordination and organization in conjunction with the Town. Event Planning does not form part of this land use planning document.  
~ Staff acknowledges speakers comments in support of more auto-centric commercial for the Gorham area. Staff maintain this area of the plan is subjected to more commuter style commercial given the transportation link between the OE/W and the Crystal Beach community. At this time, staff have provided for the projected residential intensification needs within other areas of the Plan for the planning horizon.  
~ Staff welcomes support for maintaining the linkage between Yacht Harbour and North Shore. Staff share the opinion and have retained this conceptual link to be addressed in the event of future development in this area that may prompt a requirement for improvement to present conditions.  
~ staff acknowledge speakers comments concerning transit routing. Planning staff are aware response from Infrastructure Services via memorandum was submitted to Council on August 12, 2013 that provided rationale for current routing. **A copy of the Infrastructure Service Memo is attached to this Appendix for information.**  
~ The Town will have the opportunity to discuss long term land use of the DSBN School sites at a future date. The speaker's comments are noted.  
~ The Town will be in a position to weigh in on future land use of the school sites at the appropriate time in future, once the Board has made a determination respecting it's holdings. Furthermore, the School Board has not made any requests for change in designation. The speakers comments concerning highest and best use are noted,  
~ Speaker's comments regarding the old Ridgeway Works Yard are noted.

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<p>July 8, 2013</p>	<p>Charles Kautz</p>	<p>~ Stated presence at the Public Meeting serving two capacities.                  ~ On behalf of the "Thunder Bay Association" he is thankful for removal of conceptual road on their lands (south of Thunder Bay Road). Also thankful for removing the commercial reference made previously for the intersection of Bernard &amp; Dominion.                  ~ Of personal opinion, would like to know if the policies of the Secondary Dwelling units will be included in Secondary Plan as he believes it would be helpful.                  ~ encourages Council to read original comments and matters related to creek naming.                  ~ Suggests creek naming shouldn't be an issue as he has referred to the creek as Kautz Creek in all of his reporting to government agencies.                  ~ Reiterates he has made his concerns known through earlier submitted materials, which are being provided to the Clerk once again this evening.</p>	<p>~ Staff note speaker's appearance representing two opinions.                  ~ staff acknowledged speaker's (Association) comments regarding the conceptual road shown on their lands through appearances at Public Information Meetings and through written submissions. Staff considered request and responded by removing conceptual road. Staff also removed specific reference to potential for commercial at Thunder Bay and Bernard. Staff believes these land use concerns are now resolved.                  ~ Respecting Secondary Dwelling units, staff would note that such an amendment is one affecting a municipal wide context and not just one Secondary Plan area. Therefore, the amendment is made to the Parent Official Plan document, which would implement it's policies on a broad-based approach as defined in the amendment referenced.                  ~ Speaker references original submissions. Council is advised the speaker's comments submitted are contained within an Appendix of this Report.                  ~ Speaker's claim of having made reference to the creek as "Kautz Creek" in reports to the various Ministries or agencies is not disputed, however Staff has no official information from Ministries or agencies that have made reference to the creek under such a name. Furthermore, staff does not have authority to name creeks and waterway. Such authority rests with the Ministry of Natural Resources. Staff do not object to the speaker pursuing official recognition, however, staff believe as this is in the interest of the speaker and not the Town, he would be encouraged to pursue the Ministry of his own volition and should official recognition be currently available, or confirmed at a later date, the speaker is requested to provide such Ministry correspondence to the Conservation Authority, Regional Niagara and the Town of Fort Erie for their official record and future identifying reference.                  ~ Respecting the speaker's interest in storm water management practice and requirements of the Town, the Town does not recognize the speaker as an "approval authority" under it's operational and statutory mandates. Present requirements for approval of storm water management plans and facilities require submission, review and approval from the Niagara Peninsula Conservation Authority (on behalf of the Region of Niagara, the Ontario Ministry of the Environment and the federal Department of Fisheries and Oceans) for certain aspects of the infrastructure, grading and drainage, while other aspects such as a storm water management pond require direct approval of the Ministry of the Environment. This is not a confrontational response. There is simply no regulatory basis for the Town to seek review and approval from the speaker for development drainage approval within the watershed of the speaker. Ministry and/or Conservation Authority approval with Town input acts in the interest of all watershed owners, including those of riparian nature.</p>
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**DEPARTMENT OR AGENCY SUBMISSIONS MADE AFTER THE PUBLIC MEETING OF JULY 8th, 2013 and PRIOR TO COUNCIL DECISION ON ADOPTION**

