



Committee of the Whole Revised Agenda

Monday, March 4, 2024, 7:00 p.m.

Council Chambers

Whitby Town Hall

This meeting will be available for viewing through the Town's **live stream feed** while the meeting is in progress. Please visit whitby.ca/CouncilCalendar for more information about the live stream and archived videos.

This meeting will be held in a hybrid in-person and virtual format. In accordance with Section 7 of Procedure By-law # 7462-18, Members of Council may choose to attend in-person or participate virtually.

Should you wish to provide comments regarding a matter being considered below, please submit written correspondence and/or a Delegation Request Form.

- **To submit written correspondence**, please email your correspondence to the Office of the Town Clerk at clerk@whitby.ca by noon on the day of the meeting. Correspondence must include your full name, address, and the item on the agenda that your correspondence is related to.
- **To speak during the Committee meeting either in-person or virtually**, please submit a **Delegation Request Form** online to the Office of the Town Clerk by 10 a.m. on the day of the meeting. Should you be unable to access a computer, please call 905.430.4315 to speak with a Staff Member in the Office of the Town Clerk.

A Revised Agenda may be published on a later date. Late items added or a change to an item will appear with an asterisk beside them.

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1. **Call To Order: The Mayor**
 2. **Call of the Roll: The Clerk**
 3. **Declarations of Conflict of Interest**
 4. **Consent Agenda**
 5. **Planning and Development**
 - 5.1 Presentations
 - 5.2 Delegations

- *5.2.1 George Lysyk, Resident (In-Person Attendance)
Re: PDE 01-24, Planning and Development (Engineering Services)
Department Report
Infill Development By-law

Refer to Item 5.4.1, PDE 01-24

- *5.2.2 Steve Edwards and Mark McConville representing Frontdoor Developments (Palmerston) Inc. (In-Person Attendance)
Re: PDP 11-24, Planning and Development (Planning Services) Department Report
Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment Applications, Frontdoor Developments (Palmerston) Inc., 400 Palmerston Avenue, File Number: DEV-25-23 (OPA-2023-W/03, SW-2023-03 and Z-09-23)

Refer to Item 5.4.2, PDP 11-24

- *5.2.3 Greg Rea, Resident (In-Person Attendance)
Re: PDP 11-24, Planning and Development (Planning Services) Department Report
Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment Applications, Frontdoor Developments (Palmerston) Inc., 400 Palmerston Avenue, File Number: DEV-25-23 (OPA-2023-W/03, SW-2023-03 and Z-09-23)

Refer to Item 5.4.2, PDP 11-24

- *5.2.4 Adam Layton representing Icon Taunton Limited (Virtual Attendance)
Re: PDP 12-24, Planning and Development (Planning Services) Department Report
Draft Plan of Subdivision and Zoning By-law Amendment Applications, Icon Taunton Limited, 945 Taunton Road East, File Numbers: DEV-28-23 (SW-2023-04, Z-10-23)

Refer to Item 5.4.3, PDP 12-24

5.3 Correspondence

5.4 Staff Reports

- 5.4.1 PDE 01-24, Planning and Development (Engineering Services) Department Report
Re: Infill Development By-law

Recommendation:

1. That an Infill Development By-law in accordance with the recommendations contained in Report PDE 01-24, be brought forward for Council's approval;
2. That the Director of Engineering Services be directed to finalize and implement the Guidelines to Infill Developments and Grading, Servicing and Drainage Permit in accordance with the recommendations contained in Report PDE 01-24 and in the proposed Infill Development By-law;
3. That the Director of Engineering Services be provided with the delegated authority to amend the Guidelines to Infill Developments and Grading, Servicing and Drainage Permit from time to time;
4. That Council approve the proposed Infill Development Fees and Securities as outlined in Report PDE 01-24; and,
5. That the Fees and Charges By-law # 7220-17, as amended, be further amended to include the proposed Infill Development By-law Fees and Securities, as outlined in Report PDE 01-24.

- 5.4.2 PDP 11-24, Planning and Development (Planning Services) Department Report
Re: Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment Applications, Frontdoor Developments (Palmerston) Inc., 400 Palmerston Avenue, File Number: DEV-25-23 (OPA-2023-W/03, SW-2023-03 and Z-09-23)

Recommendation:

1. That Council approve the Draft Plan of Subdivision (File No. SW-2023-03), subject to the comments included in Planning Report PDP 11-24 and the conditions of draft plan approval included in Attachment #12;
2. That Staff be authorized to prepare a Subdivision Agreement;
3. That the Clerk forward a Notice to those parties and agencies who requested to be notified of Council's decision, including the Region of Durham's Commissioner of Planning and Economic Development;
4. That Council approve the amendment to Zoning By-law #2585, (File No. Z-09-23), as outlined in Planning Report No. PDP 11-24; and,
5. That a by-law to amend Zoning By-law #2585 be brought forward for consideration by Council at such time as the subdivision receives Draft Approval.

- 5.4.3 PDP 12-24, Planning and Development (Planning Services) Department Report
Re: Draft Plan of Subdivision and Zoning By-law Amendment Applications, Icon Taunton Limited, 945 Taunton Road East, File Numbers: DEV-28-23 (SW-2023-04, Z-10-23)

Recommendation:

1. That Council approve the Draft Plan of Subdivision (File No. SW-2023-04), subject to the comments included in Planning Report PDP 12-24 and the conditions of draft plan approval included in Attachment #11;
2. That Staff be authorized to prepare a Subdivision Agreement;
3. That the Clerk forward a Notice to those parties and agencies who requested to be notified of Council's decision, including the Region of Durham's Commissioner of Planning and Economic Development;
4. That Council approve the amendment to Zoning By-law #1784, (File No. Z-10-23), as outlined in Planning Report No. PDP 12-24; and,
5. That a by-law to amend Zoning By-law #1784 be brought forward for consideration by Council at such time as the subdivision receives Draft Approval and Site Plan Approval is issued by the Commissioner of Planning and Development.

5.5 New and Unfinished Business - Planning and Development

6. General Government

6.1 Presentations

- *6.1.1 Andre Gratton, Manager, Enforcement Services and Francesco Santaguida, Commissioner, Legal and Enforcement Services (In-Person Attendance)
Re: LS 04-24, Legal and Enforcement Services Department Report

Implementation of Administrative Penalty System for parking infractions in Whitby & School Zone Parking Enforcement Update

Refer to Item 6.4.1, LS 04-24

6.2 Delegations

- *6.2.1 Gabriella Kalapos representing Clean Air Partnership (Virtual Attendance)
Re: Memorandum from H. Ellis, Council and Committee Coordinator, dated February 2, 2024 re: Whitby Sustainability Advisory Committee Request that Council Support the Ontario Energy Board's Decision to end the Gas Pipeline Subsidy

Refer to Item 6.3.1, Memorandum from H. Ellis, Council and Committee Coordinator, dated February 2, 2024 re: Whitby Sustainability Advisory Committee Request that Council Support the Ontario Energy Board's Decision to end the Gas Pipeline Subsidy

- *6.2.2 Bob Willard, Whitby Sustainability Advisory Committee (In-Person Attendance)
Re: Memorandum from H. Ellis, Council and Committee Coordinator, dated February 2, 2024 re: Whitby Sustainability Advisory Committee Request that Council Support the Ontario Energy Board's Decision to end the Gas Pipeline Subsidy

Refer to Item 6.3.1, Memorandum from H. Ellis, Council and Committee Coordinator, dated February 2, 2024 re: Whitby Sustainability Advisory Committee Request that Council Support the Ontario Energy Board's Decision to end the Gas Pipeline Subsidy

6.3 Correspondence

- 6.3.1 Memorandum from H. Ellis, Council and Committee Coordinator, dated February 2, 2024 re: Whitby Sustainability Advisory Committee Request that Council Support the Ontario Energy Board's Decision to end the Gas Pipeline Subsidy

Recommendation:

That the Memorandum from H. Ellis, Council and Committee Coordinator, dated February 2, 2024 re: Whitby Sustainability Advisory Committee Request that Council Support the Ontario Energy Board's Decision to end the Gas Pipeline Subsidy be received for information.

- 6.3.2 Correspondence 2024-87 from A. Adams, Regional Clerk, Regional Municipality of Peel, dated February 2, 2024 re Supreme Court of Appeal in Sudbury v. Ontario (Ministry of Labour)

See also Item 6.4.3, LS 05-24

Recommendation:

1. That Correspondence 2024-87 from A. Adams, Regional Clerk, Regional Municipality of Peel, dated February 2, 2024 re Supreme Court of Appeal in Sudbury v. Ontario (Ministry of Labour) be endorsed by Council; and,
2. That a copy of this resolution be provided to the Honourable Doug Ford, Premier of Ontario, the Honourable David Piccini, Minister of Labour, Immigration, Training and Skills Development, the Honourable Paul Calandra, Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario, the Federation of Northern Ontario Municipalities, Mayors and Regional Chairs of Ontario, the Council of Ontario Construction Associations, the Ontario Chamber of Commerce and all Greater Toronto Area municipalities.

6.4 Staff Reports

- *6.4.1 LS 04-24, Legal and Enforcement Services Department Report
Re: Implementation of Administrative Penalty System for parking infractions
in Whitby & School Zone Parking Enforcement Update

Recommendation:

1. That staff be directed to facilitate and implement an Administrative Penalty System (“APS”) for the Town of Whitby for Parking infractions with an implementation date of May 1, 2024.
2. That upon passing of the Administrative Penalty System By-law and new Traffic By-law, that Traffic By-law # 1862-85, as amended, is repealed after the transition period.
3. That the proposed new Administrative Penalty System By-law, be brought forward to the next Council meeting for consideration and adoption, substantially in accordance with Attachment 2 to this Report, and in a form satisfactory to the Commissioner of Legal and Enforcement Services/Town Solicitor.
4. That the proposed new Traffic By-law, be brought forward to the next Council meeting for consideration and adoption, substantially in accordance with Attachment 1 to this Report, and in a form satisfactory to the Commissioners of Legal and Enforcement Services/Town Solicitor and Planning and Development.
5. That Council approve the proposed Prevention of Political Interference Policy and Conflict of Interest Policy, substantially in accordance with Attachments 3 and 4, respectively.
6. That the Commissioner of Legal and Enforcement Services/Town Solicitor be directed to draft and implement a Standard Operating Procedure for public complaints in relation to the Administrative Penalty System.
7. That the Commissioner of Legal and Enforcement Services/Town Solicitor be delegated the authority to appoint both a Screening Officer and a Hearings Officer for the administration of the APS, and that the Clerk be directed to update the Policy G 020, Delegation of Powers and Duties Policy, accordingly.
8. That staff be directed to transition other applicable municipal by-laws to an Administrative Penalty System.
9. That Item GG-0020 be removed from the New and Unfinished Business List.

6.4.2 LS 02-24, Legal and Enforcement Services Department Report
Re: Conveyance of a Portion of Old Lake Ridge Road from the Regional Municipality of Durham and Boundary Road Agreement between Town of Whitby and Town of Ajax

Recommendation:

1. That Part of Lot 1, Concession 1 (Geographic Township of Pickering) and Part of Road Allowance between Township of Whitby and Township of Pickering, designated as Part 4 on Plan 40R-30216, being a portion of PIN 26494-0728 (LT) ("Property #1"), and Part of Lot 1, Concession 1 (Geographic Township of Pickering) and Part of Road Allowance between Township of Whitby and Township of Pickering, designated as Part 3 on Plan 40R-29191, SAVE and EXCEPT Parts 3 and 4 on Plan 40R-30216, being all of PIN 26494-0745 (LT) ("Property #2"), (collectively, the "Properties" or "Old Lake Ridge Road") be acquired from The Regional Municipality of Durham subject to the conditions set forth in Legal Services Report LS 02-24;
2. That Council direct staff to negotiate and enter into a Boundary Road Agreement with The Corporation of the Town of Ajax to the satisfaction of the Commissioner of Legal Services and Enforcement/Town Solicitor, or designate, to outline the future rights and obligations relating to Old Lake Ridge Road (the "Boundary Road Agreement");
3. That the requirement to obtain an appraisal and give public notice in accordance with Town of Whitby Policy F-190 regarding the Acquisition, Sale or other Disposition of Land Policy be waived for the acquisition of the Properties;
4. That the Clerk be authorized to bring forward a by-law authorizing the acquisition of the Properties; and,
5. That the Mayor and Clerk be authorized to undertake all necessary actions and execute an Offer to Sell with the Regional Municipality of Durham, a Boundary Road Agreement with The Corporation of the Town of Ajax, and any other documents to give effect thereto.

- *6.4.3 LS 05-23, Legal and Enforcement Services Department and Financial Services Department Joint Report
Re: R. v. City of Greater Sudbury – Staff Comments concerning Recent Supreme Court of Canada Decision

Recommendation:

That Report LS 05-23 be received for information.

- 6.4.4 FS 05-24, Financial Services Department and Legal and Enforcement Services Department Joint Report
Re: Land Exchange between the Town of Whitby and the Canadian Pacific Railway Company for future work to Des Newman Boulevard

Recommendation:

1. That Part of the Road Allowance of Coronation Road between Lots 32 and 33, Concession 3, designated as Parts 8, 9 and 10 on Plan 40R-29953 (being a portion of PIN 26548-3682 (LT)) ("Property #1"), and Part of the Road Allowance of Ash Street, East of Brock Street, Plan H50029, designated as Part 1 on Plan 40R-32017 (being a portion of PIN 26532-0111 (LT)) ("Property #2"), (collectively the "Town's Parcels") be declared surplus and conveyed to the Canadian Pacific Railway Company ("CPR"), and that Part of Lot 34, Concession 3, designated as Part 1 on Plan 40R-31999 (being a portion of PIN 26548-0437 (LT)) ("Property #3"), (the "CPR Parcel") be acquired from CPR, subject to the conditions set forth in Financial Services Report 05-24;
2. That the Clerk be authorized to bring forward by-laws authorizing the disposition of the Town's Parcels and the acquisition of the CPR Parcel;
3. That the Clerk be authorized to bring forward a by-law to stop up and close Property #1 and Property #2 as a public highway;
4. That the requirement to obtain an appraisal and give public notice in accordance with Town of Whitby Policy F-190 regarding the Acquisition, Sale or other Disposition of Land Policy be waived for the acquisition and disposition of the lands described herein;
5. That the requirement to provide notice to permanently close a highway in accordance with Town of Whitby Public Notice Policy CA-150 be waived for the lands described herein; and,
6. That Council hereby delegate authority to the Commissioner, Planning and Development and the Commissioner, Financial Services and Treasurer to undertake the necessary actions and execute a land exchange agreement and all other necessary documents to give effect thereto, with such actions and agreements being in a form satisfactory to the Commissioner, Legal and Enforcement Services/Town Solicitor, or designate.

*6.4.5 FS 06-24, Financial Services Department Report
Re: 2023 Annual Investment Report

Recommendation:

That Report FS 06-24, the 2023 Annual Investment Report, be received.

*6.4.6 FS 08-24, Financial Services Department Report
Re: Asset Management Policy Update

Recommendation:

1. That Report FS 08-24 regarding the Asset Management Policy update be endorsed by Council;
2. That Staff continue to undertake asset management initiatives to remain in compliance with Ontario Regulation 588/17 and the Municipal Funding Agreement for the Transfer of Federal Gas Tax Funds; and,
3. That Staff report back to Council in June 2024 with an update to the Municipal Asset Management Plan.

6.4.7 CAO 06-24, Office of the Chief Administrative Officer and Financial Services Department Joint Report

Re: Community Development Funds - 2023 Annual Report

Recommendation:

1. That Report CAO 06-24 regarding the 2023 Annual Report for the Mayor's Community Development Fund and the Performing Arts Community Development Fund be received for information; and,
2. That Council approve the updated Mayor's Community Development Fund and Performing Arts Community Development Fund Policy as shown in Attachment 4.

6.4.8 CLK 03-24, Office of the Town Clerk Report

Re: Revised Public Notice Policy

Recommendation:

That Council approve the revised Public Notice Policy appended to Report CLK 03-24 as Attachment 1.

6.5 New and Unfinished Business - General Government

*6.5.1 Recognitions at Council

Moved by Councillor Cardwell

Recommendation:

That the Clerk be directed to amend the current criteria for those eligible to receive the Town's "Outstanding Achievement Award" in the form of a medal and certificate. These accolades will go to Whitby residents who have done outstanding deeds or had incredible triumphs at a National or International level. The presentation from the Mayor and Council will occur within the calendar year in which the achievement took place.

*6.5.2 Removal of Tolls from Highway 407

Moved by Councillor Lee

Recommendation:

Whereas on February 15, 2024 the Province announced it will be introducing new legislation through the Get It Done Act in the Legislature's spring sitting, which if passed will prohibit Ontario from introducing new tolls on provincial highways and potentially require public consultation before considering new tolls; and,

Whereas Highway 407 East from Brock Road (Regional Road 1) in Pickering to Highway 35/115 is provincially owned with tolls set by the province; and,

Whereas if excluded from the proposed ban on tolls, Highway 407 East would become the only tolled provincially owned highway in Ontario, resulting in unfair economic impacts to Durham Region residents and businesses; and,

Whereas planned Regional construction work to widen Winchester Road (Regional Road 3) from Anderson Street to Baldwin Street (Regional Highway 12) will necessitate reducing Winchester Road to one lane of traffic in one direction over two construction seasons impacting travel times for residents and businesses; and,

Whereas removal of tolls on Highway 407 East work would improve overall travel times and alleviate the traffic impacts on surrounding Regional and local municipal roads during the Winchester Road construction.

Now therefore be it resolved:

1. That the Council of the Town of Whitby request the Province of Ontario to amend the Get It Done Act to include the removal of road tolls on the existing Highway 407 East from Brock Road in Pickering to Highway 35/115; and,
2. That the Clerk be directed to circulate this motion to the Premier of Ontario, the Minister of Transportation, all Durham Region MPPs, and all Durham municipalities.

7. Adjournment

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar



Report Title: Infill Development By-law

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: PDE 01-24

Department(s) Responsible:

Planning and Development Department
(Engineering Services)

Submitted by:

Roger Saunders, Commissioner,
Planning and Development

Acknowledged by M. Gaskell, Chief Administrative Officer

For additional information, contact:

Peter Angelo, Director, Engineering
Services

Seva Marouchko, Sr. Manager,
Development Engineering

1. Recommendation:

1. That an Infill Development By-law in accordance with the recommendations contained in Report No. PDE 01-24, be brought forward for Council's approval;
2. That the Director of Engineering Services be directed to finalize and implement the Guidelines to Infill Developments and Grading, Servicing and Drainage Permit in accordance with the recommendations contained in Report No. PDE 01-24 and in the proposed Infill Development By-law;
3. That the Director of Engineering Services be provided with the delegated authority to amend the Guidelines to Infill Developments and Grading, Servicing and Drainage Permit from time to time;
4. That Council approve the proposed Infill Development Fees and Securities as outlined in Report No. PDE 01-24; and,
5. That the Fees and Charges By-law # 7220-17, as amended, be further amended to include the proposed Infill Development By-law Fees and Securities, as outlined in Report No. PDE 01-24.

2. Highlights:

- Currently small-scale Developments in the Town of Whitby, such as Infill Developments (Infills) are not regulated with regard to engineering design, review, construction and securities/agreements.
- Lack of control over Infill Developments leads to adverse effects to existing private and public properties and infrastructure during both construction and post-construction stages.
- The intent of the proposed Infill Development By-law is to give to the Town tools and processes to manage all stages of Infill Developments and, to alleviate negative impacts associated with the Infill sites.
- It is critical for the Town not only to be enabled to coordinate/control different stages of the growing number of development/construction sites, but also to protect existing residents from adverse effects of construction activities, such as flooding, dust, mud, traffic etc.

3. Background:

Historically, in the Town of Whitby, small-scale Developments such as Infill Developments (single or several lots) have not been regulated to the same level as Site Plan or Draft Plan of Subdivision Developments. The only process to regulate these types of Infill Developments falls under the Building Permit application system and unfortunately that system would be restricted to just those elements within the building envelope that fall under the Ontario Building Code (OBC), which does not address the concerns related to engineering, traffic, drainage, and other issues identified within this report.

Unlike Site Plan or Draft Plan of Subdivision Developments, the Applicants for Infills are not required to enter into Development Agreements with the Town or provide securities for proposed works. Additionally, the Applicants for Infills are not obligated to provide Construction Management Reports and other engineering documents that would otherwise be a standard requirement for a typical development application review/approval process.

The Town has no existing process or mechanism that allows the Town to have control over design and construction stages of Infill Developments, outside of OBC processes and requirements. This has been a long-standing issue as every year a large number of Development related complaints are due to Infill sites, which are typically surrounded by existing residences and businesses. The primary complaints relate to drainage, construction activities and safety concerns for both the Towns' residents and the Town itself. Addressing and rectifying these types of issues can be very time-consuming and costly.

Over the last several years the Town has experienced an enormous increase in the number and scope of new developments, including Infills and, it is expected that the number of development projects will continue to increase in the coming years.

The introduction of Bill 23 by the Province of Ontario last year specified an exemption of developments up to 10 units from any Site Plan Control process, further increasing the number of Infills and small-scale developments that are not regulated by the Town in terms of design, review, approval and construction processes. This will lead to a growing number of concerns and complaints related to construction activity across the Town and, as a result, will exacerbate problems associated with these types of unregulated Developments.

4. Discussion:

The lack of control mechanisms over small scale Development processes is a long standing problem for the Town. The Town does not have any processes to ensure that engineering standards and designs of the Infill Developments adhere to the Town's Design Criteria and Engineering Standards. Not following Towns' criteria/standards and review processes, often results in a number of negative impacts to public infrastructure (e.g. surcharge of storm sewers, utility conflicts) and private properties (e.g. surface and basement flooding, traffic and safety issues). In the absence of financial securities and legal tools, such as By-laws or Development Agreements, the Town does not have the means to rectify construction/post-construction and safety issues related to traffic, drainage, dust, mud, hauling routes, noise etc.

Management and control over small scale Developments is a common issue for Ontario municipalities. The City of Burlington, Town of Wasaga Beach, Town of Ajax and some other municipalities have enacted control mechanisms, including by-laws, permits and processes, which ensure Infill Development projects align with their respective municipal standards, minimizing impacts and disruptions on utilities, transportation, and other community resources and infrastructure.

It is important for the Town to introduce a reliable control mechanism for Infill Development projects. The proposed Infill Development By-law (refer to Attachment #1) will provide Town staff with tools and procedures, such as a Grading, Servicing and Drainage Permit process, required to adequately and effectively manage Infill Development related processes. As a result, this will decrease the overall number of complaints received related to these developments, and increase the level of service the Town provides to the existing community. The Infill Development By-law will be supported by a number of documents, including a questionnaire, guideline and permit form (refer to Attachments #2 – 4).

5. Financial Considerations:

The proposed Infill By-law is a comprehensive document that incorporates not only new processes, but also new fees and financial securities related to Infill Developments. The proposed fees will help to ensure that the Town costs associated with the review and approval of new Grading, Servicing and Drainage Permits are recovered on a fee for service basis and are not an added burden on the Town's tax base. The proposed securities will ensure Applicants complete approved

works in accordance with approved engineering designs and, provide the Town with the means to rectify issues should the Applicants fail to comply or refuse to rectify deficiencies in a timely manner. The proposed fees and securities are outlined in Attachment #5. It is recommended that the Fees and Charges By-law be amended to incorporate the fees and securities as outlined in Attachment #5.

6. Communication and Public Engagement:

There is no statutory requirement for consultation or public engagement regarding the introduction of the Infill Development By-law. Staff did not engage with developers and/or development groups (e.g., BILD) as the proposed fees and financial securities are similar to those charged for small scale developments of similar scope, so the impacts on Infill Development projects would be considered negligible.

7. Input from Departments/Sources:

The Infill Development By-law has been developed in collaboration with Legal, Building, Planning and other Town staff.

8. Strategic Priorities:

The information presented in this report contributes to meeting the priorities of the Community Strategic Plan, specifically under Pillar 1: Whitby's Neighbourhoods, by supporting road safety and the provision of a diverse housing stock through orderly Infill Developments.

9. Attachments:

Attachment 1: By-law XXXX-24 Infill Dev By-law

Attachment 2: Grading, Servicing and Drainage Permit Pre-Screening Questionnaire and Permit Application form

Attachment 3: Guideline to Infill Developments

Attachment 4: Grading, Servicing and Drainage Permit

Attachment 5: Proposed Fees and Securities for Infill Development



Town of Whitby

By-law # XXXX-23

Infill Development By-law

Being a By-law to prohibit or regulate any alteration to the grade (topography) and drainage of land within the Town of Whitby to limit interference and damage to watercourses, drainage systems and water supplies, to regulate unanticipated grading and drainage alterations as a result of Infill Developments, to limit the use of improper fill and potential environmental impacts, to limit erosion arising from such changes and to limit impacts on neighboring and surrounding properties.

Whereas, Section 142 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, authorizes a Municipality to prohibit or regulate the dumping of fill, removal of topsoil and alteration of grades;

And Whereas Section 11(1) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended authorizes a Municipality to provide any service or thing that the Municipality considers necessary or desirable for the public;

And Whereas Section 11(2), Paragraph 8 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, allows for a Municipality to pass By-laws respecting the protection of persons and property, including consumer protection;

And Whereas Section 11(3), Paragraphs 6 and 7 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, allow for a Municipality to pass By-laws relating to drainage and flood control and structures;

And Whereas Section 8(3) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, permits a municipality to provide for a system of licenses respecting a matter in a By-law passed under Section 11;

And Whereas, the Council for The Corporation of the Town of Whitby considers it desirable and necessary to regulate the alteration of sites where ten (10) residential units or less is being altered and constructed in a manner that will protect persons and property surrounding the site, as well as the public;

Now therefore, the Council of the Corporation of the Town of Whitby enacts as follows:

1. Introduction

The By-law provides an explanation of what defines the requirements for a Grading, Servicing and Drainage Permit.

2. Definitions

- 2.1 "Adjacent Lands" means any lot, block, Section or parcel of property owned by a Person, other than the Owner of the Site, that shares a property boundary with the Site;
- 2.2 "Applicant" means any person, partnership, organization, or corporation who or which is the certified agent to act on behalf of the Owner of the Site in the application process and performance of the Site Engineering Works seeking

to obtain a permit;

- 2.3 “Complete application” means an application including the contents as outlined within the Infill Development Guidelines, to the satisfaction of the Director;
- 2.4 “Council” means the Council of The Corporation of the Town of Whitby;
- 2.5 “Director” means the Director of Engineering Services or their designate;
- 2.6 “Drainage” means the movement of water to a place of disposal, whether by way of the natural characteristics of the ground surface or by artificial means;
- 2.7 “Drainage System Appurtenance” includes the various accessories on the drainage system that are necessary for the approved operation of the drainage system, including but not limited to catchbasins, area drains, maintenance holes, infiltration galleries, and low impact development measures;
- 2.8 “Drainage Areas” includes areas of land surface that contribute water flow to a particular point;
- 2.9 “Dumping” shall be broadly interpreted to include stripping, removing, moving, transporting, importing, exporting, or placing of any fill into, out of, or upon lands within the Town;
- 2.10 “Erosion” means the detachment and movement of soil, sediment or rock fragments by water, wind, ice, or gravity;
- 2.11 “Excavation or Excavating” means to remove by digging, scraping, or scooping out;
- 2.12 “Fee” means a non-refundable payment by certified cheque or cash in a form acceptable to the Director;
- 2.13 “Fill” means any type of material deposited or placed on lands, and includes clean fill, soils and topsoil with any water content and other regulated materials including, stone, concrete, construction materials, asphalt, sod, turf, or debris either singly or in combination;
- 2.14 “Grade” means the elevation of the ground surface and shall be more particularly defined as follows:
- 2.14.1 “Existing Grade” means the elevation of the existing ground surface of the site upon which the placing, dumping, excavating or removal of fill or altering of the grade is proposed and of the existing ground surface of adjacent lands up to 5 m wide surrounding such site, except that where such activity has occurred in contravention of this By-law, existing grade shall mean the ground surface of the site and adjacent lands as existed prior to the said activity requiring a permit under this By-law;
- 2.14.2 “Proposed Grade” means the proposed finished elevation of ground surface of the site after fill is dumped or placed, the grade altered or topsoil removed; and

- 2.14.3 “Finished Grade” means the approved elevation of ground surface of the site upon which fill has been placed, dumped, excavated or removed or the grade altered pursuant to this By-law.
- 2.15 “Grading, Servicing and Drainage Permit” or “Permit” means a permit issued by the Director pursuant to the provisions of this By-law, Section D5.00 of the Town’s Design Criteria and Engineering Standards for the purpose of creating an Infill Development. Grading, Servicing and Drainage Permit (GSDP) is a separate permit, issued by Engineering Services and is not a Building Permit issued by the Building Department.
- 2.16 “Grading, Servicing, and Drainage Plan” means a drawing or set of drawings as outlined within the Infill Development Guidelines, that details the Site Engineering Works to the satisfaction of the Director;
- 2.17 “Haul” means to move fill and/or topsoil on Town highways;
- 2.18 “Infill Development” (or Infill Lot) means the development of a new or re-development of an existing lot up to ten (10) units with a new building or structure beyond that of the original footprint that includes an increase of the impervious surface of the lot by altering of drainage pattern and/or grading of the lots. Infill Development may vary in size, consist of more than one residential unit/lot and include different types of residential dwellings, such as single, semi-detached, and townhouse blocks. Other types of small-scale developments may fall under the Infill Developments definition, at the sole discretion of the Director;
- 2.19 “Lot” means a parcel of land, described in a deed or other document legally capable of being conveyed, or shown as a block on a registered plan of subdivision;
- 2.20 “Owner” means the registered owner of a property and includes the owner’s representative, a tenant, or the Property Manager;
- 2.21 “Permit Holder” means an Applicant for a permit issued under this By-law and/or the owner of a lot to which a permit issued under this By-law applies;
- 2.22 “Person” means any individual, firm, partnership, company or corporation or any trustee, manager or other person, either individually or jointly with others, owning, occupying or having the management or supervision of any building or property, and shall also include any agent, workman, servant, employee, or authorized representative of such individual, firm, partnership, company or corporation;
- 2.23 “Placing” means the distribution of fill on sites to establish a finished grade higher than the originally existing grade;
- 2.24 “Ponding” means the accumulation of surface water in an area not having drainage there from which the lack of drainage could have been caused by the placing or dumping of fill, altering of grade or removing of fill;

- 2.25 “Qualified Person” has the same meaning as in Section 5 of Ontario Regulation 153/04, or a licensed surveyor (for the purpose of land surveying), possessing expert or special knowledge in regard to matters contained within this By-law;
- 2.26 “Removal” means the moving of fill off an existing site;
- 2.27 “Security” means a refundable deposit by certified cheque, cash, or an irrevocable letter of credit in a form acceptable to the Director;
- 2.28 “Site” means the lands from which it is proposed that material be moved or removed, or subjected to a site alteration and/or land development;
- 2.29 “Site Alteration” means dumping, the removal of topsoil from land, or the alteration of the grade of land by any means including placing fill, clearing and grubbing, the compaction of soil or the creation of impervious surfaces, or any combination of these activities;
- 2.30 “Site Engineering Works” mean the following:
- 2.30.1 placing, dumping, excavating, or removal of fill from the site;
 - 2.30.2 the alteration of grade of the site by any means including placing, dumping, excavating, or removal of fill, clearing and grubbing, the compaction of soil or the creation of impervious surfaces;
 - 2.30.3 the alteration of drainage, drainage areas and/or drainage system appurtenances within and external to the site; and
 - 2.30.4 any combination of these activities.
- 2.31 “Soil” means material commonly known as earth, topsoil, loam, subsoil, clay, sand, or gravel;
- 2.32 “Storm Sewer” means a sewer dedicated for the collection and transmission of uncontaminated water, storm water, drainage from land or from a watercourse or any combination thereof under Town roads and on Town property;
- 2.33 “Swale” means a shallow depression in the ground sloping to a place of disposal of surface water for the purpose of providing a method of drainage;
- 2.34 “Topsoil” means those horizons in a soil profile, commonly known as the “O” and the “A” horizons, containing organic material and includes deposits of partially decomposed organic matter such as peat;
- 2.35 “Town” means The Corporation of the Town of Whitby or the geographic jurisdiction of the Town of Whitby as the context requires;
- 2.36 “Watercourse” means an identifiable depression, channel, or ditch, either natural or artificial, in which the flow of water occurs either continuously or intermittently;
- 2.37 “Zoning By-law” means a By-law passed by the Town pursuant to Section 34 of the Planning Act and includes Zoning By-law 2585, Zoning By-law 1784 and Oak Ridges Moraine Zoning By-law 5581-05, as amended from time to time, whichever is applicable to any land to which this By-law applies.

3. Interpretation

- 3.1. Unless otherwise specified, references in this By-law to parts, Sections, subSections, clauses and schedules are references to parts, Sections, subSections, clauses and schedules in this By-law.
- 3.2. References in this By-law to any statute or statutory provision include references to that statute or statutory provision as it may from time to time be amended, extended or re-enacted.
- 3.3. This By-law shall be read with all changes in gender or number as the context requires.
- 3.4. References in this By-law to items in the plural include the singular, and references to the singular include the plural, as applicable.
- 3.5. The words “include”, “includes” or “including” are not to be read or interpreted as limiting the words, phrases or descriptions that precede them.

Severability

- 3.6. If a court of competent jurisdiction declares any Section, or any part of any Section, of this By-law to be invalid, or to be of no force or effect, it is the intention of the Town that every other provision of this By-law be applied and enforced in accordance with its terms to the extent possible according to law.

Application

- 3.7. The provisions of this By-law shall apply to all lands and premises within the Town.

Compliance with Other Laws

- 3.8. This By-law and the provisions contained within are intended to be complementary to Provincial statutes and to other By-laws passed by Council, in the event that any other applicable law requires a higher standard than this By-law requires, the higher standard shall apply.

Delegated Authority – Infill Development Guidelines

- 3.9. The Director is hereby authorized to amend the provisions of the Infill Development Guidelines, as required.
- 3.10. The Infill Development Guidelines provide steps involved in submitting an application, calculating fees and securities, and issuing a Grading, Servicing and Drainage Permit.
- 3.11. The Director shall be authorized to issue a Grading, Servicing and Drainage Permit in the form of a Permit and Letter of Conditions, and approved Grading, Servicing and Drainage Plan, pursuant to this By-law, and to amend or revise such Permit, from time to time, provided that the Permit, amendment(s) or revision(s), as the case may be, are in the form satisfactory to the Town Solicitor.

- 3.12. Nothing in this By-law shall be interpreted so as to permit Site Engineering Works, which by provisions of any applicable Town By-law, plan, approval, etc. or Provincial Act, regulation, policy, etc. or to a provision thereof is prohibited.
- 3.13. Any reference to any Town By-law, plan, approval, etc. or Provincial Act, regulation, policy, etc. or provision enacted in substitution or amendment thereof.
- 3.14. This By-law shall apply to Site Engineering Works on all Infill Developments.

4. Exempted Activities

- 4.1. The provisions of this By-law, with respect to the requirement to obtain a Grading, Servicing and Drainage Permit as described in the Infill Development Guidelines, do not apply where all of the following conditions are met:
- 4.1.1. Renovation of an existing building that does not involve changes to the building footprint and changes to the existing grade and drainage pattern of the site;
 - 4.1.2. the total lot coverage does not exceed max lot coverage as per the Zoning By-law;
 - 4.1.3. post development flows do not exceed originally designed flows for the subject property;
 - 4.1.4. existing receiving storm sewers are not running under surcharge conditions; and
 - 4.1.5. Development construction where the finished grade is established through a Development Approval Process, such as, Site Alteration Permit, Site Plan, Draft Plan of Subdivision, Approved Subdivision Grading Plan, or a Consent under Sections 41, 51, or 53 of the Planning Act or as a requirement of a Site Plan Agreement or Subdivision Agreement entered into under those Sections.

5. Restrictions

- 5.1. No person shall perform Site Engineering Works activities on their land except in accordance with the provisions of this By-law and the Infill Development Guidelines, including any requirement for a Grading, Servicing and Drainage Permit.
- 5.2. No person shall use the Town's highways for the purpose of moving fill and/or topsoil to or from lands, construction or reconstruction of roads, sewers, watermain, utilities and other infrastructure, except in accordance with this By-law and the Infill Development Guidelines, including any requirement for a Grading, Servicing and Drainage Permit.
- 5.3. Where a Grading, Servicing and Drainage Permit has been issued pursuant to this By-law, no permit holder shall, except in accordance with the provisions of the Permit,

- 5.3.1. place, dump or remove fill or cause or permit fill to be placed, dumped or removed; or
 - 5.3.2. alter the grade of any land or cause or permit the alteration of the grade of any land in the Town; or
 - 5.3.3. commence construction or reconstruction of roads, sewers, watermain, utilities and other infrastructure.
- 5.4. No person shall conduct or permit the operation of any site alteration, site servicing or construction activity,
- 5.4.1. outside of the times permitted for the operation of heavy equipment in the Town's Noise By-law, as may be amended from time to time; or
 - 5.4.2. during a period in which a wind warning has been issued for the area by Environment Canada and when dust/material is being blown off of the site or off of the external roadways being used to access the site, as the context requires; or
 - 5.4.3. within 24 hours of precipitation or snow melt events, unless the operations being performed during this time are completely within the boundaries of the site alteration property or do not result in mud tracking onto the external roadways adjacent to the property.

6. Permit

- 6.1. Infill Developments are subject to a Building Permit Application (as per OBC) and Engineering Review fee, as per Town's Consolidated Fees & Charges By-law. The Building Permit Application for Infill Developments shall be supported, at a minimum, by approved engineering drawings, such as Grading, Servicing and Drainage Plans, and reports as determined by the Town.
- 6.2. A Grading, Servicing and Drainage Permit must be issued prior to the initiation of a Building Permit process and a commencement of proposed works.
- 6.3. The Director has the authority to issue a Permit where an applicant has satisfied the requirements of this By-law and the Infill Development Guidelines.
- 6.4. All Applicants for a Permit shall pay the appropriate fees as set out in the Fees and Charges By-law and shall provide the appropriate securities as set out in the Infill Development Guidelines, as amended from time to time.
- 6.5. All Applicants for a Permit shall submit a completed permit application, including the submission of a Grading, Servicing and Drainage Plan(s), Stormwater Management Brief, financial securities and other requirements as described in the Infill Development Guidelines, within a six (6) month timeframe from the date of submission of the application form, failing which, the application is deemed to have expired.

6.6. Applicants for a Permit who are unable to comply with the timeframe specified in Section 6.4. of this By-law shall be required to make a new application for a Permit including the payment of applicable fees, and such applicants are not entitled to a refund of any fees paid for with respect to the previous, expired application.

Grading, Servicing, and Drainage Permit Conditions

6.7. All surface run-off, including roof drainage directed to surface, generated from the private site as a result of the Infill Development works must be contained within private property limits and managed in accordance with the Town's Property Standards By-law and accepted engineering design / proposal.

6.8. An inspection of site grading, municipal servicing and stormwater management (SWM) measures is required to be completed by Town staff of Engineering Services before and after measures are installed. An appointment for the inspection must be booked in advance to ensure final grading, servicing and stormwater management measures are completed and in place prior to any deposits being refunded.

6.9. Consistent with the Ontario Building Code requirements, a site shall be graded so that water will not accumulate at or near the building and will not adversely affect adjacent properties. The Qualified Person must ensure that no ponding or other drainage issues will occur as a result of construction.

6.10. The Permit Holder Shall:

- i. Ensure all other parties involved with the Infill Development project are provided with a copy of the signed Permit, Letter of Conditions and approved Grading Plan and ensure copies of same are kept on-site.
- ii. Ensure sufficient space is provided to accommodate drainage swales along the boundary of the proposed lot next to adjacent properties. All grades must match existing grades on lot lines unless written permission from adjacent landowner(s) is provided.
- iii. Provide any extension request to the Town of Whitby three (3) weeks in advance of the expiry date of the Permit where the specified site alteration activities will be required after the approved expiry date.
- iv. Ensure all sedimentation controls and silt/protective fencing is in place prior to the commencement of the proposed construction works.
- v. Notify Construction Inspection staff two (2) days before backfilling of any services and SWM measures and post completion of construction works to arrange for inspection of the site grading, servicing and SWM measures installed as per the approved grading plan(s) in accordance with Condition 6.8.
- vi. Ensure all proposed construction activities are in accordance with the approved Construction Management Report.

- vii. Ensure all construction activities, vehicles and material storage are contained entirely within the subject property.
 - viii. Ensure all applicable construction signage, with reference but not limited to Ontario Traffic Manual (OTM) Book 7, are in place prior to the commencement of the proposed construction works.
 - ix. Ensure works outlined in the permit (including warming up of equipment) are conducted in accordance with the Town of Whitby's Noise By-law No. 6917-14, as may be amended or replaced.
 - x. Inform Engineering Services if there are changes to any proposed grading, servicing, and SWM design as approved. Any change in design, and/or scope of works, will have to go through permit amendment.
 - xi. Ensure that any Erosion and Sediment Control (ESC) measures are inspected weekly, and immediately following any significant rainfall or snow melt events and restore as necessary.
 - xii. Comply with, and ensure all on-site contractors comply with, all applicable Provincial Orders, Provincial and Regional Public Health directives and guidelines.
 - xiii. Submit a Sealed Final Grading Certificate to Construction Staff upon completion of all grading works. The form shall be in accordance with Section D7.04, page D-13. This is required for release of the development securities, including Sodding Deposit.
- 6.11.If construction works have come to a halt for any reason, after fourteen (14) days of no work activity, the entire site will need to be stabilized through hydro seeding or any other manner satisfactory to the Director.
- 6.12.Construction traffic shall be restricted to time windows that do not conflict with any nearby school drop-off and pick-up times.
- 6.13.On a continuous basis both during and after construction works, until the site has been stabilized, the applicant shall:
- i. Ensure all ESC measures are functioning as intended.
 - ii. Perform regular site and road inspections.
 - iii. Control dust with water, chemical agent, and/or other appropriate media, as required or directed by the Director.
- 6.14.The Applicant shall monitor surrounding roads and immediately implement mud tracking mitigation and dust control measures as required and upon the written or verbal request from Town staff.

- 6.15. The Applicant shall immediately remove debris, mud, dirt or any material deposited on any of the roads within the construction area or accumulated through other operations from the construction area, as required, and upon written or verbal request from the Town.
- 6.16. When moving material, it is the contractor's responsibility to abide by the half load restrictions that may apply at the time of hauling material.
- 6.17. The Applicant acknowledges that the securities may be drawn upon at the Director's sole discretion, to remedy any deficiency in the approved works and to correct or complete works under this permit.
- 6.18. The Town reserves the right to modify and provide additional conditions as required by site conditions, performance, and orderly management of the construction site.

Permit Expiry, Extension and Transfers

- 6.19. All permits issued under this By-law shall expire or be extended or transferred in accordance with the terms identified in the Infill Development Guidelines.
- 6.20. Permit conditions may be transferred in accordance with the terms identified in the Infill Development Guidelines.

Permit Refusal, Suspension and Revocation

- 6.21. The Director may refuse to accept an application for a permit, or may refuse to issue a permit, where in the opinion of the Director, the acceptance of a permit application or the issuance of a permit would not be in the best interests of the Town.
- 6.22. The Director, in determining whether the acceptance of a permit application or the issuance of a permit would not be in the best interests of the Town, shall consider all the relevant circumstances, including (without limitation):
- 6.22.1. past performance of the applicant in complying with the provisions of this By-law or any applicable legislation; and
 - 6.22.2. ongoing or past prosecution of the applicant regarding compliance with this By-law or any applicable legislation; and
 - 6.22.3. the number of active permits within the Town or within a geographic area of the Town; and
 - 6.22.4. the condition of public highways which provide access to a proposed area of site alteration, including any planned highway improvements by the Town, the Regional Municipality of Durham, or the Province of Ontario.
- 6.23. If the Director refuses to issue a permit, the Applicant shall be informed of this decision in writing and the reasons for the refusal.
- 6.24. The Director shall revoke a permit if,

- 6.24.1. the permit was obtained on mistaken, false, incorrect or misleading information; or
 - 6.24.2. the permit was issued in error; or
 - 6.24.3. the permit holder requests in writing that the permit be revoked.
- 6.25. The Director may suspend and/or revoke a permit if,
- 6.25.1. the permit holder or any person acting on behalf of the permit holder fails to comply with the conditions of an issued permit made under this By-law;
 - 6.25.2. the permit holder or any person acting on behalf of the permit holder fails to comply with the provisions of this By-law or with an order issued pursuant to this By-law; or
 - 6.25.3. the Site Engineering Works authorized under the Permit has been halted for a period of 1 year.
- 6.26. If a permit is suspended in accordance with the provisions of this By-law, the Director may impose additional conditions on the applicant. Until such time as those conditions are satisfied in the sole discretion of the Director, the permit shall remain suspended.
- 6.27. If a permit is suspended or revoked in accordance with the provisions of this By-law, then any financial security provided by the applicant may be used or drawn upon by the Town to remedy any non-compliance with the provisions of this By-law, without any further notice to the applicant.

7. Enforcement and Penalties

- 7.1. The Director shall be responsible for the enforcement of this By-law.
- 7.2. The Director, or any person acting under his or her direction, may enter upon any Site at any reasonable time without a warrant for the purpose of inspecting the lands, machinery, equipment, work, activity or documents to determine:
 - 7.2.1. Whether the Site conforms to the standards prescribed in this By-law; or
 - 7.2.2. Whether a notice of contravention, order to comply or permit made under this By-law has been complied with.

Orders

- 7.3. If the Owner fails to comply with this By-law, the Director may issue an Order to comply to the Owner and the Owner shall, at the Owner's sole expense, bring the Site into compliance with this By-law.
- 7.4. An Order to Comply issued pursuant to SubSection 7.3 of this By-law shall:
 - 7.4.1. State the municipal address or the legal description of the Property;

7.4.2. Give reasonable particulars of the steps to be taken in order to comply with this By-law; and

7.4.3. Indicate the time for complying with the terms and conditions of the order and give notice that if compliance is not obtained within that time, the Town may take such action as is necessary to rectify and remedy the contravention of this By-law at the Owner's expense.

7.5. The Order to Comply shall be served:

7.5.1. upon the Owner by personal service; or

7.5.2. by mailing a copy of the notice by registered mail to the last known address noted on the tax assessment roll and shall be deemed to have been served five (5) days after it is mailed.

7.6. In the event that an Order to Comply issued pursuant to SubSection 7.3 of this By-law is not complied with by the specified date, the Town may take such action as necessary to rectify and remedy the contravention of this By-law at the Owner's sole expense and the Town may send an invoice to the Owner of the costs incurred by the Town thereto. In the event of failure to pay the entire invoice within thirty (30) days of the date of the invoice, any unpaid costs, plus interest in the amount of 15% per annum, may be added to the tax roll of the Property and collected in the same manner as property taxes. For the purposes of this Section, interest shall be calculated for the period commencing on the day the Town incurs the costs and ending on the day the costs, including interest, are paid in full.

Penalties

7.7. Every Person, other than a corporation, who contravenes any provisions of this By-law, the terms or conditions of a Certificate issued pursuant to this By-law or an order issued pursuant to this By-law and Section 444(1) or 445(1) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, is guilty of an offence and, upon conviction, is liable:

7.7.1. on a first conviction, to a fine of not more than \$10,000; and

7.7.2. on any subsequent conviction to a fine of not more than \$25,000.

7.8. Every corporation that contravenes any provision of this By-law, the terms or conditions of a Certificate issued pursuant to this By-law, or an order issued pursuant to this By-law and Section 444(1) or 445(1) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, is guilty of an offence and on conviction is liable:

7.8.1. on a first conviction, to a fine of not more than \$50,000; and

7.8.2. on any subsequent conviction to a fine of not more than \$100,000.

8. Short Title

8.1. This By-law may be cited as the Infill Development By-law.

By-law Name: Infill Development By-law

By-law # XXXX-23

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9. Repeal of Existing By-law

9.1. By-law XXXX-XX is repealed on the day that this By-law comes into full force and effect.

10. Effective Date

10.1. This By-law shall come into full force and effect on the day is passed.

11. Transition

10.1. Any permit that has been issued under By-law XXXX-XX which is in effect and in good standing prior to the passage of this By-law shall be deemed to have continued under the provisions and conditions of By-law XXXX-XX and that existing permit, until such time as that permit has expired.

By-law read and passed this XX day of XXXX.

Elizabeth Roy, Mayor

Christopher Harris, Town Clerk



Grading, Servicing and Drainage Permit Pre-Screening Questionnaire and Permit Application Form

Part 1 – Site Location, Owner, and Applicant Information:

1.1 Site Location

Address: _____

Lot and Concession No.: _____

Lot/Block No.: _____

Roll No.: _____

40M/40R Plan No.: _____

1.2 Property Owner Information:

Name/Company: _____

Address: _____

Phone: _____ Cell Phone: _____

Email: _____

If there is more than one (1) owner or if ownership is in the name of a corporation, the signatory must have the authority to sign on behalf of the other owners or to bind the corporation. The undersigned, being the registered owner (or authorized representative of the owner(s)) of the subject property, hereby submit this application for a Grading, Servicing and Drainage Permit (GSDP), pursuant to By-Law xxxx-xx, or authorize the below named Applicant to make an Infill Development Application for the subject property with my full knowledge and agreement.

I confirm that the information contained within, and submitted in support of the subject application, is accurate and that I am fully aware of and in agreement with the proposed work described herein.

I acknowledge that, should the Applicant fail to abide by the terms and conditions of the Permit, I will be liable to ensure all works are carried out in accordance with the Permit and for the rectification of any damages caused by the works both internal and external to the subject property.

I acknowledge that, a GSDP is a pre-requisite for a Building Permit (BP) and the GSDP shall be obtained prior to applying for the BP.

Printed Name: _____

Owner Signature: _____ Date: _____



1.3 Applicant Information:

Same as section 1.2: ☐

Name/Company: _____

Address: _____

Phone: _____ Fax: _____

Cell Phone: _____ Email: _____

The undersigned, with the permission of the owner(s) of the subject property, hereby submit this application for a Grading, Servicing and Drainage Permit pursuant to By-Law xxxx-xx.

Printed Name: _____

Applicant Signature: _____ Date: _____

For Office Use Only:

Staff Confirmation that Address, Applicant and Owner information complete & signature provided

☐

Initials: _____

Part 2 – Exemptions

2.1 Grading, Servicing and Drainage Permit Exemptions:

Does any exemption listed in Section 4 of Infill Development By-Law xxxx-xx apply?

- ☐ Yes, identify Sub-Section # _____, attach supporting documentation and applicable permit(s). Continue to Part 2.2.
- ☐ No, continue to Part 3.

For Office Use Only:

Staff confirmation of receipt of supporting documentation

☐

Staff confirmation of exemption per Section 4 of By-Law

☐

Notes: _____

Exemption confirmed. Permit not required, continue to Part 4.1.a

Initials: _____

2.2 Declaration and Indemnification:

Statutory Declaration

I, the undersigned, as the owner or as an agent authorized to act on behalf of the owner of the subject property identified in this application, declare that the information contained in this application is true and correct to the best of my knowledge. I further declare that I will abide by the provisions of Town of Whitby Infill Development By-Law xxxx-xx and any applicable terms or conditions.

By completing this declaration and signing below, I understand that failure to comply with Town of Whitby Infill Development By-Law xxxx-xx and any applicable terms or conditions is an offence, and that upon conviction, I, as the owner/agent of the subject property may be liable to penalties prescribed pursuant to the Municipal Act, 2001.

Hold Harmless and Indemnification

I, the undersigned, shall indemnify and save harmless The Corporation of the Town of Whitby, its employees, officers and/or agents, from and against any and all claims, actions, losses, expenses, costs, demands, suits, liabilities or damages of every nature and kind whatsoever arising out of or as a result of the actions of the Applicant, its agents or employees.

Printed Name: _____

Applicant Signature: _____ **Date:** _____

Part 3 – Details of Proposed Infill Development:

3.1 Building and Site Statistics:

	Pre-Development	Post-Development
Site Area (ha)		
Total Building Size (m ²)		
Lot Coverage (%)		
Imperviousness (%)		

3.2 Proposed Work Schedule:

From: _____ To: _____

For Office Use Only:

Permit term reviewed: ☐ Yes Initials: _____

Part 4 – Pre-Screening Summary (For Office Use Only)

4.1 Permit is not required

a) Exemption confirmed – Sub-Section _____ (Part 2.1) ☐ Yes

b) Applicant reviewed and signed Part 2.2 ☐ Yes

4.2 Permit cannot be issued

Reason _____ ☐ Yes

Part 5 – Application Requirements:

For detailed requirements for a Grading, Servicing and Drainage Permit, refer to Infill Development By-Law **xxxx-xx** and Guideline to Infill Developments. Shaded items are for Town Staff use only.

	Required	Not Required	Received	Accepted
1. Grading, Servicing and Drainage Permit Application Form Completed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Permit Application Fee (Engineering Review for Residential Infill lots as per current Fees for Services By-law, non-refundable)	\$	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Engineering Review/Inspection Fee for External Works only (use Subdivision Design Review and Inspection fee category, as per current Fees for Services By-law)	\$	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Grading and Servicing Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Stormwater Management Design Brief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Construction Management Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Infiltration Trench Deposit	\$	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. LID/Retaining Wall Deposit	\$	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Sodding Deposit	\$	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. External Works Deposit	\$	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Grading, Drainage and Erosion Control Works Deposit	\$	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Part 6 – Application Fee

Permit Application Fee: \$ _____

H.S.T. 13% (#1219206182): #10000-21162 \$ _____

Total: \$ _____

Receipt
Number: _____

-

_____ \$ _____

#10000-21162 \$ _____

Permit Extension Fee

\$ _____

Permit Extension Fee: H.S.T.

13% (#1219206182):

Total:

Receipt Number: _____

Engineering Review and Inspection Fee (External Works)

Review & Inspection Fee: \$ _____

H.S.T. 13% (#1219206182): #10000-21162 \$ _____

Total: \$ _____

Receipt Number: _____



Whitby

Guideline to Infill Developments

Engineering Services
The Corporation of the Town of Whitby
575 Rossland Road East
Whitby, Ontario L1N 2M8
Telephone: 905.430.4307

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Introduction

This Guideline to Infill Developments, herein referred to as the '**Guide**' is an accompanying document to and must be read in conjunction with the Town of Whitby **Infill Development By-Law xxxx-xx**, as amended. Applicants are directed to By-Law **xxxx-xx** for definitions and specific details regarding Infill Development activities, permit conditions and enforcement beyond what is provided in this Guide.

The Town of Whitby Infill Development By-Law regulates activities related to:

- Grading, servicing, drainage and earthworks for the subject property;
- Grading, servicing, drainage and earthworks for the public property, external to the subject property;
- The import and/or export of fill material, including topsoil; and,
- The use of public roadways as haul routes.

In regulating these activities, four areas of concern must be addressed:

1. Potential drainage impacts resulting from the construction activities;
2. Environmental concerns related to the quality of material being imported or exported;
3. Potential nuisance impacts to surrounding residents, such as, erosion, noise, dust, traffic, health, parking, vibration etc.; and,
4. Degradation and damages to public infrastructure.

Application for a Grading, Servicing and Drainage Permit (GSDP) is evaluated using a two-step process as follows:

1. A Pre-Screening Questionnaire shall be completed by the Applicant in order to communicate information to the Town regarding the proposed construction activities. Based on this information the proposed works will either be exempted or require a permit.

Should a permit be required, a list of required supporting documents to be submitted with the Permit Application will be provided to the Applicant.

2. The formal Grading, Servicing and Drainage Permit Application to the Town will include:
 - i. Complete Permit Application
 - ii. Required supporting documents

- iii. Application fee
- iv. Required financial securities (provided prior to the issuance of the Permit)

This Guide will provide direction for applicants in completing the Pre-Screening Questionnaire as well as technical details for the required supporting documents.

- Parts 1 to 3 shall be referenced in completing the Pre-Screening Questionnaire. Pre-consultations shall be required in advance of any Grading, Servicing and Drainage Permit application to confirm required documents.
- Should a Permit be required, Parts 4 to 6 will provide direction to the Applicant in submitting a permit application and detail required documents such as required details on supporting documents, and application fee and securities.
- The numbering of various parts of this Guide correspond to the Infill Development Pre-Screening Questionnaire and Permit Application Forms, herein referred to as '**Permit Application**'.

Part 1 – Site Location, Owner, and Applicant Information

Part 1 of the Permit Application will provide information on the location of the proposed construction works, herein referred to as the '**subject property/site**' within the Town of Whitby and relationship to areas regulated by applicable environmental agencies, if any. Confirmation of property ownership and Applicant details and their respective relationship, if any.

1.1 – Site Location Information

Legal address for the subject property shall be provided.

1.2 – Property Owner Information

The contact information of the registered Owner of the property shall be provided. The registered Owner shall review, sign and date the declarations and acknowledgements.

Should additional information or documentation be required, append it to the back of the Permit Application. For example, Power of Attorney or Officer of Corporation documents.

1.3 – Applicant Information

If the property owner is also the Applicant, check the box indicating so.

If the property owner is not the same as the Applicant, i.e., contractor or agent acting on behalf of the property owner, fill in all required Applicant information, sign and date in the appropriate locations.

Part 2 – Exemptions

Part 2 of the Grading, Servicing and Drainage Permit Application relates to activities that are exempt from the requirement to obtain a Grading, Servicing and Drainage Permit from the Town of Whitby. Applicants are directed to the Infill Development By-Law **xxxx-xx**, Section **4** for details on the criteria for which an exemption would apply.

Note: Exemption from the requirement to obtain a Grading, Servicing and Drainage Permit does **not** exempt property owners from responsibility, including but not limited to, damage to public roads, negatively affecting surrounding drainage and / or disturbance to adjacent residents and any other required permits. Remedies and penalties for these actions may be enforced under other applicable Town of Whitby By-Laws and Regulations.

Documents (engineering drawings, photographs, description of work, proposed duration, agrology report, copy of other agency permit, etc.) to support any of the noted exemptions shall be appended to the back of the Permit Application.

Additional information for activities covered under the referenced Acts can be found at the following locations:

- Planning Act - [Planning Act, R.S.O. 1990, c. P.13](#)
- Drainage Act - [Drainage Act, R.S.O. 1990, c. D.17](#) or the Tile Drainage Act - [Tile Drainage Act, R.S.O. 1990, c. T.8](#)
- Building Code Act - [Building Code Act, 1992, S.O. 1992, c. 23](#)
- Environmental Protection Act - [Environmental Protection Act, R.S.O. 1990, c. E.19](#)
- Public Transportation and Highway Improvement Act - [Public Transportation and Highway Improvement Act, R.S.O. 1990, c. P.50](#)

2.1 – Grading, Servicing and Drainage Permit Exemptions

The Applicant shall provide an initial assessment based on the exemptions listed within Section **4** of the By-law and, if applicable, identify the corresponding Sub-Section in Part 2.1. Documents supporting the exemption due to other agreements, conditions, agency permits, qualifications etc. shall be provided by the applicant for review and confirmation by the Town.

2.2 – Declaration and Indemnification

Town staff will review and evaluate the documents provided by the Applicant in order to confirm that an exemption (Part 2.1) applies.

Should an exemption apply, the Applicant will be required to review and sign the Declaration and Indemnification in Part 2.2 of the Permit Application.

Part 3 - Details of Proposed Infill Development

If no exemption applies to the proposed construction works, a Grading, Servicing and Drainage Permit from the Town of Whitby will be required. Additional information shall be provided by the Applicant to facilitate further evaluation and processing of the Pre-Screening Questionnaire.

The Applicant shall provide details of the proposed construction activity as itemized in Part 3 of the Grading, Servicing and Drainage Permit Application, such as:

- building and site statistics; and
- proposed work schedule.

This information should be as detailed as possible to allow Town staff to complete an evaluation of the proposed operation. It will also allow Town staff to determine if a Grading, Servicing and Drainage Permit is required.

3.1 – Building and Site Statistics

Information such as site area, total building size in ft²/m², lot coverage and percentage of imperviousness will be required to be listed for both pre-development and post-development scenarios. Town staff shall confirm any requirements based on the information provided.

3.2 – Proposed Work Schedule

The proposed work schedule provides the Town with an understanding of the expected duration of construction activities for the purposes of issuance of a permit, site inspections, and any permit extensions that may be required.

An approved Grading, Servicing and Drainage Permit is valid for one (1) year.

Part 4 – Pre-Screening Summary

Upon completion of Parts 1 – 3, Town staff will complete Part 4.

Based on the information submitted within and in support of the Grading, Servicing and Drainage Permit Pre-Screening Questionnaire, Town of Whitby staff will make a final determination regarding the need for any additional approval process that would be required prior to the issuance of the Permit.

If a **Grading, Servicing and Drainage Permit is not required**, Part 4.1 will be completed, and Town staff will verify that the Applicant signed Part 2.2.

If a **Grading, Servicing and Drainage Permit cannot be issued**, Part 4.2 will be completed to identify the reason for the denial. Additional information regarding permit denial may also be contained within the Infill Development By-Law, Section 6.

If a **Grading, Servicing and Drainage Permit** is required, Part 5 will be completed to provide direction to the Applicant of what detailed information and which Fee and Securities must be submitted with a formal permit application.

Part 5 – Grading, Servicing and Drainage Permit Application Requirements

Upon completion of Parts 1 to 3, Town staff will provide guidance on what supporting documents, fees, and securities are to be provided. These items will be identified in Part 5 of the Grading, Servicing and Drainage Permit Application. A detailed listing of the submission requirements is provided and explained below.

The Grading, Servicing and Drainage Permit Application shall be supported, as a minimum, by:

1. Grading, Servicing and Drainage Plans
 - Refer to Section D5.00 Lot Grading Requirements for Infill Housing of the Town's Design Criteria and Engineering Standards.
2. Stormwater Management Design Brief
 - Refer to the Stormwater Management Design Criteria found in Section 'B' of the Town's Design Criteria and Engineering Standards.
3. Construction Management Report
 - Refer to Appendix 'C' for Construction Management Report Guidelines.
4. Fee and Securities
 - Refer Appendix 'A' (Table A) and to the Schedule 'T' of Consolidated Fees and Charges By-Law No. **xxxx-xx** as amended from time to time.

Applicable fees as following:

- Permit Application Fee for Residential Infill Lots – as per current Fees for Services By-law.
- Engineering Review and Inspection Fee for External Works only – based on engineering cost estimate, as per current Fees for Services By-law (use Subdivision Design Review and Inspection fee category).

Applicable securities as following:

- Infiltration Trench Deposit
- LID/Retaining Wall Deposit
- Sodding Deposit (Detached, Semi, Link and Street Townhouses)
- External Works Deposit

- Grading, Drainage and Erosion Control Works deposit – Based on size (ft²/m²) of proposed dwelling

Financial securities/deposits shall be provided in a form acceptable to the Town of Whitby, cheque or letter of credit and shall be released upon receipt of required Lot Grading Certification and satisfactory completion and acceptance of inspection of site services, grading, drainage and LID measures by the Town of Whitby.

Other Requirements

Please be advised that additional permits may be required to be obtained from Town of Whitby Corridor Management Division / Operations Centre (contact the Manager, Right-of-Way Services at ROP@whitby.ca

Including, but not limited to:

- a) Curb Cut Permit or Culvert Permit
- b) Road Occupancy Permit

Part 6 – Application Fee

With the formal submission of the Grading, Servicing and Drainage Permit Application, payment of the Application Fee will be required.

Application Fees, Permit Extension Fees, Engineering Review & Inspection Fees and other applicable fees shall be paid in accordance to the current Fees and Charges By-Law.

Upon review of the submitted information should additional information or documentation be required, a written notice will be provided to the Applicant.

Applicants are advised that pursuant to Sub-Section 6.4 of the Infill Development By-Law, Permit submissions are to be completed within a 6-month timeframe from the date of formal submission. Should the application lapse beyond this time period, the current Application will be closed, and a new Application and all applicable Application fees will be required when the Applicant wishes to pursue construction works on the subject site in the future.

Part 7 – Permit Approval

Following approval of a Grading, Servicing and Drainage Permit, the following items may become applicable for administration of the permit. An approved Grading, Servicing and Drainage Permit is valid for one (1) year.

One Time Permit Extension

Should additional time be required to complete the original approved scope of work, the approved permit may be renewed one (1) time to a maximum of one (1) year. The following shall be required:

- The Applicant shall have demonstrated to the Director's satisfaction that all permit conditions are in good standing;
- Any information regarding changes within the original application must be received by Engineering Services prior to the existing permit expiration;
- Before issuance of a permit extension, the applicant shall provide the following:
 - a. Permit Extension Fee, 50% of the original Application Fee
 - b. Any changes made to the original application including, but not limited to:
 - Total Building Size in ft²/m²
 - Lot Coverage
 - % of Imperviousness
 - Certificate of Insurance up to date
 - Erosion Control & Sediment Measures
 - c. Securities in place

Should additional time be required to complete the original approved scope of work, after the permit extension is expired, the Applicant will be required to apply for a new Grading, Servicing and Drainage Permit.

Change in property ownership

Should a property for which a Permit has been issued be transferred to a new Owner while the permit is still in effect, one of the following options may be exercised by the existing and new Owners. Please note that a Permit cannot be transferred to another site.

Termination of proposed Infill Development works

Terminate the Infill Development project, provided that the termination does not cause an adverse impact on neighbouring property for matters related to drainage, land grading, erosion control and/or dust mitigation. Submission of post-development survey, summary of works completed, etc. as appropriate will be required in order to terminate the existing permit. Securities held by the Town will only be released upon confirmation by the Applicant that all permit requirements have been satisfied by the Applicant.

No change in scope of Infill Development works

The current permit conditions and contribution fees may be transferred to the new Owner provided the following is provided to the Town's satisfaction.

- The new Owner shall submit a completed Application Form and make payment to the Town in the amount of the initial permit application to facilitate the changing of records associated with the permit.
- All other fees, if applicable, provided with the original permit may be transferred to the new permit.
- Any existing securities held by the Town will only be released upon replacement of the securities by the new Owner.

Change in scope of Infill Development works

If the scope of the Infill Development works is to be changed in any way, the existing permit shall be terminated as noted above by the current Applicant. A new permit will be required by the new Owner.

Permit Suspension

Should the permit require a suspension, other than a Town issued suspension, submit to the Town reasoning to its necessity, including duration of suspension. Approval from the Director is required.

The Applicant shall also provide:

- a. Up to date Certificate of Insurance
- b. Proof of Securities in place

Summary of construction activity progress, remaining works and how the site will be protected/stabilized during inactive periods.

Appendix A – Securities Estimate

Security Types

Table A below indicates the securities required for Grading, Servicing and Drainage Permit Applications and how they shall be calculated. All Securities shall be provided prior to the issuance of the Permit.

Table A – Grading, Servicing and Drainage Permit

	Security Description	Security Amount
a)	Infiltration Trench Deposit	As per current Fees for Services By-law
b)	LID/Retaining Wall Deposit	Based on Engineering cost estimate (100%, as per current Fees for Services By-law)
c)	Sodding Deposit (Detached, Semi, Link and Street Townhouses)	As per current Fees for Services By-law
d)	External Works Deposit	Based on Engineering cost estimate (100%, as per current Fees for Services By-law)
e)	Grading, Drainage & Erosion Control Works deposit per unit	Total Building size is < 2500 ft ² (232 m ²) - \$20,000 Total Building size is > 2500 ft ² (232 m ²) - \$40,000

Appendix B - Town of Whitby Insurance Certificate

The Applicant covenants that it shall take out and keep in full force and effect throughout the project until completion, and any renewals thereof, Comprehensive General Liability Insurance including premises and all operations. This insurance coverage shall be subject to limits of not less than **\$2,000,000.00** inclusive per occurrence for third party Bodily Injury and Property Damage **or such other coverage or amount** as may be requested as per the Town of Whitby's Certificate of Insurance, attached.

In addition, Automobile liability coverage is to be provided, for all licensed vehicles and equipment, evidencing two million dollars (**\$2,000,000.00**) per occurrence against claims for bodily injury and/or property damage.

Each policy shall include the Corporation of the Town of Whitby as an additional insured in respect of all operations performed by or on behalf of the Applicant. A certified copy of such policy or certificate **shall be provided prior to the commencement of work**. Further certified copies shall be provided upon request.

The Town of Whitby requests your co-operation in having this form completed as is with no amendments being allowed or accepted. The Applicant must carry valid insurance in accordance with the permit for the entire duration of the permit. An original copy with the original signature must be provided and this can be submitted via facsimile, however the original form is to follow promptly thereafter.

A copy of the Town of Whitby's Insurance Certificate can be accessed through the Town's website as noted below:

[Town of Whitby Certificate of Insurance Form](#)

Appendix C - Construction Management Report Guidelines

A Construction Management Report (CMR) shall include all relevant items, as required by the Director of Engineering Services. The following are typical items to include for a Site Plan or similarly approved development project at the Town of Whitby:

1. Detailed best management practices (BMPs) for dust control, noise control, road/site cleaning, and catch basin protection details.
2. Resident/neighbourhood communication and advanced notification strategy, communication throughout the duration of the construction, referencing all construction activities that may impact the surrounding residents and the neighborhood as a whole.
3. Noise control: No works (including warming up of equipment) may be conducted between 8pm to 7am for construction projects from Monday to Saturday, no work on Sundays, as per the Town of Whitby noise regulations. (By-Law No. 6917-14)
4. Staging, Loading and Parking management plan. All construction vehicles and materials must be contained within the property unless special permissions are granted. Note that no construction vehicle queuing and idling will be allowed on any Town road.
5. A Traffic Control Plan shall accompany each phase within the Construction Management Report. Plans shall be based on the Ontario Traffic Manual (OTM), Book 7. Plans shall be appropriately dimensioned and include a visual representation of all proposed signage.
6. Construction route as approved by Operations, Transportation Services and/or Engineering Services, as applicable.
7. Temporary construction signage such as truck speed limits, appropriate signage and commitment to adhere to all traffic control (e.g., fully stop at stop control and signals).
8. Radar Message Board (RMB's) to be provided, as requested by Transportation Services to support safe operating speeds within the construction zone.
9. Construction schedule for major stages such as, but not limited to, earthworks, servicing, building construction, top works, landscaping and street tree planting.
10. Regular construction update meetings schedule.
11. Special permissions are required for the temporary use of any portion of the road right-of-way, i.e., boulevard, parking lanes, live traffic lanes.
12. 24-hour contact person information.
13. The Construction Management Plan must be updated to be consistent with, and explicitly reference, the Construction Management Report, Traffic Control Plan, and other related and approved materials.

Table of Contents

The Table of Contents of relevant topics to be included in the Construction Management Report are as follows:

- 1.0 Introduction
- 2.0 Communication Strategy
- 3.0 Working Hours/Noise
- 4.0 Coordination with Surrounding Construction Sites
- 5.0 Construction Site Layout, Truck Access and Trades Parking
- 6.0 Traffic Management
- 7.0 Active Transportation Management Impacts
- 8.0 Erosion, Sediment and Dust Control Measures & Site Cleaning
- 9.0 Hoarding, Fencing and Emergency Access
- 10.0 Crane Locations
- 11.0 Shoring and Tie Backs
- 12.0 Vibration monitoring program and condition assessment
- 13.0 Health and Safety Plan
- 14.0 Anticipated Timelines
- 15.0 Special Permissions from the Town of Whitby
- 16.0 Contacts

Within the context of the development proposal, if a section is not applicable to the construction of the development, the section shall be included with a notation of “intentionally omitted/not applicable”.

Example: A development with no sidewalk frontage and no impacts to the road traffic. In this case, Section 7.0 will have the notation in the Table of Contents and within the body of the Report “not applicable”.

Appendices:

- A. Construction Management Plan
- B. Erosion and Sediment Control Plan
- C. Notice to Neighbours
- D. Crane Swing Plan
- E. Shoring and Tie Back Plans
- F. Traffic Control Plans
- G. Applicable Construction Details
- H. Anticipated Project Timelines

Explanation of Report Requirements

1.0 Introduction

Provide the address, project scope, Town Planning file number, and fronting Town assets/services impacted by the construction of the development.

2.0 Communication Strategy

Communication Plan for the construction of the development shall be provided in relation to the scope of work.

The communication strategy shall address how the construction may impact the businesses and residents in the area. Provide a sample template of the Notice to Neighbours, if applicable.

How will the construction impacts be communicated to the vicinity businesses and/or residents, including changes and updates?

Who is the primary point of contact for the public with inquiries regarding the construction?

Are there any stages of the construction that will require special provisions to not disturb the neighbourhood due to noise, hours of work, safety, equipment encroachment, use of road right-of-way with traffic impacts to active public realm (boulevard), sidewalk, Multi Use Pathway (MUP), bike lane, parking lanes or live traffic lanes? What would be the mitigation plan for these impacts?

Include special consideration of vulnerable stakeholders such as daycares, children's educational services, public schools, retirement homes, recreation/community facilities.

The communication strategy shall include the project stakeholders.

Detail the anticipated participants of the preconstruction meeting, and regular meetings during construction, which may include: Town officials/inspectors, Region officials/inspectors, general contractor representatives, utility or other involved parties.

What will be the regular meeting schedule and who is the lead point of contact for communication?

Briefly reference any final inspections and/or close out procedures and who will be involved.

3.0 Working Hours/Noise

No works (including warming up of equipment) may be conducted between 8pm to 7am for construction projects from Monday to Saturday, as per the Town of Whitby noise regulations, currently governed by By-Law No. 6917-14. No work is permitted on Sundays.

The working hours for the development may require special consideration for the vulnerable stakeholders noted in the Communication Strategy. These concerns may have been raised through the development approvals public consultations or recognized in the Communications Strategy above.

4.0 Coordination with Surrounding Construction Sites

Provide a map showing private and public construction projects in the vicinity of the development. Details of anticipated timing and conflicts if required should be included.

5.0 Construction Site Layout, Truck Access and Trades Parking

Any explanation required with reference to the Construction Site Layout drawing(s) can be included here.

The preference of the Town is for all construction activities to be contained within the private property including staging, storage of materials, and parking of vehicles and equipment. Special Permissions, if a site cannot accommodate all construction activity on site, may be considered as per the Section 15.0 below.

Show construction haul routes on a separate page. All haul routes are subject to Town and, in case of regional roads, Region approval.

For information regarding heavy vehicle restrictions, and half-load restrictions, please see the Town of Whitby website under Traffic Control, reference By-Law No. 1718-84, or call the Operations Centre for more information at 905.668.3437.

6.0 Traffic Management

The Traffic Control Plans prepared as per Ontario Traffic Manual, Book 7 in the Appendices shall include the existing road right of way features and depict impact of the construction stages/operation. Each stage shall have a distinct Traffic Control Plan with the “stage” or “phase” labelling complete with a descriptor as it is related to the construction activity. Show detours required for road traffic.

Traffic Control Plans shall be sealed and signed by a P.Eng., or by someone with a limited licence through the Professional Engineers of Ontario.

7.0 Active Transportation Management Impacts

This section will detail the special impacts to the pedestrians, cyclists and people movers (autonomous, public transit, school buses), as also shown on the Traffic Control Plans in the Appendices. All detours of these right of way users require special considerations as they have unique movement demands and characteristics within the road right of way.

Notations regarding active transportation impacts must be shown on the Traffic Control Plans, using the standard Ontario Traffic Manual, Book 7 requirements for construction.

Sidewalk closures and detours shall be provided on the Traffic Control Plan.

8.0 Erosion, Sediment and Dust Control Measures and Site Cleaning

Detail the Best Practices program of keeping construction mess out of the Town's infrastructure. This includes keeping erosion and sediment out of the storm sewers, mud off the road, and dust out of the air. The Town will collect a specific security from the Developer to ensure the municipal roads are kept clean during the project.

9.0 Hoarding, Fencing and Emergency Access

Show all hoarding, fencing and accesses on the Construction Site Layout Drawing. All sites shall be surrounded by galvanized wire panel fencing i.e.: Fast Fence, as a minimum to delineate the construction area.

Construction Site Layout Drawing shall also show any protection of Town infrastructure and existing trees and vegetation.

10. Crane Locations

A separate crane swing plan, if applicable, shall be stamped by the engineer showing the number and location of crane(s), with the radius of swing shown on the plan, and encroachment clearly identified. The Town of Whitby will require the Developer to obtain a Construction and Licensing Agreement from Legal Services prior to the commencement of works.

11.0 Shoring and Tie Backs

The Construction Management Report shall clearly identify the need for tie backs and encroachments into the municipal right of way. Provided the shoring and tie-back proposal is accepted by the Town, the engineer shall provide a stamped set of plans clearly identifying encroachments into the right-of-way, if applicable.

The Town of Whitby will require the Developer to obtain a Construction and Licensing Agreement from Legal Services prior to commencement of works.

12.0 Vibration Monitoring Program and Condition Assessment

A pre-construction survey/assessment, including a vibration monitoring program within the Zone of Influence, on adjacent buildings/structures/properties that may be affected by the construction activity, shall be provided prior to commencing construction. The assessment shall be completed by a Qualified Person to the satisfaction of the Town. The Developer shall discuss the assessment requirements as early in the process as possible with Engineering Services.

13.0 Health and Safety Plan

The Developer will have an Occupational Health and Safety Plan in place in accordance with the requirements of the Ministry of Labour prior to the commencement of construction. This Occupational Health and Safety Plan will be kept within the site office, at all times, and will be available for Town review.

All trades will have their Health and Safety Policy stating compliance with Occupational Health and Safety Plan on site at all times.

14.0 Anticipated Timelines

Provide the construction schedule with approximate dates and durations.

15.0 Special Permissions from the Town of Whitby

The Owner/Developer/General Contractor is required ensure that all approvals beyond those required by the Planning and Development Department are listed and obtained. This may include:

- Road Occupancy Permit (ROP) and/or Site Servicing Permit
 - To permit any engineering works such as servicing connections or utilities within the Town's road right-of-way. The Road Occupancy Permit (ROP) may be for closure or impacts to the travelled portion of the roadway, sidewalk, MUP or other portions of the road right-of-way. See the Town of Whitby website Road Permits for ROP application. ROP shall be obtained prior to commencing any work.
 - Once construction has been limited to on-site works with only deliveries of materials or equipment required, the monthly permit will be considered concluded as verified by Operations Services.
- Access Permit (Town Lands)
 - To permit access/ egress onto or through Town owned lands during construction. Further details can be obtained from legal@whitby.ca

16.0 Project Contacts List

Provide a 24-hour emergency contact

General Contractor, Consultants, Architect, Owner, etc.

Appendices

A. Construction Management Plan

Show the boundaries of the construction, the construction site layout, areas for storage and parking and all other relevant information.

B. Erosion and Sediment Control Plan (ESC)

Insert the approved ESC plan.

C. Notice to Neighbours

The template to be obtained from Development Engineering.

D. Crane Swing Plan (if applicable)

Signed engineering plans showing swing path.

E. Shoring and Tie Back Plans (if applicable)

Signed engineering plans identifying encroachments.

F. Traffic Control Plans

Provide a separate Traffic Control Plan for each discrete construction activity that requires a change of traffic control within the road right-of-way. Plan to include sidewalk closure signage. Plans shall be signed by a Qualified Person.

G. Construction Details

Include any details regarding the construction management on site, including but not limited to: mud mat, catch basin, excavation, shoring, right-of-way encroachments (tie-backs, crane swing).

H. Anticipated Project Timelines

The General Contractor's critical path project timeline shall be included for the gross stages of construction. Schedule shall be prepared by spreadsheet or scheduling software.

Town of Whitby
 575 Rossland Road East,
 Whitby, ON L1N 2M8
 905.430.4300
 whitby.ca



Grading, Servicing and Drainage Permit

A copy of this permit must be maintained on the property to which it applies.
This is not a building permit.

Permit No.: **GSDP-XX-XX**

Site Address: **(insert site address)**

Date of Issue:	(insert date issued)	
Date of Expiry:	(insert date of expiry)	
Renewal Period:	(insert date range for renewal)	
Permit Suspended:	(add Director's signature)	
Permit Revoked:	(add Director's signature)	
Description of Work Authorized:	(Taken from Section 3.1 of Application)	
Legal Description:	CON: LOT: RP: Watershed:	
Issued To:	Applicant Name Company Name Address line 1 Address line 2	Owner Name Company Name Address line 1 Address line 2

Notes:

- For inquiries concerning this permit, please contact Engineering Services at engineering@whitby.ca. For inspections, please contact the Manager, Municipal Construction.
- No construction machinery shall be idling or operating before 7:00 am or after 8:00 pm, or at any time on Sundays, in accordance with the Town of Whitby's Noise Control By-Law.
- All municipal roads must be maintained in the same or better condition than existed prior to the commencement of work and kept free of material and equipment associated with this work, at all times.

GSDP-XX-XX Grading, Servicing and Drainage Permit and Letter of Conditions dated (insert current date). Address for Infill Development Application.

- All safety, erosion control, and housekeeping measures shall be implemented as per the approved Construction Management Report.

Letter of Conditions

Date

Name

Company Name

Address Line 1

Address Line 2

Re: Grading, Servicing and Drainage Permit, GSDP-XX-XX

- Town of Whitby By-law xxxx-xx
- (insert Owner/Applicant name)

Please find attached the approved permit GSDP-XX-XX pursuant to your Grading, Servicing and Drainage Permit application for the site on (insert subject site address).

The following conditions are required as part of the approved permit:

1. This approval gives authorization for the construction of (insert description of works being undertaken), as stated on the Permit.
2. Please be advised that this permit expires on (insert date of permit expiry). The operation must adhere to the approved Drawings and Design Brief as listed; (insert list approved documents), Town of Whitby Design Criteria and Engineering Standards, all applicable By-Laws, including, but not limited to, noise, reduced load roads and tree protection, and ensure compliance with all other regulations and statutes.
3. An inspection of final site grading, servicing and stormwater management (SWM) measures is required to be completed by a member of the Town's Construction inspection staff. An appointment for the inspection must be booked in advance to ensure final grading, servicing and stormwater management measures are in completed and in place prior to any deposits being refunded.
4. Consistent with the Ontario Building Code requirements, a site shall be graded so that water will not accumulate at or near the building and will not adversely affect adjacent properties. The grading consultant will ensure that no new instances of ponding will occur as a result of construction. Any cases that arise will be brought to the Town for review and must be rectified as directed.

5. The Applicant shall:

- i. Ensure all other parties involved with the Infill Development project are provided with a copy of the signed Permit, Letter of Conditions and approved Grading and Servicing Plans and ensure copies of same are kept on-site.
- ii. Ensure sufficient space is provided to accommodate drainage swales along the boundary of the proposed lot next to adjacent properties. All grades must match existing grades on lot lines unless written permission from adjacent landowner(s) is provided.
- iii. Provide any extension request to the Town of Whitby three (3) weeks in advance of the expiry date of the Permit where the specified Grading, Servicing and Drainage Permit activities will be required after the approved expiry date.
- iv. Ensure all sedimentation controls and silt/protective fencing is in place prior to the commencement of the proposed construction works.
- v. Notify Construction Inspection staff two (2) days before backfilling of any services and SWM measures and post completion of construction works to arrange for inspection of the site grading, servicing and SWM measures installed as per the approved grading plan(s) in accordance with Condition 3.
- vi. Ensure all proposed construction activities are in accordance with the approved Construction Management Report.
- vii. Ensure all construction activities, vehicles, and material storages are contained entirely within the subject property.
- viii. Ensure all applicable construction signage, with reference but not limited to Ontario Traffic Manual (OTM) Book 7, is in place before construction works begin.
- ix. Ensure works outlined in the permit (including warming up of equipment) are conducted in accordance with the Town of Whitby's Noise By-Law No. 6917-14, as may be amended or replaced.
- x. Inform Engineering Services if there are changes to any proposed grading, servicing, and SWM design as approved. Any change in design, and/or scope of works, will have to go through permit amendment.

- xi. Ensure that any Erosion and Sediment Control (ESC) measures are inspected weekly and immediately following any significant rainfall or snow melt events and restored as necessary.
 - xii. Comply with, and ensure all on-site contractors comply with, all applicable Provincial Orders, Provincial and Regional Public Health directives and guidelines.
 - xiii. Submit a Sealed Final Grading Certificate to Construction Staff upon completion of all grading works. The form shall be in accordance with Section D7.04, Page D-13. This is required for release of the development LC's, including Sodding Deposit.
- 6. When moving material, it is the Contractor's responsibility to abide by the half load restrictions that may apply at the time of hauling material.
 - 7. The Applicant acknowledges that the securities may be drawn upon at the Director of Engineering Services sole discretion, to remedy any deficiency in the approved works and to correct or complete works under this permit.
 - 8. The Town reserves the right to modify and provide additional conditions as required by site conditions, performance, and orderly management of the construction site.
 - 9. Financial securities in the amount of \$_____, collected for Lot Grading/Sodding will be released once the proposed works are completed to the Town's satisfaction.
 - 10. Financial securities in the amount of \$_____, collected for Infiltration Trenches, LID's and retaining walls will be released once the proposed works are completed to the Town's satisfaction.
 - 11. Financial securities in the amount of \$_____, collected for Grading, Drainage and Erosion Control Works will be released once the proposed works are completed to the Town's satisfaction.
 - 12. Financial securities in the amount of \$_____, collected for external works will be released once the proposed works are completed to the Town's satisfaction.

Please note that the approval of the Grading, Servicing and Drainage Permit does not imply the approval or acceptance of any development application or building permit.

Please be advised that a Road Occupancy Permit may be required from Town of Whitby Corridor Management Division/Operations Centre. Please contact the Manager, Right-of-Way Services for more information.

GSDP-XX-XX Grading, Servicing and Drainage Permit and Letter of Conditions dated (insert current date). Address for Infill Development Application.

For any required tree removals, please contact the Town's Landscape Architect, Development Control, Design and Technical Services for more information.

The Applicant acknowledges the approved permit is specific to the noted scope of work. Any changes will require an amendment to the approved permit.

Should you have any questions or require any clarification, please call the Engineering Services Department.

Yours truly,

XXXXXXX,
Development Services Technician
xxxxxxxxxxx@whitby.ca
XXX.XXX.XXXX

ACKNOWLEDGEMENT

I agree to abide by By-Law xxxx-xx and the terms and conditions outlined herein to regulate the construction of an Infill Development in the Town of Whitby.

Statutory Declaration

I, the undersigned, as the owner or as an agent authorized to act on behalf of the owner of the subject property identified in this application, declare that the information contained in this application is true and correct to the best of my knowledge. I further declare that I will abide by the provisions of Town of Whitby Infill Development By-law xxxx-xx and any applicable terms or conditions.

By completing this declaration and signing below, I understand that failure to comply with Town of Whitby Infill Development By-law xxxx-xx and any applicable terms or conditions is an offence, and that upon conviction, I, as the owner/agent of the subject property may be liable to penalties prescribed pursuant to the Municipal Act, 2001.

Hold Harmless and Indemnification:

The applicant shall indemnify and save harmless The Corporation of the Town of Whitby ("Town of Whitby"), its employees, officers and/or agents, from and against any and all claims, actions, losses, expenses, costs, demands, suits, liabilities or damages of every nature and kind whatsoever arising out of or as a result of the actions of the applicant, its agents, or employees.

Insurance:

The applicant, at its sole cost and expense, shall carry and maintain in full force and effect the following forms of insurance:

Comprehensive General Liability:

Comprehensive general liability insurance including personal injury, contractual liability, owners' and contractors' protective coverage, contingent employer's liability, property damage, medical payments, products and completed operations, and non-owned automobile liability in an amount of not less than two million dollars (\$2,000,000) for claims arising out of one occurrence.

Such insurance policy shall be in the name of the applicant and shall name the Town of Whitby as additional insured. The applicant's broker or insurer will complete the attached Town of Whitby Certificate of Insurance form with no amendments.

Automobile Liability:

Automobile liability coverage, for all licensed vehicles and equipment, evidencing two million dollars (\$2,000,000) per occurrence against claims for bodily injury and/or property damage.

I hereby grant the officers of the Town of Whitby and/or any person in the company of the officer's permission to enter the site for the purpose of inspection for compliance with the conditions in this application and/or for performing any work necessary to bring the site into compliance with said conditions.

Note: This permit and supporting documents and any other documentation received relating to the application, may be released, in whole or part, to other persons in accordance with the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990 c. M.56, as amended.

I, _____, the Applicant, acknowledge receipt of this Letter of Conditions and agree to abide by the conditions contained herein.

Owner/Applicant Signature: _____

Owner/Applicant Printed Name: _____

Date: _____

Approval Signature: _____

GSDP-XX-XX Grading, Servicing and Drainage Permit and Letter of Conditions dated
(insert current date). Address for Infill Development Application.

Approval Printed Name: _____

Approval Date: _____

Proposed Fees and Securities for Infill Development

Proposed changes and new fees and securities to be included in Schedule T, Planning and Development (Engineering Services) Department Fees, By-law 7220-17 as following:

Proposed change in the “Residential Infill Development” definition:

"Residential Infill Development" (or Infill Lot) means the development of a new or re-development of an existing lot up to 10 units with a new building or structure beyond that of the original footprint that includes an increase of the impervious surface of the lot by altering of drainage pattern and/or grading of the lots. Infill Development may vary in size, consist of more than one residential unit/lot and include different types of residential dwellings, such as single, semi-detached, and townhouse blocks.

These developments are subject to:

- Grading, Servicing and Drainage Permit as per the Town’s Infill Development By-law;
- Building Permit Application as per Ontario Building Code; and,
- Engineering Review and Inspection Fee (for external works only), as per the Town’s Consolidated Fees and Charges By-law.

The Grading, Servicing and Drainage Permit and the Building Permit Application for Residential Infill Developments shall be supported, at a minimum, by Grading and Servicing Plans and a Stormwater Management Brief. Residential Infill Developments may vary in size, consist of more than one residential unit/lot and include different types of residential dwellings, such as single, semi-detached, and townhouse blocks.

Other types of small-scale developments may fall under the Residential Infill Developments definition, at the sole discretion of the Director of Engineering Services.

Proposed Fees and Securities:

Fee No.	Category	Fee Title	Fee (Excluding Taxes)	Fee Basis	HST Applicable
ENG-48	Grading, Servicing and Drainage Permit	Grading, Servicing and Drainage Permit Extension fee	50% of the original Application Fee (Engineering Review for Residential Infill Lots)	Each	No
ENG-49	Grading, Servicing and Drainage Permit	Grading, Drainage & Erosion Control Works Deposit	Total Building size is < 2500 ft ² (232 m ²) - \$20,000. Total Building size	Per unit	No

Fee No.	Category	Fee Title	Fee (Excluding Taxes)	Fee Basis	HST Applicable
			is > 2500 ft ² (232 m ²) - \$40,000.		

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar

Report Title: Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment Applications – Frontdoor Developments (Palmerston) Inc. – 400 Palmerston Avenue – File # DEV-25-23 (OPA-2023-W/03, SW-2023-03 & Z-09-23)

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: PDP 11-24

Department(s) Responsible:

Planning and Development Department
(Planning Services)

Submitted by:

Roger Saunders, Commissioner of
Planning and Development

Acknowledged by M. Gaskell, Chief Administrative Officer

For additional information, contact:

L. Taylor, Planner II, x.2902

1. Recommendation:

1. That Council approve the Draft Plan of Subdivision (File No. SW-2023-03), subject to the comments included in Planning Report PDP 11-24 and the conditions of draft plan approval included in Attachment #12;
2. That Staff be authorized to prepare a Subdivision Agreement;
3. That the Clerk forward a Notice to those parties and agencies who requested to be notified of Council's decision, including the Region of Durham's Commissioner of Planning and Economic Development;
4. That Council approve the amendment to Zoning By-law #2585, (File No. Z-09-23), as outlined in Planning Report No. PDP 11-24; and,
5. That a by-law to amend Zoning By-law #2585 be brought forward for consideration by Council at such time as the subdivision receives Draft Approval.

2. Highlights:

- Applications have been submitted by Frontdoor Developments (Palmerston) Inc. for an Official Plan Amendment, a Draft Plan of Subdivision and a Zoning By-law Amendment on land fronting the south side of Palmerston Avenue, municipally known as 400 Palmerston Avenue (former Palmerston Avenue Public School).
- The original proposed concept plan did not conform to the requirements of the Official Plan. Therefore, an Official Plan Amendment Application was submitted.
- The plan has been revised to meet the criteria of the existing Official Plan and OPA 130 regarding Mature Neighbourhoods.
- The revised Draft Plan of Subdivision includes 68 residential units comprised of 2 lots for single detached dwellings, 33 lots for 66 semi-detached units, a walkway block, and a new public road. The Zoning By-law Amendment is necessary to implement the proposed draft plan.
- All of the commenting departments and external agencies have indicated support for the proposed development, subject to their comments and requested conditions.

3. Background:

3.1 Site and Area Description

The subject land is located on the south side of Palmerston Avenue, east of Sugar Maple Crescent and municipally known as 400 Palmerston Avenue (refer to Attachment #1). The 2.28 hectare (5.6 ac) parcel was a former school site (Palmerston Avenue Public School) until it was closed in 2011 following an accommodation review. The site was deemed surplus to the Durham District School Board's needs in 2018 and was later sold.

The surrounding land uses include existing residential dwellings to the north, south and west. Palmerston Park is located to the east of the subject land (refer to Attachment #2).

3.2 Applications and Proposed Development

The original proposed Draft Plan of Subdivision Application included:

- 3 lots for single detached dwellings;
- 34 lots for 68 common-wall semi-detached units;
- a walkway block; and,
- a new public road (cul-de-sac).

A total of 71 residential units were proposed, with lotting that did not match the existing adjacent lots on White Ash Drive and Sugar Maple Crescent (refer to Attachment #3).

After hearing concerns raised by residents at the public meeting and further conversations with staff, the proponent has provided a revised Draft Plan of Subdivision (refer to Attachment #4) which reduces the number of proposed units to 68 and includes the following:

- 2 lots for single detached dwellings;
- 33 lots for 66 semi-detached units (linked underground adjacent to existing single detached dwellings, common-wall adjacent to existing semi-detached dwellings and adjacent to Palmerston Park);
- a walkway block; and,
- a new public road (cul-de-sac).

The two single detached dwellings are identified as Lots 17 and 35 on the Concept Plan (refer to Attachment #5). The revised lotting of each pair of semi-detached dwellings on the west side of the proposed new road generally line up with the lot lines of the existing lots on White Ash Drive and Sugar Maple Crescent. The revised concept includes semi-detached dwellings which are linked underground (Lots 1 to 11) which back onto existing single detached dwellings on White Ash Drive and Sugar Maple Crescent. The remainder of the semi-detached lots are proposed to be common-wall semi-detached dwellings (Lots 12-16 and Lots 18-34). Common-wall Lots 12-16 will be adjacent to existing semi-detached dwellings (linked underground) on Sugar Maple Crescent and a common-wall semi-detached (Lot 16) and a single detached dwelling (Lot 17) will be adjacent to the existing semi-detached dwellings (linked underground) on Honey Tree Crescent.

The single and semi-detached dwellings are proposed to be 2 storeys in height with an option for 2.5 storeys. For purchasers who choose the 2.5 storey option, the storey above the second floor would be constructed within the roofline (refer to Attachment #6). Attachment #6 also demonstrates the appearance of the semi-detached units linked underground and common-wall semi-detached units. Sidewalks and pedestrian connections will be required as shown on Attachment #7.

The proposed concept has been revised to meet the requirements of the Official Plan and the Zoning By-law Amendment Application is being considered under the criteria of the existing Official Plan as well as OPA 130 regarding Mature Neighbourhoods.

The Zoning By-law Amendment application proposes to change the existing zone category from Institutional 'I' Zone in By-law 2585 to appropriate zone categories to implement the proposed draft plan of subdivision.

3.3 Documents Submitted in Support

In support of the subject development proposal, the following reports and studies have been prepared and submitted for staff and agency review:

- Original proposed Draft Plan of Subdivision, prepared by David B. Searles Surveying Ltd., dated October 10, 2023 (refer to Attachment #3);
- A revised Draft Plan of Subdivision, prepared by David B. Searles Surveying Ltd., dated February 1, 2024 (refer to Attachment #4);
- A Concept Plan, prepared by GHD, dated January 2024 (refer to Attachment #5);
- Front Elevation Massing / Streetscape Drawing, prepared by Vincent J. Santamaura Architect Inc., revised January 30, 2024 (refer to Attachment #6);
- A Composite Transportation Component Plan (CTCP), prepared by GHD Limited, revised January 2024 (refer to Attachment #7)
- A Planning Justification Report, prepared by GHD Limited, dated December 2022;
- A Sustainability Report, prepared by GHD Limited including the Whitby Green Standard Checklist, dated December 2022, revised June 2023;
- An Arborist Report, including Tree Evaluation, prepared by Kuntz Forestry Consulting Inc., dated June 2022, revised May 2023;
- Tree Preservation, Protection and Removal Plans, prepared by Kuntz Forestry Consulting Inc., dated October 2023;
- A Lighting/Photometric Plan, prepared by RTG Systems inc., dated October 2023;
- Landscape Plans and Cost Estimates, prepared by Landscape Planning Limited, dated October 2023;
- A Functional Servicing and Stormwater Management Report, prepared by GHD Limited, dated October 2023;
- A Geotechnical Investigation Report, prepared by Soil Engineers Limited, dated May 2023;
- A Stage 1 and 2 Archaeology Assessment, prepared by Irving Heritage Inc., dated May 2022;
- A Ministry Clearance Letter re Stage 1 and 2 Archaeological Assessment, dated June 2022;
- A Hydrogeological Study, prepared by Soil Engineers Limited, dated May 2023;
- A Noise Impact and Vibration Study, prepared by Valcoustics, dated October 2022;
- A Phase 1 & Limited Phase 2 Environmental Site Assessment, prepared by Spice Environmental Inc., dated September 2023, along with Reliance Letter and Certificate of Insurance for the Region of Durham; and,
- A Traffic Impact Study, prepared by GHD Limited, dated November 2022, revised June 2023.

The above documents were distributed to relevant internal departments and external agencies for review and comment.

4. Discussion:

4.1 Region of Durham Official Plan

The subject property is designated as “Living Areas” in the Regional Official Plan (ROP). Lands within the Living Areas designation are intended to be used predominantly for housing purposes consisting of a mix of housing types, sizes, and tenure to satisfy the diverse housing needs of residents of Durham Region.

4.2 Whitby Official Plan

The subject land is designated as ‘Residential’ on Schedule ‘A’ – Land Use on the Town’s Official Plan (refer to Attachment #8). Lands designated as Residential in the Official Plan are intended to:

- provide opportunities for a range of housing types, densities, tenure, and affordability to meet the needs of the Municipality;
- encourage residential intensification in appropriate locations while maintaining and enhancing the character and identity of established residential neighbourhoods; and,
- require that new residential development and redevelopment is transit-supportive, pedestrian-oriented, compatible with surrounding uses, and reflects a high standard of urban design.

The subject land is not within a specific Secondary Plan, Intensification Area, or Intensification Corridor, therefore any proposals for new residential development or redevelopment must consider the policies and locational criteria, identified in Sections 4.4.3.4 (Low Density Residential) to 4.4.3.6 (High Density Residential), and the additional criteria in Section 4.4.3.9.2 (Redevelopment and Intensification) in the case of Medium Density and High Density Residential development.

In April 2023, Council adopted Official Plan Amendment No. 130 (OPA 130) – the Town’s Mature Neighborhood Study. The Town-initiated Official Plan Amendment introduced additional policies to aid in managing residential infill and intensification within certain areas of the Town, including the subject land.

The Mature Neighbourhood policies require that development within the interior of Mature Neighbourhoods be subject to Low Density Residential policies, with appropriate transition and that building heights shall generally be 2 storeys but includes consideration for a third storey within the roofline. (4.4.3.13.10)

Draft Proposed OPA 133, the Technical Amendment for Secondary Plans update, is being brought forward for Council approval, which includes revisions to allow up to 35 units per net hectare in a Low Density Residential area, consistent with low density permissions in Secondary Plan areas.

Proposals for increased residential density must meet criteria outlined in Section 4.4.3.9.2 of the Official Plan, which includes provision for servicing capacity, roads, proximity to community services, transitional height and density, and lot sizes and setbacks.

The net density on the western portion of the proposed development, adjacent to the existing single and semi-detached dwellings, is 32.85 units per net hectare. The net density on the eastern portion of the proposed development, adjacent to Palmerston Park, is 44.83 units per net hectare. Furthermore, the single and semi-detached dwellings are proposed to be a maximum of 2.5 storeys. The proposed revised plan meets the criteria outlined in the existing Official Plan as well as the adopted OPA 130 policies regarding Mature Neighbourhoods and the proposed OPA 133 Technical Amendment. Accordingly, an Official Plan Amendment is no longer required.

4.3 Zoning By-law

The subject land is currently zoned Institutional Zone (I) and Open Space (OS) Zone in By-law 2585, as amended (refer to Attachment #9).

The Institutional Zone permits a range of institutional uses including a school, a community centre, a church, a long-term care home, a hospital, an arena, and other non-residential institutional uses.

A 3.5m wide Open Space Zone extends the length of the west property line and permits both public and private park space and a public use. Residential uses within the 'OS' zone are prohibited. The OS zone is to remain where there are existing trees.

A Zoning By-law Amendment is required to change the Institutional-zoned portion of the subject land to appropriate zone categories to implement the proposed Draft Plan of Subdivision.

4.4 Conclusion

The subject land is designated for residential use. Residential areas are intended to support a variety of residential uses.

The proposed development will serve to increase the range of dwelling types available within the community. The proposed development represents an urban form that is efficient and cost effective for servicing, storm water and transportation systems.

The proposed development represents an intensification opportunity within the built-up area of the Town of Whitby located within the 'Built Boundary', as defined by the Province. It provides an appropriate range and mix of housing types and densities to meet the needs of current and future residents.

The proposed development of 2 or 2.5-storey single detached and semi-detached dwellings with lotting along the west portion of the property, to generally match adjacent existing lots, provides transition to the existing low density residential neighbourhood.

All of the commenting departments and external agencies have indicated support for, or no objection to, the proposed development subject to their comments and conditions, as outlined in Section 7.

Based on the detailed review of the applications and consideration of public and agency comments and requirements (refer to Section 6), it is concluded that the proposed development is consistent with the Provincial Policy Statement, and is in conformity with the Growth Plan, the Region's Official Plan, and meets the overall intent of the Town's Official Plan including OPA 130 and OPA 133. Therefore, it is recommended that Council approve the proposed Draft Plan of Subdivision and Zoning By-law Amendment Applications.

5. Financial Considerations:

With each new subdivision development approved by the Municipality, the Town of Whitby assumes assets requiring regular operational maintenance and eventually capital replacement. The following assets will be generated as a result of the subdivision and included in the Town's Asset Management Plan. The Capital replacement and annual operating costs would be included in future budgets. Further details regarding infrastructure costs would also be identified in the Financial Services Asset Management annual report.

Asset	Quantity
Roads	0.488 lane-km
Sidewalks/Multi-use paths	0.527 km
Storm Sewers	0.530 km

6. Communication and Public Engagement:

A Public Meeting was held on December 6, 2023, in accordance with the Town of Whitby Official Plan and the Planning Act. This meeting provided the public and interested persons and agencies the opportunity to make representation in respect of the Official Plan Amendment and Zoning By-law Amendment Applications. The meeting minutes are included in Attachment #10a. Members of the public were in attendance to speak at the public meeting. Concerns raised included:

- impact on residential property values;
- existing on-street parking and traffic issues;

- loss of sunlight and shadow impacts;
- installation of privacy fencing;
- capacity of existing electrical grid and other infrastructure to accommodate additional homes;
- density, building heights and unit types and disruption to the character of the existing neighbourhood;
- safety including on-street parking and sidewalks;
- impact on park land; and,
- noise pollution and dust control during construction.

Written correspondence is included in Attachment #10b which includes concerns regarding:

- loss of green space;
- increased traffic, speeding and parking issues;
- lack of space in schools to accommodate new students from the development;
- construction impacts;
- the density and building height are too high;
- request that no pedestrian connection from the new development to the existing neighbourhood;
- development does not fit into existing character of the neighbourhood;
- environmental impact;
- impacts on existing water and sanitary sewer infrastructure and electrical grid;
- safety of pedestrians and children, including during construction;
- lotting should match existing lot widths;
- drainage and flooding;
- loss of sunlight and shadow impacts on existing homes and yards; and,
- potential loss or damage to existing trees during construction or by future homeowners.

All individuals who registered as an interested party at the statutory public meeting and any individual who provided written correspondence to the Town have been provided notice of the March 4, 2024, Committee of the Whole Meeting.

The oral and written submissions by the public have been considered in determining the recommendation for approval of the proposed Draft Plan of Subdivision and Zoning By-law Amendment Applications. The following concerns raised above have been considered as follows:

- Generous rear yards for the proposed lots on the west side of the new road will limit any shadow impacts;
- On-street parking for visitors can be accommodated on the proposed new road;
- Sidewalks are required on both sides of the public road;

- Existing trees along the western edge of the subject land shall remain within the Open Space zone;
- Lotting on the west portion of the development has been revised to generally match the existing lots of the single detached dwellings on White Ash Drive and Sugar Maple Crescent; and,
- The proponent will be required to satisfy the requirements of the Region of Durham, Town of Whitby and Elexicon with respect to provision of sanitary, water, storm, and electrical infrastructure.

7. Input from Departments/Sources:

The following agencies have reviewed the applications and have no objection:

- Fire and Emergency Services
- Strategic Initiatives

Refer to Attachment #11 for additional detailed comments.

Internal Departments

Community Services – Parks Planning and Development Division

Parks staff have provided Conditions of Draft Approval which includes:

- a requirement for cash-in-lieu of parkland;
- a requirement that the walkway block be conveyed to the Town of Whitby;
- that compensation be provided to the Town for installation of storm sewer infrastructure within Palmerston Park; and
- conditions related to tree preservation, installation of fencing adjacent to Palmerston Park, and construction approvals.

Refer to Attachment #11 for additional detailed comments and Attachment #12 for Conditions of Draft Plan Approval.

Engineering Services

Comments provided by Engineering Services state that there is no objection to the approval of the applications subject to the Conditions of Draft Approval.

Refer to Attachment #11 for additional detailed comments and Attachment #12 for Conditions of Draft Plan Approval.

Financial Services

Comments provided by Financial Services staff outline the requirements for the payment of development charges and cash-in-lieu of parkland.

Refer to Attachment #11 for additional detailed comments.

External Agencies

Central Lake Ontario Conservation Authority (CLOCA)

Comments provided by CLOCA state that there is no objection to the approval of the applications subject to the Conditions of Draft Approval.

Refer to Attachment #11 for additional detailed comments and Attachment #12 for Conditions of Draft Plan Approval.

Region of Durham

Comments provided by the Region of Durham state that there is no objection to the approval of the applications subject to the Conditions of Draft Approval.

Refer to Attachment #11 for additional detailed comments and Attachment #12 for Conditions of Draft Plan Approval.

8. Strategic Priorities:

The development of a residential subdivision contributes to meeting the priorities of the Community Strategic Plan, specifically Action Item 1.3.4 under Pillar 1: Whitby's Neighbourhoods by providing a variety of housing options.

This report is in a fully accessible format, which addresses the Town's strategic priority of accessibility.

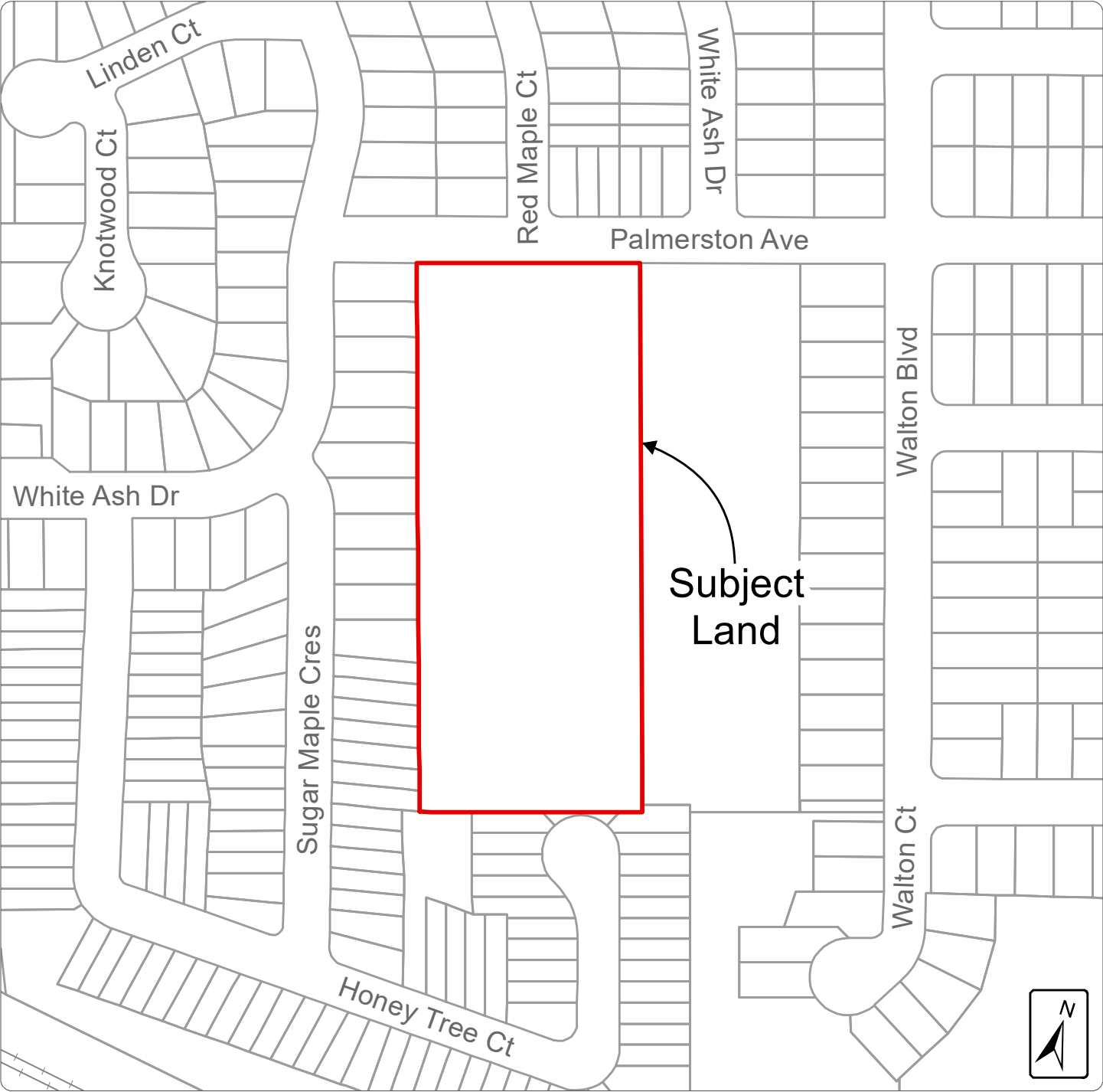
The proposed residential development increases the density on the subject land which provides a better use of existing infrastructure, which implements the Town's strategic priority of sustainability.

9. Attachments:

- Attachment #1: Location Sketch
- Attachment #2: Aerial Context Map
- Attachment #3: Proponent's Original Proposed Draft Plan of Subdivision
- Attachment #4: Proponent's Proposed Revised Draft Plan of Subdivision
- Attachment #5: Proponent's Proposed Concept Plan
- Attachment #6: Proponent's Proposed Front Elevations / Massing Streetscape
- Attachment #7: Composite Transportation Component Plan
- Attachment #8: Excerpt from Official Plan Schedule A – Land Use
- Attachment #9: Excerpt from Zoning By-law 2585
- Attachment #10a: Public Meeting Minutes
- Attachment #10b: Summary of Written Public Comments
- Attachment #11: Agency & Stakeholder Detailed Comments
- Attachment #12: Conditions of Draft Plan of Subdivision Approval

Attachment #1
Location Sketch

PDP 11-24



**Town of Whitby Planning and Development Department**

Proponent: Frontdoor Developments (Palmerston) Inc.	File Number: DEV-25-23 (OPA-2023-W/03, SW-2023-03 & Z-09-23)	Date: March 2024
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External Data Sources:
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Attachment #2 Aerial Context Map

PDP 11-24



Town of Whitby Planning and Development Department

Proponent:
Frontdoor Developments (Palmerston) Inc.

File Number:
DEV-25-23 (OPA-2023-W/03,
SW-2023-03 & Z-09-23)

Date:
March 2024

External Data Sources:
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DRAFT PLAN OF SUBDIVISION OF
PART OF BLOCK F
REGISTERED PLAN M-1148 AND
PART OF LOT 28, CONCESSION 2
(GEOGRAPHIC TOWNSHIP OF WHITBY)
TOWN OF WHITBY
REGIONAL MUNICIPALITY OF DURHAM
SCALE 1: 500

David B. Seales Surveying Ltd.
ONTARIO LAND SURVEYORS

METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN
METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

KEY PLAN
(NOT TO SCALE)

REGISTERED PLAN M-1148

CONCESSION 2

STREET 'A'

HONEY TREE COURT

REGISTERED PLAN M-1148

WALTON BOULEVARD

BLOCK F

BLOCK G

BLOCK H

BLOCK I

BLOCK J

BLOCK K

BLOCK L

BLOCK M

BLOCK N

BLOCK O

BLOCK P

BLOCK Q

BLOCK R

BLOCK S

BLOCK T

BLOCK U

BLOCK V

BLOCK W

BLOCK X

BLOCK Y

BLOCK Z

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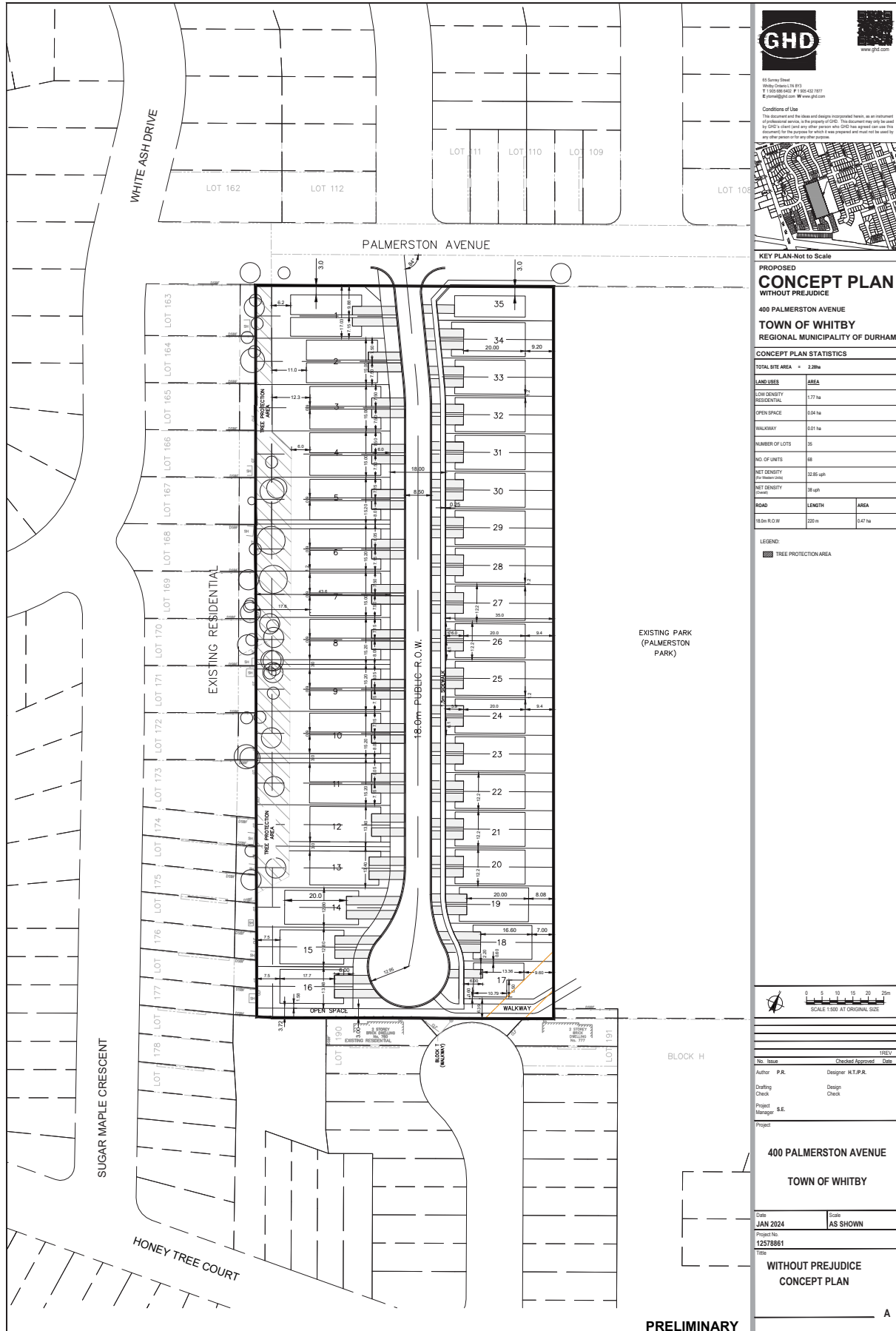
BLOCK JK

BLOCK JL

Attachment #5

Proponent's Proposed Concept Plan

PDP 11-24



65 Survey Street
Whitby, Ontario L9B 8Y3
T 905 886 4402 F 905 432 7077
E info@ghd.com W www.ghd.com

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KEY PLAN-Not to Scale

PROPOSED
CONCEPT PLAN
WITHOUT PREJUDICE

400 PALMERSTON AVENUE
TOWN OF WHITBY
REGIONAL MUNICIPALITY OF DURHAM

CONCEPT PLAN STATISTICS

TOTAL SITE AREA	= 2.28ha	
LAND USES	AREA	
LOW DENSITY RESIDENTIAL	1.77 ha	
OPEN SPACE	0.04 ha	
WALKWAY	0.01 ha	
NUMBER OF LOTS	36	
NO. OF UNITS	88	
NET DENSITY (20 houses/lot)	32.85 uph	
NET DENSITY (28 uph)	28 uph	
ROAD	LENGTH	AREA
18.0m R.O.W.	225 m	0.47 ha

LEGEND:
■ TREE PROTECTION AREA



No.	Issue	Checked	Approved	REV
1	Author: P.J.R.		Designer: W.T.P.R.	
2	Drafting		Design	
3	Check		Check	
4	Project Manager: S.E.			
5	Project			

400 PALMERSTON AVENUE
TOWN OF WHITBY

Date: JAN 2024 Scale: AS SHOWN
Project No: 12578861

WITHOUT PREJUDICE
CONCEPT PLAN

A

PRELIMINARY

Attachment #6

Front Elevation Massing / Streetscape

PDP 11-24

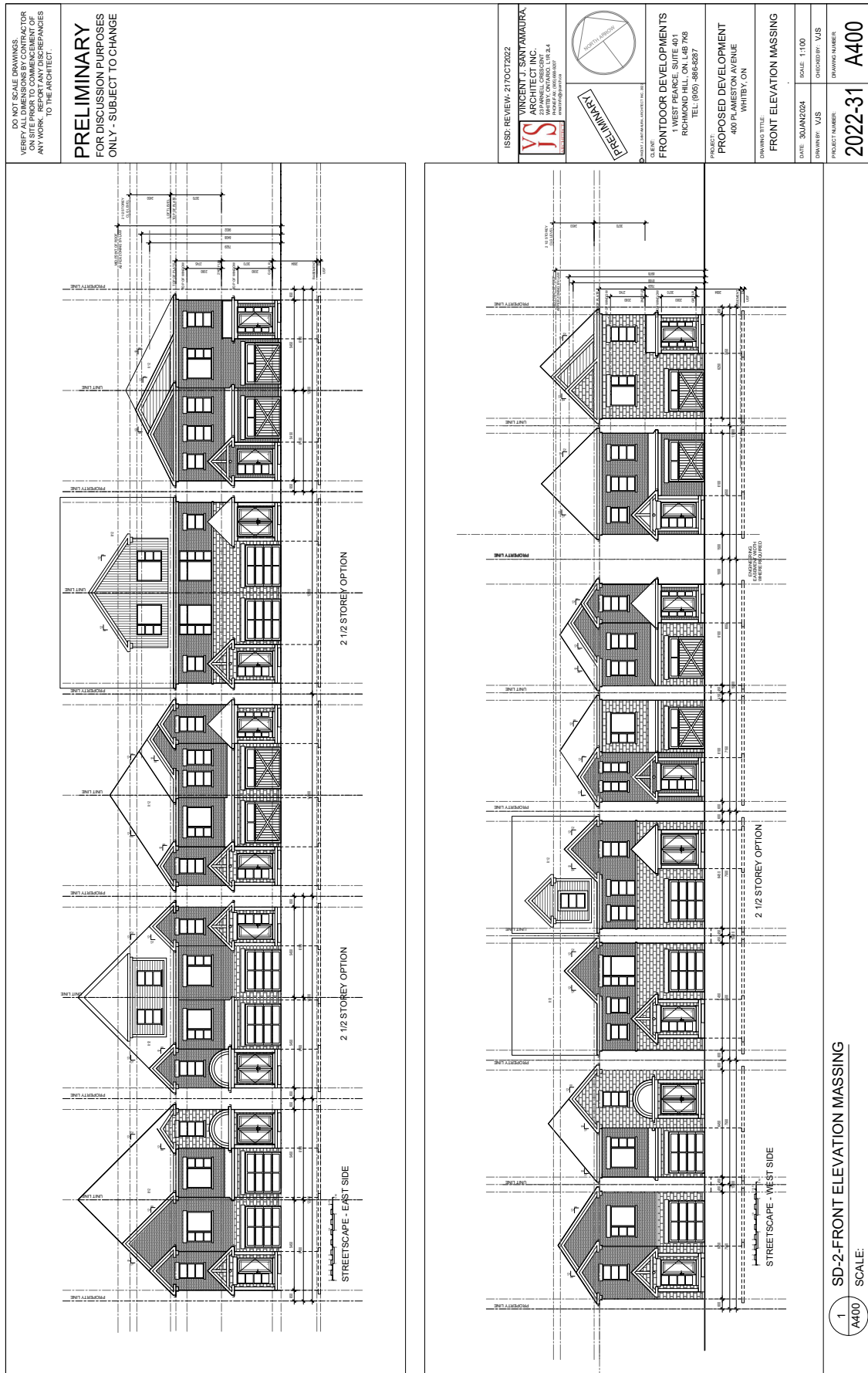
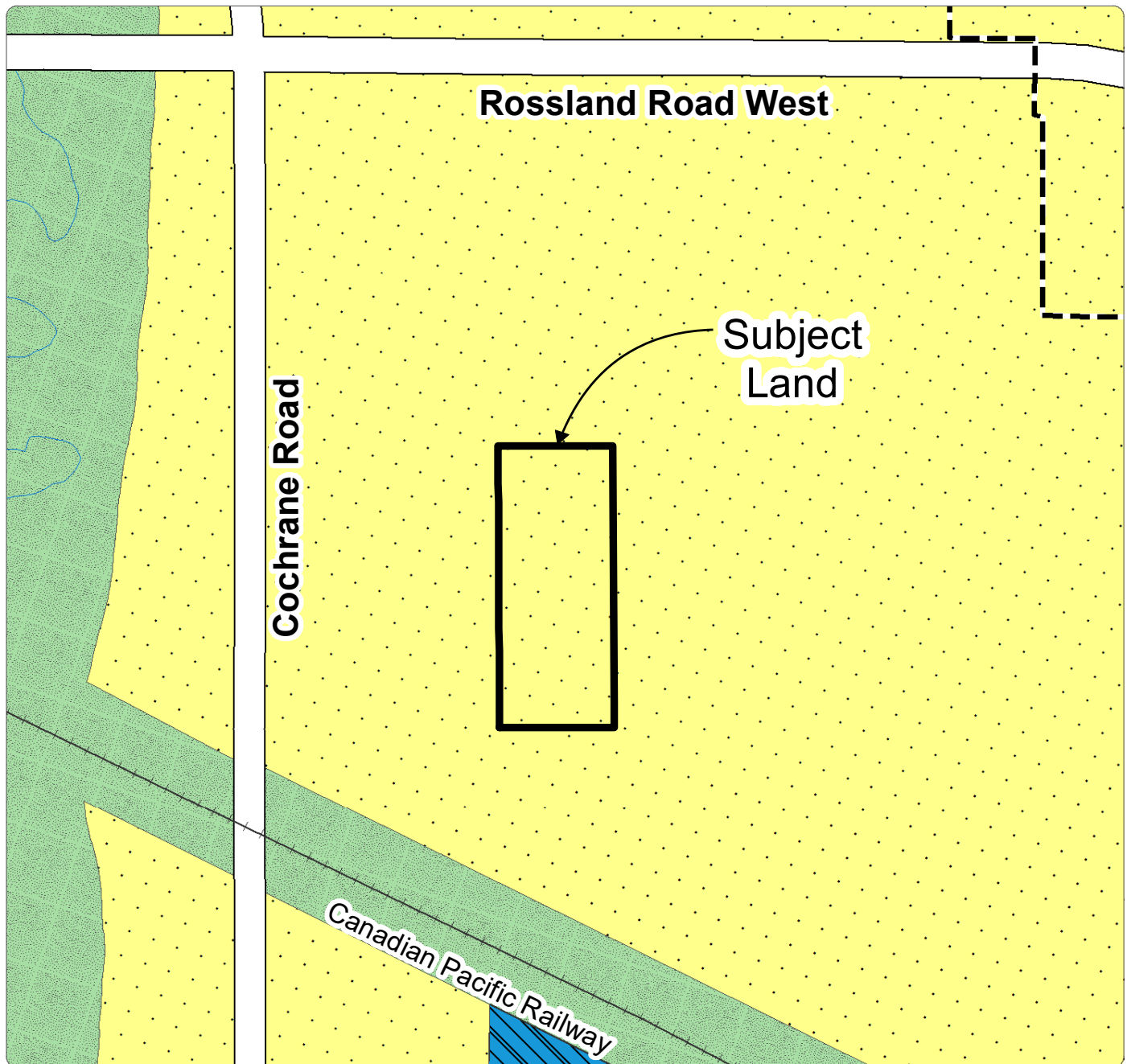




Figure 01

Excerpt from the Town of Whitby Official Plan Schedule 'A'

**Legend**

- Residential
- Major Commercial
- Community Commercial
- Special Purpose Commercial
- Mixed Use
- Prestige Industrial
- General Industrial
- Special Activity Node
- Institutional
- Major Open Space
- Agricultural
- Hamlet
- Estate Residential
- Special Policy Area
- Refer to section 11.5.31.6

Notes: Refer to the applicable Secondary Plan for more detailed land use designations. Secondary Plan boundaries can be found on Schedule 'E', including the Oak Ridges Moraine Secondary Plan. Some legend items may not appear on the displayed figure extent.

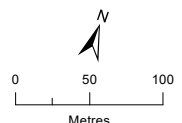
- Lands Subject to Durham Regional Official Plan Policy 14.13.7
- D (Deferred by Region of Durham)
- Local Central Area
- Resource Extraction Area (See Section 4.12)
- Utility
- 2031 Urban Area Boundary
- Community Central Area Boundary
- Future Urban Development Area Boundary
- Greenbelt Protected Countryside Boundary
- Hamlet Boundary
- Major Central Area Boundary
- Municipal Boundary
- Southern Boundary of Oak Ridges Moraine
- Urban Central Area Boundary

Official Plan - Town of Whitby

Schedule

Excerpt from Schedule 'A' Land Use

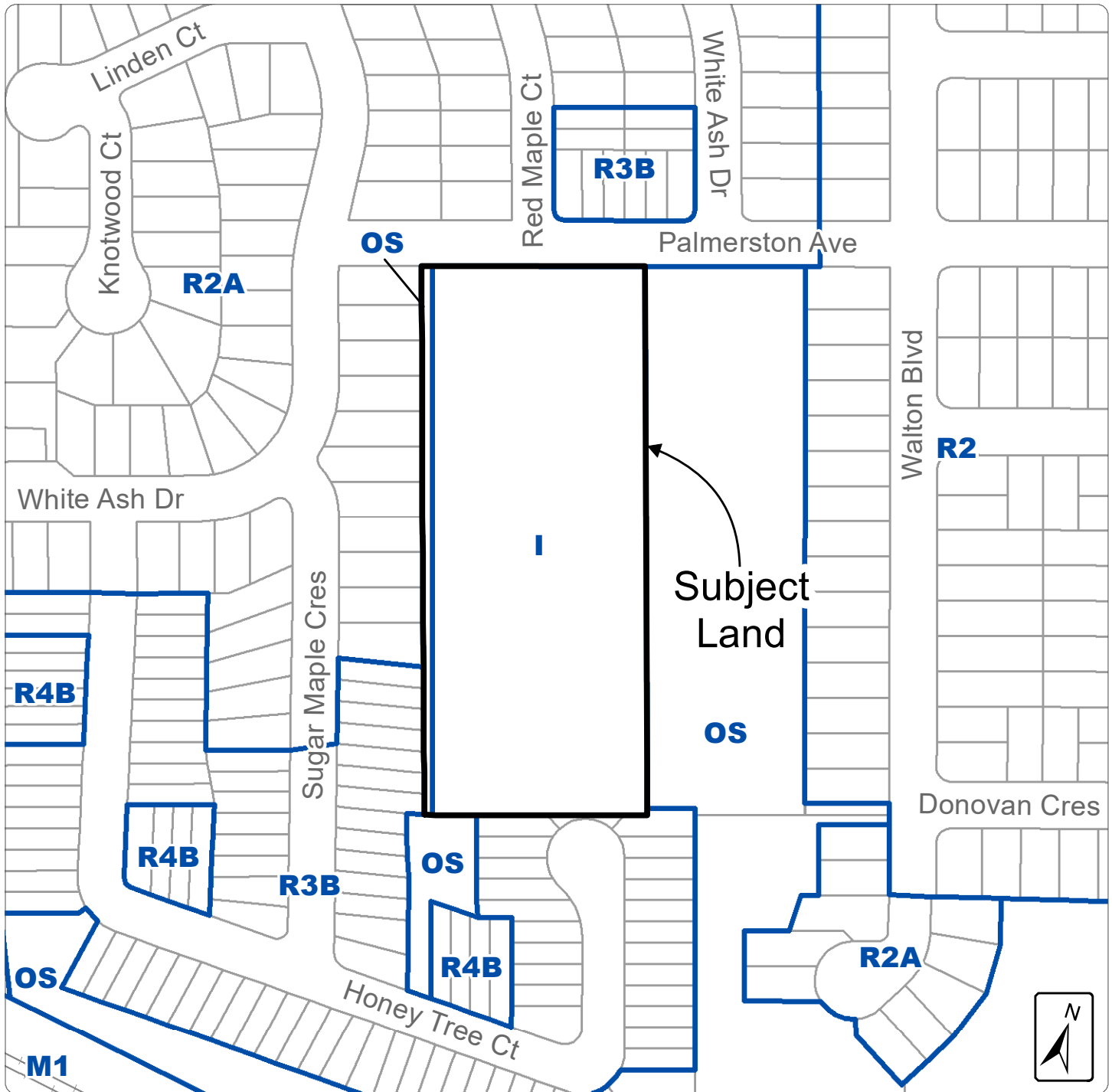
A



This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text. For all intents and purposes, the elements within this schedule are to be considered conceptual.

Attachment #9
Excerpt from Zoning By-Law 2585

PDP 11-24



Town of Whitby Planning and Development Department

Proponent:
Frontdoor Developments (Palmerston) Inc.

File Number:
DEV-25-23 (OPA-2023-W/03,
SW-2023-03 & Z-09-23)

Date:
March 2024

External Data Sources:
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Public Meeting Minutes from December 6, 2023 File DEV-25-23 (OPA-2023-W/03, SW-2023-03, Z-09-23)

Carl Geiger, Supervisor, Development and Principal Planner, provided a PowerPoint presentation which included an overview of the applications.

Steve Edwards and Mark McConville, representing Frontdoor Developments Inc., provided a PowerPoint presentation which included a detailed overview of the applications.

The Chair indicated that comments would now be received by members of the public.

Gordon Bradley, Resident, raised concerns regarding the anticipated impact of the proposed development on the value of residential properties in the surrounding area. Mr. Bradley noted existing issues caused by Palmerston Park patrons using on-street parking on Palmerston Avenue. He sought clarification regarding the amount of sunlight exposure and shade cast by the proposed development on surrounding properties. Mr. Bradley expressed a desire for the subject land to maintain its existing Institutional zone category, and requested the applicant erect privacy fencing on the subject property. Mr. Bradley noted concerns about potential flooding associated with developing the land and mentioned that electrical service to the neighbourhood may not be sufficient to support the development.

Michael Twitchin, Resident, raised concerns regarding the density of the proposed development, residential unit types, and building heights. Mr. Twitchin questioned whether the applications were in keeping with the Town's Official Plan and policies for managing residential infill and intensification within certain areas of the Town, including the subject land. He noted existing traffic concerns in the neighbourhood.

Greg Rea, Resident, noted the potential impact of the proposed development on existing traffic concerns in Whitby. Mr. Rea expressed concerns with the density of the proposed development and disruption to the character of the existing neighbourhood. He requested clarification regarding Council's authority to address the community's concerns with the application and the process of appealing Council's decision to the Ontario Land Tribunal.

Jack Bremer, Resident, raised concerns regarding the density of the proposed development. Mr. Bremer argued that the proposed development will impact the character and safety of the existing neighbourhood.

Lisa Puccia, Resident, requested the applications be amended to include low density housing units. Ms. Puccia sought clarification regarding the cost to purchase units within the proposed development, as well as the proposed parking plan. She raised safety concerns regarding on-street parking and the absence of sidewalks. Ms. Puccia sought clarification regarding whether an independent traffic study has been completed and strategies to address on-street parking concerns on Palmerston Avenue.

James Kita, Resident, suggested reducing the number of units in the proposed development to mitigate the impact on existing infrastructure. Mr. Kita sought clarification regarding the cost to purchase units within the proposed development and expressed a desire for the development to align with the character of the existing neighbourhood.

Geogina Princz, Resident, raised concerns regarding existing traffic concerns in the neighbourhood and requested an additional Traffic Impact Study be conducted.

Joanne Evans, Resident, noted the impact of the closure of the school formerly located on the subject land. Ms. Evans expressed a desire for the proposed development to enhance and align with the character of the existing neighbourhood. She raised concerns regarding the density, parking plan, and the impact on the value of residential homes in the surrounding neighbourhood.

The Chair answered questions regarding the School Board's control over decisions concerning the disposition of their land and explained that Council does not have authority over these matters.

Mark Greenley, Resident, raised concerns regarding the density of the proposed development and the impact on existing traffic issues in the neighbourhood.

Keith Stevenson, Resident, clarified Council's authority to consider and approve zoning by-law amendment applications.

Gord Burrows, Resident, inquired about the impact of the proposed development on park land, as well as noise pollution during construction.

Michael Twitchin, Resident, requested additional resources be allocated toward enforcing the Town's Noise By-law and adherence to dust mitigation measures during construction.

Steve Edwards, Mark McConville, Staff, and the Chair answered questions regarding:

- the application presented at the Community Information Centre;
- proposed swales, catch basins, and a new storm water servicing line to address drainage concerns;
- a construction management plan to be completed at the detailed design phase to consider dust and noise mitigation;
- traffic data currently being reviewed by Regional and Town Staff;
- calculation of density in accordance with the Town's Official Plan;
- the proposed fencing and landscaping plan; and,
- the Traffic Impact Study prepared by the applicant and reviewed by Town Staff.

There were no further submissions from the public.

The meeting adjourned at 9:43 p.m.

Summary of Written Public Comments

File DEV-25-23 (OPA-2023-W/03, SW-2023-03, Z-09-23)

Michelle Kalb, resident, provided written correspondence raising concerns about:

- loss of green space;
- increased traffic;
- lack of space in schools to accommodate new students from the development;
- construction impacts;
- density; and
- request for no pedestrian connection from the new development to the existing neighbourhood.

James Kita, resident, provided written correspondence raising concerns about:

- the development has too many units;
- the development will not integrate within the existing community;
- environmental impact;
- impacts on existing infrastructure;
- safety of pedestrians; and,
- building height.

David and Lorie Partridge, residents, provided written correspondence raising concerns about:

- lotting should match existing lot widths;
- existing power outages and impacts of additional homes on electrical grid;
- impacts on existing water mains and sewers;
- drainage and flooding;
- loss of sunlight and shadow impacts on existing homes and yards; and,
- traffic and parking.

Despina Melohe, resident, provided written correspondence in opposition to the development due to the loss of green space.

Georgina Princz, resident, provided written correspondence raising concerns about:

- increased traffic, speeding and parking issues;
- potential loss or damage to existing trees during construction or by future homeowners;
- flooding of existing basements caused by the increase in paving by the development;
- capacity of existing storm and sanitary sewers; and,
- density is too high for neighbourhood.

Jack Bremer, resident, provided written correspondence raising concerns about increased crime due to the development of non-single family homes. The correspondence also noted concerns about safety and property values.

Suzanne McNeil, resident, provided written correspondence raising concerns about the density of the proposed development and neighbourhood character. Concerns were also raised about safety of children accessing the park during construction, as well as traffic and parking.

Attachment #11

Agency & Stakeholder Detailed Comments

File DEV-25-23 (OPA-2023-W/03, SW-2023-03, Z-09-23)

Internal Departments

Community Services – Parks Planning and Development Division

The final tree appraisal values for trees within the park block will be subject to review and confirmation by Forestry staff.

Conditions of Draft Plan Approval – Parks Planning and Development

1. The Subdivider shall submit a land appraisal to the Planning and Development Department for review and approval to determine the Parkland Dedication / Cash-in-Lieu of the subject lands. The land appraisal is required at the cost of the Subdivider and will remain current for a maximum period of one (1) year. The land appraisal for the Parkland Dedication / Cash-in-Lieu shall be submitted for review and approval prior to registration of the subdivision.
2. Prior to registration, the Subdivider agrees to convey walkway Block 36 to the Town. The walkway block (Block 36) will not be considered to contribute to parkland dedication.
3. Prior to registration of the subdivision, the Subdivider agrees to pay financial compensation to the Town to compensate for the proposed encroachment and encumbrance to Palmerston Park. The compensation value will be to the satisfaction of the Supervisor of Parks Planning and calculated based on a sharing of the financial benefit to the development for utilizing the Town's property to construct the required storm infrastructure to service the subdivision. The financial compensation will be in addition to any other parkland dedication, cash-in-lieu of parkland dedication, tree compensation, letters of credit or other fees.
4. Prior to registration, the Subdivider's consulting engineer is to prepare a detailed cost estimate, to the satisfaction of the Supervisor of Parks Planning, for two scenarios in order to determine the compensation value to be paid to the City:
 - a. Replacing/upgrading the Honey Tree Court storm sewer
 - b. Constructing a new storm sewer through Palmerston Park

5. Prior to registration of the subdivision or any site alteration or site servicing works, the Subdivider shall:
 - a. Provide a construction staging plan and park restoration plan to the satisfaction of the Supervisor of Parks Planning.
 - b. Provide letters of credit for the preservation of any trees and restoration of the park to the satisfaction of the Supervisor of Parks Planning.
 - c. Enter into any agreement(s) with the Town, as required, to authorize construction works and access to the park block.
6. Prior to registration, the Subdivider agrees to provide tree preservation and landscape plans, to the satisfaction of the Supervisor of Parks Planning, addressing:
 - a. Landscaping and a trail connections within Block 36 and the park block.
 - b. Tree preservation fencing.
 - c. a 1.2 metre black vinyl chain-link fence be installed where residential lots abut a park or open block. An opening in the fencing should be maintained adjacent Honey Tree Court and the Sugar Maple Open Space. Fencing should be added along the south property line of blocks 16 and 17.
7. The Subdivider agrees to complete all tree preservation, landscaping, servicing, and restoration work within and adjacent to the park to the satisfaction of the Supervisor of Parks Planning and at the cost of the Subdivider.
8. The Subdivider agrees to be responsible for the repair or replacement of any park areas, amenities, and trees to the satisfaction of the Supervisor of Parks Planning.
9. The Subdivider agrees no construction activities, including construction access, staging and construction fencing, is permitted within Palmerston Park without prior approval by Community Services Parks Planning and Development Section. Blocking access to Palmerston Park is prohibited without prior approval by Community Services Parks Planning and Development Section.

Engineering Services

A. Conditional Comments

The Engineering Services supports a favourable decision to the applications based on the following comments and conditions.

To address the Town's Community Strategic Plan 2023 to 2026 and assist in providing a complete picture of the proposed subdivision's mobility provisions, Engineering Services has attached a Composite Transportation Component Plan (CTCP) as Attachment 1.0 highlighting the anticipated locations of sidewalks, multi-use trails, multi-use paths and dedicated biking facilities for reference. Engineering Services expects that the components of this plan will be further refined and implemented through the future detailed engineering design processes following draft approval.

1. Prior to final acceptance of the Draft Plan of Subdivision, the following shall be addressed to the satisfaction of the Engineering Services.

1.1. Revise the Draft Plan (DP) as follows:

a. Revise Block 36 to Open Space.

Engineering Services requires the following Financial Considerations to be identified within Section 7 of the Council Report:

With each new subdivision development approved by the Municipality, the Town of Whitby assumes assets requiring regular operational maintenance and eventually capital replacement. The following assets will be generated as a result of the subdivision and included in the Town's Asset Management Plan. The Capital replacement and annual operating costs would be included in future budgets. Further details regarding infrastructure costs would also be identified in the Financial Services Asset Management annual report.

Asset	Quantity
Roads	0.488 lane-km
Sidewalks/Multi-use paths	0.527 km
Storm Sewers	0.530 km

2. Engineering Services requires the following Conditions of Draft Approval:

2.1. The Subdivider shall convey the following to the Town:

a. Block 36 for open space.

2.2. The Subdivider shall be responsible for concrete sidewalk and/or multi-use path installation in the following locations:

- a. 3.0m-wide overland flow walkway within Block 36, from the cul-de-sac on Street A to the existing asphalt trail within the park as per Town of Whitby Standard 209
- b. 1.8m-wide concrete sidewalk on both sides of Street A including the cul-de-sac.

Further review and consideration of sidewalk placement is required and will be addressed through detail design/engineering.

2.3. The Subdivider shall be responsible for maintaining the existing Town roads in an acceptable condition throughout the duration of construction and/or until such time as the Town roads are reconstructed. The Subdivider may be required to provide the Town with securities to ensure roads are maintained to the Town's satisfaction. This is to be reviewed further when information regarding the timing of construction of both the subdivision development and the reconstruction of the Town owned road(s) is known.

2.4. The Subdivider shall provide a Traffic Management Implementation Plan and shall be responsible for providing both temporary and permanent signage and pavement markings for the development.

2.5. The Subdivider shall provide a Construction Management Report and Plan(s) to the Town's satisfaction that includes, but is not limited to, a neighborhood communication strategy, construction traffic route, schedule and mud and dust control best management practices. Construction traffic shall be restricted to time windows that do not conflict with the typical peak school drop-off and pick-up times of the nearby school.

2.6. The Subdivider shall provide a cash-in-lieu payment to the Town equivalent to the cost of a 20-year maintenance period including filter replacements for the proposed filter-type manufactured treatment device. The amount will be finalized upon receipt of manufacturer's maintenance cost information. Furthermore, the subdivider will be required to replace the filters prior to assumption.

2.7. The Subdivider shall provide a response letter addressing the incorrect responses to transportation comments within the Traffic Impact Study, under "Response Comment Matrix" prior to the submission of detailed engineering drawings.

2.8. The Subdivider shall implement a pre-construction survey/assessment, including a vibration monitoring program within the vibration zone of Influence (ZOI), on any adjacent buildings/structures/properties that may be affected by the construction activity, prior to commencing construction. The assessment shall be completed by a qualified person (QP) to the satisfaction of the Town and shall be provided to the Town prior to construction. Any waiving of this requirement shall be at the sole discretion of the Director of Engineering of the Town of Whitby.

2.9. Construction access shall be limited to Palmerston Avenue.

2.10. The Subdivider shall construct external services required for the proposed development to the property line prior to commencement of internal services, and at their sole expense.

2.11. All black vinyl chain link fences to delineate Town blocks, and open spaces from private property shall be designed and constructed in accordance with the relevant engineering standards.

2.12. The Subdivider shall ensure all private properties are protected from flooding limits at low points and points of major system flow convergence along the municipal road system. If required, the plan for registration shall be revised accordingly to provide said flood protection.

2.13. The Subdivider shall provide a detailed engineering submission in accordance with Sections A2.00 and A3.00 of the Town of Whitby's Engineering Design Criteria. The engineering drawings must be set up as per the Town's CAD layering standards and object data requirements set out in Appendix A of the Design Criteria. The engineering drawings will not be accepted until it is confirmed that the drawing set-up conforms to this requirement.

2.14. The Subdivider shall confirm the details of all existing above and below grade infrastructure relevant to the proposed design. Existing details shall be confirmed in the field by a method determined by the Subdivider's consulting engineer in consultation with the Town. Acceptable methods include, but are not limited to, topographical surveys, locates, measure downs, sub-surface utility engineering (SUE) investigation Quality Level A (QL-A), also referred to as daylighting, to determine horizontal and vertical location. The Subdivider further acknowledges that any as-built information provided by the Town is for informational purposes only.

2.15. All plan and profile drawings shall indicate the seasonal high water table elevation and the corresponding Minimum Basement Elevation, all to be confirmed by Hydrogeological Consultant and accepted by Central Lake Ontario Conservation (CLOC). The Subdivider shall protect all proposed private dwellings from the seasonal high water table where applicable.

2.16. The Subdivider shall be responsible for all hydro poles, luminaries and hydro requirements for this proposed subdivision and shall enter into a separate agreement with Elexicon accordingly.

2.17. The Subdivider shall provide the Town with a full electrical design (i.e., primary, secondary and streetlight design) for this development. All aspects of the secondary electrical design and street light design will be peer reviewed by the Town. The Subdivider will be financially responsible for the peer review cost including a 15 percent administrative fee. The street lighting design shall comply with the latest version of the RP-8 Roadway Lighting Design Standard and shall utilize LED Technology.

2.18. Any concerns raised through future re-submissions of the geotechnical and hydrogeotechnical reports for the site shall be addressed by the Subdivider to the satisfaction of the Engineering Services. This includes, but is not limited to, long term slope stability, confirmation of design parameters and preliminary layout for LID measures (proposed infiltration trenches), proposed stormwater management pond elevations relative to groundwater levels and the need/thickness of the impervious membrane or synthetic clay lining, foundation construction requirements and recommended measures for Best Management Practices for municipal servicing construction. The plan must reflect changes required in this regard prior to registration.

2.19. The Subdivider shall provide the Town with a deposit for any necessary peer review costs with the amount to be determined at time of first peer review. The Town will administer payments to any Peer Review Consultant(s) and provide milestone billings back to the Subdivider. The Town may request additional deposits for the Peer Review funds if required. At the time of issuance of full engineering approvals, any remaining deposit will be returned to the Developer. This condition will be superseded at such time as the Town has a Peer Review By-law in place.

2.20. The Subdivider shall provide a copy of the approved individual lot grading plan (i.e., siting) to each lot purchaser prior to closing.

2.21. The Subdivider shall agree to implement the recommendations of all reports submitted in support of the application.

2.22. The Subdivider shall be responsible for satisfying any additional requirements identified by the Engineering Services not specifically listed above.

All other items related to the subdivision can be addressed through the subdivision agreement process subsequent to Draft Plan Approval.

B. Informational Comments

3. The following items can be addressed through the Engineering Submission and Subdivision Agreement process:

3.1. An initial deposit for the Engineering Review Fee in the amount of \$9,686.50 or 50% of the Engineering Review Fee based on the estimated cost of works, whichever is greater, shall be paid to the Town prior initiating processing of the engineering drawings. Any balance owing of the final Engineering Review Fee shall be paid at the earlier of, third engineering submission or prior to final approval of the engineering drawings by the Town.

3.2. It is noted that the runoff coefficients specified within the Town's Design Criteria and Engineering Standards are minimum values to be utilized for sizing of the storm sewer system. Sample calculations shall be provided for all housing types (not just single detached) and shall be demonstrated by the consultant that the use of these minimum values is appropriate for the subject development. If required, the values shall be increased to represent the actual development proposal.

3.3. Functional Servicing and Stormwater Management Report comments:

- a. Revise overland flow at the most southerly point of Street A to sheet drain via overland flow walkway.
- b. Provide a 100-year hydraulic grade line analysis for both the new storm sewer system and the proposed Foundation Drainage Collector pipe.
- c. Relocate Rear Yard Catchbasin (RYCB) 5 to lay between lots 16 and 15. This will eliminate the need of 1 additional maintenance hole and additional storm lateral. Refer to Attachment 2.0 for additional details.
- d. Rear yard rainwater leaders for Lots 17 to 35 are to be disconnected to splashpad/grade. Direct 80% of roof area to the rear yards as they are backing onto the Town of Whitby park.
- e. Revise all RYCBs as per Town of Whitby Standard 107.20.
- f. Include radii dimensions throughout the plans.
- g. Ensure all existing labels are accurate, including but not limited to street labels.

3.4. The Town of Whitby has obtained a Consolidated Linear Infrastructure – Environmental Compliance Approval (CLI-ECA) from the Ministry of Environment, Conservation and Parks (MECP). The proponent is to complete a stormwater management report demonstrating compliance with the CLI-ECA requirements. If the applicant does not have a copy of the Town of Whitby CLI-ECA, the Town can provide a digital copy upon request.

3.5. Should the proponent propose infiltration features in the rear yards adjacent to the Town parklands, preference would be for these features to be placed in Town property. Infiltration features within the park are to be coordinated with the Parks division of the Community Services Department as well as Engineering Services.

3.6. Provide detailed ponding limits at overland flow low points, and any points of overland convergence to ensure that appropriate emergency access can be maintained to the area based on Town of Whitby Design Criteria and that private property has been protected from flooding. Ponding limits are to be shown for 100-year storm events. Low points are to be located at the appropriate block or intersection location.

3.7. For all overland flow outlets, the following shall be provided: flow channel profile, cross-sections and erosion protection works at all locations i.e., across window street boulevard areas, within specific overland flow blocks, across any direct outlets to Open Space areas.

3.8. The Town will not grant exemptions to half-load restrictions to facilitate construction of the proposed development. The Subdivider shall schedule construction activities in accordance with typical timing of load restrictions for the surrounding road network.

3.9. The Subdivider shall provide the Town with a cash contribution in accordance with the by-lawed rate in force at the time of payment, for each newly installed streetlight for the re-lamping and cleaning of streetlights, representing typical maintenance costs prior to assumption.

3.10. The Subdivider shall provide the Town with a cash contribution in accordance with the by-lawed rate in force at the time of payment towards the installation of vertical control benchmarks.

Financial Services – Development Charges

The following pertains to Town of Whitby Development Charges only, based on current Provincial legislation and Town of Whitby by-laws (subject to change). Additional information can be found at https://www.whitby.ca/en/work/development-charges.aspx?_mid_=3457 . This development will also be subject to Region of Durham development charges and DDSB/DCDSB education development charges, please reach out to them directly with any questions.

Development Charges

- Will be owing for the residential development.
- Under Section 26.2 of the Development Charges Act.
 - The base DC rate(s) will be set as of the Zoning By-law Amendment application submission date.
 - Interest will accrue on the base DC rate(s), from the date of Zoning By-law application submission until the date of building permit issuance. Per the DC Act, the interest is set at Prime +1% adjusted quarterly.
 - The applicant has 2 years from the date of Zoning By-law application approval to obtain a building permit. Otherwise, Section 26.2 no longer applies, and instead the applicable DC rate(s) are the current posted rates in effect as of the building permit issuance date.
- If this development includes affordable or attainable units (as defined in Section 4.1 of the DC Act), those units are eligible for DC exemptions.
- If this development includes rental housing or institutional development, Section 26.3 of the DC Act allows for development charges to be paid in equal annual installments beginning upon occupancy.
- If this development includes rental housing, Section 26.2 (1.1) of the DC Act allow for additional development charge reductions based on number of bedrooms per unit.

Parkland Dedication / Cash-in-Lieu

Shall be applicable as per the Planning Act and Town of Whitby By-Law for the residential development.

- If utilizing a CIL, a land appraisal is required at the cost of the developer and will remain current for a maximum period of one (1) year.
- If CIL has previously been applied, a reduction in the amount owing will be applied.
- If CIL has not previously been applied, only the incremental residential units are used for the calculation of the CIL value.

Fire and Emergency Services

Whitby Fire and Emergency Services has no further comments. All existing comments are deemed satisfied.

Strategic Initiatives

Sustainability has no further comments. They have confirmed that the mandatory Tier 1 requirements of the WGS have been satisfied during Stage 2 back in August of 2023.

External Agencies

Bell Canada

Bell Canada Condition(s) of Approval

- 1) The Subdivider acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Subdivider further agrees and acknowledges to convey such easements at no cost to Bell Canada.
- 2) The Subdivider agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Subdivider shall be responsible for the relocation of any such facilities or easements at their own cost.

Upon receipt of this comment letter, the Subdivider is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Subdivider 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 Subdivider may be required to pay for the extension of such network infrastructure.

If the Subdivider elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Concluding Remarks:

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Central Lake Ontario Conservation Authority (CLOCA)

Official Plan Amendment (OPA-2023-W/03)

I. It is our understanding that the applicant is not providing quantity control for this development in accordance with the Pringle Creek Master Drainage Plan. CLOCA engineering staff will defer to the Town regarding this Stormwater Management criteria and as such, have no further comments or objection to any approval of the proposed Official Plan Amendment for this location.

Zoning By-Law Amendment (Z-09-23)

II. CLOCA staff have no objection to the proposed Zoning By-Law Amendment to change the zoning of this property from Institutional (I) Zone to a zoning category that will allow for residential development.

Draft Plan of Subdivision (SW-2023-03)

Subsequent to obtaining approval for the proposed Official Plan Amendment and Zoning By-law Amendment, CLOCA staff recommend that any approval of the proposed plan of subdivision be subject to the following draft plan conditions on behalf of Central Lake Ontario Conservation Authority:

1. That prior to any on-site grading or construction or final approval of the plan, the Subdivider shall submit to, and obtain approval from the Town of Whitby and the Conservation Authority for reports describing the following:
 - a) the intended means of conveying stormwater flow from the site, including use of stormwater techniques which are appropriate and in accordance with provincial guidelines.
 - b) the intended means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with provincial guidelines. The report must outline all actions to be taken to prevent an increase in the concentration of solids in any water body as a result of on-site, or other related works.

2. That the Subdivider provide an analysis of the Pringle Creek hydraulic model that demonstrates no negative downstream impacts to the receiving Ash Creek tributary as a result of uncontrolled flows being discharged to this location from this development.
3. That the Subdivider shall satisfy all financial requirements of the Central Lake Ontario Conservation Authority.
4. The subdivision agreement between the Subdivider and the Town of Whitby shall contain, among other matters, the following provisions:
 - a. The Subdivider agrees to carry out the works referred to in Condition 1 to the satisfaction of the Central Lake Ontario Conservation Authority.
 - b. The Subdivider agrees to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Central Lake Ontario Conservation Authority.
 - c. In order to expedite clearance of Condition 3 a copy of the fully executed subdivision agreement between the area municipality and the Subdivider should be submitted to the Authority.

Enbridge Gas Inc.

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 constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall use the Enbridge Gas Get Connected tool to determine gas availability, service, and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.

(https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F)

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas at no cost

Region of Durham

Whitby Official Plan

The subject lands are designated as Residential in the Whitby Official Plan (OP). The site is also located within the boundary of Mature Neighbourhood Study Area which was approved as Amendment #130 to the Whitby OP in May 2023.

The proposed subdivision will have a net density of 43.8 units per hectare (uph) which is consistent with the Medium Density Residential range 30-50 uph as set out in the Whitby OP. Therefore, a Local Official Plan Amendment is required to redesignate the subject lands from Residential to Medium Density Residential to facilitate the proposed higher density subdivision development.

OPA #130 the Mature Neighbourhood Study contains a policy which directs Medium Density Residential to the edges of the Mature Neighbourhoods along arterial roads. The proposed amendment also seeks to amend OPA #130 as the development is proposed on a site located within an established residential community.

The concurrent Zoning By-law Amendment Application proposes to rezone the subject lands to facilitate the proposed development.

Conformity with the Regional Official Plan

The subject lands are designated as Living Areas in the Regional Official Plan (ROP). Lands within the Living Areas designation shall be used for a mix of housing types, sizes, and tenure to satisfy the diverse housing needs of the residents of Durham Region.

Region of Durham Adopted Official Plan

On May 17, 2023, Regional Council adopted the new Regional Official Plan. The new ROP is currently with the Ministry of Municipal Affairs and Housing for approval.

We have reviewed the proposed applications for conformity with the new ROP and note that the subject lands are designated as Community Areas on Map 1 – Regional Structure in the new ROP. Plan Community Areas are intended for a variety of housing types, sizes, and tenures.

Provincial Plans and Policies

Provincial Policy Statement

The Provincial Policy Statement (PPS) supports efficient land use and development patterns that optimize the use of infrastructure and public service facilities. The PPS also supports new developments that facilitate a range of housing options to meet current and future housing needs of residents of Durham Region. The proposed infill subdivision supports a mix of housing options and compact built form. The proposed applications are consistent with PPS.

Growth Plan

The Growth Plan encourages developments that support a range of housing options to serve all sizes, incomes, and ages of households.

The Growth Plan also supports building compact communities and promoting transit services and active transportation. The proposed infill subdivision supports a range of housing and compact built form within an existing residential community and provides higher densities to support transit. The proposed development conforms with the Growth Plan.

Delegated Provincial Plan Review Responsibilities

We have reviewed the applications in accordance with the Region's delegated Provincial Plan Review responsibilities.

Soil and Groundwater Assessment

Spice Environmental Inc. has conducted a Phase One Environmental Site Assessment, (Phase One ESA) dated March 2023, and a Limited Phase Two ESA, dated May 2023, for the proposed development.

The Phase One ESA was conducted to assess if there was potential site contamination at the subject lands. The Phase One ESA had identified areas of potential environmental concern, and a Limited Phase Two ESA was completed for the site. The Limited Phase Two ESA reported that chemical testing at the property met the Ministry of the Environment, Conservation and Parks Table 2 Site Condition Standards for Residential Property Use. Spice Environmental Inc. has provided the Region with a Reliance Letter and Certificate of Insurance dated October 5, 2023.

Environmental Noise Assessment

The proposed residential development is located in proximity to Cochrane Street, Rossland Road West, the Future Manning Road/Bonacord Avenue connection and approximately 170 metres north of the Canadian Pacific Railway corridor.

Valcoustics Consultant Ltd. has conducted an Environmental Noise Assessment, dated October 28, 2022, for the proposed development. The report recommends noise mitigation measures including provisions to add air conditioning for the northerly lots located adjacent to Palmerston Avenue and for the southerly lots which are closest to the CPR corridor. Noise warning clauses were also recommended for the proposed subdivision.

The Region will require the recommended noise control measures and warning clauses to be included within the related Town of Whitby Subdivision Agreement to the satisfaction of the Region of Durham should the application be approved.

Archaeological Assessment

Irvin Heritage Inc. has conducted a Stage 1-2 Archaeological Assessment, (AA) dated May 19, 2022, for the subject lands. The AA indicated that no archaeological resources were found during the site assessment.

The Ministry of Heritage, Sport, Tourism, and Culture Industries' letter dated June 1, 2022, has advised that the Stage 1-2 AA has been entered into the Ontario Public Register of Archaeological Reports. The Ministry's archaeological clearance letter satisfies the Region's archaeological requirements for the site.

Regional Servicing

Municipal Water Supply

The subject lands are located within the Zone 1 Water Pressure District of the water supply system for Whitby. The estimated static water pressure for the property exceeds the maximum allowance of 550 kPa, therefore, a private pressure reducing valve is required to limit the maximum static pressure to not more than 550 kPa.

The proposed development would require a looped water supply. The applicant must extend new watermains connecting to the existing watermains to the north and south of the subject lands.

To the north, there is an existing 150mm diameter watermain within the Palmerston Avenue right-of-way. The applicant must connect to this watermain. To the south, there is an existing 150mm diameter watermain plugged at the end of Honey Tree Court. An easement will be required for the extension of watermains north of Honey Tree Court.

Sanitary Servicing

Servicing to the proposed development could be provided via a sewer extension from a 200 mm diameter sanitary sewer along Palmerston Avenue and/or existing 200mm diameter sanitary sewer along Honey Tree Court. Servicing the proposed development via sewers with Honey Tree Court would require an easement.

The Region does not anticipate that the proposed development would negatively impact the capacity of downstream sanitary sewers.

No foundation drains (foundation weepers) and/or roof leaders are permitted to connect into the sanitary sewer system, as per the Regional Sewer Use By-Law.

Upon the submission of a detailed engineering design, the applicant shall provide a sanitary sewer design sheet to confirm the breakdown and the projected sewage flow from the proposed development for our review and record.

Water supply and sanitary sewer capacity appear to be available to service the proposed development; however, please note, water and sanitary capacity will not be allocated until such time that a development agreement (servicing/subdivision agreement) is signed.

Additional Information:

Servicing the proposed development from the northernly extension of sewers and/or watermain within this right-of-way (ROW) would require an easement as per Region's standards.

Our comments are based on known information at this time and are subject to change. Additional comments will be provided upon subsequent submission.

Waste Management

The Region provides recycling and waste collection service to draft plans of subdivision residential lots and freehold townhouse blocks in the Town of Ajax, City of Pickering, Townships of Scugog, Brock and Uxbridge and the Municipality of Clarington. Only Blue Box recycling collection is provided by the Region in the City of Oshawa and Town of Whitby.

On June 3, 2021, Ontario filed O. Reg. 391/21 under the Resource Recovery and Circular Economy Act that will make product producers responsible for the Blue Box program including collection. Once transition occurs, the Region of Durham will no longer be the service provider for the Blue Box program. The transition of responsibility of the Blue Box program to product producers in Durham Region is expected to occur in 2024. Please see O. Reg. 391/21 for full details.

Any dead-end municipal road(s) must be designed and built with a permanent or temporary, cul-de-sac. If the residential development is built in stages or by multiple builders, municipal waste service may be delayed to completed homes due to access availability. All municipal road networks will be reviewed through the draft plan approval process and through the detailed design of any phase limits to ensure it complies with the Waste By-law 46-2011. All municipal roads, including rear laneways, must be built to a Regionally approved, area municipal standard road cross sections.

Waste Management collection for residential blocks (other than freehold townhouse blocks) including any units within these blocks which will front onto a municipal road will be assessed for waste collection through the approval process.

Exemption Status

The Region acknowledges that the Town-Initiated OPA #130 (Mature Neighbourhood Study) is subject to appeals currently before the Ontario Land Tribunal.

Conditions of Draft Plan Approval

1. The Subdivider shall prepare the final plan on the basis of the approved draft plan of subdivision prepared by David B. Searles Surveying Ltd., identified as Drawing File No.: 21-3-22.DWG, dated January 29, 2024, which illustrates 2 lots for single-detached dwellings, 33 lots for 66 semi-detached dwellings, a walkway block, and a road.

2. The Subdivider shall name the road allowance included in this draft plan to the satisfaction of the Region of Durham and the Town of Whitby.
3. The Subdivider shall submit plans showing the proposed phasing to the Region of Durham and the Town of Whitby for review and approval if this subdivision is to be developed by more than one registration.
4. The Subdivider shall grant to the Region of Durham, any easements required to provide Regional services for this development. The easements shall be in locations and of such widths as determined by the Region of Durham.
5. The Subdivider shall agree in the local subdivision agreement to implement the recommended noise control measures and warning clauses of the report, entitled, "Environmental Noise Assessment," prepared by Valcoustics Canada Ltd., dated October 28, 2022. The Subdivider shall agree in the subdivision agreement to implement the recommended noise control measures and warning clauses. The agreement shall contain a full and complete reference to the noise study (i.e., author, title, date, and any revisions/ addenda) and shall include any required noise control measures and warning clauses recommended in the study.
6. The Subdivider shall provide for the extension of such sanitary sewer and water supply facilities which are external to, as well as within, the limits of this plan that are required to service this plan. In addition, the Subdivider shall provide for the extension of sanitary sewer and water supply facilities within the limits of the plan, which are required to service other developments external to this subdivision. Such sanitary sewer and water supply facilities are to be designed and constructed according to the standards and requirements of the Region of Durham. All arrangements, financial and otherwise for said extensions are to be made to the satisfaction of the Region of Durham, and are to be completed prior to final approval of this plan.
7. Prior to entering into a subdivision agreement, the Region of Durham shall be satisfied that adequate water pollution control plant and water supply capacities are available to the proposed subdivision.
8. The Subdivider shall satisfy all requirements, financial and otherwise, of the Region of Durham. This shall include, among other matters, the execution of a subdivision agreement between the Subdivider and the Region of Durham concerning the provision and installation of sanitary sewers, water supply, roads and other Regional services.

Conditions of Draft Plan of Subdivision Approval File SW-2023-03

1. The Subdivider shall prepare the final plan on the basis of the approved draft plan of subdivision prepared by David B. Searles Surveying Ltd., identified as Drawing File No.: 21-3-22.DWG, dated February 1, 2024, which illustrates 2 lots for single-detached dwellings, 33 lots for 66 semi-detached dwellings, a walkway block, and a road.
2. The Subdivider shall name the road allowance included in this draft plan to the satisfaction of the Region of Durham and the Town of Whitby.
3. The Subdivider shall submit plans showing the proposed phasing to the Region of Durham and the Town of Whitby for review and approval if this subdivision is to be developed by more than one registration.
4. The Subdivider shall grant to the Region of Durham any easements required to provide Regional services for this development. The easements shall be in locations and of such widths as determined by the Region of Durham.
5. The Subdivider shall agree in the local subdivision agreement to implement the recommended noise control measures and warning clauses of the report, entitled, "Environmental Noise Assessment," prepared by Valcoustics Canada Ltd., dated October 28, 2022. The Subdivider shall agree in the subdivision agreement to implement the recommended noise control measures and warning clauses. The agreement shall contain a full and complete reference to the noise study (i.e., author, title, date, and any revisions/ addenda) and shall include any required noise control measures and warning clauses recommended in the study.
6. The Subdivider shall provide for the extension of such sanitary sewer and water supply facilities which are external to, as well as within, the limits of this plan that are required to service this plan. In addition, the Subdivider shall provide for the extension of sanitary sewer and water supply facilities within the limits of the plan, which are required to service other developments external to this subdivision. Such sanitary sewer and water supply facilities are to be designed and constructed according to the standards and requirements of the Region of Durham. All arrangements, financial and otherwise for said extensions are to be made to the satisfaction of the Region of Durham and are to be completed prior to final approval of this plan.
7. Prior to entering into a subdivision agreement, the Region of Durham shall be satisfied that adequate water pollution control plant and water supply capacities are available to the proposed subdivision.
8. The Subdivider shall satisfy all requirements, financial and otherwise, of the Region of Durham. This shall include, among other matters, the execution of a subdivision agreement between the Subdivider and the Region of Durham

Conditions of Draft Plan of Subdivision Approval File SW-2023-03

concerning the provision and installation of sanitary sewers, water supply, roads and other Regional services.

9. That prior to any on-site grading or construction or final approval of the plan, the Subdivider shall submit to, and obtain approval from the Town of Whitby and the Conservation Authority for reports describing the following:
 - a. the intended means of conveying stormwater flow from the site, including use of stormwater techniques which are appropriate and in accordance with provincial guidelines.
 - b. the intended means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with provincial guidelines. The report must outline all actions to be taken to prevent an increase in the concentration of solids in any water body as a result of on-site, or other related works.
10. That the Subdivider provide an analysis of the Pringle Creek hydraulic model that demonstrates no negative downstream impacts to the receiving Ash Creek tributary as a result of uncontrolled flows being discharged to this location from this development.
11. That the Subdivider shall satisfy all financial requirements of the Central Lake Ontario Conservation Authority.
12. The subdivision agreement between the Subdivider and the Town of Whitby shall contain, among other matters, the following provisions:
 - a. The Subdivider agrees to carry out the works referred to in Condition 9 to the satisfaction of the Central Lake Ontario Conservation Authority.
 - b. The Subdivider agrees to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Central Lake Ontario Conservation Authority.
 - c. In order to expedite clearance of Condition 11 a copy of the fully executed subdivision agreement between the area municipality and the Subdivider should be submitted to the Authority.
13. The Subdivider shall convey the following to the Town:
 - a. Block 36 for open space.
14. The Subdivider shall be responsible for concrete sidewalk and/or multi-use path installation in the following locations:

Conditions of Draft Plan of Subdivision Approval File SW-2023-03

- a. 3.0m-wide overland flow walkway within Block 36, from the cul-de-sac on Street A to the existing asphalt trail within the park as per Town of Whitby Standard 209
- b. 1.8m-wide concrete sidewalk on both sides of Street A including the cul-de-sac.

Further review and consideration of sidewalk placement is required and will be addressed through detail design/engineering.

15. The Subdivider shall be responsible for maintaining the existing Town roads in an acceptable condition throughout the duration of construction and/or until such time as the Town roads are reconstructed. The Subdivider may be required to provide the Town with securities to ensure roads are maintained to the Town's satisfaction. This is to be reviewed further when information regarding the timing of construction of both the subdivision development and the reconstruction of the Town owned road(s) is known.
16. The Subdivider shall provide a Traffic Management Implementation Plan and shall be responsible for providing both temporary and permanent signage and pavement markings for the development.
17. The Subdivider shall provide a Construction Management Report and Plan(s) to the Town's satisfaction that includes, but is not limited to, a neighborhood communication strategy, construction traffic route, schedule and mud and dust control best management practices. Construction traffic shall be restricted to time windows that do not conflict with the typical peak school drop-off and pick-up times of the nearby school.
18. The Subdivider shall provide a cash-in-lieu payment to the Town equivalent to the cost of a 20-year maintenance period including filter replacements for the proposed filter-type manufactured treatment device. The amount will be finalized upon receipt of manufacturer's maintenance cost information. Furthermore, the subdivider will be required to replace the filters prior to assumption.
19. The Subdivider shall provide a response letter addressing the incorrect responses to transportation comments within the Traffic Impact Study, under "Response Comment Matrix" prior to the submission of detailed engineering drawings.
20. The Subdivider shall implement a pre-construction survey/assessment, including a vibration monitoring program within the vibration zone of Influence (ZOI), on any adjacent buildings/structures/properties that may be affected by the construction activity, prior to commencing construction. The assessment shall be completed by a qualified person (QP) to the satisfaction of the Town and shall be provided to the Town prior to construction. Any waiving of this

Conditions of Draft Plan of Subdivision Approval File SW-2023-03

requirement shall be at the sole discretion of the Director of Engineering of the Town of Whitby.

21. Construction access shall be limited to Palmerston Avenue.
22. The Subdivider shall construct external services required for the proposed development to the property line prior to commencement of internal services, and at their sole expense.
23. All black vinyl chain link fences to delineate Town blocks, and open spaces from private property shall be designed and constructed in accordance with the relevant engineering standards.
24. The Subdivider shall ensure all private properties are protected from flooding limits at low points and points of major system flow convergence along the municipal road system. If required, the plan for registration shall be revised accordingly to provide said flood protection.
25. The Subdivider shall provide a detailed engineering submission in accordance with Sections A2.00 and A3.00 of the Town of Whitby's Engineering Design Criteria. The engineering drawings must be set up as per the Town's CAD layering standards and object data requirements set out in Appendix A of the Design Criteria. The engineering drawings will not be accepted until it is confirmed that the drawing set-up conforms to this requirement.
26. The Subdivider shall confirm the details of all existing above and below grade infrastructure relevant to the proposed design. Existing details shall be confirmed in the field by a method determined by the Subdivider's consulting engineer in consultation with the Town. Acceptable methods include, but are not limited to, topographical surveys, locates, measure downs, sub-surface utility engineering (SUE) investigation Quality Level A (QL-A), also referred to as daylighting, to determine horizontal and vertical location. The Subdivider further acknowledges that any as-built information provided by the Town is for informational purposes only.
27. All plan and profile drawings shall indicate the seasonal high water table elevation and the corresponding Minimum Basement Elevation, all to be confirmed by Hydrogeological Consultant and accepted by Central Lake Ontario Conservation (CLOC). The Subdivider shall protect all proposed private dwellings from the seasonal high water table where applicable.
28. The Subdivider shall be responsible for all hydro poles, luminaries and hydro requirements for this proposed subdivision and shall enter into a separate agreement with Elexicon accordingly.

Conditions of Draft Plan of Subdivision Approval File SW-2023-03

29. The Subdivider shall provide the Town with a full electrical design (i.e., primary, secondary and streetlight design) for this development. All aspects of the secondary electrical design and street light design will be peer reviewed by the Town. The Subdivider will be financially responsible for the peer review cost including a 15 percent administrative fee. The street lighting design shall comply with the latest version of the RP-8 Roadway Lighting Design Standard and shall utilize LED Technology.
30. Any concerns raised through future re-submissions of the geotechnical and hydrogeotechnical reports for the site shall be addressed by the Subdivider to the satisfaction of the Engineering Services. This includes, but is not limited to, long term slope stability, confirmation of design parameters and preliminary layout for LID measures (proposed infiltration trenches), proposed stormwater management pond elevations relative to groundwater levels and the need/thickness of the impervious membrane or synthetic clay lining, foundation construction requirements and recommended measures for Best Management Practices for municipal servicing construction. The plan must reflect changes required in this regard prior to registration.
31. The Subdivider shall provide the Town with a deposit for any necessary peer review costs with the amount to be determined at time of first peer review. The Town will administer payments to any Peer Review Consultant(s) and provide milestone billings back to the Subdivider. The Town may request additional deposits for the Peer Review funds if required. At the time of issuance of full engineering approvals, any remaining deposit will be returned to the Developer. This condition will be superseded at such time as the Town has a Peer Review By-law in place.
32. The Subdivider shall provide a copy of the approved individual lot grading plan (i.e., siting) to each lot purchaser prior to closing.
33. The Subdivider shall agree to implement the recommendations of all reports submitted in support of the application.
34. The Subdivider shall be responsible for satisfying any additional requirements identified by the Engineering Services not specifically listed above.
35. The Subdivider shall submit a land appraisal to the Planning and Development Department for review and approval to determine the Parkland Dedication / Cash-in-Lieu of the subject lands. The land appraisal is required at the cost of the Subdivider and will remain current for a maximum period of one (1) year. The land appraisal for the Parkland Dedication / Cash-in-Lieu shall be submitted for review and approval prior to registration of the subdivision.

Conditions of Draft Plan of Subdivision Approval File SW-2023-03

36. Prior to registration, the Subdivider agrees to convey walkway Block 36 to the Town. The walkway block (Block 36) will not be considered to contribute to parkland dedication.
37. Prior to registration of the subdivision, the Subdivider agrees to pay financial compensation to the Town to compensate for the proposed encroachment and encumbrance to Palmerston Park. The compensation value will be to the satisfaction of the Supervisor of Parks Planning and calculated based on a sharing of the financial benefit to the development for utilizing the Town's property to construct the required storm infrastructure to service the subdivision. The financial compensation will be in addition to any other parkland dedication, cash-in-lieu of parkland dedication, tree compensation, letters of credit or other fees.
38. Prior to registration, the Subdivider's consulting engineer is to prepare a detailed cost estimate, to the satisfaction of the Supervisor of Parks Planning, for two scenarios in order to determine the compensation value to be paid to the Town:
 - a. Replacing/upgrading the Honey Tree Court storm sewer
 - b. Constructing a new storm sewer through Palmerston Park
39. Prior to registration of the subdivision or any site alteration or site servicing works, the Subdivider shall:
 - a. Provide a construction staging plan and park restoration plan to the satisfaction of the Supervisor of Parks Planning.
 - b. Provide letters of credit for the preservation of any trees and restoration of the park to the satisfaction of the Supervisor of Parks Planning.
 - c. Enter into any agreement(s) with the Town, as required, to authorize construction works and access to the park block.
40. Prior to registration, the Subdivider agrees to provide tree preservation and landscape plans, to the satisfaction of the Supervisor of Parks Planning, addressing:
 - a. Landscaping and a trail connections within Block 36 and the park block.
 - b. Tree preservation fencing.
 - c. a 1.2 metre black vinyl chain-link fence be installed where residential lots abut a park or open block. An opening in the fencing should be maintained adjacent Honey Tree Court and the Sugar Maple Open Space. Fencing should be added along the south property line of blocks 16 and 17.

Conditions of Draft Plan of Subdivision Approval File SW-2023-03

41. The Subdivider agrees to complete all tree preservation, landscaping, servicing, and restoration work within and adjacent to the park to the satisfaction of the Supervisor of Parks Planning and at the cost of the Subdivider.
42. The Subdivider agrees to be responsible for the repair or replacement of any park areas, amenities, and trees to the satisfaction of the Supervisor of Parks Planning.
43. The Subdivider agrees no construction activities, including construction access, staging and construction fencing is permitted within Palmerston Park without prior approval by Community Services Parks Planning and Development Section. Blocking access to Palmerston Park is prohibited without prior approval by Community Services Parks Planning and Development Section.
44. The Subdivider acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Subdivider further agrees and acknowledges to convey such easements at no cost to Bell Canada.
45. The Subdivider agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Subdivider shall be responsible for the relocation of any such facilities or easements at their own cost.
46. The Subdivider shall consult with Canada Post to determine suitable permanent locations for Community Mailboxes or Lock Box Assemblies (Mail Room). The Subdivider will indicate these locations on the appropriate servicing plans.
47. That the Subdivider enter into a Subdivision Agreement for the subdivision with the Municipality and be responsible for the fees associated with the preparation and registration of the Agreement, including any review required by Legal Services.
48. The required noise mitigation measures and warning clauses shall be included in the Subdivision Agreement.
49. The Subdivider shall provide a tree preservation plan and install protective fencing in advance of any on-site grading works.
50. The Subdivider shall prepare and implement the following reports and plans in accordance with the applicable guidelines to the satisfaction of the agencies noted:

Conditions of Draft Plan of Subdivision Approval File SW-2023-03

Report	Town	Region	CLOCA
Functional Servicing and Stormwater Management Report	Yes	Yes	Yes
Geotechnical Investigation	Yes	Yes	Yes
Hydrogeological Study	Yes	Yes	Yes
Noise Study	Yes	Yes	-
Phase One and Two Environmental Site Assessment	Yes	Yes	-
Stage 1 Archaeological Assessment	Yes	Yes	-
Sustainability Report	Yes	-	-
Transportation Study	Yes	Yes	-

51. The Subdivider shall satisfy all requirements, financial and otherwise, of the Town of Whitby, including among other matters, the execution of a subdivision agreement between the Subdivider and the Town of Whitby concerning the provision and installation of services, drainage, and other local services.

52. Prior to final approval of this plan for registration, the Town of Whitby shall be advised in writing by:

- a. The Regional Municipality of Durham, how conditions 1, 2, 3, 4, 5, 6, 7 and 8 have been satisfied.
- b. The Central Lake Ontario Conservation Authority, how conditions 9, 10, 11 and 12 have been satisfied.

Note: Please be advised that the approval of this draft plan will lapse three (3) years after the date the plan is draft approved. This approval may be extended pursuant to Section 51(33) of the Planning Act, but no extension can be granted once the approval has lapsed. If final approval is not given to this plan within three (3) years of the draft approval date, and no extension have been granted, draft approval will lapse under Section 51(32) of the Planning Act, RSO, 1990, as amended. If the Subdivider wishes to request an extension to the draft approval, a written request and explanation must be received by the Commissioner of Planning and Development 120 days prior to the lapsing date. A processing fee in effect at the time of the request, shall apply.

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar

Report Title: DEV-28-23: Draft Plan of Subdivision Application (SW-2023-04), Zoning By-law Amendment Application (Z-10-23), Icon Taunton Limited, 945 Taunton Road East

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: PDP 12-24

Department(s) Responsible:

Planning and Development Department
(Planning Services)

Submitted by:

R. Saunders, Commissioner of Planning
and Development

Acknowledged by M. Gaskell, Chief Administrative Officer

For additional information, contact:

L. Taylor, Planner II, x2902

1. Recommendation:

1. That Council approve the Draft Plan of Subdivision (File No. SW-2023-04), subject to the comments included in Planning Report PDP 12-24 and the conditions of draft plan approval included in Attachment #11;
2. That Staff be authorized to prepare a Subdivision Agreement;
3. That the Clerk forward a Notice to those parties and agencies who requested to be notified of Council's decision, including the Region of Durham's Commissioner of Planning and Economic Development;
4. That Council approve the amendment to Zoning By-law #1784, (File No. Z-10-23), as outlined in Planning Report No. PDP 12-24; and,
5. That a by-law to amend Zoning By-law #1784 be brought forward for consideration by Council at such time as the subdivision receives Draft Approval and Site Plan Approval is issued by the Commissioner of Planning and Development.

2. Highlights:

- A Draft Plan of Subdivision Application has been submitted by Icon Taunton Limited to create a Plan of Subdivision consisting of three blocks, including one block to accommodate the proposed mixed-use condominium development and two blocks for road widenings.

- The proposed mixed-use condominium development consists of four blocks of 4-storey stacked townhouses, including 520m² of commercial floor space and 4 blocks of 3-storey condominium townhouses for a total of 158 residential units.
- A Zoning By-law Amendment Application has been submitted to change the zoning from R2A* and H-C2-S to an appropriate zone category to accommodate the proposed mixed-use development.
- The proponent will be required to submit a Site Plan Application and Draft Plan of Condominium at a later date.
- All of the commenting departments and external agencies have indicated support for the proposed development, subject to their comments and requested conditions being addressed.

3. Background:

3.1. Site and Area Description

The subject land is located on the south side of Taunton Road East, between Garrard Road and Sebastian Street (refer to Attachment #1). The subject land is currently occupied by a single detached dwelling at 3557 Garrard Road and single detached dwelling and outbuildings at 945 Taunton Road East (refer to Attachment #2). All buildings are proposed to be removed to accommodate the proposed development. The subject land is approximately 1.54 hectares (3.8acres) in size.

Surrounding land uses include:

- commercial businesses located to the north;
- vacant mixed-use land and townhouses to the east;
- single detached dwellings to the south and west; and
- a restaurant adjacent to the subject land to the northwest and a seniors apartment and retirement home further to the northwest.

3.2. Applications and Proposed Development

A Draft Plan of Subdivision Application has been submitted by Icon Taunton Limited to create a Plan of Subdivision consisting of three blocks, including one block to accommodate the proposed mixed-use condominium development and two blocks for road widenings along Taunton and Garrard Roads (refer to Attachment #3). The proposed mixed-use condominium development consists of four blocks of 4-storey stacked townhouses, including 520m² of commercial floor space and 4 blocks of 3-storey condominium townhouses for a total of 158 residential units.

A Zoning By-law Amendment Application has been submitted to change the zoning from R2A* and H-C2-S to an appropriate zone category to accommodate the proposed mixed-use development.

A Site Plan Application will be required and will be approved through the Commissioner of Planning and Development. The proposed joint vehicular access at Taunton Road East will be further reviewed with the Region of Durham Works Department.

A Draft Plan of Condominium Application will be required and will be brought forward to Council at a later date.

3.3. Documents Submitted in Support

A number of documents were submitted in support of the applications, including the following:

- A Draft Plan of Subdivision prepared by Evans Planning, dated November 20, 2022 (refer to Attachment #3);
- A Concept Site Plan prepared by GMB Architecture, dated October 2023 (refer to Attachment #4);
- An Active Transportation Plan prepared by GHD, dated October 12, 2023 (refer to Attachment #5);
- An Arborist Report prepared by Stantec Consulting Ltd., dated September 22, 2023, provides an inventory of the trees on the subject land. The majority of the trees are proposed to be removed as they are within the limit of construction, however some trees are proposed to be retained and protected during construction. The report notes that compensation planting will be completed off-site;
- An Aviation Report prepared by Charles Cormier Aviation Consultant, dated November 18, 2022, concludes that the buildings and mobile cranes to construct the buildings will remain below the Obstacle Limitation and Clearance Surfaces requirements of the Oshawa Airport;
- An Environmental Impact Study prepared by Stantec Consulting Ltd., dated October 6, 2023, provides a summary of the geographical setting and relevant policies. The Study notes that the proposed development will result in the loss of 1.46 hectares of terrestrial habitat, but that these losses will be compensated on lands connected to existing natural heritage system to provide a greater benefit to local wildlife populations, for an overall net benefit;
- A Functional Servicing and Stormwater Management Report prepared by TYLin, dated October 2023, provides recommendations for stormwater servicing, sanitary servicing and water servicing and concludes that the site can be adequately serviced;
- A Geotechnical Report prepared by Soil Engineers Ltd., dated August 13, 2021, provides a summary of subsurface conditions and recommends excavation and construction methods;

- A Hydrogeological Report prepared by Soil Engineers Ltd., dated December 22, 2022, provides information on groundwater conditions and concludes that temporary groundwater control is not anticipated for earthworks or construction for site development;
- A Noise Impact Feasibility Study prepared by J.E. Coulter Associates Limited, dated November 16, 2022, which concludes that aircraft and roadway traffic are expected to generate modest noise impact on the proposed development and recommends mitigation measures including a 1.8m high noise barrier, mandatory air conditioning for certain blocks, provision for future air conditioners for the other blocks, enhanced roof/ceiling and wall construction to address airport noise, and noise warning clauses for all units;
- A Phase 1 Environmental Site Assessment prepared by Soil Engineers Ltd., dated August 23, 2022, which recommends a Phase 2 Environmental Site Assessment;
- A Phase 2 Environmental Site Assessment prepared by Soil Engineers Ltd., dated August 23, 2022, which concludes that the property is suitable for the proposed residential development and no further environmental investigation is recommended;
- A Planning Justification Report prepared by Evans Planning, dated December 2022, provides a review of the proposed development in the context of the applicable planning policies. The Report concludes that the proposed development is consistent with provincial policies and conforms with the Region and Town Official Plans and represents good planning;
- A Stage 1 & 2 Archaeological Assessment prepared by The Archaeologists Inc., dated October 6, 2021, which notes that a systematic test pit survey did not result in the identification of any archaeological resources;
- A Sustainability Report prepared by Evans Planning, dated December 2022, which provides a summary of the sustainable practices that will be incorporated into the design of the development, and confirms the development will meet and exceed Tier 1 performance measures of the Whitby Green Standard; and,
- A Traffic Impact Study prepared by GHD, dated October 12, 2023, provides a review of the traffic related impacts on the adjacent road network based on projected future background traffic and concludes that the overall impact would be negligible to the operation of the adjacent road network. The Study also includes justification for reduced parking, based on the location on public transit routes and connection to cycling and pedestrian routes.

The above documents were distributed to relevant internal departments and external agencies for review and comment.

4. Discussion:

4.1. Region of Durham Official Plan

The subject land is designated Living Areas on Schedule 'A' Map 'A4' of the Regional Official Plan (ROP). Living Areas are intended to be used predominantly for housing purposes, however commercial/retail uses may also be permitted in accordance with area municipal official plans.

The proposed development conforms to the ROP.

4.2. Whitby Official Plan

The subject land is designated Mixed Use on Schedule 'A' – Land Use of the Whitby Official Plan (refer to Attachment #6).

The subject land is also within the Intensification Corridor as shown on Schedule 'B' – Intensification (refer to Attachment #7).

The Mixed Use designation is intended to provide a mix of residential and commercial development and redevelopment in an intensive, transit-supportive and efficient manner (4.6.1.1).

Intensification Corridors permit residential and mixed-use buildings with a minimum height of 2-storeys and maximum height of 8-storeys (4.2.7.3).

The proposed development of a mixed-use condominium development including 4-storey stacked townhouses and 3-storey condominium townhouses conforms to the Official Plan policies.

4.3. Zoning By-law

The subject land is zoned R2A* - Residential R2A* Zone under By-law 1784 on the west portion and H-C2-S – Holding – Special Purpose Commercial under By-law 1784 on the east portion (refer to Attachment #8). The R2A* zone permits a single detached dwelling and the H-C2-S zone permits a variety of non-residential uses.

An amendment to the Zoning By-law is required to permit the proposed mixed-use development.

4.4. Vehicular and Pedestrian Easement

The proponent shall provide a permanent vehicular and pedestrian access easement for the sole purpose of providing continuous vehicular and pedestrian access to the lands at 915 Taunton Road East in the future.

4.5. Compensation Planting

As compensation for the removal of the existing trees on the subject land, the proponent will be required to install planting on Town-owned land. The Town, in consultation with CLOCA, has chosen a parcel of land on the north side of Consumers Drive, east of Garden Street within the Pringle Creek watershed.

4.6. Conclusion

The subject land is designated for mixed use. Mixed Use areas are intended to support a variety of residential and non-residential uses.

The proposed development will serve to increase the range of dwelling types and businesses available within the community. The proposed development represents an urban form that is efficient and cost effective for servicing, storm water, transportation, and public transit systems.

The development will be reviewed and approved through the Site Plan Approval process.

The proposed development represents an intensification opportunity within the built-up area of the Town of Whitby located within the 'Built Boundary', as defined by the Province. It provides an appropriate range and mix of housing types and densities to meet the needs of current and future residents. Development of the subject land for block (condominium) townhouse dwellings and stacked townhouse dwellings and non-residential uses is appropriate as it is situated within the built-up area, along arterial roads with access to transit facilities.

The proposed development of 3-storey block townhouse dwellings along the south portion of the property provides transition to the existing low density residential neighbourhood.

All of the commenting departments and external agencies have indicated support for, or no objection to, the proposed development subject to their comments and conditions, as outlined in Section 7.

Based on the detailed review of the applications and consideration of public and agency comments and requirements (refer to Section 6), it is concluded that the proposed development is consistent with the Provincial Policy Statement, and is in conformity with the Growth Plan, the Region's Official Plan, and the Town's Official Plan. The proposed development will also assist the Town to achieve its Municipal Housing Target of 18,000 new homes in Whitby by 2031. Therefore, it is recommended that Council approve the proposed Draft Plan of Subdivision and Zoning By-law Amendment Applications.

5. Financial Considerations:

With each new subdivision development approved by the Municipality, the Town of Whitby assumes assets requiring regular operational maintenance and eventually capital replacement. The following assets will be generated as a result of the subdivision and included in the Town's Asset Management Plan. The

Capital replacement and annual operating costs would be included in future budgets. Further details regarding infrastructure costs would also be identified in the Financial Services Asset Management annual report.

Asset	Quantity
Roads	N/A
Sidewalks/Multi-use paths	0.27 km
Storm Sewers	N/A
Ponds	N/A
District Park	N/A
Local Parks	N/A

6. Communication and Public Engagement:

A Public Meeting was held on January 22, 2024, in accordance with the Town of Whitby Official Plan and the Planning Act. This meeting provided the public and interested persons and agencies the opportunity to make representation in respect of the Official Plan Amendment and Zoning By-law Amendment Applications. The meeting minutes are included in Attachment #9a. There were no members of the public in attendance to speak at the public meeting.

Written correspondence included correspondence from the adjacent property owner who is working with the proponent to coordinate shared access and services as part of the future redevelopment of 915 Taunton Rd E (refer to Attachment #9b).

Further written correspondence outlined concerns regarding:

- Pedestrian and cyclist safety and lack of cycling infrastructure;
- existing and additional traffic and speeding;
- conflicts with construction vehicles; and,
- light pollution and loss of privacy from four storey units.

The oral and written submissions by the public have been considered in determining the recommendation for approval of the proposed Draft Plan of Subdivision and Zoning By-law Amendment Applications. As previously noted, the proposed development conforms to the Official Plan policies of the Region's and Town's OP. The following concerns raised above have been considered as follows:

- the proponent will be required to provide a construction management plan for approval that will consider bicycle safety;
- the proponent is required to ensure roads and sidewalks are kept clear during construction;

- the proponent is encouraged to include secure bicycle storage as part of the development; and,
- transition of height is provided as the 4-storey stacked dwellings are proposed on the north portion of the site and the 3-storey units are proposed adjacent to existing 2-storey single detached dwelling units.

All individuals who registered as an interested party at the statutory public meeting and any individual who provided written correspondence to the Town have been provided notice of the March 4, 2024, Committee of the Whole Meeting.

7. Input from Departments/Sources:

The following agencies have reviewed the applications and have no objection:

- Bell Canada;
- Durham Catholic District School Board;
- Durham District School Board;
- Elexicon Energy;
- Enbridge Gas; and,
- Rogers Communications.

Refer to Attachment #10 for additional detailed comments.

Internal Departments

Engineering Services

Comments provided by Engineering Services state that there is no objection to the approval of the applications subject to the Conditions of Draft Approval.

Refer to Attachment #10 for additional detailed comments and Attachment #11 for Conditions of Draft Plan Approval.

Fire and Emergency Services

Comments provided by Fire staff include requirements for fire hydrants, fire routes, signage, and fire alarm systems in accordance with the Ontario Building Code, and that a firebreak plan is required.

Refer to Attachment #10 for additional detailed comments.

Strategic Initiatives

Comments provided by Strategic Initiatives staff state that the Whitby Green Standards Subdivision checklist and Sustainability Rationale requires revision. The proponent is encouraged to consider advanced sustainability criteria through the uptake of voluntary Tiers 2-4.

Refer to Attachment #10 for additional detailed comments.

External Agencies

Central Lake Ontario Conservation Authority (CLOCA)

Comments provided by CLOCA state that there is no objection to the approval of the applications subject to the Conditions of Draft Approval.

Refer to Attachment #10 for additional detailed comments and Attachment #11 for Conditions of Draft Plan Approval.

Oshawa Airport

Comments provided by Oshawa Airport outlines their requirements, including applications to Transport Canada, NAV Canada and Oshawa Airport for land use, lighting, and construction. The noise warning clauses and mitigation measures identified in the Noise Study will be registered on title through the future Site Plan Agreement.

Refer to Attachment #10 for additional detailed comments.

Region of Durham

Comments provided by the Region of Durham include:

- The proposed right-in/right-out access to Taunton Road East does not provide for intersection spacing on a Type 'A' Arterial Road and is not supported by the Region and must be removed;
- the Region has no objection to draft approval of the subdivision application subject to the removal of the right-in/right-out access onto Taunton Road East;
- The proposed Subdivision and Zoning Applications conform to the current Regional Official Plan (2020 Consolidation) and the Council Adopted Regional Official Plan, Envision Durham (May 2023);
- Noise control measures as identified in the Noise Impact Feasibility Study are to be included in the Town of Whitby Subdivision Agreement;
- A road widening and sight triangle on Taunton Road East are to be provided to the Region of Durham;
- An easement is required to provide access to 915 Taunton Road East; and,
- A bus stop is required to be included behind the sidewalk on Garrard Road in accordance with Regional standards.

Refer to Attachment #10 for additional detailed comments and Attachment #11 for Conditions of Draft Plan Approval.

8. Strategic Priorities:

The development of a mixed-use condominium development including 4-storey stacked townhouses and 3-storey condominium townhouses contributes to meeting the priorities of the Community Strategic Plan, specifically Action Item 1.3.4 under Pillar 1: Whitby's Neighbourhoods by providing a variety of housing options.

This report is in a fully accessible format, which addresses the Town's strategic priority of accessibility. The future Site Plan Application will be circulated to Accessibility staff for review.

The proposed mixed development increases the density on the subject land which provides a better use of existing infrastructure, which implements the Town's strategic priority of sustainability.

9. Attachments:

- Attachment #1: Location Sketch
- Attachment #2: Aerial Context Map
- Attachment #3: Proponent's Proposed Subdivision Plan
- Attachment #4: Proponent's Proposed Concept Plan
- Attachment #5: Proponent's Active Transportation Plan
- Attachment #6: Excerpt from Official Plan Schedule A – Land Use
- Attachment #7: Excerpt from Official Plan Schedule B – Intensification
- Attachment #8: Excerpt from Zoning By-law 1784
- Attachment #9a: Public Meeting Minutes
- Attachment #9b: Summary of Written Public Comments
- Attachment #10: Agency & Stakeholder Detailed Comments
- Attachment #11: Conditions of Draft Plan of Subdivision Approval

Attachment #1
Location Sketch

PDP 12-24



Town of Whitby Planning and Development Department

Proponent:
Icon Homes

File Number:
**DEV-28-23
(SW-2023-04, Z-10-23)**

Date:
March 2024

External Data Sources:
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Attachment #2 Aerial Context Map

PDP 12-24



Town of Whitby Planning and Development Department

Proponent:
Icon Homes

File Number:
DEV-28-23
(SW-2023-04, Z-10-23)

Date:
March 2024

External Data Sources:
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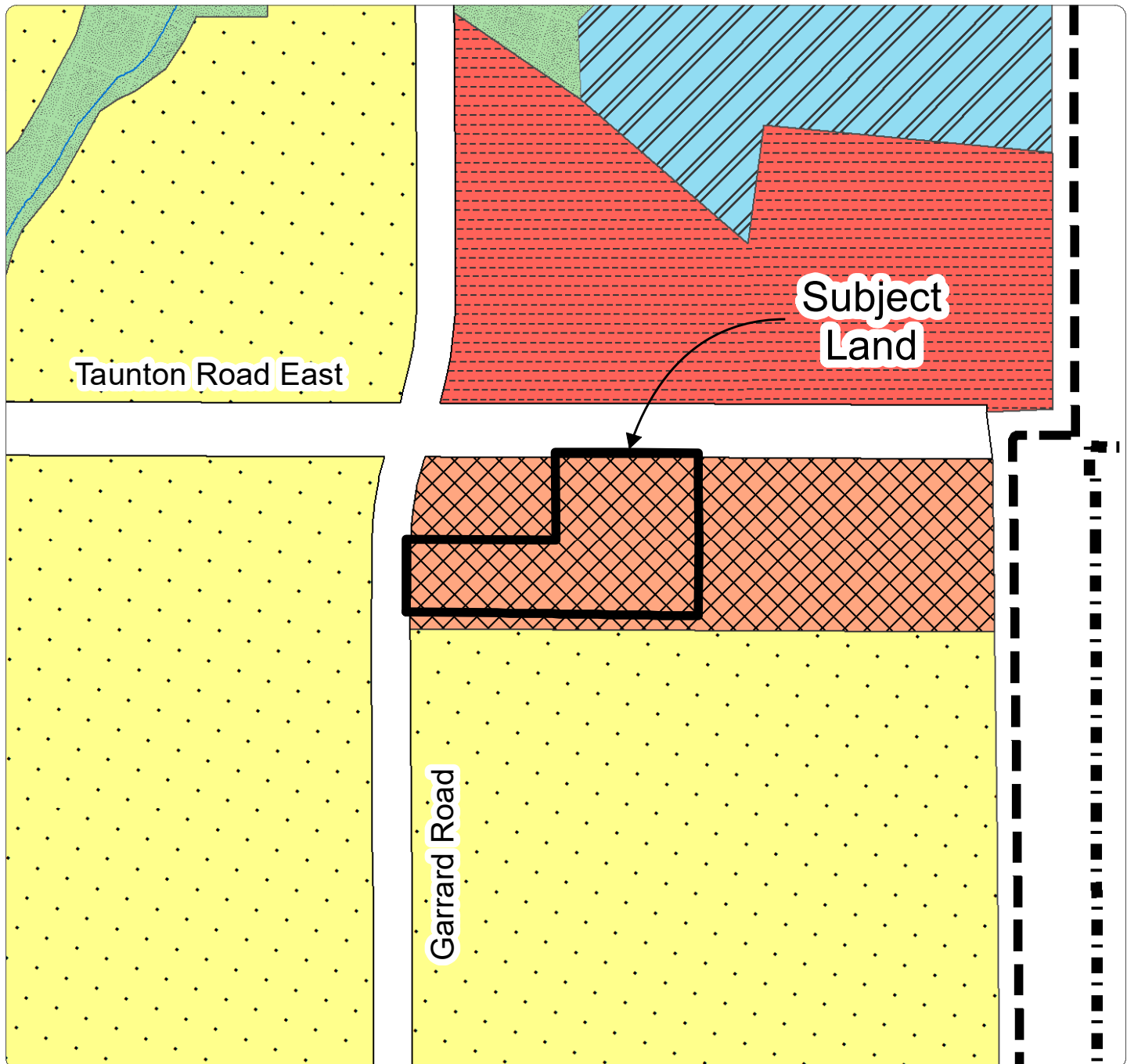
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Attachment #5
Proponent's Active Transportation Plan



Excerpt from the Town of Whitby Official Plan Schedule 'A'

**Legend**

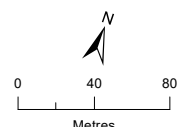
	Residential		Lands Subject to Durham Regional Official Plan Policy 14.13.7		D3 (Deferred by Region of Durham)
	Major Commercial		Deferred by the Region of Durham		
	Community Commercial		Local Central Area		
	Special Purpose Commercial		Resource Extraction Area (See Section 4.12)		
	Mixed Use		Utility		
	Prestige Industrial		2031 Urban Area Boundary		
	General Industrial		Community Central Area Boundary		
	Special Activity Node		Future Urban Development Area Boundary		
	Institutional		Greenbelt Protected Countryside Boundary		
	Major Open Space		Hamlet Boundary		
	Agricultural		Major Central Area Boundary		
	Hamlet		Municipal Boundary		
	Estate Residential		Southern Boundary of Oak Ridges Moraine		
	Special Policy Area		Urban Central Area Boundary		
Refer to section 11.5.31.6					
Notes: Refer to the applicable Secondary Plan for more detailed land use designations. Secondary Plan boundaries can be found on Schedule 'E', including the Oak Ridges Moraine Secondary Plan. Some legend items may not appear on the displayed figure extent.					

Official Plan - Town of Whitby

Schedule

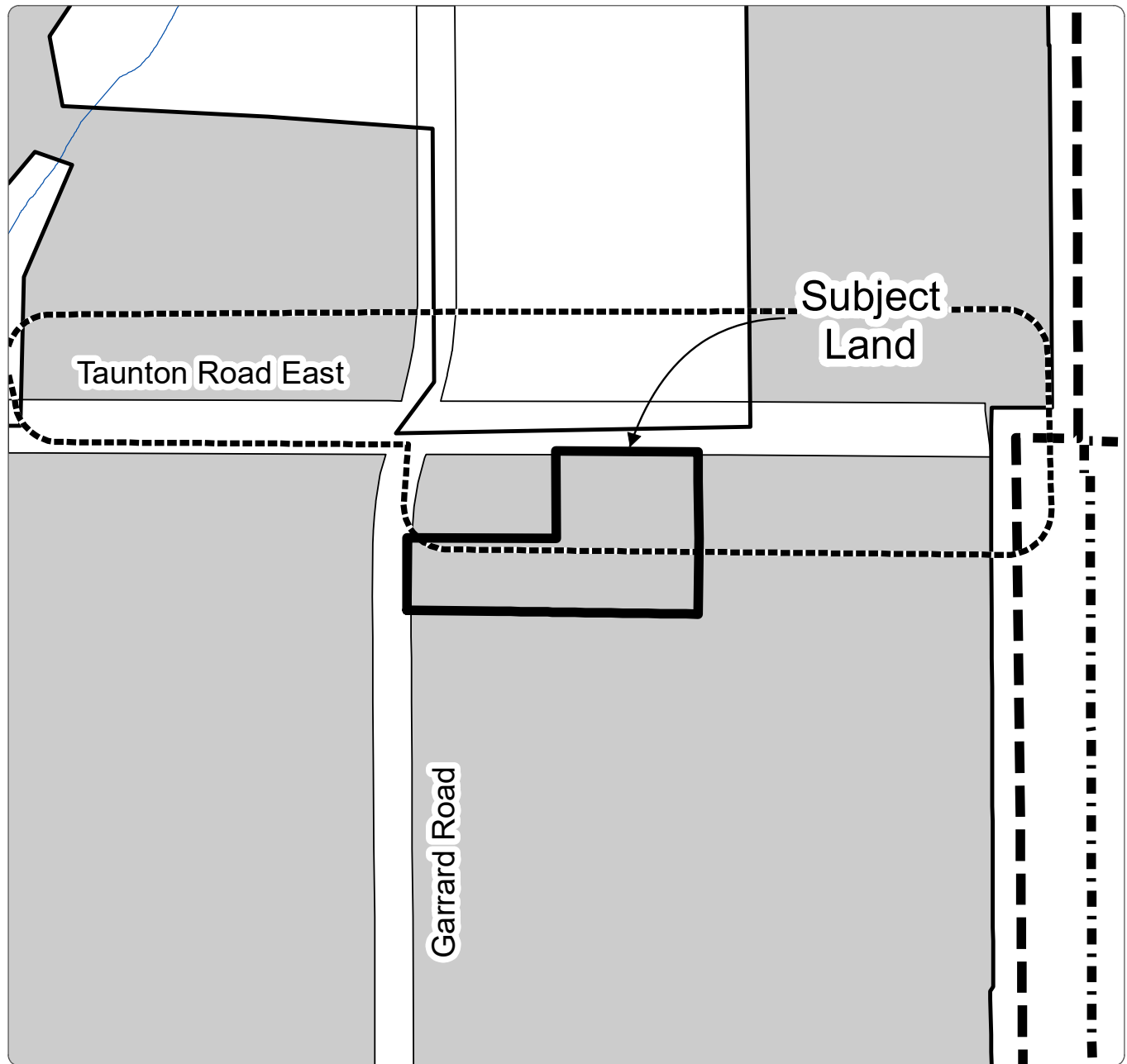
Excerpt from Schedule 'A' Land Use

A



This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text. For all intents and purposes, the elements within this schedule are to be considered conceptual.

Excerpt from the Town of Whitby Official Plan Schedule 'B'

**Legend**

- Major Transit Station
- 2031 Urban Area Boundary
- Municipal Boundary
- Built Boundary (2006)
- Intensification Area
- Intensification Corridor
- Lands Subject to Durham Regional Official Plan Policy 14.13.7
- D3 (Deferred by Region of Durham)

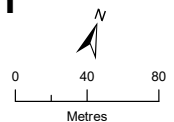
Intensification Areas:

- ① Downtown Brooklin
- ② Brock / Taunton
- ③ Rossland / Garden
- ④ Downtown Whitby
- ⑤ Dundas East
- ⑥ Port Whitby

Official Plan - Town of Whitby**Schedule**

Excerpt from Schedule 'B' Intensification

B

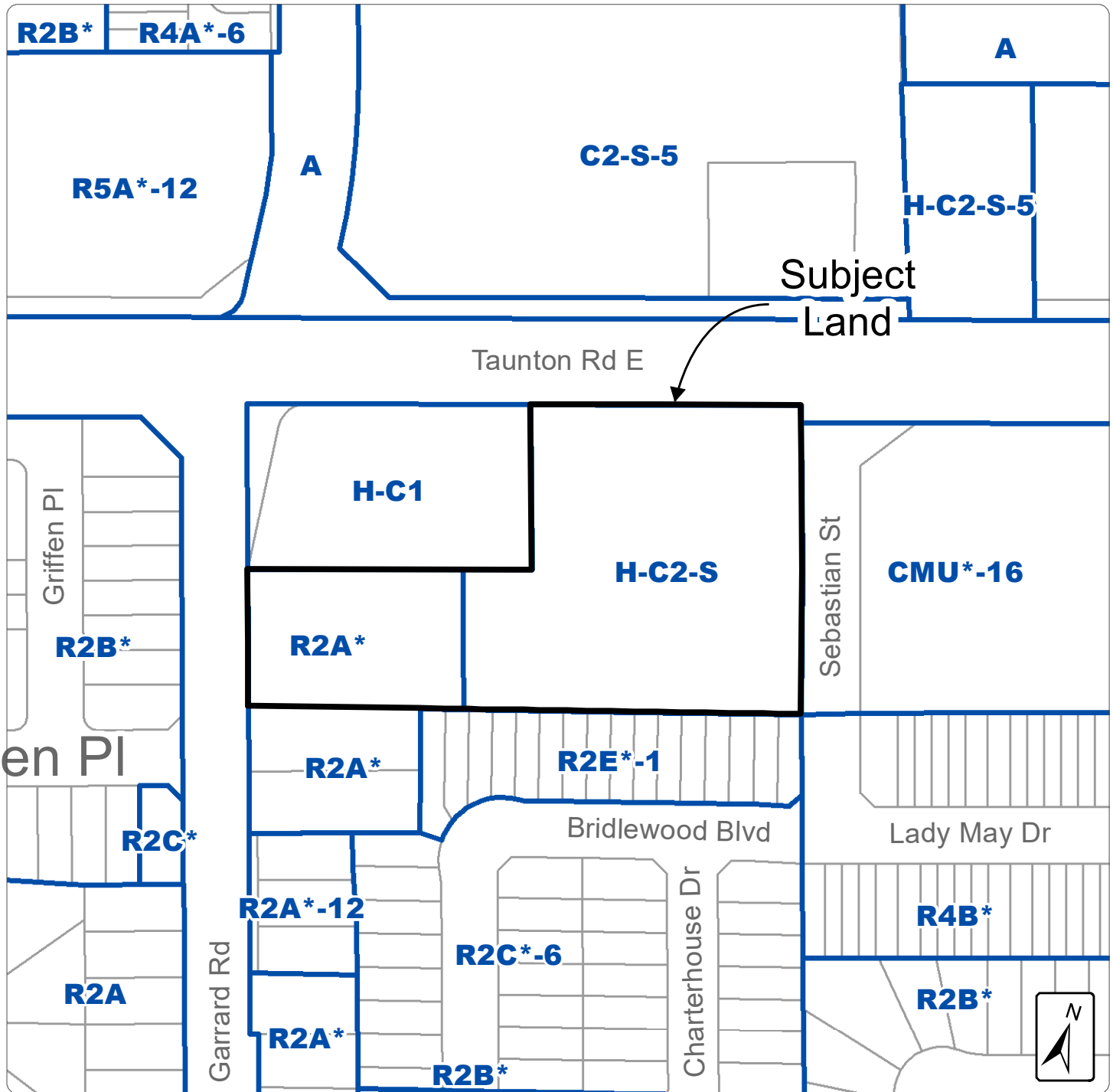


This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text. For all intents and purposes, the elements within this schedule are to be considered conceptual.

Note: Some legend items may not appear on the displayed figure extent.

Attachment #8 Excerpt from Zoning By-Law 1784

PDP 12-24



Town of Whitby Planning and Development Department

Proponent:
Icon Homes

File Number:
DEV-28-23
(SW-2023-04, Z-10-23)

Date:
March 2024

External Data Sources:
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Attachment #9a
Public Meeting Minutes from January 22, 2024
File DEV-28-23 (SW-2023-04, Z-10-23)

Lauren Taylor, Planner II, provided a PowerPoint presentation which included an overview of the applications.

Adam Layton, representing Icon Taunton Limited provided a PowerPoint presentation which included a detailed overview of the applications.

The Chair indicated that comments would now be received by members of the public.

There were no submissions from the public.

Attachment #9b

Summary of Written Public Comments

File DEV-28-23 (SW-2023-04, Z-10-23)

David Charezenko, Principal of Bousfields Inc., provided written correspondence on behalf of THMR Development, the owner of 915 Taunton Road East adjacent to the subject land. The correspondence notes that the owner is working on development applications for 915 Taunton Road East. The correspondence notes that the owner is working collaboratively with the owners of 945 Taunton Road East which includes a shared access and coordination of servicing.

Ron Lalonde, Executive Director of the Durham Region Cycling Coalition, provided written correspondence which raises concerns about the lack of cycling infrastructure, conflicts between the driveways and cyclists on the adjacent roads, and safety of cyclists during construction. The correspondence recommends construction fencing, limited construction access and “Mixed Cross Ride” signage at the Taunton/Sebastian intersection.

Naomi McBride, resident, provided written correspondence which raised concerns about:

- existing and additional traffic;
- existing on-street parking issues;
- pedestrian safety including near Sir Samuel Steele school;
- safety conflicts with construction vehicles;
- traffic calming requirements;
- speeding; and,
- light pollution and loss of privacy from four storey units.

Attachment #10

Agency & Stakeholder Detailed Comments

File DEV-28-23 (SW-2023-04, Z-10-23)

Internal Departments

Engineering Services

Engineering Services supports a favourable decision to the applications based on the following comments and conditions.

To address the Town's Community Strategic Plan 2023 to 2026 and assist in providing a complete picture of the proposed subdivision's mobility provisions, Engineering Services has attached a Composite Transportation Component Plan (CTCP) as Attachment 1.0 highlighting the anticipated locations of sidewalks, multi-use trails, multi-use paths and dedicated biking facilities for reference. Engineering Services expects that the components of this plan will be further refined and implemented through the future detailed engineering design processes following draft approval as part of the site plan application.

Engineering Services requires the following Financial Considerations to be identified within Section 7 of the Council Report:

With each new subdivision development approved by the Municipality, the Town of Whitby assumes assets requiring regular operational maintenance and eventually capital replacement. The following assets will be generated as a result of the subdivision and included in the Town's Asset Management Plan. The Capital replacement and annual operating costs would be included in future budgets. Further details regarding infrastructure costs would also be identified in the Financial Services Asset Management annual report.

Asset	Quantity
Roads	N/A
Sidewalks/Multi-use paths	0.27 km
Storm Sewers	N/A
Ponds	N/A
District Park	N/A
Local Parks	N/A

1. Engineering Services requires the following Conditions of Draft Approval:

1.1. The Subdivider shall convey the following to the Town:

a. Block 3 for road widening on Garrard Road.

1.2. The Subdivider shall be responsible for concrete sidewalk and/or multi-use path installation in the following locations:

- a. 3.0m-wide multi-use path on the south side on the south side of Taunton Road.
- b. 1.8m-wide concrete sidewalk on the west side of Sebastian Street.
- c. 1.8m-wide concrete sidewalk on the east side of Garrard Road.

Cash-in-lieu payment for the above may be provided at the site plan agreement stage should construction be deferred as determined by the Town. Further review and consideration of sidewalk placement is required and will be addressed through detail design / engineering as part of the site plan application.