Date Comments Received	Author / Owner / or General Public	Nature of Concern, Comment or Inquiry	Actions / Response by Staff
1	Bell Canada	<p>~ expressed their ongoing commitment to being engaged at the municipal level during planning exercises such as Secondary Plans;</p> <p>~ reiterating provincial policy regarding telecommunication significance;</p> <p>~ commenting on the significance of telecom infrastructure requirements and needs in relation to urban design requirements and that it is important to be involved when Fort Erie moves to prepare such guidelines.</p> <p>~ Bell seeks clarification on policy line in 4.18.17 b) regarding safety and separation requirements.</p>	<p>~ staff acknowledge and welcome Bell's ongoing interest and involvement in planning for future telecom needs.</p> <p>~ staff acknowledges that if and when it proceeds with UDG document preparation for the downtown and/or Gorham, Bell Canada will again be provided opportunity to engage the Town with it's insight and experience in best practices relating to telecommunication infrastructure and streetscaping options. The guidelines presently contained within the policies are of a higher level and do not restrict or promote an individual telecommunications protocol or infrastructure. This in staff's opinion, provides continued opportunity to address site specific matters for sensitively designed and located telecom infrastructure of not only Bell, but any telecom provider.</p> <p>~ Respecting the request for clarification under 4.18.17 b), staff's intention was to make a blanket policy statement concerning utilities in general, being required to comply with relevant safety separations that would be specific to the individual utility, installed either alone or as part of a comprehensive or shared servicing plant arrangement. In order to further clarify the policy as written in the draft, staff are suggesting the wording be modified to read:</p> <p>"b) Utility providers shall ensure their respective utility has been planned and located in accordance with any relevant safety regulations, separation requirements and/or municipal standards, either through individual utility plant location or as part of a combined installation."</p> <p>As stated above, staff believes clarification is provided in a generic sense, recognizing that different utilities may have differing industry requirements. Subsequently, each utility can plan accordingly. Actual review and approval of utilities form part of engineering submission and review process.</p>
2	Manager of Parks & Open Space Development	<p>~ comments on the change in location shown on the new plan as being an improvement.</p> <p>~ comments that the Plan is consistent with the Town's Parks &amp; Open Space Master Plan.</p>	<p>~ staff acknowledge support for modified location.</p>

<b>PUBLIC SUBMISSIONS MADE AFTER THE PUBLIC MEETING OF JULY 8th, 2013 and PRIOR TO COUNCIL DECISION ON ADOPTION</b>			
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1 July 12th, 2013	2 Youth Residents of Crystal Beach (Siblings)	~ General comments received through the Office of the Mayor requesting Town to stop making big buildings on beaches and around Ridgeway.	<ul style="list-style-type: none"> <li>- The Ridgeway Secondary Plan shows a Low Density density designation along its waterfront.</li> <li>- Building heights for Medium Density in the Ridgeway area are generally restricted to 4 storeys. Any buildings seeking additional storeys will require special studies and a vote of Council.</li> <li>- Policies at all levels of government recognize the need to provide different housing types, including apartments, as a means providing housing opportunities within complete communities for all demographics.</li> </ul>