1.3. The Subdivider shall be responsible for maintaining the existing Town roads in an acceptable condition throughout the duration of construction and/or until such time as the Town roads are reconstructed. The Subdivider may be required to provide the Town with securities to ensure roads are maintained to the Town's satisfaction. This is to be reviewed further when information regarding the timing of construction of both the subdivision development and the reconstruction of the Town owned road(s) is known.

1.4. The Subdivider shall provide a Construction Management Report and Plan(s) to the Town's satisfaction that includes, but is not limited to, a neighborhood communication strategy, construction traffic route, schedule and mud and dust control best management practices.

1.5. The Subdivider shall implement a pre-construction survey/assessment, including a vibration monitoring program within the vibration zone of Influence (ZOI), on any adjacent buildings/structures/properties that may be affected by the construction activity, prior to commencing construction. The assessment shall be completed by a qualified person (QP) to the satisfaction of the Town and shall be provided to the Town prior to construction. Any waiving of this requirement shall be at the sole discretion of the Director of Engineering of the Town of Whitby.

1.6. The Subdivider shall implement all recommended noise control measures identified in the Environmental Noise Assessment report and revise the plan as required to accommodate recommended noise control measures prior to registration.

1.7. All non-regulatory fencing and acoustic barriers shall be installed wholly on private property and all operation and maintenance of said fencing shall be the responsibility of the private property owners.

1.8 All black vinyl chain link fences to delineate Town blocks, and open spaces from private property shall be designed and constructed in accordance with the relevant Engineering Standards. Fencing for school blocks to be as per the appropriate school board requirements.

1.9. The Subdivider shall ensure all private properties are protected from flooding limits at low points and points of major system flow convergence along the municipal road system. If required, the plan for registration shall be revised accordingly to provide said flood protection.

1.10. All community mailboxes for the private developments shall be located within private properties.

1.11. The Subdivider shall provide a detailed engineering submission in accordance with Section J of Town of Whitby Design Criteria for Site Plan submission requirements as it relates to the future Site Plan application.

1.12. The Subdivider shall confirm the details of all existing above and below grade infrastructure relevant to the proposed design. Existing details shall be confirmed in the field by a method determined by the Subdivider's consulting engineer in consultation with the Town. Acceptable methods include, but are not limited to, topographical surveys, locates, measure downs, sub-surface utility engineering (SUE) investigation Quality Level A (QL-A), also referred to as daylighting, to determine horizontal and vertical location. The Subdivider further acknowledges that any as-built information provided by the Town is for informational purposes only.

1.13. The Subdivider shall be responsible for all hydro poles, luminaries and hydro requirements for this proposed subdivision and shall enter into a separate agreement with Elexicon accordingly.

1.14. Any concerns raised through future re-submissions of the Geotechnical and Hydrogeotechnical Reports for the site shall be addressed by the Subdivider to the satisfaction of the Engineering Services. This includes, but is not limited to, long term slope stability, confirmation of design parameters and preliminary layout for LID measures (proposed infiltration trenches), proposed stormwater management pond elevations relative to groundwater levels and the need/thickness of the impervious membrane or synthetic clay lining, foundation construction requirements and recommended measures for Best Management Practices for municipal servicing construction. The plan must reflect changes required in this regard prior to registration.

1.15. The Subdivider shall provide the Town with a deposit for any necessary peer review costs with the amount to be determined at time of first peer review. The Town will administer payments to any Peer Review Consultant(s) and provide milestone billings back to the Subdivider. The Town may request additional deposits for the Peer Review funds if required. At the time of issuance of full engineering approvals, any remaining deposit will be returned to the Developer. This condition will be superseded at such time as the Town has a Peer Review By-law in place.

1.16. The Subdivider shall agree to implement the recommendations of all reports submitted in support of the application.

1.17. The Subdivider shall be responsible for satisfying any additional requirements identified by the Engineering Services not specifically listed above.

This concludes the conditional comments of Engineering Services.

All other items related to the subdivision can be addressed through the site plan agreement process subsequent to Draft Plan/Re-Zoning Approval.

B. Informational Comments

2. The following items can be addressed through the detailed engineering and site plan agreement process:

2.1. Confirm with the Region of Durham the visibility triangle dimensions shown on the intersection of Sebastian and Taunton Road as there appears to be a discrepancy between the underlying existing right-of-way limit shown and the proposed road widening block, Block 2.

2.2. Site Plan Engineering Fee - Tier 3 fees will apply to the development in accordance with Fee and Services By-Law at time of Site Plan Agreement execution.

2.3. Security will be required at time of Site Plan Agreement execution as per Engineering Services accepted Construction Cost Estimate: 50% for onsite engineering work and 100% for engineering work within road right-of-way.

2.4. The Subdivider shall provide an updated Traffic Impact Study (TIS) to address the comments provided in a separate memo from Transportation Services dated December 7, 2023 (Attachment 2) prior to or with the submission of detailed engineering drawings.

2.5. Appropriate private walkway connections to a public sidewalk are required to serve the development.

2.6. The Subdivider shall provide an updated Functional Servicing and Stormwater Management Report (FSSR) to address the comments provided in a separate memo from Water Resources dated December 11, 2023 (Attachment 3) prior to or with the submission of the future Site Plan application.

2.7. Provide a detailed design brief and Operations and Maintenance (O&M) Manual for the proposed SWM facilities.

2.8. Noise fence/barrier design may need to accommodate surface drainage outlets depending on the lot type and grading design. At the design stage, once detailed grading information is available, a letter will be required from the noise consultant to confirm that the recommendations of the Noise Report provided for the development remain relevant to the accepted grading.

Any transition in height of the noise barrier is to occur at lot lines so that the noise barrier height across individual lots is consistent.

2.9. The Town will not grant exemptions to half-load restrictions to facilitate construction of the proposed development. The Subdivider shall schedule construction activities in accordance with typical timing of load restrictions for the surrounding road network.

2.10. The Subdivider shall provide the Town with a cash contribution in accordance with the by-lawed rate in force at the time of payment, for each newly installed streetlight for the re-lamping and cleaning of streetlights, representing typical maintenance costs prior to assumption.

2.11. The Subdivider shall provide the Town with a cash contribution in accordance with the by-lawed rate in force at the time of payment towards the installation of vertical control benchmarks.

2.12. Sidewalks and multi-use paths to be 0.25m offset from the final property limits in accordance with Town Standard 208.

2.13. Construction access is preferred from Taunton Road.

Fire and Emergency Services

1. Indicate location of fire hydrants on site plan.
2. All private laneways shall have fire hydrants spaced at not more than 90 m.
3. Fire hydrants shall be installed at each end of private lanes designated as fire access routes.
4. A fire access route shall be provided in accordance with OBC 3.2.5.6.
5. Turnaround facilities shall be provided for any dead end portion of a fire access route exceeding 90 m.
6. Provide fire access route sign locations as per Town of Whitby Bylaw 4084-97
7. Submit a site plan indicating designated fire breaks for review and approval prior to construction for town houses 4 to 7.
8. A Water supply shall be provided as per OBC 3.2.5.7.
9. Fire alarm system required in 4 storey stacked townhouses conforming to OBC
10. Provide separate fire alarm monitoring points for each 4 storey stacked townhouse.
11. Sprinkler system required in 4 storey stacked town houses conforming to OBC.
12. Fire department connection for 4 storey stacked townhouses to be indicated on drawing.
13. Advise if backflow preventers will be provided for each 4 storey stacked townhouse or one common for site.

Strategic Initiatives

Sustainability Comments

Sustainability Staff acknowledge and appreciate the Whitby Green Standard (WGS) Checklist and Sustainability Rationale Report that were submitted. We are pleased to

see that additional sustainable practices listed in Tier 2 and voluntary measures are being considered for this development. However, it has come to Staff's attention that the documentation has not been updated and comments from February 3, 2023, have not been addressed. Please note an updated Whitby Green Standard Checklist and Sustainability Rationale Report are required to continue with our review. As mentioned previously, the WGS Checklist will require a more detailed description as to how all criteria are being followed.

February 3, 2023, Comments to be Addressed:

In addition, please note that only Town of Whitby staff can determine if criteria can be determined not applicable and this decision is made based on the explanations provided within the completed Green Standard Checklist. As such, please include Applicant Comments in the Checklist that provide a description of why it is believed that it is not applicable so that we can make an informed decision.

Applicant Comments in the Whitby Green Standard Checklist that currently state "Deferred to site plan application" will need to be updated. If the information at this time cannot be provided that demonstrates how the core performance measure will be achieved, a commitment that it will be achieved must be included.

Sustainability Staff continue to encourage the applicant to consider advanced sustainability criteria through the uptake of voluntary Tiers 2-4 as it progresses into the detailed design stage, as this application is close to achieving Tier 2.

We want to emphasize that these standards support sustainable site design for development and redevelopment on public and private property, enhancing the Municipality's natural heritage, economic vitality, cultural heritage, and social aspects.

To assist with achieving the advanced Tiers, staff encourage the applicant to:

- Investigate the potential to achieve 30% tree canopy within 10 years of the development through using i-Tree, a free a state-of-the-art, peer-reviewed software suite from the USDA Forest Service that quantifies canopy cover.
- Incorporate bird and bat friendly designs into the development.
- Explore opportunities to achieve a 25% energy efficiency increase above OBC through uptake of solar energy and other energy efficiencies measures like air source and ground source heat pumps.
- Install Level 2 EV charging stations in the visitor parking lot and include a rough-in conduit for EV charging stations in private parking spaces. As vehicles transition to electricity, access to charging stations is becoming essential. Funding opportunities available to support this can be explored here: [Zero Emission Vehicle Infrastructure Program – Delivery Organizations \(nrcan.gc.ca\)](https://nrcan.gc.ca/zero-emission-vehicle-infrastructure-program-delivery-organizations). We encourage the applicant to contact Sustainability Staff to discuss this further.

Note that based on the Sustainability Staff's review of the comments provided by Landscape Department that the core performance measure LUN1.2 – Ecological Functions: "Meet the environmental management policies of Whitby's Official Plan and

the Central Lake Ontario Conservation Authority guidelines”, has not been satisfied. The trees described in the inventory that are within the proposed development lands meet the Town’s criteria for “woodlot” within the Town of Whitby Tree protection By-Law (see Definitions, (1. ff)). Removal of an existing woodlot conflicts with the intent of the Town’s Tree Protection By-Law 4940-00, as well as the following policies of the Town of Whitby Official Plan:

- General Policies-Environmental Management: Objective 5.2.1. “to conserve, preserve, and enhance features and functions of the natural environment....associated with the Former Lake Iroquois Beach....through...the planning and development approval process”
- 5.3.1.4: “Woodlands and trees shall be preserved....”
- 5.3.1.5: “....enhancement of existing wooded and natural areas....shall be encouraged to assist in the achievement of the Region’s woodland cover target...”
- 5.4.4 Tree Preservation 5.4.4.1-“The Municipality shall ensure that great care is taken to preserve mature trees and woodlotsin all areas of development and/or redevelopment.

Removal of the existing woodlot is required to facilitate the proposed development, however, compensation for the removal of this woodlot is required to be included as a condition of this development and to demonstrate compliance with Whitby OP policies. Revised submissions shall include proposals for compensation.

To provide the “net gain” in the Town’s Natural Heritage System that demonstrates compliance with the policies of the Town of Whitby Official Plan, additional lands must be added to the existing NHS. The proposed development does not currently include any additions to the Town’s NHS. Revised submissions shall include proposals for additions to the existing NHS.

The commitment to the use of native, drought tolerant plant material made in the Sustainability Report should be reflected in the proposed plant species in the Landscape Plan, versus the proposed planting palette included in the landscape concept that includes non-native species.

Furthermore, to satisfy the Core Performance Measure # HH1.1 – Public or Boulevard Trees: “Achieve the requirements of Whitby’s Landscape Plan - Guidelines; consider use of soil cells where underground infrastructure is a concern” please ensure all comments provided by the Town’s Landscape Staff on the Landscape plan are addressed.

Lastly, to satisfy the requirements of # ECC1.2 “Determine the feasibility of energy generation from renewable resources” we would like to some additional information. Please provide the brief description of the feasibility assessment conducted for the use of renewable energy sources for this site.

External Agencies

Bell Canada

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval

- 1) 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.
- 2) 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.

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca 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 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.

Central Lake Ontario Conservation Authority (CLOCA)

CLOCA staff have reviewed the submitted materials for consistency with the natural hazard policies of the Provincial Policy Statement (PPS) and conformity with Ontario Regulation 42/06 of the Conservation Authorities Act as well as other relevant watershed management guidelines and policies.

The subject lands are within the Pringle Creek watershed and are subject to the Pringle Creek Master Drainage Plan and CLOCA Submission Guidelines for Stormwater Management as part of the management of stormwater for this site. The subject lands are also within an area of ecologically significant groundwater recharge and high aquifer vulnerability. They are also within the Former Iroquois Lake Beach formation. As such any development of this site must consider water balance for the overall site and any impacts to any surrounding hydrologically supported features.

Based on our review of the submitted materials, we offer the following comments related to these applications.

Zoning By-law Amendment

1. CLOCA staff have no objection to the proposed zoning by-law amendment given no hazard lands or features regulated through Ontario Regulation 42/06 of the Conservation Authorities Act were identified within these lands.

Application for Plan of Subdivision

CLOCA staff are satisfied that adequate information has been provided to issue conditions of draft plan approval for the proposed draft plan of subdivision as a single development Block. Additional technical review has been deferred by the landowner to detailed design of the proposed Block. Detailed comments are provided at the end of this letter will need to be addressed in order to satisfy the conditions of approval and obtain clearance from Central Lake Ontario Conservation Authority.

Conditions of Draft Plan Approval

Based on the submitted materials, CLOCA staff recommend that the following conditions of draft plan approval be applied on behalf of Central Lake Ontario Conservation Authority to the proposed residential draft plan of subdivision for these lands:

1. That prior to any on-site grading, construction or final approval of the plan, the Subdivider shall submit to and obtain approval from Central Lake Ontario Conservation Authority for reports and plans describing the following:
 - a. The intended means of conveying stormwater from the site, consisting of stormwater techniques which are appropriate and in accordance with provincial guidelines as well as in conformity with the recommendations found within the Pringle Creek Master Drainage Plan.
 - b. The intended means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with provincial guidelines. The report must outline all actions to be taken to prevent an increase in the concentration of suspended solids in any water body because of on-site, or other related works.
 - c. The intended means to maintain appropriate water balance for the overall site in accordance with CLOCA Hydrogeological Assessment Submission Guidelines and CLOCA Stormwater Management Guidelines as part of future development.
 - d. The intended means to design, install, access, maintain and monitor any proposed Low Impact Development (LID) measures as part of this development. Appropriate borehole locations, groundwater monitoring and insitu infiltration testing will be required to verify the feasibility of any LID strategy prior to approval.

2. The Subdivider shall satisfy all financial requirements of the Central Lake Ontario Conservation Authority. This shall include Application Processing Fees and Technical Review Fees owing as per the approved Authority Fee Schedule.
3. The subdivision agreement between the Subdivider and the Town of Whitby shall contain, among other matters, the following provisions:
 - a. The Subdivider agrees to carry out the works referred to in Conditions 1 a) to d) to the satisfaction of the Central Lake Ontario Conservation Authority.
 - b. The Subdivider agrees to maintain all erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Central Lake Ontario Conservation Authority.

Additional Comments

1. Please find detailed comments from our reviewing Hydrogeologist related to their review of the submitted materials attached to this letter. These comments must be addressed to our satisfaction as part of conditions of approval 1 c) and d) provided above.
2. Detailed stormwater calculations should be provided to support the design including calculations confirming that the 100 year flows can be captured assuming 50% blockage of the catch basins. These calculations must be provided prior to our clearance of condition 1 a) provided above.

Ontario Regulation 42/06 of the Conservation Authorities Act

Based on our review of the submitted materials it appears that this property is not regulated through Ontario Regulation 42/06 of the Conservation Authorities Act. As such, a permit from CLOCA will not be required for the development of this site.

Durham Catholic District School Board

Planning staff at the Durham Catholic District School Board have reviewed the above noted development applications and have no objections to the proposed development of four blocks of 4-storey stacked townhouses including 520m² of commercial floor space and four blocks of 3-storey condominium townhouses for a total of 158 residential units.

This development is located within the boundary of St. Paul C.S. located at 200 Garrard Road, Whitby

Durham District School Board

Staff has reviewed the information on the above noted and has the following comments:

1. Approximately 57 elementary pupils and 33 secondary pupils could be generated by the above noted application.
2. Students generated from this development will attend existing neighbourhood schools.

Under the mandate of the Durham District School Board, staff have no objection.

Elexicon Energy

Further to the referenced File # DEV-28-23 (SW-2023-04, Z-10-23) Elexicon Energy Inc. has no objection to the proposed Site Plan Application to construct a 4-storey stacked townhouses and 3-storey block townhouses for a total of 158 residential units and 520m² of commercial floor space on subject land.

The applicant or its authorized representative shall consult with Elexicon Energy Inc. concerning the availability of supply voltage, service location, metering, costs, and any other details. These requirements are separate from and in addition to those of the ESA. Elexicon Energy Inc. will confirm the characteristics of the available electrical supply and will designate the location of the supply point to the applicant. Elexicon Energy Inc. will also identify the costs that the applicant will be responsible for.

The applicant or its authorized representative shall apply for new or upgraded electric services and temporary power service in writing. The applicant is required to provide Elexicon Energy Inc. with sufficient lead-time in order to ensure:

- a) The timely provision of supply to new and upgraded premises; and/or
- b) The availability of adequate capacity for additional loads to be connected in the existing premises

Please ensure that Elexicon's approved standards and clearances are followed, for all structures, equipment, and people.

Enbridge Gas Inc.

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 constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall use the Enbridge Gas Get Connected tool to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.

https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F

If the gas main(s) needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas at no cost.

Oshawa Airport

1. The location appears to be within the Transport Canada Oshawa Executive Airport approach / transitional zoning for runway 12. The proponent must ensure the maximum height of the development, all of its associated features (including light poles / trees) and any cranes used do not exceed the maximum zoning as outlined in the Transport Canada Zoning Regulations for the Oshawa Executive Airport. Although the proponent has circulated an aviation report, the report references the impact of TP312 not the impact of the AZRs on the property as the strip width is 150m not 70m. As stated in our original comments we require plan and profile drawings overlaid with the proposed site design showing the applicability of the zoning surface slopes across the entirety of the property.
2. The proponent will be required to submit an application to the NAV Canada land use process. No impact on the instrument approaches at the airport will be accepted. This would be for both the development and any cranes used to construct the development. We would want to see the response letter from NAV Canada illustrating no impacts prior to construction.
3. The proponent must submit an application to Transport Canada to determine the need for obstacle lighting through Transport Canada's Aeronautical Assessment Form. We would want to see the response letter from Transport Canada prior to construction.
4. The proponent shall complete an Oshawa Airport Crane Permit application prior to erecting any obstacle into the airspace. I have attached it to these comments.
5. The proponent shall ensure the new structure and associated refuge does not become a wildlife attractant due to its location in proximity to the airport.
6. The proponent must undertake a noise impact study which determines that the location is suitable for the intended use given the proximity to the airport and its associated aircraft noise. The study must identify noise mitigation measures which should be included in the building design and same must be

included in the final building design. Additionally, the site plan agreement and condominium agreement shall require all purchase and sale and lease / rental agreements for residential units to include the following clauses: "The occupants / owner and all subsequent owners are advised that the dwellings located within this development are located in proximity to the Oshawa Executive Airport and its corresponding aircraft traffic."

7. The applicant shall ensure that the storm water management pond (if applicable) cannot be used as habitat for waterfowl.
8. The applicant shall retain a wildlife specialist to prepare a wildlife risk assessment related to the development if a storm water management pond is proposed.
9. Construction activities and equipment cannot penetrate the maximum height as outlined in item #1 at any time. For all buildings having a proposed height within 10m of the zoning, a construction plan will be required to be submitted to the airport demonstrating how construction will take place and that there will be no violations prior to construction.

Region of Durham

Conformity with the Regional Official Plan

Current Regional Official Plan (2020 Consolidation)

The subject lands are designated as Living Areas in the Regional Official Plan (ROP). Lands within the Living Areas designation shall be developed with a mix of housing types, sizes, and tenure to satisfy the diverse housing needs of the residents of Durham Region.

Taunton Road East is designated as a Regional Corridor, a Type 'A' Arterial Road, and a Transit Priority Network in the ROP. Development proposals adjacent to Regional Corridors should be at higher densities and include mixed-uses and support a long-term density target of at least 60 residential units per gross hectare.

The subject lands contain Key Natural Heritage and/or Hydrologic Features (KNHHF). In accordance with Policy 2.3.43 of the ROP, an Environmental Impact Study (EIS) must be conducted to support development proposals on lands containing KNHHF.

Stantec Consulting Ltd. has prepared an EIS, dated October 6, 2023, to support the proposed subdivision development. The EIS assessed the potential impact of the proposed development on the existing natural systems. The EIS has been subjected to peer review by a third-party on behalf of the Region. Detailed comments on the EIS are provided below in this letter.

Council Adopted Regional Official Plan, Envision Durham (May 2023)

The subject lands are designated as Community Areas on Map 1 – Regional Structure in the new ROP. Community Areas are intended for a variety of housing types, sizes and tenures within connected neighbourhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, public service facilities, institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings.

Taunton Road East is designated as a Regional Corridor on Map 1 – Regional Structure in the new the ROP. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density. Regional Corridors are also appropriate locations for higher density mixed-use developments to support efficient transit services.

Taunton Road East is recognized as a High Frequency Transit Network on Map 3a – Transit Priority Network in the ROP. Developments along a High Frequency Transit Network should support 100 people and jobs per hectare (45 uph).

Conclusion

The residential density of the proposed development at 105 uph supports transit usage and promotes compact built form and pedestrian-friendly urban environment. The proposed development consisting of commercial and residential uses also supports mixed-use development and the intensification of the Taunton Road East Regional Corridor. The proposed applications conform with the current ROP and the new ROP.

Provincial Plans and Policies

Provincial Policy Statement, 2020 (PPS)

The PPS promotes efficient development patterns that support liveable and resilient communities and protect the environment that are of Provincial interest. The PPS also encourages communities to be developed with a range of residential types and commercial uses to meet long-term needs.

The PPS also encourages land use patterns in settlement areas be based on densities and mixed of land uses which efficiently use land and resources and efficiently use infrastructure and public service facilities. Developments should be transit-supportive, where transit exists.

The proposed development consisting of a mix of housing types and commercial uses supports compact mixed-use developments and contributes to the intensification of the Taunton Road Regional Corridor. The proposed residential development provides transit-supportive densities to promote efficient transit services. The proposed development is consistent with the PPS.

Growth Plan (2020)

The Growth Plan encourages the building of complete communities that support a range and mix of housing types to serve all sizes, incomes, and ages of households. The

Growth Plan also supports compact development and densities that support transit services. The proposed subdivision provides mixed-use developments and contributes to providing a variety of housing options to meet the diverse housing demands of the community. The proposed development conforms with the Growth Plan.

Delegated Provincial Plan Review Responsibilities

We have reviewed the applications for delegated Provincial Plan Review responsibilities.

Soil and Groundwater Assessment

A Phase One and Two Environmental Site Assessments (ESA) had been completed for the proposed development by Soil Engineers Ltd., dated August 23, 2022.

The Phase One ESA was completed to identify any potential environmental concerns at the subject lands. Soil Engineers Ltd. reported that the property contained Areas of Potential Environmental Concerns as a result of fill material, above storage tanks, and soil stains. A Phase Two ESA was recommended to further investigate soil quality at the site. There was no potential for contamination to the groundwater, therefore groundwater quality was not tested in the Phase Two ESA.

The Phase Two ESA indicated that soil samples collected at the subject lands met the Ministry of Environment, Conservation and Parks' (MECP) Table 2 Site Condition Standards for Residential/ Parkland/Institutional Property Use. The Phase Two ESA has concluded that the subject lands are appropriate for residential development and no further site assessment work is recommended.

Soil Engineers Ltd. has completed the Region's Reliance Letter dated December 16, 2022, and Certificate of Insurance dated May 12, 2023, for the ESA Reports. The applicant has addressed site contamination on the subject lands to our satisfaction.

Peer Review of the Environmental Impact Study

An "Environmental Impact Study," (EIS) prepared by Stantec Consulting Ltd., dated October 6, 2023, has been submitted to support the proposed development. The EIS indicated that the subject lands contain manicured lawn, meadow, and a woodlot. The report concluded that the proposed development would result in the removal of most of the natural heritage system located on the property. Mitigation measures have been recommended in the EIS to minimize the impact on the vegetation and wildlife.

R. J. Burnside & Associates Ltd. was retained by the Region to peer review the EIS including the supplemental response comments and the revised EIS, dated February 8, 2024. The peer reviewer is generally satisfied with Stantec Consulting Ltd.'s response to their concerns. R. J. Burnside & Associates indicated that there were minor requirements that needed to be further addressed related to bat habitat mitigation measures. However, any additional requirements can be resolved during the detailed design phase.

Noise Impact Feasibility Study

We have completed our review of the “Noise Impact Feasibility Study,” prepared by J.E. Coulter Associates Ltd., dated November 16, 2022. The study examined road noise from Taunton Road and Garrard Road and stationary and potential stationary noise sources in the vicinity of the proposed development. This includes existing commercial on the north side of Taunton Road and proposed office/commercial to the east of the subject lands. The Oshawa Executive Airport is located near the proposed development and lies on the NEF 25 contour line.

The study concludes that there are no significant noise impact anticipated from either the airport or from the stationary noise sources. However, noise control measures are required for the proposed development. The proposed dwelling units facing and in proximity to Taunton Road will have sound levels in excess of 65 dBA Leq and will require indoor noise attenuation in the form of central air conditioning. Therefore, mandatory central air conditioning is required for Blocks 1A, 1B, 2A & Block 8 including noise warning clause. The remainder of the proposed development will require provision for adding central air conditioning and a noise warning clause. A 1.8 metre acoustic barrier has also been recommended for the western most units on Block 7.

We will require the recommended noise control measures of the Noise Impact Feasibility Study to be included in the related Town of Whitby Subdivision Agreement to the satisfaction of the Region of Durham.

Archaeology Assessment

The subject lands are located in an area containing archaeological potential. The Archaeologists Inc. has prepared a “Stage 1 & 2 Archaeological Assessment” (AA) of the subject lands, dated October 6, 2021. The Stage 1 AA reported that the site had archaeological potential due to proximity to identified archaeological sites, historical transportation routes, and a watercourse. A Stage 2 AA was recommended for the property. The Stage 2 AA did not identify any archaeological resources at the property and no further archaeological assessment is recommended.

The Ministry of Heritage, Sport, Tourism, and Culture Industries has issued a clearance letter dated October 13, 2021, indicating the Stage 1-2 AA has been entered into the Ontario Public Register of Archaeological Reports. The Region is satisfied that the concerns associated with cultural heritage at the site has been addressed.

Regional Servicing

Municipal sanitary sewer servicing for this development can be provided from the existing 300 mm vitrified clay sanitary sewer along Garrard Road.

Municipal water service can be provided from the existing 300 mm PVC watermain on Garrard Road.

Transportation

The proposed 7.26 meters right-of-way (ROW) widening shown on the Taunton Road frontage is acceptable, including the 15 x 15 meters sight triangle at Taunton Road and Sebastian Street intersection.

Functional Servicing and Stormwater Management Report

We have reviewed the “Functional Servicing and Stormwater Management Report,” prepared by TYLin, dated October 2023, to support the proposed development.

The development will be drained by the storm sewers on Sebastian Street and Garrard Road. Uncontrolled flows from a small portion on the north of the development (0.02ha) will be directed to Taunton Road ROW which will have a very minimal impact to the Regional storm infrastructures.

Traffic Impact Study

We have reviewed the “Traffic Impact Study,” prepared by GHD Ltd., dated October 2023. This study is an update of a previous study (December 2022) in which the Region requested an addendum.

In our previous comments, we required the applicant to provide access for 915 Taunton Road from the rear of the property to the proposed laneway connecting to Garrard Road and Sebastian Street. The applicant shall grant a cross-access easement to the 915 Taunton Road property as a condition of site plan approval and registered to title, as 915 Taunton Road would have no other safe vehicular access otherwise.

The key change from the previous TIS, is the addition of a new right-in/right-out (RI/RO) only access onto Taunton Road. The Region has never agreed to this change and does not support in RI/RO access. The TIS supports the fact that the development and associated trips can be accommodated by the accesses via Garrard Road and Sebastian Road, which give access to all-movements on Taunton Road. The additional RI/RO does not provide for intersection spacing on a Type ‘A’ Arterial Road.

Servicing Plan S1:

We have reviewed the Servicing Plan S1. The following comments are provided for the servicing plan:

- Provide crossing elevations between the proposed water connections and the existing sanitary and storm sewers on Garrard Road.
- Inspection maintenance hole to be 1.5 metres from the center of the maintenance hole to the property line.
- Our record shows there are existing water and sanitary sewer connections for 935 and 945 Taunton Road along the Taunton Road frontage. Please show these connections on the site servicing plan.

All existing sanitary service connections must be disconnected, abandoned, and plugged at the mainline at the applicant’s expense.

Next Engineering Submission Requirements

The applicant must provide the following items to the Region for review prior to proceeding with a Site Plan Approval application:

1. Revised engineering drawings to reflect the above servicing and site accessing comments.
2. Revised Site Plan that identifies the location of the private cross- access easement with 915 Taunton Road East.

Durham Region Transit

The Region offers the following comments from a transit perspective:

- Please protect space behind the sidewalk for a bus stop within the three-metre sidewalk extension along Garrard Street; and
- Please ensure the protected space adheres to the attached S-12 Drawing, in accordance with the preferred orientation behind the sidewalk (refer to Attachment 1).

Waste Management

The Region of Durham provides municipal collection for curbside blue box recycling to the Town of Whitby residents. All other waste services, including organics and yard waste collection, are provided by the Town of Whitby. Therefore, final approval of any waste collection services in a new development within the Town of Whitby is at the discretion of the Town.

On June 3, 2021, Ontario filed O. Reg. 391/21 under the Resource Recovery and Circular Economy Act that will make product producers responsible for the Blue Box program including collection. Once the transition occurs, the Region of Durham will no longer be the service provider for the Blue Box program. The transition of responsibility of the Blue Box program to product producers in Durham Region is expected to occur in 2024. Please see O. Reg. 391/21 for full details.

Conclusion

The proposed subdivision consisting of high density residential and commercial uses supports mixed-use development and compact built form along the Taunton Road East Regional Corridor. The proposed high densities achieve the Region's Corridor density target and provide densities that support a transit and pedestrian-friendly urban environment.

The Region is generally supportive of the proposed plan of subdivision and zoning by-law, however, there are concerns with the proposed right-in/right-out access onto Taunton Road East. This access does not provide for intersection spacing on a Type 'A' Arterial Road and is not supported by the Region and must be removed.

We have identified issues with the Traffic Impact Study and the Servicing Plan S1. The applicant will need to address the Region's transportation and servicing comments. The additional supporting information must be provided and addressed prior to the approval of a Site Plan application.

Based on the foregoing, the Region has no objection to draft approval of the subdivision application subject to the removal of the right-in/right-out access onto Taunton Road East. The attached conditions of draft approval must be complied with prior to clearance by the Region for registration of this plan.

It is requested that the Owner provide a land use table prepared by an Ontario Land Surveyor to the satisfaction of the Region of Durham. The land use table should provide lot area calculations for the proposed land use(s) allocated within the draft plan of subdivision.

Conditions of Draft Approval of the Plan of Subdivision

1. The Owner shall prepare the final plan on the basis of the approved draft plan of subdivision, prepared by Evans Planning Inc., dated November 20, 2022, which shows 1 residential block, and 2 road widening blocks.
2. The Owner shall submit plans showing the proposed phasing to the Region of Durham and the Town of Whitby for review and approval if this subdivision is to be developed by more than one registration.
3. The Owner shall convey to the Region of Durham sufficient road widening of 7.26 metres across the total frontage along Taunton Road, free and clear of all encumbrances, to allow 45.0 metres overall or 22.5 metres from the existing centreline of road, with the registration of the plan.
4. The Owner shall convey to the Region of Durham a sight triangle of 15 metres x 15 metres at the southwest quadrant of the intersection of Taunton Road East and Sebastian Street. The widening shown as Block 2 on the draft plan of subdivision is acceptable.
5. The Owner shall grant to the Region, any easements required to provide Regional services for this development. The easements shall be in locations and of such widths as determined by the Region of Durham.
6. The Owner shall agree in the Town of Whitby's Subdivision Agreement to implement the recommendations of the "Noise Impact Feasibility Study," prepared by J.E. Coulter Associates Ltd., dated November 16, 2022, which specifies noise attenuation measures for the development. The measures shall be included in the subdivision agreement and must also contain a full and complete reference to the noise report (i.e., author, title, date, and any revisions/addenda) and shall include any required warning clauses identified in the study.

7. The Owner shall provide for the extension of such sanitary sewer and water supply facilities which are external to, as well as within, the limits of this plan that are required to service this plan. In addition, the Owner shall provide for the extension of sanitary sewer and water supply facilities within the limits of the plan which are required to service other developments external to this subdivision. Such sanitary sewer and water supply facilities are to be designed and constructed according to the standards and requirements of the Region of Durham. All arrangements, financial and otherwise, for said extensions are to be made to the satisfaction of the Region of Durham and are to be completed prior to final approval of this plan.
8. Prior to entering into a subdivision agreement, the Region of Durham shall be satisfied that adequate water pollution control plant and water supply plant capacities are available to the proposed subdivision.
9. The Owner shall satisfy all requirements, financial and otherwise, of the Region of Durham. This shall include, among other matters, the execution of a subdivision agreement between the Owner and the Region concerning the provision and installation of sanitary sewers, water supply, roads, and other regional services.

Rogers Communications

Rogers Communications Canada Inc. ("Rogers") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:

- (1) The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "Communications Service Providers") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.
- (2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision and will cause the registration of all such easements on title to the property.
- (3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.
- (4) The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for

the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
- (3) the municipal planners' report recommending draft approval before it goes to Council or any of its committees.

Attachment #11

Conditions of Draft Plan of Subdivision Approval

File SW-2023-04

1. The Subdivider shall prepare the final plan on the basis of the approved draft plan of subdivision, prepared by Evans Planning Inc., dated November 20, 2022, which shows 1 residential block, and 2 road widening blocks.
2. The Subdivider shall submit plans showing the proposed phasing to the Region of Durham and the Town of Whitby for review and approval if this subdivision is to be developed by more than one registration.
3. The Subdivider shall convey to the Region of Durham sufficient road widening of 7.26 metres across the total frontage along Taunton Road, free and clear of all encumbrances, to allow 45.0 metres overall or 22.5 metres from the existing centreline of road, with the registration of the plan.
4. The Subdivider shall convey to the Region of Durham a sight triangle of 15 metres x 15 metres at the southwest quadrant of the intersection of Taunton Road East and Sebastian Street. The widening shown as Block 2 on the draft plan of subdivision is acceptable.
5. The Subdivider shall grant to the Region any easements required to provide Regional services for this development. The easements shall be in locations and of such widths as determined by the Region of Durham.
6. The Subdivider shall agree in the Town of Whitby's Subdivision Agreement to implement the recommendations of the "Noise Impact Feasibility Study," prepared by J.E. Coulter Associates Ltd., dated November 16, 2022, which specifies noise attenuation measures for the development. The measures shall be included in the subdivision agreement and must also contain a full and complete reference to the noise report (i.e., author, title, date, and any revisions/addenda) and shall include any required warning clauses identified in the study.
7. The Subdivider shall provide for the extension of such sanitary sewer and water supply facilities which are external to, as well as within, the limits of this plan that are required to service this plan. In addition, the Subdivider shall provide for the extension of sanitary sewer and water supply facilities within the limits of the plan which are required to service other developments external to this subdivision. Such sanitary sewer and water supply facilities are to be designed and constructed according to the standards and requirements of the Region of Durham. All arrangements, financial and otherwise, for said extensions are to be made to the satisfaction of the Region of Durham, and are to be completed prior to final approval of this plan.
8. Prior to entering into a subdivision agreement, the Region of Durham shall be satisfied that adequate water pollution control plant and water supply plant capacities are available to the proposed subdivision.

9. The Subdivider shall satisfy all requirements, financial and otherwise, of the Region of Durham. This shall include, among other matters, the execution of a subdivision agreement between the Subdivider and the Region concerning the provision and installation of sanitary sewers, water supply, roads, and other regional services.
10. That prior to any on-site grading, construction or final approval of the plan, the Subdivider shall submit to and obtain approval from Central Lake Ontario Conservation Authority for reports and plans describing the following:
11. The intended means of conveying stormwater from the site, consisting of stormwater techniques which are appropriate and in accordance with provincial guidelines as well as in conformity with the recommendations found within the Pringle Creek Master Drainage Plan.
12. The intended means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with provincial guidelines. The report must outline all actions to be taken to prevent an increase in the concentration of suspended solids in any water body because of on-site, or other related works.
13. The intended means to maintain appropriate water balance for the overall site in accordance with CLOCA Hydrogeological Assessment Submission Guidelines and CLOCA Stormwater Management Guidelines as part of future development.
14. The intended means to design, install, access, maintain and monitor any proposed Low Impact Development (LID) measures as part of this development. Appropriate borehole locations, groundwater monitoring and insitu infiltration testing will be required to verify the feasibility of any LID strategy prior to approval.
15. The Subdivider shall satisfy all financial requirements of the Central Lake Ontario Conservation Authority. This shall include Application Processing Fees and Technical Review Fees owing as per the approved Authority Fee Schedule.
16. The subdivision agreement between the Subdivider and the Town of Whitby shall contain, among other matters, the following provisions:
17. The Subdivider agrees to carry out the works referred to in Conditions 10 a) to d) to the satisfaction of the Central Lake Ontario Conservation Authority.
18. The Subdivider agrees to maintain all erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Central Lake Ontario Conservation Authority.
19. The Subdivider shall convey the following to the Town:
20. Block 3 for road widening on Garrard Road.
21. The Subdivider shall be responsible for concrete sidewalk and/or multi-use path installation in the following locations:

22. 3.0m-wide multi-use path on the south side on the south side of Taunton Road.
23. 1.8m-wide concrete sidewalk on west side of Sebastian Street.
24. 1.8m-wide concrete sidewalk on east side of Garrard Road.

Cash-in-lieu payment for the above may be provided at the site plan agreement stage should construction be deferred as determined by the Town. Further review and consideration of sidewalk placement is required and will be addressed through detail design / engineering as part of the site plan application.

25. The Subdivider shall be responsible for maintaining the existing Town roads in an acceptable condition throughout the duration of construction and/or until such time as the Town roads are reconstructed. The Subdivider may be required to provide the Town with securities to ensure roads are maintained to the Town's satisfaction. This is to be reviewed further when information regarding the timing of construction of both the subdivision development and the reconstruction of the Town owned road(s) is known.
26. The Subdivider shall provide a Construction Management Report and Plan(s) to the Town's satisfaction that includes, but is not limited to, a neighborhood communication strategy, construction traffic route, schedule and mud and dust control best management practices.
27. The Subdivider shall implement a pre-construction survey/assessment, including a vibration monitoring program within the vibration zone of Influence (ZOI), on any adjacent buildings/structures/properties that may be affected by the construction activity, prior to commencing construction. The assessment shall be completed by a qualified person (QP) to the satisfaction of the Town and shall be provided to the Town prior to construction. Any waiving of this requirement shall be at the sole discretion of the Director of Engineering of the Town of Whitby.
28. The Subdivider shall implement all recommended noise control measures identified in the Environmental Noise Assessment report and revise the plan as required to accommodate recommended noise control measures prior to registration.
29. All non-regulatory fencing and acoustic barriers shall be installed wholly on private property and all operation and maintenance of said fencing shall be the responsibility of the private property owners.
30. All black vinyl chain link fences to delineate Town blocks, and open spaces from private property shall be designed and constructed in accordance with the relevant Engineering Standards. Fencing for school blocks to be as per the appropriate school board requirements.
31. The Subdivider shall ensure all private properties are protected from flooding limits at low points and points of major system flow convergence along the

municipal road system. If required, the plan for registration shall be revised accordingly to provide said flood protection.

32. All community mailboxes for the private developments shall be located within private properties.
33. The Subdivider shall provide a detailed engineering submission in accordance with Section J of Town of Whitby Design Criteria for Site Plan submission requirements as it relates to the future Site Plan application.
34. The Subdivider shall confirm the details of all existing above and below grade infrastructure relevant to the proposed design. Existing details shall be confirmed in the field by a method determined by the Subdivider's consulting engineer in consultation with the Town. Acceptable methods include, but are not limited to, topographical surveys, locates, measure downs, sub-surface utility engineering (SUE) investigation Quality Level A (QL-A), also referred to as daylighting, to determine horizontal and vertical location. The Subdivider further acknowledges that any as-built information provided by the Town is for informational purposes only.
35. The Subdivider shall be responsible for all hydro poles, luminaries and hydro requirements for this proposed subdivision and shall enter into a separate agreement with Elexicon accordingly.
36. Any concerns raised through future re-submissions of the Geotechnical and Hydrogeotechnical Reports for the site shall be addressed by the Subdivider to the satisfaction of the Engineering Services. This includes, but is not limited to, long term slope stability, confirmation of design parameters and preliminary layout for LID measures (proposed infiltration trenches), proposed stormwater management pond elevations relative to groundwater levels and the need/thickness of the impervious membrane or synthetic clay lining, foundation construction requirements and recommended measures for Best Management Practices for municipal servicing construction. The plan must reflect changes required in this regard prior to registration.
37. The Subdivider shall provide the Town with a deposit for any necessary peer review costs with the amount to be determined at time of first peer review. The Town will administer payments to any Peer Review Consultant(s) and provide milestone billings back to the Subdivider. The Town may request additional deposits for the Peer Review funds if required. At the time of issuance of full engineering approvals, any remaining deposit will be returned to the Subdivider. This condition will be superseded at such time as the Town has a Peer Review By-law in place.
38. The Subdivider shall agree to implement the recommendations of all reports submitted in support of the application.
39. The Subdivider shall be responsible for satisfying any additional requirements identified by the Engineering Services not specifically listed above.

40. The Subdivider shall provide a permanent vehicular and pedestrian access easement for the sole purpose of providing continuous vehicular and pedestrian access to the lands at 915 Taunton Road East in the future.
41. The Subdivider shall consult with Canada Post to determine suitable permanent locations for Community Mailboxes or Lock Box Assemblies (Mail Room). The Subdivider will indicate these locations on the appropriate servicing plans.
42. That the Subdivider enter into a Subdivision Agreement for the subdivision, and a future Site Plan Agreement with the Municipality and be responsible for the fees associated with the preparation and registration of the Agreement, including any review required by Legal Services.
43. The required noise mitigation measures and warning clauses shall be included in the Subdivision Agreement and future Site Plan Agreement.
44. The Subdivider shall provide a tree preservation plan and install protective fencing in advance of any on-site grading works.
45. The Subdivider shall prepare and implement the following reports and plans in accordance with the applicable guidelines to the satisfaction of the agencies noted:

Report	Town	Region	CLOCA
Environmental Impact Study	Yes	Yes	Yes
Functional Servicing and Stormwater Management Report	Yes	Yes	Yes
Geotechnical Investigation	Yes	Yes	Yes
Noise Study	Yes	Yes	-
Phase One and Two Environmental Site Assessment	Yes	Yes	-
Archaeological Assessment	Yes	Yes	-
Sustainability Report	Yes	-	-
Transportation Study	Yes	Yes	-

46. The Subdivider shall satisfy all requirements, financial and otherwise, of the Town of Whitby, including among other matters, the execution of a subdivision agreement between the Subdivider and the Town of Whitby concerning the provision and installation of services, drainage, and other local services.
47. Prior to final approval of this plan for registration, the Town of Whitby shall be advised in writing by:

48. The Regional Municipality of Durham, how conditions 1, 2, 3, 4, 5, 6, 7, 8 and 9 have been satisfied.
49. The Central Lake Ontario Conservation Authority, how conditions 10, 11 and 12 have been satisfied.

Note: Please be advised that the approval of this draft plan will lapse three (3) years after the date the plan is draft approved. This approval may be extended pursuant to Section 51(33) of the Planning Act, but no extension can be granted once the approval has lapsed. If final approval is not given to this plan within three (3) years of the draft approval date, and no extension has been granted, draft approval will lapse under Section 51(32) of the Planning Act, RSO, 1990, as amended. If the Subdivider wishes to request an extension to the draft approval, a written request and explanation must be received by the Commissioner of Planning and Development 120 days prior to the lapsing date. A processing fee in effect at the time of the request shall apply.

New and Unfinished Business - Planning and Development

Item Number	Description	Resolution	Meeting Date	Due Date	Revised Date	Explanation/Comments
P&D-0004	Automated Speed Cameras on Town Roads	That staff report to Council on the feasibility and cost of adopting an Automated Speed Enforcement program on Town Roads in School Safety Zones and Community Safety Zones.	29 Nov 2021	06 Mar 2023	02 Dec 2024	ASE will be considered through the Traffic Calming Policy. Details from the Region of Durham and area municipalities to support future consideration and help identify cost to implement.
P&D-0005	Planning and Development (Engineering Services) Department Report, PDE 02-22 Re: Boulevard Permit Parking Program	That Report PDE 02-22 be referred to Staff to review concerns raised by the Committee.	28 Feb 2022	13 Mar 2023	02 Dec 2024	Boulevard parking will be reviewed and considered as part of the residential parking permit program.
P&D-0007	Thistledown Crescent Emergency Access Review	That Staff be directed to report on the following issues: c. Following the opening of Thistledown Crescent to Taunton Road, the implementation of a monitoring program with 24/7 traffic counter device to obtain traffic data on speed, volumes, and other metrics and report back to Council within one year of the road opening regarding the traffic impacts of the development and whether any additional traffic calming measures are required.	07 Mar 2022	TBD		The road has not been constructed. Monitoring, through Radar Message Boards, and observations will occur following the opening of the roadway. Timing is currently unknown. Date to report back will continue to be delayed until construction/opening is known.

New and Unfinished Business - Planning and Development

Item Number	Description	Resolution	Meeting Date	Due Date	Revised Date	Explanation/Comments
P&D-0012	PDP 66-22, Planning and Development (Planning Services) Department, Financial Services Department, and Legal and Enforcement Services Department Joint Report Re: Ontario Bill 109, More Homes for Everyone Act, 2022	3. That staff report back to Council following completion of the Development Application Approval Process and Fee Review study regarding any further proposed process and fee changes required to adequately address the impacts of Bill 109.	12 Dec 2022	04 Dec 2023	15 Apr 2024	Report back following completion of DAAP in 2024.
P&D-0017	Port Whitby Pedestrian Crossovers	That Staff Report back on the need and feasibility of adding appropriate cross walks to Port Whitby in areas identified during the December 11, 2023 Committee of the Whole meeting	18 Dec 2023	26 Feb 2024	04 Mar 2024	

Memorandum to Council

Office of the Town Clerk



To: Mayor and Members of Council

CC: R. Saunders, Commissioner, Planning and Development
S. Klein, Director, Strategic Initiatives
C. Harris, Town Clerk
K. Narraway, Sr. Manager, Legislative Services/Deputy Clerk

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

From: H. Ellis, Council and Committee Coordinator

Date: February 12, 2024

File #: n/a

Subject: Whitby Sustainability Advisory Committee
Re: Request that Council Support the Ontario Energy Board's Decision to End the Gas Pipeline Subsidy

During their meeting held on February 7, 2024, the Whitby Sustainability Advisory Committee passed the following motion:

That the Whitby Sustainability Advisory Committee recommends that the Town of Whitby Council pass the following resolution:

Whereas residents are struggling with energy bill increases and need relief; and,

Whereas natural gas is no longer the cheapest way to heat homes because electric heat pumps are now much more efficient, can provide all heating needs even in the cold climates, and result in far lower energy bills compared to gas heating; and,

Whereas natural gas is methane gas, which is a fossil fuel that causes approximately one-third of Ontario's GHG emissions, and must be phased out because it is inconsistent with all climate targets, while heat pumps

result in the lowest GHG emissions and are consistent with a zero-carbon future; and,

Whereas the Ontario Energy Board (OEB) decided to end a subsidy for methane gas pipelines to be built in new construction developments, effective 2025, finding that this would lower energy bills for existing gas customers and improve affordability for new homebuyers, but this decision is at risk of being overturned by the provincial government; and,

Whereas the OEB decision will help lower energy bills and encourage heating systems that are consistent with climate targets and plans; and,

Whereas the construction of new methane gas pipelines, which have 60-year lifetimes, should not be subsidized because they are inconsistent with the Town's climate targets and will result in higher carbon emissions, higher energy bills, higher future decarbonization retrofit costs to phase out fossil fuel heating, and a continued financial drain as dollars leave the province to pay for fossil fuels extracted in other jurisdictions.

NOW THEREFORE BE IT RESOLVED:

- 1. That the Town of Whitby expresses its support for the decision of the Ontario Energy Board to end the gas pipeline subsidy and ask the Ontario Government to allow the decision to stand; and,*
- 2. That this resolution be circulated to the President of AMO, Colin Best, Premier Doug Ford, the Minister of Energy, Todd Smith, The Minister of Finance, Peter Bethlenfalvy, the Region of Durham, and all local municipalities in Durham requesting support of the proposed changes.*

The above Whitby Sustainability Advisory Committee recommendation is being provided to Council due to the fact that carrying out the recommendation requires action from Council. In accordance with the Procedure By-law, Councillor Leahy has requested that this memorandum be pulled from the Council Information Index and placed on the March 4, 2024 Committee of the Whole agenda for consideration.

February 2, 2024

Sent via email

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto ON M7A 1A1

Dear Premier Ford:

Re: Supreme Court of Appeal in Sudbury v. Ontario (Ministry of Labour)

Please be advised that the following Resolution was approved by Peel Regional Council on January 25, 2024:

Resolution Number 2024-65

Moved by Councillor Russo
Seconded by Councillor Parrish

Whereas in 2015 the City of Greater Sudbury ("Sudbury") entered into a contract with a contractor to complete a project in its downtown core;

And whereas, the contract provided that the contractor would be the constructor for the project as that term is defined in the Occupational Health and Safety Act (the "Act");

And whereas, an employee of the constructor operating a grader on the project struck and killed a pedestrian;

And whereas, Sudbury was charged with offences under the Act as the constructor and the employer;

And whereas, after being acquitted at trial and on appeal, the Ontario Court of Appeal, in a decision issued on April 23, 2021, found Sudbury to be liable for contraventions of the Construction Regulations as an employer as it employed quality control inspectors to monitor the quality of work on the project from time-to-time;

And whereas, the Supreme Court of Canada, in a decision issued on November 10, 2023, was evenly divided 4-4 on the issue resulting in the dismissal of Sudbury's appeal;

And whereas, the consequence of this decision is that municipalities in Ontario, as well as all other owners of property in the province, who wish to undertake construction, are subject to being charged and convicted as an employer for offences in relation to project sites for which they have no control and have, in accordance with the Act, contracted with an entity to assume oversight and authority over the work on such site as the constructor;

**Legislative
Services**

Office of the
Regional Clerk

10 Peel Centre Dr.
Brampton, ON
L6T 4B9
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peelregion.ca

And whereas, the potential of an owner being charged as an employer as that term is defined in the Act in circumstances where it has engaged a constructor disregards and renders meaningless the owner-constructor provisions contained in the Act and presents an unacceptable level of increased risk and confusion for owners and contractors throughout the province;

And whereas, The Regional Municipality of Peel believes that the safety of workers is paramount however the safety of workers on construction projects in Ontario is not increased by placing liability on parties that do not have control of and are not responsible for the conduct of the work on such sites;

Now therefore be it resolved:

1. *That the Council of The Regional Municipality of Peel requests that the province amend the Occupational Health and Safety Act to clarify the definition of "employer" to exclude owners that have contracted with a constructor for a project; and*
2. *That this resolution be provided to the Honourable Doug Ford, Premier of Ontario, the Honourable David Piccini, Minister of Labour, Immigration, Training and Skills Development, the Honourable Paul Calandra, Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario, the Federation of Northern Ontario Municipalities, Mayors and Regional Chairs of Ontario, the Council of Ontario Construction Associations, the Ontario Chamber of Commerce and all Greater Toronto Area municipalities.*

Carried

Thank you,



Aretha Adams,
Regional Clerk

Cc: David Piccini, Minister of Labour, Immigration, Training and Skills Development
Paul Calandra, Minister of Municipal Affairs and Housing
Patricia Caza, Regional Solicitor & Commissioner of Legislative Services, Region of Peel
Kealy Dedman, Commissioner of Public Works, Region of Peel
Association of Municipalities of Ontario
Federation of Northern Ontario Municipalities
Mayors and Regional Chairs of Ontario - Karen Redman, MARCO Chair
Council of Ontario Construction Associations
Ontario Chamber of Commerce - Brent Edwards, Key Account Manager
All Greater Toronto Area municipalities

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Town of Whitby

Staff Report

whitby.ca/CouncilCalendar



Report Title: Implementation of Administrative Penalty System for parking infractions in Whitby & School Zone Parking Enforcement Update

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: LS 04-24

Department(s) Responsible:

Legal and Enforcement Services

Submitted by:

Francesco Santaguida, Commissioner of Legal and Enforcement Services/Town Solicitor

Acknowledged by M. Gaskell, Chief Administrative Officer

For additional information, contact:

Alison Albrecht, Supervisor of Parking Services

Andre Gratton, Manager of Enforcement Services

Brent Harasym, Associate Solicitor

1. Recommendation:

1. That staff be directed to facilitate and implement an Administrative Penalty System (“APS”) for the Town of Whitby for Parking infractions with an implementation date of May 1, 2024.
2. That upon passing of the Administrative Penalty System By-law and new Traffic By-law, that Traffic By-law # 1862-85, as amended, is repealed after the transition period.
3. That the proposed new Administrative Penalty System By-law, be brought forward to the next Council meeting for consideration and adoption, substantially in accordance with Attachment 2 to this Report, and in a form satisfactory to the Commissioner of Legal and Enforcement Services/Town Solicitor.

4. That the proposed new Traffic By-law, be brought forward to the next Council meeting for consideration and adoption, substantially in accordance with Attachment 1 to this Report, and in a form satisfactory to the Commissioners of Legal and Enforcement Services/Town Solicitor and Planning and Development.
5. That Council approve the proposed Prevention of Political Interference Policy and Conflict of Interest Policy, substantially in accordance with Attachments 3 and 4, respectively.
6. That the Commissioner of Legal and Enforcement Services/Town Solicitor be directed to draft and implement a Standard Operating Procedure for public complaints in relation to the Administrative Penalty System.
7. That the Commissioner of Legal and Enforcement Services/Town Solicitor be delegated the authority to appoint both a Screening Officer and a Hearings Officer for the administration of the APS, and that the Clerk be directed to update the Policy G 020, Delegation of Powers and Duties Policy, accordingly.
8. That staff be directed to transition other applicable municipal by-laws to an Administrative Penalty System.
9. That Item GG-0020 be removed from the New and Unfinished Business List.

2. Highlights:

- Currently the Town of Whitby's (the "Town") Enforcement Services Division enforces parking infractions through the Town's Traffic By-law #1862-85, as amended (the "Traffic By-law"), the *Provincial Offences Act* and Provincial Offences courts.
- In 2006 – Bill 130 Amended the *Municipal Act, 2001* authorizing municipalities to implement Administrative Monetary Penalty Systems ("AMPS", now known as the Administrative Penalty System or "APS").
- The City of Oshawa implemented a regulatory AMPS in 2008 for Business Licensing followed by Parking in 2011 and are leaders within the Region of Durham and Ontario.
- APS models have been utilized to assist overburdened courts by streamlining ticket disputes, providing better customer service and allowing municipalities a more efficient process to enforce by-laws.
- The Town seeks to implement an APS system, starting with parking infractions, and looking at transitioning to other by-law infractions.

- Staff have developed policies, forms, processes and have prepared modifications the Town's website to facilitate a seamless transition of parking infractions from the Ontario Court of Justice, Provincial Offences Court to a quasi-judicial internal APS system within the Town of Whitby.
- The policies have also been created to ensure a fair and impartial process for defendants who wish to challenge their parking infraction.

3. Background:

The Traffic By-law regulates traffic within the municipality, including, but not limited to, no parking and no stopping restrictions. The Traffic By-law is enforced by Town-appointed staff in the Enforcement Services Division. Enforcement of the Traffic by-law is mostly done on a complaint basis, except for health and safety matters, including vehicles illegally parked in fire routes, school zones, and accessible permit only parking spaces. Transportation Services is responsible for the administration of major transportation planning initiatives, management of traffic calming programs (i.e. traffic control devices, signage, lane marking, speed humps), active transportation program delivery, master planning and operational management of on-street and off-street municipal parking lots/assets and the Road Watch program. The Transportation Services Section also provides a coordinating role of the administrative support for the Active Transportation and Safe Roads Advisory Committee (ATSRAC) for the Town of Whitby.

In 2021, staff recommended that the Town of Whitby transition to an Administrative Penalty System and this initiative was included in the Legal and Enforcement Services Department business planning. Due to the pandemic, this initiative was delayed to 2023.

The *Municipal Act, 2001* permits the municipality to issue infractions for by-laws passed under that Act that allow for offences to be issued if the by-law has been violated. This includes by-laws related to parking, noise, public nuisances, animal control, etc. It is important to note that *Planning Act* infractions (i.e. Zoning by-law infractions) and *Building Code Act, 1992* infractions (i.e. Property Standards infractions) are not yet permitted to be subject to APS.

4. Discussion:

The current dispute resolution process, and the aims of the APS program in Whitby

As noted above, enforcement of the Traffic By-law utilizes infraction notices (i.e. tickets) issued by dedicated Town staff under Part II of the *Provincial Offences Act*. Additionally, the Traffic By-law contains a limited number of traffic or moving related offences, which are addressed through Part III's under the *Provincial Offences Act*. Where a vehicle owner or person wishes to dispute or challenge the infraction/charge, the dispute is heard at a trial before the Ontario Court of Justice, Provincial Offences Court. This

process is a slow, time consuming and frustrating process for municipal staff, residents and the public.

The proposed changes involve the implementation of an in-house quasi-judicial process for hearing and resolving disputes related to parking tickets, and therefore removing the process from the court system. The APS program aims to shorten the time and resources for staff, residents and the public to resolve disputes related to parking infractions.

APS has been implemented by many municipalities in the province of Ontario, including Oshawa within the Region of Durham who implemented this system in 2008.

Staff researched many APS systems currently utilized by Greater Toronto Area municipalities, including reviewing systems and processes in Oshawa, Newmarket, Mississauga, Burlington, Milton, Brampton, Burlington, Hamilton, Markham, Richmond Hill, and Vaughan. All the municipalities have had a high degree of success in transitioning to the APS model. Staff have analyzed these models and incorporated the best practices and lessons learnt to develop a solution for a Town of Whitby system. Staff recommend that the system be noted as an Administrative Penalty Systems.

The Proposed APS By-law and Process

Pursuant to Section 102.1 and 434.1 of the *Municipal Act, 2001*, the Town is required to pass a by-law and several policies to implement the APS. After a review of municipal APS by-laws, staff have created an APS by-law for the Town in Attachment 2. Through the APS model, the Town of Whitby will have governance over hearing processes, scheduling, and the ability to provide timely and efficient reviews for all ticket disputes. This will ensure that the public receives a faster, simpler and more convenient response to ticket disputes.

The presentation accompanying this Report shows the process for which a dispute proceeds through the Administrative Penalty System. Given that the dispute resolution process is administered by the Town, resolutions and hearings may be held at times that may be more convenient for vehicle owners wishing to dispute their parking tickets. For instance, the Town would have the ability to modify the system to hold meetings and hearings in the evening as well as either in-person or virtually.

The proposed by-law also delegates the administration of the APS to the Commissioner of Legal and Enforcement Services/Town Solicitor. Town staff do not anticipate that additional staff will be required to administer the APS system at this time. The Town currently holds a part-time Screening Officer position, which will be continued. To implement an APS, the Town will be required to retain a hearings officer to act as an independent adjudicator for disputes, who will operate on a per diem basis similar to other adjudicators of the Town's quasi-judicial committees (e.g. the Municipal Licensing and Standards Committee).

If approved, the APS By-law will also give delegated authority to the Commissioner of Legal and Enforcement Services/Town Solicitor to implement supporting policies and procedures required under the *Municipal Act, 2001*.

APS is a net benefit to the Town and its residents

APS allows the Town to improve both the enforcement of certain by-laws, and the resolution of any disputes that may arise as a result of an infraction. For instance, APS will allow the Town to issue parking infractions without having to serve the ticket at the time the infraction takes place. This allows the Town to utilize License Plate Recognition technology for enforcement of challenging areas, like School Zones, and be able to attend multiple School Zones in one pick-up/drop-off period in a day. It will also simplify the adjudication process for Town Enforcement Staff, as well as improve officer safety.

For residents, APS will help improve road safety through consistent enforcement. Where infractions occur and are mailed later to the owner of a vehicle, this will help create a “ghost effect” in challenging enforcement areas (like automated speed enforcement) to ensure more consistent compliance over time. Should a resident or member of the public wish to dispute an infraction, APS offers greater flexibility and convenience for residents and the public to address their concerns through a staged process (using screening to resolve disputes at the outset, and if the dispute is not able to be resolved, proceeding to a hearing) and an in-person, online or written appeal process. The hearing process, while less formal than a Court proceeding, still has certain procedural requirements to ensure that hearings are conducted in a fair and impartial manner.

Staff have developed policies and procedures to implement APS

To provide clear and concise processes for both staff and the public in transitioning to the APS system, Town Staff have developed the following key documents:

- Information Guides;
- APS Penalty Notice workflow (ticket issuance to completion)
- A Communications Plan;
- Penalty Notice (ticket) dispute forms;
- Notification Letters;
- Screening Officer Checklist, review forms, and decision letters;
- Hearing Officer Checklist, review forms, and decision letters; and
- A Public Complaints Procedure for the Administrative Penalty System (APS).

To facilitate the transition to an APS system in the Town of Whitby, the following by-laws will need to be adopted or repealed:

- The repeal of the Town’s current Traffic By-law #1862-85, as amended;
- The passing of a new Traffic By-law, a proposed draft of which is included as Attachment 1, which was developed using the most recent consolidated version of the Traffic By-law # 1862-85, as amended;
- The passing of an Administrative Penalty System By-law, a draft of which is included as Attachment 2;
- The appointment of a Hearings Officer to adjudicate hearings for penalty notices;

- A Prevention of Political Interference Policy, a draft of which is included as Attachment 3; and
- A Conflict of Interest Policy, a draft of which is included as Attachment 4.

Changes to the Traffic By-law are to implement the APS, and consolidate a number of road and vehicle related by-laws in to one by-law

The majority of the regulations, restrictions and provisions of the current Traffic By-law have not been changed and the proposed changes to the Traffic By-law allow for the implementation of APS. The proposed new Traffic By-law is being implemented to facilitate the APS program, to support Transportation Services and to improve road safety through enforcement. Additionally, to streamline and create efficiencies, the proposed new Traffic By-law will repeal the current the Town's Fire Route, Towing and Municipal Parking Lot By-law and consolidate those provisions into one single Traffic by-law. The proposed additions to the Traffic By-law are substantially similar to the current provisions in effect.

Enhanced School Zone Parking Enforcement: Response to New and Unfinished Business List Item GG-0020

At it's February 27, 2023 meeting, the Council adopted the following resolution which was added to the New and Unfinished Business list as item GG-0020:

That Staff be directed to review the opportunity for enhanced school zone parking enforcement through additional staffing resources and include an analysis of whether such resources would be revenue neutral.

Since that time, staff have reviewed the Town's current parking enforcement resources and have experimented with various scheduling and external contracted resources to address school zone enforcement. The Enforcement Services Division has also converted several Municipal Law Enforcement Officer ("MLEO") positions to Enforcement Services Officer positions, which has given us greater scheduling flexibility to address afternoon school zone parking enforcement. Further, Council's recently approved change to the Enforcement Services complement by combining two part-time positions into a single full-time Enforcement Services Officer, as well as the addition of a new Enforcement Services Officer, will assist in addressing the parking enforcement challenges we have faced.

The implementation of an APS in Whitby will also allow for the issuance of infractions to be streamlined. This will allow for infractions to be issued faster and without the need for the infraction to be served at the time of the offence. Enforcement Services has also recently acquired License Plate Recognition technology to allow for officers to attend multiple schools during school pick up and drop off.

Through this combination of efforts, staff do not believe that additional parking resources are currently required to specifically address school zone enforcement at this time. Should additional parking enforcement resources be necessary staff will request them through the annual budget process.

Staff propose for APS to be implemented starting May 1, 2024

If this report is accepted, staff will bring the APS and Traffic by-laws to the next available Council Meeting for adoption. While Council will adopt the by-laws, they will be drafted to ensure that they will not come into force until May 1, 2024. This delay in implementing the APS By-law will allow time for staff to transition from the current system to the new APS system, and allow for staff to communicate the changes to the public.

During the implementation time period, staff will finalize the policies, systems and materials required to implement APS in Whitby.

5. Financial Considerations:

The Town recognizes parking ticket revenues at time of collection (vs. time of issuance). The proposed implementation of an APS is expected to result in an improvement in revenues from fines as the time between issuance to adjudication/resolution/payment is shortened and costs related to prosecutions in the Provincial Offences Court will be avoided. Further, the proposed tiered penalty provisions and administrative fees (e.g. search, registered mail) will better recover the Town's costs to process parking infractions. With implementation planned in May 2024, the Town will track actuals for the balance of fiscal 2024 and make appropriate adjustments in future operating budgets.

A Screening Officer position will be appointed as part of the implementation process of APS. This part-time position currently exists and will continue. Through delegated authority, the Commissioner of Legal and Enforcement Services will appoint an adjudicator for disputes that are unable to be resolved through the screening process. The Hearing Officer will be paid on a per diem basis, like the member of the Municipal Licensing and Standards Committee. It is anticipated that the incremental costs to implement the APS will be offset by the incremental revenues, noted above. Subject to approval of this report, the actual revenues and expenditures related to the APS program will be tracked for the balance of the year and budget adjustments for the APS program will be included in future operating budgets.

6. Communication and Public Engagement:

Staff have provided notice of the APS program to the Whitby Community Safety Roundtable, which includes representatives from Council, Durham Regional Police Service, Durham District School Board and Durham Catholic District School Board. Enforcement Services has worked and will continue to work collaboratively with the Town's Corporate Communications and Creative Services to notify residents and the public of the forthcoming APS changes. Residents and the public will be notified via the Town's website and social media channels to promote awareness of the changes in enforcement and dispute resolution.

7. Input from Departments/Sources:

Staff have discussed the recommendations contained in this Report with Organizational Effectiveness Division (Communication and Creative Services and Human Resources), Financial Services Department and the Planning and Development Services Department (Transportation Services).

8. Strategic Priorities:

This report generally advances Strategic Pillar 1: Whitby's Neighbourhoods, Objective 1.1: Improve community safety, health and well-being, Action 1.1.3: Identify opportunities to improve road safety by developing and implementing a traffic calming and safety policy and identify opportunities to reduce traffic congestion. The APS program will improve the enforcement of the Traffic By-law, particularly in areas like School Zones, which improves overall road safety.

This report also advances Strategic Pillar 4: Whitby's Government, Objective 4.3: Deliver exceptional customer service and community engagement, Action 4.3.1: 4.3.1 Continually improve the customer experience through the use of technology, more flexible payment and service options, and the implementation of a consolidated customer contact centre. Enforcement services is utilizing new technology to efficiently enforce parking infractions and improve road safety through the implementation of license plate recognition technology. In addition, by streamlining the resolution process for ticket disputes, staff aim to improve customer service for residents through a simplified single process.

9. Attachments:

Attachment 1 - Proposed New Traffic By-law

Attachment 2 - Proposed New Administrative Penalty By-law

Attachment 3 - Prevention of Political Interference Policy

Attachment 4 - Conflict of Interest Policy



The Town of Whitby By-law # XXX-2024

Traffic By-law

A By-law to Regulate Traffic and Parking on the Highways, Private and Municipal property within the Town of Whitby

Whereas the Table within Section 11 of the Municipal Act, 2001, S.O. 2001, c. 25, provides that the sphere of jurisdiction "Highways, including parking and traffic on Highways" is assigned on a nonexclusive basis to all upper tier municipalities;

And Whereas paragraph 11(2)(3) of the Municipal Act, 2001 provides that, where a sphere or part of a sphere is assigned non-exclusively to an upper-tier municipality, both the upper and lower tier municipalities have the power to pass by-laws under that sphere or part of a sphere;

And Whereas Section 63 of the Municipal Act, 2001 authorizes that, where a municipality passes a by-law for prohibiting or regulating the placing, stopping, standing or parking of an object or Vehicle on a Highway, it may provide for the removal and impounding or restraining and immobilizing of any object or Vehicle placed, stopped, standing or parked on a Highway in contravention of the by-law;

And Whereas Section 100 of the Municipal Act, 2001, authorizes a municipality to pass by-laws to regulate or prohibit the parking or leaving of motor vehicles on private land used as a parking lot with or without the consent of the Owner;

And Whereas Section 100.1 of the Municipal Act, 2001 authorizes a municipality to regulate or prohibit the parking or leaving of Motor Vehicles on Private Property without the consent of the Owner of the land;

And Whereas Section 102 of the Municipal Act, 2001 provides that a municipality may require Owners and operators of public parking lots or facilities to provide designated parking spaces for Vehicles displaying an Accessible Parking Permit;

And Whereas Section 102.1 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, (the “Municipal Act”) and Ontario Regulation 333/07 (the “Regulation”) authorize The Corporation of the Town of Whitby to require a person to pay an administrative penalty for a contravention of any bylaw respecting the parking, standing or stopping of Vehicles;

And Whereas any by-law that establishes a system of administrative penalties with respect to parking, standing, or stopping of Vehicles must comply with the requirements set out in O. Reg. 333/07, as amended, made pursuant to the Municipal Act, 2001;

And Whereas pursuant to O. Reg. 333/07 and Section 391 of the Municipal Act, 2001 the Town may also impose fees or charges in connection with the administration of a system of administrative penalties;

And Whereas subsection 439(2) of the Municipal Act, 2001 may provide for a procedure for the voluntary payment of penalties out of court in cases where it is alleged that a by-law related to the parking, standing and stopping of Vehicles has been contravened;

And Whereas section 7.1 of the Fire Protection and Prevention Act, 1997, S. O. 1997, c. 4 authorizes municipal councils to pass by-laws designating private roads as Fire Routes along which no parking of Motor Vehicles shall be permitted;

Now therefore, The Council of the Town of Whitby hereby enacts as follows:

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By-law Name: Traffic By-law
By-law # XXX-2024

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Article 1

Definitions

1.1 Except where provided in Subsection 1.2 of this By-law, the definitions included in the *Highway Traffic Act, R.S.O. 1990*, as amended, shall apply to this By-law.

1.2 In this By-law,

1. “Accessible Parking Permit” means an Accessible Parking Permit issued under the *Highway Traffic Act* or a permit, number plate or other marker or device issued by another jurisdiction and recognized under the *Highway Traffic Act*;
2. “Accessible Parking Space” means a parking space identified by an official sign for the exclusive use of a vehicle displaying an Accessible Parking Permit in accordance with the requirements of the *Highway Traffic Act* and this By-law;
3. “Authorized Sign” means any sign, other than an official sign, placed upon a highway under the authority of this By-law for the purpose of warning, guiding or directing traffic;
4. “Bicycle” means a Bicycle with two laden wheels, propelled solely by human power, upon which typically one or two persons may travel. Includes a tricycle and unicycle but does not include a motor assisted Bicycle.
5. “Bicycle lane” means a portion of roadway, which has been designated by pavement markings and signage for the exclusive use of cyclists.
6. “Boulevard” means all the parts of the highway save and except any roadway, shoulder or sidewalk and,
 - i) “Outer Boulevard” means all the parts of the highway lying between any sidewalk and the roadway or the near edge of the shoulder where such exists; and,
 - ii) “Inner Boulevard” means that part of the highway lying between the property line and the edge of the sidewalk nearest to the property line and where there is no sidewalk, it means that part of the highway lying between the property line and the roadway or the edge of the shoulder where such exists, furthest from the roadway;

7. "Bus stop" means a part of the highway designated by an Authorized Sign where buses will stop to take on or let off passengers;
8. "Chief of Police" means the Chief of Police of the Regional Municipality of Durham or his/her designate;
9. "Commercial Vehicle" means a vehicle engaged in carrying goods, wares, merchandise or other commodities in the ordinary course of a business undertaking;
10. "Commercial Motor Vehicle" means a motor vehicle having permanently attached thereto a truck or delivery body and includes buses and tractors used for hauling purposes on the highway;
11. "Community Safety Zone (CSZ)" means a designated stretch of highway, recognized under provincial and municipal legislation, marked with community safety zone signs allowing the doubling of fines;
12. "Corporation" means the Corporation of the Town of Whitby;
13. "Crosswalk" means, that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the roadway, or any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface;
14. "Director of Engineering" means the Director of Engineering for the Town of Whitby or his/her designate;
15. "Derelict Vehicle" means a vehicle that is in a wrecked, dismantled, partially dismantled or abandoned condition such that it is prevented or prohibited from safe and immediate operation and includes motor vehicles that do not have current and valid licence plates attached to;
16. "Designated Parking Space" means a parking space identified by an official sign for the exclusive use of a vehicle displaying an Accessible Parking Permit, or any other parking permit, in accordance with the requirements of the *Highway Traffic Act* and this By-law;
17. "Double park" means to park or stand a vehicle on the same side of the highway along side of and parallel to, or nearly parallel to another vehicle already parked or standing at the curb of such highway except in obedience to traffic regulations, signs or signals;

18. “Driveway” means improved land on a highway which provides vehicular access from the roadway to a private roadway or to adjacent land;
19. “Electric Vehicle” means a vehicle that is propelled by one or more electric motors, using electrical energy stored in rechargeable batteries or another energy storage device and is capable of being plugged into an electric vehicle charging station, such as, but not limited to, plug-in battery electric cars, fuel cell battery electric vehicles and plug-in hybrid electric vehicles;
20. “Electric Vehicle Charging Station” also called “EV charging station” means an element in an infrastructure that supplies electric energy for the recharging of electric vehicles;
21. “Electric vehicle parking space” means a parking space designated for the use of electric vehicles while plugged into an electric vehicle charging station, as indicated by official signs.
22. “Emergency vehicle” means
- i. a fire department vehicle while proceeding to a fire or responding to, but not returning from, a fire alarm or other emergency call;
 - ii. a vehicle while used by a person in the lawful performance of his duties as a police officer;
 - iii. an ambulance while responding to an emergency call or being used to transport a patient or injured person in an emergency situation; or,
 - iv. a cardiac arrest emergency vehicle operated by or under the authority of a hospital;
23. “Firefighter” means a firefighter as defined in the *Fire Protection and Prevention Act*;
24. “Fire Route” means any Roadway, driveway, lane, ramp or other means of vehicular access to or from a designated building which is designated as a Fire Route by Town’s Fire Department and shall include any part of a parking lot set aside by visible markings or markers for the purpose of vehicular movement;
25. “Fire route sign” means permanent legible signs of a minimum size of 30.38 cm x 45.72 cm (12” x 18”) placed at intervals of not more than 30m along the fire access route, which shall display the following information:

- a) Fire access route;
 - b) Parking prohibited;
 - c) Vehicles will be tagged and/or towed away; and
 - d) The number of this By-law or the international symbol for prohibited parking as prescribed in the regulations to the Highway Traffic Act;
26. "Foul" means to throw, place, drop deposit, abandon, discharge or permit the throwing, placing, dropping, depositing, abandoning, discharging any waste, liquid or fluids that form or are contained within any part of a motor vehicle;
27. "Heavy vehicle" means a vehicle, object or contrivance for moving loads, having a gross weight, including the vehicle, object or contrivance and load, in excess of 5 tonnes (3,856 kgs or 8,500 lbs);
28. "Highway" is as defined in the *Highway Traffic Act, R.S.O. 1990*, as amended, and shall include unopened and un-assumed highways bridges, viaducts or trestle, designed and intended for, or used by, the general public for the passage of vehicles;
29. "Highway, one way" means a highway upon which the movement of vehicular traffic is limited to one direction;
30. "*Highway Traffic Act*" means the *Highway Traffic Act, R.S.O. 1990*, as amended from time to time, any regulations passed in accordance with that Act, and any successor legislation thereto;
31. "Holiday" has the same meaning as in subsection 29 (1) of the *Interpretation Act R.S.O. 1990*; includes Sunday, New Year's Day, Good Friday, Victoria Day, Dominion Day, any day proclaimed as a civic holiday by the Corporation, Labour Day, Thanksgiving Day, Christmas Day, Boxing Day, the day proclaimed as the birthday of the reigning sovereign, and any day fixed by proclamation of the Governor General or the Lieutenant-Governor-in-Council as a public holiday or for a general fast or thanksgiving, and when any holiday falls on a Sunday, the next day following is in lieu thereof a holiday;
32. "Impound" means to restrain or in any way immobilize a motor vehicle and impounded and impounding have corresponding meanings;
33. "Intersection" means the area embraced by the connection of the curb lines at the curb radius or, if none, then of the lateral boundary lines of two or more highways that join one another at an angle, whether or not one highway crosses the other;

34. "Laneway" means improved land adjacent to a highway which provides access from the highway to a parking area on adjacent land or property;
35. "Light vehicle" means a vehicle weighing less than (<) 2,700 kg (6,000 lbs.);
36. "Loading zone" means the part of a highway designated by an official sign where commercial vehicles may load or unload materials;
37. "Lot lines" means a boundary of a lot including its vertical projection;
38. "Median" means that part of a highway that divides a roadway or separates two roadways within a highway, including channelizing islands, and the central island and splitter islands of a roundabout or traffic circle;
39. "Motor vehicle" includes an automobile, motorcycle, motor assisted Bicycle unless otherwise indicated in this by-law, and any other Vehicle propelled or driven otherwise than by muscular power, but does not include a street car, or other Motor Vehicles running only upon rails, or a motorized snow Vehicle, traction engine, farm tractor, self-propelled implement of husbandry or road building machine within the meaning of the Highway Traffic Act;
40. "Multi use path" means a designated pathway with a minimum width of 2.5 metres, physically separated from motor vehicle traffic designed to accommodate active transportation, non-motorized vehicles including pedestrians, cyclists, joggers and skaters;
41. "Municipal Law Enforcement Officer" means a Municipal Law Enforcement Officer appointed by the Town and an Officer of the any Ontario Police Service;
42. "Municipal parking lot" means lands established in accordance with the provisions of this By-law to be used for parking of vehicles;
43. "Municipal property" means property of the Town of Whitby or any board thereof;
44. "Occupant" means:
- a) the tenant of Private Property or part thereof whose consent shall extend only to the control of the land of which he is the tenant and any parking spaces allotted to him under his lease or tenancy agreement;

- b) the spouse of a tenant;
 - c) a person, a municipality or a local board thereof, having an interest in the property under an easement or right-of-way granted to or expropriated by the person, municipality or local board whose consent to permit parking on Private Property shall extend only to that part of the property that is subject to the easement or right-of-way;
 - d) a person authorized in writing by an Occupant as defined in clauses (a), (b), or (c) of this section to act on the Occupants behalf for requesting the enforcement of this by-law;
45. "Official sign" means a sign as defined in the Highway Traffic Act or acceptable engineering guidelines or manuals;
46. "Owner of land" includes the owner in trust, a mortgagee in possession, the person for the time being who is managing or receiving the rent of the land or premises in connection with which the land is used whether on his account, or as agent or trustee of any other person, or who would receive the rent if the land and premises were let, and shall also include a lessee or occupant of the property who, under the terms of a lease, is required to repair and maintain the property in accordance with the standards for the maintenance and occupancy of property;
47. "Owner of a vehicle" means an owner in accordance with the Ministry of Transportation records.
48. "Park" or "parking", when prohibited, means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while engaging in loading or unloading merchandise or passengers;
49. "Parking permit" means any Parking Permit issued to any person or any Vehicle by the Town of Whitby for the purpose of permitting parking;
50. "Parking meter" means any device together with its standard or other means of support, erected for the purpose of,
- i. controlling and regulating the parking of any vehicle in a parking space; and,
 - ii. measuring the parking time for which payment has been made and the duration of such parking;

51. "Parking meter cover" means a hood, bag or other covering for a parking meter that is authorized by the Director of Engineering or Chief of Police for placement over a parking meter to indicate that a parking meter space is reserved or not to be used;
52. "Parking meter zone" means the part of a highway where parking is controlled and regulated by one or more parking meters;
53. "Parking space" means an area designated by signs, painted lines or other markings, and which may be controlled by a parking meter, or within a municipal parking lot, for the purpose of parking a vehicle;
54. "Pedestrian" means a person on foot or in a wheelchair or baby carriage;
55. "Pedestrian crossover" means any part of a Roadway, designated by by-law, and distinctly marked for pedestrian crossing by Signs on the Highway and lines or other markings on the surface of the Roadway;
56. "Penalty Notice" means a ticket issued for any unlawful parking, standing, or stopping of a Vehicle that constitutes an offence, and which meets the requirements as set out in Section 3 of the Administrative Penalty By-Law No. XXX-2024;
57. "Person" includes an individual, sole proprietorship, partnership, unincorporated association, unincorporated syndicate, unincorporated organization, trust, body corporate, and an actual person in his capacity as trustee, executor, administrator, or other legal representative;
58. "Person with disability" shall have the same meaning as in R.R.O 1990, Regulation 581 to the Highway Traffic Act, R.S.O. 1990, c. H.8, as amended;
59. "Police Officer" means a Police Officer as defined under the Police Services Act, R.S.O. 1990, c/ P15;
60. "Private property" means property on which one or more signs have been erected by or on behalf of the owner or occupant prohibiting trespassing or parking or restricting parking as set out thereon. In the application of this definition;
- i. "Owner" means
- a) The registered owner of a condominium unit, whose consent shall extend only to the control of the unit of which he or she is owner and any parking spaces allotted to him or her by the

Condominium Corporation or reserved for his or her exclusive use in the declaration or description of the property;

- b) The spouse of the person described in 48 (i)(a) or 48 (i)(b);
- c) Where the property is included in a description registered under the *Condominium Act*, the board of the Condominium Corporation; or,
- d) a person authorized in writing by the property owner as defined in clause 48 i(a), (b), (c) or (d) of this By-law to act on the owner's behalf for requesting the enforcement of this By-law;

ii "occupant" means,

- a) the tenant of the property or part thereof whose consent shall extend only to the control of the land of which he or she is a tenant and any parking spaces allotted to him or her under his or her lease or tenancy agreement;
- b) the spouse of a tenant;
- c) a person or municipality or a local board thereof having an interest in the property under an easement or right-of-way granted to or expropriated by the person, municipality or local board whose consent shall extend only to the part of the property that is subject to the easement or right-of-way;
- d) a person authorized in writing by an occupant as defined in clause 48 ii(a), (b) or (c) of this By-law to act on the occupant's behalf for requesting the enforcement of this By-law; or,

iii "Private property" can further be defined to mean buildings, lands and premises within the Town of Whitby that are not owned or occupied by the Town, the Provincial Crown or the Federal Crown;

- 61. "Private roadway" means any road, lane, laneway, major driveway, ramp or other means of unobstructed vehicular access to or egress from any land, building or structure that is not a highway exclusive of private residential driveways;
- 62. "Region" means The Regional Municipality of Durham acting as a body corporate;
- 63. "Regional road" means a highway under the jurisdiction of the Region;
- 64. "Roundabout" means a form of intersection that accommodates traffic flow in a circular direction around a centre island;

65. “School bus loading zone” means a part of a highway designated by official signs in accordance with regulations made under the *Highway Traffic Act*;
66. “School purposes vehicle” means,
- i. a school bus as defined in the *Highway Traffic Act* R.S.O. 1990, as amended;
 - ii. a station wagon, van or bus, operated by or under contract with a school board or other authority in charge of a school; or,
 - iii. a bus or van operated on a highway,
 - a) for the purpose of transporting, for compensation, persons with a disability; or,
 - b) by, for or on behalf of any person, club, agency or organization that holds itself out as providing a transportation service to persons with a disability, for compensation or otherwise;
67. “School crossing” means a pedestrian crossing on a public Highway where the crossing of the street by school children is normally supervised by a School Crossing guard or a Police Officer during those times when children are walking to or from an elementary school;
68. “School zone” means the area on a Highway marked by signs within 150m of a school property;
69. “Shoulder” means that part of a highway immediately adjacent to the roadway and having a surface which has been improved with asphalt, concrete or gravel;
70. “Sidewalk” means all such parts of a highway as are set apart by the Town of Whitby for the use of pedestrians, and can include a footpath or multi-use path;
71. “Special constable” means a person appointed under the *Police Act*, R.S.O. 1990, as amended;
72. “Stop” or “stopping”, when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or of a traffic control sign or signal;
73. “Taxi-cab stand” means a part of a highway designated by an Authorized Sign where taxi-cabs, being motor vehicles that are kept or used for hire for the conveyance of goods or passengers and that are

licensed by the Town of Whitby as taxi-cabs, may stop to take on or discharge passengers;

- 74. "Ticket machine" means any device used for issuing a ticket authorizing parking as specified on the ticket;
- 75. "Time" means any hour or other period of Time refers to standard Time when standard Time is in effect and daylight-saving Time when daylight-saving Time is in effect;
- 76. "Tow" means to pull, tow, carry or lift a motor vehicle and towed and towing have corresponding meanings;
- 77. "Town" means The Corporation of the Town of Whitby or the geographic limits of the Town of Whitby as context requires;
- 78. "Tow truck" means any motor vehicle that is designed, modified or used for the pulling, towing, carrying or lifting of other motor vehicles with or without the assistance or use of lifts, winches, dollies, trailers or any like equipment;
- 79. "Traffic" includes pedestrians, cyclists, vehicles and other conveyances, either single or together, while using any highway for the purposes of travel;
- 80. "Traffic control signal" means any device, manually, electrically or mechanically operated for the regulation or control of traffic;
- 81. "Traffic control device" means any Sign, Signal or other Roadway, curb or Sidewalk marking, or any other device erected or placed under the authority of this By-law for the purpose of regulating, warning or guiding traffic;
- 82. "Trailer" means a vehicle that is at any time drawn upon a highway by a motor vehicle, except an implement of husbandry, a mobile home, another motor vehicle or any device or apparatus not designed to transport persons or property, temporarily drawn, propelled or moved upon such highway, and except a side car attached to a motorcycle, and shall be considered a separate vehicle and not part of the motor vehicle by which it is drawn;
- 83. "U-turn" means the turning of a vehicle within a roadway so as to proceed in the opposite direction;
- 84. "Vehicle" includes an automobile, motorcycle, motor assisted Bicycle, trailer and any other vehicle drawn, propelled or driven otherwise than by muscular power;

Article 2

General Provisions & Interpretation

- 2.1 This By-law applies to motor vehicles on:
- a) Highways under the jurisdiction of the Town;
 - b) Town facilities;
 - c) Municipal property; or
 - d) Private property.
- 2.2 Every Vehicle parked on a street or in a municipal parking lot shall be parked at the risk of its Owner and the Town is not responsible for any loss or damage to any Vehicle or its contents.
- 2.3 Where any expression of time occurs or where any hour or other period of time is stated, the time referred to shall be standard time except in periods when daylight savings time is in effect, in which periods, it shall be daylight savings time.
- 2.4 The Director of Engineering Services for the Town of Whitby or his/her designate is authorized to place or erect and to maintain such authorized and official signs, and ticket machines, as are required to give effect to the provisions of this By-law.
- 2.5 The Director of Engineering Services, or their designate, is authorized to issue permits for the movement on highways under the jurisdiction of the Town of Whitby of heavy vehicles, loads, objects or structures which are in excess of the dimensional limits or the weight limits set out in the *Highway Traffic Act, RSO 1990*.
- 2.6 No person shall place, maintain or display on any highway, any sign, marking or device which purports to be or is an imitation of or resembles an authorized or official sign; and,
- 2.7 No person shall place, maintain or display on any municipal parking lot, any sign or marking which purports to be or is an imitation of or resembles an authorized sign or ticket machine.
- 2.8 No person shall drive a motor vehicle upon a sidewalk, footpath or multi use path except for the purpose of directly crossing the sidewalk, footpath or multi use path.

- 2.9 No person shall on any highway drive any motor vehicle over any raised curb, except at a place where there is a driveway opening or private roadway.
- 2.10 No person shall on any highway drive any motor vehicle through a school crossing when the crossing guard has displayed a school crossing stop sign.
- 2.11 No person shall fail to remain stopped at a school crossing until all persons, including the crossing guards, have cleared the highway.
- 2.12 The Chief of Police and the Director of Engineering Services are hereby authorized to erect or place temporary “No Parking” and/or “No Stopping” signs on any highway.
- 2.13 The Schedules referred to in this By-law shall form part of this By-Law and each entry in a column of such a schedule shall be read in conjunction with the entry or entries across therefrom and not otherwise.
- 2.14 That the Director of Engineering Services, or designate, be authorized to restrict the taxi stand locations identified in Schedule “A” and passenger drop-off/pick-up locations identified in Schedule “B” during an emergency maintenance event, or unforeseen circumstances, as required.
- 2.15 Unless otherwise specified, references in this By-law to parts, articles, sections, subsections and clauses are references to parts, articles, sections, subsections and clauses in this By-law.
- 2.16 References in this By-law to any statute or statutory provision include references to that statute or statutory provision as it may from time to time be amended, extended or re-enacted.
- 2.17 References in this By-law to items in the plural include the singular, and references to the singular include plural, as applicable, and the words “include”, “includes” or “including” are not to be read or interpreted as limiting the words, phrases or descriptions that precede them.
- 2.18 This By-law and the provisions contained within are intended to be complimentary to Provincial Statutes and other By-laws passed by the Town. In the event that any other applicable law requires a higher standard regarding the towing or impounding of vehicles than this By-law requires, the higher standard shall apply.
- 2.19 The provisions of this By-law shall not apply to ambulances, police, fire department or public utility emergency vehicles or vehicles engaged in works undertaken for or on behalf of the Corporation.

Article 3

Accessible Parking Permit

- 3.1 No person shall park, stop, or leave a motor vehicle in any location designated as an Accessible Parking Space:
- a) without a valid Accessible Parking Permit displayed;
 - b) without the person in which the pass was issued to is within the motor vehicle; or
 - c) in accordance with the requirements of the Highway Traffic Act.
- 3.2 A valid permit shall be displayed on the sun visor or the dashboard of a motor vehicle in a manner which is fully visible from outside of the motor vehicle and available for inspection of all details required to confirm validity.
- 3.3 Any vehicle on which or in which an Accessible Parking Permit is displayed in accordance with the requirements of the *Highway Traffic Act* and this By-law is exempt from;
- a) Subsections 9.1 and 9.3 of this By-law with respect to metered parking provided Clauses 4.6 (j) and Subsection 6.2 of this By-law with respect to parking limits and Subsections 9.1 and 9.3 of this By-law with respect to metered parking provided that;
 - i) No such vehicle shall be parked on any highway pursuant to this section for a period exceeding 24 hours; and
 - b) Section 9.16 of this By-law with respect to use of ticket machines providing that no such vehicle shall be parked for a period exceeding 24 consecutive hours.
- 3.4 Any vehicle on which or in which an Accessible Parking Permit is displayed in accordance with the requirements of the *Highway Traffic Act* and this By-law is not exempt from any or all regulations as outlined in Article 4 of this By-law.

Article 4

General Stopping and Parking Regulations

- 4.1 Where authorized signs to that effect are displayed, no person shall stop a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule "A" to this By-law during the prohibited times of days set out in Column 4 of the said schedule.
- 4.2 Where authorized signs to that effect are displayed, no person shall park a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule "B" to this By-law during the prohibited times or days set out in Column 4 of the said Schedule.
- 4.3 Where authorized signs to that effect are displayed, no person shall park a vehicle on any highway and at the side set out respectively in Column 1 and Column 2 of Schedule "C" to this By-law during the times or days set out in Column 3 of the said Schedule for a longer period than that set out in Column 4 of the said Schedule.

No person shall park or stop any vehicle on any highway or portion thereof except as follows;

- a) Where there is a curb, on the right side of the travelled portion of the highway having regards to the direction such vehicle was proceeding with its right front and rear wheels parallel to and not more than 15 cm out from such curb; and.
 - b) Where there is no curb, with the right front and rear wheels parallel to and as near to the right-hand limit of the highway as is practicable without stopping or parking on or over a sidewalk, footpath or boulevard.
- 4.4 Where parking is permitted on the left-hand side of the travelled portion of a highway designated for one-way traffic, no person shall park or stop any vehicle on the left-hand side of the highway or portion thereof except as follows:
- a) Where there is a curb, on the left-hand side of the travelled portion of a highway having regard to the direction such vehicle was proceeding, with its left front and rear wheels parallel to and not more than 15 cm out from such curb; and
 - b) Where there is no curb with the left front tire and rear wheels parallel to and as near to the left-hand limit of the highway as is practicable without stopping or parking on or over a sidewalk, footpath or boulevard.

- 4.5 No person shall park a commercial vehicle or commercial motor vehicle on any highway unless such vehicle is actually engaged in the loading or unloading of goods, wares, merchandise or passengers to adjacent premises.
- 4.6 No person shall park a trailer on any street in any residential zones unless it is, at that time, being used to make a delivery or to provide service.
- 4.7 No person shall on any highway stop any vehicle:
- a) on or over a sidewalk, footpath or multi use path;
(See Illustration #1 – Section 4.18)
 - b) within an intersection, crosswalk or roundabout;
 - c) within 10 metres of a crosswalk;
 - d) within 30 metres of a pedestrian crossover;
 - e) in such a manner as to interfere with the movement of traffic;
 - f) in such a manner to interfere with the clearing of snow from the highways;
 - g) in such a manner as to interfere with highway maintenance operations;
 - h) on the roadway alongside of any stopped or parked vehicle;
 - i) upon any bridge or elevated structure or within any tunnel or underpass;
 - j) on any median strip separating two roadways or adjacent to either side or ends of such median strip, or in such a manner to interfere with the movement of traffic adjacent to the median;
 - k) other than a bus, in a designated bus stop except that the driver of a passenger vehicle may temporarily stop therein for the purpose of and while actually engaged in loading or unloading passengers when such stopping does not interfere with any bus; and,
 - l) alongside or across the highway from any excavation or obstruction in the roadway where the free flow of traffic would thereby be impeded;

- m) in such a manner where a vehicle, or any part thereof, is protruding from a driveway or laneway onto the roadway.

4.8 No person shall drive any vehicle in a roundabout other than in a counter-clockwise direction.

4.9 No person shall on any highway park any vehicle,

- a) in front of or within 1 metres of a driveway or so as to obstruct vehicles in the use of the driveway or laneway;

(See Illustration #2 – Section 4.18)

- b) within 3 metres of a point on the curb or edge of the roadway adjacent to any fire hydrant.

(See Illustration #3 – Section 4.18)

- c) within 10 metres of an intersecting roadway, private roadway, laneway or roundabout, measured from the curb radius;

(See Illustration #4 – Section 4.18)

- d) for the purpose of displaying the vehicle for sale;

- e) for the purpose of washing, greasing or repairing the vehicle;

- f) alongside the tracks of any railway other than a street railway;

- g) within 30 metres of the nearest rail or any level crossing of a railway;

- h) in such a position as will prevent the removal of any other vehicle previously parked;

- i) for a period longer than three (3) hours except where otherwise posted or where designated in Column 6 of Schedule “F” to this By-law;

- j) on the travelled portion of the roadway where the roadway width is 6 metres or less;

- k) on or over any boulevard;

- l) between the hours of 2:00 a.m. to 6:00 a.m. from November 1st to April 15th;
 - m) within 3 metres of any community or super mailbox;
 - n) a derelict motor vehicle on a highway
- 4.10 No person shall park or leave any motor vehicle on private property without authority from the owner or occupant of such property.
- 4.11 No person shall park or leave any motor vehicle on any municipal property where by means of one or more signs it is indicated that such parking or leaving is not authorized.
- 4.12 No person shall park or leave an electric vehicle on municipal property in an electric vehicle parking space without actively charging.
- 4.13 No person shall park or stop any vehicle other than an electric vehicle on municipal property in an electric vehicle parking space.
- 4.14 No person shall park or leave any vehicle along any private roadway designated as a fire route.
- 4.15 Where authorized signs to that effect are displayed, no person shall on any highway stop any vehicle,
 - a) other than a school purpose vehicle in a school bus loading zone; and,
 - b) anytime or between the hours of 8:30 a.m. and 4:30 p.m. Monday to Friday, inclusive, on one or both sides of a highway or portion of a highway which is immediately adjacent to a school.
 - c) within 30 metres of a signalized intersection.
- 4.16 Where authorized signs to that effect are displayed, no person shall park any vehicle,
 - a) within 30 metres of a Regional Road on an intersecting highway under the jurisdiction of the Town;
 - b) anytime on one or both sides of a highway or portion of a highway which is immediately adjacent to a park or playground;
 - c) within the turning basin of a cul-de-sac;

- d) within 15 metres of the end of the roadway on a dead end highway; and
- e) within 30 metres of a signalized intersection.

- 4.17 Nothing in this section shall be deemed to permit the stopping or parking of a vehicle where stopping or parking is prohibited.
- 4.18 No person shall stop or park any vehicle where the stopping or parking will interfere by blocking the ingress or egress of any other vehicle from a laneway or driveway due to a traffic signal.
- 4.19 No person shall stop or park any vehicle on a highway where the curvature of the highway or grade of land obstructs a clear view for at least 15 metres in both directions.
- 4.20 No driver of a vehicle approaching, at an intersection, a traffic control signal showing a circular green or a green arrow shall enter the intersection unless traffic in front of him/her is moving in a manner that would reasonably lead him/her to believe that he/she can clear the intersection before the signal indication changes to a circular red indication.
- 4.21 No person or owner of a vehicle shall stop or park any vehicle that fouls or causes fouling on a highway.
- 4.22 Illustrations;

Illustration #1 (regarding Section 4.4 (a))

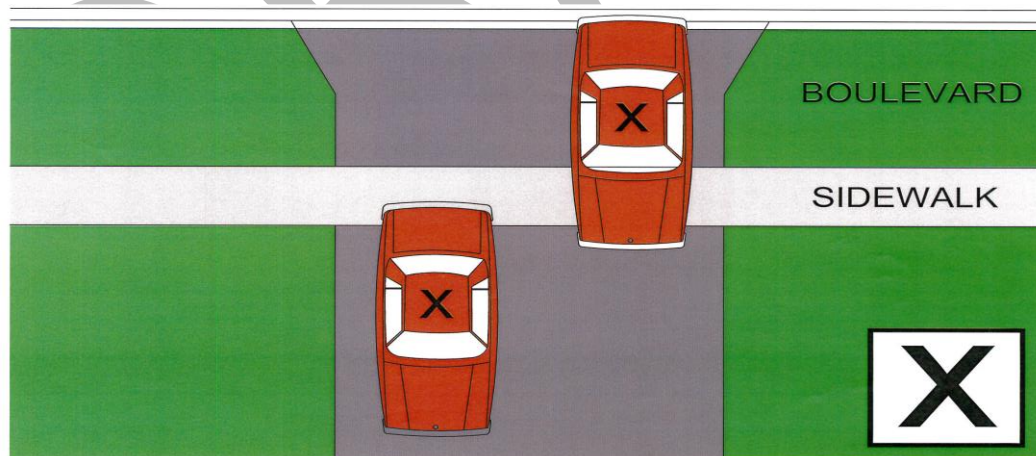


Illustration # 2 (regarding Section 4.6 (a))

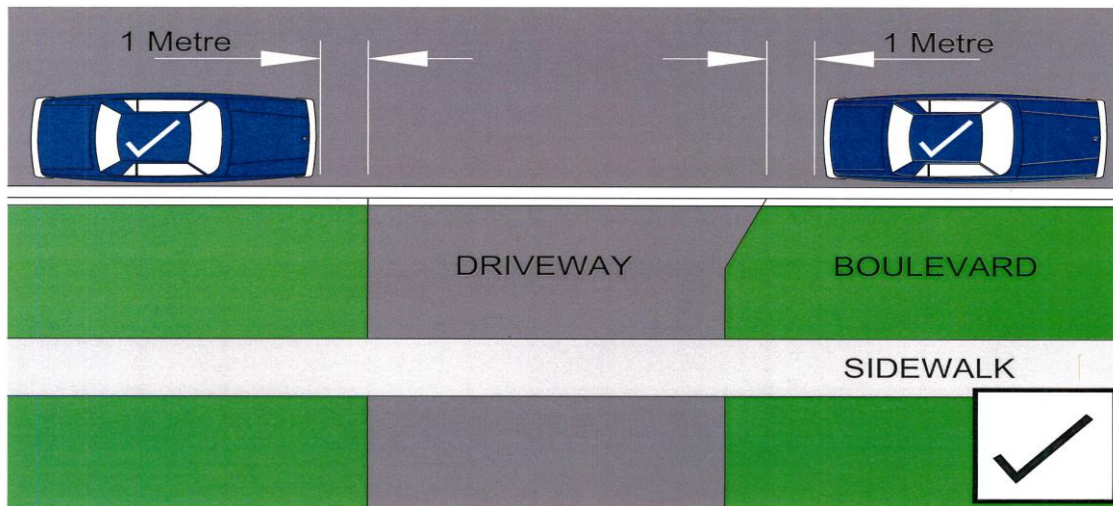


Illustration # 3 (regarding Section 4.6 (b))

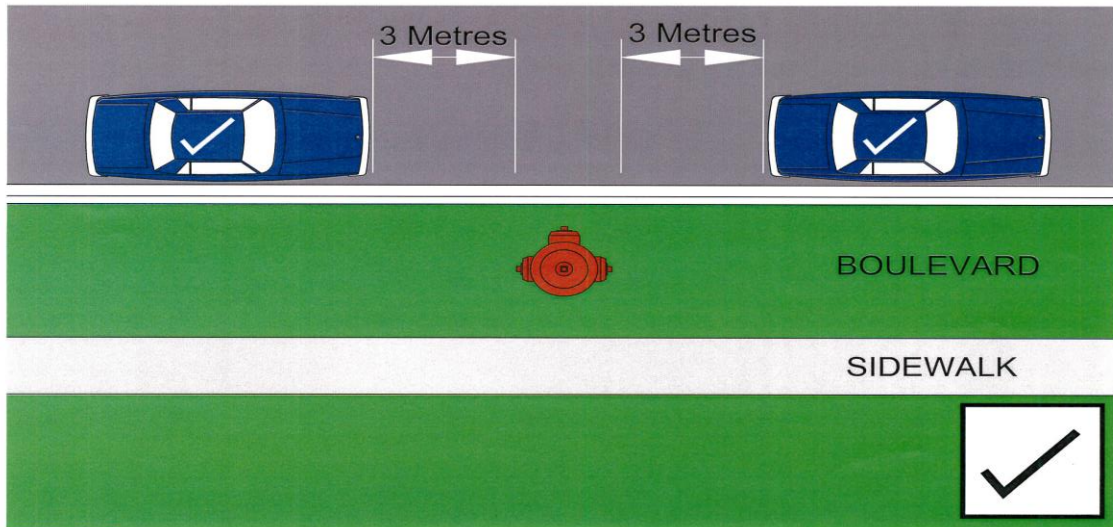
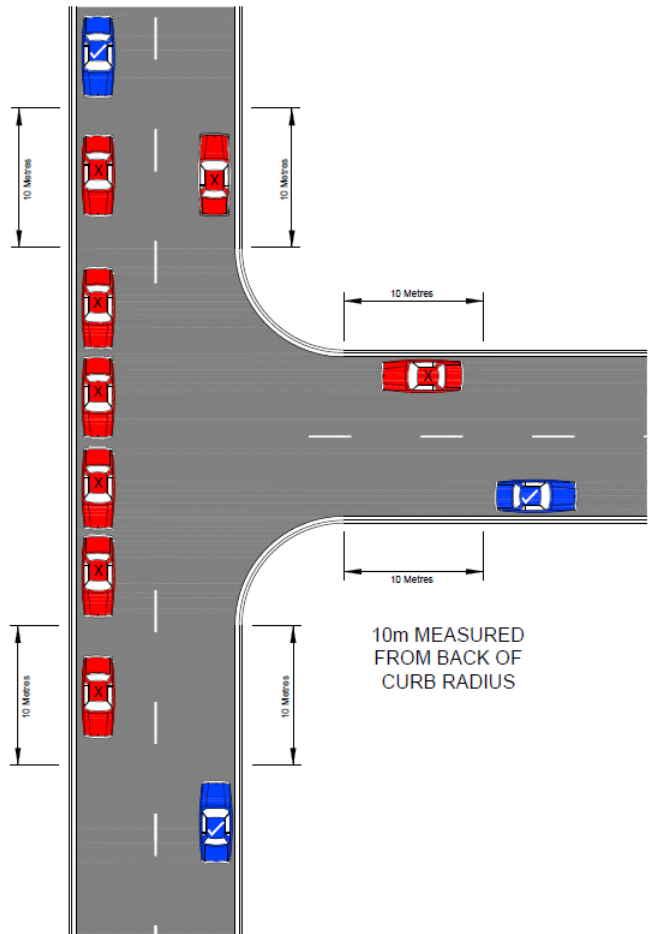
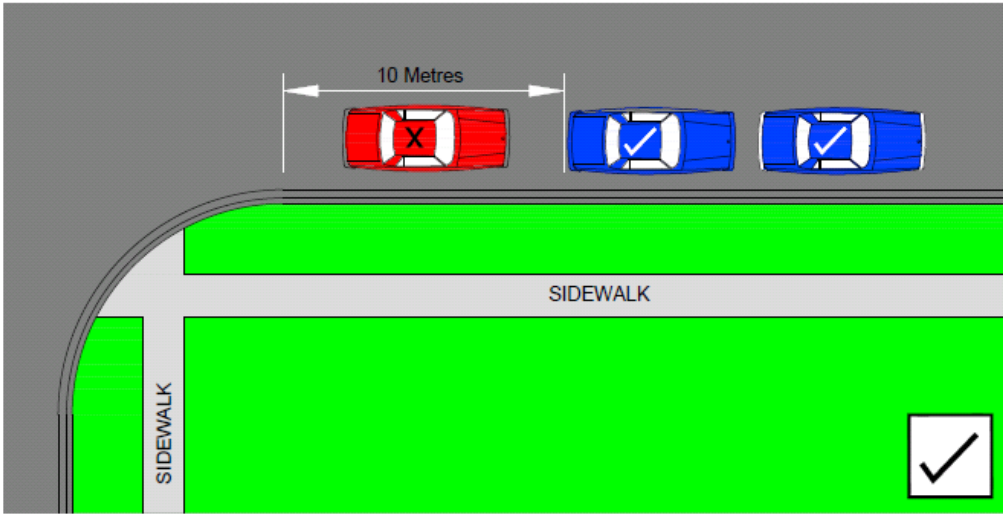


Illustration #4 (regarding Section 4.6(c))





Article 5

Standing Restrictions and Prohibitions on Certain Highways

- 5.1 Where authorized signs to that effect are displayed, no person shall stand a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule "D" to this By-law during the prohibited times or days set out in Column 4 of the said Schedule.

Article 6

(Reserved for Street Parking Permits and Exemptions)

- 6.1 Upon request, the Director of Engineering Services may grant exemptions to individual residents and their guests from specific parking regulations that apply to a particular location.
- 6.2 Every short term exemption granted in accordance with section 6.1 of this By-law shall only be valid for:
- a) the location;
 - b) the Time frame; and
 - c) the duration in which the written exemption is granted.

Article 7

Fire Route

- 7.1 Upon written request by the Town of Whitby Fire Services Department, every Owner of a Private Roadway shall:
- (a) erect Signage in relation to any portion designated as a Fire Route by the Fire Chief or their designate by:
 - (i) affixing Fire Route Signs to the face of a building at a minimum height of 2m and a maximum height of 2.75m where the Fire Route abuts the face of a building; or
 - (ii) erecting permanent posts and affixing Fire Route Signs at a minimum height of 2m and a maximum height of 2.75m where the Fire Route abuts a Sidewalk or landscaped area.
 - (iii) Erecting Fire Route Signs on each side of the Fire Route.

- (b) failure to comply with the written request in Section 9(1)(a) of this By-law within ten (10) business days of the date of notice may result in the Town entering upon the lands to erect Signage at the expense of the Owner of the lands and the cost recovered by action or in like manner as municipal taxes.
- 7.2 Any portion of a Private Roadway providing access to or from a building where Signage has been erected and marked “No Parking – Fire Route” is designated as a Fire Route.
- 7.3 No person shall park or leave a vehicle within a Fire Route at any time.

Article 8

Permitted Angle Parking

- 8.1 Where authorized signs to that effect are displayed, angle parking in accordance with the provisions of Subsections 8.3, 8.4 and 8.5 of this By-law is permitted on highways at the sides and between the limits set out respectively in Columns 1, 2 and 3 of Schedule “E” to this By-law.
- 8.2 The provisions of Subsections 4.1 and 4.2 of this By-law do not apply where angle parking is permitted under Article 8 hereof.
- 8.3 Where angle parking spaces are designated by lines painted on the roadway, no person shall stop or park any vehicle except entirely within an area designated as a parking space.
- 8.4 Where angle parking is permitted on a highway and parking spaces are not designated by lines on the roadway, no person shall stop or park any vehicle except at an angle of not less than 40 degrees and not more than 50 degrees from the curb or edge of the roadway.
- 8.5 Where angle parking is permitted on a highway, no person shall park a vehicle or permit a vehicle to remain parked on such highway except with the front end of the vehicle at the curb or edge of the roadway.

Article 9

Pay Parking

Parking Meters

- 9.1 Where a fee is stipulated for a given parking period in a parking space, the fee shall be paid for that period of time or any portion thereof and the period shall be as measured by the parking meter controlling such parking space.
- 9.2 The erection, maintenance and operation of parking meters on the highways, at the sides and between the limits set out respectively in Columns 1, 2 and 3 of Schedule "F" to this By-law for the purpose of controlling and regulating parking during the days and hours set out in Column 4 of the said Schedule and the designation of parking spaces in connection with such meters, is hereby authorized.
- 9.3 Notwithstanding the provisions of any other section of this By-law, where parking meters have been erected under the authority of Subsection 9.2 of this By-law, no person shall park any vehicle in a parking space on any highway, unless the parking meter controlling such parking space is used, and a fee is deposited therein, or by approved authorized means, in accordance with the rate set out in Column 4 of the said Schedule or for a longer period than set out in Column 5 of the said Schedule.
- 9.4 Where parking meters have been erected under the authority of Subsection 9.2 of this By-law, no person shall park any vehicle in a parking space on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of the said Schedule "F" to this By-law during the days and hours set out in Column 4 of the said Schedule for a longer period than that set out in Column 6 of the said Schedule.
- 9.5 Where parking meters have been installed under the authority of Subsection 9.2 of this By-law.
- a) If parallel parking is permitted, no person shall park a vehicle in a parking space unless the front of such vehicle is opposite to the parking meter provided for such space except that, in any case where two meters are mounted on the same standard, the rear of the forward vehicle shall be opposite to or as is practicable to the forward parking meter and the front

of the rear vehicle shall be opposite to or as close as is practicable to the rear meter;

- b) notwithstanding clause 9.5 (a) of this By-law, if a single parking meter has been erected at the rear of a parking space, with respect to the direction of travel, no person shall park in such a parking space unless the rear of such vehicle is as close as practicable to the parking space meter;
- c) If angle parking is permitted, no person shall park a vehicle in a parking space unless the front of such vehicle is as close as is practicable to the parking meter for such space; and
- d) If a parking space has been designated by lines painted on the roadway, no person shall park any vehicle in such a manner that it is not wholly within the area designated as a parking space unless such vehicle is of such length or width as to render it impossible to park it in one parking space in which case the adjoining parking space shall, in addition, be used and the necessary fees shall be made in the parking meters provided for both parking spaces.

- 9.6 No person shall park a vehicle or permit a vehicle to remain parked in a parking meter space, or drop-off/pick-up zone or taxicab stand in a parking meter space if the parking meter has been covered by a parking meter cover to indicate that it is not to be used,
- 9.7 Notwithstanding the provisions of Subsection 9.6 above, only an authorized person shall park a vehicle or permit a vehicle to remain parked in a parking space with a parking meter cover to indicate reserved parking.
- 9.8 For the purpose of determining violations of the use of a parking meter, the fact that the parking meter indicates that the vehicle is unlawfully parked is prima facie evidence that such vehicle is unlawfully parked.
- 9.8.1 For the purpose of determining violations of the use of a parking meter, that fact that the parking meter is defective in any way, indicates that such vehicle will be deemed to be unlawfully parked.
- 9.9 No person shall deposit or cause to be deposited in any parking meter any slug, device or other substitute for a coin of the Dominion of Canada.

- 9.10 Nothing in Subsections 9.2, 9.3, 9.4 or 9.5 of this By-law shall be deemed to permit a driver to stop or park at any location where, or at any time when, stopping or parking is otherwise prohibited.
- 9.11 Any vehicle on which an Ontario Veteran Plate is attached in accordance with the requirements of the *Highway Traffic Act* is exempt from Subsections 9.1 and 9.3 of this By-law with respect to use of metered spaces.
- 9.12 That the Director of Engineering Services, or their designate, be authorized to restrict the taxi stand locations, passenger drop-off/pick up locations and 15-minute parking during an emergency, maintenance event, unforeseen circumstances, or as required.

Municipal Parking Lots

- 9.13 The municipal parking lots to this By-law are set out respectively in Column 1, of Schedule “Y” to this By-law for the purpose of regulating hours of operation under Column 2, rates and daily maximums under Column 3, public monthly lease rates under Column 4 and merchant hourly discount rates under Column 5 of the said Schedule.
- 9.14 The Director of Engineering Services for the Corporation, or his/her designate, is authorized to place erect, maintain and operate ticket machines and to designate parking spaces in the municipal parking lots.
- 9.15 No person shall park, stop or leave standing any vehicle in a municipal parking lot when otherwise directed by the Director of Engineering Services for the Corporation, or his/her designate.
- 9.16 No person shall park, stop or leave standing a commercial vehicle or commercial motor vehicle in a municipal parking lot unless otherwise approved, in writing by the Director of Engineering Services for the Corporation, or his/her designate.
- 9.17 No person shall park, stop or leave standing any vehicle in a parking space in a municipal parking lot during the days and hours set out in Column 2., in Schedule “Y”, attached hereto, unless the ticket machine controlling such parking space is used and a fee is deposited in the ticket machine or any other authorized means, in accordance with the rates set out in Column 3 of said Schedule “Y” or after a ticket purchased for a specified time has expired.
- 9.18 Where the parking space has been designated by lines painted on the pavement in a municipal parking lot, no person shall park, stop or leave standing any vehicle in such a manner that it is not wholly

within the area designated as a parking space unless such vehicle is of such length as to render it impossible to park it in one parking space in which case the adjoining space shall, in addition, be used and the necessary deposit of coins, or approved form of payment, shall be made in the ticket machine controlling such parking space.

- 9.19 No person shall park a derelict motor vehicle in a municipal parking lot.
- 9.20 Every person receiving a ticket from a ticket machine shall place the ticket face up on the top of the instrument panel of the vehicle, near the left side, so that the entire ticket is clearly visible through the windshield from the outside and, if the vehicle is other than an automobile, the ticket shall be placed face up in an equally conspicuous place on the vehicle.
- 9.20 Where, by means of one or more signs, an area within a municipal parking lot is set aside for leased parking, no person, other than a person authorized by the Corporation, shall park in such an area.
- 9.21 No person shall deposit in a ticket machine any slug, device or other substitute for a coin of the Dominion of Canada or the United States of America.
- 9.22 Any vehicle on which an Ontario Veteran Plate is attached in accordance with the requirements of the *Highway Traffic Act* is exempt from Subsections 9.16 of this By-law with respect to use of municipal parking lots.

Article 10

Loading Zones

- 10.1 Where authorized signs to that effect are displayed, vehicles actually engaged in the loading and unloading, delivery, and receipt of goods, wares, merchandise or passengers to adjoining premises may be parked during such time as the said loading, unloading, delivery or receipt is actually taking place on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule "G" to this By-law.

Article 11

Stands for Taxicabs

- 11.1 No person shall stop or park a vehicle or permit a vehicle to remain stopped or parked in a stand for taxicabs other than a taxicab or ride-share waiting for hire or engagement.
- 11.2 Stands for taxicabs are hereby authorized and assigned on the highways at the sides and at the locations set out respectively in Columns 1, 2 and 3 of Schedule “H” to this By-law for the permitted number of taxicabs set out in Column 4 of the said Schedule for use between the hours set out in Column 5 of the said Schedule and when signs to that effect are erected.

Article 12

One-way Traffic

- 12.1 The highways set out in Column 1 of the Schedule “I” to this By-law between the limits set out in Column 2 of the said Schedule, during the times or days set out in Column 3 of the said Schedule, are hereby designated for one-way traffic only in the direction set out in Column 4 of the said Schedule.
- 12.2 The highways set out in Column 1 of Schedule “J” to this By-law having been divided into clearly marked lanes for traffic between the limits set out in Column 2 of the said Schedule, on the sides set out in Column 3 of the said Schedule, during the times or days set out in Column 4 of the said Schedule are hereby designated for traffic moving in the particular direction set out in Column 5 of the said Schedule.

Article 13

Turning Movements

- 13.1 Where authorized signs to that effect are displayed, no vehicle in any intersection or portion of a highway set out in Column 1 of Schedule “K” to this By-law proceeding in the direction or emerging from a property set out in Column 2 of the said Schedule shall be turned in the direction set out in Column 3 of the said Schedule during the times or days set out in Column 4 of the said Schedule.

- 13.2 Where authorized signs to that effect are displayed, no person operating a vehicle shall at any time make a U-turn at the locations set out in Column 1 of Schedule “L” to this By-law while travelling in the direction set out in Column 2 of the said Schedule, during the times or days set out in Column 3 of the said Schedule.
- 13.3 The provisions of Subsection 13.1 shall not apply to the operation of passenger buses when signs to that effect are conspicuously at an intersection.

Article 14

Through Highways

- 14.1 The highways set out in Column 1 of Schedule “M” to this By-law between the limits set out in Column 2 of the said Schedule, are, except as provided in Subsection 14.2 of this By-law, designated as through highways for the purpose of the *Highway Traffic Act*.
- 14.2 The designation in Subsection 14.1 of this By-law of a highway or portion of a highway as a through highway shall not include any intersection thereon where the highway intersected is a King’s Highway or where traffic control signals are installed.

Article 15

Stop Signs

- 15.1 The erection of stop signs is hereby authorized at each of the intersections set out in Column 1 of Schedule “N” to this By-law facing traffic as set out in Column 2 of the said Schedule.

Article 16

Yield Signs

- 16.1 The erection of yield right-of-way signs is hereby authorized at each of the intersections set out in Column 1 of Schedule “O” to this By-law facing traffic as set out in Column 2 of the said Schedule.

Article 17

Speed Zones

- 17.1 Where any highway or portion set out in Schedule “P” to this By-law is marked in compliance with the regulations under the *Highway Traffic Act*, the maximum rate of speed thereon shall be the rate of speed prescribed in the said Schedule.
- 17.2 All elementary schools in the Town of Whitby shall have adjacent speed reduction zones that limit vehicle traffic to a maximum of 40 km/h.
- 17.3 Despite the provisions of Subsection 17.2, should an elementary school permanently close, or should the use permanently change, the adjacent speed reduction zones may be removed by the Town.

Article 18

Pedestrian Crossovers

- 18.1 The roadways set out in Column 1 of Schedule “Q” to this By-law at the locations set out in Column 2 of said Schedule are designated as pedestrian crossovers and shall be indicated as such as prescribed by the regulations under the *Highway Traffic Act*.

Article 19

Heavy Vehicle

- 19.1 Where authorized signs have been erected, no person shall drive or permit to be driven, a heavy vehicle as defined in Article 1 of this By-law, on a prohibited highway or parts of highways set out in Column 1 of Schedule “R” to this By-law between the limits set out in Column 2 of the said Schedule during the times or days set out in Column 3 of the said Schedule.
- 19.2 The provisions of Subsection 19.1 of this By-law shall not extend to the use of said highways or parts of highways for deliveries to or removals from any premises abutting thereto or to ambulances, police or fire department vehicles, public utility emergency vehicles, vehicle engaged in works undertaken for or on behalf of the Corporation, or to a privately-owner vehicle driven to or from the owner’s residence.

Article 20

School Bus Loading Zones

- 20.1 Where official signs to that effect are displayed in accordance with the regulations made under the *Highway Traffic Act*, the highways or portions of highway set out in Column 1 of Schedule “S” to this By-law, on the side of the highway set out in Column 2 of the said Schedule, between the limits set out respectively in Columns 3 and 4 of the said Schedule, and during the times or days set out in Column 5 of the said Schedule, are hereby designated as school bus loading zones
- 20.2 No person shall on any highway stop any vehicle, other than a school purpose vehicle, in a school bus loading zone.

Article 21

Bus Stop Zones

- 21.1 Bus stop zones are hereby established where authorized signs to that effect are displayed.
- 21.2 Where authorized signs to that effect are displayed, no person shall on any highway stand any vehicle other than a bus within a distance of up to 18 metres in advance of or 30 metres beyond any point designated by authorized sign or signs at a bus stop.
- 21.3 No person shall on any highway stop any vehicle, other than a bus, in a designated bus stop, except that the driver of a passenger vehicle may temporarily stop therein for the purpose of and while actually engaged in loading or unloading passengers when such stopping does not interfere with any bus.

Article 22

Community Safety Zones

- 22.1 The highways set out in Column 1 in Schedule “W” to this By-law between the limits set out in Column 2 of the said Schedule are designated as community safety zones for the purposes of the *Highway Traffic Act* during the times and days set out in Column 3 of the said Schedule.

Article 23

Bridge Weight Limits

- 23.1 Where any bridge set out in Columns 1, 2 and 3 of Schedule "T" to this By-law is marked in compliance with the regulations made under the *Highway Traffic Act*, the gross vehicle weight of any vehicle or any class thereof passing over such bridge shall be limited to the weight set out in Column 4 of said Schedule.

Article 24

Removal of Unlawfully Parked Vehicles

- 24.1 Towing or impounding of vehicles from private property without the consent of the registered owner or agent of the vehicle may only be undertaken if vehicles are towed to a location within the municipal boundaries of the municipalities of the Town of Ajax, Town of Whitby, or City of Oshawa as they were in 2022.
- 24.2 No person shall tow or impound or authorize the towing or impounding of a vehicle from private property unless the tow or impound is caused or authorized by a municipal law enforcement officer and is conducted in accordance with Section 24.1 and Section 24.3 of this by-law, unless the tow or impound is requested and authorized by the registered owner or agent of the vehicle.
- 24.3 No municipal law enforcement officer shall cause or authorize the removal, towing or impounding of a vehicle from private property unless,
- (1) the vehicle is parked, stopped, standing or left as the case may be, in contravention of a Town by-law;
 - (2) the boundaries of the private property are clearly defined;
 - (3) signs have been posted at all public entrances to the private property indicating the policies in effect and enforced on the private property;
 - (4) a sign is posted in a conspicuous location on the private property indicating the name and telephone number of the towing contractor and/or an agent of the owner of the private property in relation to a vehicle tow or impound from the property;

(5) a parking infraction notice is issued and served at the time of the alleged parking infraction in accordance with Part II of the Provincial Offences Act; and,

(6) the Town of Whitby Enforcement Services is consulted prior to the tow being ordered and the Durham Regional Police Service is advised of an impending tow or impound of a vehicle prior to the tow or impound occurring.

- 24.4 No person shall request or require payment of an administrative fee or any other fee by the owner or driver of a vehicle parked, stopped or standing on private property.
- 24.5 No person shall request or require payment of any fee exceeding the amount of \$230.00 (two hundred and thirty dollars), plus HST, for any charge in relation to the towing or impounding of a light vehicle from private property without the consent of the registered owner or agent of the vehicle.
- 24.6 No person shall request or require payment of any fee exceeding the amount of \$450.00 (four hundred fifty dollars), plus HST, for any charge in relation to the towing or impounding of a heavy vehicle from private property without the consent of the registered owner or agent of the vehicle.
- 24.7 Any person who conducts a tow or impound in accordance with this by-law shall, upon demand from the owner or operator of a vehicle that has been towed or impounded, immediately provide a receipt detailing all charges and fees associated with the tow or impound.
- 24.8 Any person who has their vehicle towed or impounded in accordance with this by-law shall be required to pay the charge in relation to the tow or impound, up to the maximum charges indicated in Section 24.5 or Section 24.6 of this by-law, as the context requires.
- 24.9 The provisions of this by-law do not apply to any person who causes or authorizes the towing of a vehicle from a laneway on private residential property provided that the person causing or authorizing the tow does not demand any payment or any other fee for the owner or driver of the vehicle.
- 24.10 The provisions of this by-law do not apply to any person demanding or obtaining parking fees from customers for the consensual purchase of a permit for parking on private property, where the parking rates are posted in clear view of all drivers upon entering

the private property and the property is in compliance with all other municipal by-laws.

Article 25

Bicycle Lanes

- 25.1 Where authorized signs to that effect are posted no person shall stop a vehicle on the lanes or portions of lanes on highways set out in Column 1, and between the boundaries set out in Column 2 and 3 respectively of Schedule "Z" to this By-law
- 25.2 Where authorized signs to that effect are displayed to designate a lane, no person shall;
- a) drive or permit to be driven any vehicle, other than a bicycle, on any lane or part of lane established as a bicycle lane under Section 25.1 hereof; or
 - b) stop or park or permit to remain stopped or parked any vehicle, other than a bicycle on any lane or part of lane established as a bicycle lane under Section 25.1 hereof.
- 25.3 No person shall operate a vehicle other than a bicycle in any bicycle lane except for the purpose of:
- a) a vehicle making a right-hand turn, or a left-hand turn from a one-way highway, provided the vehicle does not enter the bicycle lane at a point farther than 15 metres from the intersection, or as otherwise indicated by official or authorized sign, or by pavement markings;
 - b) ingress to or egress from a private lane or driveway adjacent to the bicycle lane;
 - c) entering or exiting a curb lane used for parking;
- 25.4 No person shall drive a bicycle having a wheel or wheels more than 50 centimetres in diameter or ride a skateboard on any boulevard or sidewalk, except on a driveway.
- 25.5 No person shall ride a bicycle on any roadway or shoulder abreast of another bicycle except in the course of passing such other bicycle.

Article 26

Mobile School Enforcement Zones

- 26.1 Where Authorized Signs to that effect are displayed for No Stopping and/or No Parking (Sections 9 & 10) Mobile School Enforcement may be engaged. Roadway (Column 1), at the side (Column 2) between the limits (Column 3), and during the Times on the days (Column 4) set out in Schedule U.

Article 27

Offences and Penalties

- 27.1 Every person who contravenes or fails to comply with a provision of this By-Law is guilty of an offence and is liable to the penalty as set out in Schedule X
- 27.2 The owner of a motor vehicle that is parked, stopped, or left standing in contravention of the provisions of this By-law is guilty of an offence and is liable to the fines set out in Schedule X
- 27.3 The owner of a motor vehicle that is parked, stopped, or left standing in contravention of the provisions of this By-law is responsible for any fines and fees imposed in relation to their Motor Vehicle under the Administrative Penalty System By-law XXX-2024 and Schedule X of this by-law.
- 27.4 The owner of a motor vehicle that is parked, stopped, or left standing in contravention of the provisions of this By-law may request a review if the matter is in accordance with the Administrative Penalty System Bylaw XXX-2024.
- 27.5 Tiered and Escalating Penalties: If a person receives a Penalty Notice in accordance with the Town's Administrative Penalty System By-law for a Parking offence within the last ninety (90) calendar days, the person shall be liable to pay to the Town a tier one (1) administrative penalty amount for that offence as specified in Schedule X to the By-law. If a person receives an additional Penalty Notice for the same Parking offence within ninety (90) calendar days or less from the date of the Penalty Notice containing a tier one (1) administrative penalty amount, the person shall be liable to pay to the Town a tier two (2) administrative penalty amount for that offence as specified in Schedule X to the By-law. If the person receives a subsequent Penalty Notice for the same Parking offence within ninety (90) calendar days or less from the

date of the Penalty Notice containing a tier two (2) administrative penalty amount, the person shall be liable to pay to the Town a tier three (3) administrative penalty amount for that offence as specified in Schedule X to the By-law. If the person receives any subsequent Penalty Notices for the same Parking offence within ninety (90) calendar days or less from the date of the Penalty Notice containing a tier three (3) administrative penalty amount, the person shall be liable to pay to the Town a tier three (3) administrative penalty amount for that offence as specified in Schedule X to this By-law.

Article 28

Enforcement Officers

- 28.1 The provisions of this by-law may be enforced by a municipal law enforcement officer.
- 28.2 No person shall obstruct, hinder, or attempt to obstruct any municipal law enforcement officer who is performing their duties under this By-law.

Article 29

Police Exemption

- 29.1 Notwithstanding any provisions of this By-law, the lawful directions of a police officer while in the course of their duties shall be adhered to.

Article 30

Severability

- 30.1 Where a court of competent jurisdiction declares any section of this By-law to be invalid, or to be not in force, or without effect, it is the intention of Council in enacting this By-law that the remainder of this By-Law shall continue in force and be applied and enforced in accordance with its terms to the fullest extent possible according to law.

Article 31

Repeal and In-force Date

- 31.1 Any by-law which was in effect in the Town on the date of passage of this by-law which covers the same subject matter as this by-law shall remain in effect only for the purposes of the completion of any procedure that was commenced under that by-law and applicable legislation.
- 31.2 Subject to 31.1, the following by-laws shall be repealed as of April 30, 2024 at 11:59:59 p.m.:
- a) 1862-85, as amended;
 - b) 4084-97, as amended;
 - c) 7285-17; and
 - d) 6887-14, as amended.
- 31.3 This by-law shall come into force and effect as of May 1, 2024 at 12:00:00am

Article 32

Short Title

- 32.1 This by-law may be cited as the "Traffic By-law".

Article 33

Effective Date

- 33.1 This by-law shall come into force and effect on May 1, 2024.

By-law read and passed this 18th day of March, 2024.

Elizabeth Roy, Mayor

Christopher Harris, Town Clerk

By-law Name: Traffic By-law
By-law # XXX-2024

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Annes Street	East	Crosswalk at Dunlop Street and 30 m south	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	2174-87
Annes Street	East	Crosswalk at Dunlop Street and 15 m north	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	2174-87
Annes Street	West	Crosswalk at Dunlop Street and 15 m north	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	2174-87
Annes Street	West	Crosswalk at Dunlop Street and 30 m south	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	2174-87
Ashburn Road	East and West	Highway 7 and Columbus Road	Anytime	7739-21	N/A
Baldwin Street	East	Crosswalk at Roebuck Street and 30 m south	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Baldwin Street	East	Crosswalk at Roebuck Street and 15 m north	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Baldwin Street	West	Crosswalk at Roebuck Street and 30 m north	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Baldwin Street	West	Crosswalk at Roebuck Street and 15 m south	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Bellwood Drive	North	30 m east and 15 m west of Lowder Place	Monday to Friday, 8:30 a.m. to 4:30 p.m.	3137-92	N/A
Bellwood Drive	South	15 m east and 15 m west of Lowder Place	Monday to Friday, 8:30 a.m. to 4:30 p.m.	3137-92	N/A
Bellwood Drive	South	Dorvis Drive and west limit of Woodlawn Court	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3513-94	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Blackfriar Avenue	South	Wilshire Drive and Cachet Boulevard	September to June, Monday to Friday, 7:00 a.m. to 9:00 a.m. 2:00 p.m. to 4:00 p.m.	6590-12	N/A
Brock Street North	East	30 m north and south of Manning Road	Anytime	1862-85	N/A
Brock Street North	East and West	Mary Street and John Street	Anytime	4042-97	N/A
Brock Street North	East and West	Maple Street and Chestnut Street	Anytime	4042-97	N/A
Brock Street North	West	30 m north and south of Starr Avenue	Anytime	1862-85	N/A
Brock Street North	West	Elm Street and Mary Street, Meter 14	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Taxicabs Excepted	6918-14	N/A
Brock Street South	East and West	Arthur Street and Burns Street	Anytime	4042-97	N/A
Brock Street South	West	Colborne Street West and Dunlop Street West	Anytime	1862-85	N/A
Brookdale Crescent (north leg)	North	McQuay Boulevard and 20m east of McQuay Boulevard	Sept to June Mon- Friday 8:30 am to 9:30 am 11:00 am to 1:00 pm 2:45 pm to 3:45 pm	7768-21	N/A
Brookdale Crescent (north leg)	South	McQuay Boulevard and 55m east of McQuay Boulevard	Sept to June Mon- Friday 8:30 am to 9:30 am 11:00 am to 1:00 pm 2:45 pm to 3:45 pm	7768-21	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Brookdale Crescent (south leg)	North	McQuay Boulevard and 75m east of McQuay Boulevard	Sept to June Mon- Friday 8:30 am to 9:00 am 11:00 am to 1:00 pm 2:45 pm to 3:45 pm	7768-21	N/A
Brookdale Crescent (south leg)	South	McQuay Boulevard and 45m east of McQuay Boulevard	Sept to June Mon- Friday 8:30 am to 9:00 am 11:00 am to 1:00 pm 2:45 pm to 3:45 pm	7768-21	N/A
Brookwood Boulevard	East	Willowbrook Drive and 35 m south of Willowbrook Drive	Monday to Friday, 8:00 a.m. to 5:00 p.m.	4139-98	N/A
Burns Street	North and South	60 m east and west of Henry Street	Anytime	6910-14	N/A
Cachet Boulevard	East and West	Blackfiar Avenue and 30 m north	September to June, Monday to Friday, 7:00 a.m. to 9:00 a.m. 2:00 p.m. to 4:00 p.m.	6590-12	N/A
Cachet Boulevard	East and West	Blackfiar Avenue and 30 m south	September to June, Monday to Friday, 7:00 a.m. to 9:00 a.m. 2:00 p.m. to 4:00 p.m.	6590-12	N/A
Campbell Street	South	Heber Down Crescent and 45 m east of Price Street	Anytime	6347-10	N/A
Carnwith Drive	North	10 m west of Hatch Street and 30 m west of Darius Harns Drive	September to June, Monday to Friday, 8:15 a.m. to 9:15 a.m. 3:00 p.m. to 4:00 p.m.	6914-14	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Carnwith Drive	North and South	Baldwin Street and Braddock Court/Lethbridge Crescent	Anytime	6894-14	N/A
Carnwith Drive	North and South	30 m east and 30 m west of Darius Harns Drive	Anytime	6914-14	N/A
Carnwith Drive	North and South	30 m east and 30 m west of Bayern Drive	Anytime	6914-14	N/A
Carnwith Drive	North and South	30 m east of Bayern Drive and the east limit of 160 Carnwith Drive	September to June, Monday to Friday, 8:15 a.m. to 9:15 a.m. 3:00 p.m. to 4:00 p.m.	6914-14	N/A
Carnwith Drive Bike Lane	North and South	Downey Drive and Valiance Way	Anytime	7739-21	N/A
Country Lane	East and West	Taunton Road and Ouellette Drive	Anytime	7739-21	N/A
Crawforth Street	North	Anderson Street and Pringle Drive	Anytime	1862-85	3286.93
Crawforth Street	North	Anderson Street and 40 m west	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3286-93	N/A
Crawforth Street	South	Anderson Street and Pringle Drive	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Des Newman Boulevard	East and West	Regional Highway 2 and North Terminus	Anytime	7992-23	N/A
Dundas Street East	North and South	Thickson Road and Anderson Street/Hopkins Street	Monday to Friday, 7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m.	2580-89	N/A
Dundas Street West	South	Byron Street South and Brock Street South, Meter 1 and Meter 3	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Taxicabs Excepted	6918-14	7095-16
Dundas Street West	South	Byron Street South and Brock Street South, Meter 7 and Meter 9	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Taxicabs Excepted	7095-16	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Forest Heights Drive	East	South limit of Millstone Crescent and 38 m north of Greenbush Place	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3282-93	N/A
Foundry Lane	East	Wetherburn Drive and Spinning Lane	September to June, Monday to Friday, 8:30 a.m. to 10:00a.m. 2:45 p.m. to 4:15 p.m.	7828-24	7912-22
Foundry Lane	West	Wetherburn Drive and 10m north	September to June, Monday to Friday, 8:30 a.m. to 10:00a.m. 2:45 p.m. to 4:15 p.m.	7828-24	7912-22
Foundry Lane	East	Wetherburn Drive and 10m north	September to June, Monday through Friday, 7:45am to 9:00am, and 1:45pm to 3:15pm	7912-22	N/A
Foundry Lane	West	Wetherburn Drive and Spinning Lane	September to June, Monday through Friday, 7:45 a.m. to 9:00 a.m., and 1 :45 p.m. to 3: 15 p.m.	7912-22	N/A
Garrard Road	East	Crosswalk at St. Paul's Separate School and Westwood Road	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Garrard Road	East	Crosswalk at St. Paul's Separate School and 15 m north	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Garrard Road	West	Crosswalk at St. Paul's Separate School and 30 m north	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Garrard Road	West	Crosswalk at St. Paul's Separate School and 15 m south	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Gartshore Drive	East and West	Twin Streams Road and 40 m south	September to June, Monday to Friday, 7:00 a.m. to 9:00 a.m. 2:00 p.m. to 4:00 p.m.	6410-10	N/A
Greenbush Place	North	Forest Height Street and10 m east of Forest Height Street	Monday through Friday, 8:00 a.m. to 9:00 a.m. , 10:45 a.m. to 12:45 p.m., and 2:30 p.m. to	7912-22	N/A
Greenbush Place	South	Forest Height Street and 95 m east of Forest Height Street	September to June, Monday through Friday, 8:00 a.m. to 9:00 a.m., 10:45 a.m. to 12:45 p.m., and 2:30 p.m. to 3:30	7912-22	N/A
Guthrie Crescent	South and East	South limit of 89 Guthrie Crescent and 45 m north and east	Anytime	4881-01	N/A
Guthrie Crescent	South and West	South limit of 63 Guthrie Crescent and 45 m north and west	Anytime	4881-01	N/A
Harriet Street	North	Henry Street and 35 m west	Anytime	2802-90	N/A
Hazelwood Drive	North and East	Scott Street, 90 m west and 60 m north	Monday to Friday, 8:00 a.m. to 5:00 p.m.	5592-05	N/A
Hazelwood Drive	North and South	Scott Street and 70 m west	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	5592-05
Hazelwood Drive	South	Scott Street and 30 m west	Monday to Friday, 8:00 a.m. to 5:00 p.m.	5592-05	N/A
Henry Street	East and West	120 south of Burns Street and Pitt Street	Anytime	7911-22	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Henry Street	East and West	Harriet Street and St. John Street West	Anytime	7911-22	N/A
High Street	East and West	Walnut Street and the northern limit of High Street	Anytime	1862-85	N/A
Kirkland Place	East	Medland Avenue and 45 Kirkland Place	September to June, Monday to Friday, 7:30 a.m. to 8:30 a.m. 2:00 p.m. to 3:00 p.m.	6916-14	N/A
Kirkland Place	West	Williamsburg Public School Southerly Driveway and 15m South	Anytime	8001-23	N/A
Lazio Street	East and West	Samandria Avenue and Toscana Drive	September to June, Monday to Friday, 7:00 a.m. to 9:00 a.m. 10:00 a.m. to 12:00p.m. 1 :30 p.m.to 3:30 p.m.	7790-21	N/A
Lurosa Crescent (north leg)	North and South	Norista Street and 10 m east	Anytime	6590-12	N/A
Lurosa Crescent (south leg)	North and South	Norista Street and 10 m east	Anytime	6590-12	N/A
Mary Street East	South	Brock Street North and 60 m east	Anytime	1862-85	N/A
McGillivray Court	North, South and West	McQuay Boulevard and McQuay Boulevard	Monday to Friday, 8:00 a.m. to 9:00 a.m. 11:00 a.m to 1:00 p.m 3:00 p.m. to 4:00 p.m.	4466-99	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
McQuay Boulevard	East and West	10m south of Brookdale Crescent (south leg) and 10m north of Renfield Crescent (south leg)	Anytime	7768-21	N/A
Medland Avenue	North	Baycliffe Drive and Pardon Avenue	September to June, Monday to Friday, 7:30 a.m. to 8:30 a.m. 2:00 p.m. to 3:00 p.m.	6916-14	N/A
Michael Boulevard	East	34 m south of Jermyn Street and 135 m south of Jermyn Street	Anytime	1862-85	N/A
Millstone Crescent (North leg)	North	Forest Height Street and 20m east of Forest Height Street	September to June, Monday through Friday, 8:00 a.m. to 9:00 a.m., 10:45 a.m. to 12:45 p.m., and 2:30 p.m. to 3:30 p.m.	7912-22	N/A
Millstone Crescent (North leg)	South	Forest Height Street and 60m east of Forest Height Street	September to June, Monday through Friday, 8:00 a.m. to 9:00 a.m., 10:45 a.m. to 12:45 p.m., and 2:30 P.m. to 3:30 p.m.	7912-22	N/A
Montgomery Avenue	West	Vipond Road and Vanguard Drive	Monday to Friday, 8:00 a.m. to 5:00 p.m.	6083-08	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Nathan Avenue	North and South	30m east of the pedestrian walkway and St. Augustine Drive	August - June Monday - Friday 8:00 am - 9:00 am 11:00 am - 12:45 pm 3:00 pm - 4:00 pm	7557-19	N/A
Norista Street	East	Robert Attersley Drive and Tracey Court	September to June, Monday to Friday, 7:00 a.m. to 9:00 a.m. 2:00 p.m. to 4:00 p.m.	6590-12	7912-22
Norista Street	East	Robert Attersley Drive and Tracey Court	September to June, Monday to Friday, 8:45 a.m. to 9:45 a.m. 3:15 p.m. to 4:15 p.m .	7912-22	N/A
Palmerston Avenue	South	White Ash Drive and 47 m east	Monday to Friday, 8:30 a.m. to 4:30 p.m.	4260-98	6590-12
Regency Crescent	South and East	215 m east and 145 m east of Hickory Street	Anytime	2601-89	N/A
Samandria Avenue	North and South	Lazio Street and 160m East	September to June, Monday to Friday, 7:00 a.m. to 9:00 a.m. 10:00 a.m. to 12:00p.m. 1 :30 p.m.to 3:30 p.m.	7790-21	N/A
Scott Street	West	Hazelwood Drive and 120 m south	Monday to Friday, 8:00 a.m. to 5:00 p.m.	5592-05	7331-17
Scott Street	East and West	75 m north of Hazelwood Dr and 210 m south of Hazelwood Dr.	Anytime	7331-17	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Tidewater Crescent	North and South	Country Lane and 100m to the west	September to June, Monday to Friday, 8:30 a.m. to 10:00a.m. 2:45 p.m. to 4:15 p.m.	7828-21	7912-22
Tidewater Crescent	North and South	Country Lane and 100m to the west	September to June, Monday through Friday, 7:45 a.m. to 9:00 a.m., and 1:45 p.m. to 3:15 p.m.	7912-22	N/A
Twin Streams Road	North and South	30 m east of Gartshore Drive and Country Lane	September to June, Monday to Friday, 7:00 a.m. to 9:00 a.m. 2:00 p.m. to 4:00 p.m.	6410-10	N/A
Vipond Street	North	Heber Down Crescent and Price Street	Anytime	6347-10	N/A
Water Street	North	Brock Street and South Blair Street	Anytime	6770-13	N/A
Watford Street Bike Lane	East and West	Winchester Road and Carnwith Drive	Anytime	7739-21	N/A
Wentworth Street	North	Westerly limit of Wentworth Street and 250 m east	Anytime	2878-90	N/A
Westwood Road	South	Garrard Road and Meadow Road	September to June, Monday through Friday, 8:15 a.m. to 9:15 a.m., 11 :00 a.m. to 1 :00 p.m., and 2:45 p.m. to 3:45 p.m.	7912-22	N/A

Schedule “A” – No Stopping

Last Revised: July 14, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Wetherburn Drive	North and South	Country Lane and 10m east of Foundry Lane	September to June, Monday to Friday, 8:30 a.m. to 10:00a.m. 2:45 p.m. to 4:15 p.m.	7828-24	7912-22
Wetherburn Drive	North and South	Country Lane and 10m east of Foundry Lane	September to June, Monday through Friday, 7:45 a.m. to 9:00 a.m., and 1 :45 p.m. to 3: 15 p.m.	7912-22	N/A
Whitby Shores Greenway	East and West	30m south of Topsail Avenue and Whitby Shores Greenway/Bayside Gate to the North	September - June Mon - Friday 7:45 am - 9:15 am 2:30 pm - 4:00 pm	7415-18	N/A
Willowbrook Drive	North	Brookwood Boulevard and 37 m	Monday to Friday, 8:00 a.m. to 5:00 p.m.	4145-98	N/A
					N/A
					N/A
					N/A
					N/A

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Allan Street	North and South	Anderson Street and Stewart Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	2582-89	N/A
Allan Street	South	Anderson Street and Stewart Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	2582-89
Ann Arbour Court	East	Between and including in front of both 18 and 19 Ann Arbour Court	Anytime	1862-85	N/A
Annes Street	West	Jermyn Street and 37 m south	Anytime	2255-87	N/A
Annes Street	East and West	South terminus and 10m north	Anytime	7767-21	N/A
Arthur Street	North	Brock Street South and Centre Street South	Anytime	2067-86	N/A
Ash Street	West	Dundas Street East and Mary Street	Anytime	1862-85	N/A
Ashburn Road	East and West	Spencers Road and 95 m South of Spencers Road	Anytime	7415-18	N/A
Athol Street	East	Dundas Street East and Gilbert Street East	Anytime	1862-85	N/A
Athol Street	East and West	Gilbert Street and 20 m south	Anytime	2483-88	N/A
Athol Street	West	Colborne Street East and Gilbert Street East	Anytime	1862-85	N/A
Athol Street	West	Dundas Street East and 37 m south of Dundas Street East	Anytime	1862-85	N/A
Athol Street	West	Colborne Street East and 18 m north	Anytime	2438-88	N/A
Baldwin Street	West	Cambell Street and 60 m south	Anytime	1862-85	N/A
Bannerman Court	South	Between and including in front of both 29 and 30 Bannerman Court	Anytime	1862-85	N/A
Barberry Court	South	Between and including in front of both 31 and 32 Barberry Court	Anytime	1862-85	N/A
Bassett Boulevard	North	Garden Street and Wallace Drive	Monday to Friday, 8:00 a.m. to 5:00 p.m.	5585-05	N/A
Baycliffe Road	East	15 m south of Anytime Kalar Lane and 60 m north of Kalar Lane	Anytime	7912-22	N/A
Beech Street	North	Centre Street North and Harris Street	Anytime	1862-85	N/A

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Bell Drive	West	Dundas Street West and Michael Boulevard	Anytime	1862-85	N/A
Bellwood Drive	North	Sawdon Drive and Thickson Road South	Anytime	2429-88	N/A
Belton Court	East	Between and including in front of both 19 and 26 Belton Court	Anytime	1862-85	N/A
Blackfriar Avenue	North and South	10 m east and 30 m east of Watford Street	August to June, Monday to Friday, 8:00 a.m. to 9:00 a.m. 11:00 a.m. to 1:00 p.m 3:00 p.m. to 4:00 p.m.	6198-09	N/A
Blair Street	East and West	Dundas Street East and 33 m south	Anytime	1862-85	2476-88
Blair Street	East and West	Dundas Street East and 95 m south	Anytime	2476-88	N/A
Bonello Crescent	North, East and West	Westerly limit of Toscana Drive and easterly limit of Toscana Drive	Anytime	5368-04	N/A
Boundary Road	West	Crown Court and north limit of Boundary Road	Anytime	4546-00	N/A
Braddock Court	East and West	Carnwith Drive and the Cul-de-sac	8:00 a.m. to 3:00 p.m. Mon to Fri Sept - June	8037-23	N/A
Broadleaf Avenue	South	Baldwin Street South and McKinney Drive	Anytime	7415-18	N/A
Brock Street North	East	Dundas Street East and 40 m north	Anytime	1862-85	3360-93
Brock Street North	East	Mary Street East and 30 m south of Manning Road	Anytime	1862-85	N/A
Brock Street North	East	30 m north of Manning Road and Rossland Road	Anytime	1862-85	N/A
Brock Street North	East	58 m north of Dundas Street East and 72 m north of Dundas Street East	Anytime	1862-85	N/A
Brock Street North	East	Dundas Street East and 19 m north	Anytime	3360-93	N/A
Brock Street North	East	Mary Street East and 25 m south	Anytime	3360-93	N/A

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Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Brock Street North	East	Dundas Street East and Elm Street, Meter 5 and Meter 7	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Passenger Drop-Off/ Pick-Up Zone Only	6918-14	7095-16
Brock Street North	East	Elm Street and Mary Street, Meter 21, Meter 23 and Meter 25	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Passenger Drop-Off/ Pick-Up Zone Only	6918-14	N/A
Brock Street North	West	Mary Street and 30 m south of Starr Avenue	Anytime	1862-85	N/A
Brock Street North	West	30 m north of Starr Avenue and Rossland Road	Anytime	1862-85	N/A
Brock Street North	West	Dundas Street West and 14 m north	Anytime	2438-88	N/A
Brock Street North	West	Mary Street West and 22 m south	Anytime	3870-96	N/A
Brock Street North	West	Elm Street and Mary Street, Meter 26	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Passenger Drop-Off/ Pick-Up Zone Only	6918-14	N/A
Brock Street South	East	Colborne Street East and 34 m south	Anytime	1862-85	N/A
Brock Street South	East	20 m north of Dunlop Street and Highway 401	Anytime	1862-85	N/A
Brock Street South	East	Dundas Street East and 26 m south	Anytime	2438-88	N/A
Brock Street South	East	Dunlop Street East and Colborne Street East, Meter 23, Meter 25, Meter 27	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Passenger Drop-Off/ Pick-Up Zone Only	6918-14	7095-16
Brock Street South	East	Dunlop Street East and Colborne Street East, Meter 25 and Meter 27	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Passenger Drop-Off/ Pick-Up Zone Only	7095-16	N/A

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Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Brock Street South	East	Colborne Street East and Dundas Street East, Meter 1, Meter 3 and Meter 5	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Passenger Drop-Off/ Pick-Up Zone Only	6918-14	N/A
Brock Street South	West	Dunlop Street West and Highway 401	Anytime	1862-85	N/A
Brock Street South	West	Colborne Street West and 18 m north	Anytime	2438-88	N/A
Brock Street South	West	Dunlop Street East and Colborne Street East, Meter 24	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Passenger Drop-Off/ Pick-Up Zone Only	6918-14	N/A
Burns Street East	North and South	Hopkins Street and Brock Street South	Anytime	1862-85	N/A
Burns Street West	North and South	Brock Street South and Byron Street	Anytime	1862-85	N/A
Burns Street West	South	114 m and 143 m west of Annes Street	Anytime	1961-86	N/A
Burns Street West	South	370 m and 410 m west of Annes Street	Anytime	1961-86	N/A
Byron Street North	East	Dundas Street West and Elm Street	Anytime	1862-85	N/A
Byron Street North	East	Elm Street and 25 m north	Anytime	1862-85	N/A
Byron Street North	East	Mary Street and 28 m south	Anytime	1862-85	N/A
Byron Street North	East	John Street West and 83 m south	Anytime	3360-93	N/A
Byron Street North	East and West	Mary Street West and John Street West	Anytime	2412-88	3360-93
Byron Street North	East and West	John Street West and Walnut Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3292-93	N/A
Byron Street North	West	Dundas Street West and 25 m north	Anytime	1862-85	3360-93
Byron Street North	West	Mary Street and 15 m south	Anytime	1862-85	N/A
Byron Street North	West	Mary Street West and John Street West	Anytime	3360-93	N/A
Byron Street South	East	Colborne Street West and Trent Street West	Anytime	1862-85	2444-88

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Byron Street South	East	22 m north of Colborne Street West and 47 m north of Colborne Street West	Anytime	1862-85	N/A
Byron Street South	East	Trent Street West and 112 north of Ontario Street West	Anytime	2444-88	4846-01
Byron Street South	East	Trent Street West and 40 m north of Ontario Street West	Anytime	4846-01	N/A
Byron Street South	East	Dunlop Street West and 10 m south of Dunlop Street West	Anytime	4846-01	N/A
Byron Street South	West	Dundas Street West and 12 m south	Anytime	2438-88	N/A
Byron Street South	West	Colborne Street West and 14 m north	Anytime	2438-88	N/A
Byron Street South	West	Dundas Street West and 20 m north	Anytime	2438-88	N/A
Byron Street South	West	Colborne Street West and Gilbert Street West	Anytime	2444-88	4846-01
Byron Street South	West	Burns Street West and Pitt Street West	Anytime	2602-89	N/A
Byron Street South	West	Pitt Street West and Trent Street West	Anytime	2619-89	N/A
Byron Street South	West	Colborne Street West and 15 m south of Dunlop Street West	Anytime	4846-01	N/A
Byron Street	West	Gilbert Street and Ontario Street	Anytime	7533-19	N/A
Calais Street	South and East	Michael Boulevard and in front of 29 Calais Street	Anytime	1862-85	N/A
Calais Street	South and East	Between and including in front of both 53 and 59 Calais Street	Anytime	1862-85	N/A
Calais Street	South and West	Between and including beside both 18 and 90 Calais Street	Anytime	1862-85	N/A
Calais Street	South and West	Between and including in front of both 91 and 14 Calais Street	Anytime	1862-85	2577-89
Calais Street	South and West	Between and including in front of both 14 and 93 Calais Street	Anytime	2577-89	N/A
Canadian Oaks Drive	West	Hawley Crescent and Rossland Road East	Anytime	2238-87	N/A
Cannon Court	East and West	Consumers' Drive and north limit	Anytime	1862-85	N/A
Cardiff Court	South	Between and including in front of both 24 and 25 Cardiff Court	Anytime	1862-85	N/A

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Carnwith Avenue	North and South	10 m east and 30 m east of Darius Harns Drive	September to June, Monday to Friday, 8:00 a.m. to 9:00 a.m. 11:00 a.m. to 1:00 p.m. 3:00 p.m. to 4:00 p.m.	6198-09	6914-14
Carnwith Avenue	North and South	10 m west and 30 m west of Darius Harns Drive	September to June, Monday to Friday, 8:00 a.m. to 9:00 a.m. 11:00 a.m. to 1:00 p.m. 3:00 p.m. to 4:00 p.m.	6198-09	6914-14
Carnwith Drive West	North	Ashburn Road and 60 m east of Ashburn Road	Anytime	7912-2	N/A
Cassels Road East	South	Baldwin Street to Princess Street	Anytime	6915-14	N/A
Cassels Road West	North	Baldwin Street and Heber Down Crescent	Anytime	5053-02	N/A
Centre Street North	East	Dundas Street East and 115 m north	Monday to Saturday	1862-85	2356-88
Centre Street North	East	Dundas Street West and Mary Street West	Anytime	2356-88	N/A
Centre Street North	West	Mary Street West and 185 m south	Anytime	1862-85	2356-88
Centre Street	West	Colborne Street and Dunlop Street	Anytime	7533-19	N/A
Centre Street North	West	Dundas Street West and 10 m north	Anytime	2356-88	N/A
Centre Street North	West	Mary Street West and 17 m south	Anytime	2356-88	N/A
Centre Street North	West	Mary Street West and 14 m south	Anytime	2438-88	N/A
Centre Street South	East	Colborne Street and Ontario Street	Anytime	1862-85	2426-88
Centre Street South	East	Gilbert Street West and Ontario Street South	Anytime	2426-88	N/A

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Centre Street South	East	Colborne Street West and 35 m north	Anytime	6444-11	N/A
Centre Street South	East	Dundas Street West and 52 m south	Anytime	6444-11	N/A
Centre Street South	West	Gilbert Street and 15 m south	Anytime	1862-85	N/A
Centre Street South	West	Ontario Street and 15 m north	Anytime	1862-85	N/A
Centre Street South	West	Dundas Street West and 21 m south	Anytime	6444-11	N/A
Centre Street South	West	Colborne Street West and 42 m south of Dundas Street West	Anytime	6444-11	N/A
Charles Street	East	Front Street East and Victoria Street East	Anytime	1862-85	N/A
Civic Centre Drive	East and West	Dryden Boulevard and Kenneth Hobbs Avenue	Anytime	5868-06	N/A
Clarence Drive	North, South, East and West	Burns Street West and Burns Street West	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3405-93	N/A
Cochrane Street	West	Heber Down Conservation Area Parking Lot (south terminus of Cochrane Street) and 100m north on Cochrane Street	Anytime	7767-21	N/A
Cochrane Street	West	Dundas Street West and 100 metres north of Giffard Street	Anytime	7911-22	N/A
Colborne Street East	North and South	Green Street and Athol Street	Anytime	1862-85	1987-86
Colborne Street East	North and South	Green Street and Hickory Street	Anytime	1987-86	N/A
Colborne Street East	South	Brock Street South and Green Street	Anytime	3360-93	5594-05
Colborne Street West	North	Byron Street South and 13 m east	Anytime	2438-88	N/A
Colborne Street West	North	Byron Street South and Centre Street South	Monday to Friday, 9:00 a.m. to 5:00 p.m.	3030-91	N/A
Colborne Street West	North and South	King Street and Henry Street	Anytime	1862-85	N/A
Colborne Street West	South	30 m and 47 m west of Brock Street	Anytime	1862-85	N/A
Consumers' Drive	North and South	Hopkins Street and 600 m west	Anytime	1862-85	N/A
Crawforth Street	North and South	Anderson Street and Stewart Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	2582-89	N/A

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Crawforth Street	South	Anderson Street and Stewart Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	2582-89
Craydon Road	East	Dundas Street East and Dunlop Street East	Anytime	1862-85	N/A
Craydon Road	West	Dundas Street East and 41 m south	Anytime	1862-85	N/A
Crocus Crescent	South and West	Lupin Drive and Hutchinson Avenue	Anytime	1862-85	N/A
Deerfield Court	West	Between and including in front of both 16 and 18 Deerfield Court	Anytime	1862-85	N/A
Delong Street	East and West	Clarence Drive and Harriet Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3512-94	N/A
Denison Street	East and West	Harding Street and Burns Street	Anytime	1862-85	N/A
Dorvis Drive	East	Bellwood Drive and 60 m south	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3510-94	N/A
Dovedale Drive	North and East	Rosedale Drive and 30 m north of 211 Dovedale Drive	Anytime	1862-85	N/A
Dovedale Drive	West	Mason Drive and the southerly limit of 201 Dovedale Drive	Anytime	1862-85	N/A
Dryden Boulevard	North and South	Brock Street North and Anderson Street	Anytime	2842-90	N/A
Dryden Boulevard	North and South	Thickson Road North and the Whitby/Oshawa border	Anytime	3956-97	N/A
Dublin Street	South	Rosedale Drive and Lupin Drive	Anytime	1862-85	N/A
Dufferin Street	East	Victoria Street and Watson Street East	Anytime	1862-85	1948-85
Dufferin Street	East	Victoria Street East and Front Street	Anytime	1948-85	N/A
Dundas Street East	North and South	Brock Street and the City of Oshawa	Anytime	1862-85	N/A
Dundas Street West	North	Brock Street and Euclid Street	Monday to Friday, 4:30 p.m. to 6:00 p.m.	1862-85	N/A
Dundas Street West	North	Euclid Street and Cochrane Street	Anytime	1862-85	N/A
Dundas Street West	North	Byron Street North and 15 m east	Anytime	2438-88	N/A
Dundas Street West	North	Byron Stret North and 34 m west	Anytime	2438-88	3360-93
Dundas Street West	North	Byron Street North and 43 m west	Anytime	3360-93	N/A

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Dundas Street West	North	Euclid Street and 43 m east	Anytime	3360-93	N/A
Dundas Street West	South	Brock Street and Byron Street	Monday to Friday, 4:30 p.m. to 6:00 p.m.	1862-85	N/A
Dundas Street West	South	Byron Street and Annes Street	Anytime	1862-85	N/A
Dundas Street West	South	Brock Street South and 15 m west	Anytime	2438-88	N/A
Dunlop Street East	North and South	Brock Street South and Athol Street	Anytime	1862-85	N/A
Dunlop Street East	South	Lupin Drive and Dovedale Drive	Anytime	1862-85	N/A
Dunlop Street West	North	Brock Street to Calais Street	Anytime	1862-85	N/A
Dunlop Street West	South	Brock Street to Henry Street	Anytime	1862-85	N/A
Durham Street	East and West	Cassels Road and limit of One-Way Section	Anytime	6190-09	7296-17
Durham Street	East	Winchester Road and Cassels Road	Anytime	7296-17	N/A
Durham Street	West	Cassels Road and 80 m south	Anytime	7296-17	N/A
Durham Street	West	Winchester Road and 50 m north	Anytime	7296-17	N/A
Elizabeth Crescent	East and West	Clarence Drive and Harriet Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3122-92	3512-94
Elm Street	North	Brock Street North and 20 m west	Anytime	1862-85	N/A
Elm Street	North	Byron Street North and 15 m east	Anytime	1862-85	N/A
Elm Street	South	Brock Street North and 15 m west	Anytime	1862-85	N/A
Elm Street	South	Byron Street North and 60 m east	Anytime	1862-85	2217-87
Elm Street	South	Byron Street North and 14 m east	Anytime	2217-87	N/A
Euclid Street	East	Dundas Street West and 18 m north	Anytime	1862-85	3419-94
Euclid Street	East	Dundas Street West and 63 m north	Anytime	3419-94	N/A
Euclid Street	East and West	Maple Street and Beech Street	Anytime	1862-85	2426-88
Euclid Street	West	Dundas Street West and Mary Street West	Anytime	1862-85	N/A
Evans Court	South	Between and including in front of both 21 and 23 Evans Court	Anytime	1862-85	N/A

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Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Evans Court	West	Between and including in front of both 18 and 20 Evans Court	Anytime	1862-85	N/A
Flemington Court	North	Between and including in front of both 20 and 22 Flemington Court	Anytime	1862-85	N/A
Forbes Street	East and West	Tricont Avenue and Wentworth Street	Anytime	3141-92	4524-99
Forbes Street	East and West	McEwen Drive and Tricont Avenue	Anytime	4524-99	N/A
Frances Street	West	Dundas Street West and Dunlop Street	Anytime	1862-85	N/A
Front Street	North and South	Brock Street South and Dufferin Street	Anytime	1862-85	2426-88
Furrow Drive	North	Fencerow Drive and 34 m west	Anytime	5060-02	N/A
Gail Court	South	Between and including in front of both 8 and 10 Gail Court	Anytime	1862-85	N/A
Garden Street	East	Burns Street and 30 m north of the north end of Hyland Street	Anytime	6116-08	N/A
Garden Street	East	30 m north of the north end of Hyland Street and 275 m north of Colette Drive	Monday to Friday, 6:00 a.m. to 9:00 a.m., 4:00 p.m. to 7:00 p.m., Except Holidays	6116-08	N/A
Garden Street	East	Dundas Street and 275 m north of Colette Drive	Anytime	6116-08	N/A
Garden Street	East and West	Dundas Street East and CPR Railway	Anytime	1862-85	N/A
Garden Street	East and West	Burns Street and Reynolds Street	Anytime	3198-92	N/A
Garden Street	West	Reynolds Street and Dundas Street East	Anytime	6116-08	N/A
Garrard Road	East	145 m north of Rossland Road East	Anytime	5847-06	N/A
Garrard Road	East and West	Dundas Street East and 400 m north	Anytime	1862-85	3093-92
Garrard Road	East and West	Parkview Boulevard and 170 m south	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	3093-92
Garrard Road	East and West	Dundas Street East and Burnage Lane	Anytime	3093-92	N/A

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Garrard Road	East and West	Parkview Boulevard and Westwood Road	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3093-92	N/A
Garrard Road	West	100 m north and 100 m south of Manning Road	Anytime	2843-90	N/A
Gerrie Court	North	Between and including in front of both 28 and 27 Gerrie Court	Anytime	1862-85	N/A
Giffard Street	North	Wellington Street and Lee Avenue	Anytime	1862-85	N/A
Giffard Street	North	Lee Avenue and Warden Wilson Avenue	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Giffard Street	North	Warden Wilson Avenue and Cochrane Street	Anytime	1862-85	N/A
Giffard Street	South	Wellington Street and Warden Wilson Avenue	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	N/A
Gilbert Street West	South	Byron Street South and Centre Street South	Anytime	2859-90	N/A
Glen Hill Drive	East and West	Crawforth Street and Dundas Street East	Anytime	2443-88	N/A
Glen Hill Drive South	East and West	Dundas Street East and Nichol Avenue	Anytime	2443-88	N/A
Glenmount Court	South	Between and including in front of both 32 and 35 Glenmount Court	Anytime	1862-85	N/A
Goldring Street	South and West	McQuay Boulevard and the Property Line between 16 and 30 Goldring Street	Anytime	3681-95	N/A
Goodfellow Street	East	McQuay Boulevard and Rossland Road West	Anytime	3108-92	N/A
Gordon Street	East	South limit of Victoria Street West and 30 m south	Anytime	5478-04	5616-05
Gordon Street	East	South limit of Victoria Street West and 10 m south of Whitby Shores Greenway	Anytime	5616-05	N/A
Gordon Street	West	South limit of Victoria Street West and 400 m south	Anytime	5478-04	N/A
Green Street	East	Dundas Street East and 38 m south	Anytime	1862-85	N/A
Green Street	East	Dunlop Street and Burns Street East	Anytime	7533-19	N/A
Green Street	East	Colborne Street and Trent Street	Anytime	1862-85	4605-00

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Green Street	East	Burns Street East and Colborne Street East	Anytime	4605-00	N/A
Green Street	West	Colborne Street and Burns Street	Anytime	1862-85	4058-97
Green Street	West	33 m north of Colborne Street East and Burns Street East	Anytime	4058-97	4605-00
Green Street	West	33 m north of Colborne Street East and Dunlop Street	Anytime	7533-19	
Green Street	West	33 m north of Colborne Street East and 133 m north of Burns Street East	Anytime	4605-00	4778-01
Green Street	West	Ontario Street and Trent Street	Anytime	7533-19	
Green Street	West	10 m north and south of the Whitby Seniors Activity Centre Entrance	Anytime	4605-00	N/A
Green Street	West	33 m north of Colborne Street East and Trent Street East	Anytime	4778-01	N/A
Green Street	West	50 m and 85 m north of Burns Street East	Anytime	5323-03	N/A
Green Street	West	Colborne Street East and Dundas Street East, Meter 8, Meter 10 and Meter 12	Thursday to Saturday, 9:00 p.m. to 4:00 a.m., Passenger Drop-Off/ Pick-Up Zone Only	6918-14	7095-16
Guthrie Crescent	East and North	East limit of 28 Guthrie Crescent and north limit of 30 Guthrie Crescent	Anytime	4881-01	N/A
Guthrie Crescent	North	West limit of 56 Guthrie Crescent and 20 m west	Anytime	4881-01	N/A
Halls Road	East and West	30 m north and south of the unopened road allowance between the 4th and 5th Concessions	Anytime	2860-90	N/A
Halls Road South	East	Waterfront Trail Entrance and the south terminus of Halls Road South	Anytime	7767-21	N/A
Halls Road South	West	Within 15m of Waterfront Trail Access	Anytime	7767-21	N/A
Halls Road South	West	South terminus and 10m north	Anytime	7767-21	N/A

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Halls Road South	West from 20m north of the cul-de-sac terminus, South, and East	North limit of Cul-de-sac	Anytime	7912-22	N/A
Harding Street	North	Rosedale Drive and 30 m west	Anytime	2221-87	N/A
Harding Street	South	Lupin Drive and Denison Street	Anytime	1862-85	N/A
Harper Court	North	Between and including in front of both 26 and 25 Harper Court	Anytime	1862-85	N/A
Harriet Street	North and South	Annes Street and Henry Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3566-94	N/A
Harriet Street	South	Henry Street and Annes Street	Monday to Friday, 8:00 a.m. to 4:30 p.m.	1862-85	2167-87
Harriet Street	South	Henry Street and Annes Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	2167-87	3566-94
Harris Street	East	Vernon Street and north limit of Harris Street	Anytime	1862-85	N/A
Harris Street	West	95 m north of Vernon Street and north limit of Harris Street	Anytime	1862-85	N/A
Heda Court	North	Between and including in front of both 26 and 28 Heda Court	Anytime	1862-85	N/A
Henry Street	East and West	St John Street West and Harriet Street	Anytime	7911-22	N/A
Henry Street	East and West	St John Street West and Gilbert Street West	8:30 a.m . to 4:30 p.m. Monday to Friday, September 1 to June 30	7911-22	N/A
Henry Street	East	Gilbert Street West and 32 metres South of Colborne Street West	Anytime	7911-22	N/A
Henry Street	West	Gilbert Street West and Dundas Street	Anytime	7911-22	N/A
Hickory Street	East	Regency Crescent to Mary Street	Anytime	1928-85	N/A

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Hickory Street	East	Dundas Street East and 50 m south	Anytime	3469-94	N/A
Hickory Street	East and West	10 m south of Regency Crescent to the easterly limit of Hickory Street	Anytime	1862-85	1928-85
Hickory Street	West	10 m south of Regency Crescent to the easterly limit of Hickory Street	Anytime	1928-85	N/A
Hickory Street	West	Dundas Street East and Dunlop Street East	Anytime	3469-94	N/A
Holliday Drive	South and East	131 m north and 170 m north of Frost Drive	Anytime	3252-93	N/A
Hutchinson Avenue	South	Lupin Drive and Dovedale Drive	Anytime	1862-85	N/A
Hyland Street	North and East	Easterly limit of Lot 24, Plan M-1168 and South Blair Street	Anytime	2868-90	N/A
Hyland Street	North, West and South	Westerly limit of Lot 32, Plan M-1168 and westerly limit of Lot 31, Plan M-1168	Anytime	2868-90	N/A
Hyland Street	South	South Blair Street and the easterly limit of Lot 40, Plan M-1168	Anytime	2868-90	N/A
Hyland Street	North, South and East	Garden Street and Garden Street	Sept to June Mon - Friday 7:00 am to 9:00 am 2:00 pm to 4:00 pm	7770-21	N/A
Hyland Street	North, South and West	803 Hyland Street and 35m North 813 Hyland Street and 30m South 864 Hyland Street and 35m North	Sept to June Mon - Friday 7:00 am to 9:00 am 2:00 pm to 4:00 pm	7770-21	N/A
Industrial Drive	North and South	Hopkins Street and west limit of Industrial Drive	Anytime	1862-85	N/A
Ingram Court	North	Between and including in front of 26 and 25 Ingram Court	Anytime	1862-85	N/A
Jacob Drive	West	McQuay Boulevard and 61 m south	Anytime	3478-94	N/A
Jeffery Street	East and West	Dundas Street West and Michael Boulevard	Anytime	1862-85	N/A
Jermyn Street	South	Annes Street and Michael Boulevard	Monday to Friday, 8:00 a.m. to 5:00 p.m.	1862-85	2426-88

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Jermyn Street	South	Annes Street and Michael Boulevard	Anytime	2426-88	N/A
Jim Flaherty Street	East and West	Nordeagle Avenue and North Terminus	Anytime	7992-23	N/A
John Street West	North and South	Brock Street North and Centre Street North	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3291-93	N/A
Johnson Avenue	North and South	Anderson Street and Stewart Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	2582-89	N/A
Johnson Avenue	South	Anderson Street and 36 m east	Anytime	2426-88	2582-89
Joy Thompson Avenue	South	Tincomb Crescent (East Leg) and Willowbrook Drive	Anytime	7803-21	N/A
Kathleen Street	East and West	Dundas Street East and Crawford Street	Anytime	2576-89	N/A
Kendalwood Road	East and West	Dundas Street East and 300 m south	Anytime	1862-85	2446-88
Kendalwood Road	East and West	Dundas Street East and Nichol Avenue	Anytime	2446-88	N/A
Kendalwood Road	East and West	Northview Avenue and Broadview Avenue	Anytime	5868-06	N/A
Kenneth Hobbs Avenue	North and South	Civic Centre Drive and Foothill Crescent	Anytime	5868-06	N/A
Kent Street	East	Dundas Street West and 55 m north	Anytime	1862-85	N/A
Kent Street	East and West	Chestnut Street West and Beech Street West	Anytime	1862-85	N/A
Kent Street	West	Walnut Street and 467 m south	Anytime	1862-85	2426-88
Kent Street	West	Walnut Street and 33 m north of Dundas Street West	Anytime	2426-88	N/A
Kent Street	West	Chestnut Street and Walnut Street	Anytime	7102-16	N/A
Kenton Court	North	Between and including in front of both 24 and 25 Kenton Court	Anytime	1862-85	N/A
King Street	East	Colborne Street and Dunlop Street West	Anytime	1862-85	4027-97
King Street	East	Dundas Street West and Dunlop Street West	Anytime	4027-97	N/A
King Street	West	Colborne Street West and Dunlop Street West	Anytime	1862-85	N/A
Kirby Crescent	North and South	Easterly intersection of Winston Crescent and Kirby Crescent, and 145 m east	Anytime	1922-85	N/A

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Kirby Crescent	North and South	30 m west of Vanessa Place and 95 m west of Vanessa Place	Anytime	1922-85	2185-87
Kirby Crescent	North and South	Vanessa Place and 95 m west of Vanessa Place	Anytime	2185-87	N/A
Laneway west of Lot 3 Werden's Plan	East and West	Dundas Street East and 37 m south	Anytime	1862-85	N/A
Leithridge Crescent	North, South, East and West	Carnwith Drive and Carnwith Drive	8:00a.m. - 3:00p.m. Mon - Fri Sept- June	8037.23	N/A
Lilac Terrace	South	Lupin Drive and Crocus Crescent	Mon - Fri	1862-85	N/A
Lupin Drive	East	Dundas Street East and Harding Street	Sept- June	1862-85	N/A
Lyndebrook Road	North and South	80 m west of Country Lane and the east terminus of Lyndebrook Road	Anytime	7767-21	7860-22
Lyndebrook Road	North and South	80 m west of Country Lane and 195 m east of Country Lane	Anytime	7860-22	N/A
Lyndebrook Road	North and South	195 m east of Country Lane and the east terminus of Lyndebrook Road	May 1 - October 31	7860-22	N/A
Manning Road	North	95 m west and 185 west of Garrard Road	Anytime	1862-85	N/A
Manning Road	North	Brock Street North and Garrard Road	Anytime	2516-88	N/A
Manning Road	North and South	20 m east of Ribblesdale Drive and 20 m west of Ribblesdale Drive	Anytime	1974-86	2273-87
Manning Road	North and South	Brock Street North and Garrard Road	Anytime	2273-87	2516-88
Manning Road	South	Brock Steet North and 30 m of Hazelwood Drive	Anytime	2516-88	N/A
Manning Road	South	30 m east of Hazelwood Drive and 30 m west of Garrard Road	Monday to Friday	2516-88	N/A
Manning Road	South	Garrard Road and 30 m west	Anytime	2516-88	N/A
Maple Street	South	Palace Street and Euclid Street	Anytime	1862-85	N/A
Maple Street West	North and South	Brock Street North and Byron Street North	Anytime	7415-18	N/A

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Marbury Court	East	Between and including in front of both 23 and 30 Marbury Court	Anytime	1862-85	N/A
Marta Road	North	Thickson Road and Elizabeth Crescent	Anytime	5847-06	N/A
Mary Street East	North	Brock Street North and Pine Street	Anytime	1862-85	3153-92
Mary Street East	North	Brock Street North and Garden Street	Anytime	3153-92	N/A
Mary Street East	South	Perry Street and 25 m west	Anytime	1862-85	N/A
Mary Street East	South	Pine Street and Garden Street	Anytime	1862-85	N/A
Mary Street East	South	Perry Street and 35 m east	Anytime	2217-87	3360-93
Mary Street East	South	Perry Street and 27 m east	Anytime	3360-93	N/A
Mary Street West	North	Brock Street North and Byron Street North	Anytime	1862-85	N/A
Mary Street West	North	Byron Street North and Euclid Street	Anytime	2517-88	3360-93
Mary Street West	South	Byron Street North and Palace Street	Anytime	1862-85	N/A
Mary Street West	South	Brock Street North and 63 m west	Anytime	1862-85	2222-87
Mary Street West	South	Byron Street North and 37 m east	Monday to Friday, 7:30 a.m. to 9:00 a.m. 4:30 p.m. to 6:00 p.m.	1862-85	2222-87
Mary Street West	South	Brock Street North and 60 m west	Anytime	2222-87	3360-93
Mary Street West	South	Byron Street North and 48 m east	Monday to Friday, 7:30 a.m. to 9:00 a.m. 4:30 p.m. to 6:00 p.m.	2222-87	3360-93
Mary Street West	South	Brock Street North and 60 m west	Anytime	3360-93	N/A
Mary Street West	South	Byron Street North and 48 m east	Monday to Friday, 7:30 a.m. to 9:00 a.m. 4:30 p.m. to 6:00 p.m.	3360-93	N/A
Mason Drive	East and West	Dunlop Street East and 10 m north	Anytime	1862-85	N/A
Mason Drive	North	North limit of Dovedale Drive and 74 m west	Anytime	1862-85	N/A

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Mason Drive	South	The westerly limit of 205 Mason Drive and Dovedale Drive	Anytime	1862-85	N/A
McBrien Court	West, South and East	The west side of the road from Fulton Crescent, the cul-de-sac and the east side of the road from 45m south of Fulton Crescent to the cul-de-sac	Sept to June Mon - Friday 7:00 a.m. to 9:00 a.m. 2:00 p.m. to 4:00 p.m.	7770-21	N/A
McEwen Drive	North and South	Forbes Street and 250 m west	Anytime	4524-99	N/A
McKinney Drive	East and West	Taunton Road and Robert Attersley Drive	Anytime	5753-06	N/A
Michael Boulevard	East	South limit of West Lynde Public School and 12 m north	Anytime	1862-85	2446-88
Michael Boulevard	East	Gail Court and 92 m north	Anytime	1862-85	N/A
Michael Boulevard	East	Heda Court and 98 m south	Anytime	1862-85	2446-88
Michael Boulevard	East	Calais Street and 34 m south of Jermyn Street	Anytime	2446-88	N/A
Michael Boulevard	East	Heda Court and 150 m south	Anytime	2446-88	N/A
Michael Boulevard	South and West	Belton Court and 66 m north of Burns Street West	Anytime	1862-85	N/A
Michael Boulevard	South and West	Jeffery Street and intersection with Michael Boulevard	Anytime	1862-85	N/A
Mud Lake Road	South and West	Highway #12 and 80 m north and west	Anytime	2281-87	N/A
Muir Crescent (easterly leg)	East	225 m south of McQuay Boulevard and 285 m south of McQuay Boulevard	Anytime	2013-86	N/A
Muir Crescent (easterly leg)	West	200 m south of McQuay Boulevard and 249 m south of McQuay Boulevard	Anytime	2013-86	N/A
Nichol Avenue	North	Glen Hill Drive South and westerly limit of Nichol Avenue	Anytime	2727-89	N/A
Nichol Avenue	South	Wood Drive to westerly limit of Nichol Avenue	Anytime	2208-87	N/A
Nordic Court	South	Between and including in front of both 27 and 28 Nordic Court	Anytime	1862-85	N/A
Ontario Street East	North	Green Street and Athol Street	Anytime	1862-85	N/A
Ontario Street East	South	Brock Street South and Green Street	Anytime	1862-85	N/A
Ontario Street West	South	Brock Street South and Byron Street South	Anytime	2556-89	N/A

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Paisley Court	East, South and West	Consumers' Drive and south limit of Paisley Court	Anytime	3957-97	N/A
Palace Street	West	Maple Street and Beech Street	Anytime	1862-85	N/A
Palace Street	West	Walnut Street and Mary Street	Anytime	1862-85	N/A
Palmerston Avenue	North and South	Brock Street North and Byron Street	Anytime	1862-85	N/A
Pearl Street	East	Baldwin Street and 70 m south	Anytime	2515-88	N/A
Perry Street	East	Dundas Street and 12 m north	Anytime	2438-88	4545-00
Perry Street	East and West	Mary Street East and John Street East	Anytime	3280-93	N/A
Perry Street	East and West	Dundas Street East and 15 m north	Anytime	4545-00	N/A
Perry Street	West	38 m north of Dundas Street East and Mary Street East	Anytime	1862-85	N/A
Perry Street	West	Dundas Street and 13 m north	Anytime	2438-88	4545-00
Perry Street	West	Mary Street East and John Street East	Anytime	2497-88	3280-93
Pitt Street	North and South	Henry Street and King Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3512-94	N/A
Pitt Street East	North	Brock Street South and Green Street	Anytime	1862-85	2426-88
Pitt Street East	South	Green Street and 3 m west of Fire Access Route to Senior-Citizens' Apartement Building	Anytime	1862-85	2426-88
Price Street	East	Campbell Street/Vipond Road and 46 m north	Anytime	5243-03	N/A
Price Street	East	Vipond Road and Way Street	Anytime	7992-23	N/A
Reedaire Court	East	Dunlop Street West and north limit of Reedaire Court	Anytime	1862-85	N/A
Reedaire Court	West	North limit of Reedaire Court and 30 m south	Anytime	1862-85	N/A
Regency Crescent	North	Easterly limit of Hickory Street and 20 m east	Anytime	1928-85	3581-94
Regency Crescent	North	Easterly limit of Hickory Street and 70 m east	Anytime	3581-94	N/A
Regency Crescent	North and South	Easterly limit of Hickory Street and 20 m east	Anytime	1862-85	1928-85
Regency Crescent	South	Easterly limit of Hickory Street and 145 m east	Anytime	1928-85	2411-88
Regency Crescent	South	Easterly limit of Hickory Street and 215 m east	Anytime	2411-88	2601-89

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Regency Crescent	South	Easterly limit of Hickory Street and 145 m east	Anytime	2601-89	N/A
Reynolds Street	East and West	90 m south of Gilbert Street and 90 m north of Ladies College Drive	Anytime	1862-85	N/A
Reynolds Street	East and West	10 m north and 55 m south of Ladies College Drive	Anytime	1862-85	N/A
Reynolds Street	North and South	135 m west and 10 m east of Teresa Drive/Eva Court	Anytime	1862-85	N/A
Ribblesdale Drive	East	Manning Road and Pringle Drive	Anytime	1862-85	N/A
Ribblesdale Drive	East	Manning Road and 28 m north	Anytime	1862-85	4082-97
Ribblesdale Drive	East	Manning Road and 170 m north	Anytime	4082-97	N/A
Ribblesdale Drive	West and North	Manning Road and Anderson Street	Anytime	1862-85	N/A
Roebuck Street	South	Cassels Road and 20 m west	Anytime	1862-85	N/A
Rosedale Drive	East	Harding Street and 30 m north	Anytime	2221-87	N/A
Rosedale Drive	South and West	Dovedale Drive and Harding Street	Anytime	1862-85	N/A
Sawdon Drive	North and South	Bellwood Drive and Kendalwood Road	Anytime	2429-88	N/A
Schilling Court	North	Bradley Drive and the west limit of Schilling Court	Anytime	3429-94	N/A
Scott Street	East and West	Manning Road and 45 m south of Hazelwood Drive	8:00 a.m. to 5:00 p.m.	1862-85	3470-94
Scott Street	East and West	Manning Road and 45 m south of Hazelwood Drive	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3470-94	5592-05
Selkirk Drive	East and West	30 m south and 10 m south of Tavistock Avenue	September to June, Monday to Friday, 8:00 a.m. to 9:00 a.m. 11:00 a.m. to 1:00 p.m. 3:00 p.m. to 4:00 p.m.	6198-09	7912-22

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Selkirk Drive	East and West	10 m north and 30 m north of Tavistock Avenue	September to June, Monday to Friday, 8:00 a.m. to 9:00 a.m. 11:00 a.m. to 1:00 p.m. 3:00 p.m. to 4:00 p.m.	6198-09	7912-22
Selkirk Drive	East and West	30 m south and 10 m south of Tavistock Avenue	September to June, Monday to Friday, 8:45 a.m. to 9:45 a.m. 11 :15 a.m. to 1:15 p.m. 3: 15 p.m. to 4: 15 p.m.	7912-22	N/A
Selkirk Drive	East and West	10 m north and 30 m north of Tavistock Avenue	September to June, Monday to Friday, 8:45 a.m. to 9:45 a.m.11 :15 a.m. to 1:15 p.m. 3:15 p.m. to 4:15 p.m.	7912-22	N/A
South Blair Street	East and West	Watson Street and 740 m south	Anytime	1862-85	N/A
St. John Street	North	Brock Street South and Centre Street	Anytime	1862-85	2426-88
St. John Street East	North	Green Street and 45 m west	Anytime	3048-91	N/A
St. John Street East	South	Brock Street South and Green Street	Anytime	4180-98	N/A
St. John Street West	North	Centre Street South and Byron Street South	Anytime	2426-88	N/A
St. John Street West	North and South	Centre Street South and Henry Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3263-93	N/A
Starr Avenue	North	Byron Street North and Centre Street North	Anytime	5029-02	6251-09

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Starr Avenue	North	Brock Street North and Centre Street North	Anytime	6251-09	N/A
Stockton Court	North	Gateway Court and the Cul-de-sac	Sept to June Mon - Friday 7:00 a.m. to 9:00 a.m. 2:30 p.m. to 4:30 p.m.	7770-21	N/A
Stockton Court	South	70m west of Gateway Court and the Cul-desac	Sept to June Mon - Friday 7:00 a.m. to 9:00 a.m. 2:30 p.m. to 4:30 p.m.	7770-21	N/A
Summerside Avenue	North, South, East and West	Thickson Road and 215 m west of Thickson Road	Anytime	6578-12	N/A
Tavistock Avenue	North and South	10 m west and 30 m west of Selkirk Drive	September to June, Monday to Friday, 8:00 a.m. to 9:00 a.m. 11:00 a.m. to 1:00 p.m. 3:00 p.m. to 4:00 p.m.	6198-09	7912-22
Tavistock Avenue	North and South	10 m west and 30m west of Selkirk Drive	September to June, Monday to Friday, 8:45 a.m. to 9:45 a.m. 11 :15 a.m. to 1:15 p.m. 3:15 p.m. to 4:15 p.m.	7912-22	N/A
Tavistock Avenue	South	30m west of Selkirk Drive and Croxall Boulevard	Sept to June Mon - Friday 8:15 a.m. to 9:15 a.m. 3:15 p.m. to 4:15 p.m.	7770-21	N/A

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Tom Edwards Drive	East	Shore Avenue and 60 m north	Anytime	5035-02	N/A
Tom Edwards Drive	North and South	Bakerville Street and Thames Drive	Anytime	5035-02	N/A
Tom Edwards Drive	Southeast	East limit of Bakerville Street and south limit of Shore Avenue	Anytime	5615-05	N/A
Tom Edwards Drive	West	Markwood Crescent and Shore Avenue	Anytime	5035-02	N/A
Topsail Avenue	South	Whitby Shores Greenway and Tallships Drive	Anytime	7415-18	N/A
Toscana Drive	South	Westerly limit of Bonello Crescent and easterly limit of Bonello Crescent	Anytime	5368-04	N/A
Trent Street West	North and South	Henry Street and King Street	Monday to Friday, 8:00 a.m. to 5:00 p.m.	3191-92	N/A
Tricont Avenue	North and South	Thickson Road South and 200 m east	Anytime	4200-98	N/A
Vipond Road	North	Ashburn Road and 83 m east	Anytime	5035-02	N/A
Vipond Road	North	Ferguson Avenue and 68 m west	Anytime	5035-02	N/A
Vipond Road	South	Ashburn Road and Sabrina Street	Anytime	5035-02	N/A
Vipond Road	South	Ferguson Avenue and Kimberley Drive	Anytime	5035-02	N/A
Wallace Drive	North	Brock Street North and 160 m east	Anytime	5060-02	N/A
Walnut Street	South	Brock Street and Cochrane Street	Anytime	1862-85	N/A
Warren Drive	North and South	Hopkins Street and 150 m east	Anytime	1862-85	N/A
Watford Street	East and West	30 m south and 10 m south of Blackfriar Avenue	August to June, Monday to Friday, 8:00 a.m. to 9:00 a.m. 11:00 a.m. to 1:00 p.m 3:00 p.m. to 4:00 p.m.	6198-09	N/A

Schedule “B” – No Parking

Last Revised: December 28, 2023

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Watford Street	East and West	10 m north and 30 m north of Blackfriar Avenue	August to June, Monday to Friday, 8:00 a.m. to 9:00 a.m. 11:00 a.m. to 1:00 p.m. 3:00 p.m. to 4:00 p.m.	6198-09	N/A
Watson Street West	East, West, North, South	Victoria Street and Charles Street	Anytime	8029-23	
Watson Street West	North and East	Charles Street and Victoria Street West	Anytime	5091-02	8029-23
Watson Street West	West	Victoria Street West and 59 m south	Anytime	5091-02	8029-23
Whitburn Street	South and East	35 m west of the north leg of Maple Edge Lane and 125 m west and south of the north leg of Maple Edge Lane	Anytime	4199-98	N/A
White Oaks Court	East and West	Dundas Street West and south limit of White Oaks Court	Anytime	1862-85	N/A
Whitmore Court	East and West	Leithridge Crescent and the Cul-de-sac	8:00 a.m. - 3:00p.m. Mon - Fri Sept- June	8037-23	N/A
Willowbrook Drive	West	Joy Thompson Avenue and Bridgewater Avenue	Mon - Fri	7803-21	N/A
Winner's Circle	North and South	Canadian Oaks Drive and the west limit of Winner's Circle	Sept- June	1862-85	N/A
Woodward Drive	South	72 m and 127 m west of Bassett Boulevard	Anytime	3199-92	N/A
Woodward Drive	South and East	54 m and 110 m north of Bassett Boulevard	Anytime	3199-92	N/A

Schedule “C” – Parking for Restricted Periods

Last Revised:February 7, 2018

Highway	Side	Times or Day	Maximum Period Allowed	By-Law Number	Repealed By
All Streets except as noted in Schedules A, B, D, G, H and S or unless otherwise noted below	All Sides	Anytime	3 Hours	1862-85	N/A
Byron Street South from 10 m south of Dunlop Street West to 50 m south of Dunlop Street West	East	Monday to Friday, 8:00 a.m. to 4:00 p.m.	15 Minutes	4846-01	N/A
Mary Street West between Euclid Street and Centre Street North	South	Sunday, 9:00 a.m. to 1:00 p.m.	4 hours	3018-91	N/A
Perry Street between 10 m north of Dundas Street East and 38 m north of Dundas Street East	West	Monday to Saturday, 8:00 a.m. to 5:00 p.m.	15 Minutes	1862-85	4545-00
Perry Street between Dundas Street East and 98m north of Dundas Street East	East	Monday to Saturday, 8:00 a.m. to 5:00 p.m.	15 Minutes	1862-85	4545-00
Vipond Street from 70 m east of Heber Down Crescent to 85 m east of Heber Down Crescent	North	Anytime	5 Minutes	6350-10	N/A

Schedule “D” – No Standing

Last Revised: February 7, 2018

Highway	Side	Between	Prohibited Times or Days	By-Law Number	Repealed By
Nichol Avenue	North and South	Glen Hill Drive, Wood Drive and Thickson Road South	Anytime	4504-99	N/A

Schedule “E” – Permitted Angle Parking

Last Revised:

February 7, 2018

Highway	Side	Between	By-Law Number	Repealed By

Schedule “F” – Parking Meter Zones on Highways

Last Revised: February 7, 2018

Highway	Side	Between	Times and Days Required	Rate	Maximum Period Allowed	By-Law Number	Repealed By
Athol Street	West	37 m south of Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Athol Street	West	37 m south of Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Athol Street	West	37 m south of Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Athol Street	West	37 m south of Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Athol Street	West	37 m south of Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Athol Street	West	37 m south of Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Athol Street	West	Dundas Street East & Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Brock Street	East	Mary Street and Dunlop Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89

Schedule “F” – Parking Meter Zones on Highways

Last Revised: February 7, 2018

Highway	Side	Between	Times and Days Required	Rate	Maximum Period Allowed	By-Law Number	Repealed By
Brock Street	East	Mary Street and Dunlop Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Brock Street	East	Mary Street and Dunlop Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Brock Street	East	Mary Street and Dunlop Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Brock Street	East	Mary Street and Dunlop Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Brock Street	East	Mary Street and Dunlop Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	\$ 1.50 per hour	7256-17	7284-17
Brock Street	West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Brock Street	West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Brock Street	West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92

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Brock Street	West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	3870-96
Brock Street	West	Colborne Street West and 22 m south of Mary Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3870-96	5594-05
Brock Street	West	Colborne Street West and 22 m south of Mary Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Brock Street	West	22m South of Mary Street West and Colborne Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Brock Street	East and West	Mary Street & Dunlop Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Byron Street	East and West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Byron Street	East and West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Byron Street	East and West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92

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Byron Street	East and West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Byron Street	East and West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Byron Street	East and West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Byron Street	East and West	Mary Street and Colborne Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Byron Street North	East	Mary Street West and 40 m north of Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	2583-89	2769-89
Byron Street North	East	Mary Street West and 40 m north of Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Byron Street North	East	Mary Street West and 40 m north of Mary Street West	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Byron Street North	East	Mary Street West and 40 m north of Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05

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Byron Street North	East	Mary Street West and 40 m north of Mary Street West	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Byron Street North	East	Mary Street West and 40 m north of Mary Street West	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Byron Street North	East	Mary Street West and 40 m north of Mary Street West	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Byron Street South	East	Colborne Street West and 112 m north of Ontario Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	2 hours	2444-88	2769-89
Byron Street South	East	Colborne Street West and 112 m north of Ontario Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	2 hours	2769-89	3086-91
Byron Street South	East	Colborne Street West and 112 m north of Ontario Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	3086-91	3104-92
Byron Street South	East	Colborne Street West and 112 m north of Ontario Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	3104-92	4846-00
Byron Street South	East	Colborne Street West and Dunlop Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	4846-01	5594-05

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Byron Street South	East	Colborne Street West and Dunlop Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Byron Street South	East	Colborne Street West and Dunlop Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Byron Street South	East	Colborne Street West and Dunlop Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7184-17	N/A
Byron Street South	East	50 m south of Dunlop Street West and 40 m north of Ontario Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	4846-01	5594-05
Byron Street South	East	50 m south of Dunlop Street West and 40 m north of Ontario Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Byron Street South	East	50 m south of Dunlop Street West and 40 m north of Ontario Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Byron Street South	East	Dunlop Street West and North of Ontario Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Byron Street South	West	Gilbert Street West and 15 m south of Dunlop Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	4846-01	5594-05

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Byron Street South	West	Gilbert Street West and 15 m south of Dunlop Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Byron Street South	West	Gilbert Street West and a point 15-m south of Dunlop Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Byron Street South	West	Dunlop Street & Gilbert Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Centre Street North	West	Dundas Street West and Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	2356-88	2769-89
Centre Street North	West	Dundas Street West and Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Centre Street North	West	Dundas Street West and Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Centre Street North	West	Dundas Street West and Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Centre Street North	West	Dundas Street West and Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17

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Centre Street North	West	Dundas Street West and Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Centre Street North	West	Dundas Street West and Mary Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Centre Street South	West	25 m south of Dundas Street West and 35 m north of Colborne Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	6445-11	7256-17
Centre Street South	West	25 m south of Dundas Street West and 35 m north of Colborne Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Centre Street South	East & West	Dundas Street West & Colborne Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Colborne Street	North	Green Street and Brock Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Colborne Street	North	Green Street and Brock Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Colborne Street	North	Green Street and Brock Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92

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Colborne Street	North	Green Street and Brock Street-South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Colborne Street	North and South	Byron Street and Brock Street-South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Colborne Street	North and South	Byron Street and Brock Street-South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Colborne Street	North and South	Byron Street and Brock Street-South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-94	3104-92
Colborne Street	North and South	Byron Street and Brock Street-South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Colborne Street	North and South	Byron Street and Brock Street-South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Colborne Street	North & South	Byron Street & Brock Street-South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Colborne Street	North and South	Byron Street and Brock Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A

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Colborne Street East	North and South	Green Street and Brock Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Colborne Street East	North and South	Green Street and Brock Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Colborne Street East	North and South	Green Street & Brock Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Colborne Street West	South	Byron Street South and Centre Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	2 hours	3030-94	3086-91
Colborne Street West	South	Byron Street South and Centre Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	3086-94	3104-92
Colborne Street West	South	Byron Street South and Centre Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	3104-92	5594-05
Colborne Street West	South	Byron Street South and Centre Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Colborne Street West	South	Byron Street South and Centre Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17

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Colborne Street West	South	Byron Street South & Centre Street South	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Dundas Stret East	South	Green Street & Athol Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Dundas Street West	North	Brock Street and Centre Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Dundas Street West	North	Brock Street and Centre Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	50¢ per half hour	2 hours	2769-89	3086-91
Dundas Street West	North	Brock Street and Centre Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	3086-91	3104-92
Dundas Street West	North	Brock Street and Centre Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Dundas Street West	North	Brock Street and Centre Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Dundas Street West	North	Brock Street and Centre Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17

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Dundas Street West	North	Centre Street and Euclid Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	25¢ per half hour	2 hours	1862-85	2769-89
Dundas Street West	North	Centre Street and Euclid Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Dundas Street West	North	Centre Street and Euclid Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Dundas Street West	North	Centre Street and Euclid Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	3104-92	5594-05
Dundas Street West	North	Centre Street and Euclid Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Dundas Street West	North	Centre Street and Euclid Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Dundas Street West	South	Brock Street and Byron Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Dundas Street West	South	Brock Street and Byron Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91

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Dundas Street West	South	Brock Street and Byron Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Dundas Street West	South	Brock Street and Byron Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Dundas Street West	South	Brock Street and Byron Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Dundas Street West	South	Brock Street and Byron Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Dundas Street West	North & South	Brock Street & Euclid Street/Henry Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Elm Street	North and South	Brock Street North and Byron Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Elm Street	North and South	Brock Street North and Byron Street North	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Elm Street	North and South	Brock Street North and Byron Street North	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92

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Elm Street	North and South	Brock Street North and Byron Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Elm Street	North and South	Brock Street North and Byron Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Elm Street	North and South	Brock Street North and Byron Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Elm Street	North and South	Brock Street North & Byron Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	72844-17	N/A
Green Street	East	Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	4058-97	5594-05
Green Street	East	Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Green Street	East	Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Green Street	East and West	Dundas Street East and Colborne Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89

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Green Street	East and West	Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	2 hours	2769-89	3086-91
Green Street	East and West	Dundas Street East and Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	3086-91	3104-92
Green Street	East and West	Dundas Street East and Colborne Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	4058-97
Green Street	West	Dundas Street East and 33 m north of Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	4058-97	5594-05
Green Street	West	Dundas Street East and 33 m north of Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Green Street	West	Dundas Street East and 33 m north of Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Green Street	East & West	Dundas Street East & Colborne Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Kent Street	West	Dundas Street West and 33m north	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	2 hours	1862-85	2769-89

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Kent Street	West	Dundas Street West and 33m north	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Kent Street	West	Dundas Street West and 33m north	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Kent Street	West	Dundas Street West and 33m north	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	3104-92	5594-05
Kent Street	West	Dundas Street West and 33m north	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Kent Street	West	Dundas Street West and 33m north	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Kent Street	West	Dundas Street West & 33m north	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
King Street	West	Dundas Street West and Colborne Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	4027-97	5594-05
King Street	West	Dundas Street West and Colborne Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17

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King Street	West	Dundas Street West and Colborne Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
King Street	West	Dundas Street West & Colborne Street West	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Mary Street East	South	60 m east of Brock Street North and 25 m west of Perry Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Mary Street East	South	60 m east of Brock Street North and 25 m west of Perry Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Mary Street East	South	60 m east of Brock Street North and 25 m west of Perry Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Mary Street East	South	60 m east of Brock Street North and 25 m west of Perry Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Mary Street East	South	60 m east of Brock Street North and 25 m west of Perry Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Mary Street East	South	60 m east of Brock Street North and 25 m west of Perry Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17

Schedule “F” – Parking Meter Zones on Highways

Last Revised: February 7, 2018

Highway	Side	Between	Times and Days Required	Rate	Maximum Period Allowed	By-Law Number	Repealed By
Mary Street East	South	Brock Street North & Perry Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Mary Street East	South	35 m east of Perry Street and Ash Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	2217-87	2769-89
Mary Street East	South	35 m east of Perry Street and Ash Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Mary Street East	South	35 m east of Perry Street and Ash Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	3086-91	3104-92
Mary Street East	South	35 m east of Perry Street and Ash Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Mary Street East	South	35 m east of Perry Street and Ash Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Mary Street East	South	35 m east of Perry Street and Ash Street	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	N/A
Mary Street West	South	Brock Street North and Byron Street	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89

Schedule “F” – Parking Meter Zones on Highways

Last Revised: February 7, 2018

Highway	Side	Between	Times and Days Required	Rate	Maximum Period Allowed	By-Law Number	Repealed By
Mary Street West	South	Brock Street North and Byron Street North	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91
Mary Street West	South	Brock Street North and Byron Street North	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Mary Street West	South	Brock Street North and Byron Street North	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Mary Street West	South	Brock Street North and Byron Street North	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Mary Street West	South	Brock Street North and Byron Street North	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Mary Street West	South	Brock Street North & Byron Street North	Monday to Friday, 9:00 a.m. to 4:30 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A
Perry Street	East	98 m north of Dundas Street East and Mary Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	25¢ per half hour	1 hour	1862-85	2769-89
Perry Street	East	98 m north of Dundas Street East and Mary Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	50¢ per half hour	1 hour	2769-89	3086-91

Schedule “F” – Parking Meter Zones on Highways

Last Revised: February 7, 2018

Highway	Side	Between	Times and Days Required	Rate	Maximum Period Allowed	By-Law Number	Repealed By
Perry Street	East	98 m north of Dundas Street East and Mary Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3086-91	3104-92
Perry Street	East	98 m north of Dundas Street East and Mary Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	80 minutes	3104-92	5594-05
Perry Street	East	98 m north of Dundas Street East and Mary Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Perry Street	East	98 m north of Dundas Street East and Mary Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Perry Street	East	15 m and 98 m north of Dundas Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	4545-00	5594-05
Perry Street	East	15 m and 98 m north of Dundas Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Perry Street	East	15 m and 98 m north of Dundas Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Perry Street	West	15 m and 38 m north of Dundas Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 8 minutes	160 minutes	4545-00	5594-05

Schedule “F” – Parking Meter Zones on Highways

Last Revised: February 7, 2018

Highway	Side	Between	Times and Days Required	Rate	Maximum Period Allowed	By-Law Number	Repealed By
Perry Street	West	15 m and 38 m north of Dundas Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	10¢ per 6 minutes	120 minutes	5594-05	7256-17
Perry Street	West	15 m and 38 m north of Dundas Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7256-17	7284-17
Perry Street	East & West	Dundas Street East & Mary Street East	Monday to Friday, 9:00 a.m. to 6:00 p.m. Except Holidays	\$ 1.50 per hour	120 minutes	7284-17	N/A

Schedule “G” – Loading Zones

Last Revised: February 7, 2018

Highway	Side	Between	By-Law Number	Repealed By
Brock Street South	East	20 m and 52 m north of Dunlop Street East		
Colborne Street West	South	23 m west of Centre Street South and 38 m west of Centre Street South	2426-88	N/A

Schedule “H” – Stands for Taxicabs

Last Revised: February 7, 2018

Highway	Side	Location	Number of Taxicabs Allowed	Hours	By-Law Number	Repealed By

Schedule “I” – One-Way Streets

Last Revised: February 7, 2018

Highway	Between	Times or Days	Direction	By-Law Number	Repealed By
Arthur Street	Henry Street and Brock Street South	At all times	East	1862-85	N/A
Centre Street North	Mary Street West and Dundas Street West	At all times	South	1862-85	N/A
Elm Street	Brock Street North and Byron Street North	At all times	West	1862-85	N/A
Kent Street	Dundas Street West and Mary Street West	At all times	North	1862-85	N/A
Pearl Street	Baldwin Street and 170 m north of Cassels Road East	At all times	North	1862-85	N/A

Schedule “J” – One-Way Traffic Lanes

Last Revised: February 7, 2018

Highway	Between	Lanes	Times or Days	Direction	By-Law Number	Repealed By
Dundas Street East	Brock Street and 115 m east	North	Anytime	Right Turn Only	1862-85	N/A
Dundas Street East	Anderson Street and Thickson Road South	Centre	Anytime	Left Turn Only	2900-90	N/A
Dundas Street East	Garrard Road and the Whitby/Oshawa border	Centre	Anytime	Left Turn Only	2900-90	N/A
Green Street	Dundas Street and 37 m south	East	Anytime	Right Turn Only	1862-85	2603-89

Schedule “K” – Prohibited Turns

Last Revised: February 7, 2018

Intersection or Portion of Highway	Direction	Turns Prohibited	Times or Days	By-Law Number	Repealed By
Brock Street North at Dundas Street	Southbound	Left	Anytime	1862-85	N/A
Brock Street North at Maple Street West	Southbound	Right	On Red Light	4606-00	5010-02
Brock Street South at Dundas Street	Northbound	Left	Anytime	1862-85	N/A
Dundas Street East at Brock Street	Westbound	Left	Anytime	1862-85	N/A
Dundas Street East at Green Street	Northbound	Left	Anytime	2603-89	N/A
Dundas Street West at Brock Street	Eastbound	Left	Anytime	1862-85	N/A
Dundas Street West at Brock Street	Eastbound	Right Turns by Heavy Traffic	Anytime	1862-85	N/A

Schedule “L” – Prohibited "U" Turns

Last Revised:

February 7, 2018

Intersection or Portion of Highway	Direction	Times or Days	By-Law Number	Repealed By

Schedule “M” – Through Highways

Last Revised:

September 1, 2022

Highway	Between	By-Law Number	Repealed By
Allayden Drive	South limit of Kennett Drive and south limit of Allayden Drive	2447-88	N/A
Amanda Avenue	East limit of Amanda Avenue and west limit of Amanda Avenue	4700-00	N/A
Anchorage Avenue	East limit of Whitby Shores Greenway and west limit of Seaboard Gate	4700-00	N/A
Anderson Street	North limit of Taunton Road and south limit of Winchester Road	1862-85	4179-98
Anderson Street	North limit of Taunton Road and south limit of Burroughs Avenue and Napier Court	4179-98	N/A
Annes Street	South limit of Dundas Street West and south limit of Annes Street	1862-85	2436-88
Annes Street	South limit of Dunlop Street and south limit of Annes Street	2436-88	3112-92
Annes Street	South limit of Dunlop Street West and north limit of Burns Street West	3112-92	N/A
Ardwick Street	North limit of Ardwick Street and south limit of Ardwick Street	1862-85	N/A
Arthur Street	West limit of Brock Street South and east limit of Henry Street	1862-85	N/A
Ashburn Road	North limit of Winchester Road and south limit of Myrtle Road West	1862-85	N/A
Ashburn Road	North limit of Myrtle Road West and south limit of Townline Road	1862-85	N/A
Athol Street	South limit of Dundas Street East and north limit of Burns Street	1862-85	N/A
Athol Street	South limit of Burns Street and north limit of Clemence Avenue	1862-85	N/A
Bagot Street	South limit of George Street and north limit of Cassels Road West	1862-85	N/A
Bakerville Street	North limit of Dryden Boulevard and south limit of Sprucedale Drive	3406-93	4700-00
Bakerville Street	North limit of Dryden Boulevard and south limit of Tom Edwards Drive	4700-00	N/A
Bassett Boulevard	East limit of Garden Street and south limit of Rossland Road	1862-85	N/A
Bassett Boulevard	North limit of Rossland Road and east limit of Garden Street	2436-88	N/A
Bassett Boulevard	West limit of Garden Street and north limit of Manning Road	4243-98	N/A
Beech Street	South limit of Bradley Drive and west limit of Garden Street	1862-85	4243-98
Beech Street	East limit of Cochrane Street and east limit of Beech Street West	1862-85	N/A
Beech Street	South limit of Bradley Drive and west limit of Beech Street	4243-98	N/A
Bellwood Drive	East limit of Thicksen Road and west limit of Sawdon Drive	1862-85	N/A
Billings Street	South limit of Burns Street East and north limit of Irwin Drive	3093-92	N/A
Blair Street	South limit of Dundas Street and north limit of Burns Street	2436-88	N/A
Bonacord Avenue	West limit of Cochrane Street and west limit of Bonacord Avenue	1862-85	3011-91

Schedule “M” – Through Highways

Last Revised:

September 1, 2022

Highway	Between	By-Law Number	Repealed By
Bonacord Avenue	West limit of Cochrane Street and west limit of Frost Drive	3011-91	4243-98
Bonacord Avenue	West limit of Cochrane Street and east limit of McQuay Boulevard	4243-98	N/A
Bonacord Avenue	West limit of McQuay Boulevard and west limit of Bonacord Avenue	4243-98	N/A
Bradley Drive	West limit of Anderson Street and west limit of Pringle Drive	1862-85	2085-86
Bradley Drive	South limit of Manning Road and east limit of Pilkington Street	1862-85	2085-86
Bradley Drive	South limit of Manning Road and the west limit of Beech Street	2085-86	N/A
Bradley Drive	East limit of Beech Street and the west limit of Garden Street	2085-86	N/A
Bradley Drive	East limit of Garden Street and south limit of Cambridge Court	2085-86	4243-98
Bradley Drive	North limit of Martinet Street and the west limit of Anderson Street	2085-86	2557-89
Bradley Drive	North limit of Martinet Street and west limit of Pringle Drive	2557-89	N/A
Bradley Drive	East limit of Pringle Drive and west limit of Anderson Street	2557-89	N/A
Bradley Drive	East limit of Garden Street and west limit of Pringle Drive	4243-98	N/A
Braebrook Drive	East limit of Anderson Street and north limit of Lofthouse Drive	4243-98	N/A
Brawley Road	West limit of Ashburn Road and east limit of Regional Road #23	1862-85	N/A
Brawley Road	East limit of Ashburn Road and west limit of Baldwin Street	1862-85	N/A
Breakwater Drive	East limit of Whitby Shores Greenway and west limit of Forecastle Road	4700-00	N/A
Brock Street	South limit of Rossland Road and south limit of Brock Street	1862-85	N/A
Brookvalley Avenue	East limit of Claudia Drive and west limit of Melody Drive	4700-00	N/A
Brookwood Boulevard	North limit of Dryden Boulevard and south limit of Willowbrook Drive	4243-98	N/A
Burns Street	East limit of Annes Street and west limit of Henry Street	1862-85	N/A
Burns Street	East limit of Athol Street and west limit of Hopkins Street	1862-85	N/A
Burns Street East	East limit of Thickson Road South and east limit of Burns Street East	4243-98	N/A
Burns Street West	East limit of Henry Street and west limit of Centre Street South	2567-89	N/A
Burns Street West	East limit of Centre Street South and west limit of Brock Street South	2567-89	N/A
Byron Street	South limit of Dunlop Street and north limit of Trent Street	1862-85	2768-89
Byron Street	South limit of Trent Street and north limit of Arthur Street	1862-85	2567-89
Byron Street South	South limit of Dunlop Street and north limit of Ontario Street West	2768-89	N/A

Schedule “M” – Through Highways

Last Revised:

September 1, 2022

Highway	Between	By-Law Number	Repealed By
Byron Street South	South limit of Trent Street and north limit of Burns Street West	2567-89	N/A
Byron Street South	South limit of Burns Street West and north limit of Arthur Street	2567-89	N/A
Byron Street South	South limit of Ontario Street West and north limit of Trent Street West	2768-89	N/A
Canadian Oaks Drive	South limit of Rossland Road East and east limit of Thickson Road North	1862-85	N/A
Cassels Road East	East limit of Baldwin Street and west limit of Queen Street	4243-98	N/A
Cassels Road East	East limit of Queen Street and west limit of Watford Street	4243-98	N/A
Centre Street North	North limit of Beech Street and south limit of Walnut Street	1862-85	N/A
Centre Street South	South limit of Dunlop Street and north limit of Trent Street	1862-85	N/A
Centre Street South	South limit of Trent Street and north limit of Arthur Street	1862-85	2567-89
Centre Street South	South limit of Trent Street West and north limit of Burns Street West	2567-89	N/A
Centre Street South	South limit of Burns Street West and north limit of Arthur Street	2567-89	N/A
Chestnut Street	East limit of Brock Street North and east limit of Chestnut Street	1862-85	N/A
Cochrane Street	Dundas Street West and Rossland Road	7911-22	N/A
Columbus Road	East limit of Regional Road #23 and west limit of Ashburn Road	1862-85	N/A
Columbus Road	East limit of Ashburn Road and west limit of Baldwin Street	1862-85	N/A
Columbus Road	East limit of Thickson Road and east limit of Town	1862-85	N/A
Coronation Road	South limit of Winchester Road and north limit of Taunton Road	1862-85	N/A
Country Lane	North limit of Rossland Road West and north limit of Country Lane	4243-98	N/A
Crawforth Street	East limit of Anderson Street North and west limit of Bowman Avenue	3885-96	N/A
Crawforth Street	East limit of Bowman Avenue and west limit of Thickson Road North	3885-96	4239-98
Crawforth Street	East limit of Glen Hill Drive and west limit of Thickson Road North	4239-98	N/A
Deverell Street	South limit of Lofthouse Drive and east limit of Deverell Street	4243-98	N/A
Dovedale Drive	South limit of Mason Drive and west limit of Rosedale Drive	1862-85	N/A
Dryden Boulevard	East limit of Garden Street and west limit of Anderson Street	3093-92	4226-98
Dryden Boulevard	East limit of Thickson Road North and west limit of Garrard Road	3093-92	4226-98
Dryden Boulevard	East limit of Garden Street and west limit of Fallingbrook Street	4226-98	N/A
Dryden Boulevard	East limit of Waller Street and west limit of Garrard Road	4226-98	N/A

Schedule “M” – Through Highways

Last Revised:

September 1, 2022

Highway	Between	By-Law Number	Repealed By
Dryden Boulevard	West limit of Garden Street and east limit of Brock Street North	4243-98	N/A
Dunlop Street East	East limit of Athol Street and west limit of Reynolds Street	1862-85	N/A
Dunlop Street East	East limit of Lupin Drive and west limit of Dovedale Drive	1862-85	N/A
Dunlop Street West	East limit of Henry Street and west limit of Brock Street South	1862-85	N/A
Dunlop Street West	East limit of Annes Street and west limit of Henry Street	1862-85	N/A
Elizabeth Crescent	North limit of Crawforth Street, up to and including Marta Street, and west limit of Thickson Road	1862-85	2393-88
Elizabeth Crescent	North limit of Crawforth Street and the southerly limit of Manning Road	2393-88	N/A
Eric Clarke Drive	South limit of Donald Wilson Street and east limit of Garrard Road	3258-93	N/A
Euclid Street	North limit of Mary Street and south limit of Beech Street	1862-85	N/A
Fairview Drive	South intersection of Lyndevue Drive and Fairview Drive, and north limit of Fairview Drive	1862-85	N/A
Fallingbrook Street	East limit of Bassett Boulevard and south limit of Dryden Boulevard	2436-88	N/A
Fallingbrook Street	North limit of Dryden Boulevard and south limit of Taunton Road East	3093-92	5442-04
Fallingbrook Street	North limit of Dryden Boulevard and south limit of Finnegan Place	5442-04	N/A
Fallingbrook Street	North limit of Finnegan Place and south limit of Taunton Road East	5442-04	N/A
Fencerow Drive	North limit of Rossland Road East and northeast limit of Fencerow Drive	4243-98	N/A
Forest Heights Street	North limit of Willowbrook Drive and south limit of Yorkshire Crescent/Stonemanor Avenue	3093-92	N/A
Foundry Lane	South limit of Southwell Avenue and north limit of Wetherburn Drive	4700-00	N/A
Furrow Drive	West limit of Ringwood Drive and west limit of Fencerow Drive	4243-98	N/A
Gadsby Drive	North intersection of Gadsby Drive and Evergreen Drive, and west limit of Garrard Road	1862-85	N/A
Garden Street	North limit of Dundas Street East and south limit of Rossland Road	1862-85	N/A
Garden Street	North limit of Rossland Road East and south limit of Taunton Road East	3093-92	N/A
Garrard Road	North limit of Dundas Street East and south limit of Rossland Road	1862-85	3028-91
Garrard Road	North limit of Dundas Street East and south limit of Manning Road	3028-91	N/A
Garrard Road	North limit of Manning Road and south limit of Rossland Road	3028-91	N/A
Garrard Road	North limit of Rossland Road East and south limit of Dryden Boulevard	4243-98	N/A
Garrard Road	North limit of Dryden Boulevard and south limit of Taunton Road East	4243-98	N/A

Schedule “M” – Through Highways

Last Revised:

September 1, 2022

Highway	Between	By-Law Number	Repealed By
Giffard Street	West limit of Cochrane Street and east limit of Wellington Street	1862-85	N/A
Glen Dhu Drive	East limit of Anderson Street and east limit of Glen Dhu Drive	1911-85	N/A
Glen Hill Drive	North limit of Dundas Street East and north limit of Maplewood Drive	1862-85	2653-89
Glen Hill Drive	North limit of Dundas Street East and south limit of Pine Hills Road	2653-89	3885-96
Glen Hill Drive	North limit of Pine Hills Road and south limit of Maplewood Drive	2653-89	N/A
Green Street	North limit of Burns Street and south limit of Ontario Street	1862-85	N/A
Hazelwood Drive	North limit of Manning Road and Dymond Drive	1862-85	2736-89
Hazelwood Drive	North limit of Evergreen Drive and Dymond Drive	2736-89	N/A
Heatherton Drive	South limit of Taunton Road East and west limit of Heatherton Drive	3258-93	4243-98
Henry Street	Dundas Street West and Victoria Street	7911-22	N/A
Hialeah Crescent	South limit of Canadian Oaks Drive (<i>east intersection</i>) and south limit of Canadian Oaks Drive (<i>west intersection</i>)	2436-88	N/A
Kailee Court	North limit of Kailee Court and south limit of Kailee Court	3258-93	4243-98
Kendalwood Road	South limit of Dundas Street East and south limit of Kendalwood Road	1862-85	N/A
Kennett Drive	South limit of Bonacord Avenue and west limit of McQuay Boulevard	3093-92	N/A
Kilbride Drive	East limit of Fallingbrook Street and west limit of Anderson Street	3093-92	N/A
Kimberly Drive	South limit of Vipond Road and south limit of Kimberly Drive	4700-00	N/A
King Street	South limit of Trent Street and north limit of Arthur Street	1862-85	2567-89
King Street	South limit of Trent Street West and north limit of Burns Street West	2567-89	N/A
King Street	South limit of Burns Street West and north limit of Arthur Street	2567-89	N/A
Kirby Crescent	South limit of Nichol Avenue (<i>west intersection</i>) and south limit of Nichol Avenue (<i>east intersection</i>)	1862-85	N/A
Knotty Pine Drive	North limit of Knotty Pine Drive and west limit of Whitburn Street	4243-98	N/A
Lofthouse Drive	East limit of Anderson Street and east limit of Lofthouse Drive	4243-98	N/A
Lupin Drive	South limit of Dundas Street East and Harding Street	1862-85	N/A
Mackey Drive	South limit of McQuay Boulevard and north limit of Bonacord Avenue	3258-93	4243-98
Manning Road	West limit of Anderson Street and east limit of Garden Street	1862-85	N/A

Schedule “M” – Through Highways

Last Revised:

September 1, 2022

Highway	Between	By-Law Number	Repealed By
Manning Road	East limit of Brock Street North and west limit of Garden Street	1862-85	N/A
Manning Road	West limit of Garrard Road and east limit of Thickson Road	1862-85	N/A
Maple Street	East limit of Brock Street North and west limit of Hickory Street	1862-85	N/A
Maplewood Drive	East limit of Anderson Street and west limit of Glen Hill Drive	1862-85	N/A
Mary Street	West limit of Garden Street and east limit of Perry Street	1862-85	N/A
Mary Street	West limit of Brock Street North and east limit of Euclid Street	1862-85	4643-00
Mary Street West	West limit of Byron Street North and east limit of Euclid Street	4643-00	N/A
Mayflower Street	North limit of Sawdon Drive and south limit of Kirby Crescent	1862-85	N/A
McCullough Drive	South limit of Burns Street and Bayview Avenue	1862-85	N/A
McQuay Boulevard	North limit of Bonacord Avenue and east limit of Goodfellow Drive	1862-85	3258-93
McQuay Boulevard	South limit of Bonacord Avenue and north limit of Dundas Street West	2447-88	3170-92
McQuay Boulevard	South limit of Bonacord Avenue and north limit of Kennett Drive	3170-92	N/A
McQuay Boulevard	South limit of Kennett Drive and north limit of Dundas Street West	3170-92	N/A
McQuay Boulevard	North limit of Bonacord Avenue and west limit of McQuay Boulevard	3258-93	5022-02
McQuay Boulevard	North limit of Bonacord Avenue and west limit of McQuay Boulevard	4243-98	5022-02
McQuay Boulevard	North limit of Bonacord Avenue and east limit of Goodfellow Drive	5022-02	N/A
Michael Boulevard	North limit of Burns Street, northerly counter clockwise to its intersection with Michael Boulevard	1862-85	4021-97
Michael Boulevard	North limit of Burns Street West, northerly and counter clockwise to the east limit of Barberry Court and Bell Drive	4021-97	N/A
Michael Boulevard	West limit of Barberry Court and Bell Drive, and east limit of Belton Court and Jeffery Street	4021-97	N/A
Michael Boulevard	West limit of Belton Court and Jeffery Street, and north limit of Flemington Court	4021-97	N/A
Michael Boulevard	South limit of Flemington Court and west limit of Ingram Court	4021-97	N/A
Michael Boulevard	East limit of Ingram Court, easterly to its intersection with Michael Boulevard (& Michael)	4021-97	N/A
Nichol Avenue	East limit of Thickson Road and west limit of Kendalwood Road	1862-85	4477-99
Nichol Avenue	East limit of Thickson Road South and west limit of the east leg of Kirby Crescent	4477-99	N/A
O'Connor Drive	South limit of Bassett Boulevard and west limit of Stargell Drive	1862-85	N/A

Schedule “M” – Through Highways

Last Revised:

September 1, 2022

Highway	Between	By-Law Number	Repealed By
Palmerston Avenue	West limit of Walton Boulevard and west limit of Palmerston Avenue	1862-85	N/A
Palmerston Avenue	West limit of Brock Street North and east limit of Walton Boulevard	1862-85	N/A
Peel Street	South limit of Gilbert Street and south limit of Peel Street	1862-85	N/A
Perkinsfield Street	South limit of Ingleborough Drive and the north limit of Goodwood Drive	2087-86	N/A
Pilkington Street	North intersection of Bradley Drive and Pilkington Street, and south intersection of Bradley Drive and Pilkington Street	1862-85	N/A
Portage Trail	East limit of Whitby Shores Greenway and west limit of Whitby Shores Greenway	4700-00	N/A
Powell Road	South limit of Dundas Street East and east limit of Hawkstone Crescent	1862-85	N/A
Prince of Wales Drive	North limit of Crawforth Street and north limit of Pine Hills Road	1862-85	N/A
Queen Street	South limit of Baldwin Street and north limit of Winchester Road	1862-85	5133-02
Queen Street	South limit of Baldwin Street and north limit of Cassels Road East	5133-02	N/A
Queen Street	South limit of Cassels Road East and north limit of Winchester Road East	5133-02	N/A
Redvers Street	South limit of Twin Streams Road and south limit of Redvers Street	4700-00	N/A
Reynolds Street	West limit of Blair Street and north limit of Ladies College Drive	1862-85	N/A
Reynolds Street	South limit of Dundas Street East and north limit of Gilbert Street	1862-85	N/A
Ribblesdale Drive	North limit of Manning Road and west limit of Anderson Street	1862-85	N/A
Rice Drive	South limit of Bassett Boulevard and south limit of Henderson Drive	1862-85	N/A
Roan Drive	East limit of Kennett Drive and west limit of McQuay Boulevard	3093-92	N/A
Rolling Acres Drive	West limit of Garrard Road and east limit of Waller Street	4243-98	N/A
Rosedale Drive	Harding Street and north intersection of Rosedale Drive and Dovedale Drive	1862-85	N/A
Rossland Road	Cochrane Street and Coronation Road	1862-85	4493-99
Rossland Road	Lake Ridge Road and Cochrane Street		7911-22
Rossland Road West	Goodfellow Road and east limit of Regional Road #23	1862-85	5022-02
Rossland Road West	West limit of Country Lane and east limit of Coronation Road	4493-99	5232-03
Rossland Road West	West limit of Cochrane Street and east limit of Lake Ridge Road (Regional Road #23)	5232-03	N/A
Sabrina Street	South limit of Cody Avenue and north limit of Brookvalley Avenue	4700-00	N/A
Sato Street	South limit of Kerrigan Drive and north limit of Rossland Road West	3258-93	4243-98

Schedule “M” – Through Highways

Last Revised:

September 1, 2022

Highway	Between	By-Law Number	Repealed By
Sato Street	North limit of Rossland Road West and north limit of Sunny Rose Court	4243-98	N/A
Sawdon Drive	North limit of Burns Street and west limit of Kendalwood Road	1862-85	4015-97
Sawdon Drive	North limit of Bellwood Drive and west limit of Kendalwood Road	4015-96	N/A
Sawdon Drive	North limit of Burns Street East and south limit of Bellwood Drive	4015-96	N/A
Scott Street	South limit of Manning Road and north limit of Dundas Street East	1862-85	N/A
South Blair Street	South limit of Victoria Street East and south limit of South Blair Street	1862-85	N/A
Springwood Street	South limit of Dundas Street East and north limit of Nichol Avenue	1862-85	N/A
Stewart Street	North limit of Crawforth Street and south limit of Frederick Street	1862-85	N/A
Tamarisk Street	Rossland Road East and northerly limit of Tamarisk Street	2045-86	N/A
Timber Mill Avenue	East limit of Knotty Pine Drive and west limit of Brock Street North	4243-98	5464-04
Tom Edwards Drive	East limit of Thickson Road North and south limit of Taunton Road East	4243-98	N/A
Townline Road	West intersection of Highway #12 and #7, and east limit of Ashburn Road	1862-85	N/A
Townline Road	West limit of Ashburn Road and east limit of Regional Road #23	1862-85	N/A
Trent Street	West limit of Brock Street South and east limit of Henry Street	1862-85	N/A
Twin Streams Road	West limit of Twin Streams Road and west limit of Cochrane Street	4700-00	N/A
Valleywood Drive	South limit of Taunton Road East and north limit of Woodlands Drive	3258-93	4243-98
Valleywood Drive	South limit of Taunton Road West and north limit of Timber Mill Avenue	4243-98	N/A
Valleywood Drive	South limit of Timber Mill Avenue and north limit of Whitburn Street	4243-98	N/A
Vipond Road	East limit of Ashburn Road and west limit of Ferguson Avenue	4700-00	N/A
Vipond Road	East limit of Ferguson Avenue and west limit of Campbell Street	4700-00	N/A
Wallace Drive	East limit of Brock Street North and west limit of Bassett Boulevard	4243-98	N/A
Waller Street	South limit of Dryden Boulevard and north limit of Rolling Acres Drive	4243-98	N/A
Waller Street	South limit of Rolling Acres Drive and north limit of Winterberry Drive	4243-98	N/A
Waller Street	North limit of Dryden Boulevard and south limit of Tom Edwards Drive	4700-00	N/A
Walnut Street	West limit of Euclid Street and east limit of Cochrane Street	1862-85	N/A
Walnut Street	West limit of Cochrane Street and Lee Avenue	1862-85	N/A
Walton Boulevard	South limit of Rossland Road and east limit of Palmerston Avenue	1862-85	4243-98

Schedule “M” – Through Highways

Last Revised:

September 1, 2022

Highway	Between	By-Law Number	Repealed By
Walton Boulevard	South limit of Palmerston Avenue and south limit of Walton Boulevard	1862-85	N/A
Walton Boulevard	South limit of Rossland Road West and north limit of Palmerston Avenue	4243-98	N/A
Watford Street	North limit of Winchester Road East and north limit of Watford Street	4243-98	4478-99
Watford Street	North limit of Cassels Road East and north limit of Watford Street	4478-99	N/A
Watson Street	East limit of Brock Street South and west limit of South Blair Street	1862-85	4656-00
Watson Street East	East limit of Dufferin Street and west limit of South Blair Street	4656-00	N/A
Waywell Street	East limit of Bassett Boulevard and west limit of Limestone Crescent	4243-98	N/A
Wetherburn Drive	East limit of Country Lane and north limit of Wetherburn Drive	4243-98	4700-00
Wetherburn Drive	East limit of Country Lane and southeast limit of Gartshore Drive	4700-00	N/A
Whitburn Street	North limit of Rossland Road and north limit of Whitburn Street	1862-85	4243-98
Whitburn Street	North limit of Rossland Road West and north limit (90 degree bend) of Whitburn Street	4681-00	N/A
Whitburn Street	West limit of Brock Street North and west limit (90 degree bend) of Whitburn Street	4681-00	N/A
Whitby Shores Greenway	East limit of Lighthouse Street easterly to the east limit of Seaboard Gate	4700-00	N/A
Whitby Shores Greenway	West limit of Seaboard Gate westerly to the west limit of Lighthouse Street	4700-00	N/A
White Ash Drive	East limit of Cochrane Street and south limit of White Ash Drive	1862-85	N/A
William Davidson Street	South limit of Eric Clarke Drive and north limit of Rossland Road West	3258-93	N/A
William Stephenson Drive	East limit of Anderson Street and the east limit of Glenayr Gate	2087-86	2436-88
William Stephenson Drive	East limit of Anderson Street and west limit of Thickson Road	2436-88	N/A
Willowbrook Drive	West limit of Garden Street and north limit of Willowbrook Drive	4243-98	5546-04
Willowbrook Drive	West limit of Garden Street and south limit of Golders Green Court/Woodlands Avenue	5546-04	N/A
Willowbrook Drive	North limit of Golders Green Court/Woodlands Avenue and north limit of Willowbrook Drive	5546-04	N/A
Winterberry Drive	East limit of Thickson Road East and northeast limit of Fencerow Drive	4243-98	N/A

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Abram Street and Erickson Drive	Southbound	None	2436-88	5977-07
Abrams Street and Erickson Drive	Southbound	None	5977-07	N/A
Abrams Street and William Stephenson Drive	Northbound	None	5977-07	N/A
Adanac Drive and Gallimore Court	Westbound	None	7339-17	N/A
Agar Street and Carson Avenue	Southbound	None	6014-08	N/A
Agar Street and Sturgess Crescent	Northbound	None	6014-08	N/A
Aird Street and Bassett Boulevard	Northbound	None	4243-98	5977-07
Aird Street and Bassett Boulevard	Northbound	None	5977-07	N/A
Aird Street and Limestone Crescent	Southbound	None	4243-98	5977-07
Aird Street and Limestone Crescent	Southbound	None	5977-07	N/A
Albert Street and Queen Street	Eastbound	None	5977-07	N/A
Allan Street and Stewart Street	Eastbound	None	5977-07	N/A
Allayden Drive and Kennett Drive	Northbound	None	5977-07	N/A
Allayden Drive and McQuay Boulevard	Eastbound	None	5977-07	N/A
Alomar Street and Ball Crescent	Westbound	None	6229-09	N/A
Alomar Street and Baycliffe Drive	Eastbound	None	6229-09	6661-12
Alomar Street and Baycliffe Drive	Westbound	None	6229-09	6661-12
Alomar Street, Baycliffe Drive and Medland Avenue	Northbound, Southbound, Eastbound and Westbound	All Way Stop	6661-12	N/A
Anchorage Avenue and Seaboard Gate	Eastbound	None	6048-08	N/A
Anchorage Avenue and Whitby Shores Greenway	Westbound	None	6048-08	N/A
Anderson Street and Allan Street	Westbound	None	6912-14	N/A
Anderson Street and Bradley Drive	Eastbound	None	6912-14	N/A
Anderson Street and Dryden Boulevard	Northbound, Southbound and Eastbound	All Way Stop	5977-07	6661-12
Anderson Street and Dryden Boulevard	Westbound	None	6572-12	6661-12
Anderson Street and Frederick Street	Westbound	None	6912-14	N/A

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed	By
Anderson Street and Glenayr Gate	Westbound	None	6912-14	N/A	
Anderson Street and Johnson Avenue	Westbound	None	6912-14	N/A	
Anderson Street and Maplewood Drive	Westbound	None	6912-14	N/A	
Anderson Street and Ribblesdale Drive	Eastbound	None	6912-14	N/A	
Anderson Street and William Stephenson Drive	Westbound	None	6912-14	N/A	
Anderson Street, Burroughs Avenue and Napier Court	Northbound, Southbound, Eastbound and Westbound	None	4179-98	5977-07	
Ann Arbour Court and Michael Boulevard	Eastbound	None	5977-07	N/A	
Annavita Court and Tormina Boulevard	Eastbound	None	6423-11	N/A	
Annes Street and Burns Street West	Northbound, Southbound, Eastbound and Westbound	None	3112-92	5977-07	
Annes Street and Burns Street West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A	
Annes Street and Dunlop Street	Southbound	None	2436-88	5977-07	
Annes Street and Dunlop Street West	Northbound, Southbound, Eastbound and Westbound	None	2207-87	5977-07	
Annes Street and Dunlop Street West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A	
Applewood Crescent and Applewood Road	Eastbound and Westbound	None	1862-85	4243-98	
Applewood Avenue and Applewood Crescent	Eastbound	None	4243-98	5977-07	
Applewood Avenue and Applewood Crescent	Eastbound	None	5977-07	N/A	
Applewood Crescent and Bellwood Drive	Southbound	None	5977-07	N/A	
Apsley Crescent and Corridale Avenue	Southbound	None	6014-08	N/A	
Archstone Street and Robert Attersley Drive East	Southbound	None	6334-10	N/A	
Archstone Street and Sleepy Hollow Place	Northbound	None	6740-13	N/A	
Arlston Court and Chieftain Street	Westbound	None	5988-07	N/A	

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Armour Street and Sleepy Hollow Place	Southbound	None	6740-13/ 7679-20	N/A
Arnold Crescent and Derby Court	Southbound	None	5977-07	N/A
Arnold Crescent and Duggan Avenue	Northbound	None	5977-07	N/A
Arnold Crescent and Fitzpatrick Court	Westbound	None	5977-07	N/A
Artesian Drive and Medland Avenue	Southbound	None	6189-09	N/A
Artesian Drive and Vineyard Avenue	Northbound	None	6189-09	N/A
Arthur Street and Brock Street South	Eastbound	None	5977-07	N/A
Arthur Street and Centre Street South	Eastbound and Northbound	None	4925-85	2436-88
Arthur Street and Centre Street South	Northbound, Southbound and Eastbound	None	2436-88	5977-07
Arthur Street and Centre Street South	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Ash Street and Chestnut Street East	Northbound and Southbound	None	5977-07	N/A
Ash Street and Dundas Street East	Southbound	None	5977-07	N/A
Ash Street and Maple Street East	Northbound	None	5977-07	N/A
Ash Street and Mary Street East	Northbound and Southbound	None	5977-07	N/A
Ashburn Road and Joshua Boulevard	Westbound	None	5961-07	5977-07
Ashburn Road and Robmar Road	Northbound, Southbound and Westbound	All Way Stop	7910-22	N/A
Ashburn Road and Spencers Road	Westbound	None	2826-90	5977-07
Ashburn Road and Spencers Road	Northbound, Southbound and Westbound	None	5464-04	5977-07
Ashburn Road and Spencers Road	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A
Ashburn Road and Townline Road West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Aster Crescent and Downey Drive (north intersection)	Eastbound	None	6014-08	N/A
Aster Crescent and Downey Drive (south intersection)	Eastbound	None	6014-08	N/A
Athol Street and Dundas Street East	Northbound	None	5977-07	N/A

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Athol Street and Dunlop Street East	Northbound, Southbound, Eastbound and Westbound	None	4278-98	5977-07
Athol Street and Dunlop Street East	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Athol Street and Ontario Street East	Northbound, Southbound, Eastbound and Westbound	None	2509-88	5977-07
Athol Street and Ontario Street East	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Atlantis Drive and Mount Pleasant Avenue	Northbound	None	7258-17	N/A
Ault Crescent and Darius Harns Drive (north leg)	Westbound	None	5961-07	5977-07
Ault Crescent and Darius Harns Drive (south leg)	Westbound	None	5961-07	5977-07
Bach Avenue and Pitfield Avenue	Southbound	None	4700-00	5977-07
Bach Avenue and Pitfield Street	Southbound	None	5977-07	N/A
Bach Avenue and Waller Street	Eastbound	None	4243-98	5977-07
Bach Avenue and Waller Street	Eastbound	None	5977-07	N/A
Bagot Street and Cassels Road East	Southbound	None	5977-07	N/A
Bagot Street and George Street	Northbound and Southbound	None	1862-85	2436-88
Bagot Street and George Street	Northbound	None	2436-88	5977-07
Bagot Street and George Street	Northbound	None	5977-07	N/A
Bakerville Street and Dryden Boulevard	Southbound	None	5977-07	N/A
Bakerville Street and Tom Edwards Drive	Northbound	None	5977-07	7910-22
Baldwin Street and Brawley Road East	Westbound	None	6912-14	N/A
Baldwin Street and Brawley Road West	Eastbound	None	6912-14	N/A
Baldwin Street and Duffs Road	Eastbound	None	6912-14	N/A
Baldwin Street and Front Street	Westbound	None	6912-14	N/A
Baldwin Street and Garden Street	Westbound	None	6912-14	N/A

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Baldwin Street and Hamers Road	Westbound	None	6912-14	N/A
Baldwin Street and Mud Lake Road	Eastbound	None	6912-14	N/A
Baldwin Street and Ontario Street	Eastbound and Westbound	West leg is connection to Private Drive	6912-14	N/A
Baldwin Street and Robmar Street	Eastbound	None	6912-14	N/A
Baldwin Street and Sonley Drive	Eastbound	None	6912-14	N/A
Baldwin Street and Spencers Road	Eastbound	None	6912-14	N/A
Baldwin Street and Townline Road East	Westbound	None	6912-14	N/A
Baldwin Street and Townline Road West	Eastbound	None	6912-14	N/A
Ball Crescent (north leg) and Abbyview Drive	Westbound	None	6229-09	N/A
Ball Crescent (south leg), Abbyview Drive and St. Philip Court	Westbound	None	6334-10	N/A
Ball Crescent and Myette Drive	Eastbound	None	7471-19	N/A
Balsdon Crescent and McQuay Boulevard (north intersection)	Westbound	None	5977-07	N/A
Balsdon Crescent and McQuay Boulevard (south intersection)	Westbound	None	5977-07	N/A
Bancroft Crescent and Sato Street (north intersection)	Eastbound	None	5977-07	N/A
Bancroft Crescent and Sato Street (south intersection)	Eastbound	None	5977-07	N/A
Banerman Court and Michael Boulevard	Northbound	None	5977-07	N/A
Barchester Crescent and Wilshire Drive (north intersection)	Eastbound	None	6630-12	N/A
Barchester Crescent and Wilshire Drive (south intersection)	Eastbound	None	6630-12	N/A
Barnabas Street and Puttingedge Drive	Westbound	None	6572-12	N/A

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Barwick Court and Prentice Drive	Northbound	None	3258-93	5977-07
Barwick Court and Prentice Drive	Northbound	None	5977-07	N/A
Bassett Boulevard and Brendanbrook Drive	Westbound	None	1862-85	2436-88
Bassett Boulevard and Garden Street	Eastbound and Westbound	None	5977-07	N/A
Basset Boulevard and Stargell Drive	Northbound, Eastbound, and Westbound	All Way Stop	7555-19	N/A
Bayberry Court and Croxall Boulevard	Eastbound	None	6014-08	N/A
Baycliffe Drive and Medland Avenue	Westbound	None	6229-09	6661-12
Baycliffe Drive and Alomar Street/Medland Avenue	Northbound, Eastbound Southbound and Westbound	All Way Stop	6661-12	N/A
Baycliffe Drive and Twin Streams Road	Southbound	None	6229-09	N/A
Bayern Drive and Carnwith Drive West	Northbound	None	6814-14	N/A
Bayern Drive and Midhurst Drive	Eastbound	None	6814-14	N/A
Bayside Gate and Whitby Shores Greenway	Northbound, Southbound, Eastbound and Westbound	None	4700-00	5977-07
Bayside Gate and Whitby Shores Greenway	Northbound, Southbound Eastbound and Westbound	All Way Stop	5988-07	N/A
Bayview Avenue and Burns Street West	Northbound	None	5977-07	N/A
Beachgrove Crescent and Solmar Avenue	Southbound	None	5961-07	5977-07
Beachgrove Crescent, Blossomview Court and Solmar Avenue	Eastbound	None	5961-07	5977-07
Beaumaris Crescent and Wilshire Drive (north intersection)	Eastbound	None	6062-08	N/A
Beaumaris Crescent and Wilshire Drive (south intersection)	Eastbound	None	6062-08	N/A
Bedell Crescent and Robert Correll Court	Eastbound	None	5977-07	N/A

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Bedell Crescent and William Davidson Street (north intersection)	Westbound	None	5977-07	N/A
Bedell Crescent and William Davidson Street (south intersection)	Westbound	None	5977-07	N/A
Bedell Crescent, Robert Correll Court and Bedell Crescent	Eastbound	None	4094-97	5977-07
Beech Street and Pheasant Street	Eastbound	None	1862-85	5977-07
Beech Street East and Pheasant Street	Eastbound	None	5977-07	N/A
Beecroft Court and McQuay Boulevard	Southbound	None	5977-07	N/A
Belfountain Drive and Fencerow Drive	Southbound	None	6225-09	N/A
Belfountain Drive and Harkness Drive	Southbound	None	6744-13	N/A
Bell Drive and Dundas Street West	Northbound	None	5977-07	N/A
Bellfield Court and Lipton Crescent	Eastbound	None	3093-92	5977-07
Bellfield Court and Lipton Crescent	Eastbound	None	5977-07	N/A
Bellhouse Place and Bellhouse Place	Eastbound	None	7093-16	N/A
Bellhouse Place and Joshua Boulevard	Southbound	None	7093-16	N/A
Bellwood Drive and Sawdon Drive	Northbound, Southbound and Eastbound	None	4015-97	5977-07
Bellwood Drive and Sawdon Drive	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Belmont Court and Canadian Oaks Drive	Westbound	None	5977-07	N/A
Bentonwood Crescent and Fallingbrook Street (north intersection)	Eastbound	None	5977-07	N/A
Bentonwood Crescent and Fallingbrook Street (south intersection)	Eastbound	None	5977-07	N/A
Bexley Crescent and Kinross Avenue	Northbound	None	6152-09	N/A
Bianca Drive and Joshua Boulevard	Southbound	None	5961-07	5977-07
Bianca Drive and Sandhill Court	Eastbound	None	5961-07	5977-07

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Billings Street and Burns Street East	Northbound	None	5977-07	N/A
Billings Street and Irwin Drive	Southbound	None	5977-07	N/A
Birchpark Drive and Garrard Road	Eastbound	None	6423-11	N/A
Birchpark Drive and Pebblebrook Crescent	Westbound	None	6423-11	N/A
Blackfriar Avenue and Thickson Road North	Eastbound	None	4243-98	5977-07
Blackfriar Avenue and Watford Street	Westbound	None	5977-07	7910-22
Blackfriar Avenue and Wilshire Drive	Northbound	None	6152-09	6290-10
Blackfriar Avenue and Wilshire Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	6290-10	N/A
Blacksmith Lane and Country Lane	Eastbound	None	5977-07	N/A
Blanchard Court and Iberville Road	Southbound	None	5977-07	N/A
Bliss Court and Topsail Avenue	Southbound	None	5919-07	5977-07
Bliss Court and Topsail Avenue	Southbound	None	5977-07	N/A
Bloomsbury Street and Northcastle Crescent	Northbound	None	7545-19	N/A
Bloomsbury Street and Northcastle Crescent	Southbound	None	7545-19	N/A
Bloomsbury Street and Standwood Crescent	Northbound	None	7545-19	N/A
Bloomsbury Street and Joshua Boulevard	Southbound	None	7545-19	7910-22
Blossomview Court and Samandria Avenue	Eastbound	None	5961-07	5977-07
Bluebell Crescent and Fothergill Court	Westbound at the north and south intersection	None	2436-88	5977-07
Bluebell Crescent and Fothergill Court (north intersection)	Westbound	None	5977-07	N/A
Bluebell Crescent and Fothergill Court (south intersection)	Westbound	None	5977-07	N/A
Bonacord Avenue and Kennett Drive	Northbound	None	3011-91	5977-07
Bonacord Avenue and Mackey Drive	Northbound	None	3258-93	4243-98

Schedule “N” – Stop Signs

Last Revised: September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Bonacord Avenue and McQuay Boulevard	Northbound, Southbound, Eastbound and Westbound	None	3011-91	5977-07
Bonacord Avenue, Lennon Court and Mackey Drive	Northbound, Southbound and Westbound	None	5022-02	5977-07
Bonacord Avenue, Lennon Court and Mackey Drive	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A
Bond Street and Watson Street East	Northbound	None	5977-07	N/A
Bonello Crescent and Amy Court	Southbound	None	5942-07	5977-07
Bonello Crescent, Bonello Crescent and Amy Court	Southbound	None	5977-07	N/A
Bonello Crescent and Fawcett Avenue	Northbound	None	5977-07	N/A
Bonneta Court and McQuay Boulevard	Southbound	None	5977-07	N/A
Bourbon Place and Bourbon Place	Eastbound	None	5977-07	N/A
Bourbon Place and Willowbrook Drive	Eastbound	None	5977-07	N/A
Bowman Avenue and Dundas Street East	Southbound	None	5977-07	N/A
Bowman Avenue and Johnson Avenue	Northbound	None	1862-85	5977-07
Bowman Avenue and Johnson Avenue	Northbound	None	5977-07	N/A
Boychyn Drive and Bradley Drive	Northbound	None	5977-07	N/A
Boychyn Drive and Eldridge Place	Eastbound and Westbound	None	3093-92	5977-07
Boychyn Drive and Eldridge Place	Eastbound	None	5977-07	N/A
Braddock Court and Carnwith Drive West	Southbound	None	6263-09	N/A
Bradford Court and Powell Road	Westbound	None	5977-07	7038-15
Bradford Court and Powell Road	Westbound	None	7038-15	N/A
Bradley Drive and Garden Street	Eastbound and Westbound	None	5977-07	N/A
Bradley Drive and Martinet Street	Northbound, Southbound and Eastbound	All Way Stop	7910-22	N/A
Bradley Drive and Pringle Drive	Northbound, Southbound, Eastbound and Westbound	None	2557-89	5977-07
Bradley Drive and Pringle Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Bradley Drive and Beech Street	Eastbound, Westbound and Northbound	None	2040-86	5977-07
Bradley Drive, Beech Street East and Wilcox Court	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Bradley Drive and Robinson Crescent/Evensong Drive	Northbound, Southbund, Eastbound and Westbound	All Way Stop	7555-19	N/A
Braebrook Drive and Anderson Street	Westbound	None	5977-07	N/A
Braebrook Drive and Lofthouse Drive	Northbound	None	5977-07	N/A
Branstone Drive and Tormina Boulevard	Eastbound	None	5988-07	N/A
Branstone Drive and Tormina Boulevard	Westbound	None	6423-11	N/A
Brawley Road West and Ashburn Road	Eastbound and Westbound	None	5977-07	N/A
Brawley Road West and Duffs Road	Northbound and Southbound	None	5977-07	N/A
Breakwater Drive and Forecastle Road	Eastbound	None	5988-07	N/A
Breakwater Drive and Whitby Shores Greenway	Westbound	None	5977-07	N/A
Brendanbrook Drive and Bassett Boulevard	Westbound	None	5977-07	N/A
Brendanbrook Drive and Inglenook Court	Eastbound	None	5977-07	N/A
Bridgewater Avenue and Forest Heights Street	Eastbound	None	5977-07	N/A
Bridgewater Avenue and Willowbrook Drive	Westbound	None	5977-07	N/A
Bridgid Drive and Baycliffe Drive	Westbound	None	6229-09	N/A
Bridgid Drive and Country Lane	Eastbound	None	6231-09	7135-16
Bridgid Drive, Country Lane and Vineyard Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7135-16	N/A
Bridgid Place and Bridgid Place	Southbound	None	3093-92	4243-98
Bridlewood Boulevard and Dryden Boulevard	Southbound	None	5908-07	5977-07
Bridlewood Boulevard and Dryden Boulevard	Southbound	None	5977-07	N/A
Bridlewood Boulevard and Lady May Drive/Treen Crescent	Northbound, Southbound, Eastbound & Westbound	All Way Stop	7449-18	N/A

Schedule “N” – Stop Signs

Last Revised:

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Briggs Crescent and Corridale Avenue	Northbound and Eastbound	None	6014-08	N/A
Bridlewood Drive/Lady May Drive and Sebastian Street	Eastbound and Westbound	All Way Stop	7592-20	N/A
Broadleaf Avenue and McKinney Drive	Eastbound	None	5977-07	N/A
Broadview Avenue and Kendalwood Road	Westbound	None	5977-07	N/A
Broadview Avenue and Powell Road	Eastbound	None	5977-07	7910-22
Brock Street North and Clear Spring Road	Eastbound	None	6912-14	N/A
Brock Street North and Joy Thompson Avenue	Westbound	None	6912-14	N/A
Brock Street North and Kenneth Hobbs Avenue	Westbound	None	6912-14	N/A
Brock Street North and McCartney Avenue	Eastbound	None	6912-14	N/A
Brock Street North and Timber Mill Avenue	Eastbound	None	3258-93	5977-07
Brock Street North and Timber Mill Avenue	Eastbound	None	6912-14	N/A
Brock Street North and Woodlands Drive	Eastbound	None	3258-93	5977-07
Brookdale Crescent and McQuay Boulevard (north intersection)	Westbound	None	5977-07	N/A
Brookdale Crescent and McQuay Boulevard (south intersection)	Westbound	None	5977-07	N/A
Brookvalley Avenue and Claudia Drive	Westbound	None	5977-07	N/A
Brookvalley Avenue and Melody Drive	Eastbound	None	5977-07	N/A
Brookwood Boulevard and Dryden Boulevard	Southbound	None	5977-07	N/A
Broughton Court and Bradley Drive	Northbound	None	5977-07	N/A
Brownell Street and Harkness Drive	Southbound	None	5977-07	6744-13
Brownell Street and Harkness Drive	Southbound	None	6744-13	N/A
Brownridge Place and Baycliffe Drive	Westbound	None	6229-09	N/A
Brownridge Place and Brownridge Place	Southbound	None	6229-09	N/A
Bugelli Drive and Tormina Boulevard	Eastbound	None	5988-07	N/A
Bugelli Drive and Tormina Boulevard	Westbound	None	6423-11	N/A

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Last Revised:

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Burdge Court and Mansfield Crescent	Southbound	None	5977-07	N/A
Burgundy Court and Garrard Road	Eastbound	None	6014-08	N/A
Burnage Lane and Garrard Road	Westbound	None	5977-07	N/A
Burning Springs Place and Burning Springs Place	Westbound	None	7228-17	N/A
Burning Springs Place and Wycombe Street	Westbound	None	7228-17	N/A
Burns Street and Athol Street	Northbound, Southbound, Eastbound and Westbound	None	1862-85	5977-07
Burns Street East & Athol Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Burns Street and Green Street	Northbound, Southbound, Eastbound and Westbound	None	1862-85	5977-07
Burns Street East and Green Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Burns Street South and Centre Street South	Northbound, Southbound, Eastbound and Westbound	None	2567-89	5977-07
Burns Street West and Centre Street South	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Burroughs Avenue and Tremount Street	Eastbound	None	5977-07	N/A
Burwell Street and McKinney Drive	Westbound	None	7444-18	N/A
Burwell Street and Seven Oaks Street	Eastbound	None	7444-18	N/A
Butterfield Crescent and Glen Dhu Drive (north intersection)	Southbound	None	5977-07	N/A
Butterfield Crescent and Glen Dhu Drive (south intersection)	Southbound	None	5977-07	N/A
Byron Street North and Chestnut Street West	Northbound and Southbound	None	2262-87	5977-07
Byron Street North and Chestnut Street West	Northbound and Southbound	None	5977-07	7910-22

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Last Revised:

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Byron Street and Maple Street	Northbound	None	1862-85	5977-07
Byron Street North and Maple Street West	Northbound, Southbound, Eastbound and Westbound	None	4643-00	5977-07
Byron Street North and Maple Street West	Northbound	None	5977-07	N/A
Byron Street North and Mary Street West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Byron Street North and Palmerston Avenue	Northbound and Southbound	None	5977-07	N/A
Byron Street and Starr Avenue	Northbound and Southbound	None	1862-85	5977-07
Byron Street North and Starr Avenue	Northbound and Southbound	None	5977-07	N/A
Byron Street North and Walnut Street	Northbound and Southbound	None	1862-85	5977-07
Byron Street North and Walnut Street West	Northbound and Southbound	None	5977-07	7910-22
Byron Street North, Byron Street South and Dundas Street West	Northbound and Southbound	None	5977-07	N/A
Byron Street South and Arthur Street	Northbound and Southbound	None	5977-07	N/A
Byron Street South and Burns Street West	Northbound and Southbound	None	5977-07	N/A
Byron Street South and Dunlop Street West	Northbound and Southbound	None	5977-07	N/A
Byron Street and Ontario Street	Northbound and Southbound	None	2441-88	5977-07
Byron Street South and Ontario Street West	Northbound and Southbound	None	5977-07	N/A
Byron Street South and Trent Street West	Northbound and Southbound	None	5977-07	N/A
Byron Street South and Victoria Street West	Southbound	None	5977-07	N/A
Cachet Boulevard and Blackfriar Avenue	Eastbound	None	6152-09	N/A
Cachet Boulevard and Blackfriar Avenue	Northbound Southbound and Eastbound	All Way Stop	6913-14	N/A
Cachet Boulevard and Carnwith Drive East	Northbound	None	6630-12	N/A
Cachet Boulevard & Columbus Road	Northbound	None	7222-17	N/A
Cachet Boulevard and Kinross Avenue/Helson Crescent (south intersection)	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7816-21	N/A

Schedule “N” – Stop Signs

Last Revised:

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Calais Street and Calais Street	Southbound	None	1862-85	5977-07
Calais Street and Calais Street	Southbound	None	5977-07	N/A
Calais Street and Michael Boulevard	Westbound	None	5977-07	7555-19
Calder Crescent and Bradley Drive (east intersection)	Southbound	None	5977-07	N/A
Calder Crescent and Bradley Drive (west intersection)	Southbound	None	5977-07	N/A
Calistoga Drive and Brawley Road	Southbound	None	7691-20	N/A
Calistoga Drive and Petaluma Court	Eastbound	None	7691-20	N/A
Camber Court and Columbus Road West	Northbound	None	7355-18	N/A
Cambridge Court and Bradley Drive	Eastbound	None	5977-07	N/A
Campbell Street and Baldwin Street	Eastbound	None	5977-07	N/A
Campview Street & Canary Street	Northbound	None	7240-17	N/A
Campview Street & Florence Drive	Southbound	None	7240-17	N/A
Canadian Oaks Drive and Evergreen Drive	Northbound, Southbound and Westbound	None	2107-86	5977-07
Canadian Oaks Drive and Evergreen Drive	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A
Canadian Oaks Drive and Hialeah Crescent	Northbound, Eastbound and Westbound	None	2189-87	5977-07
Canadian Oaks Drive and Hialeah Crescent (east intersection)	Northbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Canary Street & Baldwin	Westbound	None	7240-17	N/A
Canary Street & Florence Drive	Eastbound	None	7240-17	N/A
Candlebrook Drive and Foothill Street	Westbound	None	5977-07	N/A
Candlebrook Drive and Palomino Place	Southbound	None	5977-07	N/A
Cardiff Court and Michael Boulevard	Northbound	None	5977-07	N/A
Carlinds Drive, Carlinds Drive and Frybrook Court	Eastbound	None	5988-07	N/A
Carlinds Drive and Darren Avenue (east intersection)	Southbound	None	5988-07	N/A
Carlinds Drive and Darren Avenue (west intersection)	Southbound	None	5988-07	N/A
Carmichael Drive and Bassett Boulevard	Westbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Carmichael Drive and Waywell Street	Northbound	None	5977-07	N/A
Carnwith Drive and Croxall Boulevard	Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Carnwith Drive West and Ashburn Road	Westbound	None	5961-07	5977-07
Carnwith Drive West and Ashburn Road	Westbound	None	5977-07	N/A
Carnwith Drive West and Hatch Street	Southbound	None	5961-07	5977-07
Carnwith Drive West and Montgomery Avenue	Eastbound	None	6814-14	N/A
Carnwith Drive West and Montgomery Avenue	Westbound	None	6814-14	N/A
Carnwith Drive West and Solford Drive	Northbound	None	5961-07	5977-07
Carrington Place and Timber Mill Avenue	Northbound	None	5977-07	N/A
Carson Avenue and Downey Drive	Northbound, Southbound, Eastbound and Westbound	None	5464-04	5977-07
Carson Avenue and Downey Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	6014-08	N/A
Carson Avenue and Watford Street	Northbound	None	5977-07	N/A
Carson Avenue and Watford Street	Eastbound	None	6014-08	N/A
Carter Crescent and Michael Boulevard (north intersection)	Eastbound	None	5977-07	N/A
Carter Crescent and Michael Boulevard (south intersection)	Southbound	None	5977-07	N/A
Cassels Road and Heber Down Crescent	Northbound, Southbound, Eastbound and Westbound	None	1862-85	5977-07
Cassels Road and Montgomery Avenue	Westbound	None	1862-85	5977-07
Cassels Road East and Queen Street	Northbound, Southbound, Eastbound and Westbound	None	5133-02	5977-07
Cassels Road East and Queen Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A

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Last Revised:

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Cassels Road and Roebuck Street/Princess Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Cassels Road East and Watford Street	Northbound, Southbound and Eastbound	None	4478-99	5977-07
Cassels Road East and Watford Street	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Cassels Road East, Cassels Road West and Baldwin Street	Eastbound and Westbound	None	5977-07	N/A
Cassels Road West and Heber Down Crescent	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Cassels Road West and Montgomery Avenue	Westbound	None	5977-07	N/A
Castle Green Drive and Thames Drive	Eastbound	None	4700-00	5977-07
Castle Green Drive and Thames Drive	Eastbound	None	5977-07	N/A
Castle Green Drive and Tom Edwards Drive	Northbound	None	5977-07	N/A
Cathedral Drive & Brookstream Court	Westbound	None	6559-11	N/A
Gatherine Drive and Jason Drive	Westbound	None	2436-88	5977-07
Catherine Drive and Jason Drive	Westbound	None	5977-07	N/A
Catkins Crescent and Lazio Street (north intersection)	Eastbound	None	5977-07	N/A
Catkins Crescent and Lazio Street (south intersection)	Eastbound	None	5977-07	N/A
Caulton Court and Leslie Street	Eastbound	None	5977-07	N/A
Cawker Court and Hawkstone Crescent	Westbound	None	5977-07	N/A
Cawker Court and Powell Road	Westbound	None	1862-85	5977-07
Cedar Street and Pine Street	Westbound	None	1862-85	5977-07
Cedar Street and Pine Street	Westbound	None	5977-07	N/A
Cedarbrook Trail & Brawley Road West	Northbound	None	5977-07	N/A
Cedarbrook Trail and Columbus Road West	Southbound	None	5977-07	N/A
Centre Street East and Baldwin Street	Westbound	None	5977-07	N/A
Centre Street and Colston Avenue	Westbound	None	1862-85	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Centre Street East and Queen Street	Eastbound	None	5977-07	N/A
Centre Street North and Chestnut Street	Northbound, Southbound, Eastbound and Westbound	None	1895-85	5977-07
Centre Street North and Chestnut Street West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Centre Street North and John Street West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Centre Street North and Mary Street West	Southbound	None	5977-07	N/A
Centre Street North and Palmerston Avenue	Northbound and Southbound	None	1862-85	5977-07
Centre Street North and Palmerston Avenue	Northbound and Southbound	None	5977-07	N/A
Centre Street North and Walnut Street West	Northbound, Southbound, Eastbound and Westbound	None	1862-85	5977-07
Centre Street North and Walnut Street West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Centre Street North and Beech Street	Northbound, Southbound and Eastbound	None	1923-85	5977-07
Centre Street North, Beech Street West & Clay Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Centre Street North, Centre Street South and Dundas Street West	Northbound and Southbound	None	5977-07	N/A
Centre Street South and Colborne Street West	Northbound, Southbound, Eastbound and Westbound	None	1862-85	5977-07
Centre Street South and Colborne Street West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Centre Street South and Dunlop Street West	Northbound and Southbound	None	5977-07	N/A
Centre Street South and King Street	Eastbound and Westbound	None	5977-07	N/A
Centre Street South and Trent Street West	Northbound and Southbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Centre Street West and Baldwin Street	Eastbound	None	5977-07	N/A
Centre Street West and Colston Avenue	Westbound	None	5977-07	N/A
Champlain Court and Hopkins Street	Southbound	None	2436-88	5546-04
Champlain Court and Hopkins Street	Southbound, Eastbound and Westbound	None	5464-04	5977-07
Channel Drive and Forecastle Road	Westbound	None	4700-00	5977-07
Channel Drive and Forecastle Road	Westbound	None	5988-07	N/A
Channel Drive and Portage Trail	Northbound	None	5988-07	N/A
Charest Place and Charest Place	Southbound	None	5977-07	N/A
Charest Place and Darius Harns Drive	Eastbound	None	5977-07	N/A
Charles Street and Bagot Street	Westbound	None	5977-07	N/A
Charles Street and Front Street	Southbound	None	4862-85	5977-07
Charles Street and Front Street West	Southbound	None	5977-07	N/A
Charles Street and Queen Street	Eastbound	None	5977-07	N/A
Charles Street and Victoria Street West	Northbound	None	5977-07	N/A
Chaterhouse Drive and Bridlewood Boulevard	Westbound	None	6261-09	N/A
Chaterhouse Drive and Bridlewood Boulevard	Northbound	None	7592-20	N/A
Chatsworth Crescent and Glen Dhu Drive (east intersection)	Northbound	None	5977-07	N/A
Chatsworth Crescent and Glen Dhu Drive (west intersection)	Northbound	None	5977-07	N/A
Chatterson Street and Darren Avenue	Southbound	None	6710-13	N/A
Chelmsford Drive and Roybrook Avenue	Southbound	None	6653-12	N/A
Chestnut Street and Palace Street	Westbound	None	4862-85	5977-07
Chestnut Street East, Chestnut Street West & Brock Street North	Eastbound & Westbound	None	5977-07	N/A
Chestnut Street West and Byron Street North	Northbound, Eastbound and Westbound	All Way Stop	7910-22	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Chestnut Street West and Euclid Street	Eastbound and Westbound	None	5977-07	N/A
Chestnut Street West and Kent Street	Eastbound and Westbound	None	1862-85	5977-07
Chestnut Street West and Kent Street	Eastbound and Westbound	None	5977-07	N/A
Chestnut Street West and Palace Street	Westbound	None	5977-07	N/A
Chieftain Street and Darren Avenue	Northbound	None	5988-07	N/A
Chiltern Place and Chiltern Place	Westbound	None	3258-93	5977-07
Chiltern Place and Chiltern Place	Westbound	None	5977-07	N/A
Chiltern Place and Stonemanor Avenue	Southbound	None	3258-93	5977-07
Chiltern Place and Stonemanor Avenue	Southbound	None	5977-07	N/A
Chipperfield Crescent and Fallingbrook Street (north intersection)	Westbound	None	5977-07	N/A
Chipperfield Crescent and Fallingbrook Street (south intersection)	Westbound	None	5977-07	N/A
Chiswick Avenue and Cachet Boulevard	Eastbound	None	7222-17	N/A
Chiswick Avenue and Shrewsbury Drive	Westbound	None	7222-17	N/A
Chopin Court and Dawson Street	Northbound	None	1991-86	5977-07
Chopin Court and Dawson Street	Northbound	None	5977-07	N/A
Christaller Court and Stafford Crescent	Westbound	None	4243-98	5977-07
Christaller Court and Stafford Crescent	Westbound	None	5977-07	N/A
Church Street and Cassels Road East	Northbound	None	5977-07	N/A
Citation Crescent and Canadian Oaks Drive (north intersection)	Eastbound	None	5977-07	N/A
Citation Crescent and Canadian Oaks Drive (south intersection)	Eastbound	None	5977-07	N/A
Civic Centre Drive and Dryden Boulevard	Northbound	None	5977-07	N/A
Clair Avenue and Anderson Street	Eastbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed	By
Clair Avenue and Fitzpatrick Court	Southbound	None	5977-07	N/A	
Clarence Drive and Burns Street West (east intersection)	Southbound	None	5977-07	N/A	
Clarence Drive and Burns Street West (west intersection)	Southbound	None	5977-07	N/A	
Clarence Drive and Elizabeth Crescent	Southbound	None	2206-87	4243-98	
Clarence Street and DeLong Street	Southbound	None	4243-98	5977-07	
Claridge Crescent and Archstone Street (north intersection)	Eastbound	None	7040-15	N/A	
Claridge Crescent and Archstone Street (south intersection)	Eastbound	None	6334-10	N/A	
Claudia Drive and Sabrina Street	Eastbound	None	5977-07	N/A	
Clay Street and Stokely Crescent	Eastbound	None	5977-07	N/A	
Clemence Street and Athol Street	Eastbound	None	5977-07	N/A	
Clemence Street and Brock Stret South	Westbound	None	5977-07	N/A	
Clemence Street and Green Street	Southbound	None	1862-85	2436-88	
Clemence Street and Green Street	Northbound and Southbound	None	2436-88	5977-07	
Clovelly Drive and Maplewood Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A	
Cluff Court and Mackey Drive	Northbound, Southbound and Westbound	None	5022-02	5977-07	
Clune Place and Clune Place	Southbound	None	4243-98	5977-07	
Clune Place and Clune Place	Southbound	None	5977-07	N/A	
Clune Place and Fallingbrook Street	Eastbound	None	5977-07	N/A	
Coach Crescent and Glengowan Street	Southbound	None	7359-18	N/A	
Coast View Court and Whitby Shores Greenway	Southbound	None	5977-07	N/A	
Coates Road and Townline Road East	Southbound	None	5977-07	N/A	
Gobblestone Drive and Forest Grove Drive	Eastbound	None	4243-98	5977-07	

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Cobblestone Drive and Old Colony Drive	Southbound	None	4243-98	5977-07
Cobblestone Drive and Old Colony Drive	Southbound	None	5977-07	N/A
Cobblestone Drive and Willowbrook Drive	Northbound	None	5977-07	N/A
Cobi Street and Maple Street West	Southbound	None	5977-07	N/A
Cobi Street and Stokely Crescent	Northbound	None	5977-07	N/A
Cochrane Street and Avon Court	Eastbound	None	6912-14	N/A
Cochrane Street and Beech Street West	Eastbound and Westbound	None	6912-14	N/A
Cochrane Street and Brawley Road West	Northbound	None	5977-07	N/A
Cochrane Street and Columbus Road West	Northbound and Southbound	None	5977-07	N/A
Cochrane Street and Ferguson Street	Westbound	None	6912-14	N/A
Cochrane Street and Giffard Street	Eastbound	None	6912-14	N/A
Cochrane Street and Lockridge Drive	Westbound	None	3093-92	5977-07
Cochrane Street and Lockridge Street	Northbound, Southbound and Westbound	None	4684-00	5977-07
Cochrane Street and Lockridge Street	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A
Cochrane Street and Lockridge Street	Westbound	None	1862-85	4684-00
Cochrane Street and Lynde Court	Eastbound	None	6912-14	N/A
Cochrane Street and Medland Avenue	Eastbound	None	5908-07	5977-07
Cochrane Street and Medland Avenue	Eastbound	None	5977-07	N/A
Cochrane Street and Rossland Road West	Eastbound	None	2933-90	5977-07
Cochrane Street and Twin Streams Drive	Northbound, Southbound and Eastbound	None	4684-00	5977-07
Cochrane Street and Twin Streams Road	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Cochrane Street and Valley Court	Eastbound	None	6912-14	N/A
Cochrane Street and Walnut Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7911-22	N/A
Cochrane Street and White Ash Drive	Westbound	None	6912-14	N/A
Cody Avenue and Kimberly Drive	Eastbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Cody Avenue and Sabrina Street	Westbound	None	5977-07	N/A
Colborne Street East and Athol Street	Eastbound and Westbound	None	5977-07	N/A
Colborne Street East, Colborne Street West and Brock Street South	Eastbound and Westbound	None	5977-07	N/A
Colborne Street East and Green Street	Northbound, Southbound, Eastbound and Westbound	None	4038-97	5977-07
Colborne Street East and Green Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Colborne Street East and Hickory Street South	Eastbound	None	4862-85	5977-07
Colborne Street East and Hickory Street South	Eastbound	None	5977-07	N/A
Colborne Street East and Reynolds Street	Eastbound and Westbound	None	5977-07	N/A
Colborne Street and Byron Street	Eastbound and Westbound	None	4862-85	5977-07
Colborne Street West and Byron Street South	Eastbound and Westbound	None	5977-07	6981-15
Colborne Street West and Byron Street South	Northbound, Southbound, Eastbound and Westbound	All Way Stop	6981-15	N/A
Colborne Street West and Frances Street	Westbound	None	4862-85	5977-07
Colborne Street West and Frances Street	Westbound	None	5977-07	N/A
Colette Drive and Garden Street	Eastbound	None	5977-07	N/A
Colston Avenue and Baldwin Street	Southbound	None	5977-07	N/A
Columbus Road West and Ashburn Road	Eastbound and Westbound	None	5977-07	6389-10
Columbus Road West and Ashburn Road	Northbound, Southbound, Eastbound and Westbound	All Way Stop	6389-10	N/A
Coniston Court and Pringle Drive	Eastbound	None	2436-88	5977-07
Coniston Court and Pringle Drive	Eastbound	None	5977-07	N/A
Conlin Road and Anderson Street	Eastbound and Westbound	None	5977-07	N/A
Connie Court and Cochrance Street	Westbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Constance Drive and Country Lane	Eastbound	None	5977-07	N/A
Constance Drive and Tiverton Lane	Westbound	None	7262-17	N/A
Consumers Drive and Cannon Court	Southbound	None	6912-14	N/A
Consumers Drive and Paisley Court	Northbound	None	6912-14	N/A
Corianne Avenue and Hatch Street	Westbound	None	5961-07	5977-07
Corianne Avenue and Joshua Boulevard	Northbound	None	5961-07	5977-07
Cork Drive and Fallingbrook Street	Eastbound	None	5977-07	N/A
Cork Drive and Garden Street	Westbound	None	5977-07	N/A
Corner Court and McQuay Boulevard	Northbound, Southbound and Westbound	None	5022-02	5977-07
Cornerstone Crescent and Waller Street (north intersection)	Eastbound	None	5977-07	N/A
Cornerstone Crescent and Waller Street (south intersection)	Eastbound	None	5977-07	N/A
Coronation Road and Columbus Road West	Northbound	None	5977-07	N/A
Coronation Road and Rossland Road West	Southbound	None	5022-02	5977-07
Corsham Drive and Cachet Boulevard	Westbound	None	6367-10	N/A
Corsham Drive and Covington Drive	Northbound	None	6367-10	N/A
Cottage Crescent and Butterfly Court	Westbound	None	6710-13	N/A
Cottage Crescent and Chatterson Street and (north intersection)	Eastbound	None	6710-13	N/A
Cottage Crescent and Chatterson Street (south intersection)	Eastbound	None	6710-13	N/A
Country Lane and Brawley Road West	Northbound	None	5977-07	N/A
Country Lane and Columbus Road West	Northbound and Southbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Country Lane and Lyndebrook Road	Northbound	None	2436-88	5977-07
Country Lane and Lyndebrook Road	Northbound	None	5977-07	N/A
Country Lane and Lyndebrook Road	Northbound and Southbound	None	1862-85	2436-88
Country Lane and Medland Avenue	Northbound	None	6231-09	N/A
Country Lane and Medland Avenue	Southbound	None	6231-09	N/A
Country Lane and Rossland Road West	Southbound, Eastbound and Westbound	None	4493-99	5977-07
Country Lane and Twin Streams Road	Southbound	None	5908-07	5977-07
Country Lane and Twin Streams Road	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Country Lane and Vineyard Avenue	Westbound	None	6231-09	7135-16
Country Lane & Vineyard Avenue/Bridgid Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7138-16	N/A
Courtland Avenue and Anderson Street	Westbound	None	6548-11	N/A
Covington Drive Cachet Boulevard	Westbound	None	6367-10	N/A
Covington Drive and Helston Crescent	Southbound	None	6367-10	N/A
Cranborne Crescent and Cachet Boulevard (north intersection)	Westbound	None	6630-12	N/A
Cranborne Crescent and Cachet Boulevard (south intersection)	Westbound	None	6630-12	N/A
Crawforth Street and Bowman Avenue	Eastbound and Westbound	None	1862-85	3885-96
Crawforth Street and Bowman Avenue	Northbound, Southbound, Eastbound and Westbound	None	3885-96	5977-07
Crawforth Street and Bowman Avenue	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Crawforth Street and Glen Hill Drive	Northbound, Southbound, Eastbound and Westbound	None	4239-89	5977-07
Crawforth Street and Glen Hill Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Craydon Road and Dundas Street East	Northbound	None	5977-07	N/A
Craydon Road and Dunlop Street East	Southbound	None	5977-07	N/A
Crocus Crescent and Hutchison Street	Southbound	None	1862-85	5977-07
Crocus Crescent and Hutchison Avenue	Southbound	None	5977-07	N/A
Crocus Crescent and Lupin Drive	Westbound	None	5977-07	N/A
Croft Court and Fieldnest Crescent	Westbound	None	5977-07	N/A
Crookwood Crescent and Bakerville Street (north intersection)	Westbound	None	5977-07	N/A
Crookwood Crescent and Bakerville Street (south intersection)	Westbound	None	5977-07	N/A
Crown Court and Boundary Road	Eastbound	None	5977-07	N/A
Croxall Boulevard and Carnwith Drive East	Southbound	None	6014-08	7910-22
Croxall Boulevard and Columbus Road East	Northbound	None	6014-08	N/A
Cynthia Court and William Stephenson Drive	Eastbound	None	5977-07	N/A
Dagmar Road and Townline Road West	Northbound	None	5977-07	N/A
Daines Drive and Brownell Street	Eastbound	None	5977-07	N/A
Daines Drive and Rolling Acres Drive	Northbound	None	5977-07	N/A
Dalebrook Crescent and Redvers Street	Westbound	None	5977-07	N/A
Darius Harns Drive and Holsted Road	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Darius Harns Drive and Holsted Road	Northbound, Southbound, Eastbound and Westbound	None	5458-04	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Darius Harns Drive and Tunney Place	Eastbound	None	5961-07	5977-07
Darius Harns Drive and Vipond Road	Southbound	None	5977-07	7928-22
Darren Avenue and Anderson Street	Westbound	None	5988-07	N/A
Davidson Street and Bridgid Drive	Southbound	None	6229-09	N/A
Davidson Street and Rich Crescent	Northbound	None	6229-09	N/A
Davies Crescent and Woodward Drive (east intersection)	Southbound	None	5977-07	N/A
Davies Crescent and Woodward Drive (west intersection)	Southbound	None	5977-07	N/A
Dawson Street and Annes Street	Eastbound	None	5977-07	N/A
Dawson Street and Gershwin Court	Northbound, Eastbound and Westbound	None	4991-86	5977-07
Dawson Street and Gershwin Court	Northbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Dawson Street and Michael Boulevard	Westbound	None	5977-07	N/A
Debosky Court and Promenade Drive	Northbound	None	7483-19	N/A
Decatur Place and Decatur Place	Eastbound	None	6154-09	N/A
Decatur Place and Woodlands Avenue	Northbound	None	6154-09	N/A
Deerfield Court and Michael Boulevard	Eastbound	None	5977-07	N/A
Dehart Drive and Lofthouse Drive	Southbound	None	4243-98	5977-07
Dehart Drive and Lofthouse Drive	Southbound	None	5977-07	N/A
Delong Street and Clarence Drive	Southbound	None	5977-07	N/A
Delong Street and Harriet Street	Northbound	None	4243-98	5977-07
Delong Street and Harriet Street	Northbound	None	5977-07	N/A
Denbury Court and Holsted Road	Northbound	None	6423-11	N/A
Denison Street and Burns Street East	Southbound	None	5977-07	N/A
Denison Street and Harding Street	Northbound	None	4862-85	5977-07
Denison Street and Harding Street	Northbound	None	5977-07	N/A
Deverell Street and Lofthouse Drive	Northbound and Southbound	None	5977-07	N/A
Devlin Crescent and Adanac Drive (east intersection)	Southbound	None	7339-17	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Devlin Crescent and Adanac Drive (west intersection)	Southbound	None	7339-17	N/A
Devon Port Lane and Burns Street East	Northbound	None	7258-17	N/A
Devon Port Lane and Oceanpearl Crescent	Southbound	None	7258-17	N/A
Dewbourne Place and Dewbourne Place	Eastbound	None	3258-93	5977-07
Dewbourne Place and Dewbourne Place	Eastbound	None	5977-07	N/A
Dewbourne Place and Stonemanor Avenue	Southbound	None	3258-93	5977-07
Dewbourne Place and Stonemanor Avenue	Southbound	None	5977-07	N/A
Disney Court and James Rowe Drive	Westbound	None	5977-07	N/A
Divine Drive and Eric Clarke Drive	Eastbound	None	5977-07	N/A
Divine Drive and Weldon Street	Southbound	None	5977-07	N/A
Dodge Drive and Carson Avenue	Northbound	None	6014-08	N/A
Donald Wilson Street and Eric Clarke Drive	Eastbound	None	5977-07	N/A
Donald Wilson Street and Garrard Road	Westbound	None	5977-07	N/A
Donlevy Crescent and Seven Oaks Street (North leg)	Westbound	None	7444-18	N/A
Donlevy Crescent and Seven Oaks Street (South leg)	Westbound	None	7444-18	N/A
Donovan Crescent and Walton Boulevard (north-intersection)	Westbound	None	5977-07	N/A
Donovan Crescent and Walton Boulevard (south-intersection)	Westbound	None	5977-07	N/A
Donwoods Crescent and Glengowan Street	Northbound	None	7359-18	N/A
Donwoods Crescent and Labriola Court	Southbound	None	7548-19	N/A
Dopp Crescent and Croxall Boulevard (north intersection)	Westbound	None	6014-08	N/A
Dopp Crescent and Croxall Boulevard (south intersection)	Westbound	None	6014-08	N/A
Dorvis Drive and Sawdon Drive	Eastbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Doulton Gate and Glen Dhu Drive	Northbound	None	5977-07	N/A
Dovedale Drive and Rosedale Drive (south intersection)	Eastbound	None	1862-85	5977-07
Dovedale Drive and Rosedale Drive	Eastbound	None	5977-07	N/A
Downey Drive and Carnwith Drive East	Northbound	None	6014-08	N/A
Downey Drive and Watford Street	Eastbound	None	5977-07	N/A
Downey Drive and Watford Street	Eastbound	None	6014-08	N/A
Dreamcrest Court and Fallingbrook Street	Eastbound	None	6454-11	N/A
Drew Court and Bradley Drive	Eastbound	None	5977-07	N/A
Dryden Boulevard and Jennifer Drive	Southbound	None	3258-93	4243-98
Dryden Boulevard and Waller Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Dublin Street and Lupin Drive	Westbound	None	5977-07	N/A
Dublin Street and Rosedale Drive	Eastbound	None	5977-07	N/A
Dufferin Street and Victoria Street West	Northbound	None	5977-07	N/A
Duffs Road and Townline Road West	Northbound	None	5977-07	N/A
Duggan Avenue and Anderson Street	Eastbound	None	5977-07	N/A
Duggan Avenue and Arnold Crescent (West Intersection)	Northbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Duggan Avenue and Saint Thomas Street	Westbound	None	5977-07	N/A
Duke Street and Cassels Road East	Northbound	None	5977-07	N/A
Dunbar Drive and Hawkstone Crescent	Northbound	None	1862-85	5977-07
Dunbar Drive and Hawkstone Crescent (north intersection)	Northbound	None	5977-07	N/A
Dunbar Drive and Hawkstone Crescent (south intersection)	Southbound	None	5977-07	N/A
Dunlop Street West and Galais Street	Westbound	None	1862-85	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed	By
Dunlop Street West and Calais Street	Westbound	None	5977-07	N/A	
Dundas Street West and Coronation Road	Southbound	None	6912-14	N/A	
Dundas Street West and Fothergill Court	Northbound	None	6912-14	N/A	
Dunlop Street East and Dovedale Drive	Eastbound	None	5977-07	N/A	
Dunlop Street East and Green Street	Northbound and Southbound	None	1862-85	4496-99	
Dunlop Street East and Green Street	Northbound, Southbound, Eastbound and Westbound	None	4496-99	5977-07	
Dunlop Street East and Green Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A	
Dunlop Street East and Lupin Drive	Eastbound and Westbound	None	5977-07	N/A	
Dunlop Street East and Reynolds Street	Eastbound and Westbound	None	5977-07	N/A	
Dunstable Drive and Cachet Boulevard	Eastbound	None	6630-12	N/A	
Dunstable Drive and Wilshire Drive	Westbound	None	6630-12	N/A	
Durham Street and Cassels Road East	Northbound	None	5977-07	N/A	
Dymond Drive and Garrard Road	Eastbound	None	5977-07	N/A	
Dymond Drive and Scott Street	Southbound	None	1862-85	5977-07	
Eastgate Circle and Eastgate Circle	Westbound	None	6423-11	N/A	
Eastgate Circle and Montgomery Avenue	Eastbound	None	6423-11	N/A	
Eberlee Court and Dorvis Drive	Southbound	None	5977-07	N/A	
Eggert Court and Whitby Shores Greenway	Northbound	None	5919-07	5977-07	
Eggert Court and Whitby Shores Greenway	Northbound	None	5977-07	N/A	
Elder Crescent and Cassels Road (east leg)	Northbound	None	5942-07	5977-07	
Elder Crescent and Cassels Road (west leg)	Northbound	None	5942-07	5977-07	
Elder Crescent and Cassels Road East (east intersection)	Northbound	None	5977-07	N/A	

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Elder Crescent and Cassels Road East (west intersection)	Northbound	None	5977-07	N/A
Eldridge Place and Eldridge Place	Westbound	None	5977-07	N/A
Elizabeth Crescent and Harriet Street	Northbound	None	1862-85	4243-98
Elizabeth Crescent North and Erickson Drive	Northbound	None	5977-07	N/A
Elizabeth Crescent North and Graymar Avenue	Northbound	None	5977-07	N/A
Elizabeth Crescent North and Winter Court	Southbound	None	5977-07	N/A
Elizabeth Crescent and Crawforth Street	Southbound	None	2423-88	3885-96
Elizabeth Crescent South and Crawforth Street	Southbound	None	5977-07	N/A
Elizabeth Crescent, Graymar Street and Winter Court	Northbound and Southbound	None	2393-88	5977-07
Elizabeth Crescent, Sceptor Street and Marta Road	Westbound	None	2436-88	5977-07
Elm Street and Byron Street	Westbound	None	1862-85	5977-07
Elm Street and Byron Street North	Westbound	None	5977-07	N/A
Elmeroy Court and Sawdon Drive	Southbound	None	5977-07	N/A
Emmett Place and Emmett Place	Westbound	None	3093-92	5977-07
Emmett Place and Emmett Place	Westbound	None	5977-07	N/A
Emmett Place and Kilbride Drive	Southbound	None	5977-07	N/A
Endeavour Court and Endeavour Court	Westbound	None	7262-17	N/A
Endeavour Court and Tiverton Lane	Eastbound	None	7262-17	N/A
Ennisclare Place and Ennisclare Place	Southeastbound	None	2436-88	5977-07
Ennisclare Place and Ennisclare Place	Southbound	None	5977-07	N/A
Ennisclare Place and Fallingbrook Street	Westbound	None	5977-07	N/A
Eric Clarke Drive and Dryden Boulevard	Northbound	None	3258-93	5977-07
Eric Clarke Drive and Dryden Boulevard	Northbound	None	5977-07	N/A
Eric Clarke Drive and Garrard Road	Westbound	None	5977-07	N/A
Erickson Drive and Erickson Drive	Westbound	None	2436-88	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Erickson Drive and Erickson Drive	Westbound	None	5977-07	N/A
Erickson Drive and Sceptor Street	Northbound	None	2436-88	4243-98
Esturary Street and Breakwater Drive	Southbound	None	5977-07	N/A
Estuary Street and Portage Trail	Northbound	None	5977-07	N/A
Euclid Street and Beech Street West	Northbound	None	5977-07	N/A
Euclid Street and John Street West	Northbound, Southbound Eastbound and Westbound	All Way Stop	7910-22	N/A
Euclid Street and Mary Street	Northbound, Southbound, Eastbound and Westbound	None	4862-85	5977-07
Euclid Street and Mary Street West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Euclid Street and Walnut Street West	Northbound, Southbound, Eastbound and Westbound	None	4862-85	5977-07
Euclid Street and Walnut Street West	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Evaleigh Court and Crawforth Street	Northbound	None	5977-07	N/A
Evans Court and Michael Boulevard	Eastbound	None	5977-07	N/A
Evensong Drive and Bradley Drive	Northbound	None	5977-07	7555-19
Evergreen Drive and Gadsby Drive	Southbound	None	5977-07	N/A
Evergreen Drive and Hazelwood Drive	Northbound, Southbound, Eastbound and Westbound	None	2736-89	5977-07
Evergreen Drive and Hazelwood Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Fabrizio Court and Joshua Boulevard	Southbound	None	5961-07	5977-07
Fairmeadow Place and Fairmeadow Place	Southbound	None	5977-07	N/A
Fairmeadow Place and Sawdon Drive	Northbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Fairmount Drive and Rivers Edge Place	Westbound	None	6967-15	N/A
Fairmount Drive and Summerside Avenue	Eastbound	None	7156-16	7910-22
Fairview Drive and Lyndevue Drive (south intersection)	Westbound	None	1862-85	5977-07
Fairview Drive and Lyndevue Drive	Westbound	None	5977-07	N/A
Fallingbrook Street and Finnegan Place	Northbound, Southbound and Eastbound	None	5442-04	5977-07
Fallingbrook Street and Finnegan Place	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Fallingbrook Street, Fifewood Crescent South and Catherine Drive	Northbound, Southbound, Eastbound and Westbound	None	5739-06	5977-07
Fallingbrook Street, Catherine Drive and Fifewood Crescent (south intersection)	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Fallon Court and Boychyn Drive	Westbound	None	5977-07	N/A
Falstaff Crescent and Deverell Street (north and south intersections)	Westbound	None	4243-98	5977-07
Falstaff Crescent and Deverell Street (north intersection)	Westbound	None	5977-07	N/A
Falstaff Crescent and Deverell Street (south intersection)	Westbound	None	5977-07	N/A
Farmingdale Street and Bayern Drive	Southbound	None	6814-14	N/A
Farmingdale Street and Midhurst Drive	Northbound	None	6814-14	N/A
Farnwood Street and Chipperfield Crescent	Both Northbound and Southbound	None	2436-88	5977-07
Farnwood Street and Chipperfield Crescent (north intersection)	Northbound	None	5977-07	N/A
Farnwood Street and Chipperfield Crescent (south intersection)	Southbound	None	5977-07	N/A
Fawcett Avenue and Anderson Street	Westbound	None	5977-07	N/A
Fawcett Avenue and Toscana Drive	Eastbound	None	5977-07	N/A
Fawn Court and McQuay Boulevard	Westbound	None	5977-07	N/A
Fencerow Drive and Garrard Road	Eastbound	None	6225-09	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Fencerow Drive and Tamarisk Street	Northbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Ferguson Street and Walnut Street West	Northbound	None	5977-07	N/A
Fernbank Place and Fernbank Place	Westbound	None	4243-98	5977-07
Fernbank Place and Fernbank Place	Westbound	None	5977-07	N/A
Fernbank Place and Willowbrook Drive	Northbound	None	5977-07	N/A
Fernway Crescent and Ribblesdale Drive (east intersection)	Southbound	None	5977-07	N/A
Fernway Crescent and Ribblesdale Drive (west intersection)	Southbound	None	5977-07	N/A
Fieldnest Crescent and Waller Street (north intersection)	Eastbound	None	5977-07	N/A
Fieldnest Crescent and Waller Street (south intersection)	Eastbound	None	5977-07	N/A
Fieldview Crescent and Mayflower Street (north intersection)	Westbound	None	5977-07	N/A
Fieldview Crescent and Mayflower Street (south intersection)	Westbound	None	5977-07	N/A
Fifewood Crescent and Fallingbrook Street (north intersection)	Westbound	None	5977-07	N/A
Finnegan Place and Finnegan Place	Southbound	None	3093-92	5977-07
Finnegan Place and Finnegan Place	Southbound	None	5977-07	N/A
Fitzpatrick Court and Duggan Avenue	Northbound	None	5977-07	N/A
Flemington Court and Michael Boulevard	Northbound, Southbound and Eastbound	None	4021-97	5977-07
Flemington Court and Michael Boulevard	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Flint Crescent and Glen Dhu Drive (east intersection)	Southbound	None	5977-07	N/A
Flint Crescent and Glen Dhu Drive (west intersection)	Southbound	None	5977-07	N/A
Floree Street and Bugelli Drive	Southbound	None	5988-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Floree Street and Robert Attersley Drive West	Northbound	None	5988-07	N/A
Florence Drive and Canary Street	Southbound	None	7240-17	N/A
Folkstone Gate and Harrongate Place	Southbound	None	6334-10	N/A
Folkstone Gate and Robert Attersley Drive East	Northbound	None	6334-10	N/A
Foothill Street and Candlebrook Drive	Northbound	None	5977-07	N/A
Foothill Street and Kenneth Hobbs Avenue	Southbound	None	5977-07	N/A
Forbes Street and Tricont Avenue	Northbound	None	4862-85	5977-07
Forbes Street and Tricont Avenue	Northbound	None	5977-07	N/A
Forecastle Road and Portage Trail	Northbound	None	5988-07	N/A
Forecastle Road and Whitby Shores Greenway	Southbound	None	5988-07	N/A
Forest Grove Drive and Cobblestone Drive	Eastbound	None	5977-07	N/A
Forest Grove Drive and Old Colony Drive	Northbound	None	4243-98	5977-07
Forest Grove Drive and Old Colony Drive	Northbound	None	5977-07	N/A
Forest Heights Street and Willowbrook Drive	Southbound	None	5977-07	N/A
Forest Road and Garrard Road	Westbound	None	5977-07	N/A
Foster Crescent and Deverell Street (north and south-intersections)	Westbound	None	4243-98	5977-07
Foster Crescent and Deverell Street (north intersection)	Westbound	None	5977-07	N/A
Foster Crescent and Deverell Street (south intersection)	Westbound	None	5977-07	N/A
Foundry Lane and Southwell Avenue	Eastbound	None	4243-98	5977-07
Foundry Lane and Southwell Avenue	Northbound	None	5977-07	N/A
Foundry Lane and Wetherburn Drive	Southbound	None	4243-98	5977-07
Foundry Lane and Wetherburn Drive	Southbound	None	5977-07	N/A
Four Winds Drive and Breakwater Drive	Northbound	None	5988-07	N/A
Four Winds Drive and Whitby Shores Greenway	Southbound	None	5988-07	N/A
Frances Street and Dundas Street West	Northbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Frances Street and Dunlop Street West	Northbound and Southbound	None	5977-07	N/A
Frances Street and Gilbert Street	Northbound and Southbound	None	1862-85	5977-07
Frances Street and Gilbert Street	Northbound and Southbound	None	5977-07	N/A
Frances Street and Maria Street	Eastbound	None	2436-88	5977-07
Front Street East and Brock Street South	Westbound	None	5977-07	N/A
Front Street West and Brock Street South	Eastbound	None	5977-07	N/A
Frost Drive and Bonacord Avenue	Southbound	None	5977-07	N/A
Fulton Crescent and McBrien Crescent	Eastbound	None	3258-93	5977-07
Fulton Crescent and McBrien Court	Eastbound	None	5977-07	N/A
Fulton Crescent and Sato Street (north intersection)	Northbound	None	5977-07	N/A
Fulton Crescent and Sato Street (south intersection)	Westbound	None	5977-07	N/A
Fulwood Crescent and Bradley Drive (east intersection)	Northbound	None	5977-07	N/A
Fulwood Crescent and Bradley Drive (west intersection)	Northbound	None	5977-07	N/A
Furrow Drive and Fencerow Drive	Eastbound	None	5977-07	N/A
Furrow Drive and Ringwood Drive	Westbound	None	5977-07	N/A
Future Road and Lofthouse Drive	Southbound	None	5977-07	N/A
Gabrielle Crescent and Lady May Drive (north intersection)	Eastbound	None	6423-11	N/A
Gabrielle Crescent and Lady May Drive (south intersection)	Eastbound	None	6423-11	N/A
Gadsby Drive and Evergreen Drive (north intersection)	Northbound	None	1862-85	5977-07
Gadsby Drive and Evergreen Drive (north intersection)	Northbound	None	5977-07	N/A
Gadsby Drive and Garrard Road	Eastbound	None	5977-07	N/A
Gagnon Gate and Bridlewood Boulevard	Eastbound	None	5908-07	5977-07
Gagnon Gate and Bridlewood Boulevard	Eastbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Gagnon Gate and Garrard Road	Westbound	None	5908-07	5977-07
Gagnon Court and Garrard Road	Westbound	None	5977-07	N/A
Gail Court and Michael Boulevard	Westbound	None	5977-07	N/A
Gallimere Court and Nichol Avenue	Northbound	None	7339-17	N/A
Galt Street and Watson Street East	Southbound	None	5977-07	N/A
Garrard Road and Columbus Road East	Southbound	None	5977-07	N/A
Garrard Road and Conlin Road	Northbound and Southbound	None	1862-85	5977-07
Garrard Road and Conlin Road	Northbound and Southbound	None	5977-07	N/A
Garrard Road and Manning Road	Northbound and Southbound	None	3028-91	4243-98
Garrard Road and Manning Road	Northbound, Southbound and Eastbound	None	4243-98	5977-07
Garrard Road and Manning Road	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Garrard Road and Townline Road East	Northbound	None	5977-07	N/A
Garside Avenue and Heber Down Crescent	Southbound	None	2716-89	5977-07
Garside Avenue and Heber Down Crescent	Southbound	None	5977-07	N/A
Garside Avenue and Vipond Road	Northbound	None	2716-89	5977-07
Garside Avenue and Vipond Road	Northbound	None	5977-07	N/A
Gartshore Drive and Country Lane	Westbound	None	5977-07	N/A
Gartshore Drive and Twin Streams Road	Northbound	None	5977-07	N/A
Gartshore Drive and Wetherburn Drive	Northbound, Southbound and Westbound	None	4639-00	5977-07
Gartshore Drive and Wetherburn Drive	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A
Geddy Street and Medland Avenue	Northbound	None	5908-07	5977-07
Geddy Street and Medland Avenue	Northbound	None	5977-07	N/A
George Street and Baldwin Street	Westbound	None	5977-07	N/A
George Street and Queen Street	Eastbound	None	5977-07	N/A
Gerrie Court and Michael Boulevard	Southbound	None	5977-07	N/A
Gerry Ravary Place and Joshua Boulevard	Northbound	None	7545-19	7910-22

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Gerry Ravary Place and Gerry Ravary Place	Southbound	None	7545-19	N/A
Giffard Street and Wellington Street	Westbound	None	5977-07	7910-22
Giffard Street and Wellington Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Gilbert Street East and Athol Street	Eastbound and Westbound	None	5977-07	7910-22
Gilbert Street East and Athol Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Gilbert Street East and Green Street	Eastbound and Westbound	None	5977-07	7139-16
Gilbert Street East and Green Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7139-16	N/A
Gilbert Street East and Reynolds Street	Northbound, Southbound and Eastbound	None	4862-85	5977-07
Gilbert Street East and Reynolds Street	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Gilbert Street West and Annes Street	Westbound	None	5977-07	N/A
Gilbert Street West and Byron Street South	Eastbound	None	2859-90	5977-07
Gilbert Street West and Byron Street South	Eastbound	None	5977-07	N/A
Gilbert Steet West and Centre Street South	Eastbound and Westbound	None	2859-90	5977-07
Gilbert Street West and Centre Street South	Eastbound and Westbound	None	5977-07	N/A
Gilbert Street West and King Street	Westbound	None	4862-85	5977-07
Gilbert Street West and King Street	Westbound	None	5977-07	N/A
Gilchrist Court and Maple Edge Lane	Westbound	None	4243-98	5977-07
Gilchrist Court and Maple Edge Lane	Westbound	None	5977-07	N/A
Gladiola Court and Tamarisk Street	Westbound	None	5977-07	N/A
Glen Dhu Drive and Anderson Street	Westbound	None	5977-07	N/A
Glen Hill Drive and Maplewood Drive	Northbound, Southbound and Eastbound	None	2653-89	5977-07
Glen Dhu Drive and Maplewood Drive (east intersection)	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Glen Dhu Drive and Maplewood Drive (west intersection)	Southbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Glen Hill Drive and Pine Hills Road	Northbound, Southbound and Westbound	None	2653-89	5977-07
Glen Hill Drive and Pine Hills Road	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A
Glen Hill Drive South and Private Road	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A
Glenayr Gate and William Stephenson Drive	Eastbound	None	5977-07	N/A
Glencedar Crescent and Bridgewater Avenue	Northbound	None	3093-92	5977-07
Glencedar Crescent and Bridgewater Avenue (east intersection)	Northbound	None	5977-07	N/A
Glencedar Crescent and Bridgewater Avenue (west intersection)	Northbound	None	5977-07	N/A
Glengowan Street and Donwoods Crescent	Eastbound	None	7359-18	N/A
Glenlaura Crescent and Ashburn Road	Westbound	None	5977-07	N/A
Glenmore Drive and Billings Street	Westbound	None	5977-07	N/A
Glenmore Drive and Prentice Drive	Northbound	None	3258-93	5977-07
Glenmore Drive and Prentice Drive	Northbound	None	5977-07	N/A
Glenmount Court and Michael Boulevard	Northbound	None	5977-07	N/A
Gloria Crescent and Nieuwendyk Street	Southbound	None	6229-09	N/A
Goldring Drive and Goodfellow Street	Westbound	None	4862-85	5977-07
Goldring Drive and Goodfellow Street	Westbound	None	5977-07	N/A
Goldring Drive and McQuay Boulevard	Southbound	None	5977-07	N/A
Goodfellow Street and Rossland Road West	Northbound and Eastbound	None	2021-86	5022-02
Goodmark Crescent and Jennifer Drive (2 locations)	Westbound	None	3258-93	4243-98
Goodwood Drive and William Stephenson Drive	Northbound	None	5977-07	N/A
Gosselin Court and Canary Street	Northbound	None	7357-18	N/A
Gordon Street and Gordon Street	Eastbound	None	7367-18	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Gordon Street and Gordon Street	Southbound	None	7367-18	N/A
Gordon Street and South Limit	Eastbound and Southbound	None	6048-08	N/A
Gordon Street and Southshore Street	Westbound	None	7367-18	N/A
Gowan Drive and Kennett Drive	Westbound	None	5919-07	5977-07
Gowan Drive and Kennett Drive	Westbound	None	5977-07	N/A
Gowan Drive and Roan Drive	Southbound	None	5977-07	N/A
Graham Court and Pilkington Crescent	Southbound	None	5977-07	N/A
Grath Crescent and Gadsby Drive (east intersection)	Northbound	None	5977-07	N/A
Grath Crescent and Gadsby Drive (west intersection)	Northbound	None	5977-07	N/A
Green Street and Clemence Street	Northbound and Southbound	None	5977-07	N/A
Green Street and Dundas Street East	Northbound	None	5977-07	N/A
Green Street and St. Lawrence Street	Northbound and Southbound	None	4862-85	5977-07
Green Street and St. Lawrence Street	Northbound and Southbound	None	5977-07	N/A
Green Street South and Ontario Street	Northbound and Southbound	None	4862-85	5977-07
Green Street South and Ontario Street East	Northbound and Southbound	None	5977-07	N/A
Greenbush Place and Forest Heights Street	Westbound	None	5977-07	N/A
Greenbush Place and Greenbush Place	Southbound	None	3093-92	5977-07
Greenbush Place and Greenbush Place	Southbound	None	5977-07	N/A
Greenfield Crescent and Springswood Street (north intersection)	Eastbound	None	5977-07	N/A
Greenfield Crescent and Springswood Street (south intersection)	Eastbound	None	5977-07	N/A
Greenlands Court/Jays Drive and Vintage Drive	Northbound	None	7677-20	N/A
Greenwood Crescent and McCullough Drive (north intersection)	Westbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Greenwood Crescent and McCullough Drive (south intersection)	Westbound	None	5977-07	N/A
Griffen Place and Garrard Road	Eastbound	None	3258-93	5977-07
Griffen Place and Garrard Road	Eastbound	None	5977-07	N/A
Griffen Place and Griffen Place	Southbound	None	3258-93	5977-07
Griffen Place and Griffen Place	Southbound	None	5977-07	N/A
Grouse Court and Townline Road West	Northbound	None	5977-07	N/A
Guthrie Crescent and McQuay Boulevard	Eastbound	None	5977-07	N/A
Hallett Avenue and Giffard Street	Southbound	None	5977-07	N/A
Hallett Avenue and Walnut Street West	Northbound	None	5977-07	N/A
Halls Road North and Columbus Road West	Northbound	None	5977-07	N/A
Halls Road North and Dundas Street West	Southbound	None	5977-07	N/A
Halls Road and Rossland Road West	Northbound and Southbound	None	5022-02	5977-07
Halls Road North and Rossland Road West	Northbound	None		7911-22
Halls Road North and Rossland Road West	Northbound	None	5977-07	N/A
Hanlan Court and Scadding Avenue	Northbound	None	5919-07	5977-07
Hanlan Court and Scadding Avenue	Northbound	None	5977-07	N/A
Hanover Court and Bonacord Avenue	Southbound	None	5977-07	N/A
Hanson Crescent and Bayberry Court	Northbound	None	6227-09	N/A
Hanson Crescent and Bayberry Court	Westbound	None	6227-09	N/A
Harbour Street and Watson Street East	Northbound	None	5977-07	N/A
Harbourside Drive and Majestic Street	Eastbound	None	7367-18	N/A
Harbourside Drive and James Govan Drive	Eastbound	None	7369-18	N/A
Harding Street and Lupin Drive	Southbound and Westbound	None	2193-87	5977-07
Harding Street and Lupin Drive	Westbound	None	5977-07	N/A
Harding Street and Rosedale Drive	Eastbound	None	2193-87	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Harding Street and Rosedale Drive	Eastbound	None	5977-07	N/A
Harkness Drive and Belfountain Drive	Westbound	None	6744-13	N/A
Harkness Drive and Brownell Street	Westbound	None	5977-07	N/A
Harlowe Court and Longfellow Court	Westbound	None	2436-88	5977-07
Harlowe Court and Longfellow Court	Westbound	None	5977-07	N/A
Harness Ridge Drive and Whitburn Street	Northbound	None	5977-07	N/A
Harness Ridge Drive and Woodlands Drive	Northbound and Southbound	None	3258-93	5977-07
Harold Street and Inglewood Place/Eaton Court	Eastbound	None	3093-92	5977-07
Harold Street and Eaton Court	Eastbound	None	5977-07	N/A
Harold Street and Garrard Road	Westbound	None	5977-07	N/A
Harper Court and Michael Boulevard	Southbound	None	5977-07	N/A
Harriet Street and Annes Street	Westbound	None	5977-07	N/A
Harris Street and Beech Street West	Southbound	None	5977-07	N/A
Harrison Court and Pilkington Crescent	Southbound	None	5977-07	N/A
Harrongate Place and Broadleaf Avenue	Southbound	None	5977-07	N/A
Harrongate Place and Harrongate Place	Eastbound	None	6334-10	N/A
Hartrick Place and Garrard Road	Eastbound	None	3258-93	5977-07
Hartrick Place and Garrard Road	Eastbound	None	5977-07	N/A
Hartwick Place and Hartwick Place	Northbound	None	3258-93	5977-07
Hartrick Place and Hartrick Place	Northbound	None	5977-07	N/A
Hatch Street and Joshua Boulevard	Northbound	None	5961-07	5977-07
Havenwood Place and Havenwood Place	Westbound	None	5977-07	N/A
Havenwood Place and Whitby Shores Greenway	Southbound	None	5977-07	N/A
Haverhill Crescent and Harrongate Place (north intersection)	Eastbound	None	6334-10	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Haverhill Crescent and Harrongate Place (south intersection)	Eastbound	None	6334-10	N/A
Hawkins Court and Winter Court	Westbound	None	4243-98	5977-07
Hawkins Court and Winter Court	Westbound	None	5977-07	N/A
Hawkstone Crescent and Powell Road	Eastbound	None	5977-07	N/A
Hawley Crescent and Canadian Oaks Drive	Northbound and Eastbound	None	5977-07	N/A
Hawstead Crescent and Cachet Boulevard (north intersection)	Westbound	None	6630-12	N/A
Hawstead Crescent and Cachet Boulevard (south intersection)	Westbound	None	6630-12	N/A
Hazelwood Drive and Scott Street	Eastbound	None	5977-07	N/A
Headlands Crescent and Rolling Acres Drive (east intersection)	Northbound	None	5977-07	N/A
Headlands Crescent and Rolling Acres Drive (west intersection)	Northbound	None	5977-07	N/A
Heard Crescent and James Rowe Drive (north intersection)	Westbound	None	5977-07	N/A
Heard Crescent and James Rowe Drive (south intersection)	Westbound	None	5977-07	N/A
Heathfield Street and Coach Crescent	Northbound	None	7359-18	N/A
Heathfield Street and Glengowan Street	Southbound	None	7359-18	N/A
Heaver Drive and Garden Street	Westbound	None	5977-07	N/A
Heaver Drive and Woodward Drive	Eastbound	None	5977-07	N/A
Heber Down Crescent and Campbell Drive	Northbound	None	1862-85	5977-07
Heber Down Crescent and Ferguson Avenue	Westbound	None	1862-85	5977-07
Heber Down Crescent and Ferguson Street	Westbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Heber Down Crescent and Mitchell Avenue	Northbound, Southbound, Eastbound and Westbound	None	2716-89	5977-07
Heber Down Crescent and Mitchell Avenue	Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Heber Down Crescent and Vipond Road	Northbound	None	5977-07	N/A
Heda Court and Michael Boulevard	Westbound	None	5977-07	N/A
Heights Street and Yorkshire Crescent	Northbound	None	5977-07	N/A
Helston Crescent and Cachet Boulevard (north intersection)	Westbound	None	6367-10	N/A
Helston Crescent and Cachet Boulevard (south intersection)	Westbound	None	6367-10	7816-21
Hemingford Place and Bassett Boulevard	Southbound	None	5977-07	N/A
Hemingford Place and Hemingford Place	Eastbound	None	5977-07	N/A
Henderson Drive and Bassett Boulevard	Westbound	None	5977-07	N/A
Henderson Drive and Rice Drive (east intersection)	Eastbound and Westbound	None	5977-07	N/A
Henderson Drive and Rice Drive (west intersection)	Westbound	None	5977-07	N/A
Henry Street and Arthur Street	Westbound	None	6912-14	N/A
Henry Street and Colborne Street West	Eastbound and Westbound	None	6912-14	N/A
Henry Street and Dunlop Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7911-22	N/A
Henry Street and Gilbert Street West	Eastbound	None	6912-14	N/A
Henry Street and Harriet Street	Eastbound	None	6912-14	N/A
Henry Street and Ontario Street West	Westbound	None	6912-14	N/A
Henry Street and Pitt Street West	Westbound	None	6912-14	N/A
Henry Street and St. John Street	Westbound	None	6912-14	N/A
Henry Street and Trent Street West	Westbound	None	6912-14	N/A
Heron Road and Townline Road West	Northbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Hesham Place and Cachet Boulevard	Westbound	None	6367-10	N/A
Hesham Drive and Helston Crescent	Northbound	None	6367-10	N/A
Hialeah Crescent and Canadian Oaks Drive (west intersection)	Northbound	None	5977-07	N/A
Hickory Street and Beech Street East	Southbound	None	5977-07	N/A
Hickory Street and Bradley Drive	Northbound	None	5977-07	N/A
Hickory Street and Mary Street East	Northbound and Southbound	None	5977-07	N/A
Hickory Street North and Chestnut Street East	Southbound	None	5977-07	N/A
Hickory Street South and Dunlop Street East	Southbound	None	4862-85	5977-07
Hickory Street North and Dunlop Street East	Southbound	None	5977-07	N/A
High Street and Walnut Street West	Northbound	None	5977-07	N/A
Highfield Drive and Jeranna Court	Southbound	None	3093-92	5977-07
Highfield Drive and Jeranna Court	Southbound	None	5977-07	N/A
Hillcourt Avenue and Willowbrook Drive	Eastbound	None	5977-07	N/A
Hiscox Court and Visser Court	Eastbound	None	5977-07	N/A
Hodgson Drive and Kennett Drive	Westbound	None	5977-07	N/A
Hodgson Drive and Roan Drive	Northbound	None	5977-07	N/A
Holden Court and Kirby Crescent	Westbound	None	5977-07	N/A
Holliday Drive and Bonacord Avenue	Southbound	None	5977-07	N/A
Holliday Drive and Frost Drive (west intersection)	Westbound	None	4862-85	5977-07
Holliday Drive and Frost Drive	Westbound	None	5977-07	N/A
Holman Court and Twin Streams Road	Northbound	None	6229-09	N/A
Holsted Road and Ashburn Road	Westbound	None	5977-07	N/A
Holsted Road and Montgomery Avenue	Eastbound	None	6423-11	6915-14
Holsted Road and Montgomery Avenue	Northbound, Southbound, Eastbound and Westbound	All Way Stop	6915-14	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Hoodgate Drive/Pinebrook Crescent and Valleywood Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Hoodgate Drive and Valleywood Drive	Eastbound	None	5977-07	7910-22
Hoodgate Drive and Whitburn Street	Southbound	None	5977-07	N/A
Hopkins Street and Burns Street East	Eastbound	None	6912-14	N/A
Hopkins Street and Carlow Court	Eastbound	None	6912-14	N/A
Hopkins Street, Champlain Court & AMC Drive	Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Hopkins Street and Industrial Drive	Eastbound	None	6912-14	N/A
Hopkins Street and Nichol Avenue	Westbound	None	6912-14	N/A
Hopkins Street and Warren Road	Westbound	None	6912-14	N/A
Horseshoe Drive and Long Drive	Southbound	None	5977-07	N/A
Hoyt Court and Erickson Drive	Northbound	None	2436-88	5977-07
Hoyt Court and Erickson Drive	Northbound	None	5977-07	N/A
Hubble Drive and Joy Thompson Avenue	Southbound	None	5977-07	N/A
Hunter Street and Kendalwood Road	Westbound	None	5977-07	N/A
Hunter Street and Powell Road	Eastbound	None	5977-07	N/A
Hutchison Avenue and Dovedale Drive	Eastbound	None	5977-07	N/A
Hutchison Avenue and Lupin Drive	Westbound	None	5977-07	N/A
Hyland Street and Garden Street South	Westbound	None	5977-07	N/A
Ian Fleming Crescent and Eric Clarke Drive	Eastbound	None	3093-92	5977-07
Ian Fleming Crescent and Eric Clarke Drive	Eastbound	None	3258-93	5977-07
Ian Fleming Crescent and Eric Clarke Drive (north intersection)	Eastbound	None	5977-07	N/A
Ian Fleming Crescent and Eric Clarke Drive (south intersection)	Eastbound	None	5977-07	N/A
Iberville Road and Anderson Street	Eastbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed	By
Iberville Road and Underwood Drive	Westbound	None	5977-07	N/A	
Ingleborough Drive and Perkinsfield Street	Westbound	None	5977-07	N/A	
Ingleborough Drive and William Stephenson Drive	Westbound	None	5977-07	N/A	
Inglenook Court and Fallingbrook Street	Northbound	None	1862-85	5977-07	
Inglenook Place and Fallingbrook Street	Northbound	None	5977-07	N/A	
Inglewood Place and Inglewood Place	Eastbound	None	3093-92	5977-07	
Inglewood Place and Inglewood Place	Eastbound	None	5977-07	N/A	
Inkpen Lane and Knotty Pine Drive	Southbound	None	3258-93	5977-07	
Inkpen Lane and Knotty Pine Drive	Southbound	None	5977-07	N/A	
Inkpen Lane and Timber Mill Avenue	Northbound	None	3258-93	5977-07	
Inkpen Lane and Timber Mill Avenue	Northbound	None	5977-07	N/A	
Inlet Bay Drive and Anchorage Avenue	Southbound	None	6048-08	N/A	
Inlet Bay Drive and Vista Beach Court	Northbound	None	6048-08	N/A	
Internal Road and Gordon Street	Westbound	None	5977-07	N/A	
Intrepid Drive and Overlord Street	Eastbound	None	2436-88	4243-98	
Intrepid Drive and Overlord Street	Eastbound	None	5977-07	N/A	
Intrepid Drive and William Stephenson	Eastbound	None	5977-07	N/A	
Inveray Court and Tom Edwards Drive	Southbound	None	5977-07	N/A	
Iona Court and Tom Edwards Drive	Southbound	None	5977-07	N/A	
Ipswich Place and Cachet Boulevard	Westbound	None	6367-10	N/A	
Ipswich Place and Ipswich Place	Northbound	None	6367-10	N/A	
Irwin Drive and Billings Street	Eastbound	None	5977-07	N/A	
Irwin Drive and Garden Street	Eastbound	None	3093-92	5977-07	
Irwin Drive and Garden Street	Eastbound	None	5977-07	N/A	
Ivanic Court and Bradley Drive	Eastbound	None	5977-07	N/A	
Jacob Drive and McQuay Boulevard	Northbound	None	5977-07	N/A	