**MAPPING MODIFICATIONS MADE SINCE PUBLIC RELEASE OF JUNE 11th, 2013 DRAFT, UP UNTIL SEPTEMBER 3RD, 2013**

Effective Date	Prompted By	Description of Mapping Change	Comments
1 June 24, 2013	Town of Fort Erie	- Hazard Land limit adjustment to reflect Environmental Protection limits shown on Parent OP Land Use Schedule in the area of Prospect Point Plan of Subdivision.	- discrepancy caught during mapping schedule review and modification made to schedules of Secondary Plan. Modification had been made after June 11th release and was showing correctly on July 8th draft of the Secondary Plan mapping and remains on the final version.
2 June 25, 2013	Town of Fort Erie	- Hatching / Fill added to Transportation Plan for area representing the Commercial designation in the Gorham Commercial Gateway, similar to what had been done for the Downtown area.	- This staff addition was made to assist in illustrating an area of the Plan that is identified for commercial activity, just as the downtown area had been identified in earlier drafts of the transportation plan. This addition simply assists viewers with locating both commercial centres on the plan in relation to the transportation related components shown on this schedule. The addition did not appear on the June 11th draft of the schedule, but was made and shown on the July 8th release and remains on the final version.
3 July 8, 2013	Region of Niagara	- Illustration of Regional Sanitary Pumping Stations requested to be shown of the Schedule of the Secondary Plan; and - Edit Transportation Schedule to correctly identify Gorham Road, south of Dominion as being a Town road and not a Regional Road.	- Modifications made: Pumping Station symbol added to Land Use Schedule (RTB-2) and Gorham Road modified as requested on the Transportation Schedule (RTB-4)
4 August 4, 2013	Town of Fort Erie	- Small remnant designation of Locally Significant Natural Area / Woodlot over 2.0ha omitted from Schedule RTB-3, north side of Yacht Harbour Road as the criteria no longer applies.	- Modification made to remove following detailed review of the Plan schedules and Natural Areas Inventory in making determination.
5 August 4, 2013	Town of Fort Erie	- Environmental Conservation overlay designation removed to reflect existing development and approvals in the area of Prospect Point and Dominion (Deerwood Lane)	- Modification made to reflect existing approved limits.
6 August 4, 2013	NPCA	- Notation on schedules pertaining to Wetland Interpretive Trail modified to reference policy within Secondary Plan; and - Text in legend item of Schedule RTB-3a identifying Stream - Fish Habitat edited to read "Other" instead of "No Data".	- Modification made to direct readers to the policies of in the Plan which provide more explanation of the intent. NPCA had expressed concern over location of trail, however, staff are maintaining the concept of a trail, in a yet to be determined and approved location. - Text edit requested by NPCA made in legend.
7 August 4, 2013	Town of Fort Erie	- Textual edits to legend items on RTB-2 to accurately reflect "Low" and "Medium" density designation titles.	- Legend texts updated as noted and is consistent with the titles in the policy section text.
8 August 4, 2013	Town of Fort Erie	- General line colour and linewidth adjustments in effort to improve legibility	- some line and colours have been changed in trying to improve contrast and clarity for the reader.



## Interoffice Memorandum

ITK  
I.C.E. July 22, 2013  
In Council Elastic

To: Mayor and Council  
 From: Carla Stout, Administrative Supervisor & Transit Program Manager  
 Subject: **TRANSIT ROUTE - RIDGEWAY**

It has been brought to my attention that during the Public Meeting regarding the Ridgeway Secondary Plan questions were brought forward by the public as to why the bus routing was altered within the Ridgeway area and specifically removed from the portion of Ridge Road (Dominion Road to Disher Street).

In 2011, Council approved the recommendations of the Fort Erie Public Transportation Requirements Study dated September 2011. One of the recommendations of the Consultant's professional report was to alter the existing routing in Ridgeway (route proposal attached). The following recommendation from the study and its reasoning is, in part, as follows:

**Route Changes in Ridgeway – Crystal Beach:**

*The current bus route does not serve some destination activity centres, such as the Library and Recreation Centre on Ridge Road, the grocery store on Gorham Road and the planned community medical centre near Gorham Road and Dominion Road. The route does run through the commercial centre on Ridge Road and this area is an important activity centre. **The bus would be routed as follows:***

*The westbound bus would continue on Dominion Road past Ridge Road to Gorham Road, turn south on Gorham Road to Disher Street, travel along Disher Street to Ridge Road where it would turn south along Ridge Road. It would continue on Ridge Road to Rebstock Road, travel along Rebstock Road to Schooley Road, south on Schooley Road to Erie Road and along Erie Road to the Crystal Beach commercial centre.*

*The returning bus would turn north on Ridgeway Avenue, turn right on Farr Avenue, travel to Ridge Road, turn north on Ridge Road and travel to Disher Street, turn left on Disher Street to Gorham Road, turn right on Gorham Road to Dominion Road, turn right on Dominion Road travelling eastbound past Ridge Road.*

*This route will provide coverage to several activity areas not currently served. The proposed route does not include the section of Ridge Road between Disher Street and Dominion Road, a distance of about 375 metres. However, trips to and from this area can walk to Disher Street or to Dominion Road with walking distances not exceeding 200 metres. There are some marked bus stops in this section of Ridge Road and a bus shelter that will need to be relocated. The modified routing can be accommodated within the two hour round trip so this route change will not have a significant increase in operating costs.*



**Transit Route - Ridgeway  
July 22, 2013**

**Page "2"**

When the study was presented to Council, not only was routing proposed to provide the coverage of all areas/ services significant to riders but the Consultant was also directed to keep the route within the existing 2-hour round trip to mitigate any cost increases. Since the study was approved, Council has entered into a new conventional contract at a significant increase in cost to meet accessibility legislation and to provide expansions of the service requested by the community.

The transit route is intended to provide access to the most needed services for those who choose or have to use public transportation. This includes food, community services, medical and health access etc. The route into Ridgeway was changed with the intent to provide better access to grocery shopping, access to the health centre yet to be built on Gorham Road, as well as to provide access to literacy and community programs at the arena/ public library etc.

While I understand that the BIA area is a hub of activity it does not currently provide these primary levels of service. The walking distance of less than 200 metres in either direction to mid-block along Ridge Road should not impede our rider's visits to the BIA area. Anyone unable to traverse that distance would be qualified for our specialized FAST service and can contact me directly. Further, the Ridgeway BIA and Councillor Hill had enquired about relocating the route along Hibbard Street. Based on the pronounced jog in the roadway, the proximity of the road to home frontages and the lack of sightlines at intersections etc. staff cannot support this request.

Since 2009, staff has conducted public open houses throughout the community including 3 in 2009 (townwide), 1 regarding the study in 2011 with the Consultant and 1 in 2012 in Stevensville. I personally have also ridden buses, filled out surveys on all 3 levels of the transit provided and have gathered feedback via the Town website. At no time during this public engagement did the re-routing of the bus in Ridgeway cause any concern for existing riders. Moreover, most of the requests for increased service targeted Sunday and holiday services as well as the early morning hours which Council has since added to the route under the new contract.

I am aware that access to some of the new stop locations is limited by route direction and I wish to address this going forward into upcoming budget discussions with Council and with our Operator. Keep in mind that the new route is only 9 months old and I have only seen an increase in ridership as extra hours and stops have been added (new schedule brochure attached).