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Jacob Drive and Renfield Crescent	Southbound	None	1862-85	5977-07
Jacob Drive and Renfield Crescent	Southbound	None	5977-07	N/A
James Govan Drive and Gordon Street	Southbound	None	7369-18	N/A
James Govan Drive and Harbourside Drive	Southbound	None	7367-18	N/A
James Street and Bagot Street	Westbound	None	5977-07	N/A
James Street and Centre Street South	Eastbound	None	5977-07	N/A
James Street and King Street	Westbound	None	5977-07	N/A
James Street and Queen Street	Eastbound	None	5977-07	N/A
Jamieson Crescent and Braebrook Drive (north and south intersections)	Westbound	None	4243-98	5977-07
Jamieson Crescent and Braebrook Drive (north intersections)	Westbound	None	5977-07	N/A
Jamieson Crescent and Braebrook Drive (south intersections)	Westbound	None	5977-07	N/A
Jamieson Crescent and Hartford Court	Eastbound	None	5977-07	N/A
Janedale Crescent and Kirby Crescent (north intersection)	Eastbound	None	5977-07	N/A
Janedale Crescent and Kirby Crescent (south intersection)	Eastbound	None	5977-07	N/A
Jansen Court and Bradley Drive	Southbound	None	5977-07	N/A
Jarrow Crescent and Wycombe Street (North intersection)	Eastbound	None	7224-17	N/A
Jarrow Crescent and Wycombe Street (South intersection)	Eastbound	None	7224-17	N/A
Jason Drive and Dryden Boulevard	Northbound	None	2436-88	5977-07
Jason Drive and Dryden Boulevard	Northbound and Southbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Jason Drive and Fallingbrook Street	Eastbound	None	5977-07	N/A
Jays Drive and Vintage Drive (north intersection)	Eastbound and Westbound	None	5977-07	N/A
Jeanne Court and Hazelwood Drive	Westbound	None	5977-07	N/A
Jeffery Street and Nordeagle Avenue	Southbound	None	5977-07	N/A
Jennifer Court and Sonley Drive	Eastbound	None	6423-11	N/A
Jermyn Street and Annes Street	Eastbound	None	5977-07	N/A
Jermyn Street and Michael Boulevard	Westbound	None	5977-07	N/A
Jessie Court and Tormina Boulevard	Eastbound	None	6423-11	N/A
John Street and Ash Street	Eastbound	None	1862-85	5977-07
John Street East and Ash Street	Eastbound	None	5977-07	N/A
John Street East and Brock Street North	Westbound	None	5977-07	N/A
John Street and Perry Street	Eastbound and Westbound	None	1862-85	5977-07
John Street East and Perry Street	Eastbound and Westbound	None	5977-07	N/A
John Street West and Brock Street North	Eastbound	None	5977-07	N/A
John Street West and Byron Street North	Eastbound and Westbound	None	2824-90	5977-07
John Street West and Byron Street North	Eastbound and Westbound	None	5977-07	N/A
John Street and Centre Street North	Eastbound and Westbound	None	1862-85	5977-07
John Street West and Centre Street North	Eastbound and Westbound	None	5977-07	7910-22
John Street West and Euclid Street	Eastbound and Westbound	None	5977-07	7910-22
John Street and High Street	Westbound	None	1862-85	5977-07
John Street West and High Street	Westbound	None	5977-07	N/A
Johnson Avenue and Stewart Street	Eastbound and Westbound	None	5977-07	N/A
Jones Court and Stewart Street	Eastbound	None	5977-07	N/A
Jordan Court and Bayern Drive	Westbound	None	6814-14	N/A
Joshua Boulevard and Bloomsbury Street/ Gerry Ravary Place	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Joshua Boulevard and Montgomery Avenue	Eastbound	None	7133-16	N/A
Joshua Boulevard and Sandhill Court	Southbound	None	5961-07	5977-07
Joy Thompson Avenue and Willowbrook Drive	Eastbound	None	5977-07	N/A
Joyce Cox Gate and Bedell Crescent and-	Eastbound	None	4094-97	5977-07
Joyce Cox Gate and Bedell Crescent	Eastbound	None	5977-07	N/A
Joyce Cox Gate and William Davidson Street	Westbound	None	5977-07	N/A
Jubilee Court and Nichol Avenue	Northbound	None	5977-07	N/A
Juneau Crescent and Lazio Street (north intersection)	Eastbound	None	5977-07	N/A
Juneau Crescent and Lazio Street (south intersection)	Eastbound	None	5977-07	N/A
Kalar Lane and Baycliffe Drive	Westbound	None	6229-09	N/A
Kalar Lane and Kirkland Place	Eastbound	None	6229-09	N/A
Kapuscinski Court and Whitburn Street	Westbound	None	5977-07	N/A
Keiffer Court and Medland Avenue	Southbound	None	6628-12	N/A
Keith Street and Brock Street South	Eastbound	None	5977-07	N/A
Keith Street and Byron Street South	Eastbound and Westbound	None	5977-07	N/A
Keith Street and Centre Street South	Westbound	None	5977-07	N/A
Kendalwood Road and Nichol Avenue	Northbound, Southbound and Eastbound	None	4700-00	5977-07
Kendalwood Road and Nichol Avenue	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Kenilworth Crescent and Wilshire Drive (north intersection)	Eastbound	None	6630-12	N/A
Kenilworth Crescent and Wilshire Drive (south intersection)	Eastbound	None	6630-12	N/A
Kenneth Hobss Avenue and Vanier Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	6014-08	N/A
Kennett Drive and McQuay Boulevard	Eastbound	None	3170-92	5977-07
Kennett Drive and McQuay Boulevard	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Kenny Court and Shore Drive	Southbound	None	3258-93	5977-07
Kenny Court and Shore Avenue	Southbound	None	5977-07	N/A
Kent Street and Beech Street West	Northbound	None	5977-07	N/A
Kent Street and John Street West	Northbound and Southbound	None	2836-90	5977-07
Kent Street and John Street West	Northbound and Southbound	None	5977-07	N/A
Kent Street and Mary Street West	Northbound and Southbound	None	5977-07	N/A
Kent Street and Walnut Street	Northbound and Southbound	None	1862-85	5977-07
Kent Street and Walnut Street West	Northbound and Southbound	None	5977-07	N/A
Kenton Court and Michael Boulevard	Southbound	None	5977-07	N/A
Kenyon Court and Stafford Crescent	Eastbound	None	4243-98	5977-07
Kenyon Court and Stafford Crescent	Eastbound	None	5977-07	N/A
Kerrigan Drive and Sato Street	Eastbound	None	5977-07	N/A
Kerrigan Drive and Whitburn Street	Westbound	None	5977-07	7910-22
Kilberry Drive and Beech Street	Northbound	None	1862-85	5977-07
Kilberry Drive and Beech Street East	Northbound	None	5977-07	N/A
Kilberry Drive and Garden Street	Eastbound	None	1862-85	5977-07
Kilbride Drive and Anderson Street	Eastbound	None	5977-07	N/A
Kilbride Drive and Fallingbrook Street	Westbound	None	5977-07	N/A
Kimberly Drive and Vipond Road	Northbound	None	5977-07	7816-21
King Street and Arthur Street	Northbound and Southbound	None	5977-07	N/A
King Street and Burns Street West	Northbound and Southbound	None	5977-07	N/A
King Street and Colborne Street West	Eastbound and Westbound	None	1862-85	5277-03
King Street and Colborne Street West	Northbound, Eastbound and Westbound	None	5277-03	5977-07
King Street and Colborne Street West	Northbound	None	5977-07	N/A
King Street and Dundas Street West	Northbound	None	5977-07	N/A
King Street and Dunlop Street West	Northbound and Southbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
King Street and Ontario Street	Northbound and Southbound	None	1862-85	5977-07
King Street and Ontario Street West	Northbound and Southbound	None	5977-07	N/A
King Street and Trent Street West	Northbound and Southbound	None	5977-07	N/A
Kinross Avenue and Cachet Boulevard	Eastbound	None	6152-09	7816-21
Kinsmen Court and Price Street	Eastbound	None	5977-07	N/A
Kinsmen Court and Way Street	Eastbound	None	2600-89	5977-07
Kirby Crescent and Nichol Avenue (west intersection)	Northbound	None	5977-07	N/A
Kirby Crescent and Mayflower Street/Winston Crescent	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Kirkland Place and Kirkland Place	Eastbound	None	6229-09	N/A
Kirkland Place and Medland Avenue	Northbound	None	6229-09	7910-22
Knightsbridge Court and Willowbrook Drive	Westbound	None	5977-07	N/A
Knotty Pine Drive and Valleywood Drive	Eastbound and Westbound	None	5977-07	6761-13
Knotty Pine Drive and Valleywood Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	6761-13	N/A
Knox Crescent and Sawyer Avenue	Northbound	None	4243-98	5977-07
Knox Crescent, Sawyer Avenue and Wells Crescent	Eastbound	None	4243-98	5977-07
Knox Crescent and Sawyer Avenue	Northbound	None	5977-07	N/A
Kressman Court and Country Lane	Eastbound	None	6334-10	N/A
Lacey Drive and Fallingbrook Street	Westbound	None	5977-07	N/A
Lacey Drive and Kilbride Drive	Southbound	None	5977-07	N/A
Lacroix Court and Tormina Boulevard	Westbound	None	5988-07	N/A
Ladies College Drive and Reynolds Street	Northbound, Southbound and Eastbound	None	1862-85	5977-07
Ladies College Drive and Reynolds Street	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A
Ladies College Drive and Teresa Drive	Eastbound	None	2436-88	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Ladies College Drive and Teresa Drive	Eastbound	None	5977-07	N/A
Lady May Drive and Bridlewood Boulevard	Westbound	None	5908-07	5977-07
Lady May Drive and Bridlewood Boulevard	Westbound	None	5977-07	N/A
Lafayette Boulevard and Geddy Street	Eastbound	None	5908-07	5977-07
Lafayette Boulevard and Geddy Street	Eastbound	None	5977-07	N/A
Lafayette Boulevard and Medland Avenue	Northbound	None	5908-07	5977-07
Lafayette Boulevard and Medland Avenue	Northbound	None	5977-07	N/A
LaHaye Drive and McQuay Boulevard	Eastbound	None	5977-07	N/A
LaHaye Drive and Roan Drive	Southbound	None	5977-07	N/A
Lake Ridge Road and Brawley Road West	Westbound	None	6912-14	N/A
Lake Ridge Road and Columbus Road West	Westbound	None	6912-14	N/A
Lamport Crescent and Rockland Crescent	Eastbound	None	6742-13	N/A
Lancewood Drive/Upperview Place and Armour Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7679-20	N/A
Langmaid Court and Prince of Wales Drive	Eastbound	None	5977-07	N/A
Lauren Court and Flemington Court	Southbound	None	4243-98	5977-07
Lauren Court and Flemington Court	Southbound	None	5977-07	N/A
Lazio Street, Fantail Court, and Samandria Avenue	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Lazio Street and Fawcett Avenue	Southbound	None	5977-07	N/A
Lazio Street and Solmar Avenue	Northbound	None	5977-07	7910-22
Lee Avenue and Giffard Street	Southbound	None	5977-07	N/A
Leithridge Crescent and Carnwith Drive West (east intersection)	Northbound	None	6263-09	N/A
Leithridge Crescent and Carnwith Drive West (west intersection)	Northbound	None	6263-09	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Leslie Street and Frederick Street	Southbound	None	1862-85	5977-07
Leslie Street and Glen Hill Drive	Eastbound, Westbound and Northbound	None	2101-86	2653-89
Leslie Street and Glen Hill Drive	Northbound	None	5977-07	N/A
Lilac Terrace and Crocus Crescent	Eastbound	None	1862-85	5977-07
Lilac Terrace and Crocus Crescent	Eastbound	None	5977-07	N/A
Lilac Terrace and Lupin Drive	Westbound	None	5977-07	N/A
Limestone Crescent and Waywell Street	Southbound	None	5977-07	N/A
Linden Court and White Ash Drive	Eastbound	None	5977-07	N/A
Lipton Crescent and Dryden Boulevard	Southbound	None	5977-07	N/A
Lipton Crescent and Gainsbrook Court	Northbound	None	3093-92	5977-07
Lipton Crescent and Gainsbrook Court	Northbound	None	5977-07	N/A
Lismer Drive and Bassett Boulevard	Northbound	None	5977-07	N/A
Lismer Drive and Waywell Street	Southbound	None	5977-07	N/A
Littleleaf Court and White Ash Drive	Eastbound	None	5977-07	N/A
Lloyd Gibson Crescent and Eric Clarke Drive (north intersection)	Westbound	None	5977-07	N/A
Lloyd Gibson Crescent and Eric Clarke Drive (south intersection)	Westbound	None	5977-07	N/A
Lloyd Street and Garrard Road	Eastbound	None	5977-07	N/A
Lloyd Street and Scott Street	Westbound	None	5977-07	N/A
Lockridge Street and Whitburn Street	Eastbound	None	5977-07	7910-22
Lofthouse Drive and Anderson Street	Westbound	None	5977-07	N/A
Longfellow Court and Bradley Drive	Southbound	None	5977-07	N/A
Longford Court and Whitburn Street	Westbound	None	5977-07	N/A
Longueuil Place and Longueuil Place	Northbound	None	6014-08	N/A
Longueuil Place and Vanier Street	Eastbound	None	6014-08	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Lonsdale Court and McQuay Boulevard	Westbound	None	5022-02	5977-07
Lonsdale Court and McQuay Boulevard	Westbound	None	5977-07	N/A
Loonstone Street and Sleepy Hollow Place	Northbound	None	6740-13	N/A
Lowder Place and Bellwood Drive	Southbound	None	5977-07	N/A
Lovelly Drive and Maplewood Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Lumsden Crescent and Bassett Boulevard (east intersection)	Southbound	None	5977-07	N/A
Lumsden Crescent and Bassett Boulevard (west intersection)	Southbound	None	5977-07	N/A
Lupin Drive and Harding Street	Southbound	None	5977-07	N/A
Lurosa Crescent and Norista Street (north intersection)	Westbound	None	5988-07	N/A
Lurosa Crescent and Norista Street (south intersection)	Westbound	None	5988-07	N/A
Lyndbrook Road and Coronation Road	Westbound	None	5977-07	N/A
Lyndview Drive and Fairview Drive	Eastbound	None	5977-07	N/A
Lyndview Drive and Walnut Street West	Southbound	None	5977-07	N/A
Lyndhurst Crescent and Whitburn Street (north intersection)	Eastbound	None	5977-07	N/A
Lyndhurst Crescent and Whitburn Street (south intersection)	Eastbound	None	5977-07	N/A
MacCarl Crescent and Eric Clarke Drive (north intersection)	Westbound	None	5977-07	N/A
MacCarl Crescent and Eric Clarke Drive (south intersection)	Westbound	None	5977-07	N/A
MacGrotty Court and Tamarisk Street	Eastbound	None	6271-09	N/A
Mackey Drive and Cluff Court	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Mackey Drive and McQuay Boulevard	Northbound	None	5022-02	5977-07
Mackey Drive and McQuay Boulevard	Northbound	None	5977-07	N/A
Mackey Drive and Somerset Street	Northbound, Southbound and Westbound	All Way Stop	7910-22	N/A
MacMillan Avenue and Vanier Street	Eastbound	None	6014-08	N/A
Majestic Street and Harbourside Drive	Southbound	None	7367-18	N/A
Majestic Street and Whitby Shores Greenway	Northbound	None	7367-18	7910-22
Mandy Court and Bradley Drive	Eastbound	None	5977-07	N/A
Manning Road and Bassett Boulevard	Southbound	None	6912-14	N/A
Manning Road and Bradley Drive	Northbound	None	6912-14	N/A
Manning Road and Hazelwood Drive	Northbound and Southbound	None	6912-14	N/A
Manning Road and Ribblesdale Drive	Northbound and Southbound	None	6912-14	N/A
Manning Road and Scott Street	Northbound	None	6912-14	N/A
Mansfield Crescent and Falcon Court	Eastbound	None	3682-95	5977-07
Mansfield Crescent and Falcon Court	Eastbound	None	5977-07	N/A
Mansfield Crescent and Powell Road (north intersection)	Westbound	None	5977-07	N/A
Mansfield Crescent and Powell Road (south intersection)	Westbound	None	5977-07	N/A
Mantz Crescent and Promenade Drive (West leg)	Northbound	None	7520-19	N/A
Mantz Crescent and Promenade Drive (East leg)	Northbound	None	7520-19	N/A
Maple Edge Lane and Whitburn Street	Westbound	None	3258-93	5977-07
Maple Edge Lane and Whitburn Street	Westbound	None	4681-00	5977-07
Maple Edge Lane and Whitburn Street (north intersection)	Northbound	None	5977-07	N/A
Maple Edge Lane and Whitburn Street (south intersection)	Westbound	None	5977-07	N/A
Maple Edge Lane and Woodlands Drive	Northbound	None	3258-93	5977-07
Maple Street and Hickory Street	Eastbound	None	1862-85	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Maple Street East and Hickory Street North	Eastbound	None	5977-07	N/A
Maple Street West and Centre Street North	Westbound	None	5977-07	N/A
Maple Street West and Euclid Street	Eastbound	None	5977-07	N/A
Maple Street West and Hillcrest Drive	Westbound	None	2584-89	5977-07
Maple Street West and Hillcrest Drive	Westbound	None	5977-07	N/A
Maple Street West and Palace Street	Northbound, Southbound, Eastbound and Westbound	None	2584-89	5977-07
Maple Street West and Palace Street	Eastbound and Westbound	None	5977-07	N/A
Mapleglen Court and Forest Heights Street	Eastbound	None	5977-07	N/A
Marbury Court and Michael Boulevard	Southbound	None	5977-07	N/A
Maria Street and Annes Street	Westbound	None	5977-07	N/A
Maria Street and Newman Crescent	Eastbound	None	5977-07	N/A
Markwood Crescent and Berkshire Court	Westbound	None	4243-98	5977-07
Markwood Crescent and Berkshire Court	Westbound	None	4700-00	5977-07
Markwood Crescent and Berkshire Court	Westbound	None	5977-07	N/A
Markwood Crescent and Pineway Court	Westbound	None	4243-98	5977-07
Markwood Crescent and Pineway Court	Westbound	None	5977-07	N/A
Markwood Crescent and Tom Edwards Drive (north intersection)	Eastbound	None	5977-07	N/A
Markwood Crescent and Tom Edwards Drive (south intersection)	Eastbound	None	5977-07	N/A
Marta Road and Elizabeth Crescent	Westbound	None	2423-88	5977-07
Marta Road and Elizabeth Crescent North	Westbound	None	5977-07	N/A
Martinet Street and Bradley Drive	Eastbound	None	5977-07	7910-22
Mary Street East and High Street	Westbound	None	4243-98	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Mary Street and Perry Street	Northbound, Southbound, Eastbound and Westbound	None	1862-85	5977-07
Mary Street East and Perry Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Mary Street West and High Street	Eastbound and Westbound	None	3883-96	4243-98
Mary Street West and High Street	Westbound	None	5977-07	N/A
Matthewson Place and Matthewson Place	Northbound	None	5977-07	N/A
Matthewson Place and Watford Street	Westbound	None	5977-07	N/A
Mayfield Crescent and Waywell Street	Northbound	None	5977-07	N/A
Mayflower Street and Kirby Crescent	Northbound	None	5977-07	7910-22
Mayflower Street and Sawdon Drive	Southbound	None	5977-07	N/A
McBeth Place and McBeth Place	Northbound	None	4243-98	5977-07
McBeth Place and McBeth Place	Northbound	None	5977-07	N/A
McBeth Place and Watford Street	Westbound	None	5977-07	N/A
McCartney Avenue and James Rowe Drive	Westbound	None	5977-07	N/A
McCullough Drive and Burns Street West	Northbound	None	5977-07	N/A
McEwen Drive and Forbes Street	Eastbound	None	1862-85	5977-07
McEwen Drive and Forbes Street	Eastbound	None	5977-07	N/A
McFarlane Court and Michael Boulevard	Eastbound	None	5977-07	N/A
McGillivray Court and McQuay Boulevard	Eastbound	None	5977-07	N/A
McKinney Drive and Robert Attersley Drive East	Northbound	None	7444-18	N/A
Mclvor Street and Hartwick Place	Southbound	None	3258-93	5977-07
Mclvor Street and Hartrick Place	Southbound	None	5977-07	N/A
Mclvor Street and Shore Avenue	Northbound	None	3258-93	5977-07
Mclvor Street and Shore Avenue	Northbound	None	5977-07	N/A
McQuay Boulevard and Comer Court	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
McQuay Boulevard and Goodfellow Street	Southbound and Westbound	None	2021-86	5022-02
McQuay Boulevard and Goodfellow Street	Southbound, Eastbound and Westbound	None	5022-02	5977-07
McQuay Boulevard and Goodfellow Street	Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
McQuay Boulevard and Rossland Road West	Northbound	None	5022-02	5977-07
McQuay Boulevard and Rossland Road West	Northbound	None	5977-07	7911-22
Meadow Crescent and Forest Road	Southbound	None	1862-85	5977-07
Meadow Crescent and Forest Road	Southbound	None	5977-07	N/A
Meadow Crescent and Westwood Road	Northbound	None	1862-85	3093-92
Meadow Crescent and Westwood Road	Northbound and Southbound	None	2436-88	3093-92
Meadow Crescent and Westwood Road	Northbound	None	3093-92	5977-07
Meadow Crescent and Westwood Road	Northbound	None	5977-07	N/A
Meadow Road and Forest Road	Southbound	None	1862-85	5977-07
Meadow Road and Forest Road	Southbound	None	5977-07	N/A
Meadow Road and Harold Street	Northbound and Southbound	None	2410-88	5977-07
Meadow Road and Harold Street	Northbound and Southbound	None	3093-92	5977-07
Meadow Road and Harold Street	Northbound and Southbound	None	5977-07	N/A
Meadow Road and Westwood Road	Northbound	None	1862-85	2436-88
Meadow Road and Westwood Road	Northbound and Southbound	None	3093-92	5977-07
Meadow Road and Westwood Road	Northbound and Southbound	None	5977-07	N/A
Meadowglen Drive and Forest Heights Street	Westbound	None	5977-07	7910-22
Meadowglen Drive and Forest Heights Street	Northbound, Southbound and Westbound	All Way Stop	7910-22	N/A
Meadowglen Drive and Garden Street	Westbound	None	5977-07	N/A
Medland Avenue and Country Lane	Westbound	None	6231-09	N/A
Medland Avenue and Country Lane	Eastbound	None	6231-09	N/A
Medland Avenue and Kirkland Place	Northbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Melborne Court and Teddington Crescent	Eastbound	None	5977-07	N/A

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Melina Lane and Hatch Street	Eastbound	None	5961-07	5977-07
Melina Lane and Mikayla Crescent	Westbound	None	5961-07	5977-07
Melissa Crescent and Glen Hill Drive	Eastbound	None	3885-96	5977-07
Melissa Crescent and Glen Hill Drive (north intersection)	Eastbound	None	5977-07	N/A
Melissa Crescent and Glen Hill Drive (south intersection)	Eastbound	None	5977-07	N/A
Mellor Street and Bonacord Avenue	Southbound	None	3011-91	5977-07
Mellor Street and Bonacord Avenue	Southbound	None	5977-07	N/A
Melody Drive and Amanda Avenue	Southbound	None	5977-07	N/A
Melody Drive and Sabrina Street	Westbound	None	5977-07	N/A
Merchants Avenue and Geddy Street	Eastbound	None	5908-07	5977-07
Merchants Avenue and Geddy Street	Eastbound	None	5977-07	N/A
Merchants Avenue and Lafayette Boulevard	Westbound	None	5908-07	5977-07
Merchants Avenue and Lafayette Boulevard	Westbound	None	5977-07	N/A
Michael Boulevard and Burns Street West	Southbound	None	5977-07	N/A
Michael Boulevard and Calasis Street	Westbound	Stop	7555-19	N/A
Michael Boulevard and Ingram Court	Southbound, Eastbound and Westbound	None	4021-97	5977-07
Michael Boulevard and Ingram Court	Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Michael Boulevard and Michael Boulevard	Eastbound	None	1862-85	5977-07
Michael Boulevard and Michael Boulevard	Eastbound	None	5977-07	N/A
Michael Boulevard, Barberry Court and Bell Drive	Northbound, Southbound, Eastbound and Westbound	None	4021-97	5977-07
Michael Boulevard, Barberry Court and Bell Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Michael Boulevard and Calais Street	Northbound , Southbound and Westbound	All Way Stop	7555-19	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Michael Boulevard, Jeffery Street and Belton Court	Northbound, Southbound, Eastbound and Westbound	None	1862-85	5977-07
Michael Boulevard, Jeffery Street and Belton Court	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Michelle Court and Pringle Drive	Eastbound	None	2436-88	5977-07
Michelle Court and Pringle Drive	Eastbound	None	5977-07	N/A
Midhurst Drive and Bayern Drive	Westbound	None	6814-14	N/A
Midhurst Drive and Holsted Road	Southbound	None	6814-14	N/A
Mikayla Crescent and Hatch Street (north leg)	Eastbound	None	5961-07	5977-07
Mikayla Crescent and Hatch Street (south leg)	Eastbound	None	5961-07	5977-07
Millstone Crescent and Forest Heights Street (north intersection)	Westbound	None	5977-07	N/A
Millstone Crescent and Forest Heights Street (south intersection)	Westbound	None	5977-07	N/A
Milne Street and Glenmore Drive	Northbound	None	3258-93	5977-07
Milne Street and Glenmore Drive	Northbound	None	5977-07	N/A
Milne Street and Irwin Drive	Southbound	None	3093-92	5977-07
Milne Street and Irwin Drive	Southbound	None	5977-07	N/A
Mitchell Avenue and Vipond Road	Northbound	None	2716-89	5977-07
Mitchell Avenue and Vipond Road	Northbound	None	5977-07	N/A
Montana Crescent and Montgomery Avenue (north intersection)	Westbound	None	7020-15	N/A
Montana Crescent and Montgomery Avenue (south intersection)	Westbound	None	7020-15	N/A
Montgomery Avenue and Carnwith Drive West	Northbound	None	6814-14	N/A
Montgomery Avenue and Carnwith Drive West	Southbound	None	6814-14	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Montgomery Avenue and Carnwith Drive West	Southbound	None	7133-16	N/A
Montgomery Avenue and Columbus Road West	Northbound	None	7133-16	N/A
Montgomery Avenue and Heber Down Crescent	Southbound	None	1862-85	5977-07
Montgomery Avenue and Heber Down Crescent	Southbound	None	5977-07	N/A
Montgomery Avenue and Joshua Boulevard	Northbound, Southbound, Eastbound and Westbound	All Way Stop	6915-14	N/A
Montgomery Avenue and Vipond Road	Northbound	None	1862-85	5977-07
Montgomery Avenue and Vipond Road	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Montgomery Avenue and Vipond Road	Southbound	None	6423-11	N/A
Montrose Crescent and Whitburn Street (north intersection)	Eastbound	None	5977-07	N/A
Montrose Crescent and Whitburn Street (south intersection)	Eastbound	None	5977-07	N/A
Moonstone Drive and Allayden Drive	Westbound	None	5977-07	N/A
Moonstone Drive and McQuay Boulevard	Eastbound	None	5977-07	N/A
Morning Glory Crescent and Tamarisk Street (north intersection)	Eastbound	None	5977-07	N/A
Morning Glory Crescent and Tamarisk Street (south intersection)	Eastbound	None	5977-07	N/A
Morningstar Avenue and Puttingedge Drive	Eastbound	None	6572-12	N/A
Morningstar Avenue and Puttingedge Drive	Westbound	None	6572-12	N/A
Mount Pleasant Avenue and Burns Street East	Northbound	Traffic Light	7258-17	N/A
Mount Pleasant Avenue and Devon Port Lane	Westbound	None	7258-17	N/A
Mozart Court and Michael Boulevard	Southbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed	By
Mud Lake Road and Townline Road West (east intersection)	Northbound	None	5977-07	N/A	
Mud Lake Road and Townline Road West (west intersection)	Northbound	None	5977-07	N/A	
Muir Crescent and McQuay Boulevard (east intersection)	Northbound	None	5977-07	N/A	
Muir Crescent and McQuay Boulevard (west intersection)	Northbound	None	5977-07	N/A	
Murkar Crescent and Burns Street East (east and west intersections)	Northbound	None	4243-98	5977-07	
Murkar Crescent and Burns Street East (east intersection)	Northbound	None	5977-07	N/A	
Murkar Crescent and Burns Street East (west intersection)	Northbound	None	5977-07	N/A	
Myette Drive Baycliffe Drive	Eastbound	None	7471-19	N/A	
Myles Court and Branstone Drive	Northbound	None	5988-07	N/A	
Myrtle Road and Ashburn Road	Northbound and Southbound	None	6912-14	N/A	
Myrtle Road and Dagmar Road	Southbound	None	6912-14	N/A	
Myrtle Road and Duffs Road	Northbound and Southbound	None	6912-14	N/A	
Myrtle Road and Garrard Road	Southbound	None	6912-14	N/A	
Myrtle Road and Heron Road	Southbound	None	6912-14	N/A	
Myrtle Road and Highfield Drive	Northbound	None	6912-14	N/A	
Myrtle Road and Wilson House Drive	Northbound	None	6912-14	N/A	
Nadia Court and Gloria Crescent	Eastbound	None	6229-09	N/A	
Nathan Avenue and Watford Street	Eastbound	None	6014-08	N/A	
Nearctic Court and Prince of Wales Drive	Northbound	None	5977-07	N/A	

Schedule “N” – Stop Signs

Last Revised:

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Neill Avenue and Fencerow Drive	Northbound	None	6225-09	N/A
Neill Avenue and Tamarisk Street	Westbound	None	6269-09	N/A
Nester Court and Resolute Crescent	Eastbound	None	2436-88	5977-07
Nester Court and Resolute Crescent	Eastbound	None	5977-07	N/A
Nettle's Court and McQuay Boulevard	Westbound	None	5977-07	N/A
New Dominion Court and Allayden Drive	Westbound	None	5977-07	N/A
Newman Crescent and Annes Street	Westbound	None	5977-07	N/A
Nichol Avenue and Kirby Crescent	Northbound, Southbound, Eastbound and Westbound	None	4477-99	5977-07
Nichol Avenue and Kirby Crescent (east intersection)	Northbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Nichol Avenue and Plaza Entrance	Westbound	None	5977-07	N/A
Nichol Avenue, Glen Hill Drive and Wood Drive	Northbound, Southbound, Eastbound and Westbound	None	2140-87	2715-89
Nichol Avenue, Glen Hill Drive South and Wood Drive	Northbound, Southbound, Eastbound and Westbound	None	2715-89	5977-07
Nichol Avenue, Glen Hill Drive South and Wood Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Nieuwendyk Street and Baycliffe Drive	Eastbound	None	6229-09	N/A
Nieuwendyk Street and Gloria Crescent	Westbound	None	6229-09	N/A
Nijinsky Court and Hialeah Crescent	Westbound	None	5977-07	N/A
Nightingale Crescent and Benington Court	Eastbound	None	7224-17	N/A
Nightingale Crescent and Nightengale Crescent	Southbound	None	7224-17	N/A
Nightingale Crescent and Wycombe Street (north intersection)	Westbound	None	7224-17	N/A
Nightingale Crescent and Wycombe Street (south intersection)	Westbound	None	7224-17	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Norista Street and Sonley Drive	Southbound	None	6423-11	N/A
Northcastle Crescent and Bloomsbury Street	Westbound	None	7545-19	N/A
North Street and Baldwin Street	Eastbound	None	5977-07	N/A
North Street and Colston Avenue	Eastbound	None	6812-14	N/A
Northgrove Crescent and Wilshire Drive (north intersection)	Eastbound	None	6630-12	N/A
Northgrove Crescent and Wilshire Drive (south intersection)	Eastbound	None	6630-12	N/A
Northland Avenue and St. Thomas Street	Westbound	None	5977-07	N/A
Northland Avenue and Tremount Street	Eastbound	None	5977-07	N/A
Northview Avenue and Kendalwood Road	Westbound	None	5977-07	N/A
Northview Avenue and Powell Road	Eastbound	None	5977-07	7910-22
Nugget Court and Country Lane	Eastbound	None	5977-07	N/A
Nurse Court and William Davidson Street	Westbound	None	5977-07	N/A
Oceanpearl Crescent and Devon Port Lane	Eastbound	None	7258-17	N/A
O'Connor Drive and Bassett Boulevard	Northbound	None	5977-07	N/A
O'Connor Drive and Stargell Drive	Southbound	None	4862-85	5977-07
O'Connor Drive and Stargell Drive	Southbound	None	5977-07	N/A
Odessa Crescent and Cathedral Drive (north intersection)	Eastbound	None	6161-09	N/A
Odessa Crescent and Cathedral Drive (south intersection)	Eastbound	None	6161-09	N/A
Oglevie Drive and Joy Thompson Avenue	Southbound	None	5977-07	N/A
Old Colony Drive and Brookwood Boulevard	Eastbound	None	5977-07	N/A
Old Colony Drive and Willowbrook Drive	Eastbound	None	5977-07	N/A
Oldfinch Street and Kilberry Drive	Southbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
O'Malley Crescent and Cahill Court	Southeastbound	None	3093-92	5977-07
O'Malley Crescent and Cahill Court	Southbound	None	5977-07	N/A
O'Malley Crescent and Kilbride Drive (north intersection)	Northbound	None	5977-07	N/A
O'Malley Crescent and Kilbride Drive (south intersection)	Northbound	None	5977-07	N/A
Ontario Court and Peel Street	Westbound	None	5977-07	N/A
Ontario Street East and Brock Street South	Westbound	None	5977-07	N/A
Ontario Street East and Peel Street	Eastbound	None	5977-07	N/A
Ontario Street West and Brock Street South	Eastbound	None	5977-07	N/A
Ontario Street West and Centre Street South	Eastbound and Westbound	None	5977-07	N/A
Orchard Court and St. Lawrence Street	Eastbound	None	4243-98	5977-07
Orleans Street and Bourbon Place	Northbound	None	5977-07	N/A
Orleans Street and Woodlands Avenue	Southbound	None	5977-07	N/A
Orvis Street and Dymond Drive	Southbound	None	5977-07	N/A
Orvis Street and Willow Park Drive	Northbound and Southbound	None	5977-07	N/A
Otto Court and Powell Road	Eastbound	None	5977-07	N/A
Overlord Street and William Stephenson Drive	Southbound	None	5977-07	N/A
Palace Street and Beech Street West	Northbound	None	5977-07	N/A
Palace Street and Dundas Street West	Southbound	None	5977-07	N/A
Palace Street and John Street	Northbound and Southbound	None	1862-85	5977-07
Palace Street and John Street West	Northbound and Southbound	None	5977-07	N/A
Palace Street and Mary Street	Northbound and Southbound	None	1862-85	5977-07
Palace Street and Mary Street West	Northbound and Southbound	None	5977-07	N/A
Palace Street and Walnut Street West	Northbound and Southbound	None	5977-07	N/A
Palmerston Avenue and Brock Street North	Eastbound	None	5977-07	N/A
Palmerston Avenue and Walton Boulevard	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed	By
Palmerston Avenue and White Ash Drive	Westbound	None	5977-07	N/A	
Palomino Place and Candlebrook Drive	Northbound	None	5977-07	N/A	
Palomino Place and Civic Centre Drive	Westbound	None	5977-07	N/A	
Pardon Avenue and Country Lane	Eastbound	None	6231-09	N/A	
Pardon Avenue and Medland Avenue	Northbound	None	6231-09	N/A	
Parkview Boulevard and Garrard Road	Eastbound	None	5977-07	N/A	
Parkview Boulevard and Hazelwood Drive	Westbound	None	5977-07	N/A	
Parnell Crescent and Fallingbrook Street (north intersection)	Eastbound	None	5977-07	N/A	
Parnell Crescent and Fallingbrook Street (south intersection)	Eastbound	None	5977-07	N/A	
Patrick Drive and Fallingbrook Street	Eastbound	None	5977-07	N/A	
Patrick Drive and Parnell Crescent	Southbound	None	3093-92	5977-07	
Patrick Drive and Parnell Crescent	Southbound	None	5977-07	N/A	
Pauline Avenue and Elder Crescent (east intersection)	Eastbound	None	5942-07	5977-07	
Pauline Avenue and Elder Crescent (east intersection)	Eastbound	None	5977-07	N/A	
Pauline Avenue and Elder Crescent (west intersection)	Westbound	None	5942-07	5977-07	
Pauline Avenue and Elder Crescent (west intersection)	Westbound	None	5977-07	N/A	
Pearl Street and Baldwin Street	Northbound	None	5977-07	N/A	
Pearl Street and Cassels Road East	Southbound	None	5977-07	N/A	
Pebblebrook Crescent and Birchpark Drive	Southbound	None	6423-11	N/A	
Peel Street and Dunlop Street East	Northbound	None	1862-85	5977-07	
Peel Street and Dunlop Street East	Northbound	None	5977-07	N/A	
Peel Street and Gilbert Street East	Northbound and Southbound	None	5977-07	N/A	
Pemberton Court and Lipton Crescent	Northbound	None	3093-92	5977-07	
Pemberton Court and Lipton Crescent	Northbound	None	5977-07	N/A	

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Penhurst Drive and Kinross Avenue	Southbound	None	6152-09	N/A
Penhurst Drive and Wilshire Drive	Westbound	None	6152-09	N/A
Perkinsfield Street and Goodwood Drive	Southbound	None	5977-07	N/A
Perkinsfield Street and Ingleborough Drive	Northbound	None	5977-07	N/A
Perry Street and Chestnut Street East	Northbound and Southbound	None	2403-88	5977-07
Perry Street and Chestnut Street East	Northbound and Southbound	None	5977-07	N/A
Perry Street and Dundas Street East	Southbound	None	5977-07	N/A
Perry Street and Maple Street East	Northbound and Southbound	None	5977-07	N/A
Pheasant Street and Kilberry Drive	Southbound	None	4862-85	5977-07
Pheasant Street and Kilberry Drive	Southbound	None	5977-07	N/A
Philips Road and Coronation Road	Westbound	None	5977-07	N/A
Philips Road and Ward Street	Eastbound	None	2436-88	5977-07
Philips Road and Ward Street	Eastbound	None	5977-07	N/A
Pickersgill Court and Overlord Street	Eastbound	None	2436-88	5977-07
Pickersgill Court and Overlord Street	Eastbound	None	5977-07	N/A
Pilkington Crescent and Bradley Drive (north intersection)	Westbound	None	5977-07	N/A
Pilkington Crescent and Bradley Drive (south intersection)	Southbound	None	5977-07	N/A
Pine Gate Place and Pine Gate Place	Southbound	None	4243-98	5977-07
Pine Gate Place and Pine Gate Place	Southbound	None	5977-07	N/A
Pine Gate Place and Valleywood Drive	Eastbound	None	5977-07	N/A
Pine Hills Road and Elizabeth Crescent	Eastbound and Westbound	None	2423-88	5977-07
Pine Hills Road and Elizabeth Crescent South	Eastbound and Westbound	None	5977-07	N/A
Pine Hills Road and Regal Briar Street	Eastbound	None	4862-85	5977-07
Pine Hills Road and Regal Briar Street	Eastbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Pinebrook Crescent and Valleywood Drive	Westbound	None	5977-07	7910-22
Pinestone Court and Forest Heights Street	Westbound	None	5977-07	N/A
Pine Street and Dundas Street East	Southbound	None	5977-07	N/A
Pine Street and Mary Street East	Northbound and Southbound	None	5977-07	N/A
Pitfield Avenue and Bach Avenue	Westbound	None	5977-07	N/A
Pitfield Avenue and Waller Street	Eastbound	None	5977-07	N/A
Pitt Street West and Byron Street South	Eastbound	None	5977-07	N/A
Pitt Street West and Centre Street South	Eastbound and Westbound	None	5977-07	N/A
Pitt Street West and King Street	Eastbound and Westbound	None	5977-07	N/A
Plantation Court and Country Lane	Eastbound	None	5977-07	N/A
Playfair Road and Stokely Crescent (north intersection)	Northbound	None	5977-07	N/A
Playfair Road and Stokely Crescent (south intersection)	Eastbound	None	5977-07	N/A
Pogson Drive and Eric Clarke Drive	Northbound	None	5977-07	N/A
Pogson Drive and Garrard Road	Westbound	None	5977-07	N/A
Point Hope Place and Point Hope Place	Eastbound	None	4700-00	5977-07
Point Hope Place and Point Hope Place	Eastbound	None	5988-07	N/A
Point Hope Place and Whitby Shores Greenway	Southbound	None	5988-07	N/A
Portage Trail and Whitby Shores Greenway	Eastbound	None	5988-07	N/A
Portage Trail and Whitby Shores Greenway	Westbound	None	5977-07	N/A
Portsmouth Street and Kenneth Hobbs Avenue	Southbound	None	7135-16	N/A
Portsmouth Street and Westport Drive	Northbound	None	7135-16	N/A
Powell Road and Broadview Avenue	Northbound, Southbound and Eastbound	All Way Stop	7910-22	N/A
Powell Road and Dundas Street East	Northbound	None	5977-07	N/A
Powell Drive and Northview Avenue	Northbound, Southbound and Eastbound	All Way Stop	7910-22	N/A
Preakness Court and Canadian Oaks Drive	Northbound	None	5977-07	N/A
Prentice Drive and Billings Street	Westbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Prentice Drive and Milne Street	Westbound	None	3258-93	5977-07
Prentice Drive and Milne Street	Westbound	None	5977-07	N/A
Preservation Place and Preservation Place	Southbound	None	6189-09	N/A
Preservation Place and Splendor Drive	Westbound	None	6189-09	N/A
Presley Crescent and Country Lane (north leg)	Eastbound	None	6231-09	N/A
Presley Crescent and Country Lane (south leg)	Eastbound	None	6231-09	N/A
Presley Crescent (south leg), Presley Crescent and Shasta Crescent	Westbound	None	6231-09	N/A
Price Street and Vipond Road	Southbound	None	5977-07	N/A
Price Street and Way Street	Northbound	None	5977-07	N/A
Primeau Avenue and Darius Harns Drive	Westbound	None	5977-07	N/A
Primeau Avenue and Denbury Court	Eastbound	None	6423-11	N/A
Primeau Avenue and Ferguson Avenue	Eastbound	None	5977-07	N/A
Prince of Wales Drive and Crawforth Street	Southbound	None	1862-85	5977-07
Prince of Wales Drive and Crawforth Street	Southbound	None	5977-07	N/A
Prince of Wales Drive and Pine Hills Road	Southbound	None	1862-85	5977-07
Prince of Wales Drive and Pine Hills Road	Southbound	None	5977-07	N/A
Princess Street and Cassels Road East	Northbound	None	5977-07	7910-22
Princeton Court and Cachet Boulevard	Westbound	None	6630-12	N/A
Pringle Drive and Ribblesdale Drive	Eastbound	None	1862-85	4243-98
Pringle Drive and Ribblesdale Drive	Eastbound and Westbound	None	4243-98	5977-07
Pringle Drive and Ribblesdale Drive	Eastbound and Westbound	None	5977-07	N/A
Promenade Drive and Anderson Street	Eastbound	None	7483-19	N/A
Promenade Drive and Rushlands Crescent/Sandgate Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7559-19	N/A
Promenade Drive and Debosky Court	Northbound, Eastbound and Westbound	All Way Stop	7559-19	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Promenade Drive and Garden Street	Westbound		7520-19	
Puttingedge Drive and Dryden Boulevard	Southbound	None	6572-12	N/A
Puttingedge Drive and Morningstar Avenue	Southbound	None	6572-12	N/A
Queen Street and Baldwin Street	Westbound	None	5977-07	N/A
Queen Street and Nathan Avenue/George Street	Northbound, Southbound, Eastbound & Westbound	All Way Stop	7449-18	N/A
Raglan Street and Dundas Street West	Southbound	None	5977-07	N/A
Raglan Street and Wellington Street	Eastbound	None	5977-07	N/A
Rainbow Crescent and Vanguard Drive	Southbound	None	6423-11	N/A
Rampart Crescent and Country Lane (north intersection)	Eastbound	None	6231-09	N/A
Rampart Crescent and Country Lane (south intersection)	Eastbound	None	6231-09	N/A
Ramsden Court and Kennett Drive	Eastbound	None	5977-07	N/A
Randolph Avenue and Country Lane	Eastbound	None	5977-07	N/A
Ravenview Drive and Fencerow Drive (north intersection)	Northbound	None	5977-07	N/A
Ravenview Drive and Fencerow Drive (south intersection)	Westbound	None	5977-07	N/A
Red Maple Court and Palmerston Avenue	Southbound	None	5977-07	N/A
Redoak Street and White Ash Drive	Southbound	None	5977-07	N/A
Redvers Street and Wythe Court	Southbound	None	5977-07	N/A
Reedaire Court and Dunlop Street West	Southbound	None	5977-07	N/A
Regal Briar Street and Prince of Wales Drive (south intersection)	Southbound	None	5977-07	N/A
Regatta Crescent and Whitby Shores Greenway (east-entrance)	Southbound	None	5919-07	5977-07
Regatta Crescent and Whitby Shores Greenway (east intersection)	Southbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Regatta Crescent and Whitby Shores Greenway (west entrance)	Southbound	None	5919-07	5977-07
Regatta Crescent and Whitby Shores Greenway (west intersection)	Southbound	None	5977-07	N/A
Renfield Crescent and McQuay Boulevard (north intersection)	Northbound	None	5977-07	N/A
Renfield Crescent and McQuay Boulevard (south intersection)	Eastbound	None	5977-07	N/A
Resolute Crescent and Bonacord Avenue (east intersection)	Northbound	None	5977-07	N/A
Resolute Crescent and Bonacord Avenue (west intersection)	Northbound	None	5977-07	N/A
Reynolds Street and Dundas Street East	Northbound	None	5977-07	N/A
Reynolds Street and Garden Street	Eastbound	None	5977-07	N/A
Reynolds Street, Teresa Drive and Eva Court	Northbound, Southbound, Eastbound and Westbound	None	4862-85	5977-07
Reynolds Street, Teresa Drive and Eva Court	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Ribblesdale Drive and Bradley Drive	Southbound	None	5977-07	N/A
Rice Drive and Bassett Boulevard	Northbound	None	5977-07	N/A
Rice Drive and Henderson Drive	Northbound	None	5977-07	N/A
Rich Crescent and Bridgid Drive (east intersection)	Southbound	None	6229-09	N/A
Rich Crescent and Bridgid Drive (west intersection)	Southbound	None	6229-09	N/A
Rich Crescent and Conti Court	Northbound	None	6229-09	N/A
Richard Butler Drive and Ashburn Road	Westbound	None	5988-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Richard Butler Drive, Wilson House Drive and Olpi Hills Court	Eastbound	None	5988-07	N/A
Rimrock Crescent and Byron Street North	Westbound	None	7646-20	N/A
Ringwood Drive and Furrow Drive	Eastbound	None	5977-07	N/A
Ringwood Drive and Winterberry Drive	Northbound	None	5977-07	N/A
Rivers Edge Place and Rivers Edge Place	Eastbound	None	6967-15	N/A
Riverwood Street and Stonemanor Avenue	Southbound	None	3093-92	5977-07
Riverwood Street and Stonemanor Avenue	Southbound	None	5977-07	N/A
Roan Drive and Kennett Drive	Eastbound and Westbound	None	5977-07	N/A
Roan Drive and McQuay Boulevard	Eastbound	None	5977-07	N/A
Robert Attersley Drive and McKinney Drive	Northbound, Eastbound and Westbound	All Way Stop	6911-14	N/A
Robert Attersley Drive East and McKinney Drive	Eastbound	None	7444-18	N/A
Robert Attersley Drive East and McKinney Drive	Westbound	None	7444-18	N/A
Robert Attersley Drive West and Sonley Drive	Westbound	None	5988-07	N/A
Robert Attersley Drive East and Garden Street	Eastbound	None	7444-18	N/A
Robideau Place and Robideau Place	Southbound	None	6014-08	N/A
Robideau Place and Vanier Street	Eastbound	None	6014-08	N/A
Robinson Crescent and Bradley Drive (east intersection)	Southbound	None	5977-07	N/A
Robinson Crescent and Bradley Drive (west intersection)	Southbound	None	5977-07	7555-19
Robmar Street and Ashburn Road	Westbound	None	2826-90	5977-07
Robmar Road and Ashburn Road	Westbound	None	5977-07	7910-22
Rockland Crescent and Carnwith Drive East (east intersection)	Northbound	None	6742-13	N/A
Rockland Crescent and Carnwith Drive East (west intersection)	Northbound	None	6742-13	N/A
Rockland Crescent and Rockland Crescent	Westbound	None	6742-13	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Roebuck Street and Baldwin Street	Westbound	None	5977-07	N/A
Rolling Acres Drive and Garrard Road	Eastbound	None	5977-07	N/A
Rolling Acres Drive and Waller Street	Northbound, Southbound and Westbound	None	3412-93	5977-07
Rolling Acres Drive and Waller Street	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A
Rosedale Drive and Dovedale Drive	Westbound	None	5977-07	N/A
Rosedale Drive and Harding Street	Southbound	None	2193-87	5977-07
Rosedale Drive and Harding Street	Southbound	None	5977-07	N/A
Rosemarie Crescent and Waring Avenue	Southbound	None	4243-98	5977-07
Rosemarie Crescent and Waring Avenue	Southbound	None	5977-07	N/A
Rosewood Court and Centre Street North	Eastbound	None	5977-07	N/A
Rosseau Crescent and Frost Drive	Eastbound at the north and south intersection	None	2436-88	5977-07
Rosseau Crescent and Frost Drive (north intersection)	Eastbound	None	5977-07	N/A
Rosseau Crescent and Frost Drive (south intersection)	Eastbound	None	5977-07	N/A
Rossland Road and Centre Street North	Northbound	None	6912-14	N/A
Rossland Road and Civic Centre Drive	Southbound	None	6912-14	N/A
Rossland Road and Douulton Gate	Southbound	None	6912-14	N/A
Rossland Road and Meadow Road	Northbound	None	6912-14	N/A
Rossland Road and Orvis Street	Northbound	None	6912-14	N/A
Rossland Road and Overland Street	Northbound	None	6912-14	N/A
Rossland Road and Sato Street	Southbound	None	6912-14	N/A
Rossland Road and Tamarisk Street	Southbound	None	6912-14	N/A
Rossland Road and Walton Boulevard	Northbound	None	6912-14	N/A
Rossland Road and Willisam Davidson Street	Southbound	None	6912-14	N/A
Rossland Road West and Rossland Road West (north of RR bridge)	Northeastbound	None	1862-85	5232-03

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Last Revised:

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Rossland Road West and Rossland Road West (south of RR bridge)	Southwestbound	None	1862-85	5022-02
Rothean Drive and McQuay Boulevard	Eastbound	None	5977-07	N/A
Rothean Drive and Roan Drive	Northbound	None	5977-07	N/A
Roybrook Avenue and Chelmsford Drive	Eastbound	None	6653-12	N/A
Rushlands Crescent and Promenade Drive (West leg)	Southbound	None	7536-19	N/A
Rushlands Crescent and Promenade Drive (East leg)	Southbound	None	7536-19	N/A
Rycroft Court and Bridgewater Avenue	Southbound	None	5977-07	N/A
Sable Crescent and Furrow Drive (east intersection)	Northbound	None	5977-07	N/A
Sable Crescent and Furrow Drive (west intersection)	Northbound	None	5977-07	N/A
Sabrina Street and Brookvalley Avenue	Southbound	None	5977-07	N/A
Sabrina Street and Vipond Road	Northbound	None	5977-07	7928-22
Samsen Court and Bridlewood Boulevard	Westbound	None	5908-07	5977-07
Samsen Court and Bridlewood Boulevard	Westbound	None	5977-07	N/A
Sandford Crescent and Eric Clarke Drive (north intersection)	Eastbound	None	5977-07	N/A
Sandford Crescent and Eric Clarke Drive (south intersection)	Eastbound	None	5977-07	N/A
Sangate Street and Promenade Drive	Northbound	None	7520-19	N/A
Sangate Street and Mantz Crescent	Southbound	None	7520-19	N/A
Savanna Court and Armour Street	Eastbound	None	7679-20	N/A
Sawdon Drive and Burns Street East	Southbound	None	5977-07	N/A
Sawdon Drive and Hawkstone Crescent	Eastbound	None	1862-85	5977-07
Sawdon Drive and Hawkstone Crescent	Eastbound	None	5977-07	N/A
Sawdon Drive and Kendalwood Road	Eastbound and Westbound	None	5977-07	N/A
Sawyer Avenue and Know Crescent	Eastbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Sawyer Avenue and Watford Street	Westbound	None	5977-07	N/A
Scadding Avenue and Gordon Street	Eastbound	None	5919-07	5977-07
Scadding Avenue and Gordon Street	Eastbound	None	5977-07	N/A
Scepter Place and Lady May Drive	Northbound	None	5908-07	5977-07
Scepter Place and Lady May Drive	Northbound	None	5977-07	N/A
Scepter Place and Scepter Place	Westbound	None	5908-07	5977-07
Scepter Place and Scepter Place	Westbound	None	5977-07	N/A
Schilling Court and Bradley Drive	Eastbound	None	5977-07	N/A
Scott Street and Willow Park Drive	Northbound and Southbound	None	4862-85	5977-07
Seaboard Gate and Portage Trail	Northbound, Southbound, Eastbound and Westbound	None	5739-06	5977-07
Sean Court and Mackey Drive	Westbound	None	5022-02	5977-07
Sean Court and Mackey Drive	Westbound	None	5977-07	N/A
Sebastian Street and Lady May Drive/Briddlewood Boulevard	Southbound	None	6423-11	N/A
Seclusion Court and Lighthouse Street	Eastbound	None	6136-09	N/A
Selkirk Drive and Columbus Road East	Northbound	None	6014-08	N/A
Selkirk Drive and Corridale Avenue	Westbound	None	6014-08	N/A
Selkirk Drive and Croxall Boulevard	Westbound	None	6014-08	N/A
Serene Court and Lady May Drive	Southbound	None	7112-16	N/A
Settler's Court and Anderson Street	Westbound	None	6548-11	N/A
Settler's Court and Settler's Court / Breezewood Court	Eastbound	None	6548-11	N/A
Seven Oaks Street and Robert Attersley Drive East	Northbound	None	7444-18	N/A
Shannon Court and Dawson Street	Northbound	None	4991-86	5977-07
Shannon Court and Dawson Street	Northbound	None	5977-07	N/A
Shasta Crescent and Country Lane	Eastbound	None	6334-10	N/A

Schedule “N” – Stop Signs

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Shelter Bay Court and Whitby Shores Greenway	Westbound	None	6048-08	N/A
Shenandoah Drive and Country Lane	Westbound	None	6231-09	N/A
Shenandoah Drive and Lafayette Boulevard (east intersection)	Southbound	None	5908-07	5977-07
Shenandoah Drive and Lafayette Boulevard (south intersection)	Southbound	None	5977-07	N/A
Shenandoah Drive and Lafayette Boulevard (west intersection)	Eastbound and Westbound	None	5908-07	5977-07
Shenandoah Drive and Lafayette Boulevard (north intersection)	Eastbound and Westbound	None	5977-07	N/A
Shepherd Road, Stevens Road and Ward Street	Northbound, Southbound and Eastbound	All Way Stop	5977-07	N/A
Shore Avenue and Garrard Road	Eastbound	None	3258-93	5977-07
Shore Avenue and Garrard Road	Eastbound	None	5977-07	N/A
Shore Avenue and Tom Edwards Drive	Westbound	None	5977-07	N/A
Shrewsbury Drive and Cachet Boulevard	Eastbound	None	7222-17	N/A
Shrewsbury Drive and Chiswick Avenue	Southbound	None	7222-17	N/A
Silverbirch Place and Forest Heights Street	Eastbound	None	5977-07	N/A
Silverbirch Place and Silverbirch Place	Northbound	None	3093-92	5977-07
Silverbirch Place and Silverbirch Place	Northbound	None	5977-07	N/A
Simcoe Street and Albert Street	Northbound and Southbound	None	1862-85	5977-07
Simcoe Street and Albert Street	Northbound and Southbound	None	5977-07	N/A
Simcoe Street and Cassels Road East	Northbound	None	5977-07	N/A
Sinden Drive and Darius Harns Drive	Westbound	None	5977-07	N/A
Sinden Drive and Primeau Avenue	Northbound	None	5977-07	N/A
Sleepy Hollow Place and Baldwin Street South	Westbound	None	6740-13	N/A
Sleepy Hollow Place and Sleepy Hollow Place	Northbound	None	6740-13	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Solford Drive and Bayern Drive	Eastbound	None	6814-14	N/A
Solmar Avenue and Anderson Street	Westbound	None	5977-07	N/A
Solmar Avenue and Lazio Street	Northbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Somerset Street and Guthrie Crescent	Eastbound	None	5977-07	N/A
Somerset Street and Mackey Drive	Westbound	None	5022-02	5977-07
Somerset Street and Mackey Drive	Westbound	None	5977-07	7910-22
Sonley Drive and Bugelli Drive	Southbound	None	5988-07	N/A
South Blair Street and Victoria Street West	Northbound	None	5977-07	N/A
Southshore Street and Gordon Street	Southbound	None	7367-18	N/A
Southshore Street and Harbourside Drive	Northbound	None	7367-18	N/A
Southwell Avenue and Country Lane	Westbound	None	5977-07	N/A
Southwell Avenue and Wetherburn Drive	Eastbound	None	5977-07	N/A
Spinning Lane and Foundry Lane	Westbound	None	4243-98	5977-07
Spinning Lane and Foundry Lane	Westbound	None	5977-07	N/A
Spinning Lane and Wetherburn Drive	Eastbound	None	5977-07	N/A
Splendor Drive and Medland Avenue	Southbound	None	6189-09	N/A
Splendor Drive and Vineyard Avenue	Southbound	None	6189-09	N/A
Springside Street and Ardwick Street	Eastbound	None	3258-93	5977-07
Springside Street and Ardwick Street	Eastbound	None	5977-07	N/A
Springside Street and Garrard Road	Westbound	None	3258-93	5977-07
Springside Street and Garrard Road	Westbound	None	5977-07	N/A
Springwood Street and Dundas Street East	Northbound	None	5977-07	N/A
Springwood Street and Nichol Avenue	Southbound	None	5977-07	N/A
St. John Street East and Athol Street	Eastbound and Westbound	None	5977-07	N/A
St. John Street East and Brock Street South	Westbound	None	5977-07	N/A
St. John Street East and Green Street	Eastbound and Westbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
St. John Street East and Peel Street	Eastbound	None	5977-07	N/A
St. John Street West and Brock Street South	Eastbound	None	5977-07	N/A
St. John Street West and Byron Street South	Eastbound and Westbound	None	5977-07	N/A
St. John Street West and Centre Street South	Eastbound and Westbound	None	5977-07	N/A
St. John Street and King Street	Eastbound and Westbound	None	4862-85	5977-07
St. John Street West and King Street	Eastbound and Westbound	None	5977-07	N/A
St. Lawrence Street and Athol Street	Eastbound and Westbound	None	5977-07	N/A
St. Lawrence Street and Brock Street South	Westbound	None	5977-07	N/A
St. Lawrence Street and Burns Street East	Northbound	None	5977-07	N/A
St. Peter Street and Athol Street	Eastbound	None	5977-07	N/A
St. Peter Street and Brock Street South	Westbound	None	5977-07	N/A
St. Peter Street and Green Street	Eastbound and Westbound	None	4862-85	5977-07
St. Peter Street and Green Street	Eastbound and Westbound	None	5977-07	N/A
St. Thomas Street, Burroughs Avenue and Napier Court	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Stafford Crescent and Giles Court	Northbound	None	3682-95	5977-07
Stafford Crescent and Giles Court	Northbound	None	5977-07	N/A
Stafford Court and William Stephenson Drive (east intersection)	Southbound	None	5977-07	N/A
Stafford Court and William Stephenson Drive (west intersection)	Southbound	None	5977-07	N/A
Stanhope Street and Harbourside Drive	Westbound	None	7367-18	N/A
Stanhope Street and Majestic Street	Eastbound	None	7367-18	N/A
Stanwood Crescent and Bloomsbury Street	Eastbound	None	7545-19	
Stanley Court and Burns Street East	Northbound	None	5977-07	N/A
Stargell Drive and Bassett Boulevard	Northbound	None	5977-07	7555-19

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Starr Avenue and Centre Street North	Westbound	None	5977-07	N/A
Steamer Drive and Scadding Avenue	Southbound	None	5919-07	5977-07
Steamer Drive and Scadding Avenue	Southbound	None	5977-07	N/A
Steamer Drive and Topsail Avenue	Northbound	None	5919-07	5977-07
Steamer Drive and Topsail Avenue	Northbound	None	5977-07	N/A
Steele Valley Court and Dryden Boulevard	Northbound	None	3258-93	5977-07
Steele Valley Court and Dryden Boulevard	Northbound	None	5977-07	N/A
Stevens Road and Coronation Road	Westbound	None	5977-07	N/A
Stevens Road, Shepherd Road and Ward Street	Northbound, Southbound and Eastbound	None	2186-87	5977-07
Stewart Street and Crawforth Street	Southbound	None	1862-85	3885-96
Stewart Street and Crawforth Street	Southbound	None	5977-07	N/A
Stewart Street and Frederick Street	Northbound	None	1862-85	5977-07
Stewart Street and Frederick Street	Northbound	None	5977-07	N/A
Stockton Court and Gateway Court	Eastbound	None	5942-07	5977-07
Stockton Court and Gateway Court	Eastbound	None	5977-07	N/A
Stonemanor Avenue and Willowbrook Drive	Westbound	None	5977-07	N/A
Strandmore Circle and Montgomery Avenue	Eastbound	None	7133-16	N/A
Strandmore Circle and Strandmore Circle	Westbound	None	7133-16	N/A
Stratton Crescent and Braebrook Drive (north and south intersections)	Westbound	None	4243-98	5977-07
Stratton Crescent and Braebrook Drive (north intersection)	Westbound	None	5977-07	N/A
Stratton Crescent and Braebrook Drive (south intersection)	Westbound	None	5977-07	N/A
Sturgess Crescent and Carson Avenue (east intersection)	Southbound	None	6014-08	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Sturgess Crescent and Carson Avenue (west intersection)	Southbound	None	6014-08	N/A
Sugar Maple Crescent and Honey Tree Court	Southbound	None	5977-07	N/A
Sugar Maple Crescent and Sugar Maple Crescent	Southbound	None	1862-85	5977-07
Sugar Maple Crescent and White Ash Drive (east intersection)	Northbound	None	5977-07	N/A
Sugar Maple Crescent and White Ash Drive (west intersection)	Northbound	None	5977-07	N/A
Summerside Avenue and Fairmount Drive	Northbound, Southbound and Eastbound	All Way Stop	7910-22	N/A
Summerside Avenue and Rivers Edge Place	Westbound	None	6967-15	N/A
Tallships Drive and Scadding Avenue	Southbound	None	5919-07	5977-07
Tallships Drive and Scadding Avenue	Southbound	None	5977-07	N/A
Tallships Drive and Whitby Shores Greenway	Northbound	None	5919-07	5977-07
Tallships Drive and Whitby Shores Greenway	Northbound	None	5977-07	N/A
Tamarisk Drive and Fencerow Drive	Northbound	None	6225-09	7910-22
Taunton Road and Baycliffe Drive	Northbound	None	6912-14	N/A
Taunton Road and Cathedral Drive	Northbound	None	6912-14	N/A
Taunton Road and Fallingbrook Street	Northbound	None	6912-14	N/A
Taunton Road and Halls Road North	Southbound	None	6912-14	N/A
Taunton Road and Sebastian Street	Northbound	None	6912-14	N/A
Taunton Road and Tom Edwards Drive	Northbound	None	6912-14	N/A
Taunton Road East and Valleywood Drive	Northbound	None	3258-93	5977-07
Tavistock Avenue and Croxall Boulevard	Westbound	None	6014-08	N/A
Tavistock Avenue and Selkirk Drive	Eastbound	None	6014-08	N/A
Teagarden Court and Garrard Road	Westbound	None	5977-07	N/A
Teardrop Crescent and Vanguard Drive	Eastbound	None	6423-11	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Teddington Crescent and Bassett Boulevard (east intersection)	Northbound	None	5977-07	N/A
Teddington Crescent and Bassett Boulevard (west intersection)	Northbound	None	5977-07	N/A
Teddington Crescent and Brimley Court	Southbound	None	5977-07	N/A
Telegraph Drive and Lafayette Boulevard	Westbound	None	5908-07	5977-07
Telegraph Drive and Lafayette Boulevard	Westbound	None	5977-07	N/A
Telegraph Drive and Merchants Avenue	Northbound	None	5908-07	5977-07
Telegraph Drive and Merchants Avenue	Northbound	None	5977-07	N/A
Teresa Drive and Colette Drive	Northbound	None	1862-85	5977-07
Teresa Drive and Colette Drive	Northbound	None	5977-07	N/A
Thames Drive and Tom Edwards Drive	Northbound	None	5977-07	N/A
Thames Drive and Waller Street	Westbound	None	4243-98	5977-07
Thames Drive and Waller Street	Westbound	None	5977-07	N/A
Thickson Road and Applewood Avenue	Westbound	None	6912-14	N/A
Thickson Road and Bellwood Drive	Eastbound	None	6912-14	N/A
Thickson Road and Brawley Road West	Northbound	None	5977-07	N/A
Thickson Road and Cathedral Drive	Westbound	None	6912-14	N/A
Thickson Road and Dalton Road	Eastbound	None	6912-14	N/A
Thickson Road and Darren Avenue	Eastbound	None	6912-14	N/A
Thickson Road and Gateway Court	Westbound	None	6912-14	N/A
Thickson Road and Graymar Avenue	Eastbound	None	6912-14	N/A
Thickson Road and Horseshoe Drive	Westbound	None	6912-14	N/A
Thickson Road and Long Drive	Eastbound	None	6912-14	N/A
Thickson Road and Pine Hills Road	Eastbound and Westbound	None	6912-14	N/A
Thickson Road and Tom Edwards Drive	Westbound	None	6912-14	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Thickson Road and Tricont Avenue	Westbound	None	6912-14	N/A
Thickson Road and William Stephenson Drive	Eastbound	None	6912-14	N/A
Thickson Road South and Thickson Road South	Westbound	None	5977-07	N/A
Thistledown Crescent and Birchpark Drive (east intersection)	Northbound	None	6423-11	N/A
Thistledown Crescent and Birchpark Drive (west intersection)	Northbound	None	6423-11	N/A
Thistledown Crescent and Thistledown Crescent	Westbound	None	6423-11	N/A
Thorndyke Crescent and Waring Avenue	Northbound	None	4243-98	5977-07
Thorndyke Crescent and Waring Avenue	Northbound	None	5977-07	N/A
Threadgold Court and McQuay Boulevard	Westbound	None	5977-07	N/A
Tidewater Crescent and Country Lane (north intersection)	Eastbound	None	5977-07	N/A
Tidewater Crescent and Country Lane (south intersection)	Eastbound	None	5977-07	N/A
Timber Mill Avenue and Knotty Pine Drive	Northbound	None	3258-93	5977-07
Timber Mill Avenue and Knotty Pine Drive	Westbound	None	5977-07	N/A
Timber Mill Avenue and Valleywood Drive	Northbound, Southbound, Eastbound and Westbound	None	5464-04	5977-07
Timber Mill Avenue and Valleywood Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Tincomb Crescent and James Rowe Drive	Northbound	None	5977-07	N/A
Tincomb Crescent and Joy Thompson Avenue	Northbound	None	5977-07	N/A
Tiverton Lane and Endeavor Court	Southbound	None	7262-17	N/A
Tom Edwards and Bakerville Street	Northbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Topsail Avenue and Tallships Drive	Eastbound	None	5919-07	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Topsail Avenue and Tallships Drive	Eastbound	None	5977-07	N/A
Torian Avenue and Heber Down Crescent	Southbound	None	2716-89	5977-07
Torian Avenue and Heber Down Crescent	Southbound	None	5977-07	N/A
Torian Avenue and Vipond Road	Northbound	None	2716-89	5977-07
Torian Avenue and Vipond Road	Northbound	None	5977-07	N/A
Tormina Boulevard, Norista Street and Robert Attersley Drive West	Northbound, Southbound and Westbound	All Way Stop	5988-07	N/A
Tormina Boulevard and Sonley Drive	Eastbound	None	6423-11	N/A
Toscana Drive and Bonello Crescent (east intersection)	Eastbound	None	5977-07	N/A
Toscana Drive and Bonello Crescent (west intersection)	Westbound	None	5977-07	N/A
Toscana Drive and Lazio Street	Westbound	None	5977-07	N/A
Tracey Court and Norista Street	Westbound	None	6423-11	N/A
Treen Crescent and Bridlewood Boulevard (north leg)	Eastbound	None	5908-07	5977-07
Treen Crescent and Bridlewood Boulevard (north intersection)	Eastbound	None	5977-07	N/A
Treen Crescent and Bridlewood Boulevard (south leg)	Eastbound	None	5908-07	5977-07
Treen Crescent and Bridlewood Boulevard (south intersection)	Eastbound	None	5977-07	N/A
Tremount Street and Duggan Avenue	Northbound and Southbound	None	5977-07	N/A
Trent Street East and Athol Street	Eastbound and Westbound	None	5977-07	N/A
Trent Street East and Brock Street South	Eastbound	None	5977-07	N/A
Trent Street East and Green Street	Eastbound and Westbound	None	5977-07	N/A
Trent Street West and Brock Street South	Eastbound	None	5977-07	N/A
Trinity Crescent and Bradley Drive (east intersection)	Northbound	None	5977-07	N/A
Trinity Crescent and Bradley Drive (west intersection)	Northbound	None	5977-07	N/A
Tunney Place and Tunney Place	Northbound	None	5961-07	5977-07

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Tweedie Crescent and Vineyard Avenue (east intersection)	Southbound	None	6189-09	N/A
Tweedie Crescent and Vineyard Avenue (west intersection)	Southbound	None	6189-09	N/A
Twin Streams Road and Country Lane	Eastbound	None	6334-10	N/A
Underwood Drive and Duggan Avenue	Southbound	None	5977-07	N/A
Underwood Drive and Iberville Road	Westbound	None	5977-07	N/A
Upland Drive and Wood Drive	Westbound	None	2436-88	5977-07
Upland Drive and Wood Drive	Westbound	None	5977-07	N/A
Upperview Place and Upperview Place	Southbound	None	7679-20	N/A
Valleywood Drive and Whitburn Street	Southbound	None	5977-07	7910-22
Valleywood Drive and Woodlands Drive	Southbound	None	3258-93	5977-07
Vanessa Place and Kirby Crescent	Southbound	None	5977-07	N/A
Vanessa Place and Vanessa Place	Westbound	None	4862-85	5977-07
Vanessa Place and Vanessa Place	Westbound	None	5977-07	N/A
Vanguard Drive and Holsted Road	Northbound	None	6423-11	N/A
Vanguard Drive and Montgomery Avenue	Eastbound	None	6423-11	N/A
Vanguard Drive and Rainbow Crescent	Westbound	None	6423-11	N/A
Vanguard Drive and Teardrop Crescent	Southbound	None	6423-11	N/A
Vanier Street and Barrister Avenue	Southbound	None	6014-08	N/A
Vanier Street and Dryden Boulevard	Northbound	None	6014-08	N/A
Vernon Street and Harris Street	Eastbound	None	5977-07	N/A
Viceregal Court and Hialeah Crescent	Northbound	None	5977-07	N/A
Victoria Street West and Halls Road South	Northbound	None	6912-14	N/A
Victoria Street West and Hopkins Street	Northbound	None	6912-14	N/A
Vineyard Avenue and Splendor Drive	Eastbound	None	6189-09	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Vintage Drive and Jays Drive (south intersection)	Eastbound	None	5977-07	N/A
Vintage Drive and Whitburn Street	Northbound	None	5977-07	N/A
Vintage Drive and Woodlands Drive	Northbound	None	3258-93	5977-07
Vipond Road and Ashburn Road	Westbound	None	5977-07	N/A
Vipond Road and Darius Harns Drive	Southbound, Eastbound and Westbound	All Way Stop	7928-22	N/A
Vipond Road and Ferguson Avenue	Northbound	None	2716-89	4657-00
Vipond Road and Ferguson Avenue	Northbound, Eastbound and Westbound	None	4657-00	5977-07
Vipond Road, Ferguson Avenue and Temporary Access Road	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Vipond Road and Kimberly Drive	Eastbound, Westbound and Northbound	All Way Stop	7816-21	N/A
Vipond Road and Sabrina Street	Northbound, Eastbound and Westbound	All Way Stop	7928-22	N/A
Virigina Drive and Bridgewater Avenue	Northbound	None	5977-07	N/A
Virginia Drive and Willowbrook Drive	Westbound	None	5977-07	N/A
Visser Court and Johnson Avenue	Southbound	None	5977-07	N/A
Vista Beach Court and Seaboard Gate	Eastbound	None	6048-08	N/A
Wakem Court and Vineyard Avenue	Southbound	None	6231-09	N/A
Wallace Drive and Bassett Boulevard	Eastbound	None	5977-07	N/A
Waller Street and Tom Edward Drive	Northbound	None	5977-07	N/A
Waller Street and Winterberry Drive	Southbound, Eastbound and Westbound	None	3564-94	5977-07
Waller Street and Winterberry Drive	Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Walnut Street West and Brock Street North	Eastbound	None	5977-07	N/A
Walnut Street West and Byron Street North	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A
Walton Court and Donovan Crescent	Northbound	None	5977-07	N/A
Warden Wilson Avenue and Giffard Street	Southbound	None	5977-07	N/A
Warden Wilson Avenue and Walnut Street West	Northbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Wardman Crescent and Walton Boulevard (north intersection)	Westbound	None	5977-07	N/A
Wardman Crescent and Walton Boulevard (south intersection)	Westbound	None	5977-07	N/A
Warfolk Place and Warfolk Place	Northbound	None	1862-85	5977-07
Waring Avenue and Thorndyke Crescent	Eastbound	None	5977-07	N/A
Waring Avenue and Watford Street	Westbound	None	5977-07	N/A
Watersdown Crescent and Winterberry Drive (north intersection)	Southbound	None	5977-07	N/A
Watersdown Crescent and Winterberry Drive (south intersection)	Southbound	None	5977-07	N/A
Water Street and South Blair Street	Eastbound	None	5977-07	N/A
Watford Street and Blackfriar Avenue	Northbound, Southbound and Westbound	All Way Stop	7910-22	N/A
Watford Street and Carnwith Drive East	Northbound	None	5977-07	N/A
Watson Boulevard and Watson Court	Northbound	None	4243-98	5977-07
Watson Street and Charles Street	Eastbound and Westbound	None	1862-85	5546-04
Watson Street and Charles Street	Northbound, Southbound, Eastbound and Westbound	None	5464-04	5977-07
Watson Street West and Charles Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Watson Street East and Brock Street South	Westbound	None	5977-07	N/A
Watson Street East and Dufferin Street	Northbound, Southbound, Eastbound and Westbound	None	4656-00	5977-07
Watson Street East and Dufferin Street	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Watson Street East and South Blair Street	Eastbound	None	5977-07	N/A

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Intersection	Facing Traffic	Comments	By-Law Number	Repealed	By
Watson Street West and Brock Street South	Eastbound	None	5977-07	N/A	
Way Street and Baldwin Street	Eastbound	None	5977-07	N/A	
Way Street and Carnwith Drive West	Northbound	None	5977-07	N/A	
Waywell Street and Bassett Boulevard	Westbound	None	5977-07	N/A	
Weldon Street and Eric Clarke Drive	Eastbound	None	5977-07	N/A	
Weldon Street and Garrard Road	Westbound	None	5977-07	N/A	
Wellington Street and Dundas Street West	Southbound	None	5977-07	N/A	
Wells Crescent and Sawyer Avenue	Southbound	None	4243-98	5977-07	
Wells Crescent and Sawyer Avenue	Southbound	None	5977-07	N/A	
Wentworth Street and Forbes Street	Northbound and Southbound	None	6912-14	N/A	
Wentworth Street and McEwen Drive	Northbound	None	6912-14	N/A	
Wentworth Street and Scotia Court	Southbound	None	5977-07	6912-14	
Wentworth Street and Scotia Court	Southbound	None	6912-14	N/A	
Wessex Drive and Blackfriar Avenue	Northbound	None	6152-09	N/A	
Wessex Drive and Wilshire Drive	Eastbound	None	6152-09	N/A	
Westport Drive and Civic Centre Drive	Westbound	None	7135-16	N/A	
Westport Drive and Kenneth Hobbs Avenue	Southbound	None	7135-16	N/A	
Westwood Road and Garrard Road	Westbound	None	5977-07	N/A	
Wetherburn Drive and Country Lane	Westbound	None	5977-07	N/A	
Whitburn Street and Jack Miner P.S. Driveway	Northbound, Southbound and Westbound	All Way Stop	5977-07	N/A	
Whitburn Street and Lockridge Street/Kerrigan Drive	Northbound, Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A	
Whitburn Street and Valleywood Drive	Southbound, Eastbound and Westbound	All Way Stop	7910-22	N/A	
Whitby Shores Greenway and Gordon Street	Eastbound	None	5919-07	5977-07	
Whitby Shores Greenway and Gordon Street	Eastbound	None	5977-07	N/A	
Whitby Shores Greenway and Majestic Street	Northbound, Southbound and Westbound	All Way Stop	7910-22	N/A	

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Whitby Shores Greenway and Seaboard Gate	Northbound, Southbound, Eastbound and Westbound	None	4700-00	5977-07
Whitby Shores Greenway and Seaboard Gate	Eastbound	None	6048-08	N/A
Whitby Shores Greenway and Scadding Avenue	Northbound, Southbound and Westbound	All Way Stop	7910-22	N/A
White Ash Drive and Palmerston Avenue	Southbound	None	5977-07	N/A
Whitewater Street and Willowbrook Drive	Eastbound	None	5977-07	N/A
Whitewater Street and Woodlands Avenue	Northbound	None	5977-07	N/A
Whitmore Court and Leithridge Crescent	Southbound	None	6263-09	N/A
Whitney Court and McQuay Boulevard	Southbound	None	5977-07	N/A
William Davidson Street and Eric Clarke Drive	Northbound	None	5977-07	N/A
William Smith Drive and Moore Court	Southbound	None	5977-07	N/A
William Smith Drive and Thickson Road South	Eastbound	None	5977-07	N/A
William Smith Drive and Wentworth Street	Northbound	None	5977-07	N/A
William Stephenson Drive and Erickson Drive	Northbound	None	5977-07	6913-14
William Stephenson Drive and Erickson Drive	Northbound, Eastbound and Westbound	All Way Stop	6913-14	N/A
Willis Avenue and Byron Street North	Eastbound	None	5977-07	N/A
Willowbrook Drive and Brookwood Boulevard	Northbound, Eastbound and Westbound	None	4145-98	5977-07
Willowbrook Drive and Brookwood Boulevard	Northbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Willowbrook Drive and Garden Street	Eastbound	None	5977-07	N/A
Willowbrook Drive, Woodlands Avenue and Golders Green Court	Northbound, Southbound, Eastbound and Westbound	None	5464-04	5977-07
Willowbrook Drive, Woodlands Avenue and Golders Green Court	Northbound, Southbound, Eastbound and Westbound	All Way Stop	5977-07	N/A
Willow Park Drive and Garrard Road	Eastbound	None	5977-07	N/A
Wilshire Drive and Carnwith Drive East	Northbound	None	6630-12	N/A
Wilshire Drive and Kinross Avenue	Southbound	None	6152-09	N/A

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed	By
Winchester Road and Cachet Boulevard	Southbound	None	6912-14	N/A	
Winchester Road and Chelmsford Drive	Northbound	None	6912-14	N/A	
Winchester Road and Cochrane Street	Northbound and Southbound	None	6912-14	N/A	
Winchester Road and Coronation Road	Northbound and Southbound	None	6912-14	N/A	
Winchester Road and Country Lane	Southbound	None	6912-14	N/A	
Winchester Road and Duke Street	Southbound	None	6912-14	N/A	
Winchester Road and Durham Street	Southbound	None	6912-14	N/A	
Winchester Road and Ferguson Avenue	Southbound	None	6912-14	N/A	
Winchester Road and Garrard Road	Northbound	None	6912-14	N/A	
Winchester Road and Halls Road	Northbound and Southbound	None	6912-14	N/A	
Winchester Road and Princess Street	Southbound	None	6912-14	N/A	
Winchester Road and Queen Street	Southbound	None	6912-14	N/A	
Winchester Road and St. Thomas Street	Northbound	None	6912-14	N/A	
Windbreak Crescent and Geddy Street	Westbound	None	5977-07	N/A	
Wigston Court and Rolling Acres Drive	Southbound	None	5977-07	N/A	
Winston Crescent and Kirby Crescent (east intersection)	Southbound	None	5977-07	N/A	
Winston Crescent and Kirby Crescent (west intersection)	Southbound	None	5977-07	7910-22	
Winterberry Drive and Fencerow Drive-	Southbound	None	5977-07	N/A	
Winterberry Drive and Fencerow Drive	Northbound, Southbound and Westbound	All Way Stop	7555-19	N/A	
Wood Drive, Greenview Court and Upland Drive-	Eastbound	None	2436-88	5977-07	
Wood Drive and Greenview Court	Eastbound	None	5977-07	N/A	
Woodhaven Crescent and Briargreen Court-	Southbound	None	3093-92	5977-07	
Woodhaven Crescent and Briargreen Court	Southbound	None	5977-07	N/A	
Woodhaven Crescent and Whitburn Street (north intersection)	Eastbound	None	5977-07	N/A	

Schedule “N” – Stop Signs

Last Revised:

September 1, 2022

Intersection	Facing Traffic	Comments	By-Law Number	Repealed By
Woodhaven Crescent and Whitburn Street (south intersection)	Eastbound	None	5977-07	N/A
Woodington Court and North Street	Eastbound	None	6812-14	N/A
Woodlawn Court and Bellwood Drive	Southbound	None	5977-07	N/A
Woodstone Place and Willowbrook Drive	Northbound	None	5977-07	N/A
Woodstone Place and Woodstone Place	Eastbound	None	4243-98	5977-07
Woodstone Place and Woodstone Place	Eastbound	None	5977-07	N/A
Woodward Drive and Bassett Boulevard	Southbound and Eastbound	None	5977-07	N/A
Worfolk Drive and Ribblesdale Drive	Eastbound	None	5977-07	N/A
Worfolk Place and Worfolk Place	Northbound	None	5977-07	N/A
Wycombe Street and Carnwith Drive	Southbound	None	7224-17	N/A
Wycombe Street and Columbus Road East	Northbound	None	7224-17	N/A
Wyndfield Crescent and Bradley Drive (north intersection)	Northbound	None	5977-07	N/A
Wyndfield Crescent and Bradley Drive (south intersection)	Northbound	None	5977-07	N/A
Yorkshire Crescent and Forest Heights Street	Westbound	None	5977-07	N/A
Zachary Place and Watford Street	Westbound	None	5977-07	N/A
Zachary Place and Zachary Place	Northbound	None	4243-98	5977-07
Zachary Place and Zachary Place	Northbound	None	5977-07	N/A
		None		N/A
		None		N/A
		None		N/A
		None		N/A
		None		N/A

Schedule “O” – Yield Right-of-Way Signs

Last Revised:

February 7, 2018

Intersection	Facing Traffic	By-Law Number	Repealed By
Adanac Drive at Nichol Avenue	Northbound	7339-17	N/A
Barrow Court and Holliday Drive	Eastbound	1862-85	5977-07
Barrow Court and Holliday Drive	Eastbound	5977-07	N/A
Bateman Court and Frost Drive	Westbound	1862-85	5977-07
Bateman Court and Frost Drive	Westbound	5977-07	N/A
Beech Street and Fairview Drive	Westbound	1862-85	5977-07
Beech Street West and Fairview Drive	Westbound	5977-07	N/A
Bettley Court and Pilkington Crescent	Eastbound	1862-85	5977-07
Bettley Court and Pilkington Crescent	Eastbound	5977-07	N/A
Benjamin Way at Nichol Avenue	Southbound	7339-17	N/A
Brendanbrook Drive and Inglenood Court	Northbound	1862-85	5977-07
Burnage Lane and Ardwick Street	Eastbound	5977-07	N/A
Byron Street North and Chestnut Street West	Northbound and Southbound	1862-85	2262-87
Byron Street South and Gilbert Street West	Eastbound	1862-85	2859-90
Byron Street South and John Street West	Eastbound and Westbound	1862-85	2824-90
Carroll Street and Henderson Drive	Northbound and Southbound	2436-88	5977-07
Carroll Street and Henderson Drive	Northbound and Southbound	5977-07	N/A
Centre Street South and Gilbert Street West	Eastbound and Westbound	1862-85	2859-90
Champlain Court and Champlain Court Ramp	Westbound on Champlain Court Ramp	1862-85	5977-07
Champlain Court and Hopkins Street	Southbound	1862-85	2436-88
Chestnut Street East and Perry Street	Northbound and Southbound	1862-85	2403-88
Chopin Court and Dawson Street	Northbound	1862-85	1991-86
Churchill Avenue and Queens Road	Eastbound and Westbound	3152-92	5977-07
Churchill Avenue and Queens Road	Eastbound and Westbound	5977-07	N/A
Clovelly Drive and Coulton Court	Southbound	5977-07	N/A
Clovelly Drive and Glen Hill Drive	Westbound	5977-07	N/A
Golette Drive and Ladies College Drive	Southbound	1862-85	5977-07

Schedule “O” – Yield Right-of-Way Signs

Last Revised:

February 7, 2018

Intersection	Facing Traffic	By-Law Number	Repealed By
Colette Drive and Ladies College Drive	Southbound	5977-07	N/A
Colston Avenue and North Street	Northbound	3152-92	5977-07
Colston Avenue and North Street	Northbound	5977-07	N/A
Colton Court and Clovelly Drive	Southbound	1862-85	5977-07
Colton Court and Leslie Street	Eastbound	1862-85	5977-07
Coniston Court and Pringle Drive	Eastbound	1862-85	2436-88
Graydon Road and Dunlop Street East	Southbound	1862-85	3213-92
Dalton Street and Elizabeth Crescent	Westbound	2423-88	5977-07
Dalton Road and Elizabeth Crescent South	Westbound	5977-07	N/A
Dawson Street and Gershwin Court	Northbound	1862-85	1991-86
Dawson Street and Shannon Court	Northbound	1862-85	1991-86
Draper Court and Resolute Crescent	Eastbound	1862-85	5977-07
Draper Court and Resolute Crescent	Eastbound	5977-07	N/A
Fairmeadow Place and Fairmeadow Place	Southbound	1862-85	5977-07
Falcon Court and Mansfield Crescent	Southbound	1862-85	3682-95
Front Street East and Dufferin Street	Eastbound	5977-07	N/A
Frost Drive and Holliday Drive (east intersection)	Southbound	1862-85	5977-07
Frost Drive and Holliday Drive (east intersection)	Southbound	5977-07	N/A
Goldfinch Street and Kilberry Drive	Southbound	1862-85	5977-07
Guthrie Crescent and Guthrie Crescent	Northbound	1862-85	5977-07
Guthrie Crescent and Guthrie Crescent	Northbound	5977-07	N/A
Habitant Crescent and Holliday Drive (both intersections)	Eastbound	1862-85	5977-07
Habitant Crescent and Holliday Drive (north intersection)	Eastbound	5977-07	N/A
Habitant Crescent and Holliday Drive (south intersection)	Eastbound	5977-07	N/A
Harold Street and Meadow Road	Northbound and Southbound	1862-85	2410-88
Hillcrest Drive and Beech Street	Northbound	1862-85	5977-07
Hillcrest Drive and Beech Street West (east intersection)	Northbound	5977-07	N/A

Schedule “O” – Yield Right-of-Way Signs

Last Revised:

February 7, 2018

Intersection	Facing Traffic	By-Law Number	Repealed By
Hillcrest Drive and Beech Street West (west intersection)	Northbound	5977-07	N/A
Horseshoe Drive and Long Drive	Southbound	1862-85	5977-07
Houghton Court and Regency Crescent	Eastbound	1862-85	5977-07
Houghton Court and Regency Crescent	Eastbound	5977-07	N/A
Ironwood Court and White Ash Drive	Eastbound	5977-07	N/A
Kent Street and John Street West	Northbound and Southbound	1862-85	2836-90
Knotwood Court and Linden Court	Northbound	4243-98	5977-07
Knotwood Court and Linden Court	Northbound	5977-07	N/A
Lowder Place and Lowder Place	Westbound	1862-85	5977-07
Lowder Place and Lowder Place	Westbound	5977-07	N/A
Maple Street West and Palace Street	Eastbound and Westbound	1862-85	2584-89
Marquis Court and Glen Hill Drive	Eastbound	5977-07	N/A
Mason Drive and Dunlop Street East	Southbound	1862-85	5977-07
Mason Drive and Dunlop Street East	Southbound	5977-07	N/A
Mattawa Court and Frost Drive	Westbound	1862-85	5977-07
Mattawa Court and Frost Drive	Westbound	5977-07	N/A
McClintock Court and Resolute Crescent	Westbound	1862-85	5977-07
McClintock Court and Resolute Crescent	Westbound	5977-07	N/A
Mellor Street and Guthrie Crescent	Northbound	1862-85	5977-07
Mellor Street and Guthrie Crescent	Northbound	5977-07	N/A
Mowat Court and Regency Crescent	Eastbound	1862-85	5977-07
Mowat Court and Regency Crescent	Eastbound	5977-07	N/A
Mud Lake Road and Mud Lake Road	Southbound	5977-07	N/A
Nester Court and Resolute Crescent	Eastbound	1862-85	2436-88
Nichol Avenue at Adanac Drive	Eastbound	7339-17	N/A
Nichol Avenue at Benjamin Drive	Westbound	7339-17	N/A
Orchard Court and St. Lawrence Street	Eastbound	3152-92	5977-07

Schedule “O” – Yield Right-of-Way Signs

Last Revised:February 7, 2018

Intersection	Facing Traffic	By-Law Number	Repealed By
Orchard Court and St. Lawrence Street	Eastbound	5977-07	N/A
Ormandy Court and Holliday Drive	Northbound	1862-85	5977-07
Ormandy Court and Holliday Drive	Northbound	5977-07	N/A
Owen Court and Beech Street	Eastbound	1862-85	5977-07
Owen Court and Beech Street East	Eastbound	5977-07	N/A
Park Road and Philips Road	Northbound	3152-92	5977-07
Park Road and Philips Road	Northbound	5977-07	N/A
Park Road and Stevens Road	Southbound	3152-92	5977-07
Park Road and Stevens Road	Southbound	5977-07	N/A
Pheasant Street and Evensong Drive	Northbound	1862-85	5977-07
Pheasant Street and Evensong Drive	Northbound	5977-07	N/A
Pritchard Court and O'Connor Drive	Eastbound	4243-98	5977-07
Pritchard Court and O'Connor Drive	Eastbound	5977-07	N/A
Queen Street and Baldwin Street	Northbound	5977-07	N/A
Queens Road and Almond Avenue	Southbound	3152-92	5977-07
Queens Road and Almond Avenue	Southbound	5977-07	N/A
Queens Road and Cresser Avenue	Northbound	3152-92	5977-07
Queens Road and Cresser Avenue	Northbound	5977-07	N/A
Regal Briar Street and Prince of Wales Drive (north intersection)	Northbound	1862-85	5977-07
Regal Briar Street and Prince of Wales Drive (north intersection)	Northbound	5977-07	N/A
Rutledge Street and Resolute Crescent (east intersection)	Eastbound	1862-85	5977-07
Rutledge Street and Resolute Crescent (east intersection)	Westbound	5977-07	N/A
Rutledge Street and Resolute Crescent (west intersection)	Westbound	1862-85	5977-07
Rutledge Street and Resolute Crescent (west intersection)	Westbound	5977-07	N/A
Sandpiper Court and Beech Street	Southbound	1862-85	5977-07
Sandpiper Court and Beech Street East	Southbound	5977-07	N/A
Stargell Drive and O'Connor Drive	Eastbound	4243-98	5977-07

Schedule “O” – Yield Right-of-Way Signs

Last Revised:February 7, 2018

Intersection	Facing Traffic	By-Law Number	Repealed By
Stargell Drive and O'Connor Drive	Eastbound	5977-07	N/A
Tom's Court and Gadsby Drive	Westbound	1862-85	5977-07
Tom's Court and Gadsby Drive	Westbound	5977-07	N/A
Winner's Circle and Canadian Oaks Drive	Eastbound	1862-85	5977-07
Winner's Circle and Canadian Oaks Drive	Eastbound	5977-07	N/A
Yarmouth Court and Ardwick Street	Eastbound	5977-07	N/A

Schedule “P” – Maximum Rate of Speed

Last Revised: July 14, 2023

Highway	From	To	Maximum	By-Law Number	Repealed By
Anderson Street	Rossland Road	Taunton Road	60 km/h	1862-85	3565-94
Anderson Street	Rossland Road East	Taunton Road East	50 km/h	3565-94	3752-95
Anderson Street	Taunton Road East	Winchester Road East	60 km/h	3565-94	3752-95
Anderson Street	Taunton Road East	Winchester Road East	60 km/h	3752-95	4106-97
Anderson Street	Taunton Road East	1000 m north of Conlin Road	60 km/h	4106-97	4465-99
Anderson Street	Rossland Road East	Taunton Road East	50 km/h	3752-95	N/A
Anderson Street	Taunton Road East	Winchester Road East	60 km/h	4465-99	N/A
Ashburn Road	Winchester Road	Townline Road	60 km/h	1862-85	3752-95
Ashburn Road	Winchester Road	Townline Road	60 km/h	3752-95	4062-97
Ashburn Road	420 m south of Myrtle Road West	560 m north of Myrtle Road West	50 km/h	4062-97	N/A
Ashburn Road	Winchester Road West	Columbus Road West	60 km/h	5457-04	7130-16
Ashburn Road	Highway #7	Spencers Road	60 km/h	7105-16	7130-16
Ashburn Road	Spencers Road	420 m south of Myrtle Road West	60 km/h	7130-16	N/A
Ashburn Road	560 m north of Myrtle Road West	Townline Road	60 km/h	7130-16	N/A
Athol Street	150 m north of the northerly limit of Kathleen Rowe Public School	150 m south of the southerly limit of Kathleen Rowe Public School	40 km/h	3752-95	6565-11
Athol Street	150 m north of the northerly limit of Sir William Stephenson Public School	150 m south of the southerly limit of Sir William Stephenson Public School	40 km/h	6565-11	N/A
Bakerville Street	Tom Edwards Drive	150 m south of the southerly limit of Sir Samuel Steele Public School	40 km/h	4838-01	N/A
Baycliffe Drive	Twin Streams Road	140 m north of Baycliffe Park	40 km/h	6949-15	N/A
Bellwood Drive	150 m east of the easterly limit of Bellwood Public School	150 m west of the westerly limit of Bellwood Public School	40 km/h	3752-95	N/A
Bellwood Drive	150 m east of the easterly limit of Bellwood Public School	150 m east of the westerly limit of Bellwood Public School	40 km/h	6565-11	N/A

Schedule “P” – Maximum Rate of Speed

Last Revised:

July 14, 2023

Highway	From	To	Maximum	By-Law Number	Repealed By
Blackfriar Avenue	Wessex Drive	Cachet Boulevard	40 km/h	6390-10	N/A
Broadleaf Avenue	Baldwin Street	McKinney Drive	40 km/h	6950-15	N/A
Canadian Oaks Drive	Rossland Road East	Belmonte Court/Hawley Crescent	40 km/h	6949-15	N/A
Carnwith Drive	Darius Harns Drive	Selford Drive	40 km/h	5518-04	6565-11
Carnwith Drive	Ashburn Road	150 m east of easterly limit of St. Bridget Catholic Elementary School	40 km/h	6565-11	N/A
Cassels Road East	Watford Street	Duke Street	40 km/h	7415-18	N/A
Cedarbrook Trail	Columbus Road West	Brawley Road West	60 km/h	7183-16	N/A
Cochrane Street	Dundas Street West	Rossland Road	50 km/h	7911-22	N/A
Cochrane Street	Rossland Road West	Taunton Road West	60 km/h	3565-94	3752-95
Cochrane Street	Rossland Road West	Taunton Road West	60 km/h	3752-95	4198-98
Cochrane Street	Rossland Road West	Taunton Road West	50 km/h	4198-98	N/A
Cochrane Stret	Winchester	Brawley Road West	60 km/h	7183-16	N/A
Columbus Road East	Highway #12	Thickson Road North	60 km/h	4908-01	N/A
Columbus Road East	Thickson Road	Garrard Road	60 km/h	7183-16	N/A
Columbus Road West	Highway #12	Country Lane	60 km/h	4144-98	N/A
Columbus Road West	Country Lane	Lake Ridge Road	50 km/h	4144-98	N/A
Conlin Road	Anderson Street	East Town Boundary	60 km/h	7183-16	N/A
Coronation Road	Rossland Road	300 m northwest	80 km/h	1862-85	3752-95
Coronation Road	Rossland Road West	300 m northwest	80 km/h	3752-95	5232-03
Coronation Road	Lyndebrook Road	100 m north of Philips Road	50 km/h	2593-89	3752-95
Coronation Road	Lyndebrook Road	100 m north of Philips Road	50 km/h	3752-95	N/A
Coronation Road	100 m. North of Philips Road	Columbus Road West	60 km/h	7183-16	N/A
Country Lane	Brawley Road West	Winchester Road West	60 km/h	4434-99	7183-16

Schedule “P” – Maximum Rate of Speed

Last Revised: July 14, 2023

Highway	From	To	Maximum	By-Law Number	Repealed By
Country Lane	150 m north of the northerly limit of Captain Michael VandenBos Public School	150 m south of the southerly limit of Captain Michael VandenBos Public School	40 km/h	4838-01	6949-15
Country Lane	Southwell Avenue	Twin Streams Road	40 km/h	6949-15	N/A
Crawforth Street	150 m east of Anderson Street	Pringle Drive	40 km/h	3752-95	N/A
Crawforth Street	150 m east of Anderson Street	Michelle Court	40 km/h	6565-11	N/A
Darren Avenue	140 m east of Darren Park	140 m west of Darren Park	40 km/h	6949-15	N/A
Dryden Boulevard	Brock Street North	Anderson Street	60 km/h	2445-88	3494-94
Dryden Boulevard	Anderson Street	Garden Street	50 km/h	3494-94	3752-95
Dryden Boulevard	Anderson Street	Whitby/Oshawa border	60 km/h	3494-94	3752-95
Dryden Boulevard	Brock Street North	Garden Street	60 km/h	3494-94	3752-95
Dryden Boulevard	Anderson Street	Garden Street	50 km/h	3752-95	N/A
Dryden Boulevard	Anderson Street	Whitby/Oshawa border	60 km/h	3752-95	7993-23
Dryden Boulevard	Anderson Street	Thickson Road	50 km/h	7993-23	N/A
Dryden Boulevard	Brock Street North	Garden Street	60 km/h	3752-95	N/A
Dryden Boulevard	150 m east of the easterly limit of St. Bernard Separate School	150 m west of the westerly limit of St. Bernard Separate School	40 km/h	3752-95	N/A
Dryden Boulevard	Thickson Road	150 m east of St Mark the Evangelist Catholic School	40 km/h	7993-23	N/A
Dryden Boulevard	150m east of St Mark the Evangelist Catholic School	Whitby/Oshawa border	50 km/h	7993-23	N/A
Duffs Road	Brawley Road	Townline Road	70 km/h	7183-16	N/A
Duffs Road	Baldwin Street	Brawley Road	60 km/h	7183-16	N/A
Fallingbrook Street	150 m north of the northerly limit of Fallingbrook Public School	150 m south of the southerly limit of Fallingbrook Public School	40 km/h	4321-99	4361-99

Schedule “P” – Maximum Rate of Speed

Last Revised: July 14, 2023

Highway	From	To	Maximum	By-Law Number	Repealed By
Fallingbrook Street	150 m north of the northerly limit of Glen Dhu Public School	150 m south of the southerly limit of Glen Dhu Public School	40 km/h	3752-95	N/A
Fallingbrook Street	150 m north of the northerly limit of Fallingbrook Public School	Dryden Boulevard	40 km/h	4361-99	N/A
Forest Heights Street	150 m north of the northerly limit of Ormiston Public School	150 m south of the southerly limit of Ormiston Public School	40 km/h	3752-95	N/A
Garden Street	Rossland Road	Bradley Drive	60 km/h	1862-85	3752-95
Garden Street	Bradley Drive	Rossland Road East	50 km/h	2445-88	3752-95
Garden Street	Rossland Road	Taunton Road East	60 km/h	2445-88	3752-95
Garden Street	Rossland Road East	Taunton Road East	50 km/h	3565-94	3752-95
Garden Street	150 m south of the southerly limit of Florence M. Heard Public School	150 m north of the northerly limit of Leslie McFarlane Public School	40 km/h	3752-95	6282-10
Garden Street	Bradley Drive	Rossland Road East	50 km/h	3752-95	N/A
Garden Street	Rossland Road East	Taunton Road East	50 km/h	3752-95	N/A
Garden Street	150 m south of the southerly limit of Florence M. Heard Public School	150 m north of the northerly limit of Florence M. Heard Public School	40 km/h	6282-10	6565-11
Garden Street	Mary Street	150 m north of the northerly limit of Julie Payette Public School	Flashing 40 km/h as programmed	6565-11	N/A
Garrard Road	Conlin Road	Cul-de-Sac South of Highway 407	70 km/h	7183-16	N/A
Garrard Road	Taunton Road East	Conlin Road	60 km/h	7183-16	N/A
Garrard Road	150 m north of the northerly limit of St. Paul Separate School	150 m south of the southerly limit of St. Paul Separate School	40 km/h	3752-95	N/A
Giffard Street	150 m east of the easterly limit of St. John the Evangelist Separate School	150 m west of the westerly limit of St. John the Evangelist Separate School	40 km/h	3752-95	N/A
Harriet Street	Henry Street	Annes Street	40 km/h	3752-95	N/A

Schedule “P” – Maximum Rate of Speed

Last Revised: July 14, 2023

Highway	From	To	Maximum	By-Law Number	Repealed By
Hazelwood Drive	150 m east of the easterly limit of Dr. Robert Thornton Public School	150 m west of the westerly limit of Dr. Robert Thornton Public School	40 km/h	3752-95	6565-11
Hazelwood Drive	Scott Street	150 m west of the westerly limit of Dr. Robert Thornton Public School	40 km/h	6565-11	N/A
Henry Street	Dundas Street West	Victoria Street	50 km/h	7911-22	N/A
Heron Road	Myrtle Road West	Townline Road	60 km/h	7183-16	N/A
Hutchinson Avenue	150 m east of the easterly limit of R. A. Hutchinson Public School	150 m west of the westerly limit of R. A. Hutchinson Public School	40 km/h	3752-95	6565-11
Hutchinson Avenue	Dovedale Drive	150 m west of the westerly limit of R. A. Hutchinson Public School	40 km/h	6565-11	N/A
Jeffery Street	Michael Boulevard	Dundas Street	40 km/h	6949-15	N/A
King Street	150 m north of the northerly limit of R. A. Sennett Public School	150 m south of the southerly limit of R. A. Sennett Public School	40 km/h	3752-95	6565-11
Kirkland Place	Medland Avenue	150 m south of the southerly limit of Williamsburg Public School	40 km/h	6565-11	N/A
Lazio Street	Solmar Avenue	Juneau Crescent	40 km/h	7769-21	N/A
Manning Road	Brock Street	Anderson Street	60 km/h	4862-85	3752-95
Mary Street	150 m east of the easterly limit of Florence M. Heard Public School	150 m west of the westerly limit of Florence M. Heard Public School	40 km/h	3752-95	6565-11
McKinney Drive	140 m south of Folkstone Park	Robert Attersley Drive	40 km/h	6949-15	N/A
McQuay Boulevard	150 m north of the northerly limit of Colonel J. E. Farewell Public School	150 m south of the southerly limit of Colonel J. E. Farewell Public School	40 km/h	3752-95	N/A
McQuay Boulevard	Dundas Street	Roan Drive	40 km/h	6949-15	N/A
Medland Avenue	Baycliffe Drive	150 m east of the easterly limit of Williamsburg Public School	40 km/h	6565-11	N/A

Schedule “P” – Maximum Rate of Speed

Last Revised: July 14, 2023

Highway	From	To	Maximum	By-Law Number	Repealed By
Michael Boulevard	150 m north of the northerly limit of West Lynde Public School	150 m south of the southerly limit of St. Marguerite D'Youville Separate School	40 km/h	3752-95	N/A
Montgomery Avenue	Vipond Road	150 m north of the northerly limit of Meadowcrest Public School	Flashing 40 km/h as programmed	6565-11	N/A
Montgomery Avenue	Cassels Road	Columbus Road	40 km/h	6915-14	N/A
Norista Street	Robert Attersley Drive West	Sonley Drive	40 km/h	6390-10	N/A
North Street	150 m east of the easterly limit of St. Leo Separate School	150 m west of the westerly limit of St. Leo Separate School	40 km/h	3752-95	6565-11
Palace Street	150 m north of the northerly limit of E. A. Fairman Public School	150 m south of the southerly limit of E. A. Fairman Public School	40 km/h	3752-95	N/A
Palmerston Avenue	150 m east of the easterly limit of Palmerston Avenue Public School	150 m west of the westerly limit of Palmerston Avenue Public School	40 km/h	3752-95	6565-11
Palmerston Avenue	White Ash Drive	140 m east of Palmerston Park	40 km/h	6949-15	N/A
Portage Trail	Seaboard Gate	Whitby Shores Greenway	40 km/h	6949-15	N/A
Ribblesdale Drive	150 m north of the northerly limit of Pringle Creek Public School	150 m south of the southerly limit of Pringle Creek Public School	40 km/h	3752-95	6565-11
Ribblesdale Drive	Manning Road	150 m south of the southerly limit of Pringle Creek Public School	40 km/h	6565-11	N/A
Rolling Acres Drive	150 m east of the easterly limit of John Dryden Public School	150 m west of the westerly limit of John Dryden Public School	40 km/h	3752-95	N/A
Rossland Road	Coronation Road	300 m southeast	80 km/h	4862-85	3752-95
Rossland Road West	Coronation Road	300 m southeast	80 km/h	3752-95	5232-03
Rossland Road West	Cochrane Street	Lake Ridge Road (Regional Road #23)	60 km/h	5232-03	7911-22
Samandria Avenue	Lazio Street	Blossomview Court	40 km/h	7769-21	N/A

Schedule “P” – Maximum Rate of Speed

Last Revised: July 14, 2023

Highway	From	To	Maximum	By-Law Number	Repealed By
Scott Street	150 m north of the northerly limit of Dr. Robert Thornton Public School	150 m south of the southerly limit of Dr. Robert Thornton Public School	40 km/h	3752-95	N/A
Selkirk Drive	Croxall Boulevard	150 m north of the northerly limit of Brooklin Village Public School	40 km/h	6565-11	N/A
St. Thomas Street	Northland Avenue	Burroughs Avenue/Napier Court	40 km/h	6949-15	N/A
Tavistock Avenue	Croxall Boulevard	Selkirk Drive	40 km/h	6565-11	N/A
Tom Edwards Drive	Bakerville Street	150 m east of the easterly limit of Sir Samuel Steele Public School	40 km/h	4838-01	N/A
Townline Road	250 m west of Duffs Road	750 m west of Duffs Road	60 km/h	2926-90	3752-95
Townline Road	250 m west of Duffs Road	750 m west of Duffs Road	60 km/h	3752-95	3902-96
Townline Road	250 m west of Duffs Road	Ashburn Road	60 km/h	3902-96	4063-97
Townline Road	Ashburn Road	Highway #12	60 km/h	4063-97	N/A
Townline Road	Highway #12	Whitby/Oshawa border	60 km/h	5732-06	N/A
Twin Streams Drive	150 m east of the easterly limit of St. Luke the Evangelist Separate School	150 m west of the westerly limit of St. Luke the Evangelist Separate School	40 km/h	4838-01	N/A
Valleywood Drive	Whitburn Street	Taunton Road	40 km/h	7051-15	N/A
Vipond Street	150 m east of the easterly limit of Meadowcrest Public School	150 m west of the westerly limit of Meadowcrest Public School	40 km/h	3752-95	N/A
Waller Street	150 m north of the northerly limit of St. Mark the Evangelist Separate School	150 m south of the southerly limit of St. Mark the Evangelist Separate School	40 km/h	3752-95	N/A
Walnut Street	150 m east of the easterly limit of E. A. Fairman Public School	150 m west of the westerly limit of E. A. Fairman Public School	40 km/h	3752-95	N/A
Water Street	Brock Street	South Blair Street	40 km/h	6770-13	N/A
Water Street	South Blair Street	Brock Street	40 km/h	6949-15	N/A

Schedule “P” – Maximum Rate of Speed

Last Revised: July 14, 2023

Highway	From	To	Maximum	By-Law Number	Repealed By
Watford Street	150 m north of the northerly limit of St. Leo's Separate School	150 m south of the southerly limit of St. Leo's Separate School	40 km/h	4321-99	4478-99
Watford Street	Northerly limit of Cassels Road East	150 m south of the southerly limit of St. Leo's Separate School	40 km/h	4478-99	N/A
Whitburn Street	150 m south of the southerly limit of Jack Miner Public School	150 m east of the easterly limit of Jack Miner Public School	40 km/h	4838-01	N/A
Whitby Shores Greenway	30 m south of Portage Trail	Whitby Shores Greenway	40 km/h	6390-10	N/A
Willowbrook Drive	150 m east of the easterly limit of St. Matthew the Evangelist Separate School	150 m west of the westerly limit of St. Matthew the Evangelist Separate School	40 km/h	3752-95	N/A

Schedule “Q” – Pedestrian Crossovers

Last Revised:

December 28, 2023

Roadway	Location	By-Law Number	Repealed By
Burns Street	St. Lawrence Street	8034.23	N/A
Dryden Boulevard	Steele Valley Court	8034.23	N/A
Dryden Boulevard	Hydro Electric Power Corridor Trail	8034-23	N/A
Gordon Street	Town of Whitby Parking	8034-23	N/A
Gordon Street	Whitby Shores Greenway	8034-23	N/A
Nichol Avenue	Springwood Street	8034-23	N/A
Scott Street	Dr. Robert Thornton Public School	8034-23	N/A
Watford Street	Zachary Place	8034-23	N/A
Whitby Shores Greenway	Plaza (619 Victoria Street)	8034-23	N/A

Schedule “R” – Heavy Traffic Prohibited

Last Revised: February 7, 2018

Highway	Between	Times or Days	By-Law Number	Repealed By
Anderson Street	61 m north of Rossland Road East and Taunton Road	Anytime	1862-85	2545-89
Anderson Street	north limit of Lofthouse Street and Taunton Road East	Anytime	2545-89	N/A
Anderson Street	Conlin Road and Taunton Road East	Anytime	3230-92	N/A
Arthur Street	Brock Street South and Henry Street	Anytime	2067-86	N/A
Athol Street	Clemence Street and Dundas Street East	Anytime	1862-85	N/A
Bowman Avenue	50 m north of Dundas Street East and Crawforth Street	Anytime	7080-16	N/A
Byron Street North	Maple Street West and Mary Street West	Anytime	1960-86	N/A
Centre Street North	Rossland Road West and Palmerston Avenue	Anytime	2660-89	N/A
Charles Street	Victoria Street and Watson Street	Anytime	6178-09	N/A
Clemence Street	Athol Street and Brock Street South	Anytime	1862-85	N/A
Coronation Road	Taunton Road and 690 m south of Winchester Road	Anytime	1862-85	1897-85
Coronation Road	Taunton Road and 690 m south of Winchester Road	Anytime	1934-85	N/A
Dufferin Street	Victoria Street and Watson Street	Anytime	6178-09	N/A
Euclid Street	Dundas Street West and Mary Street West	Anytime	1960-86	N/A
Garrard Road	Conlin Road and Winchester Road East	Anytime	3331-93	N/A
Goodfellow Street	McQuay Boulevard and Rossland Road West	Anytime	2021-86	N/A
Green Street	Burns Street and Clemence Street	Anytime	2295-87	N/A
Mary Street West	Byron Street North and Euclid Street	Anytime	1960-86	N/A
Palmerston Avenue	Brock Street North and White Ash Drive	Anytime	2660-89	N/A
Red Oak Street	Rossland Road West and White Ash Drive	Anytime	2660-89	N/A
Robert Attersley Drive	Baldwin Street and Garden Street	Anytime	6911-14	N/A
St. Lawrence Street	Brock Street and Burns Street	Anytime	2295-87	N/A
St. Peter Street	Brock Street and Athol Street	Anytime	2295-87	N/A
Starr Avenue	Brock Street North and Centre Street North	Anytime	2660-89	N/A
Thickson Road South	Wentworth Street and the southerly limit of Thickson Road South	Anytime	2125-86	N/A
Walton Street	Rossland Road West and Palmerston Avenue	Anytime	2660-89	N/A

Schedule “R” – Heavy Traffic Prohibited

Last Revised: February 7, 2018

Highway	Between	Times or Days	By-Law Number	Repealed By
Watson Street	Victoria Street and Brock Street South	Anytime	6178-09	N/A
Watson Street East	Brock Street South and Galt Street	Anytime	4061-97	N/A
White Ash Drive	Cochrane Street and Palmerston Avenue	Anytime	2660-89	N/A
* McKinney Drive				

Schedule “S” – School Bus Loading Zones

Last Revised: September 1, 2022

Highway	Side	From	To	School Bus Only Loading Times	By-Law Number	Repealed By
Crawforth Street	South	102 m east of Anderson Street	137 m east of Anderson Street	None	1862-85	1910-85
Crawforth Street	South	90 m east of Anderson Street	150 m east of Anderson Street	None	4140-98	4166-98
Dryden Boulevard	North	Anderson Street	270 m west of Anderson Street	None	3225-92	N/A
Dryden Boulevard	South	Waller Street	30 m east of Waller Street	None	3580-94	6430-11
Fallingbrook Street	East	20 m north of Finnegan Place	65 m north of Finnegan Place	None	4635-00	N/A
Fallingbrook Street	East	20 m north of Finnegan Place	65 m north of Finnegan Place	September to June, Monday to Friday, 7:30 a.m. to 9:30 a.m. 2:00 p.m. to 4:00 p.m.	6497-11	N/A
Forest Heights Drive	West	85 m north of Willowbrook Drive	155 m north of Willowbrook Drive	None	4242-98	N/A
Forest Heights Drive	West	85 m north of Willowbrook Drive	155 m north of Willowbrook Drive	September to June, Monday to Friday, 7:30 a.m. to 9:30 a.m. 2:00 p.m. to 4:00 p.m.	6497-11	N/A
Garden Street	West	Southerly limits of Florence M. Heard Public School	Northerly limits of Florence M. Heard Public School	None	1862-85	2477-88
Giffard Street	South	56 m east of Wellington Street	259 m east of Wellington Street	None	1862-85	3093-92
Giffard Street	South	56 m east of Wellington Street	105 m east of Wellington Street	None	3093-92	N/A
Giffard Street	South	56 m east of Wellington Street	105 m east of Wellington Street	September to June, Monday to Friday, 7:30 a.m. to 9:30 a.m. 2:00 p.m. to 4:00 p.m.	6497-11	N/A
Henry Street	West	33m north of Trent Street	18m south of Trent Street	None	7911-22	N/A
Hutchison Avenue	South	30 m west of Dovedale Drive	85 m west of Dovedale Drive	None	2166-87	N/A

Schedule “S” – School Bus Loading Zones

Last Revised: September 1, 2022

Highway	Side	From	To	School Bus Only Loading Times	By-Law Number	Repealed By
Hutchison Avenue	South	30 m west of Dovedale Drive	85 m west of Dovedale Drive	September to June, Monday to Friday, 7:30 a.m. to 9:30 a.m. 2:00 p.m. to 4:00 p.m.	6497-11	N/A
King Street	West	61 m south of Dunlop Street West	91.5 m south of Dunlop Street West	None	4862-85	6497-11
Palace Street	West	50 m north of Walnut Street	Chestnut Street	None	4201-98	N/A
Palace Street	West	50 m north of Walnut Street	Chestnut Street	September to June, Monday to Friday, 7:30 a.m. to 9:30 a.m. 2:00 p.m. to 4:00 p.m.	6497-11	N/A
Palmerston Avenue	South	72 m west of Walton Boulevard	115 m west of Walton Boulevard	None	4260-98	6497-11
Walnut Street	North	26 m west of High Street	86 m west of High Street	None	4166-98	4305-99
Walnut Street	North	26 m west of High Street	115 m west of High Street	None	4305-99	N/A
Walnut Street	North	26 m west of High Street	115 m west of High Street	September to June, Monday to Friday, 7:30 a.m. to 9:30 a.m. 2:00 p.m. to 4:00 p.m.	6497-11	N/A
Willowbrook Drive	North	Brookwood Drive	60 m west of Brookwood Drive	None	4093-97	N/A
Willowbrook Drive	North	Brookwood Drive	60 m west of Brookwood Drive	September to June, Monday to Friday, 7:30 a.m. to 9:30 a.m. 2:00 p.m. to 4:00 p.m.	6497-11	N/A
						N/A
						N/A
						N/A

Schedule “S” – School Bus Loading Zones

Last Revised: September 1, 2022

Highway	Side	From	To	School Bus Only Loading Times	By-Law Number	Repealed By
						N/A
						N/A
						N/A
						N/A
						N/A
						N/A

Schedule “T” – Bridge Weight Limits

Last Revised: February 7, 2018

Highway	Bridge Location	Structure Number	Gross Weight Limit (Tonnes)	By-Law Number	Repealed By
Cassels Road	Lynde Creek	2	15	1862-85	2122-86
Cassels Road	Lynde Creek	2	15	2122-86	2755-89
Cassels Road	Lynde Creek	2	15	2755-89	3244-93
Cassels Road	Lynde Creek	2	15	3244-93	3324-93
Cassels Road	Lynde Creek	2	15	3324-93	3926-96
Cedarbrook Trail	Lynde Creek	5	15	1862-85	2122-86
Columbus Road West	Lynde Creek	9	15	1862-85	2122-86
Columbus Road West	Lynde Creek	9	15	2122-86	2755-89
Columbus Road West	Lynde Creek	9	15	2755-89	3244-93
Columbus Road West	Lynde Creek	9	15	3244-93	3324-93
Columbus Road West	Lynde Creek	9	15	3324-93	3926-96
Columbus Road West	Lynde Creek	9	15	3926-96	N/A
Columbus Road West	0.3 km west of Country Lane - Lynde Creek	25	18, 26, 34	4769-01	N/A
Columbus Road	0.3 km west of Country Lane over the Lynde Creek	25	10	6443-11	N/A
Grand Truck Street	Pringle Creek	14	8	2122-86	2755-89
Grand Truck Street	Pringle Creek	14	8	2755-89	3244-93
Rossland Road West	C.P.R. Tracks	21	8	1862-85	2122-86
Rossland Road West	C.P.R. Tracks	21	8	2122-86	2755-89
Rossland Road West	C.P.R. Tracks	21	8	2755-89	3244-93
Rossland Road West	C.P.R. Tracks	21	8	3244-93	3324-93
Rossland Road West	C.P.R. Tracks	21	8	3324-93	3926-96
Rossland Road West	C.P.R. Tracks	21	8	3926-96	N/A
Rossland Road West	0.3 km south of Coronation Road, also referred to as C.P.R. Tracks	14	8	4767-01	N/A

Schedule “T” – Bridge Weight Limits

Last Revised: February 7, 2018

Highway	Bridge Location	Structure Number	Gross Weight Limit (Tonnes)	By-Law Number	Repealed By
Way Street	Lynde Creek	7	12	1862-85	2122-86
Way Street	Lynde Creek	8	12	1862-85	2122-86
Way Street	Lynde Creek	8	12	2122-86	2755-89
Way Street	Lynde Creek	8	15	2755-89	3244-93
Way Street	Lynde Creek	8	18	3244-93	3324-93
Way Street	Lynde Creek	8	18, 26, 34	3324-93	3926-96
Way Street	Lynde Creek	8	18, 26, 34	3926-96	N/A
Way Street	0.2 km north of Highway #7 / #12 (Baldwin Street) - Lynde Creek	23	18, 26, 34	4769-01	N/A
Way Street	0.2 km north of Highway #7 / #12 over the Lynde Creek	23	10	6443-11	N/A

Schedule “U” – Mobile School Enforcement

Schedule “V” – As Amended by By-law(s)

Last Revised:

March 1, 2018

By-law Number	Date Passed	Section(s) Amended (Article/Schedule)	Date By-law Updated
7355-18	January 29, 2018	Schedule N	February 14, 2018
7357-18	January 29, 2018	Schedule N	February 15, 2018
7359-18	January 29, 2018	Schedule N	February 15, 2018
7367-18	February 20, 2018	Schedule N	February 28, 2018
7369-18	February 20, 2018	Schedule N	February 28, 2018

Schedule “W” – Community Safety Zones

Last Revised: December 28, 2023

Highway	Between	Times or Days	By-Law Number	Repealed By
Blackfriar Avenue	Cachet Boulevard and Wessex Drive	Anytime	6949-15	N/A
Burns Street	Athol Street and 150 m east of Peel Park	Anytime	6949-15	N/A
Cachet Boulevard	Carnwith Drive and Blackfriar Avenue	Anytime	6949-15	N/A
Carnwith Drive	Montgomery Avenue and Ashburn Road	Anytime	6949-15	N/A
Country Lane	Rossland Road and Medland Avenue	Anytime	6949-15	N/A
Darren Avenue	Chieftain Street and Chatterson Street	Anytime	6949-15	N/A
Dryden Boulevard	Fallingbrook Street and Anderson Street	Anytime	6949-15	N/A
Dryden Boulevard	Thickson Road and Bakerville Street	Anytime	6949-15	N/A
Fallingbrook Street	Cork Drive and Inglenook Court	Anytime	6949-15	N/A
Garrard Road	150 m north and 150 m south of St. Paul Catholic School	Anytime	6949-15	N/A
Palace Street	Walnut Street and Maple Street	Anytime	7556-19	N/A
Rossland Road	Cochrane Street and the west limit of the Williamsburg Open-Space	Anytime	6949-15	7911-22
Vipond Road	Torian Avenue and Price Street	Anytime	6949-15	N/A
Walnut Street	Euclid Street and Cochrane Street	Anytime	7556-19	N/A
Watford Street	Winchester Road East and north limit of Watford Street	Anytime	4479-99	N/A
Watson Street West	Victoria Street and Charles Street	Anytime	8029-23	N/A

Schedule “X” – Adminstrative Penalties

Item	Section	Description	Tier one (1)	Tier two (2)	Tier three (2)
1	2.6	Place/maintain/ display unauthorized sign on a highway	\$300.00	\$350.00	\$450.00
2	2.8	Drive motor vehicle on a sidewalk/footpath/multiuse path where prohibited	\$300.00	\$350.00	\$450.00
3	2.10	Drive motor vehicle through a school crossing on a highway when prohibited	\$300.00	\$350.00	\$450.00
4	2.11	Fail to remain stopped at school crossing on a highway while in use by a person	\$300.00	\$350.00	\$450.00
5	3.1 a)	Park/stop/leave motor vehicle in accessible parking space	\$300.00	\$350.00	\$450.00
6	3.1 b)	Unauthorized use of accessible permit	\$300.00	\$350.00	\$450.00
7	4.1	Stopped in a prohibited area	\$40.00	\$60.00	\$80.00
8	4.2	Park in a prohibited area	\$40.00	\$60.00	\$80.00
9	4.3 a)	Parked right wheels more than 15cm from curb	\$40.00	\$60.00	\$80.00
10	4.3 a)	Fail to park parallel to curb	\$40.00	\$60.00	\$80.00
11	4.5	Parked commercial vehicle/motor vehicle on a highway	\$40.00	\$60.00	\$80.00
12	4.6	Parked trailer on highway	\$40.00	\$60.00	\$80.00
13	4.7 a)	Stopped on sidewalk/footpath/muti use path	\$40.00	\$60.00	\$80.00
14	4.7 b)	Stopped within intersection/crosswalk/roundabout	\$40.00	\$60.00	\$80.00
15	4.7 c)	Stopped within 10m of crosswalk	\$40.00	\$60.00	\$80.00
16	4.7 d)	Stopped within 30m of pedestrian cross over	\$40.00	\$60.00	\$80.00
17	4.7 e)	Stopped in a manner to interfere with movement of traffic	\$40.00	\$60.00	\$80.00
18	4.7 f)	Stopped in a manner to interfere with clearing of snow	\$40.00	\$60.00	\$80.00
19	4.7 i)	Stopped upon a bridge/elevated structure traffic	\$40.00	\$60.00	\$80.00
20	4.7 i)	Stopped within tunnel or underpass	\$40.00	\$60.00	\$80.00
21	4.7 j)	Stopped on median	\$40.00	\$60.00	\$80.00
22	4.7 k)	Stopped in designated bus stop	\$40.00	\$60.00	\$80.00
23	4.7 m)	Stopped in a manner protruding driveway/laneway onto roadway	\$40.00	\$60.00	\$80.00
24	4.9	Parked within 1m of driveway/laneway	\$40.00	\$60.00	\$80.00

Schedule “X” – Adminstrative Penalties

25	4.9 b)	Parked within 3m of a fire hydrant	\$40.00	\$60.00	\$80.00
26	4.9 c)	Parked within 10m intersecting roadway/private roadway/laneway/roundabout	\$40.00	\$60.00	\$80.00
27	4.9 d)	Parked to display vehicle for sale	\$40.00	\$60.00	\$80.00
28	4.9 e)	Parked washing/greasing/repairing	\$40.00	\$60.00	\$80.00
29	4.9 f)	Parked alongside railway tracks	\$40.00	\$60.00	\$80.00
30	4.9 g)	Parked 30m railway crossing	\$40.00	\$60.00	\$80.00
31	4.9 i)	Parked longer than 3 hours	\$40.00	\$60.00	\$80.00
32	4.9 j)	Parked roadway less than 6m in width	\$40.00	\$60.00	\$80.00
33	4.9 k)	Park on/over any boulevard	\$40.00	\$60.00	\$80.00
34	4.9 l)	Park from 2:00a.m. to 6:00 a.m. from November 1st to April 15th	\$40.00	\$60.00	\$80.00
35	4.9 m)	Park within 3m of community/super mailbox	\$40.00	\$60.00	\$80.00
36	4.9 n)	Park unauthorized motor vehicle on highway	\$40.00	\$60.00	\$80.00
37	4.1	Parked/leave on private property without owners consent	\$40.00	\$60.00	\$80.00
38	4.11	Park on municipal property without consent	\$40.00	\$60.00	\$80.00
39	4.12	Park/leave electric vehicle on municipal property in electric vehicle parking space without actively charging.	\$75.00	\$100.00	\$125.00
40	4.13	Park/stop prohibited vehicle on municipal property in an electric vehicle parking space	\$75.00	\$100.00	\$125.00
41	4.14	Parked in fire route	\$75.00	\$100.00	\$125.00
42	4.15 a)	Stopped in school bus loading zone	\$40.00	\$60.00	\$80.00
43	4.15 b)	Stopped adjacent a school	\$40.00	\$60.00	\$80.00
44	4.15 c)	Stopped within 30m of signalized intersection	\$40.00	\$60.00	\$80.00
45	4.16 a)	Parked within 30m or Regional intersecting highway	\$40.00	\$60.00	\$80.00
46	4.16 b)	Parked adjacent park/playground	\$40.00	\$60.00	\$80.00
47	4.16 c)	Parked in turning basin of cul-de-sac	\$40.00	\$60.00	\$80.00
48	4.16 d)	Parked within 15m of end of roadway	\$40.00	\$60.00	\$80.00
49	4.16 d)	Parked within 15m of dead end of highway	\$40.00	\$60.00	\$80.00
50	4.16 e)	Parked within 30m of signalized intersection	\$40.00	\$60.00	\$80.00

Schedule “X” – Adminstrative Penalties

51	4.18	Stopped/parked interfere blocking ingress/egress from laneway/driveway due to traffic signal.	\$40.00	\$60.00	\$80.00
52	4.19	Stopped/parked on a highway where the curvature/grade of the highway/grade of land obstructs view for 15m in both directions	\$40.00	\$60.00	\$80.00
53	4.21	Stopped/parked vehicle fouling highway	\$40.00	\$60.00	\$80.00
54	5.1	Standing in prohibited area	\$40.00	\$60.00	\$80.00
55	8.3	Stopped/parked in more than one parking space	\$40.00	\$60.00	\$80.00
56	8.4	Stopped/parked at angle (less than 40 degrees /greater than 50 degrees)	\$40.00	\$60.00	\$80.00
57	8.5	Parked without front of wheel at curb/edge of the roadway	\$40.00	\$60.00	\$80.00
58	9.3	Parked without fee deposited in accordance with set rate (highway)	\$40.00	\$60.00	\$80.00
59	9.3	Parked in excess of time permitted where fee required (highway)	\$40.00	\$60.00	\$80.00
60	9.4	Parked in excess of time permitted where fee not required (highway)	\$40.00	\$60.00	\$80.00
61	9.5 d)	Parked in more than one space	\$40.00	\$60.00	\$80.00
62	9.6	Parked in covered meter	\$40.00	\$60.00	\$80.00
63	9.16	Parked commercial vehicle/motor vehicle in a municipal parking lot without consent	\$40.00	\$60.00	\$80.00
64	9.17	Parked in excess of time permitted where fee required (municipal lot)	\$40.00	\$60.00	\$80.00
65	9.18	Parked/stopped in more than one space without payment	\$40.00	\$60.00	\$80.00
66	9.19	Parked unauthorized motor vehicle in municipal parking lot.	\$40.00	\$60.00	\$80.00
67	11.1	Parked/Stopped in taxicab stand	\$40.00	\$60.00	\$80.00
68	19.1	Drive/permit to be driven heavy vehicle prohibited area			\$450.00
69	20.2	Stopped in a school bus loading zone	\$40.00	\$60.00	\$80.00

Schedule “X” – Adminstrative Penalties

70	21.3	Stopped in a designated bus stop	\$40.00	\$60.00	\$80.00
71	24.2	Tow or impound vehicle without authorization from a municipal law enforcement officer	\$300.00	\$350.00	\$450.00
72	24.2	Tow or impound vehicle in contravention of Whitby Towing By-law 6887-14	\$300.00	\$350.00	\$450.00
73	24.4	Demand payment of an administrative fee from a vehicle operator	\$300.00	\$350.00	\$450.00
74	24.5	Demand payment of an unauthorized tow/impound fee for a light vehicle	\$300.00	\$350.00	\$450.00
75	24.6	Demand payment of an unauthorized tow/impound fee for a heavy vehicle	\$300.00	\$350.00	\$450.00
76	24.7	Fail to provide a tow/impound receipt to a vehicle owner	\$300.00	\$350.00	\$450.00
77	25.2 a)	Drive or permit to be driven vehicle in bicycle lane.	\$300.00	\$350.00	\$450.00
78	28.2	Obstruct a Municipal Enforcement Officer	\$300.00	\$350.00	\$450.00

Schedule “Y” – Municipal Parking Lots

Last Revised: February 13, 2018

Municipal Parking Lot	Days and Hours	Rate	Lease Rates (if applicable)	Merchant Hourly Discount Rates (Honk Mobile)	By-Law Number	Repealed By
Lot #1	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.25 per hour			4910-01	5593-05
Lot #1	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.50 per hour			5593-05	7257-17
Lot #1	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour			7257-17	7284-17
Lot #1	8:00a.m. - 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour (\$ 7.00 maximum per day)	Monthly Lease Rate - 50% (\$100.00 / month), Six month Lease - 55% (\$90.00 / month), Twelve month Lease - 60% (\$80.00 / month)	Hours 1 - 99 N/A Hours 100 - 249 25% (\$0.75 / hour) Hours 250 + 50% (\$0.50 / hour)	7284-17	N/A
Lot #2	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.25 per hour			4910-01	5593-05
Lot #2	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.50 per hour			5593-05	7257-17
Lot #2	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour			7257-17	7284-17
Lot #2	8:00a.m. - 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour (\$ 7.00 maximum per day)	Monthly Lease Rate - 50% (\$100.00 / month), Six month Lease - 55% (\$90.00 / month), Twelve month Lease - 60% (\$80.00 / month)	Hours 1 - 99 N/A Hours 100 - 249 25% (\$0.75 / hour) Hours 250 + 50% (\$0.50 / hour)	7284-17	N/A
Lot #3	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.25 per hour			4910-01	5593-05

Schedule “Y” – Municipal Parking Lots

Last Revised: February 13, 2018

Municipal Parking Lot	Days and Hours	Rate	Lease Rates (if applicable)	Merchant Hourly Discount Rates (Honk Mobile)	By-Law Number	Repealed By
Lot #3	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.50 per hour			5593-05	7181-16 & 7257-17
Lot #3	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour	Monthly Lease Rate – 20% off Hourly Rate, Six month Lease – Monthly Rate 30%, Twelve month Lease – Monthly rate less 40%		7181-16 (lease rates), 7257-17 (hourly rates)	7284-17
Lot #3	8:00a.m. - 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour (\$ 7.00 maximum per day)	Monthly Lease Rate - 50% (\$100.00 / month), Six month Lease - 55% (\$90.00 / month), Twelve month Lease - 60% (\$80.00 / month)	Hours 1 - 99 N/A Hours 100 - 249 25% (\$0.75 / hour) Hours 250 + 50% (\$0.50 / hour)	7284-17	N/A
Lot #4	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.25 per hour			4910-01	5593-05
Lot #4	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.50 per hour			5593-05	7181-16 & 7257-17
Lot #4	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour	Monthly Lease Rate – 20% off Hourly Rate, Six month Lease – Monthly Rate 30%, Twelve month Lease – Monthly rate less 40%		7181-16 (lease rates), 7257-17 (hourly rates)	7284-17
Lot #4	8:00a.m. - 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour (\$ 7.00 maximum per day)	Monthly Lease Rate - 50% (\$100.00 / month), Six month Lease - 55% (\$90.00 / month), Twelve month Lease - 60% (\$80.00 / month)	Hours 1 - 99 N/A Hours 100 - 249 25% (\$0.75 / hour) Hours 250 + 50% (\$0.50 / hour)	7284-17	N/A

Schedule “Y” – Municipal Parking Lots

Last Revised: February 13, 2018

Municipal Parking Lot	Days and Hours	Rate	Lease Rates (if applicable)	Merchant Hourly Discount Rates (Honk Mobile)	By-Law Number	Repealed By
Lot #5	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.25 per hour			4910-01	5593-05
Lot #5	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.50 per hour			5593-05	7181-16 & 7257-17
Lot #5	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour	Monthly Lease Rate – 20% off Hourly Rate, Six month Lease – Monthly Rate 30%, Twelve month Lease – Monthly rate less 40%		7181-16 (lease rates), 7257-17 (hourly rates)	7284-17
Lot #5	8:00a.m. - 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour (\$ 7.00 maximum per day)	Monthly Lease Rate - 50% (\$100.00 / month), Six month Lease - 55% (\$90.00 / month), Twelve month Lease - 60% (\$80.00 / month)	Hours 1 - 99 N/A Hours 100 - 249 25% (\$0.75 / hour) Hours 250 + 50% (\$0.50 / hour)	7284-17	N/A
Lot #6	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.25 per hour			4910-01	5593-05
Lot #6	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.50 per hour			5593-05	7181-16 & 7257-17
Lot #6	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour	Monthly Lease Rate – 20% off Hourly Rate, Six month Lease – Monthly Rate 30%, Twelve month Lease – Monthly rate less 40%		7181-16 (lease rates), 7257-17 (hourly rates)	7284-17

Schedule “Y” – Municipal Parking Lots

Last Revised: February 13, 2018

Municipal Parking Lot	Days and Hours	Rate	Lease Rates (if applicable)	Merchant Hourly Discount Rates (Honk Mobile)	By-Law Number	Repealed By
Lot #6	8:00a.m. - 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour (\$ 7.00 maximum per day)	Monthly Lease Rate - 50% (\$100.00 / month), Six month Lease - 55% (\$90.00 / month), Twelve month Lease - 60% (\$80.00 / month)	Hours 1 - 99 N/A Hours 100 - 249 25% (\$0.75 / hour) Hours 250 + 50% (\$0.50 / hour)	7284-17	N/A
Lot #7	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.25 per hour			4910-01	5593-05
Lot #7	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.50 per hour			5593-05	7181-16 & 7257-17
Lot #7	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour	Monthly Lease Rate – 20% off Hourly Rate, Six month Lease – Monthly Rate 30%, Twelve month Lease – Monthly rate less 40%		7181-16 (lease rates), 7257-17 (hourly rates)	7284-17
Lot #7	8:00a.m. - 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour (\$ 7.00 maximum per day)	Monthly Lease Rate - 50% (\$100.00 / month), Six month Lease - 55% (\$90.00 / month), Twelve month Lease - 60% (\$80.00 / month)	Hours 1 - 99 N/A Hours 100 - 249 25% (\$0.75 / hour) Hours 250 + 50% (\$0.50 / hour)	7284-17	N/A
Lot #8	May 1st – October 31st yearly	\$2.50 per day per vehicle			4910-01	5593-05
Lot #8	May 1st – October 31st yearly	\$2.50 per day per vehicle			5593-05	5609-05
Lot #9	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	.50 per hour			6348-10	7181-16 & 7257-17

Schedule “Y” – Municipal Parking Lots

Last Revised: February 13, 2018

Municipal Parking Lot	Days and Hours	Rate	Lease Rates (if applicable)	Merchant Hourly Discount Rates (Honk Mobile)	By-Law Number	Repealed By
Lot #9	8:00a.m. – 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour	Monthly Lease Rate – 20% off Hourly Rate, Six month Lease – Monthly Rate 30%, Twelve month Lease – Monthly rate less 40%		7181-16 (lease rates), 7257-17 (hourly rates)	7284-17
Lot #9	8:00a.m. - 6:00 p.m. Monday to Friday Except Holidays	\$ 1.00 per hour (\$ 7.00 maximum per day)	Monthly Lease Rate - 50% (\$100.00 / month), Six month Lease - 55% (\$90.00 / month), Twelve month Lease - 60% (\$80.00 / month)	Hours 1 - 99 N/A Hours 100 - 249 25% (\$0.75 / hour) Hours 250 + 50% (\$0.50 / hour)	7284-17	N/A

Schedule “Z” – Bicycle Lanes

Last Revised:

February 7, 2018

Highway	From	To	By-Law Number	Repealed By



Town of Whitby

By-law # XXXX-24

Administrative Penalty By-law

A By-law to establish a system for Administrative Penalties in the Town of Whitby

Whereas Whereas Section 102.1 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, (the "Municipal Act") and Ontario Regulation 333/07 (the "Regulation") authorize the Corporation of the Town of Whitby (the "Town") to require a Person to pay an Administrative Penalty for a contravention of any by-law respecting the parking, standing or stopping of vehicles;

And Whereas Section 434.1 of the Municipal Act authorizes the Town to require a Person, subject to such conditions as the municipality considers appropriate, to pay an Administrative Penalty if the municipality is satisfied that the Person has failed to comply with a by-law of the municipality;

And Whereas paragraph 151(1)(g) of the Municipal Act authorizes the Town to require a Person, subject to such conditions as the municipality considers appropriate, to pay an Administrative Penalty if the municipality is satisfied that the Person has failed to comply with any part of a system of licences established by the municipality;

And Whereas Sections 23.2, 23.3 and 23.5 of the Municipal Act authorize the Town to delegate its administrative and hearing powers;

And Whereas Section 391 of the Municipal Act authorizes the Town to pass by-laws imposing fees or charges for services or activities provided or done by or on behalf of it;

And Whereas the Council for the Town considers it desirable and necessary to provide for a system of Administrative Penalties and Administrative Fees for the designated Town by-laws.

Now therefore, the Council of The Corporation of the Town of Whitby hereby enacts as follows:

1. Definitions

- 1.1. In this By-law:
- 1.2. "Adjudication Fee" means the amount that the recipient is liable to pay as specified under Section 5.1 o) of this By-law and listed in Schedule "A";
- 1.3. "Administrative Fee" means any fee specified in this By-law, as amended;
- 1.4. "Administrative Penalty" means a monetary penalty set out in this By-law for a contravention of a Designated By-law;
- 1.5. "Commissioner" means the Commissioner of Legal and Enforcement Services/ Town Solicitor or their designate

- 1.6. “Court” means any court of law of the Province of Ontario, including but not limited to the Ontario Court of Justice, the Ontario Superior Court of Justice, and the Ontario Court of Appeal;
- 1.7. “Designated By-law” means a by-law with respect to parking, standing or stopping of vehicles that is designated by the Town as a by-law to which this By-law applies and, if only a part of a by-law is designated, includes only the designated part of the by-law;
- 1.8. “Fee – Hearing No-Show” means an Administrative Fee listed in Schedule “A” in respect of a Person’s failure to appear at the time and place scheduled for a hearing before a Hearing Officer;
- 1.9. “Fee – MTO Plate Denial” means an Administrative Fee listed in Schedule “A”, as represented by the Ontario Ministry of Transportation, for notifying the Registrar of Motor Vehicles for the purpose of denying renewal of a vehicle permit;
- 1.10. “Fee – MTO Search” means an Administrative Fee listed in Schedule “A” for searching the records of the Ontario Ministry of Transportation;
- 1.11. “Fee – Screening No-Show” means an Administrative Fee listed in Schedule “A” in respect of a Person’s failure to appear at the time and place scheduled for a review by a Screening Officer;
- 1.12. “Hearing Officer” means a Person who performs the duties of a Hearing Officer in accordance with Section 5 of this By-law, and is designated by the Commissioner of Legal and Enforcement Services;
- 1.13. “Ministry” means the Ontario Ministry of Transportation;
- 1.14. “Officer” means a Municipal Law Enforcement Officer appointed enforce the provisions of the Designated By-law;
- 1.15. “Penalty Notice” means a ticket issued pursuant to Section 3 of this By-law;
- 1.16. “Penalty Notice Number” means the number specified on the Penalty Notice that is unique to that Penalty Notice;
- 1.17. “Person” includes an individual or business name, sole proprietorship, corporation, partnership, or limited partnership, or an authorized representative thereof, to whom the context can apply according to law;
- 1.18. “Screening Officer” means a person who performs the functions of a Screening Officer in accordance with Section 4 and is designated by the Commissioner of Legal and Enforcement Services;

1.19. “Set Penalty Amount” means the amount that the recipient is liable to pay in respect of a contravention of the related by-law as identified in Schedule “X” of the Town’s Traffic By-law XXX-2024;

1.20. “Town” means The Corporation of the Town of Whitby.

2. Application

This By-law applies only to those contraventions included within Schedule “A”, attached hereto and forming part of this By-law.

3. Penalty Notice

3.1. Any person who contravenes a provision of a Designated By-law, or in the case of a violation of a provision of the Traffic By-Law XXX-2024, each registered owner of the vehicle, when given a Penalty Notice in accordance with this By-law, shall be liable to pay the amount specified by the Designated By-law.

3.2. Where the offence is continuous, each day the offence continues shall constitute a new and separate offence.

3.3. An Officer who has reason to believe that a person has contravened any provision of this By-law may issue a Penalty Notice.

3.4. The Penalty Notice shall be given to the person as soon as is reasonably practicable and shall include the following information:

- a) the date of the Penalty Notice;
- b) the Penalty Notice Number;
- c) particulars of the contravention;
- d) the amount of the Administrative Penalty;
- e) the identification number and signature of the issuing Officer;
- f) information respecting the process by which the person may exercise their right to request a review of the Administrative Penalty; and
- g) a statement advising that an Administrative Penalty will, unless cancelled pursuant to the review and appeal processes, constitute a debt of the Person to the Town.

3.5. As established in Section 27.5 of the Town’s Traffic By-law XXX-2024, the amount due for a Penalty Notice is:

- a) the Tier One (1) Payment set out in Schedule “X” of the Town’s Traffic By-law XXX-2024 for the related contravention for an initial offence;
- b) the Tier Two (2) Payment set out in Schedule “X” of the Town’s Traffic By-law XXX-2024 for the related offence for the repetition of the same offence within 90 days of receiving a Tier One (1) Offence.
- c) the Tier Three (3) Payment set out in “X” of the Town’s Traffic By-law XXX-2024 for the related offence for the repetition of the same offence within 90 days of receiving a Tier One (2) Offence.

the Tier Three (3) Payment set out in “X” of the Town’s Traffic By-law XXX-2024 for the related offence for the continuance the same offence until more than 90 calendar days have passed without the same infraction being committed.

4. Review by Screening Officer

4.1. The following applies to the review of an Administrative Penalty by a Screening Officer:

- a) A person who is served with a Penalty Notice may request that the Administrative Penalty be reviewed by a Screening Officer. A person must exercise this right before 4:30 pm on the fifteenth (15th) calendar day after the Penalty Notice was delivered.
- b) If a person has not requested a Screening Review on or before the date as set out in Section 4.1 a) above, the person may request that the Screening Officer extend the time to request a review within thirty (30) days after the person is served with the Penalty Notice. If no such request is made, the Administrative Penalty shall be deemed final.
- c) Every Person who requests a review by a Screening Officer shall receive a screening decision, served on the person in accordance with Section 6.
- d) A person’s right to request a review with a Screening Officer, or to request an extension of time to request a review, are exercised by giving to the Town notice on the prescribed form that includes:
 - I. the Penalty Notice Number;
 - II. the person’s mailing address and, if applicable, telephone number;
 - III. the person’s email address
 - IV. in the case of a request to extend time to request a review, the reasons, if any, for having failed to

exercise the right to request a review within fifteen (15) days from the date the Penalty Notice was received;

V. and the reasons for which the review has been requested.

- e) On a review of the Administrative Penalty, the Screening Officer may in the Screening Decision:
 - i. Affirm the Administrative Penalty;
 - ii. Cancel the Administrative Penalty;
 - iii. Reduce the Tier 2 or Tier 3 Administrative Penalty to the Tier One (1) Payment; or
 - iv. In the case of a Tier One (1) Penalty reduce the Administrative Penalty; or
 - v. Extend the time for payment, including any Late Payment Administrative Fees.
- h) A Screening Officer shall cancel or reduce payment of an Administrative Penalty, or extend the time for payment of an Administrative Penalty in a Screening Decision under the following circumstances:
 - i. a material error on the Penalty Notice has been made, which in the opinion of the Screening Officer, can only be remedied by cancellation; or
 - ii. the cancellation or reduction of an Administrative Penalty, or extended time for payment of an Administrative Penalty, including any Late Payment Administrative Fees, is necessary to reduce undue hardship.
- i) Where a person does not make a payment by the due date as determined by the Screening Officer in a Screening Decision, the Administrative Penalty will return (if reduced) to the applicable Tiered Penalty Amount plus any applicable Administrative Fee(s).
- j) A person who has been served with a Screening Decision pursuant to this By-law may appeal the Screening Decision to a Hearing Officer and shall do so within fifteen (15) calendar days after the Screening Decision was issued.

- k) A Screening Officer has no authority to consider questions relating to the validity of a statute, regulation or by-law or the constitutional applicability or operability of any statute, regulation or by-law.

5. Appeal to Hearings Officer

5.1. The following applies to the review of a Screening Decision by a Hearing Officer:

- a) A person may request a review by a Hearing Officer on or before 4:30 pm on the fifteenth (15th) calendar day after the Screening Decision was delivered..
- b) If a person has not requested a Screening Review on or before the date as set out in Section 5.1(a) above, the person may request that the Hearing Officer extend the time to request a review within thirty (30) days after the person is served with the Penalty Notice. If no such request is made, the Administrative Penalty shall be deemed final.
- c) A person's right to appeal the Screening Decision to a Hearing Officer, or request an extension of time to appeal, are exercised by giving to the Town notice on the prescribed form that includes:
 - I. the Penalty Notice Number;
 - II. the person's mailing address and, if applicable, telephone number;
 - III. the person's email address
 - IV. in the case of a request to extend time to appeal, the reasons, if any, for having failed to exercise the right to appeal within fifteen (15) days from the date the Screening Decision was issued; and
 - V. the reasons for which the appeal has been requested.
- d) Request to appeal or to request an extension of time to appeal is provided by completing the Hearing Officer Appeal Form in accordance with Section 6 of this By-law.
- e) The person shall be given no fewer than seven (7) calendar days notice as provided by Section 6 of the date, time, and place of the in person hearing of the appeal by the Hearing Officer.
- f) In the event that the person is unable to attend at the date, time and place as set out in the written notice, the person may submit a

request to the Town to reschedule the hearing no later than three (3) calendar days' prior to the scheduled hearing. The request to reschedule must indicate the reason for the request. The hearing will be rescheduled within forty-five (45) days of the originally scheduled hearing.

- g) The person will be permitted to reschedule an in -person hearing pursuant to Section 5.1(f) of this by-law one time.
- h) If the person fails to appear at the time and place scheduled for the in -person hearing of the appeal:
 - I. the person shall be deemed to have abandoned the appeal;
 - II. the Screening Decision and the Administrative Penalty as it may have been affected by the Screening Decision shall be deemed to be final and shall not be subject to any further review, including review by any Court; and
 - III. the person shall pay to the Town a Fee – Hearing No-Show.
- i) The Hearing Officer shall not make a determination with respect to a review of the Screening Decision where a person appears unless he or she has given the Person an opportunity to be heard.
- j) On an appeal of the Screening Decision, the Hearing Officer may:
 - I. Affirm the Administrative Penalty;
 - II. Cancel the Administrative Penalty;
 - III. Reduce the Tier 2 or Tier 3 Administrative Penalty to the Tier One (1) Payment; or
 - IV. Extend the time for payment, including any Late Payment Administrative Fees.
- k) Every person who requests a review by the Hearing Officer shall receive a Hearing Decision, served in accordance with Section 6 of this By-law.
- l) The decision of a Hearing Officer is final and not subject to review, including review by any Court.

- m) All hearings by a Hearing Officer shall be conducted in accordance with the Statutory Powers and Procedures Act, R.S.O. 1990, c. S.22, as amended.
- n) A Hearing Officer has no authority to consider questions relating to the validity of a statute, regulation or by-law or the constitutional applicability or operability of any statute, regulation or by-law.
- o) Every Person who receives an upheld decision in a review by the Hearing Officer in relation to a Penalty Notice issued through the Administrative Monetary Penalty System established by this By-law shall be responsible for an additional fee of \$25 for the purpose of the Town recovering administrative costs associated to the Hearing Officer Review.

6. Short Title

- 6.1. The service on a person of any document, notice, or decision, including but not limited to a Penalty Notice pursuant to this By-law, is deemed to have been served on the earliest of any of the following dates:
- a) when a copy is placed or affixed in a conspicuous place, on a person's vehicle;
 - b) when a copy is served on the person to whom it is addressed, by delivering it personally to the person;
 - c) when a copy is delivered by regular mail, on the fifth (5th) day after mailing to the person to whom it is addressed; or
 - d) immediately upon sending the notice or document, a copy by electronic mail (email) to the person's last known e-mail address.
- 6.2. Any notice or document to be given to the Town in respect of this By-law shall be on the prescribed form.

7. Administration

- 7.1. The Commissioner shall administer this By-law and establish any additional practices, policies, and procedures necessary to implement this By-law and may amend such practices, policies, and procedures from time to time, as the Commissioner deems necessary, without amendment to this By-law.
- 7.2. The Commissioner shall prescribe all forms and notices, including the Penalty Notice, necessary to implement this By-law and may amend such

forms and notices from time to time, as the Commissioner deems necessary, without amendment to this By-law.

- 7.3. The positions of Screening Officer and Hearing Officer are established through delegated authority and shall be appointed by the Commissioner.
- 7.4. Officers shall not accept payment of an Administrative Penalty respecting a Penalty Notice.
- 7.5. Where an Administrative Penalty and any applicable Administrative Fee(s) are not paid by the date on which they are due and payable, the Town:
 - i. may notify the Ministry of the default after thirty (30) days, at which time the Ministry shall not validate the permit of the person named in the notice of default nor issue a new permit to the person until the Administrative Penalty and any applicable Administrative Fee(s) are paid to the Town; or
 - ii. shall deem the outstanding amount to be unpaid taxes and shall be added to the tax roll and collected in the same manner as municipal taxes.
- 7.6. Where the Town notifies the Ministry of a default under this By-law, the person shall pay any applicable administration fee(s) imposed by the Ministry.
- 7.7. Where an Administrative Penalty or any Administrative Fees are not paid within thirty (30) days after the date they become due and payable, each person to whom the Penalty Notice was issued shall pay to the Town a Fee – MTO Plate Denial.
- 7.8. Where an Administrative Penalty is cancelled, any Administrative Fee(s) are also cancelled.
- 7.9. Once a Penalty Notice has been paid there is no further option for dispute.

8. Severability

- 8.1. Where a court of competent jurisdiction declares any section of this By-law to be invalid, or to be not in force, or without effect, it is the intention of Council in enacting this By-law that the remainder of this By-Law shall continue in force and be applied and enforced in accordance with its terms to the fullest extent possible according to law.

9. Interpretation

- 9.1. Where words and phrases used in this By-law are defined in the Highway Traffic Act, but not defined in this By-law, the definitions in the Highway Traffic Act shall apply to such words and phrases.

10. Short Title

- 10.1 This by-law may be cited as the “Administrative Penalty By-law”.

11. Effective Date

- 11.1 This by-law shall come into force and effect on May 1, 2024, at 12:00am.

By-law read and passed this Select date day of Insert Month, Year.

Elizabeth Roy, Mayor

Christopher Harris, Town Clerk



Town of Whitby Policy

Policy Title:	Prevention of Political Interference in the Administrative Penalty System
Policy Number:	To be assigned following Council approval
Reference:	Legislation, other Policies, Council Resolution #, etc.
Date Approved:	Click here to enter a date.
Date Revised:	Click here to enter a date.
Approval:	Council
Point of Contact:	Legal and Enforcement Services

Policy Statement

The Corporation of the Town of Whitby (the "Town") is committed to ensuring that Town employees, members of Boards and members of Council conduct themselves with personal integrity, honesty and diligence in the performance of their duties. This policy builds on this commitment by preventing political interference in the administration of the APS program.

Purpose

Ontario Regulation 333/07 under the Municipal Act, 2001 requires the Town to develop policies and procedures to prevent political interference in the administration of the APS program. This Policy has been developed to address this requirement, to define what constitutes political interference in relation to the APS program and to ensure that the responsibilities of individuals involved in the APS program are conducted in accordance with the principals of fundamental justice, which include procedural fairness, independent decision making, impartiality and integrity, without political interference.

Scope

This Policy applies to all Screening Officers, Hearing Officers, elected members of Council and all Town employees involved in the administration of the APS program.

The following shall apply in addition to this Policy:

- (a) For Town employees involved in the administration of the APS program, the Employee Code of Conduct shall also apply in regard to the activities of an employee in the administration of the APS program. In the event of a conflict

between the provisions of this Policy and the provisions of the Employee Code of Conduct in relation to the APS program, this Policy shall apply.

(b) For Screening Officers and Hearing Officers, the provisions of any agreement governing the retainer between the Town and a Screening Office and/or a Hearing Officer and the provisions of the APS By-Law shall also apply.

(c) For members of Council, the Council Code of Conduct shall also apply in regard to the activities of members of Council. In the event of a conflict between the provisions of this Policy and the provisions of the Council Code of Conduct in relation to the APS program, this Policy shall apply.

This Policy shall apply in addition to all applicable laws, including but not limited to the *Municipal Act*, 2001 and the *Municipal Conflict of Interest Act*. A breach of applicable law relevant to any matters set out in this Policy shall be deemed to be a breach of this Policy.

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1. Definitions

- 1.1. "Administrative Penalty" means a monetary penalty set out in a By-law for a contravention of a Designated By-Law;
- 1.2. "APS" means Administrative Penalty System, established by the APS By-Law;
- 1.3. "APS By-Law" means the Administrative Penalty By-Law XXXX-24, passed by the Town, as amended from time to time, or any successor thereof;
- 1.4. "Commissioner" means the Commissioner of Legal and Enforcement Services/Town Solicitor or their designate;
- 1.5. "Council Code of Conduct" means the Code of Conduct for Members of Council adopted by the Town to govern the conduct of members of Council, as amended from time to time, or any successor thereof;
- 1.6. "Council" means the Council of the Town of Whitby;

- 1.7. “Employee Code of Conduct” means the policy adopted by the Town to govern employee conduct, provide ethical standards and conflict of interest, as amended from time to time, or any successor thereof;
- 1.8. “Designated By-law” means a by-law with respect to parking, standing or stopping of vehicles that is designated by the Town as a by-law to which this By-law applies and, if only a part of a by-law is designated, includes only the designated part of the by-law;
- 1.9. “Hearing Decision” means a notice that contains the decision made by a Hearings Officer and delivered in accordance with Section 6 of the APS By-Law;
- 1.10. “Hearing Officer” means a Person who performs the duties of a Hearing Officer in accordance with Section 5 of the APS By-law XXX-2024, and is designated by the Commissioner of Legal and Enforcement Services;
- 1.11. “Hearing Review” means the process related to the review of a Screening Decision, as set out in section 5 of the APS By-Law XXX-2024;
- 1.12. “Penalty Notice” means a ticket issued pursuant to Section 3 of the APS By-Law;
- 1.13. “Person” includes an individual or a corporation;
- 1.14. “Power of Decision” means a power or right, conferred by or under the APS By-Law to make a decision deciding or prescribing the legal rights, powers, privileges, immunities, duties of liabilities of any Person;
- 1.15. “Reprisal” means any measure taken or threatened as a direct result of disclosing or being suspected of disclosing an allegation of wrongdoing, initiating or cooperating in an investigation into an alleged wrongdoing, and includes but is not limited to:
 - 1.15.1. Disciplinary measures;
 - 1.15.2. Demotion of the employee or individual;
 - 1.15.3. Termination of the employee or individual;
 - 1.15.4. Intimidation or harassment of the employee or individual;
 - 1.15.5. Any measure that adversely affects the employment or working conditions of the employee or individual; and
 - 1.15.6. Directing or counselling someone to commit a reprisal.
- 1.16. “Screening Decision” means a notice that contains the decision made by a Screening Officer and delivered in accordance with Section 6 of the APS By-Law;

- 1.17. "Screening Officer" means any person appointed by the Town from time to time pursuant to the APS By-Law to perform the functions of a screening officer in accordance with the APS By-Law;
- 1.18. "Screening Review" means the process related to review of a Penalty Notice as set out in Section 4 of the APS By-Law;
- 1.19. "Town" means the Corporation of the Town of Whitby.

2. Principles of Preventing Political Interference

- 2.1. No Person shall attempt, directly or indirectly, to communicate with any Town employee or other person performing duties related to the administration of the APS program for the purpose of influencing or interfering, financially, politically, or otherwise, with the administration of the APS program or with any particular Penalty Notice or Screening Decision.
- 2.2. No Person shall attempt, directly or indirectly, to communicate with a Screening Officer or Hearing Officer for the purpose of influencing or interfering with, financially, politically, or otherwise, the Screening Officer or the Hearing Officer respecting a Penalty Notice and/or respecting a Power of Decision in a proceeding that is or will be pending before a Screening Officer or Hearing Officer.
- 2.3. The only Persons who may communicate with a Screening Officer or Hearing Officer with respect to a Penalty Notice and/or a Power of Decision in a proceeding that is or will be pending before a Screening Officer or Hearing Officer are:
 - 2.3.1. A Person who is entitled to be heard in the proceeding; or
 - 2.3.2. The Person's lawyer, licensed paralegal or authorized representative.
- 2.4. No Person may communicate with a Screening Officer or Hearing Officer with respect to a Penalty Notice and/or a Power of Decision in a proceeding that is or will be pending before a Screening Officer or Hearing Officer other than during the hearing of the proceeding.
- 2.5. All individuals involved with the enforcement and administrative functions of the APS program shall carry out such duties in a manner which upholds the integrity of the administration of justice.
- 2.6. Nothing in this section shall prohibit the giving or receiving of legal advice.
- 2.7. In addition to this Policy, the APS By-Law sets out a prohibition on attempting to influence a Screening Officer or Hearing Officer and creates an offence for a contravention of the provisions of the APS By-Law. Any penalty imposed as a result of the breach of the APS By-Law is in addition to any action taken pursuant to this Policy.

3. Implementation

- 3.1. The following shall apply in addition to this Policy:
 - 3.1.1. For Town employees involved in the administration of the APS program, the Employee Code of Conduct;
 - 3.1.2. For Hearing Officers, the provisions of the APS By-Law, the APS Conflict of Interest Policy and the provisions of any agreement governing the retainer between the City and a Hearing Officer. In the event of a conflict between this Policy and the retainer between the Town and a Hearing Officer, the provisions of this Policy shall apply;
 - 3.1.3. For members of Council, the Council Code of Conduct. In the event of a conflict between the Council Code of Conduct and this Policy, in relation to the administration of the APS program, the provisions of this Policy shall apply.
- 3.2. All members of Council shall be provided with a copy of this Policy;
- 3.3. This Policy shall form part of the orientation for all members of Council at the start of a new term of Council, as well as all current and new Town employees with the potential for interaction with the administration of the APS program; and
- 3.4. This Policy shall form part of the orientation for all current and new Screening Officers and Hearing Officers.

4. Accountability

- 4.1. A Screening Officer, Hearing Officer, Town employee or any other individual performing duties related to the APS program shall report any attempt at influence or interference, financial, political, or otherwise, by any Person to the Commissioner as soon as possible. No action shall be taken against the Screening Officer, Hearing Officer, employee, or other person(s) for making such a report in good faith.
- 4.2. Where any employee, Screening Officer, Hearing Officer, or other person performing duties related to the APS program is contacted by a member of Council or a Town official with respect to the administration of the APS program or a specific Penalty Notice or Screening Decision, he or she shall immediately disclose such contact to the Commissioner in order to maintain the integrity of the APS program.
- 4.3. Any interference with or attempt to interfere with the APS program by any Person may result in charges under the Criminal Code of Canada, Provincial Statute, or any other applicable law, in addition to any disciplinary action; and

- 4.4. Any interference with the APS program or attempt to interfere with the APS program by a member of Council will be addressed pursuant to the Council Code of Conduct.

5. Reprisal

- 5.1. In addition to and without limiting Section 3.1, no Person shall take any Reprisal against a Town employee or other individual performing duties related to the administration of the APS program because the employee or individual, in good faith:
- 5.1.1. Has sought information or advice about making a disclosure about wrongdoing contrary to this Policy;
 - 5.1.2. Has made a disclosure about wrongdoing contrary to this Policy in good faith;
 - 5.1.3. Has initiated or cooperated in an investigation or other process related to a disclosure of wrongdoing contrary to this Policy;
 - 5.1.4. Has appeared as a witness, given evidence or participated in any proceeding relating to the wrongdoing contrary to this Policy, or is required to do so;
 - 5.1.5. Has alleged or reported a Reprisal; or
 - 5.1.6. Is suspected of any of the above actions.
- 5.2. The identity of employees or other individuals performing duties related to the administration of the APS program involved in an investigation, including the identity of an individual alleging political influence contrary to this Policy, will be protected to the fullest extent possible.
- 5.3. If an employee believes that he or she has suffered Reprisal, this should be reported immediately to the Commissioner.

6. Policy Violation

- 6.1. In cases of a violation of this Policy, the Town may investigate and determine appropriate corrective action.

This Policy is hereby approved by Council Resolution #_____ on this _____ day of _____, 20__.

Policy Title: Prevention of Political Interference in the Administrative Penalty System

Policy Number: To be assigned following Council approval



Town of Whitby Policy

Policy Title:	Conflict of Interest in Relation to the Administration of the Administrative Penalty System Program
Policy Number:	To be assigned following Council approval
Reference:	Legislation, other Policies, Council Resolution #, etc.
Date Approved:	Click here to enter a date.
Date Revised:	Click here to enter a date.
Approval:	Council
Point of Contact:	Legal and Enforcement Services

Policy Statement

The Corporation of the Town of Whitby (the “Town”) is committed to ensuring that Town employees, members of Boards and members of Council conduct themselves with personal integrity, honesty and diligence in the performance of their duties. This policy builds on this commitment by addressing conflicts of interest in the administration of the Town’s Administrative Penalty System (“APS”).

Purpose

Ontario Regulation 333/07 under the Municipal Act, 2001 requires the Town to develop guidelines to define what constitutes a conflict of interest in relation to the administration of the APS program, to prevent such conflicts and to redress such conflicts should they occur. The purpose of this policy is to address these matters.

This policy establishes conflict of interest guidelines in relation to the administration of the APS program. This Policy sets out the requirements relating to Screening Officers, Hearing Officers, Members of Council, Members of Boards and Town staff in order to prevent actual, potential and perceived conflicts of interest, and to set out the steps to be taken in the event that an actual, potential or perceived conflict of interest arises. This will ensure that the duties and responsibilities of the APS program are carried out in accordance with the principals of fundamental justice and to enhance the integrity of the APS program.

Scope

This Policy applies to all Screening Officers, Hearing Officers and all Town employees involved in the administration of the APS program.

The following shall apply in addition to this Policy:

- (a) For Town employees involved in the administration of the APS program, the Employee Code of Conduct shall also apply in regard to the activities of an employee in the administration of the APS program. In the event of a conflict between the provisions of this Policy and the provisions of the Employee Code of Conduct in relation to APS, this Policy shall apply.
- (b) For members of Council, this Policy should be read and interpreted within the context of applicable Provincial legislation and the Council Code of Conduct.
- (c) For Screening Officers and Hearing Officers, the provisions of any agreement governing the retainer between the Town and a Screening Office and/or a Hearing Officer and the provisions of the APS By-Law shall also apply.

This Policy shall apply in addition to all applicable law, including but not limited to the *Municipal Act*, 2001 and the *Municipal Conflict of Interest Act*. A breach of applicable law relevant to any matters set out in this Policy shall be deemed to be a breach of this Policy.

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1. Definitions

- 1.1. "APS" means Administrative Penalty System, established pursuant to the Administrative Penalty By-Law XXX-24;
- 1.2. "APS By-Law" means the Administrative Penalty By-Law XXX-24, passed by the Town, as amended from time to time, or any successor thereof;
- 1.3. "Clerk" means the Town Clerk, or their designate;
- 1.4. "Commissioner" means the Commissioner of Legal and Enforcement Services/Town Solicitor or their designate;
- 1.5. "Council" means the Council of the Town of Whitby;
- 1.6. "Employee Code of Conduct" means the policy adopted by the Town to govern employee conduct, provide ethical standards and conflict of interest, as amended from time to time, or any successor thereof;

- 1.7. "Hearing Officer" means any person appointed by the Town from time to time pursuant to the APS By-Law, to perform the functions of a hearing officer in accordance with the APS By-Law;
- 1.8. "Hearing Review" means the process related to the review of a Screening Decision, as set out in section 5 of the APS By-Law;
- 1.9. "Parent" means a person who has demonstrated a settled intention to treat a child as a member of his or her family, whether or not that person is the natural parent of the child;
- 1.10. "Penalty Notice" means a ticket issued pursuant to Section 3 of the APS By-Law;
- 1.11. "Person" includes an individual or a corporation;
- 1.12. "Power of Decision" means a power or right, conferred by or under the APS By-Law to make a decision deciding or prescribing the legal rights, powers, privileges, immunities, duties or liabilities of any Person;
- 1.13. "Relative" includes any of the following persons:
 - 1.13.1. Spouse, common-law partner, or any person with whom the Person is living as a spouse outside of marriage;
 - 1.13.2. Parent or legal guardian;
 - 1.13.3. Child, including a step-child and grandchild;
 - 1.13.4. Siblings and children of siblings;
 - 1.13.5. Aunt, uncle and any children of an aunt or an uncle;
 - 1.13.6. In-laws, including mother, father, sister, brother, daughter and son; or
 - 1.13.7. Any person who lives with the person on a permanent basis.
- 1.14. "Screening Decision" means a notice that contains the decision made by a Screening Officer and delivered in accordance with Section 8 of the APS By-Law;
- 1.15. "Screening Officer" means any person appointed by the Town from time to time pursuant to the APS By-Law to perform the functions of a screening officer in accordance with the APS By-Law;
- 1.16. "Screening Review" means the process related to review of a Penalty Notice as set out in Section 4 of the APS By-Law;
- 1.17. "SPPA" means the *Statutory Powers Procedure Act*, R.S.O. 1990, c. S. 22, as amended from time to time, or any successor thereof; and

1.18. "Town" means the Corporation of the Town of Whitby.

2. Policy

- 2.1. The APS By-Law establishes the rules regarding the appointment of Screening Officers and Hearing Officers.
- 2.2. The following persons are not eligible for appointment as a Screening Officer or Hearing Officer:
 - 2.2.1. A member of Council;
 - 2.2.2. A Relative of a member of Council;
 - 2.2.3. In the case of a Hearing Officer, an employee of the Town; or
 - 2.2.4. A Person indebted to the Town other than:
 - 2.2.4.1 In respect of current real property taxes; or
 - 2.2.4.2 Pursuant to an agreement with the Town, where the person is in compliance with the terms thereof.
- 2.3. A Screening Officer or Hearing Officer shall have no authority to delegate his or her powers or duties.
- 2.4. A conflict of interest arises where a Screening Officer, Hearing Officer or Town employee involved in the administration of the APS, or any Relative of same has a direct or indirect personal, business or financial interest:
 - 2.4.1. Such that they could influence a decision made in relation to the APS;
 - 2.4.2. That may effect the performance of their job duties in relation to the APS;
 - 2.4.3. That conflicts, might conflict, or may be perceived to conflict with the interests of the proper administration of the APS; or
 - 2.4.4. That may adversely affect the reputation of the Town as a public authority in relation to the APS.
- 2.5. A conflict of interest includes a pecuniary or non-pecuniary interest, actual, perceived or potential conflict, that could arise in relation to personal, business or financial matters, including but not limited to:
 - 2.5.1. Directorships or employment.
 - 2.5.2. Interest in business enterprises or professional practices.
 - 2.5.3. Share ownership or beneficial interests in trusts.

Policy Title: Conflict of Interest in Relation to the Administration of the Administrative Penalty System Program

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- 2.5.4. Professional or personal associations with a Person.
- 2.5.5. Professional associations or relationships with other organizations.
- 2.5.6. Personal associations with other groups or organizations; or
- 2.5.7. Family relationships, including Relatives.
- 2.6. Screening Officers are employees of the Town and therefore must abide by the Town's Employee Code of Conduct. Screening Officers must be and appear to be impartial at all times. Screening Officers shall not review a Penalty Notice for a personal or business acquaintance or Relative.
- 2.7. Hearing Officers have an obligation to conduct Hearing Reviews in a fair and impartial manner. Hearing Officers are bound by the SPPA as well as the principals of procedural fairness and natural justice. Hearing Officers must be and appear to be impartial at all times. A Hearing Officer shall not review a Screening Decision for a personal or business acquaintance or Relative. Hearing Officers must abide by the terms of any agreement governing the retainer between the Hearing Officer and the Town and the APS By-Law.
- 2.8. Screening Officers and Hearing Officers shall disclose any obligation, commitment, relationship or interest that could conflict or be perceived to conflict with their duties to or interests in the administration of the APS.
- 2.9. Screening Officers and Hearing Officers are prohibited from representing and Person at a Screening Review or a Hearing Review.

3. Conduct of Screening Officers and Hearing Officers

- 3.1. All Screening Officers and Hearing Officers shall conduct themselves in the following manner:
 - 3.1.1. With independence:
 - 3.1.1.1 Must be and appear to be independent, impartial and unbiased.
 - 3.1.1.2 Must avoid all conflicts of interest, whether real or perceived and must promptly take appropriate steps to disclose, resolve or obtain advice with respect to such conflicts when they arise.
 - 3.1.1.3 Must not be influenced by partisan interests, public opinion or by fear of criticism.
 - 3.1.1.4 Must not use their title and position to promote their own interests or the interests of others.

- 3.1.1.5 Shall discharge their duties in accordance with all applicable laws, including but not limited to legislation, regulations, Town By-Laws, and Town policies.
 - 3.1.1.6 Shall not accept, arrange to accept, give or request to be given a reward, gift, advantage or benefit of any kind from any person or entity that influences or could be perceived to influence the performance of the Screening Officer or Hearing Officer's duties.
- 3.1.2. With knowledge:
 - 3.1.2.1 Shall maintain their competence through their work by participating in training and education courses and by seeking guidance from their colleagues and the Town as required.
 - 3.1.2.2 Shall remain up to date in the law, Town By-Laws, policies and procedures relevant to their role as a Screening Officer or a Hearing Officer.
- 3.1.3. Shall conduct themselves at all times in a manner that promotes public confidence in the integrity and impartiality of the APS program;
- 3.1.4. Shall approach their duties in a calm and courteous manner when dealing with the public and others and shall present and conduct themselves in a manner consistent with the dignity of the APS program and their appointment;
- 3.1.5. Shall convey their decisions and the reasons for their decisions in plain language and in a manner that is easily accessible and understandable for the general public;
- 3.1.6. Shall not directly or indirectly use or disclose any confidential information obtained by them during the course of their duties to another person or entity unless required by law;
- 3.1.7. Shall treat those with whom they deal when discharging their duties in a respectful and tolerant manner regardless of the gender, sexual orientation, gender identity, gender expression, race, religion, culture, language, mental or physical abilities of those persons.
- 3.1.8. Shall refrain from openly and publicly criticizing the administration of the APS program or the conduct of others. Only the Commissioner is permitted to speak publicly on behalf of the Town's APS program. Any criticisms, suggestions or concerns regarding the APS program and a Screening Officer or Hearing Officer has shall be communicated to the Commissioner.

- 3.1.9. Shall conduct Screening Reviews and Hearing Reviews in a timely manner and render their decisions within ninety (90) days of the Screening Review or Hearing Review as applicable.
- 3.1.10. Shall not exercise a power or function for which they have not been designated or which is outside of the scope of their role. In the event that any clarification as to the scope of their role is required, a Screening Officer or Hearing Officer shall seek guidance from the Commissioner.

4. Preventing Conflicts of Interest

- 4.1. Disclosure of any real, potential, or perceived conflict of interest and the withdrawal from making a decision where a real, potential or perceived conflict of interest exists are of vital importance to preventing conflicts of interest and maintain the integrity of the APS program.
- 4.2. If a Screening Officer or Hearing Officer becomes aware of any real, potential, or perceived conflict of interest in regard to a review of an administrative penalty or Screening Decision as applicable, the Screening Officer or Hearing Officer shall notify the Commissioner of the conflict of interest and:
 - 4.2.1. In the case of a Screening Review or Hearing Review which has been scheduled but not yet commenced, request that another Screening Officer or Hearing Officer conduct the Screening Review or Hearing Review as applicable.
 - 4.2.2. In the case of a Screening Review or Hearing Review which has commenced, adjourn the Screening Review or Hearing Review, withdraw from the decision and advise the Commissioner. The Town will re-assign the Screening Review or Hearing Review to a new Screening Officer or Hearing Officer. The Screening Review or Hearing Review will be rescheduled with the new Screening Officer or Hearing Officer. The rescheduled Screening Review or Hearing Review shall proceed as though it were the first Screening Review or Hearing Review.
- 4.3. If all appointed Screening Officers or Hearing Officers have a conflict of interest on a particular matter, the Commissioner shall retain another Screening Officer or Hearing Officer to conduct the review of the matter which is the subject of the conflict of interest.
- 4.4. Screening Officers and Hearing Officers are not permitted to dispute their own Penalty Notices. It is expected that any administrative penalty for an infraction committed by a Screening Officer or Hearing Officer be paid in a timely manner.

5. Addressing Conflicts if they Occur

Policy Title: Conflict of Interest in Relation to the Administration of the Administrative Penalty System Program

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- 5.1. Any breaches of this Policy by an employee involved in the administration of the APS program will be addressed by the Employee Code of Conduct.
- 5.2. If a Person suspects that a Screening Officer or Hearing Officer conducted a Screening Review or Hearing Review where a conflict of interest existed, the Person may make a complaint in accordance with the APS Public Complaint Policy.
- 5.3. Notwithstanding Section 2.9 of the APS Public Complaint Policy, if a complaint is received and it is determined that the Screening Officer or Hearing Officer made a decision in a review of a Penalty Notice or a review of a Screening Decision and that there was a conflict of interest, the decision will be set aside and the Screening Review or Hearing Review will be scheduled with another Screening Officer or Hearing Officer as applicable.
- 5.4. If it is determined that a Screening Officer or Hearing Officer made a decision in a review of a Penalty Notice or the review of a Screening Decision and that there was a conflict of interest, in addition to Article 5.2 above, the Screening Officer or Hearing Officer may be subject to discipline up to and including the revocation of their appointment.

6. Influence

- 6.1. No person shall communicate, or attempt to communicate, directly or indirectly for the purpose of influencing or interfering with employees or other persons performing duties related to the administration of the APS program.
- 6.2. No person shall communicate, or attempt to communicate, directly or indirectly for the purpose of influencing or interfering with a Screening Officer or Hearing Officer with respect to the determination of an administrative penalty and/or respecting a delegated power of decision in a proceeding that is or will be pending before the Screening Officer or Hearing Officer, except a Person who is entitled to be heard in a Screening Review or Hearing Review or the Person's lawyer, authorized agent or authorized representative.
- 6.3. If a Person attempts to influence a Screening Officer or Hearing Officer contrary to Article 6.2 above, the Screening Officer or Hearing Officer shall report the incident to the Commissioner as soon as possible. No action will be taken against the Screening Officer or Hearing Officer for making such a report in good faith.

7. Charges Under the Criminal Code of Canada or Other Statutes or Regulations

- 7.1. In the event that a Screening Officer or Hearing Officer is charged with any offence under the Criminal Code of Canada, or other Federal or Provincial Statutes or Regulations, the Screening Officer or Hearing Officer shall promptly disclose the charge to the Commissioner.

- 7.2. The Commissioner will make a determination as to whether or not an actual, potential or perceived conflict of interest exists as a result of the charge, or if public confidence in the administration of the APS program has been compromised as a result of the charge. Where the Commissioner determines that there is an actual, potential or perceived conflict of interest as a result of the charge, or that the public confidence in the administration of the APS program is compromised as a result of the charge, the Screening Officer or the Hearing Officer may be removed from their duties until the final disposition of the charge.

8. Implementation

- 8.1. This Policy shall be provided to all staff involved in the administration of the APS program, as well as all Screening Officers and Hearing Officers. This Policy shall form part of the orientation for all new staff involved with the administration of the APS program and all new Screening Officers and Hearing Officers.

9. Accountability

- 9.1. All Screening Officers, Hearing Officers and Town employees involved in the administration of the APS program are responsible for adherence to this Policy. Accountability for interpretation of this Policy in relation to a real, potential or perceived conflict of interest shall be determined by the Commissioner.

This Policy is hereby approved by Council Resolution #_____ on this _____ day of _____, 20__.

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar



Report Title: Conveyance of a Portion of Old Lake Ridge Road from the Regional Municipality of Durham and Boundary Road Agreement between Town of Whitby and Town of Ajax

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: LS 02-24

Department(s) Responsible:

Legal and Enforcement Services

Submitted by:

Francesco Santaguida, Commissioner of Legal and Enforcement Services/Town Solicitor

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

For additional information, contact:

Brent Harasym, Associate Solicitor,
905.444.2818

Laura Scott, Real Estate Law Clerk,
905.444.2843

1. Recommendation:

1. That Part of Lot 1, Concession 1 (Geographic Township of Pickering) and Part of Road Allowance between Township of Whitby and Township of Pickering, designated as Part 4 on Plan 40R-30216, being a portion of PIN 26494-0728 (LT) ("Property #1"), and Part of Lot 1, Concession 1 (Geographic Township of Pickering) and Part of Road Allowance between Township of Whitby and Township of Pickering, designated as Part 3 on Plan 40R-29191, SAVE and EXCEPT Parts 3 and 4 on Plan 40R-30216, being all of PIN 26494-0745 (LT) ("Property #2"), (collectively, the "Properties" or "Old Lake Ridge Road") be acquired from The Regional Municipality of Durham subject to the conditions set forth in Legal Services Report LS 02-24;
2. That Council direct staff to negotiate and enter into a Boundary Road Agreement with The Corporation of the Town of Ajax to the satisfaction

of the Commissioner of Legal Services and Enforcement/Town Solicitor, or designate, to outline the future rights and obligations relating to Old Lake Ridge Road (the “Boundary Road Agreement”);

3. That the requirement to obtain an appraisal and give public notice in accordance with Town of Whitby Policy F-190 regarding the Acquisition, Sale or other Disposition of Land Policy be waived for the acquisition of the Properties;
4. That the Clerk be authorized to bring forward a by-law authorizing the acquisition of the Properties; and,
5. That the Mayor and Clerk be authorized to undertake all necessary actions and execute an Offer to Sell with the Regional Municipality of Durham, a Boundary Road Agreement with The Corporation of the Town of Ajax, and any other documents to give effect thereto.

2. Highlights:

- The Regional Municipality of Durham (the “**Region**”) has approached the Town of Whitby (“**Whitby**”) with a request that Whitby acquire ownership of Property #1 (as shown in Attachment 1 outlined in green) and Property #2 (as shown in Attachment 1 outlined in pink) for nominal consideration from the Region. Both Property #1 and Property #2 form what is now known as Old Lake Ridge Road and both parcels are to be removed from the Region’s Regional Road By-Law.
- Whitby staff recommend the acquisition of the Properties from the Region for nominal consideration.
- As Old Lake Ridge Road forms part of the boundary road between Whitby and the Town of Ajax (hereinafter “**Ajax**”), Whitby and Ajax have agreed, in principle, to enter into a Boundary Road Agreement to outline each parties’ future rights and obligations relating to Old Lake Ridge Road.
- Whitby staff recommend finalizing and executing the Boundary Road Agreement with Ajax.

3. Background:

Old Lake Ridge Road as a Boundary Road between Whitby and Ajax

The section of Lake Ridge Road between Highway 401 and Kingston Road/ Dundas Street was realigned to facilitate the new Highway 401 bridge and interchange. As a result of the realignment, a section of Lake Ridge Road, namely Old Lake Ridge Road, is no longer an arterial road. Old Lake Ridge Road runs from Almond Avenue to the south to Cresser Avenue to the north and serves as a local municipal access road for residents who reside in the adjacent Almond Village neighbourhood, which is located in Whitby.

The Properties were transferred to the Ministry of Transportation (the “**MTO**”) as part of the Highway 407 Phase 1 project. As this project is now complete, the Properties are to be transferred to the Town.

The *Public Transportation and Highway Improvement Act* only allows the transfer of a road to the municipality in which it is located. As Old Lake Ridge Road is part of the boundary road between Whitby and Ajax, the MTO is unable to transfer the Properties directly to Whitby and Ajax. It was agreed that the MTO would transfer the Properties to the Region, and the Region would subsequently transfer the Properties to Whitby and Ajax.

Ajax does not have a desire to own Old Lake Ridge Road as it is a local access road for a neighbourhood located in Whitby. Whitby and Ajax have agreed to enter into a Boundary Road Agreement, wherein Whitby will assume all responsibilities for maintenance of the Road as well as all liabilities in connection with the Road, save and except for any liabilities which are the direct result of Ajax’s negligence.

4. Discussion:

Old Lake Ridge Road serves as the access road to the Almond Avenue neighbourhood which abuts the road to the east and is entirely located in Whitby. To the west of Old Lake Ridge Road are parcels of vacant land that separate it from Lake Ridge Road. There are 10 residential properties that front onto Old Lake Ridge Road, all of which are geographically located in Whitby.

As the function of Old Lake Ridge Road is to serve the Whitby residents of the Almond Avenue neighbourhood, it is recommended that the Properties be acquired from the Region and the Boundary Road Agreement be entered into with Ajax. This will ensure that Whitby has ownership and retains full control over the maintenance and repair of the road in future.

Transfer of Old Lake Ridge Road from the Region to Whitby

The Region has declared the Properties to be surplus and will be removing the parcels from the Region’s Regional Road By-Law.

The Region has provided an offer to sell the Properties to Whitby for the nominal sum of \$2.00. It is anticipated that the transfer of the Properties will be completed within 45 days of both Whitby and the Region executing an agreement of purchase and sale.

As per discussions with the Region, the Region agreed to resurface the Properties, at its expense, prior to the transfer to Whitby. Resurfacing of the Properties has been completed to the satisfaction of Whitby staff.

Boundary Road Agreement between Whitby and Ajax

Whitby and Ajax have agreed to enter into a Boundary Road Agreement (see Attachment 2) with respect to the future maintenance of Old Lake Ridge Road. The key terms of the Boundary Road Agreement are as follows:

- Ajax can only perform work or repairs on Old Lake Ridge Road with the prior consent of Whitby;

- Whitby will assume control of and be solely responsible for maintaining Old Lake Ridge Road. Whitby will be responsible for work or repairs on Old Lakeridge Road and may undertake routine work or other major installations on Old Lakeridge Road without notice to, or the consent of, Ajax; and
- the initial term of the Boundary Road Agreement will be 25 years, with two options to renew for additional 25-year terms. Any extension will be on the same terms and conditions as originally agreed to, unless mutually agreed in writing by both Whitby and Ajax.

5. Financial Considerations:

The acquisition of the Properties from the Region is for nominal consideration. The Region will be preparing the documents required to complete the transaction with each party being responsible for its own fees and disbursements, which are expected to be minimal.

Relating to the Boundary Road Agreement, both Whitby and Ajax will be responsible for its own fees and disbursements, which are expected to be minimal.

Old Lake Ridge Road was recently resurfaced by the Region at no cost to Whitby. Other infrastructure such as streetlights have already been installed as part of the Almond Avenue neighbourhood construction. Whitby will be responsible for the ongoing maintenance of Old Lake Ridge Road once the Boundary Road Agreement is in effect.

6. Communication and Public Engagement:

In accordance with Town Policy F-190 regarding the Acquisition, Sale, or Other Disposition of Land Policy, at least one independent appraisal completed by an accredited appraiser is to be obtained in order to determine the fair market value of the land. As the Properties are a Highway as defined by Town Policy F-190 regarding the Acquisition, Sale or Other Disposition of Land Policy, staff recommend that the appraisal requirement be waived.

7. Input from Departments/Sources:

Financial Services has reviewed this report, and Legal Services has consulted Operational Services in relation to the maintenance of Old Lake Ridge Road.

Legal Services has reviewed this report and provided advice regarding the completion of this matter and will be facilitating the negotiation and completion of this transaction if approved by Council.

8. Strategic Priorities:

The acquisition of the Properties creates goodwill with the Region and advances Pillar 4 of Whitby's Community Strategic Plan, Whitby's Government – Accountable and Responsive. Entering into the Boundary Road Agreement with Ajax and ensuring the ongoing maintenance of Old Lake Ridge Road by the Town is consistent with the strategic priority to design service delivery around customer needs.

9. Attachments:

Attachment 1 – Location Map of Old Lake Ridge Road

Attachment 2 – Boundary Road Agreement

Attachment 3 – Land Acquisition By-Law XXXX-24

THIS AGREEMENT made this ____ day of _____ 2024

BETWEEN:

THE CORPORATION OF THE TOWN OF AJAX

(**"Ajax"**)

and

THE CORPORATION OF THE TOWN OF WHITBY

(**"Whitby"**)

WHEREAS Ajax and Whitby (the **"Parties"**) are neighbouring municipalities sharing a common boundary;

AND WHEREAS part of the common boundary is located along a road known as "Old Lake Ridge Road", which is more or less shown in thick black outline on Plan 40R-30216 attached hereto as **Schedule "A"** to this Agreement, and which lands are legally described as:

FIRSTLY: PART OF LOT 1, CONCESSION 1 PICKERING, AND PART OF ROAD ALLOWANCE BETWEEN TOWNSHIP OF WHITBY AND TOWNSHIP OF PICKERING, DESIGNATED AS PART 4, PLAN 40R-30216; TOWN OF AJAX/WHITBY (being part of PIN 26494-0728 (LT)); and

SECONDLY: PART LOT 1 CONCESSION 1 PICKERING & PART ROAD ALLOWANCE BETWEEN PICKERING & WHITBY PART 3 40R-29191 EXCEPT PARTS 3 & 4 40R-30216; TOWN OF AJAX (being all of PIN 26494-0745(LT))

and as more or less depicted on the sketch attached hereto as **Schedule "B"** (collectively the **"Road"**);

AND WHEREAS, pursuant to Order in Council 410/2019 approved and ordered on March 21, 2019, the Ministry of Transportation transferred jurisdiction and control of the Road to the Regional Municipality of Durham (the **"Region"**);

AND WHEREAS, pursuant to subsection 52(4) of the *Municipal Act, 2001* (the **"Act"**), the Region intends to remove the Road from its highway system;

AND WHEREAS, pursuant to subsections 29(1) and 52(6) of the Act, upon the Region removing the Road from its highway system (the **"Removal Date"**), Ajax and Whitby will have joint jurisdiction over the Road as the Road is located on the boundary line between the two municipalities;

AND WHEREAS, the Region declared the Road as surplus land on February 1, 2023 for the purposes of transferring the Road to Whitby;

AND WHEREAS, the Region presented an Offer to Sell the Road to Whitby on or about February 3, 2023;

AND WHEREAS Section 29.1 of the *Municipal Act, 2001*, SO 2001, c.25 permits municipalities that share a boundary road to enter into an agreement for the responsibility, maintenance, and jurisdiction of the roadway;

AND WHEREAS Section 29.1 of the *Municipal Act, 2001*, SO 2001, c. 25 permits an agreement for the responsibility, maintenance, and jurisdiction of the roadway to be registered in the land registry office for the area in which the roadway is located;

AND WHEREAS Ajax and Whitby desire to enter into this Agreement setting forth their respective rights and obligations with respect to the maintenance and repair of the Road;

AND WHEREAS Ajax passed By-Law XXXX-23 on (DATE) authorizing Ajax to enter into this Agreement;

AND WHEREAS Whitby passed By-Law XXXX-23 on (DATE) authorizing Whitby to enter into this Agreement;

AND WHEREAS these recitals form part of this Agreement, are accurate, and may be relied on in interpreting this Agreement;

NOW THEREFORE, in consideration of the mutual promises contained herein, the parties agree as follows:

1. This Agreement will only be in effect on the occurrence of all of the following:
 - a. upon Whitby and Ajax both passing a By-law and/or receiving Council approval authorizing it to enter into this Agreement;
 - b. the execution of this Agreement by all parties;
 - c. the transfer of the Road from the Region to Whitby; and
 - d. the registration of this Agreement on title to the Road.
2. Whitby will be responsible for registering this Agreement on title to the Road in the Land Registry Office for Durham (No. 40) immediately following the registration of the transfer of the Road from Durham to Whitby. In the event that this Agreement expires or is terminated, Whitby shall be responsible for deleting same from title. Ajax irrevocably nominates, constitutes and appoints Whitby as its agent and attorney in fact and in law to cause the registration and/or removal of this Agreement from title to the Road.

3. As of the Effective Date, Whitby will assume control of and be solely responsible for maintaining, at its sole expense, the Road. For greater certainty, this means that, among other things:
 - a. Ajax may only perform work or repairs on the Road if it has Whitby's prior consent to do so;
 - b. Whitby may undertake any work or repairs on the Road at its sole discretion and without Ajax's consent;
 - c. Whitby may undertake such routine work as catch basin cleaning, drainage maintenance, sweeping and flushing, asphalt patching, debris and litter pickup, grass cutting, snow plowing, sanding, salting, snow fencing and other normal maintenance and repair operations for the Road at its expense and without notice to Ajax; and
 - d. Whitby may undertake and authorize any sidewalk installations or street lighting improvements, such as the installation of new facilities or the changing of the type of lighting system, or any other public utilities infrastructure work, on the Road without notice to or consent from Ajax.
4. At Whitby's request, Ajax will, at its own expense, cooperate, take such steps, and provide such assistance or enforcement efforts within the legal boundary of Ajax as may be reasonably required to help maintain the Road.
5. This Agreement shall commence on the Effective Date and continue for a twenty-five (25) year term (the "**Term**"), unless terminated earlier by either Party in accordance with this Agreement. The Parties have the option to extend this Agreement for two further terms of twenty-five (25) years each, upon mutual written consent of at least ninety (90) days prior to the expiry of the Term (the "**Extension Terms**"). The Extension Terms shall be on the same terms and conditions contained herein save and except that there shall be no further right of extension, unless mutually agreed to, in writing, by the parties.
6. Whitby will defend, indemnify and save harmless Ajax from any loss or damage arising from or in any way related to its obligations pursuant to this Agreement, provided such loss or damage is not caused by the negligent acts or omissions of Ajax, or failure of Ajax to fulfill its obligations in this Agreement.
7. Each Party shall continuously maintain throughout the Term of this Agreement and pay for Commercial General Liability insurance including personal injury, broad form contractual liability, owners and contractors protective, completed operations, and non-owned automotive liability in an amount of not less than five million dollars (\$5,000,000.00) applying to all contracts for claims arising out of one occurrence naming the other Party as an additional insured. Each Party shall provide a certificate of insurance to the other Party evidencing the insurance coverage set out in this clause 7.

8. This Agreement may be terminated prior to the end of the Term or Extension Term as follows:
- a. by mutual written consent of both Parties; or
 - b. upon the Region or the Province of Ontario taking ownership of or assuming jurisdiction or control over the Road, or if Whitby and/or Ajax should otherwise lose joint jurisdiction of the Road for any reason.
9. Any notice under this Agreement to any parties is sufficiently given if delivered personally or if sent by ordinary prepaid mail or prepaid courier or electronic facsimile machine (including e-mail) addressed to such parties at the following respective addresses:

For Ajax:

The Corporation of the Town of Ajax
65 Harwood Avenue South
Attention:
Telephone:
Email:

For Whitby:

The Corporation of the Town of Whitby
575 Rossland Road East, Whitby, ON L1N 2M8
Attention: Town Clerk and Town Solicitor
Telephone: 905-430-4315 and 905-430-4342
Email: clerk@whitby.ca and legal@whitby.ca

or at such other addresses as the parties may designate from time to time. Any such notice shall be conclusively deemed to have been given and received upon the same day if personally delivered or sent by facsimile or email, or, if mailed, three (3) business days after the same is mailed. Any party may, at any time by notice given in writing to the other party, change the address for service of notice on it.

10. The rights, obligations and liabilities of each Party shall ensure to the benefit of and be binding upon the Parties and their respective successors and approved assigns.
11. The Agreement contains the entire agreement between the Parties. There is no covenant, promise, agreement, condition precedent or subsequent, warranty, representation or understanding, whether written or oral, other than as set forth in this Agreement.
12. No amendment of this Agreement shall be valid and binding unless such amendment is executed in writing by the Parties.

13. This Agreement shall be governed by the laws of the Province of Ontario and the federal laws of Canada which are applicable therein.
14. If any article, section, subsection, paragraph, clause or subclause, or any of the words or terms contained in this Agreement shall be held to be wholly or partially invalid by a court of competent jurisdiction, the Parties agree that the remainder of this Agreement shall not be affected by such ruling and shall remain in full force and effect.
15. This Agreement may be executed in two or more counterparts, each of which together shall be deemed an original, but all of which together shall constitute one and the same instrument. If the signature is delivered by fax transmission or by email delivery of a scanned data file (Adobe PDF or otherwise), such signature shall create a valid and binding obligation on the party executing the Agreement with the same force and effect as if the fax or scanned data file (Adobe PDF or otherwise) were an original thereof.

The Corporation of the Town of Ajax hereby executes this Agreement on the ____ day of _____, 2023.

The Corporation of the Town of Ajax

Per:

Name:

Title

Name:

Title

I/We have authority to bind the Corporation

The Corporation of the Town of Whitby hereby executes this Agreement on the ____ day of _____, 2023.

The Corporation of the Town of Whitby

Per:

Name:

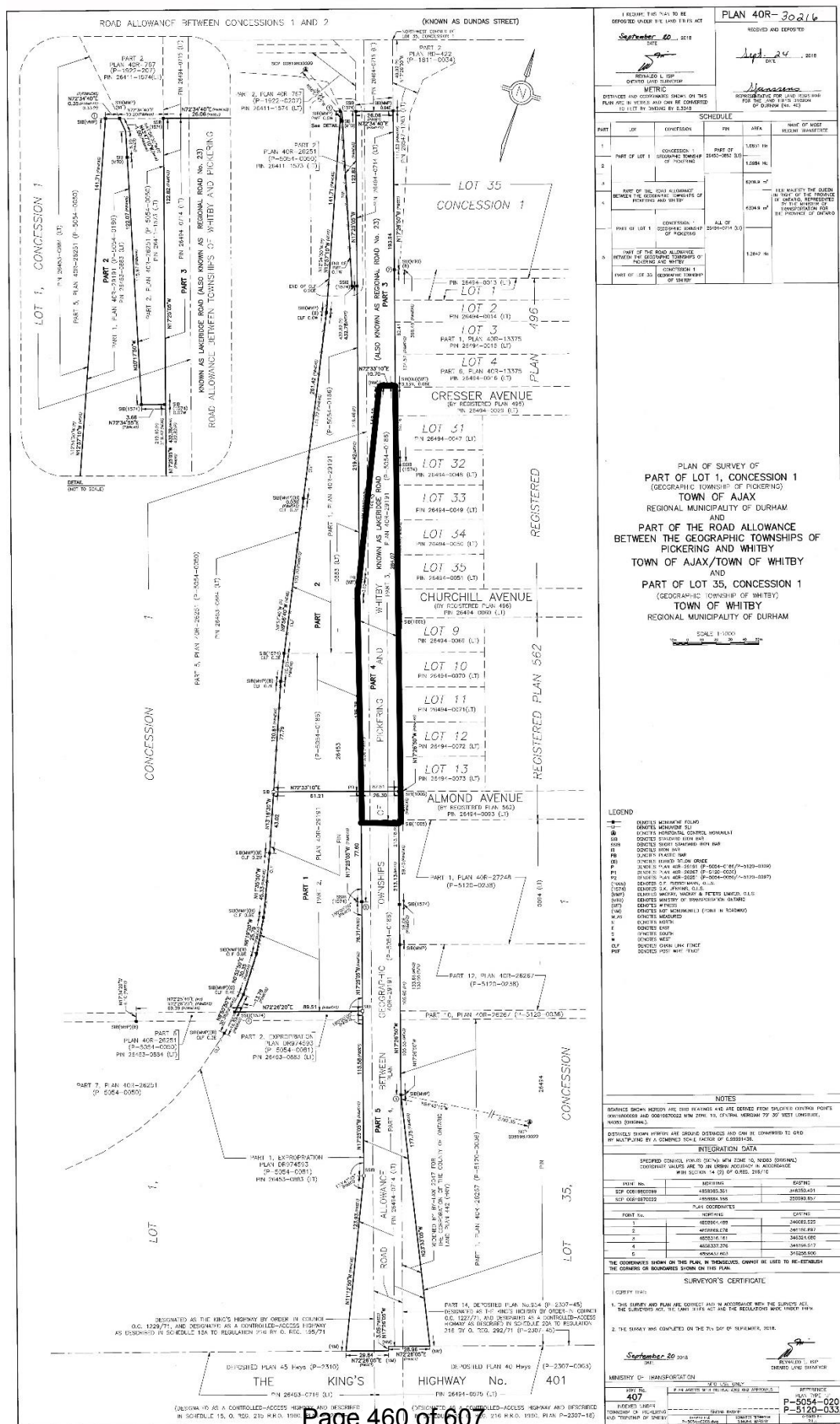
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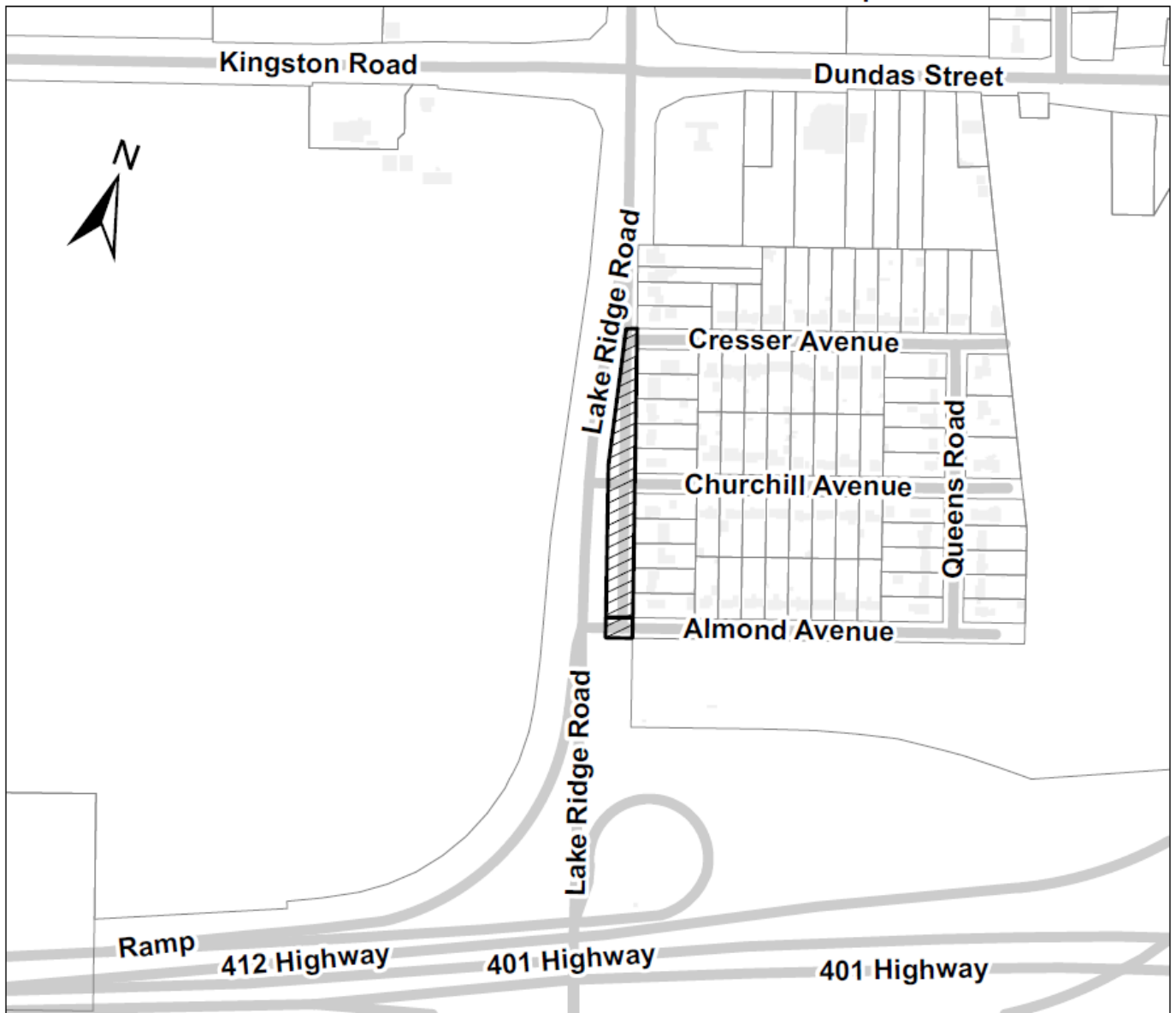
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I/We have authority to bind the Corporation

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SCHEDULE "B" - SKETCH





Town of Whitby

By-law # XXXX-24

By-Law to Authorize the Acquisition of Lands from The Regional Municipality of Durham

Being a By-law to authorize the acquisition and acquire ownership of lands described as firstly: Part of Lot 1, Concession 1 (Geographic Township of Pickering) and Part of Road Allowance between Township of Whitby and Township of Pickering, designated as Part 4 on Plan 40R-30216, being a portion of PIN 26494-0728 (LT), and secondly: Part of Lot 1, Concession 1 (Geographic Township of Pickering) and Part of Road Allowance between Township of Whitby and Township of Pickering, designated as Part 3 on Plan 40R-29191, SAVE and EXCEPT Parts 3 and 4 on Plan 40R-30216, being all of PIN 26494-0745 (LT), (collectively, the "Lands") from The Regional Municipality of Durham

Whereas section 9 of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, grants municipalities the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act.

And whereas the Council of the Corporation of the Town of Whitby has authorized the acquisition of the Lands from The Regional Municipality of Durham in accordance with Legal Services Report LS 02-24.

Now therefore, the Council of The Corporation of the Town of Whitby hereby enacts as follows:

1. General

- 1.1. That the Corporation of the Town of Whitby hereby acquire ownership of the following lands:
 - a) Part of Lot 1, Concession 1 (Geographic Township of Pickering) and Part of Road Allowance between Township of Whitby and Township of Pickering, designated as Part 4 on Plan 40R-30216, being a portion of PIN 26494-0728 (LT); and
 - b) Part of Lot 1, Concession 1 (Geographic Township of Pickering) and Part of Road Allowance between Township of Whitby and Township of Pickering, designated as Part 3 on Plan 40R-29191, SAVE and EXCEPT Parts 3 and 4 on Plan 40R-30216, being all of PIN 26494-0745 (LT).
- 1.2. That the Mayor and Clerk are hereby authorized to execute all documents to effect the conveyance of the Lands.

By-law read and passed this 18th day of March, 2024.

Elizabeth Roy, Mayor

Christopher Harris, Town Clerk

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar



Report Title: *R. v. City of Greater Sudbury* – Staff Comments concerning Recent Supreme Court of Canada Decision

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: LS 05-24

Department(s) Responsible:

Legal and Enforcement Services
Financial Services Department

Submitted by:

Francesco Santaguida, Commissioner of
Legal and Enforcement Services/Town
Solicitor

Fuwing Wong, Commissioner of
Financial Services and Treasurer

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

For additional information, contact:

Fuwing Wong, Commissioner of
Financial Services and Treasurer

Brent Harasym, Associate Solicitor

Derrick Stein, Senior Health, and Safety
Specialist

1. Recommendation:

1. That Report LS 05-24 be received for information.

2. Highlights:

- The Supreme Court of Canada (the “**Supreme Court**”) recently released a decision related to a question as to whether an “Owner” under the *Occupational*

Health and Safety Act (the “**OHSA**”) would also be considered an “employer” under the OHSA.

- The Court found that the City of Greater Sudbury (“**Sudbury**”) was liable as an “employer” for a workplace fatality involving a constructor on a construction contract.
- The Supreme Court’s decision has broad and far-reaching consequences for municipalities.
- While the effects are still being determined at this time, the Supreme Court’s decision will
 - Require the Town to change its procurement practices;
 - Require the Town to change its construction management practices for infrastructure projects; and
 - Increase the costs associated with new projects for the Town going forward.

3. Background:

The Supreme Court has interpreted the meaning of an “employer” under the OHSA to include entities like the Town

On November 10, 2023, the Supreme Court released its decision in *R. v. Greater Sudbury (City)* (the “Decision”). The full text of the Decision can be found at <https://decisions.scc-csc.ca/scc-csc/scc-csc/en/item/20150/index.do>. In a split decision, the Supreme Court found that by employing inspectors that and conducted quality assurance tasks on the job site, Sudbury was considered an “employer” under the OHSA.

This is a departure from the previous interpretation of the OHSA where an owner would retain a “constructor” who would then be responsible for the overall safety of the project. Owners will now share that responsibility as employers and can no longer pass along responsibility to a constructor.

Facts leading to the Decision: Sudbury hired a contractor to undertake a watermain repair, during which there was a fatality

Sudbury had hired and entered into a contract with Interpaving Limited (“Interpaving”) as the constructor to repair a watermain in its downtown. Interpaving assumed control of the site as the constructor in accordance with the OHSA. In September 2015, a pedestrian was crossing the street and was struck and killed by a grader which was operated by an employee of Interpaving. The Ministry of Labour investigated and charged Sudbury as an employer and constructor for failing to ensure that certain safety requirements under the OHSA were met. Interpaving was also charged under the OHSA, plead guilty and was sentenced.

Sudbury was initially acquitted at trial. The Ministry of Labour appealed the trial decision to determine whether Sudbury could be considered an “employer” for the purpose of the OHSA, and whether it could be liable as an employer. The case made its way to the Ontario Court of Appeal (the “**Court of Appeal**”), which determined that Sudbury could

be considered an employer under the OHSA, as it had hired inspectors who had attended the Interpaving workplace. Sudbury appealed the Court of Appeal's decision to the Supreme Court. Durham Region, as well as the other Greater Toronto Regional Municipalities, were granted intervenor status at the Supreme Court and provided the Supreme Court with the impacts that the Decision could have on municipalities.

The Supreme Court confirmed that the municipality could be liable as an employer under the OHSA

The Supreme Court dismissed Sudbury's appeal, confirming the decision of the Court of Appeal. The Supreme Court agreed with the Court of Appeal that Sudbury was an "employer" by virtue of hiring inspectors. The Supreme Court found that control over the workplace did not need to be considered for the purpose of determining whether Sudbury was an employer. Four of the Justices also found that Sudbury met the definition of "employer" since they had retained a constructor for the project. Effectively, they found that Sudbury was the employer of Interpaving and therefore assumed the responsibilities of an employer under the OHSA.

For liability as an employer to be avoided under the OHSA, an employer may show that it had exercised appropriate due diligence in their health and safety practices. The lower Courts and the Supreme Court did not specifically determine whether Sudbury had exercised appropriate due diligence in its supervision of Interpaving. That issue is still to be determined.

The Supreme Court found that the level of control an employer has over a workplace will be a relevant consideration in determining whether an employer has exercised appropriate due diligence with respect to health and safety at a workplace. The Supreme Court indicates several steps that an employer can take that a court will consider in the due diligence analysis. While not an exhaustive list, the steps include:

1. The level of control the employer has on the project. A lower level of control will likely attract a lower level of diligence;
2. The delegation of control, generally through the terms of the contract, to a more experience constructor. The more control delegated to the constructor, the lower the standard for due diligence;
3. Informing the constructor of any known hazards. If the employer is aware of any hazards, they have an obligation to advise the constructor;
4. Pre-selection of constructors and sub-contractors which may be used by the constructor;
5. The degree of experience and sophistication of the owner; and
6. Monitoring the quality of the constructor's work.

4. Discussion:**Town Staff have begun implementing changes to the Town's Procurement, Construction Management and Health and Safety Practices**

As the Decision has been recently released, its full impacts are not yet known. It is immediately clear that the Town's legal and financial liabilities have increased because of the Decision.

Staff have begun modifying the Town's procurement and construction documents to account for the decision. In particular, staff have been undertaking changes that would show the Town has undertaken appropriate due diligence in accounting for the workplace health and safety of its constructors. For example, amendments to the Town's Requests for Tender may be introduced to require bidders to show that:

- they have not been convicted of an offence under the OHSA which has resulted in a fatality or catastrophic injury,
- they have not been convicted of an offence for which an officer, director or employee was sentenced to imprisonment, and/or
- they have not been convicted of 3 or more offences under the OHSA in the past 3 years.

Review of the Town's procurement and contract documents is continuing. Legal Services, Purchasing Services, and the Town's Health and Safety group have been working together to update our forms and documents.

Staff are also looking at other programs which the Town could rely on to ensure that only constructors with an acceptable level of health and safety training or certification are eligible to be awarded Town projects. A formal town-led Contractor Safety Management Program or the national Occupational Health and Safety Management System, Certificate of Recognition (COR) program are being looked at as ways the Town can exercise appropriate due diligence in maintaining the health and safety of its projects.

Town Staff are also working with other municipalities to mitigate the impacts of the Decision

Town staff have been communicating with other municipal legal, procurement and health and safety groups in Durham Region and throughout Ontario to review the implications of this Decision. Municipalities have been working together to investigate how the effects of the Decision can be addressed, and to what extent those effects can be mitigated.

This work will likely be ongoing over the next few years as lower courts begin to apply and interpret the Decision in other cases. Staff will continue to work with other Durham and Ontario municipalities to develop and apply best practices as we adapt to a new legal reality.

5. Financial Considerations:

The immediate financial impacts are unknown and will be dependent on the level of certification or training required in order prevent incidents and to mitigate the Town's

risk in the event of a claim or charge under the OHSA. Changes in the construction industry (e.g. potentially additional health and safety certifications, additional resources allocated towards job site health and safety) to meet enhanced eligibility guidelines for municipal projects and changes to how municipalities manage constructors, job sites, constructor safety management programs, to mitigate risk to the Town, will increase the cost of Town-initiated construction projects. This, in turn, will require additional property tax funding to pay for future infrastructure/capital projects.

6. Communication and Public Engagement:

Not Applicable.

7. Input from Departments/Sources:

Legal Services and Financial Services have consulted with the Senior Health and Safety Specialist in Organizational Effectiveness. This matter has also been presented and discussed by the Senior Leadership Team.

8. Strategic Priorities:

The Decision and its implications will affect several priorities in the Community Strategic Plan, including:

- Strategic Pillar 2: Whitby's Natural and Built Environment, Objective 2.3: Invest in Infrastructure and Assets. Increases in the cost of construction could affect the viability and timing of the projects identified under this objective.
- Strategic Pillar 4: Whitby's Government, Objective 4.4: Ensure fiscal accountability and responsibly plan for growth. As the Town continues to build infrastructure to address community needs, the cost of that infrastructure may increase beyond what would be normally expected, which would have larger impacts on the tax base.

9. Attachments:

None.

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar



Report Title: Land Exchange between the Town of Whitby and the Canadian Pacific Railway Company for future work to Des Newman Boulevard

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: FS 05-24

Department(s) Responsible:

Financial Services Department
Legal and Enforcement Services

Submitted by:

Fuwing Wong, Commissioner Financial Services and Treasurer

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

For additional information, contact:

Fuwing Wong, 905.430.4314
Francesco Santaguida, Commissioner of
Legal and Enforcement Services/Town
Solicitor, 905.430.4314
Laura Scott, Real Estate Law Clerk,
905.430.2843

1. Recommendation:

1. That Part of the Road Allowance of Coronation Road between Lots 32 and 33, Concession 3, designated as Parts 8, 9 and 10 on Plan 40R-29953 (being a portion of PIN 26548-3682 (LT)) ("Property #1"), and Part of the Road Allowance of Ash Street, East of Brock Street, Plan H50029, designated as Part 1 on Plan 40R-32017 (being a portion of PIN 26532-0111 (LT)) ("Property #2), (collectively the "Town's Parcels") be declared surplus and conveyed to the Canadian Pacific Railway Company ("CPR"), and that Part of Lot 34, Concession 3, designated as Part 1 on Plan 40R-31999 (being a portion of PIN 26548-0437 (LT)) ("Property #3"), (the "CPR Parcel") be acquired from CPR, subject to the conditions set forth in Financial Services Report 05-24;
2. That the Clerk be authorized to bring forward by-laws authorizing the disposition of the Town's Parcels and the acquisition of the CPR Parcel;

3. That the Clerk be authorized to bring forward a by-law to stop up and close Property #1 and Property #2 as a public highway;
4. That the requirement to obtain an appraisal and give public notice in accordance with Town of Whitby Policy F-190 regarding the Acquisition, Sale or other Disposition of Land Policy be waived for the acquisition and disposition of the lands described herein;
5. That the requirement to provide notice to permanently close a highway in accordance with Town of Whitby Public Notice Policy CA-150 be waived for the lands described herein; and
6. That Council hereby delegate authority to the Commissioner, Planning and Development and the Commissioner, Financial Services and Treasurer to undertake the necessary actions and execute a land exchange agreement and all other necessary documents to give effect thereto, with such actions and agreements being in a form satisfactory to the Commissioner, Legal and Enforcement Services/Town Solicitor, or designate.

2. Highlights:

- The Town has approached CPR with a request that it convey Property #3 (shown in Attachment 4 outlined in orange) to the Town for the purpose of the Des Newman Blvd. / CP Rail Grade Separation project to construct a partial-height embankment with a gravel access road, and in exchange, CPR has requested to acquire ownership of Property #1 (shown in Attachment 2 outlined in pink) and Property #2 (shown in Attachment 3 outlined in green) to allow the contiguous ownership of its railway corridor.
- Town staff will continue negotiating and finalize a land exchange agreement with CPR for the disposition of the Town's Parcels and the acquisition of the CPR Parcel;
- Town staff recommend the disposition of the Town's Parcels to CPR for nominal consideration in exchange for the acquisition of the CPR Parcel for nominal consideration.
- Subject to Council direction related to this report, the Commissioner, Planning & Development and the Commissioner, Financial Services & Treasurer will execute a land exchange agreement and all other required documents to complete the disposition of the Town's Parcels and acquisition of the CPR Parcel.

3. Background:

The West Whitby Landowners Group ("**WWLG**") has already constructed much of Des Newman Boulevard ("**DNB**"), however there is a section of DNB that remains to be built by the Town which is located roughly between Rossland Road and Twin Stream Road

and includes a grade separated crossing of the CPR railway tracks (refer to Attachment #1).

It is necessary that the Town acquire ownership of Property #3 in order to re-tender for Project #40130201 Des Newman / CP Rail Grade Separation – Phase 1 (Embankments) and commence construction of the partial-height embankment with a gravel access road.

4. Discussion:

Due to the planned municipal infrastructure construction of DNB the Town has requested the conveyance of Property #3 from CPR. The area of Property #3 is approximately 0.156ha and a location map of the area is provided in Attachment 1 of this report.

In exchange, and to clean up title to two small parcels of land which are owned by the Town and located within the CPR railway corridor, the Town has agreed to convey Property #1 and Property #2 to CPR. The area of both Property #1 and Property #2 combined is approximately 0.15616ha and a location map of both parcels is provided in Attachment 1 of this report.

As noted on the maps in Attachment 1, CPR already owns the parcels of land along the railway corridor which are adjacent to the Town's Parcels. The proposed transfer of Property #1 and Property #2 will clean-up ownership and provide CPR with contiguous ownership of the parcels along the railway corridor.

Property #1 and Property #2 form part of the current CPR railway corridor and are not required by the Town of Whitby and are not useable lands due to the railway track structure. In addition, Property #1 and Property #2 have no access and can be described as 'landlocked parcels'. Staff have determined that these parcels are non-viable and, in accordance with the Town's Acquisition, Sale or Other Disposition of Land Policy F-190, notice following the declaration of surplus (which notice requirements normally include the posting of a sign, advertisement in the newspaper, and posting on the Town's website) will not be provided.

In addition to declaring Property #1 and Property #2 as surplus, a by-law is required to stop up and close each road allowance parcel prior to the disposition to CPR. As staff have determined that these parcels are non-viable and, in accordance with the Town's Public Notice Policy CA-150, notice prior to passing the stop up and close by-law (which notice requirement normally includes publishing in the newspaper and a direct mailing to property owners abutting the highway) will not be provided. Subject to approval of this report, the required by-laws will be brought forward to the March 18, 2024 Council meeting.

5. Financial Considerations:

The proposed land exchange to and from CPR will be at nominal cost to the Town with the exception of staff time and land conveyance costs. Per discussion with CPR, it has been agreed that no appraisal will be obtained or is required for the Town's Parcels or the CPR Parcel. The exchange of the properties is of equal value to the parties with no

monetary consideration paid by either CPR or the Town. Each party will be responsible for its own costs, fees (including legal fees), and disbursements, as well as responsible for payment of its own taxes (including applicable HST and Land Transfer Tax).

6. Communication and Public Engagement:

In accordance with Town Policy F-190 regarding the Acquisition, Sale or Other Disposition of Land Policy, public notice of the Town's intention to declare lands surplus is to be advertised in a newspaper having general circulation within the Town, notice is to be posted on the Town's website, and a sign is to be posted on the property for not less than ten days. In addition, in accordance with Town Public Notice Policy CA-150, public notice of the Town's intention to permanently close a highway with a stop up and close by-law is to be published in a newspaper once, posted on the Town's website, and by direct mail to the property owners abutting the highway.

However, as Property #1 and Property #2 are deemed non-viable and are required for municipal infrastructure, staff recommend that these notice requirements be waived.

7. Input from Departments/Sources:

The Financial Services Department has consulted with Engineering staff who have reviewed this report.

Legal Services has reviewed this report and provided advice regarding the completion of this matter and will be negotiating and facilitating the completion of the transaction if approved by Council.

8. Strategic Priorities:

The disposition of the Town's Parcels creates goodwill with CPR and the acquisition of the CPR Parcel for virtually no cost is consistent with Strategic Pillar 4.4: Ensure fiscal accountability and responsibly plan for growth, and in particular Action 4.4.1: Deliver services that respond to community needs while balancing the impact to taxpayers.