All of which is respectfully submitted,



Carla Stout  
Administrative Supervisor & Transit Program Manager

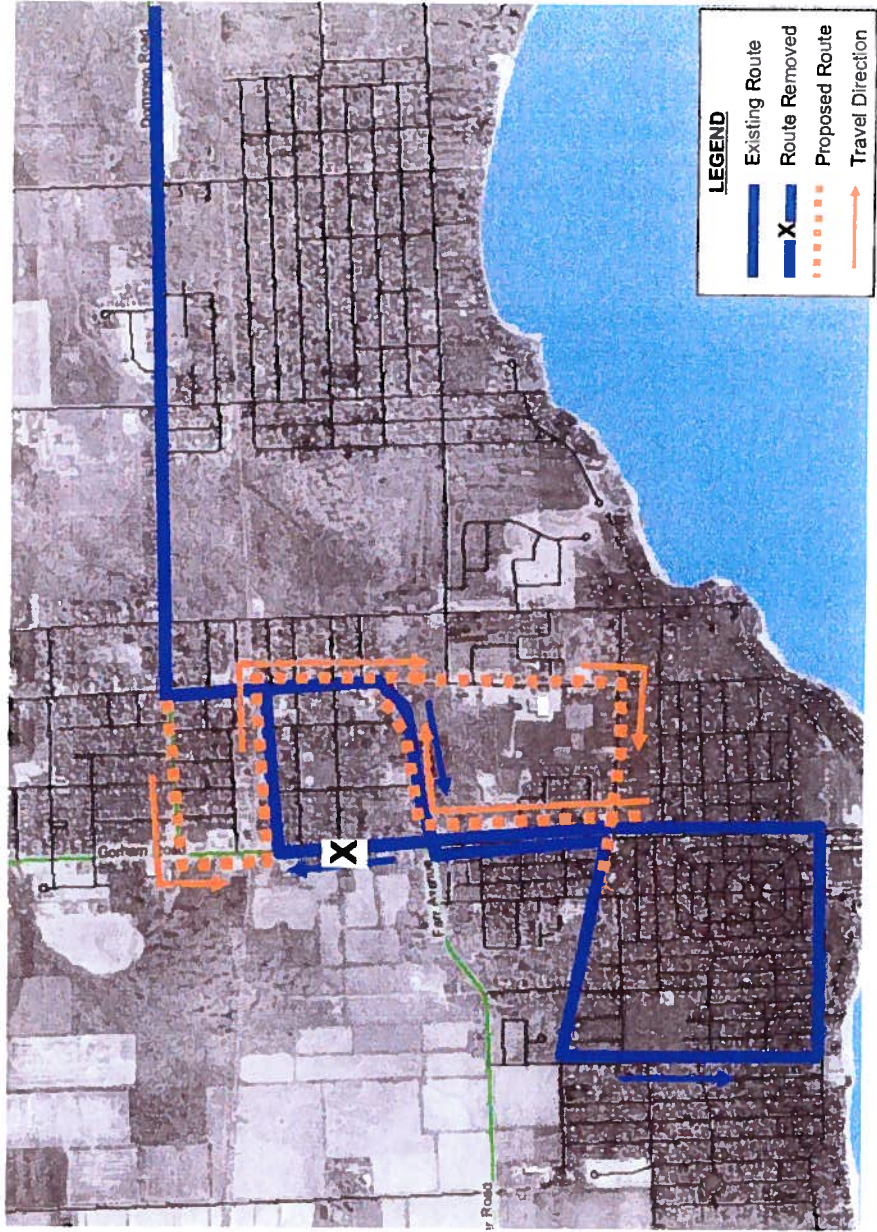
Attach.

c.c. L.C. Adams, CAO  
Department Directors



Public Transportation Requirements Study

Figure 3: Ridgeway Routing Option



**FORT ERIE TRANSIT BUSES ARE 100% ACCESSIBLE TO ENSURE THE SAFETY AND COMFORT OF ALL OUR RIDERS.**

All our buses meet the Accessibility for Ontarians with Disabilities Act. Buses are equipped with accessibility features to accommodate all levels of mobility.

**THESE FEATURES INCLUDE:**

- Braun lift at the rear of the bus (curbside)
- Two forward-facing wheelchair positions with Q-Strait tie-downs to secure mobility aids and seatbelts for the passenger
- Trained drivers to assist passengers to secure & store mobility aids and assist in boarding/de-boarding the bus
- Slip-resistant flooring
- Next stop announcements by the driver
- Colour contrasted passenger grab handles and steps
- Courtesy and Priority seating onboard
- Certified guide dogs and service animals are welcome aboard.

**All transit information is available in accessible formats upon request by calling 905-871-1600**

Town of Fort Erie Transit is operated by:



Service effective October 15, 2012

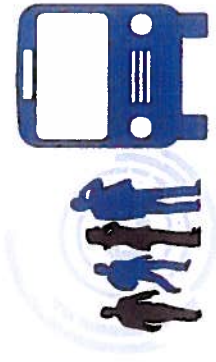
**HOURS OF OPERATION**

**MONDAY THROUGH SATURDAY**  
6:30 a.m. – 7:30 p.m.

**SUNDAYS & HOLIDAYS**

There is no service provided on Sunday or statutory holidays observed.

Please refer to the timetable and maps on the reverse side of this brochure for times, location of bus stops and destinations.



**PLEASE HAVE EXACT FARE READY**

- Cash Fare - \$2.50
- Discount 5 Ticket Strip - \$11.25
- Discount 10 Ticket Strip - \$21.00
- Monthly Pass - \$80.00
- (Children under 5 Years = FREE)

Cash, Debit and Credit Cards are accepted for passes/tickets onboard the bus by your driver or at Canadian Tire customer service at 240 Garrison Road.

**CONNECTIONS TO NIAGARA FALLS**

Connections to the **Fort-to-Falls** bus are provided at the Walmart / No Frills stop.

7 times daily Monday to Friday  
5 times on Saturdays

Fare = **\$3.50** to and within Niagara Falls

Fare = **\$6.00** to make connections beyond Niagara Falls

Student U-Passes are accepted as fare paid

For more information on schedule times for this service please visit our website at

[www.forterie.on.ca](http://www.forterie.on.ca)  
or call

**905-356-1179**

For more information on connecting to transit around the Niagara region please log on to:

[www.regional.niagara.on.ca](http://www.regional.niagara.on.ca)



**Our Focus: Your Future**

**TRANSIT SCHEDULE**

**TRANSIT INFO LINE  
905.993.1001**

TRANSIT SERVES THE FOLLOWING:  
FORT ERIE • AREA SHOPPING MALLS & STORES  
CRESCENT PARK • MUNICIPAL CENTRE  
YMCA • TOWNHALL • LEISUREPLEX  
CRYSTAL BEACH • RIDGEWAY



This service operates as close to the schedule as traffic and weather conditions permit.  
 Allow yourself enough time when planning your trip!

TO CRYSTAL BEACH	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2
1 Jarvis St - Post Office	6:30	8:00	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30
2 Phipps St & Crooks St	6:33	8:03	9:33	10:33	11:33	12:33	13:33	14:33	15:33	16:33	17:33	18:33	19:33
3 Central Ave & Jarvis St	6:35	8:05	9:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35	19:35
4 Central Ave & Gilmore Rd	6:36	8:06	9:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36	19:36
5 Central Ave & Catharine St	6:37	8:07	9:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	18:37	19:37
6 Catharine St & Niagara Blvd	6:39	8:09	9:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:39	19:39
7 Princess St & Waterloo St	6:41	8:11	9:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:41	19:41
8 Douglas Heights (High St)	6:43	8:13	9:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:43	19:43
9 Berrie St & Central Ave	6:44	8:14	9:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44	18:44	19:44
10 Douglas Memorial Hospital (Berrie St)	6:45	8:15	9:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45
11 Arnie Weimer/No Frills (Thompson Rd)	6:50	8:20	9:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:50	19:50
12 Leave Walmart/No Frills (Thompson Rd)	7:05	8:35	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05	18:05	19:05	20:05
13 1st (Gullery Plaza - Sibley's Gilmore Rd & Concession Rd)	7:09	8:39	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09	19:09	20:09
14 County Fair Mall (King St & Garrison Rd)	7:11	8:41	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:11	18:11	19:11	20:11
15 Dominion Rd & Albart St	7:14	8:44	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14	19:14	20:14
16 Dominion Rd & Crescent Rd	7:16	8:46	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:16	19:16	20:16
17 Crescent Rd & Orchard Ave	7:21	8:51	10:21	11:21	12:21	13:21	14:21	15:21	16:21	17:21	18:21	19:21	20:21
18 Municipal Centre/YMCA (Orchard Ave & Buffalo Rd)	7:22	8:52	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22	19:22	20:22
19 Dominion Rd & Gortiam Rd <New>	7:08	8:38	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:08	19:08	20:08
20 Ridge Rd & Bethel	7:10	8:40	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:10	19:10	20:10
21 Ridge Rd & Rabastock Rd <New>	7:11	8:41	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:11	18:11	19:11	20:11
22 Rabastock Rd & Ridgeway Rd	7:13	8:43	10:13	11:13	12:13	13:13	14:13	15:13	16:13	17:13	18:13	19:13	20:13
23 Rabastock Rd & Schooley Rd	7:14	8:44	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14	19:14	20:14
24 Bay Beach (Schooley Rd & Erie Rd)	7:16	8:46	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:16	19:16	20:16

TO JARVIS STREET	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2
24 Erie Rd & Ridgeway Rd	7:17	8:47	10:17	11:17	12:17	13:17	14:17	15:17	16:17	17:17	18:17	19:17	20:17
25 Ridgeway Rd & Brunswick Ave	7:19	8:49	10:19	11:19	12:19	13:19	14:19	15:19	16:19	17:19	18:19	19:19	20:19
26 Fair Ave & Ridgeway Rd <New>	7:20	8:50	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20	19:20	20:20
18 Ridge Rd & Oisher St	7:22	8:52	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22	19:22	20:22
19 Dominion Rd & Gortiam Rd <New>	7:23	8:53	10:23	11:23	12:23	13:23	14:23	15:23	16:23	17:23	18:23	19:23	20:23
17 Municipal Centre/YMCA (Orchard Ave & Buffalo Rd)	7:34	9:04	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34	18:34	19:34	20:34
16 Crescent Rd & Orchard Ave	7:36	9:06	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36	19:36	20:36
15 Dominion Rd & Crescent Rd	7:39	9:09	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:39	19:39	20:39
14 Dominion Rd & Albert St	7:42	9:12	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:42	18:42	19:42	20:42
13 County Fair Mall (King St & Garrison Rd)	7:44	9:14	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44	18:44	19:44	20:44
12 1st (Gullery Plaza - Sibley's Gilmore Rd & Concession Rd)	7:46	9:16	10:46	11:46	12:46	13:46	14:46	15:46	16:46	17:46	18:46	19:46	20:46
11 Weimer/No Frills (Thompson Rd)	7:50	9:20	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:50	19:50	20:50
10 Douglas Memorial Hospital (Berrie St)	8:20	9:50	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20	19:20	20:20	21:20
8 Douglas Heights (High St)	8:22	9:52	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22	19:22	20:22	21:22
7 Princess St & Waterloo St	8:24	9:54	11:24	12:24	13:24	14:24	15:24	16:24	17:24	18:24	19:24	20:24	21:24
6 Catharine St & Niagara Blvd	8:26	9:56	11:26	12:26	13:26	14:26	15:26	16:26	17:26	18:26	19:26	20:26	21:26
5 Central Ave & Catharine St	8:28	9:58	11:28	12:28	13:28	14:28	15:28	16:28	17:28	18:28	19:28	20:28	21:28
4 Central Ave & Gilmore Rd	8:29	9:59	11:29	12:29	13:29	14:29	15:29	16:29	17:29	18:29	19:29	20:29	21:29
1 Jarvis St - Post Office	8:30	10:00	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	21:30