9. Attachments:

Attachment 1 – Location Map of CPR Parcel & Town's Parcels

Attachment 2 – Plan 40R-29953 outlining Property #1 as Parts 8, 9, 10

Attachment 3 – Plan 40R-32017 outlining Property #2 as Part 1

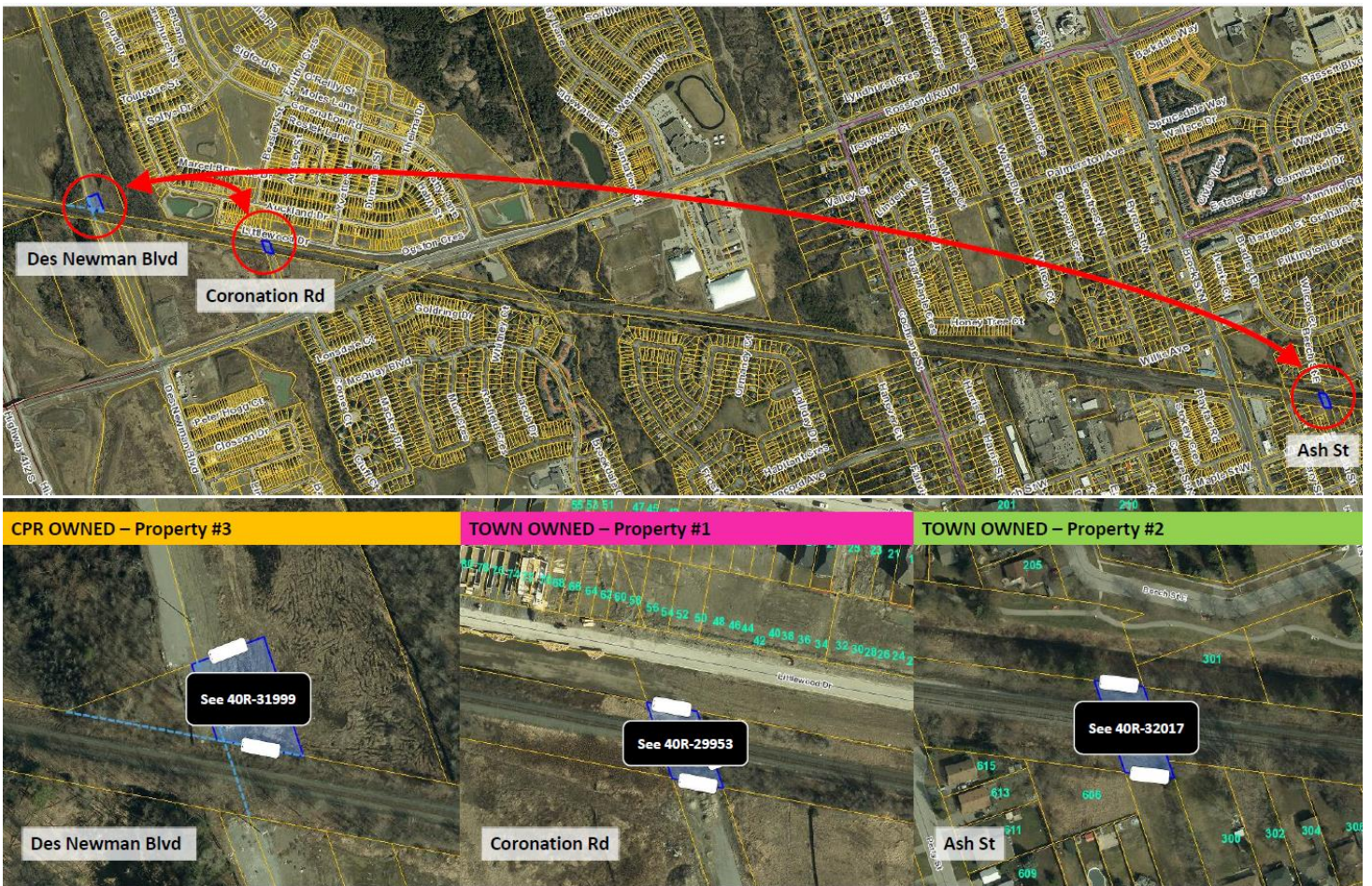
Attachment 4 – Plan 40R-31999 outlining Property #3 as Part 1

Attachment 5 – Land Acquisition By-Law # XXXX-24 (Draft)

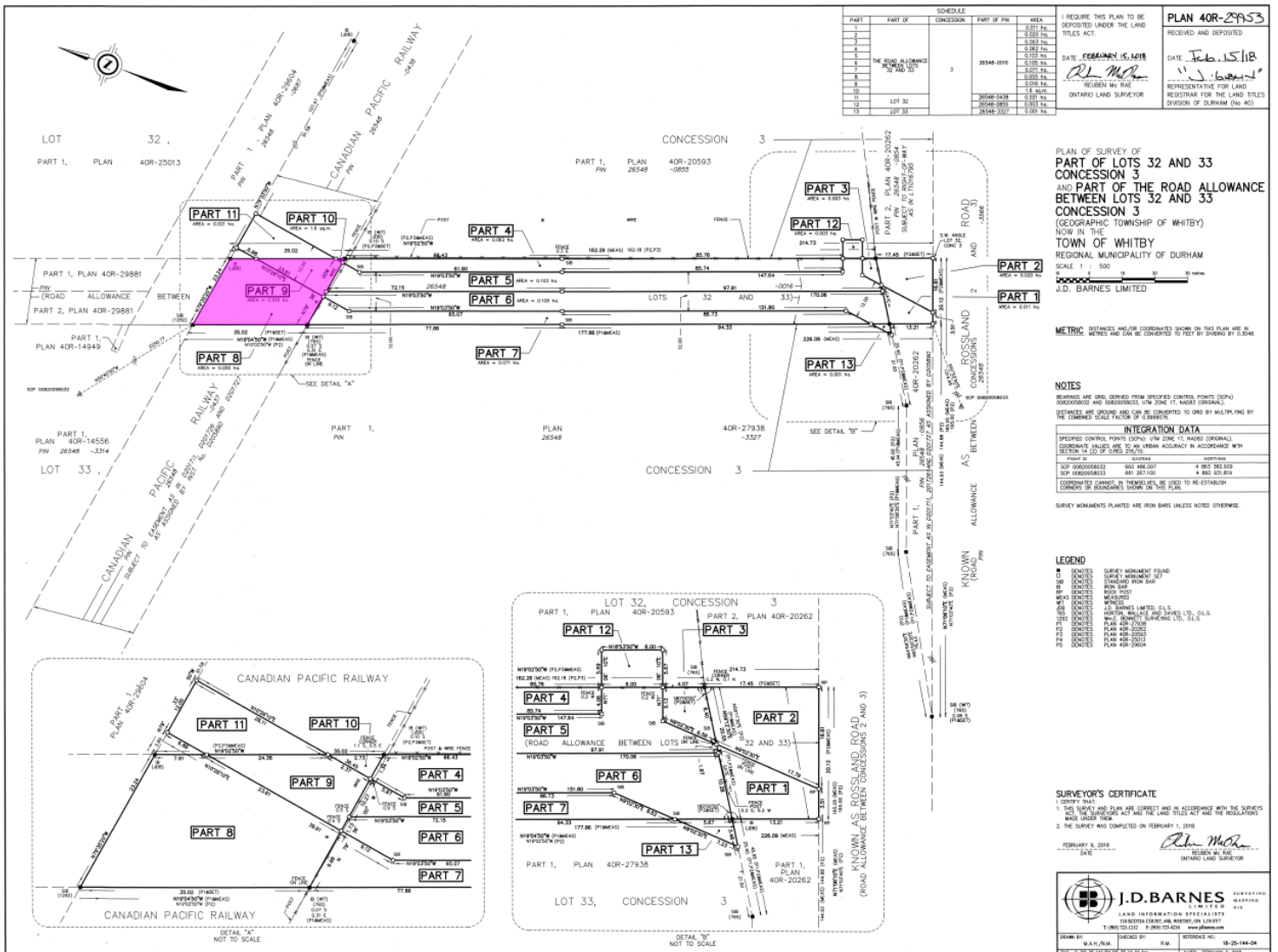
Attachment 6 – Land Disposition By-Law # XXXX-24 (Draft)

Attachment 7 – Stop Up & Close By-Law # XXXX-24 (Draft)

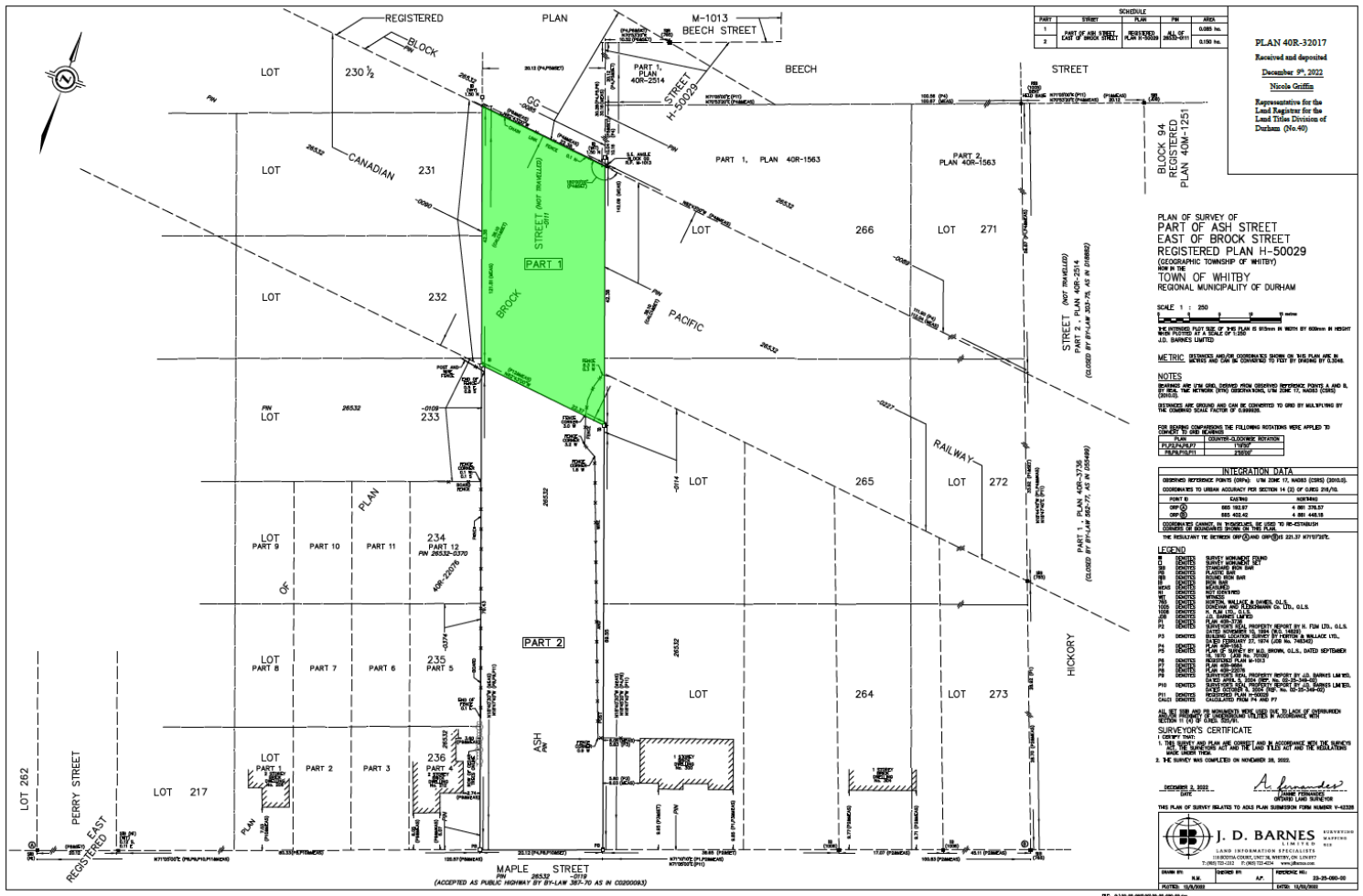
Attachment 1 – Location Map of CPR Parcel (Property #3) & Town's Parcels (Property #1 and Property #2)



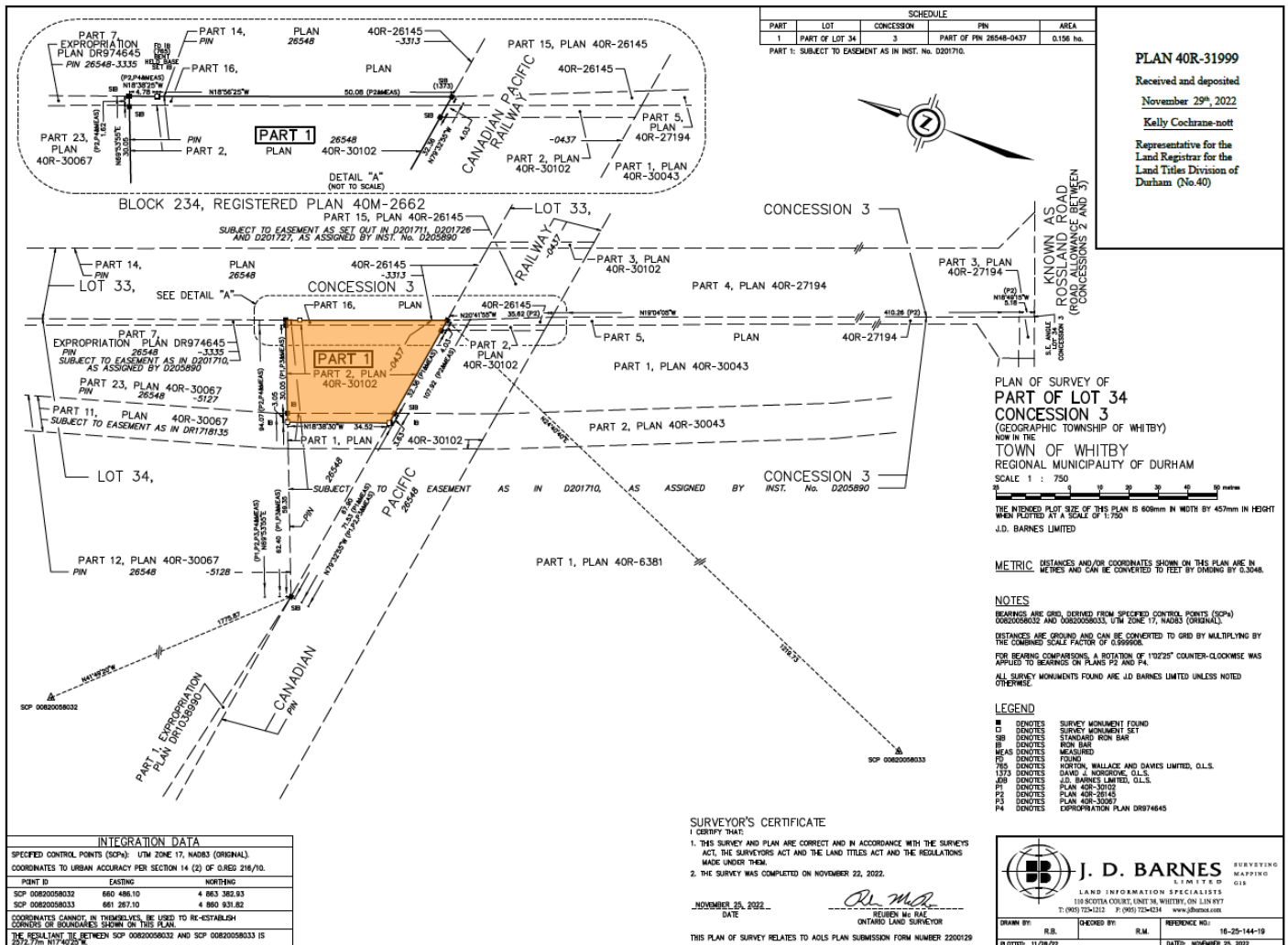
Attachment 2 – Plan 40R-29953 outlining Property # 1 as Parts 8, 9, 10



Attachment 3 – Plan 40R-32017 outlining Property #2 as Part 1



Attachment 4 – Plan 40R-31999 outlining Property #3 as Part 1





Town of Whitby

By-law # XXXX-24

By-law to Authorize the Acquisition of Lands from the Canadian Pacific Railway Company

Being a By-law to authorize the acquisition and acquire ownership of lands described as Part of Lot 34, Concession 3, designated as Part 1, on Plan 40R-31999, being a portion of PIN 26548-0437 (LT), Town of Whitby, Regional Municipality of Durham (the "Lands") from the Canadian Pacific Railway Company.

Whereas Section 9 of the Municipal Act, 2001, S.O. 2001, c.25 as amended, grants municipalities the capacity, rights, power and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

And whereas the Council of The Corporation of the Town of Whitby has authorized the acquisition of the Lands from the Canadian Pacific Railway Company in accordance with Financial Services Report, FS 05-24;

Now therefore, the Council of The Corporation of the Town of Whitby hereby enacts as follows:

1. General

- 1.1. That the land legally described as Part of Lot 34, Concession 3, designated as Part 1, on Plan 40R-31999, being a portion of PIN 26548-0437 (LT), in the Town of Whitby, Regional Municipality of Durham, be conveyed to The Corporation of the Town of Whitby from the Canadian Pacific Railway Company.
- 1.2. That the Commissioner, Planning and Development and the Commissioner, Legal Services/Town Solicitor are hereby authorized to execute all documents to effect the acquisition of the said Lands.

By-law read and passed this 18th day of March, 2024.

Elizabeth Roy, Mayor

Christopher Harris, Town Clerk



Town of Whitby

By-law # XXXX-24

By-law to Authorize the Disposition of Lands to the Canadian Pacific Railway Company

Being a By-law to authorize the disposition and conveyance of lands legally described as firstly Part of the Road Allowance between Lots 32 and 33, Concession 3, designated as Parts 8, 9, and 10 on Plan 40R-29953, being a portion of PIN 26548-3682 (LT), and secondly Part of Ash Street, East of Brock Street, Plan H50029, designated as Part 1 on Plan 40R-32017 being a portion of PIN 26532-0111 (LT), Town of Whitby, Regional Municipality of Durham (the "Lands") to the Canadian Pacific Railway Company;

Whereas Section 9 of the Municipal Act, 2001, S.O. 2001, c.25 as amended, grants municipalities the capacity, rights, power and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

And whereas the Council of The Corporation of the Town of Whitby has authorized the disposition of the Lands to the Canadian Pacific Railway Company in accordance with Financial Services Report, FS 05-24;

Now therefore, the Council of The Corporation of the Town of Whitby hereby enacts as follows:

1. General

- 1.1. That the land legally described as FIRSTLY Part of the road allowance between Lots 32 and 33, Concession 3, designated as Parts 8, 9, and 10 on Plan 40R-29953, being a portion of PIN 26548-3682 (LT), and SECONDLY Part of Ash Street, East of Brock Street, Plan H50029, designated as Part 1 on Plan 40R-32017, being a portion of PIN 26532-0111 (LT) all in the Town of Whitby, Regional Municipality of Durham, be conveyed to the Canadian Pacific Railway Company.
- 1.2. That the Commissioner, Planning and Development and the Commissioner, Legal Services/Town Solicitor are hereby authorized to execute all documents to effect the disposition of the said Lands.

By-law read and passed this 18th day of March, 2024.

Elizabeth Roy, Mayor

Christopher Harris, Town Clerk



Town of Whitby

By-law # XXXX-24

B-law to Stop Up and Close Public Highway

Being a By-law to stop up and close part of a Public Highway

Whereas the Council of The Corporation of the Town of Whitby pursuant to Financial Services Report 05-24 deemed it desirable to stop up and close portions of public highways;

And whereas Council waived the requirements of giving public notice of its intention to stop up and close pursuant to Public Notice Policy CA 150;

And whereas Section 34 of the Municipal Act, 2001, S.O. 2001, c.25 as amended provides that the Council of every municipality may pass by-laws for closing any highway or a part of a highway.

Now therefore, the Council of The Corporation of the Town of Whitby hereby enacts as follows:

1. General

- 1.1. That portions of the following public highways in the Town of Whitby, Regional Municipality of Durham are hereby closed:
 - a) Part of the Road Allowance between Lots 32 and 33, Concession 3, designated as Parts 8, 9, and 10 on Plan 40R-29953 being a portion of PIN 26548-3682 (LT); and
 - b) Part of Ash Street, East of Brock Street, Plan H50029, designated as Part 1 on Plan 40R-32017 being a portion of PIN 26532-0111 (LT).

2. Effective Date

- 2.1. This by-law shall come into force and effect on the date of passing.

By-law read and passed this 18th day of March, 2024.

Elizabeth Roy, Mayor

Christopher Harris, Town Clerk

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar



Report Title: 2023 Annual Investment Report

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: FS 06-24

Department(s) Responsible:

Financial Services Department

Submitted by:

Fuwing Wong, Commissioner, Financial Services & Treasurer, Ext. 4314

Acknowledged by M. Gaskell, Chief Administrative Officer

For additional information, contact:

Bren Bozzer, Senior Investment and Financial Analyst

1. Recommendation:

1. That Report FS 06-24, the 2023 Annual Investment Report, be received.

2. Highlights:

- This annual investment report summarizes the performance of the Short-Term portfolio, managed by municipal staff, and the Long-Term portfolio, managed by the ONE Joint Investment Board ("**ONE JIB**").
- The Town's consolidated investment portfolio had average investment returns 4.76%, or \$20.7M of investment income. Average returns were:
 - 5.73%, or \$14.5M for the Short-Term investment portfolio; and
 - 3.40%, or \$6.2M for the Long-Term portfolio.
- Earnings were allocated proportionately to the General Fund (\$2.4M) and Trust & Reserves (\$18.3M) per the Town's interest allocation methodology.
- Investment transactions & portfolio details are provided in Appendix A of this report.

3. Background:

Ontario Regulation 438/97 Section 8 of the *Municipal Act, 2001* and the Town's Investment Policy require the Treasurer to provide an annual investment report to the Council. The investment report shall contain:

- a) a statement about the performance of the portfolio of investments of the municipality during the period covered by the report;
- b) a description of the estimated proportion of the total investments of a municipality that are invested in its own long-term and short-term securities to the total investment of the municipality and a description of the change, if any, in that estimated proportion since the previous year's report;
- c) a statement by the treasurer as to whether or not, in his or her opinion, all investments are consistent with the investment policies and goals adopted by the municipality;
- d) a record of the date of each transaction in or disposal of its own securities, including a statement of the purchase and sale price of each security; and
- e) such other information that the council may require or that, in the opinion of the treasurer, should be included.

4. Discussion:

The Town's investment objectives are defined in the Town's *Investment Policy* ("**IPS**"). At least annually, Council shall review the IPS and update it, if required. This review provides an opportunity to update the Town's investment objectives and risk tolerances for short-term and long-term investments for changes in municipal circumstances.

The Town's Investment Policy was significantly updated and approved by Council in March 2020 to reflect the Town proceeding with the Prudent Investor ("**PI**") standard for long-term investments. In conjunction with preparing the Annual Investment Report, staff have completed the annual Investment Policy review and have no recommended updates to the IPS for 2024.

Portfolio Composition

As at December 31, 2023, the Town's portfolio comprised 58% short-term and 42% long-term investments.

The short-term portfolio mix was 89% cash and cash equivalents and a 11% Guaranteed Investment Certificate ("**GIC**"). In comparison, the long-term portfolio comprised 99% invested with ONE Investment Pools and 1% Principal Protected Notes ("**PPN**").

As at December 31, 2023, the Town's total investment portfolio, by maturity date, is as follows:

	<u>2023</u>	<u>2022</u>
Under 1 month	54%	25%
1 month to 2 years	7%	37%
2 to 5 years	16%	12%
5 to 10 years	13%	14%
Over 10 years	10%	12%

Short-Term Investments (Managed by Town Staff)

In accordance with the Town's IPS, short-term investments do not extend beyond 24 months. Short-Term investment objectives include cash flow management and income generation to fund budgetary revenues while ensuring the preservation of capital, stable returns, and high liquidity.

As at December 31, 2023, the market value of the short-term investments totaled \$253,474,374 (2022 - \$245,167,931), which represents a year-over-year increase of \$8,306,443 (see details in Appendix A).

The Short-Term portfolio generated an interest income of \$14.5M (2022 - \$6.7M), resulting in an average rate of return of 5.73% (2022 – 2.74%).

- Cash on hand at Royal Bank earned interest of \$5.91M (2022 - \$2.63M). The additional interest earned of \$3.28M (compared to 2022) is mainly due to higher interest rates, which started at 4.75% in January 2023 and increased to 5.50% by July 2023, where it stayed the remainder of the year.
- Meridian GIC totalling \$4.75M invested on September 1, 2021, matured on March 1, 2023, earned interest of \$0.01M in 2023. The proceeds were deposited to the Meridian BA Savings account and earned \$0.13M in fiscal 2023.
- Royal Bank GIC totalling \$22.25M matured in March 2023, earning interest income of \$0.29M. The principal plus an additional \$4.75M was reinvested in a \$27M Royal Bank GIC, earning a total of \$1.22M interest income for the period April to August 2023.
- Scotiabank GIC totalling \$72.25M matured on August 11, 2023, earning interest of \$2.13M in 2023. Proceeds of \$75.75M (including 2022 interest) were deposited to the Scotiabank high-interest savings account ("HISA"), earning 5.70% interest in 2023.

- Scotiabank GIC totalling \$25M matured on December 27, 2023, earning interest of \$1.51M in 2023. Proceeds of \$26.54M (including 2022 interest) were deposited to the Scotiabank HISA, earning 5.70% interest in 2023.
- Scotiabank HISA earned a total of \$1.76M in interest over 2023.
- Royal Bank GIC totalling \$25M matured December 27, 2023, earning interest income of \$1.58M.

Long-Term Investments (Managed by ONE JIB)

In accordance with the Town's IPS, long-term investments are financial securities that extend beyond 24 months. Long-Term investment objectives include generating returns above inflation for contribution to contingencies, capital projects, unexpected events, and asset management reserves. This growth is maintained through diversified asset mixes while preserving capital and maintaining adequate liquidity.

ONE Joint Investment Board has prepared an Investment Plan using the Long-Term investment objectives listed above and established in the Council-approved Investment Policy. Assets mix includes fixed income, equity, and other investments to help balance volatility and returns. Should asset mixes deviate outside the ranges set out in the Investment Plan, the asset mix will be rebalanced as soon as practicable.

The Town's Long-Term investments as at December 31, 2023, reflect a current market value of \$183,052,005 (2022 - \$165,002,271), which represented a net year over year market value increase of \$18,049,284 (see details in Appendix A). The increase is mainly due to unrealized gains of \$13.3M and income distribution of \$5.03M. Offsetting the unrealized gains and income distribution is a decline in Scotiabank 5 Year PPN market value of \$0.29M.

The Long-Term (PI) portfolio generated an investment income of \$6.2M (2022 - \$3.7M), resulting in an average rate of return of 3.40% (2022 – 2.27%).

- ONE Investment HISA (Prudent Investor) totalling \$24.13M earned interest of \$0.90M until September 27, 2023, when ONE Investment converted all funds in HISA accounts to ONE Canadian Government Bond.
- ONE Investment Equity accounts with a market value of \$73.3M (2022 - \$75.8M), earned a return of 5.07%. The Canadian Equity Fund and the Global Equity Fund had strong returns, that generated an average rate of return of 7.10% and 4.21% totalling \$1.32M and \$1.85M, respectively.
- ONE Investment Bond accounts with a market value of \$108.8M (2022 - \$67.9M) earned a return of 1.87%. The Canadian Corporate Bond Fund and Canadian Government Bond Fund remained relatively flat, earning an

average rate of return of 0.35% totalling \$0.18M. In contrast, the Global Bond Fund earned an average rate of return of 3.02% totalling \$1.98M.

- Scotiabank PPN held with BMO Nesbitt Burns Inc. has a face value of \$1.0M and a market value of \$1.0M (2022 - \$1.29M).

The Town allocated the total 2023 investment income of \$20.7M (comprised of \$14.5M short-term and \$6.2M long-term) as follows:

- \$2.4M to the General Fund
- \$18.3M to Trust and Reserves

Compliance with Investment Policy & Municipal Act

- Internal controls established by Financial Services Department staff are an integral component in ensuring that all Short-Term investment transactions are made under the Town's Investment Policy Statement.
- Controls include those outlined in the Investment Policy, Financial Services Department investment procedures, and the guidelines established in the code of conduct for each of the Town and ONE JIB. In addition, the Town's investments are reviewed annually by the external auditors.
- In the opinion of the Town's Treasurer, the Town of Whitby's investment portfolio and all investment transactions for 2023 continue to conform to the Town's Council approved Investment Policy, reflecting the Short-Term and Long-Term investment objectives and risk tolerances established within. All investments held by the Town during 2023 were either prescribed securities in accordance with Section 418 or invested prudently subject to 418.1 of the *Municipal Act, 2001* and were all eligible investments as outlined in *Ontario Regulation 438/97*.

2024 Outlook

- Staff have reviewed the cash flow requirements of each reserve and reserve fund. The Town's planned infrastructure program will require a significant amount of cash in the next 24 months to fund – e.g., land and construction of a new Whitby Fire Hall, and continuation of the Whitby Sports Complex construction, Mid-Block Arterial Road projects. Accordingly, MNRI calculations indicate no further transfers to the Long-Term Investment portfolio (e.g., greater than a 24-month investment horizon) at this time.
- The industry forecasted that the Bank of Canada will begin to decrease interest rates by Q2 2024. The Town will take advantage of the current market and invest excess cash in short-term GICs to yield a higher return.

5. Financial Considerations:

As noted in the 2024 Outlook section above, the Town is planning to hold more funds in Short-Term investments for 2024 (with no projected MNRI transfer to ONE JIB in 2024). This will provide the cash required to pay for major capital projects, such as the a new Whitby Fire Hall (Fire Hall #6), Whitby Sports Complex and Mid-Block Arterial Road capital projects in the short-term. Subject to portfolio rebalances recommended by ONE JIB, this strategy should also mitigate the Town's need to divest of current long-term investment holdings to meet capital project cash flow requirements.

While there is a higher level of risk and volatility in the Long-Term Investment portfolio, the Town continues to benefit from income and capital gains on investments managed by ONE JIB. Actual investment returns since moving to the ONE JIB/prudent investor standard in 2020 are: 3% or \$3.7 million in 2020; 4.11% or \$6.4 million in 2021; 2.27% or \$3.7 million in 2022; and 3.4% or \$6.2 million in 2023. In comparison, short-term investment returned 1.2%, 1.15%, 2.74% and 5.73%, respectively.

Structuring the Town's Short-Term and Long-Term investment portfolios to more closely match the cash flow requirements of planned capital projects enables the Town to maximize return on investment. This strategy encourages investment decisions that seek higher yielding investments with maturity dates that coincide with projected capital funding requirements and increase the overall investment income that the Town could earn.

A coordinated effort between Financial Services and departmental business partners is integral to forecasting anticipated cash flows related to capital expenditures. Departments have a better understanding of the timing of their specific revenues and expenditure expectations.

6. Communication and Public Engagement:

Not Applicable

7. Input from Departments/Sources:

Not Applicable

8. Strategic Priorities:

Not Applicable

9. Attachments:

Appendix A - Investment Transactions & Details

Appendix B - ONE Investment Annual Investment Report

Appendix A: Investment Transactions & Details

2023 MATURITIES & REDEMPTIONS					
INVESTMENT	INT. RATE	PURCHASE DATE	MATURITY/ REDEMPTION DATE	BOOK VALUE	MATURITY VALUE/ PROCEEDS
Meridian GIC	1.05%	9/01/2021	3/01/2023	\$ 4,750,000	\$ 4,824,867
RBC GIC	5.80%	12/23/2022	3/23/2023	\$ 22,250,000	\$ 22,568,205
Scotiabank GIC	4.85%	8/11/2022	8/11/2023	\$ 72,250,000	\$ 75,754,125
ONE Canadian Government Bond	N/A	Various	6/20/2023	\$ 371,000	\$ 371,000
ONE Canadian Equity	N/A	Various	6/20/2023	\$ 4,709,000	\$ 4,709,000
ONE Canadian Corporate Bond	N/A	Various	6/20/2023	\$ 228,000	\$ 228,000
ONE Global Bond	N/A	Various	6/20/2023	\$ 2,157,000	\$ 2,157,000
ONE Global Equity	N/A	Various	6/20/2023	\$ 11,285,000	\$ 11,285,000
ONE Investment HISA (Prudent)	N/A	Various	9/28/2023	\$ 13,506,074	\$ 13,506,074
ONE Investment HISA (Legal List)	N/A	Various	9/28/2023	\$ 10,530,266	\$ 10,530,266
ONE Investment HISA (Prudent)	N/A	Various	10/11/2023	\$ 54,553	\$ 54,553
ONE Investment HISA (Legal List)	N/A	Various	10/11/2023	\$ 42,533	\$ 42,533
RBC GIC	6.40%	12/23/2022	12/27/2023	\$ 25,000,000	\$ 26,618,656
Scotiabank GIC	6.10%	12/23/2022	12/27/2023	\$ 25,000,000	\$ 26,542,732

2023 REINVESTMENT & PURCHASES					
INVESTMENT	INT. RATE	PURCHASE DATE	MATURITY/ REDEMPTION DATE	BOOK VALUE	MATURITY VALUE
ONE Global Bond	N/A	2/07/2023	N/A	\$ 31,630	N/A
Meridian BA	2.90%	3/01/2023	N/A	\$ 4,824,867	N/A
RBC GIC	5.95%	3/30/2023	4/01/2024	\$ 27,000,000	\$ 28,615,303
ONE Global Bond	N/A	5/04/2023	N/A	\$ 33,444	N/A
ONE Canadian Government Bond	N/A	6/20/2023	N/A	\$ 2,010,000	N/A
ONE Canadian Equity	N/A	6/20/2023	N/A	\$ 388,000	N/A
ONE Canadian Corporate Bond	N/A	6/20/2023	N/A	\$ 2,200,000	N/A
ONE Global Bond	N/A	6/20/2023	N/A	\$ 9,990,000	N/A
ONE Global Equity	N/A	6/20/2023	N/A	\$ 902,000	N/A
ONE Investment HISA (Prudent)	N/A	6/22/2023	N/A	\$ 3,260,000	N/A
ONE Global Bond	N/A	7/24/2023	N/A	\$ 34,166	N/A
Scotiabank HISA	5.70%	8/11/2022	N/A	\$ 75,754,125	N/A
ONE Canadian Government Bond	N/A	9/27/2023	N/A	\$ 23,870,266	N/A
ONE Global Bond	N/A	9/27/2023	N/A	\$ 166,074	N/A
ONE Global Bond	N/A	10/26/2023	N/A	\$ 33,829	N/A
ONE Global Bond	N/A	11/01/2023	N/A	\$ 101,321	N/A
Scotiabank HISA	5.70%	12/27/2023	N/A	\$ 26,542,732	N/A
ONE Canadian Equity	N/A	12/29/2023	N/A	\$ 797,242	N/A
ONE Canadian Corporate Bond	N/A	12/29/2023	N/A	\$ 210,087	N/A
ONE Global Bond	N/A	12/29/2023	N/A	\$ 2,132,098	N/A
ONE Global Equity	N/A	12/29/2023	N/A	\$ 862,881	N/A

Appendix A: Investment Transactions & Details (Cont'd)

DECEMBER 31, 2023 CLOSING BALANCE					
SHORT-TERM INVESTMENT	INT. RATE	PURCHASE DATE	BOOK VALUE	MARKET VALUE	% OF PORTFOLIO
Cash held at Royal Bank	5.50%	N/A	115,041,934	115,041,934	26.35%
Scotiabank HISA	5.70%	N/A	105,217,394	105,217,394	24.10%
Royal Bank GIC	5.95%	3/30/2023	27,000,000	28,219,179	6.46%
Meridian BA	3.25%	N/A	4,950,973	4,950,973	1.13%
ONE Investment HISA (Legal List)	Various	N/A	44,894	44,894	0.01%
TOTAL			252,255,195	253,474,374	58.07%
LONG-TERM INVESTMENT	INT. RATE	PURCHASE DATE	BOOK VALUE	MARKET VALUE	% OF PORTFOLIO
ONE Investment					
ONE Global Equity	N/A	Various	43,918,414	50,938,482	11.67%
ONE Canadian Equity	N/A	Various	18,617,433	22,337,862	5.12%
ONE Canadian Corporate Bond	N/A	Various	13,397,901	12,709,857	2.91%
ONE Canadian Government Bond	N/A	Various	36,472,529	36,931,520	8.46%
ONE Global Bond	N/A	Various	65,568,547	59,131,940	13.55%
Total ONE Investment			177,974,824	182,049,659	
Scotiabank 5 Year PPN	N/A	12/27/2018	1,000,000	1,002,346	0.23%
TOTAL			178,974,824	183,052,005	41.93%
PORTFOLIO TOTAL			431,230,018	436,526,379	100.00%

YEAR-END TRANSACTION REPORT

For The Period Ended December 31, 2023

Whitby Prudent Investor Portfolio

575 Rossland Rd. E.
Whitby, ON
L1N 2M8

Wong, Fuwing
Commissioner of Financial Services/Treasurer
wongf@whitby.ca
(905) 668-5803

ONE Investment

155 University Ave, Suite 800
Toronto, Ontario
M5H 3B7

Relationship Manager

Marie Wong Takishita, Client Service Representative
416-971-9856
one@oneinvestment.ca

Whitby Prudent Investor Portfolio
For the Period December 31, 2023
(Consolidated Holdings)

Book Value Summary by Security

Security	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Realized Gains/(Loss)	Cost Basis Adjustment	Closing Balance
CAN Bond Fund	10,978,627.60	25,880,265.51	371,000.00			(15,364.23)		36,472,528.88
CAN Equity Fund	21,617,416.06	388,000.00	4,709,000.00	797,241.70		523,775.37		18,617,433.13
Corp Bond Fund	11,234,921.10	2,200,000.00	228,000.00	210,086.93		(19,107.30)		13,397,900.73
GLB Bond Fund	55,489,188.64	10,390,464.54	2,157,000.00	2,132,098.35		(286,204.63)		65,568,546.90
GLB Equity Fund	52,452,784.44	902,000.00	11,285,000.00	862,880.68		985,749.07		43,918,414.19
PI-HISA	19,976,272.19	3,260,000.00	24,133,425.81	897,153.62				
Total	171,749,210.03	43,020,730.05	42,883,425.81	4,899,461.28	0.00	1,188,848.28	0.00	177,974,823.83

Market Value Summary by Security

Security	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Change in Market Value	Closing Balance
CAN Bond Fund	10,421,097.93	25,880,265.51	371,000.00			1,001,156.24	36,931,519.68
CAN Equity Fund	23,026,049.30	388,000.00	4,709,000.00	797,241.70		2,835,570.61	22,337,861.61
Corp Bond Fund	10,021,518.99	2,200,000.00	228,000.00	210,086.93		506,251.04	12,709,856.96
GLB Bond Fund	47,500,916.58	10,390,464.54	2,157,000.00	2,132,098.35		1,265,460.10	59,131,939.57
GLB Equity Fund	52,765,466.30	902,000.00	11,285,000.00	862,880.68		7,693,134.68	50,938,481.66
PI-HISA	19,976,272.19	3,260,000.00	24,133,425.81	897,153.62			
Total	163,711,321.29	43,020,730.05	42,883,425.81	4,899,461.28	0.00	13,301,572.67	182,049,659.48

Whitby Prudent Investor Portfolio
For the Period December 31, 2023
Summary By Account

Book Value Summary by Account

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Realized Gains/(Loss)	Cost Basis Adjustment	Closing Balance
JIB1WHICONT	9,926,872.04	850,000.00		301,311.45				11,078,183.49
JIB3WHITD510	48,069,755.92		6,900,000.00	1,128,296.35		636,702.70		42,934,754.97
JIB4WHIAMR	19,615,006.17		6,300,000.00	359,892.08		376,087.91		14,050,986.16
JIB5WHITD10P	32,190,420.52	133,069.04	5,550,000.00	697,037.63		176,057.67		27,646,584.86
JIB2WHITD35	51,805,687.33	31,507,395.50	13,560,627.03	1,981,593.04				71,734,048.84
JIBWHICASH	10,141,468.05	10,530,265.51	10,572,798.78	431,330.73				10,530,265.51
Total	171,749,210.03	43,020,730.05	42,883,425.81	4,899,461.28	0.00	1,188,848.28	0.00	177,974,823.83

Market Value Summary by Account

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Change in Market Value	Closing Balance
JIB1WHICONT	10,018,938.70	850,000.00		301,311.45		1,047,626.60	12,217,876.75
JIB3WHITD510	46,593,826.46		6,900,000.00	1,128,296.35		4,002,866.97	44,824,989.78
JIB4WHIAMR	19,155,473.78		6,300,000.00	359,892.08		2,328,681.03	15,544,046.89
JIB5WHITD10P	30,439,675.78	133,069.04	5,550,000.00	697,037.63		3,401,615.39	29,121,397.84
JIB2WHITD35	47,361,938.52	31,507,395.50	13,560,627.03	1,981,593.04		2,242,911.53	69,533,211.56
JIBWHICASH	10,141,468.05	10,530,265.51	10,572,798.78	431,330.73		277,871.15	10,808,136.66
Total	163,711,321.29	43,020,730.05	42,883,425.81	4,899,461.28	0.00	13,301,572.67	182,049,659.48

Whitby Prudent Investor Portfolio
For the Period December 31, 2023
Summary By Account for CAN Bond Fund

Book Value Summary by Account for CAN Bond Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Realized Gains/(Loss)	Cost Basis Adjustment	Closing Balance
JIB1WHICONT	594,827.96	110,000.00						704,827.96
JIB2WHITD35	5,354,090.45	15,240,000.00						20,594,090.45
JIB3WHITD510	3,541,732.61		185,000.00			(8,871.92)		3,347,860.69
JIB4WHIAMR	279,202.12		56,000.00			(801.82)		222,400.30
JIB5WHITD10P	1,208,774.46		130,000.00			(5,690.49)		1,073,083.97
JIBWHICASH		10,530,265.51						10,530,265.51
Total	10,978,627.60	25,880,265.51	371,000.00	0.00	0.00	(15,364.23)	0.00	36,472,528.88

Market Value Summary by Account for CAN Bond Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Change in Market Value	Closing Balance
JIB1WHICONT	579,853.07	110,000.00				21,101.57	710,954.64
JIB2WHITD35	5,067,175.29	15,240,000.00				558,543.78	20,865,719.07
JIB3WHITD510	3,352,322.33		185,000.00			102,642.94	3,269,965.27
JIB4WHIAMR	273,036.04		56,000.00			7,394.73	224,430.77
JIB5WHITD10P	1,148,711.20		130,000.00			33,602.07	1,052,313.27
JIBWHICASH		10,530,265.51				277,871.15	10,808,136.66
Total	10,421,097.93	25,880,265.51	371,000.00	0.00	0.00	1,001,156.24	36,931,519.68

Whitby Prudent Investor Portfolio
For the Period December 31, 2023
Summary By Account for CAN Equity Fund

Book Value Summary by Account for CAN Equity Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Realized Gains/(Loss)	Cost Basis Adjustment	Closing Balance
JIB1WHICONT	1,657,464.24	98,000.00		80,773.23				1,836,237.47
JIB2WHITD35	1,358,871.54	290,000.00		77,661.53				1,726,533.07
JIB3WHITD510	6,387,498.52		1,650,000.00	247,314.45		329,141.12		5,313,954.09
JIB4WHIAMR	5,264,336.85		1,659,000.00	152,614.15		89,532.14		3,847,483.14
JIB5WHITD10P	6,949,244.91		1,400,000.00	238,878.34		105,102.11		5,893,225.36
Total	21,617,416.06	388,000.00	4,709,000.00	797,241.70	0.00	523,775.37	0.00	18,617,433.13

Market Value Summary by Account for CAN Equity Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Change in Market Value	Closing Balance
JIB1WHICONT	1,833,908.26	98,000.00		80,773.23		250,498.25	2,263,179.74
JIB2WHITD35	1,580,926.82	290,000.00		77,661.53		227,405.14	2,175,993.49
JIB3WHITD510	7,431,286.11		1,650,000.00	247,314.45		900,886.38	6,929,486.94
JIB4WHIAMR	5,182,545.50		1,659,000.00	152,614.15		599,925.92	4,276,085.57
JIB5WHITD10P	6,997,382.61		1,400,000.00	238,878.34		856,854.92	6,693,115.87
Total	23,026,049.30	388,000.00	4,709,000.00	797,241.70	0.00	2,835,570.61	22,337,861.61

Whitby Prudent Investor Portfolio
For the Period December 31, 2023
Summary By Account for Corp Bond Fund

Book Value Summary by Account for Corp Bond Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Realized Gains/(Loss)	Cost Basis Adjustment	Closing Balance
JIB1WHICONT	616,360.68	100,000.00		11,972.65				728,333.33
JIB2WHITD35	5,465,950.99	2,100,000.00		121,278.57				7,687,229.56
JIB3WHITD510	3,639,965.37		80,000.00	55,288.47		(8,749.14)		3,606,504.70
JIB4WHIAMR	287,492.43		60,000.00	3,786.01		(1,781.40)		229,497.04
JIB5WHITD10P	1,225,151.63		88,000.00	17,761.23		(8,576.76)		1,146,336.10
Total	11,234,921.10	2,200,000.00	228,000.00	210,086.93	0.00	(19,107.30)	0.00	13,397,900.73

Market Value Summary by Account for Corp Bond Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Change in Market Value	Closing Balance
JIB1WHICONT	583,291.76	100,000.00		11,972.65		29,058.02	724,322.43
JIB2WHITD35	4,839,654.83	2,100,000.00		121,278.57		276,188.30	7,337,121.70
JIB3WHITD510	3,226,325.29		80,000.00	55,288.47		143,232.94	3,344,846.70
JIB4WHIAMR	274,541.65		60,000.00	3,786.01		10,718.04	229,045.70
JIB5WHITD10P	1,097,705.46		88,000.00	17,761.23		47,053.74	1,074,520.43
Total	10,021,518.99	2,200,000.00	228,000.00	210,086.93	0.00	506,251.04	12,709,856.96

Whitby Prudent Investor Portfolio
For the Period December 31, 2023
Summary By Account for GLB Bond Fund

Book Value Summary by Account for GLB Bond Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Realized Gains/(Loss)	Cost Basis Adjustment	Closing Balance
JIB1WHICONT	2,988,447.65	440,000.00		121,181.35				3,549,629.00
JIB2WHITD35	26,467,925.33	9,817,395.50		1,232,698.89				37,518,019.72
JIB3WHITD510	18,498,525.05		1,260,000.00	557,927.38		(178,905.77)		17,617,546.66
JIB4WHIAMR	1,410,068.14		295,000.00	38,284.56		(20,111.95)		1,133,240.75
JIB5WHITD10P	6,124,222.47	133,069.04	602,000.00	182,006.17		(87,186.91)		5,750,110.77
Total	55,489,188.64	10,390,464.54	2,157,000.00	2,132,098.35	0.00	(286,204.63)	0.00	65,568,546.90

Market Value Summary by Account for GLB Bond Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Change in Market Value	Closing Balance
JIB1WHICONT	2,727,398.78	440,000.00		121,181.35		72,281.95	3,360,862.08
JIB2WHITD35	22,543,040.77	9,817,395.50		1,232,698.89		594,723.29	34,187,858.45
JIB3WHITD510	15,752,441.79		1,260,000.00	557,927.38		423,273.56	15,473,642.73
JIB4WHIAMR	1,283,717.33		295,000.00	38,284.56		34,788.07	1,061,789.96
JIB5WHITD10P	5,194,317.91	133,069.04	602,000.00	182,006.17		140,393.23	5,047,786.35
Total	47,500,916.58	10,390,464.54	2,157,000.00	2,132,098.35	0.00	1,265,460.10	59,131,939.57

Whitby Prudent Investor Portfolio
For the Period December 31, 2023
Summary By Account for GLB Equity Fund

Book Value Summary by Account for GLB Equity Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Realized Gains/(Loss)	Cost Basis Adjustment	Closing Balance
JIB1WHICONT	4,069,771.51	102,000.00		87,384.22				4,259,155.73
JIB2WHITD35	3,324,044.88	800,000.00		84,131.16				4,208,176.04
JIB3WHITD510	16,002,034.37		3,725,000.00	267,766.05		504,088.41		13,048,888.83
JIB4WHIAMR	12,373,906.63		4,230,000.00	165,207.36		309,250.94		8,618,364.93
JIB5WHITD10P	16,683,027.05		3,330,000.00	258,391.89		172,409.72		13,783,828.66
Total	52,452,784.44	902,000.00	11,285,000.00	862,880.68	0.00	985,749.07	0.00	43,918,414.19

Market Value Summary by Account for GLB Equity Fund

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Change in Market Value	Closing Balance
JIB1WHICONT	4,294,486.83	102,000.00		87,384.22		674,686.81	5,158,557.86
JIB2WHITD35	3,496,336.67	800,000.00		84,131.16		586,051.02	4,966,518.85
JIB3WHITD510	16,831,450.94		3,725,000.00	267,766.05		2,432,831.15	15,807,048.14
JIB4WHIAMR	12,141,633.26		4,230,000.00	165,207.36		1,675,854.27	9,752,694.89
JIB5WHITD10P	16,001,558.60		3,330,000.00	258,391.89		2,323,711.43	15,253,661.92
Total	52,765,466.30	902,000.00	11,285,000.00	862,880.68	0.00	7,693,134.68	50,938,481.66

Whitby Prudent Investor Portfolio
For the Period December 31, 2023
Summary By Account for PI-HISA

Book Value Summary by Account for PI-HISA

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Realized Gains/(Loss)	Cost Basis Adjustment	Closing Balance
JIB2WHITD35	9,834,804.14	3,260,000.00	13,560,627.03	465,822.89				
JIBWHICASH	10,141,468.05		10,572,798.78	431,330.73				
Total	19,976,272.19	3,260,000.00	24,133,425.81	897,153.62	0.00	0.00	0.00	0.00

Market Value Summary by Account for PI-HISA

Account	Opening Balance	Contribution	Withdrawals	Reinvested Income	Reinvested Capital Gains	Change in Market Value	Closing Balance
JIB2WHITD35	9,834,804.14	3,260,000.00	13,560,627.03	465,822.89			
JIBWHICASH	10,141,468.05		10,572,798.78	431,330.73			
Total	19,976,272.19	3,260,000.00	24,133,425.81	897,153.62	0.00	0.00	0.00

APPENDIX

ONE JIB - Outcome Framework - Target Allocations

Outcome							<u>Allocation</u>			
	HISA	Canadian Equity Fund	Global Equity Fund	Canadian Government Bond Fund	Canadian Corporate Bond Fund	Global Bond Fund	Equity	Fixed Income	Cash	Total
Cash	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%			100.0%	100%
Stable Return	10.0%	9.0%	21.0%	9.0%	9.0%	42.0%	30.0%	60.0%	10.0%	100%
Contingency	0.0%	18.0%	42.0%	6.0%	6.0%	28.0%	60.0%	40.0%		100%
Asset Management	0.0%	27.0%	63.0%	1.5%	1.5%	7.0%	90.0%	10.0%		100%
Target Date 3-5	20.0%	3.0%	7.0%	10.5%	10.5%	49.0%	10.0%	70.0%	20.0%	100%
Target Date 5-10	0.0%	15.0%	35.0%	7.5%	7.5%	35.0%	50.0%	50.0%		100%
Target Date 10+	0.0%	22.5%	52.5%	3.75%	3.75%	17.5%	75.0%	25.0%		100%

ONE JIB - Outcome Framework - Defined

Outcome Category	Outcome Strategy	Objective	Risk Tolerance, Liquidity	Investment Horizon	Allocation		
					Equity	Fixed Income	Cash
Cash	Cash	Preservation of Capital	Low risk; high liquidity	< 3 years			100%
Stable Return	Stable Return	Income generation: To generate returns to fund recurring needs	Moderate risk with emphasis on growth and stable returns, regular liquidity	> 5 years (Perpetual)	30%	60%	10%
Contingency	Contingency	Contributions for unexpected and infrequent events	Higher risk, emphasis on longer-term capital growth with some liquidity	> 5 years (Perpetual)	60%	40%	
	Asset mgt reserves	Contributions to generate returns to fund asset management reserves	Higher risk, emphasis on longer-term capital growth; low liquidity	> 10 years (Perpetual)	90%	10%	
Target Date	Target Date 3-5 yrs.	Preservation of capital	Low risk; high liquidity	3 - 5 years	10%	70%	20%
	Target Date 5-10 yrs.	Contributions toward capital projects, mitigate inflation impacts and meet target funding requirements	Moderate risk, liquid	5 - 10 years	50%	50%	
	Target Date 10+ yrs.	Contributions toward capital projects, mitigate inflation impacts and meet target funding requirements	Higher risk, emphasis on long term inflation-adjusted growth	> 10 years	75%	25%	

Glossary and Definitions for Quarterly Reports

Account

ONE Investment clients have one or more custodial accounts. All Prudent Investor Funds will be administered with ONE Investment's custodian, CIBC Mellon. Unlike Legal List accounts, MNRI invested in the ONE Investment Prudent Investor Funds will be under the control of the ONE Joint Investment Board. In most cases, the Prudent Investor clients will have multiple accounts with the custodian, with the account structure based on the investment outcomes assigned to each client. This will allow reporting to the municipal client based on the investment outcome framework.

Annual and Annualized Returns: please see Returns below.

Asset Allocation

Asset allocation is the single biggest driver of fund returns and should be set taking into account municipal risk tolerance. Also known as asset mix, it is the combination of asset classes in a fund and is normally shown as the percentage weights in each. Example asset classes are money market, Canadian bonds, global bonds, Canadian stocks and global stocks. Each of the ONE JIB Outcomes has an associated asset allocation that is designed to be appropriate for the intended investment Outcome.

Asset Mix: See Asset allocation.

Benchmark

The Benchmark is the standard against which investors compare their portfolio returns to understand its performance. Benchmark can be set either at the asset class level or for the overall portfolio. At the asset class level, benchmarks are usually chosen to represent the entire market; active managers seek to outperform their benchmarks by at least the amount of fees they charge.

For example, a typical benchmark for Canadian stocks is the S&P/TSX Composite Index which is calculated by Standard and Poor's (S&P) and for Canadian money market, the typical benchmark is the FTSE 182-Day Treasury Bill Index from the Financial Times Stock Exchange Group (FTSE). For a portfolio that aims to have risk halfway between these two asset classes, the total portfolio benchmark might be 50% S&P/TSX Composite Index and 50% FTSE 182-Day Treasury Bill Index.

Benchmark returns are always time weighted. (See Returns below for more detail on time weighted returns)

Blended Benchmark

A blended benchmark is a benchmark that is constructed from two or more underlying benchmarks. The weights of each underlying benchmark used in a blended benchmark remain constant over time.

Canadian Corporate Bond Fund

The ONE Investment Canadian Corporate Bond Fund holds short and mid-term Canadian bonds managed by MFS. Based on the benchmark duration at December 31, 2023, the permitted duration range is 3.67 to 6.67 years. MFS aims to outperform the benchmark, which is:

- 48% FTSE Canada Universe All Government Bond Index +
- 40% FTSE Canada Short-Term Corporate A Index +
- 10% FTSE Canada Universe Corporate AAA/AA Index +
- 2% FTSE Canada 91-Day Treasury Bill Index.

Canadian Equity Fund

The ONE Canadian Equity Fund holds Canadian stocks managed by Guardian Capital. Guardian aims for below-market risk, achieved with a ONE-imposed constraint on the weight of Material and Energy sectors because of the expected above-market volatility of these sectors.

Canadian Government Bond Fund

This ONE Government Canadian Bond Fund holds short-term Canadian bonds managed by MFS. Based on the benchmark duration at December 31, 2023, the permitted duration range for the Fund is 1.12 to 2.12 years. MFS aims to outperform the benchmark, which is:

- 60% FTSE Canada Short-Term Government Bond Index +
- 40% FTSE Canada 91-Day Treasury Bill Index.

Book Value

Book value is the Unit Cost of each holding multiplied by the number of units. It represents the amount originally paid to invest in the holding and takes into account all contributions and withdrawals.

CAD

This is a short form for “Canadian dollars”. Although the outcomes have exposure to foreign securities, all returns in the report reflect Canadian dollar-based returns. Foreign holdings will be impacted by movements in foreign currencies which may impact investment returns. This impact can be reduced by currency hedging strategies. The global equity exposure does not hedge currency exposure, but the global bond exposure may use hedging. The degree to which global bond exposure is hedged back to the Canadian dollar may vary and will reflect the currency hedging strategy of the external manager.

Consolidated Holdings

Consolidated holdings are the aggregate value of all investments with ONE Investment. Consolidated holdings detailed in this report only reflect MNRI balances invested in ONE Investment’s Prudent Investor Funds and HISA balances under the control of the ONE JIB. In certain cases, clients may hold ONE Investment Legal List portfolios or HISA which will not be reflected in consolidated holdings in this report. Additionally, ‘in-kind’ securities pledged to the ONE JIB will not be reflected in this report.

Discounts

Certain fee discounts apply for investors in the ONE Investment Prudent Investor offering. These discounts include a 4bps discount that applies to AUM of Founding Members, and ‘tier discounts’ that apply for any investors with balances in excess of certain thresholds. These discounts would not apply to HISA balances but would apply to balances in Legal List portfolios (if applicable). Discounts will be rebated to the municipalities on a quarterly basis. These discounts are not taken into consideration in the performance details in this investment report.

Distribution: a cash payment of interest or dividends made by ONE Investment from a fund.

Duration

This statistic applies to bonds and is similar in concept to term to maturity. The difference is that duration also takes into account the size and timing of interest payments. A bond with higher coupon payments will have a shorter duration than one with the same term to maturity and lower coupon payments: the reason is that the higher-coupon bond receives more of its return earlier. The higher the duration of a bond, the higher its sensitivity to interest rate movements.

Fees

Fees include all expenses involved in managing the fund: external investment manager fees, custody costs, ONE Investment's costs and administrative costs.

Global Bond Fund

The ONE Global Bond Fund is an unconstrained global bond mandate managed by Manulife Asset Management. The unconstrained nature of the mandate means that the fund will contain a mix of global government, corporate and securitized debt, including emerging markets and high-yield securities. The mandate is not constrained by sector or currency. Manulife aims to outperform the benchmark, which is Bloomberg Barclays Multiverse Index Unhedged.

Global Equity Fund

The ONE Global Equity Fund holds Global stocks managed by Mawer Investment Management. Mawer aims to outperform the benchmark, which is MSCI All Country World Index (ACWI). This mandate invests in both emerging and developed markets. Manager will allocate capital to the best global opportunities, which may include both large and small capitalization companies. This mandate is intended to be a broadly diversified portfolio of wealth-creating companies bought at discounts to their intrinsic values that typically employ a long-term holding period.

High Interest Savings Account (HISA)

This bank account is provided by CIBC. Its very short-term nature precludes it from being considered an investment. Interest income from HISA will be reflected only in the executive summary page as will a list of HISA transitions. As the HISA product is a demand deposit, its value of his does not fluctuate daily. In this way it differs from the ONE Investment fund whose price change in response to changes in the value of underlying investments. Returns for individual accounts holding HISA will not be presented in the report beyond what is disclosed in the executive summary. HISA balances held in the Prudent Investor Offering reflect MNRI and will be under the control of the ONE JIB.

Holdings: the ONE Investment funds or HISA Balances held in client accounts.

Inception Date

The inception is the first date that an investment was made. For each account, this will be the first time funds were transferred in; for funds offered by ONE Investment, it is the date the funds started. For ONE JIB Founders, the Inception date is July 2, 2020.

Income

Income is a cash flow generated by an investment and normally includes interest on bonds and dividends on stocks. It is differentiated from capital gains, which also contribute to returns, but which are not considered income.

Investment Manager

Investment managers are external firms hired by ONE Investment to create funds to our specifications. These are MFS Investment Management Canada for Canadian fixed income, Manulife Asset Management for global fixed income, Guardian Capital Group Ltd for Canadian equity, and Mawer Investment Management Ltd for global equity.

Market Value

The value of an investment at current market prices, calculated by multiplying the Price (defined below) by the number of units held.

ONE Joint Investment Board (ONE JIB)

The joint board established by founding municipalities as a municipal services board under section 202 of the Act as required under Part II of the Regulation, and is the duly appointed Joint Investment Board for the municipality, as constituted from time to time and acting pursuant to the Terms of Reference set out in the ONE JIB Agreement.

Outcome

Outcome means, in the context of the Investment Plan, the same thing as ‘solution’. Investment Outcomes are a set of investment allocations with varying risk/return characteristics. The Outcomes assigned to each municipal investor are intended to reflect the needs and circumstances of the municipality. ONE JIB has five pre-defined basic outcomes:

Cash:

The Cash Outcome is designed for investments with a time horizon of less than 3 years. Preservation of capital and liquidity are the highest priorities. Investments allocated to this outcome are expected to be transferred back to the care and control of the municipal treasurer when the funds are reclassified as MRI.

Contingency:

The Contingency outcome is designed for investing contingency reserves. The funds in this outcome may be drawn upon to meet unexpected needs and infrequent events. The investment horizon for this outcome is typically greater than 5 years, with an emphasis placed on long-term growth and preservation of purchasing power is a key consideration.

Asset Management Reserves:

The Asset Management Reserve Outcome is specifically designed for very long investment horizons with a well-defined purpose. Allocations to this Outcome are intended to generate returns to help fund asset management objectives. The long-term nature of asset management reserves allows this Outcome to emphasize long-term growth.

Stable Return:

The Stable Return Outcome is designed to provide an annual income while preserving the value of the principal investment. The principal amount is often invested in perpetuity with no intent to withdraw for the foreseeable future. This outcome is frequently used by municipalities looking to replace the income stream of a utility that has been sold, with some or all proceeds of the sale acting as the principal.

Target Date:

The Target Date Outcomes are designed for contributions toward planned capital projects. There are three target date designs for different time horizons: 3 to 5 years; 5 to 10 years; and greater than 10 years. For capital projects in the 3-to-5-year range, preservation of capital is prioritized. For projects in the 5-to-10-year range, emphasis is placed on inflation mitigation and meeting target funding requirements. For projects in the greater-than-10-year range, emphasis is placed on longer-term inflation adjusted growth.

Price

The price of ONE funds is the unit price at a point in time, also known as the net asset value, which is calculated daily by CIBC Mellon. This price takes into account the last traded prices of all securities held by the manager, the bid/ask spread where no recent trade is available and a daily accrual for all fees including investment management and administration.

Prudent Investor Standard

The standard requiring ONE JIB, when investing money under section 418.1 of the Act, to exercise the care, skill, diligence and judgement that a prudent investor would exercise in making such an investment but does not restrict the securities in which a municipality can invest. The Prudent Investor standard applies to the entire portfolio of Long-Term Funds under control of ONE JIB rather than to individual securities.

Quality

This statistic refers to the creditworthiness of bonds based on ratings provided by bond rating agencies such as S&P, DBRS, Fitch and Moody's. The highest quality bonds are rated AAA and range down from there to AA, A and BBB, all of which are investment grade ratings. Ratings below BBB are considered high yield. The lower a credit rating, the higher a bond's yield to maturity and commensurate risk of default on interest payments or principal. The credit rating on an entire fund is calculated as a weighted average.

Realized and Unrealized Gains

Capital gains reflect the movement in the Price of investments as they rise over time relative to their average Unit Cost. Negative gains are losses, meaning that the Price of the units in the account is lower than the average Price paid for them (Unit Cost). Because gains / losses are calculated based on net asset values, they are diminished by the amount of fees. (Please see Fees, Price and Unit Cost.)

- **Unrealized gains** exist “on paper” until the investment is sold in return for cash, at which point they become realized.
- **Realized gains** are generated by withdrawals from accounts during the time period in question based on the unit Price compared to the Unit Cost.

Returns

Returns measure the percentage increment in value generated by investments over a period of time. Unless otherwise noted, time-weighted total returns are reported here, which include all forms of income and capital gains. There are different aspects to return calculations explained below.

- Calendar Year Return: reflects the total return generated by investments in the specified year any between January 1 to December 31.
- Annualized Returns: the total return generated by investments in each year for holding periods greater than one year. Annualized returns are the geometric average over a multi-year period, meaning they represent the compound return. For periods of one year or less, the actual return is shown without the effect of compounding.
- Returns in this report are calculated net of fees based on the Prices of the ONE Investment funds. These are calculated daily by CIBC Mellon and take into account all fees and costs associated with managing the fund.
- Return details in this report do not account for fee discounts that may apply for some Prudent Investor clients.
- Time-weighted returns: returns in this report are time-weighted in order for them to be compared to the benchmarks. Time-weighted returns are calculated in a way that excludes the effect of the timing of contributions and withdrawals (cash flows) from the fund. (To capture the effect of cash flows and measure their impact on returns, investors would instead need use dollar-weighted return calculations.)

Unit Cost

Unit Cost is the weighted average Price paid for all the Fund units held in the account and reflects the impact of units bought and sold over time.

Unrealized Gains: Please see Realized and Unrealized Gains

Value Added: The return generated by an investment manager above (or below, if negative) the benchmark.

Year to Date: The time period beginning January 1 and ending at the most recent quarter end.

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar



Report Title: Asset Management Policy Update

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: FS 08-24

Department(s) Responsible:

Financial Services Department

Submitted by:

Fuwing Wong, Commissioner, Financial Services & Treasurer, 905.430.4314

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

For additional information, contact:

Graeme Williamson, Supervisor, Asset Management, 905.668.3214

1. Recommendation:

1. That Report FS 08-24 regarding the Asset Management Policy update be endorsed by Council;
2. That Staff continue to undertake asset management initiatives to remain in compliance with Ontario Regulation 588/17 and the Municipal Funding Agreement for the Transfer of Federal Gas Tax Funds; and
3. That Staff report back to Council in June 2024 with an update to the Municipal Asset Management Plan.

2. Highlights:

- On December 27, 2017, O.Reg. 588/17 (see Attachment 3 or click on the following link [O.Reg.588/17](#)) was released which regulates and sets deadlines for municipalities for asset management planning of municipal infrastructure, including:
 - **Deliverable 1 – July 1, 2019:** Date for municipalities to have a finalized strategic asset management policy. This policy needs to be reviewed and updated every 5 years. (Attachment 1 contains an update of the Town's policy)

- **Deliverable 2 – July 1, 2022:** Date for municipalities to have an approved asset management plan for core assets (roads, bridges, culverts, and stormwater management) that discusses current Levels of Service (LOS) and the cost of maintaining those services.
- **Deliverable 3 – July 1, 2024:** Date for municipalities to have an approved asset management plan for all municipal infrastructure assets that discusses current LOS and the cost of maintaining those services. Staff are currently finalizing the plan for Council review in June 2024.
- **Deliverable 4 – July 1, 2025:** Date for municipalities to have an approved asset management plan for all municipal infrastructure assets that builds upon the requirements of the deliverables in 2022 and 2024. This includes public and Council engagement for determining proposed LOS, optimized lifecycle activities to meet the proposed LOS, and a financial strategy to fund the activities.

3. Background:

The discipline of Asset Management is an expectation for all public organizations. It is a multi-disciplinary solution to assist in managing municipal infrastructure, drawing upon best management practices from business, finance, engineering, technology, operations, and maintenance.

History of Asset Management Regulations and Requirements:

- 2007 – PSAB 3150 reporting net book value of municipal tangible assets by January 1, 2009.
- 2012 – The Ontario Ministry of Infrastructure launched its Building Together initiative, which provided guidelines on the development of Asset Management Plans. From this time, the Provincial government required any municipality seeking Provincial capital funding assistance to have a detailed Asset Management Plan that shows how the proposed project fits within the Asset Management Plan.
- 2014 – The Town of Whitby completed its first Asset Management Plan related to core infrastructure assets (roads, bridges, culverts, sidewalks, and multi-use paths).
- 2014 – The Association of Municipalities of Ontario (AMO), on behalf of all Ontario municipalities, entered into a new gas tax agreement with the Federal government which requires that detailed asset management plans be completed for all municipal asset inventories by the end of 2016.
- 2015 – The Town of Whitby completed its Corporate Asset Management Study, expanding upon the core infrastructure assets to include all tangible asset classes.
- 2015 – The Province of Ontario passed Bill 6, The Infrastructure for Jobs and Prosperity Act, 2015 (Attachment 4 or click on the following link [Bill 6](#)). This act

set out the principles to regulate asset management planning of provincial and municipal infrastructure.

- 2016 – The Town of Whitby completed its first Municipal Asset Management Plan and sever Service Area Asset Management Plans.
- 2017 – The Province of Ontario releases O.Reg. 588/17 which outlined four deliverables, deadlines and the minimum update frequency. This regulation was made under the Infrastructure for Jobs and Prosperity Act, 2015.
- 2019 – The Town of Whitby completed its first Strategic Asset Management Policy which was endorsed by Council.
- 2022 – The Town of Whitby completed the Municipal Asset Management Plan (MAMP) which included the Levels of Service for its core assets.

4. Discussion:

The initial Strategic Asset Management Policy was the first deliverable as prescribed in the O.Reg. 588/17 and was endorsed by Council on April 15, 2019. The regulation stipulates that the Strategic Asset Management Policy should be reviewed and updated accordingly at least every five (5) years. To remain compliant with O.Reg. 588/17, the updated Strategic Asset Management Policy needs to be endorsed by Council before the April 2024 Council Meeting. This policy, which is accompanied by the Asset Management Procedure is to include:

- A list of the municipal goals, plans and policies the Asset Management Plan will support.
- An outline of the process(es) by which the Asset Management Plan will affect the development of the budget and long-term financial plans.
- A committed approach to the continued improvement and adoption of best practices in asset management.
- The asset management planning principles outlined in section 3 of the Infrastructure for Jobs and Prosperity Act: Infrastructure planning and investment should:
 - i. Take a long-term view, mindful of demographic and economic trends in Ontario.
 - ii. Take into account applicable budgets and financial plans.
 - iii. Clearly identify infrastructure priorities for better decision making.
 - iv. Promote economic competitiveness, productivity, job creation, and training opportunities.
 - v. Ensure the health and safety of workers involved in the construction and maintenance of infrastructure assets is protected.
 - vi. Foster innovation, utilizing technology, techniques and practices developed in Ontario.
 - vii. Be evidence based and transparent, decisions are based on information that is publicly available and should be shared between governments outlining investment implications.
 - viii. Be mindful of all plans and strategies (Planning Act, Water Opportunities Act, 2010, Metrolinx Act, 2006, Oak Ridges Moraine Conservation Act, 2001) that the infrastructure planning may affect.

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- ix. Promote accessibility for all people.
 - x. Minimize the impact of infrastructure on the environment, helping to maintain ecological and biological diversity and be resilient to the effects of climate change.
 - xi. Make use of acceptable recycled aggregates.
 - xii. Promote community benefits such as local job creation and training opportunities.
- Any infrastructure risks and vulnerabilities related to climate change.
 - Mitigation approaches to climate change, for example, a reduction of greenhouse gas emissions with goals and targets.
 - Adaptation plans to increase the resiliency of assets to the adverse effects of climate change.
 - Disaster planning and the required contingency funding.
 - Asset management planning is aligned with Ontario's land-use planning framework (Planning Act section 3(1)) and the Town's Official Plan.
 - Discussion on the capitalization thresholds used to determine which assets are to be included in the asset management plan(s) and how this compares to the Town of Whitby's Tangible Capital Asset Policy.
 - A commitment to coordinated asset management planning efforts with neighbouring lower tier municipalities and the Region of Durham.
 - Development of an Asset Management Governance to outline responsibilities related to asset management in the Corporation, this includes; Council, the Senior Leadership Team, and all other employees.
 - A commitment to residents and other interested parties to have the opportunity to provide input into the asset management planning.
 - This Policy is to be reviewed and updated at least every 5 years.

The other three deliverables incorporate anticipated growth into the planning of our municipal infrastructure, address climate change, and expand upon the levels of service to include qualitative measures. The final deliverable determines the optimal levels of service for all service areas.

5. Financial Considerations:

As approved in the 2024 Operating Budget, the Town of Whitby allocates \$22.9 million of annual property tax revenues to the Asset Management Reserve Fund. Further, the Town receives over \$4 million of Canada Community Building Fund (formerly Federal Gas Tax) grant funding. Funds from both sources are used to repair, rehabilitate, maintain the Town's existing infrastructure, as identified in the Whitby Municipal Asset Management Plan.

Future financial considerations will include:

- Incorporate Levels of Service and a Financial Strategy to fund the proposed levels by July 1, 2025 (in accordance with asset management legislation, see Deliverable 4 in the Highlights section of this report).

- Prepare lifecycle costs for existing and future growth assets which will be incorporated into the Municipal Asset Management Plan (MAMP) and linked to the Levels of Service.
- Continued funding of the asset management program as outlined in the Council approved Financial Policy which includes funding requirements from the MAMP and Long Range Financial Plan.
- Continued refinement of funding requirements as information pertaining to municipal infrastructure assets improves.
- Additional staff resources to assist with the increased reporting responsibilities outlined in O.Reg. 588/17.
- Continued monitoring of the infrastructure gap, which is the difference between what is the average annual spending requirements and the funding levels.

6. Communication and Public Engagement:

- Staff will update the Municipal Asset Management Plan in accordance with the O.Reg. 588/17 timelines.
- Starting in June 2026, Staff will provide Council with annual reports on the progress of asset management throughout the various service areas of the Town of Whitby.
- The Strategic Asset Management Policy, the Asset Management Procedure, and the 2022 Municipal Asset Management Plan (MAMP) are all available on the Town's public website.

7. Input from Departments/Sources:

N/A

8. Strategic Priorities:

The Strategic Asset Management Policy and Asset Management Procedure advance the Town's Strategic Pillar 2 – Whitby's Natural & Built Environment, Strategic Pillar 3 – Whitby's Economy, and Strategic Pillar 4 – Whitby's Government.

The policy and procedure advance Strategic Pillar 2 – Objective 2.2 Enhance community connectivity and beautification through action 2.2.2, maintaining current datasets on the various active transportation that assist in the forecasting of future needs of residents; action 2.2.4, maintaining parks, trails and tree datasets to utilize all Town owned space and to increase the canopy cover, and action 2.2.5, the Municipal Asset Management Plan develops service levels for maintaining assets to a defined standard. The policy and procedure further advance Strategic Pillar 2 – Objective 2.3 Invest in infrastructure and assets, through actions 2.3.1, 2.3.2, 2.3.5 and 2.3.6, which deal with the construction of new assets and the maintenance/upgrades of existing assets.

The policy and procedure advance Strategic Pillar 3 – Objective 3.3 Promote innovation and build competitive advantage by action 3.3.1, when developing and implementing the Intelligent City Strategy and Action Plan to implement innovative solutions whenever possible.

The policy and procedure advance Strategic Pillar 4 - Objective 4.3 Deliver exceptional customer service and community engagement, and specifically action 4.3.2, by defining service levels that are of interest to our community. Further advancing Strategic Pillar 4 – Objective 4.4 to ensure fiscal accountability and to responsibly plan for growth through action 4.4.1, delivering services that respond to community needs while balancing the impact to taxpayers, and action 4.4.2, to update long-range financial plans to ensure that Town services are delivered in a sustainable and affordable manner.

The Town of Whitby's commitment to supporting accessibility for all people is engrained in the Asset Management Procedure, which include new developments that must meet a certain accessibility standard, capital projects which improve the accessibility of existing Town assets, and encourage retrofits that make private buildings more accessible.

The Strategic Asset Management Policy and Asset Management Procedure show the Town of Whitby's commitment to environmental and fiscal sustainability. Adaptation and mitigation of climate change are addressed within the Asset Management Procedure.

9. Attachments:

Attachment 1 – Strategic Asset Management Policy

Attachment 2 – Asset Management Procedure

Attachment 3 – Ontario Regulation 588/17 (O.Reg. 588/17)

Attachment 4 – The Infrastructure for Jobs and Prosperity Act, 2015



Town of Whitby Policy

Policy Title:	Strategic Asset Management Policy
Policy Number:	CA 250
Reference:	Ontario Regulation 588/17 and Bill 6, Infrastructure for Jobs and Prosperity Act, 2015, and Council Resolution #132-19
Date Approved:	April 15, 2019
Date Revised:	Not applicable
Approval:	Council
Point of Contact:	Supervisor, Asset Management Financial Services

Policy Statement

The Corporation of the Town of Whitby is committed to responsibly managing all Town-owned infrastructure assets. Town assets represent the collaborative investment of the citizens of Whitby and the planning and management of Town Staff. The Town will base its infrastructure decisions on prioritization guidelines which incorporate the state of existing infrastructure, levels of service, risk, climate change, protection of the environment, economic growth, future planned events (the Town and other agencies) and financial capacity.

Purpose

The Asset Management Policy provides the framework to employ sound Asset Management practices and principles consistently across the Corporation. This policy is the basis for decision-making to increase the efficiency and effectiveness of managing municipal infrastructure and services. The Town endeavours to provide acceptable levels of service as economically as possible so these services can be delivered in a sustainable manner for now and into the future. The Town will link investments in infrastructure to service outcomes, considering the long-term implications of short-term decisions.

This policy connects the Town's values and strategic priorities as outlined in the [Community Strategic Plan](#). The practice of asset management is inherently Collaborative, Accountable, Respectful, and Engaged.

Collaborative: Full lifecycle asset management requires asset and data managers from all departments to work together to optimise asset management strategies.

Accountable: Asset management plans and reports improve transparency and enable accountability for current asset management practices.

Respectful: Acknowledging our asset management duties and making plans to manage our assets demonstrates respect for the contribution of tax-payers, past and present.

Engaged: Asset management is a daily practice for many Town employees and requires full engagement with their position.

The Asset Management Policy along with the Goals of Council, the Official Plan, Development Charges Background Study, Annual Operating and Capital Budgets, Community Strategic Plan, Long-Term Financial Strategy, Zero Carbon Whitby Plan, Climate Emergency Response Plan (CERP), Fleet Master Plan and the Corporate Sustainability Plan help govern how infrastructure assets are prioritized for maintenance, rehabilitation and reconstruction.

Scope

This policy outlines the asset management governance of all seven (7) service areas — Road Right-of-way, Facilities, Parks, Library Resources, Fleet, TIS, and Fire — that are summarized in the Municipal Asset Management Plan (MAMP). This policy and its updates align the Town of Whitby with the requirements in the Infrastructure for Jobs and Prosperity Act 2015 and [Ontario Regulation 588/17 Asset Management Planning for Municipal Infrastructure](#).

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1 Definitions

Asset Management (AM) is an integrated business approach that an organization employs to minimize the lifecycle costs of owning, operating, and maintaining assets at an acceptable level of risk, while continuously delivering expected levels of service for present and future customers.

Capitalization Threshold is the minimum construction/purchase cost used to determine if assets are to be capitalized in the PSAB reporting. Capitalization thresholds are not used in Asset Management reporting.

Climate Change refers to the rapid change in global long-term weather patterns that are caused by increased global temperatures due to increased atmospheric concentrations of greenhouse gases (carbon dioxide, methane, nitrous oxide).

Climate Emergency Response Plan (CERP), developed in two phases outlines the resilience (Phase 1) and mitigation (Phase 2) measures the Town of Whitby will need to investigate to decrease the effects of climate change.

Fleet Master Plan sets the priorities and goals for the Fleet Division and provides recommendations to achieve these targets.

Green Infrastructure are assets that nature has provided or are human-made that provide ecological, environmental and environmental functions and benefits to the Town. An example of a green infrastructure asset is Lynde Creek that provides a natural drainage system and flood mitigation from the headwaters of the Oak Ridges Moraine to Lake Ontario, this creek not only provides drainage benefits but is also a habitat for numerous species of plants and animals.

Infrastructure pertains to all tangible capital assets (roads, trails, buildings, vehicles, fire equipment, computers, and library collections) that are owned by the Town of Whitby.

Levels of Service (LOS) are the combination of deliverables, such as, safety, proximity, accessibility, reliability, quality, quantity, availability that are desired by Council to reflect the needs of our community.

Lifecycle Activities are all the activities (planning, designing, constructing, preventative maintenance, rehabilitation, reconstruction) that are performed on an asset throughout its useful life. These activities are performed to ensure the assets are maintained as efficiently as possible while meeting service level targets.

Long Range Financial Plan is a strategic document that will use expenditure and revenue forecasts to calculate the financial capacity of the municipality. Financial strategies and prioritization of expenditures may need to be employed to achieve financial sustainability in the long-term.

Municipal Asset Management Plan (MAMP) is a strategic document that illustrates how a group of assets are to be managed over time. The MAMP summarizes the inventories, conditions, service levels, lifecycle activities to ensure the service levels are maintained, incorporate growth, integrate the costs for climate change adaptation and mitigation, and the funding requirements to perform the lifecycle activities of the various asset classes. **Public Sector Accounting Board 3150 (PSAB 3150)** is the requirements of municipalities to report on the historical value reporting of their tangible capital assets.

MAMP Working Committee : is an inter-departmental working group with representatives from all Town asset service areas and staff from the Financial Services department.

Service Areas are groups of asset classes that collectively provide a service to our residents and visitors to our community. The Town has seven (7) distinct service areas which are Facilities, Fire, Fleet, Library Resources, TIS, Parks and Road Right-of-Way. **Zero Carbon Whitby Plan** provides how the Town of Whitby will have zero carbon emissions by 2045 in an effort to mitigate climate change.

2 Responsibilities

Municipal Asset Management is a hierarchical and multi-departmental discipline. The following outlines the Asset Management responsibilities of the following representatives of the Corporation of the Town of Whitby:

- Council
- Senior Leadership Team
- Public Works Department Asset Management Lead/Champion
- MAMP Working Committee
- Corporate Services Department – Financial Planning
- All Staff

Council will:

- Receive updates to the Municipal Asset Management Plan.
- Complete an annual review of the asset management planning progress within the Town, identifying the progress in implementing the asset management plan, any impediments faced and a strategy to overcome these impediments.
- Approve the Asset Management Policy.
- Approve corporate priorities, levels of service, and future infrastructure investments.
- Approve the Municipal Asset Management Plan (MAMP) through a Council Resolution. The 2024 Municipal Asset Management Plan will document all existing levels of service and the 2025 MAMP will have proposed levels of service that have input from the community and Council and optimized lifecycle activities.
- Approve asset funding through the annual budgets.

Senior Leadership Team will:

- Maintain compliance with this Asset Management Policy and the provincial asset management regulation.
- Provide overall direction and support the Asset Management initiative with representation within their respective service area(s).
- Incorporate and foster an awareness of Asset Management across all Departments.
- Ensure that the Asset Management Policy initiatives remain consistent with the Community Strategic Plan and in compliance with this Asset Management Policy.
- Confirm that asset management practice is integrated into the Budgets, Capital Forecasts, Sustainable Development Plan, Fleet Master Plan, Climate Emergency Response Plan (CERP) and all master plans.
- Support the various levels of service and the corresponding lifecycle treatments that have been developed by the various Asset Management Data Stewards.

Financial Service Department - Asset Management Team will:

- Lead, reinforce and support the asset management initiative with representation across all departments.
- Provide direction to consistently apply asset management practices across the Corporation
- Create and implement Asset Management Strategies.
- Create and implement Asset Management Plans.
- Lead the development of corporate asset management tools and practices and oversee their application across the organization.
- Provide updates to the Senior Leadership Team.
- Lead the updates to the Municipal Asset Management Plan – and report to Council.
- Attend Industry Events/Conferences– to promote continuous learning and improvement to the management of Town assets.

MAMP Working Committee / Service Area Asset Management Stewards will:

- Provide a forum for discussion of asset management strategy, integration and best practices.
- Ensure asset management information is kept up to-date and accurate.
- Monitor asset management practices and develop and research improvements.
- Establish Departmental accountability and responsibility for asset inventories, condition, and performance.
- Assist in the creation and implementation of service area specific asset management strategies.
- Document existing levels of service and develop proposed levels of service for the assets within their service areas.
- Communicate with industry leaders and other municipalities to ensure our maintenance and renewal strategies are current and provide the highest returns.
- Receive new development plans, provide direct and indirect lifecycle costs related to the new development and redevelopment of infrastructure assets, and provide a written report on the long term financial viability of the new development with respect to the individual service area.
- Attend Industry Events/Conferences – to promote continuous learning and improvement to the management of Town assets.
- The service area asset management stewards will ensure their assets are maintained in compliance with the Strategic Asset Management Policy and Asset Management Procedure.

Financial Services Department – Financial Planning will:

- Include the Asset Management funding requirements as identified in the Municipal Asset Management Plan in the Corporate Long Range Financial Plan, budgets and financial forecasts.

- Identify what the municipality can afford to spend on infrastructure assets and work with departments to prioritize funding requirements.
- Maintain alignment between the MAMP and other financial plans.
- Provide financial direction to all Service Areas.
- Maintain the financial assets and records.
- Provide communications to all interested parties on the financial status of the Corporation.
- Build and maintain the link between the Municipal Asset Management Plan and the budgeting process.
- Explore other sources of revenue to assist in offsetting the costs of maintaining infrastructure assets.
- Validate the need of each significant new asset considering the future operating costs.

All Staff will:

- Assist in creating and maintaining a culture of Asset Management.
- Engage in Asset Management as it pertains to one's position within the Corporation through recommendations for improving business processes.

3 Regulatory Requirements

In accordance with Bill 6, Infrastructure for Jobs and Prosperity Act and the Ontario Regulation 588/17, Asset Management Planning for Municipal Infrastructure, the Town of Whitby will:

Use Asset Management planning to guide the Capital Budget and long-term financial forecast by projecting replacement and maintenance needs for each service area based on current condition data and lifecycle management strategies.

Continuously improve asset management and monitor the best practices of industry leaders.

Maintain a long-term view of economic and demographic trends occurring within the Town, Region, and Province.

Use risk metrics, economies of scale, and opportunity costs to identify infrastructure priorities for better decision-making.

Promote economic competitiveness, productivity, job creation and training opportunities throughout the municipality.

Ensure the health and safety of workers is protected while working on municipal infrastructure.

Foster and employ innovation, technology, and practices that are developed in Ontario.

Make evidence-based, transparent decisions related to capital projects.

Promote accessibility for all people through new infrastructure designs and rehabilitating existing assets.

Minimize the impact of building new or rehabilitating existing infrastructure has upon the environment.

Promote community engagement in asset management planning.

Identify and address infrastructure risks and vulnerabilities as a result of climate change. Infrastructure will be adapted to alleviate the effects of climate change. Building upon Phase 1 of the Town of Whitby's Climate Emergency Response Plan (CERP) which identified areas where the effects of Climate Change could have adverse effects upon municipal infrastructure, the prioritization and costing of the capital projects that are necessary to adapt to Climate Change will be incorporated into the MAMP. Capital projects for climate change adaptation include; calibration of the Town's storm model, identification and prioritization of upsizing bridges/culverts/storm sewers, identification of flooding along high-risk Town roads, and the utilization of shade structures/splash pads, and trees to deal with the higher temperatures.

The Town's corporate commitment to mitigation approaches to climate change through decreasing greenhouse gas emissions and decreasing electricity consumption are outlined in the Zero Carbon Whitby Framework. Mitigation efforts required at the community level are outlined in Phase 2 of the Climate Emergency Response Plan.

Continue disaster planning through the Emergency Operation Centre (EOC) training and required contingency funding through the Town of Whitby's Contingency Reserves Policy.

Align with Ontario's Land-use Planning Framework by estimating future costs related to new development, cost-effective land-use planning, and infrastructure assets are functionally viable over their lifecycle.

Document current technical and community levels of service for all non-core assets which is to be approved by Council before July 1, 2024.

Develop the proposed technical and community levels of service (LOS) for all assets before July 1, 2025. These proposed LOS will have community engagement, through a survey, and Council input as these levels of service have to financially sustainable for the next ten (10) years. Developing these LOS will ensure that the municipal assets are maintained in accordance with the needs of the community and Council as well as being financially sustainable for the long-term.

Develop optimized lifecycle activities, favouring preventative maintenance, for all asset classes.

Coordinate and manage infrastructure assets corporately, with the Region of Durham, with our neighbouring municipalities, and with utility providers.

Provide measurable state of the infrastructure information that can be used to determine performance trends of municipal assets.

Serve as a roadmap for decision making through prescribed treatments for all asset classes and using GIS to map capital programs to ensure there are no programming conflicts or missed opportunities.

Develop service levels that are both affordable and effective to maintain our municipal infrastructure.

Manage risk and criticality of infrastructure assets.

Assist in the planning for long-term financial sustainability.

4 Application and Review

Municipal goals, plans and policies that will impact or be impacted by the Asset Management Plan shall be outlined in an Asset Management Procedure.

The Asset Management Policy will be reviewed and updated as required at least every five (5) years.

The MAMP will be updated every four (4) years and will be reported to Council in the Spring of that year. The MAMP report will be updated on the Town's website after this report has been approved by Council.

Growth of future assets shall be incorporated into MAMP document as necessary.

This Policy is hereby approved by Council Resolution #_____ on this _____ day of _____, 20__.



Town of Whitby Procedure

Procedure Title:	Asset Management Procedure
Procedure Number:	CA 250-001
Reference:	Strategic Asset Management Policy, O.Reg 588/17
Date Approved:	May 9, 2019
Date Revised:	Click here to enter a date.
Approval:	Chief Administrative Officer
Point of Contact:	Supervisor, Asset Management Financial Services

Purpose

- The purpose of this procedure is to identify specific objectives of the Town of Whitby's Asset Management Plan and to outline the responsibilities for all Town Staff involved in the management (planning, construction, maintenance, rehabilitation and reconstruction) of municipal infrastructure assets and services. This procedure will help to ensure decisions related to infrastructure assets and services are executed in a consistent and effective manner.

Scope

- This procedure expands upon the Strategic Asset Management Policy which governs the seven (7) service areas and are summarized in the Municipal Asset Management Plan (MAMP). This procedure applies to all Town staff responsible for municipal Infrastructure assets and services.

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1. Definitions

- 1.1. **Asset Management (AM)** is an integrated business approach that an organization employs to minimize the lifecycle costs of owning, operating, and maintaining assets at an acceptable level of risk, while continuously delivering expected levels of service for present and future customers. AM includes the planning, design, construction, operation, and maintenance of infrastructure used to provide services. Infrastructure needs can be prioritized over time by utilizing AM process, while also ensuring timely investments to minimize repair and rehabilitation costs and maintain municipal assets. Key questions municipalities must ask themselves today as they develop their Asset Management Plans (AMPs) and programs are the following:
- What is the asset worth?
 - What is the asset's condition and expected remaining service life?
 - What is the level of service expectation, and what needs to be done?
 - When do you need to do the preventative maintenance, rehabilitation, or replacement?
 - How much will the remedial works cost and what is the acceptable level of risk(s)?
 - What are the overall life cycle needs and costs?
 - What are the long-term sustainable financing needs?
- 1.2. **Capitalization Threshold** is the minimum construction/purchase cost used to determine if assets are to be capitalized in the PSAB reporting. Capitalization thresholds are not used in Asset Management reporting.
- 1.3. **Climate Change** refers to the rapid change in global long-term weather patterns that are caused by increased global temperatures due to increased atmospheric concentrations of greenhouse gases (carbon dioxide, methane, nitrous oxide).
- 1.4. **Climate Emergency Response Plan (CERP)**, developed in two phases outlines the resilience (Phase 1) and mitigation (Phase 2) measures the Town of Whitby will need to investigate to decrease the effects of climate change.
- 1.5. **Fleet Master Plan** sets the priorities and goals for the Fleet Division and provides recommendation to achieve these targets.
- 1.6. **Green Infrastructure** are assets that nature has provided or are human-made that provide ecological, environmental and environmental functions and benefits to the Town. An example of a green infrastructure asset is Lynde Creek that provides a natural drainage system and flood mitigation from the headwaters of the Oak Ridges Moraine to Lake Ontario, this creek not only provides drainage benefits but is also a habitat for numerous species of plants and animals.

- 1.7. **Infrastructure** pertains to all tangible capital assets (roads, trails, buildings, vehicles, fire equipment, computers, library collections) that are owned by the Town of Whitby.
- 1.8. **Levels of Service (LOS)** are the combination of deliverables, such as, safety, proximity, accessibility, reliability, quality, quantity, availability that are desired by Council to reflect the needs of our community.
- 1.9. **Lifecycle Activities** are all the activities (planning, designing, constructing, preventative maintenance, rehabilitation, reconstruction) that are performed on an asset throughout its useful life. These activities are performed to ensure the assets are maintained as efficiently as possible while meeting service level targets.
- 1.10. **Municipal Asset Management Plan (MAMP)** is a strategic document that illustrates how a group of assets are to be managed over time. The MAMP summarizes the inventories, conditions, service levels, lifecycle activities to ensure the service levels are maintained, incorporate growth, integrate the costs for climate change adaptation and mitigation, and the funding requirements to perform the lifecycle activities of the various asset classes.
- 1.11. **Public Sector Accounting Board 3150 (PSAB 3150)** is the requirement of municipalities to report tangible capital assets in their financial statements at historical cost with amortization based on estimated useful life.
- 1.12. **Service Areas** are like groups of asset classes which together provide a service to the residents and visitors to our community. The Town has seven (7) distinct service areas which are Facilities, Fire, Fleet, Library Resources, TIS, Parks, and Road Right-of-Way.
- 1.13. **Zero Carbon Whitby Plan** is a document that outlines the infrastructure investments and timing required for the Town to reduce corporate greenhouse gas emissions by 100% (below baseline-2019 levels) by the year 2045 as the Town's effort to mitigate climate change.

2. Asset Management Objectives

- The Town works as a collaborative team to comprehensively and consistently undertake the following objectives for all Town-owned assets. These asset management objectives help to inform the implementation of the Town's asset management vision.

2.1. Asset Data Objectives:

- Inventory: Capture all asset types, inventories and historical data.
- Current Valuation: Calculate current condition ratings and replacement values.

- Life Cycle Analysis: Identify maintenance and renewal strategies and lifecycle costs.
- Risk and Prioritization: Integrates all asset categories through risk and prioritization strategies. The priorities should be clearly defined and available to all.
- Transparency: All relevant information to be available for the public, staff and Council.
- Monitoring & Reporting: At defined intervals, assess the assets and report on progress and performance.
- Continuous Processes: Provide continuous processes to ensure asset information is kept current and accurate.
- Growth/Future Assets: Integrate asset management information into all future corporate purchases, acquisitions and assumptions.

2.2. **Service Objectives:**

- Service Level Targets: Define measurable Levels of Service Targets
- Sustainable Financing/Budgeting: Identify sustainable Financing Strategies for all asset categories, and link capital budget needs to operating budget needs.
- Climate Change: Ensure infrastructure strategies address climate change impacts.
- Consistency: The Town of Whitby will continue to provide core public services.
- Budgeting and planning: The Town of Whitby shall incorporate the Asset Management Plan into the annual budget and capital forecast process.
- Integration: The Town will be cognisant of content and principles of plans and strategies (provincial, regional and municipal) that affect the lifecycles of infrastructure assets.

2.3. **Broader Objectives:**

- Co-ordination: Undertake infrastructure improvements in co-ordination with other initiatives undertaken by the Town, other agencies, utilities and the development community.
- Continuous Improvement: Communicate with industry leaders and other agencies to further develop standards and best practices.

- **Community-Focused:** Through infrastructure projects, the Town will promote job creation and training opportunities, improve public spaces, and increase accessibility for all people
- **Forward-looking:** The Town of Whitby will consider the needs of its residents when planning for future infrastructure assets.
- **Economic Development:** The Town of Whitby should promote economic competitiveness, productivity, job creation and training opportunities.
- **Innovation:** The Town will utilize innovative technologies, services and practices, especially those developed in Ontario for its Asset Management practice.
- **Environmentally Conscious:** The Town will minimize the effects infrastructure has upon the environment. The Town will promote biodiversity, resilience to the effects of climate change, and using acceptable recycled aggregates.
- **Health and Safety:** The Town will ensure the health and safety of its staff and citizens are protected.

3. General

3.1. Asset Management Policy Background

- The Ontario Asset Management Planning Regulations under Bill 6 – Infrastructure for Jobs and Prosperity Act, 2015 will help Ontario municipalities be more sustainable in the management of their assets, address their ageing assets, plan for increased capital needs, anticipated growth, and address their infrastructure gap.
- Following is the timeline for the Ontario Regulation 588/17 - Asset Management Planning for Municipal Infrastructure:
- July 1, 2019 – Strategic Asset Management Policy to be completed,
- July 1, 2022 – Asset management plans including the Current Level of Service and Inventory Analysis to be completed for Roads, Bridges and Stormwater,
- July 1, 2024 – Asset management plans including the Current Level of Service and Inventory Analysis to be completed for all other assets,
- July 1, 2025 – Updating the asset management plans to include the amended Proposed Levels of Service to match Financial Capacity. This will include the following:
 1. Lifecycle Management Strategy,
 2. Financial Strategy which includes a 10-year forecast,

3. Risk Analysis,

4. Growth Analysis.

- The Town of Whitby developed the first asset management strategic plan for roads, bridges, culverts, sidewalks and multi-use paths in 2014.
- In response to the Association of Municipalities of Ontario's (AMO) Federal Gas Tax reporting requirements, this plan was expanded to include all seven service areas (Facilities, Fire, Fleet, Library Resources, Municipal Information Systems, Parks and Road Right-of-way) in 2016. Note: Federal Gas Tax is now known as the Canada Community Building Fund.
- In 2019, as the first requirement of O.Reg. 588/17, the Town of Whitby completed its first Asset Management Policy.
- In 2022, as the second requirement of O.Reg. 588/17, the Town of Whitby included growth projections, levels of service and climate change for its core assets within the MAMP.

4. Responsibilities

4.1. Supervisor, Asset Management is responsible for:

- Updating the list of goals, plans, and policies that affect or are affected by the Town's Asset Management Plan on an annual basis.
- Assessing the economic and demographic trends of the Town, Region, and Province to ensure the services the Town delivers are appropriate for our residents.
- Ensuring the Asset Management Procedure is reviewed annually and updated at least every five (5) years. Initially approved in May 2019 and updated in February 2024.

4.2. Asset Management Service Area Stewards are responsible for:

- Monitoring asset management best practices, looking for efficiencies for delivery of services, communicating with colleagues from neighbouring municipalities, and subscribing to industry-specific periodicals.
- Ensuring the Asset Management planning is consistent with Ontario's land-use planning framework, equating the future costs of new development, promoting efficient and cost effective development, and considering all legislation and official plans when developing Asset Management Plans.

- Optimizing the lifecycle activities for all asset classes within their respective service area.
- Co-ordinating rehabilitation and reconstruction efforts with the Region of Durham and neighbouring municipalities.
- Providing evidence-based state of the infrastructure information.
- Developing levels of service that are delivered as efficiently and cost-effectively as possible.
- Incorporating growth of future assets within the service area summary section of the Municipal Asset Management Plan.

5. Regulatory Requirements

5.1. The following municipal goals, plans and policies that will impact or be impacted by the Asset Management Plan

1. Town of Whitby Official Plan
2. Whitby Council Goals
3. Town of Whitby Corporate Sustainability Plan
4. Active Transportation Plan
5. Transportation Master Plan
6. Whitby Community Strategic Plan
7. Parking Master Plan
8. Parks and Open Space Master Plan
9. Corporate Energy and Emissions Management Plan
10. Durham Region Official Plan
11. Whitby Cycling and Leisure Trails Plan
12. Port Whitby Secondary Plan
13. Port Whitby Sustainable Community Plan
14. Downtown Whitby Heritage Conservation District Study and Werden's Heritage Conservation District
15. Brooklin Heritage Conservation District
16. Culture, Parks, Recreation and Open Space Strategic Master Plan
17. Economic Development Strategy for the Town of Whitby
18. Sports Facility Strategy
19. Town of Whitby Contingency Reserves Policy
20. Waterfront Parks and Open Space Master Plan
21. West Whitby Secondary Plan
22. Whitby Intensification Strategy
23. Town of Whitby Accessibility Plan
24. Engineering Design Standards
25. Source Water Protection and Clean Water Act

26. Planning Act
27. Metrolinx Act
28. Greenbelt Act
29. Oshawa Municipal Airport Expansion
30. Climate Emergency Response Plan
31. Zero Carbon Whitby Plan
32. Fleet Master Plan
33. Whitby Green Standard
34. Corporate Information Technology Strategic Plan
35. Brooklin Secondary Plan
36. Growth Plan for the Greater Golden Horseshoe (2017)
37. Durham Region Cycling Plan (2012)
38. Design of Public Spaces Standards: Integrated Accessibility Standard
Ontario Regulation 413/12
39. Annual Long Range Financial Plan
40. Capital Budget and Forecast
41. Sustainability Guidelines for Development

5.2. Guide the Capital Budget and Forecasts

- 5.2.1 Future updates of the MAMP document will outline the desired service levels, associated costs and funding levels following public and Council engagement. The MAMP will inform the Town's future budgets and the 10-year capital forecast for each service area from an expenditure and required funding level perspective.

5.3. Committed Approach to Continuously Improving Asset Management and Monitoring Asset Management Best Practices

- 5.3.1 The Town of Whitby, through its service areas, will monitor industry and municipal Asset Management best practices. The data stewards of each service area should participate in the practice of Asset Management outside of the Town by engaging with their counterparts in neighbouring municipalities and in other municipalities that are leaders in Asset Management.
- 5.3.2 On an annual basis, the Town will evaluate its past Asset Management practices, looking for improved products and procedures to increase the efficiency and effectiveness of delivering services to our residents.
- 5.3.3 The Town will involve itself in the creation of Durham Asset Management focus groups as a means to meet with employees from other municipalities dealing with similar assets, which will prove beneficial to sharing information related to the best practice management of infrastructure assets.

- 5.3.4 Subscriptions to industry-specific periodicals should be encouraged to further educate Town staff in methods and products available for lifecycle maintenance of infrastructure assets.

5.4. Long-term view of Economic and Demographic Trends

- 5.4.1 The Town of Whitby will assess the economic and demographic trends of the Town, Region and Province to ensure the services provided to our residents are appropriate now and into the future. Historical and current census data will be utilized to project our residents' needs for the life of the various assets.

5.5. Identification of Infrastructure Priorities for Better Decision Making

- 5.5.1 Projects within the capital budget will be prioritized based upon the following criteria:
- Degree of risk due to the condition of the asset and the consequence of failure.
 - The criticality of the service the asset provides.
 - The opportunity cost resulting from having to implement a more expensive rehabilitation or reconstruction as a result of not performing timely preventative maintenance.
 - Identifying assets that will be reconstructed due to planned activities such as widening a road or being replaced by a new facility. These assets will have maintenance activities performed upon them to preserve their current condition but will not have major capital works until they are decommissioned.
 - Impact to corporate Greenhouse Gas Emission reductions and alignment with the Town's 2045 Net Zero goal as outlined in the Zero Carbon Whitby Plan.

5.6. Promote Economic Competitiveness, Productivity, Job Creation and Training Opportunities

- 5.6.1 The Town of Whitby will promote economic competitiveness through its Purchasing Policy, selecting products and services that best meet the needs of the Town while factoring in the overall cost into the decision-making process.
- 5.6.2 Throughout the corporation, staff members are undergoing Lean Six Sigma training and applying this knowledge to trim unneeded steps off processes. Lean Six Sigma is a methodology of collaborative performance improvement by systematically removing procedural waste and reducing variation. Having a Lean approach helps to maximize efficiency of Town procedures and

increases productivity while reducing wait times for citizens, businesses and contractors.

- 5.6.3 The Town of Whitby recognizes the need to reserve employment lands adjacent to major highways. When developed, these lands will provide employment opportunities to existing and future residents.
- 5.6.4 The Town continues to be supportive in training internal staff, providing access to online courses, in-house training and permitting staff to attend courses offered at colleges, universities and industry specific organizations. The Town also supports local educational institutions by offering cooperative learning positions such as mechanics, office assistants, urban planners, and GIS technicians.

5.7. Ensure Health and Safety of Workers is Protected

- 5.7.1 The Town of Whitby is committed to protecting the health and safety of its employees and those working as consultants and contractors for the Town. For example, Town Staff perform safety checks of consultants and contractors work areas.
- 5.7.2 Town staff members are trained to perform their jobs safely and to be mindful of the safety of colleagues and residents. For example, all staff who work within a roadway receive OTM Book 7 training on creating a safe roadside work environment.

5.8. Foster Innovation, Utilizing Technology and Practices that are Developed in Ontario

- 5.8.1 The Town of Whitby will incorporate innovation, technology and best practices that are developed in Ontario into our municipal activities and infrastructure. Clauses may need to be written into the tender, proposal and quotation documents that prioritize certain Ontario-based products and/or services that the Town wishes to support.

5.9. Decisions should be Evidence-Based and Transparent

- 5.9.1 All decisions will be made through sound judgement and analysis of applicable data. The decisions will be transparent and, if requested, the supporting materials will be made available to be viewed by our residents.

5.10. Promote Accessibility for all People

- 5.10.1 The Town of Whitby incorporates accessibility improvements to existing infrastructure through retrofits and new infrastructure through designs that are more accessible for all individuals.
- 5.10.2 The Town encourages commercial developers to follow the Town's Accessibility Standards to make buildings more accessible.

5.11. Minimize the Impact of Infrastructure on the Environment

- 5.11.1 The Town of Whitby is committed to being a good steward of the environment. The Town will work with the Central Lake Ontario Conservation Authority (CLOCA) to ensure that natural drainage areas of the Town are protected.
- 5.11.2 The Town will work with the Ministry of the Environment, Conservation and Parks (MECP) and the Ministry of Natural Resources and Forestry (MNRF) to ensure our activities and the activities of others within our boundaries have a minimal impact on local ecosystems.
- 5.11.3 When planning new infrastructure assets and rehabilitations to existing assets, the Town of Whitby will make every effort to limit the effect these activities have upon our water, air and soil. Using recycled materials reduces the effects that constructing and rehabilitating infrastructure has upon the environment. Whitby will incorporate an acceptable quality and quantity of recycled aggregates into the construction of Town infrastructure. The accepted specifications will be outlined within the individual tender documents. The Town will look at industry best practices when using recycled aggregates to ensure the optimum quality and quantity of recycled materials are utilized.
- 5.11.4 The Town commits to optimizing lifecycle management for its assets in an effort to reduce the need to replace assets and to extend their life spans. For every computer screen or cell phone that lasts an extra year beyond its expected life span, the Town reduces the demand for new products (reuse to reduce).
- 5.11.5 When disposing of assets the Town will do so in an environmentally friendly manner.

5.12. Promote Community Engagement in Asset Management Planning

5.12.1 The Town of Whitby will engage its residents in Asset Management Planning through:

- Public engagement for the development of Levels of Service.
- Utilizing existing databases that keep a record of residents' service requests to help identify future works. This information may also help the municipality define the levels of service expected from our residents.
- Incorporate the MAMP into the Town's budget/forecasting process and continue to seek public engagement in the allocation of resources, including required property tax increase, in order to support MAMP-recommended investments.

5.13. Address Infrastructure Risk and Vulnerabilities Due to Climate Change

5.13.1 The Town of Whitby will work with Durham Region to implement the recommendations identified within the Durham Community Climate Adaptation Plan (DCCAP) and the Town's Climate Emergency Response Plan (CERP). The recommendations range from requiring hurricane strapping in new home constructions, to managing flooding of roads and bridges, to mitigating the impacts of heat exposure on outside workers, to improving forecasting of and communicating flooding events.

5.13.2 The Town of Whitby will identify infrastructure that is vulnerable to the effects of climate change allowing Staff to more efficiently monitor these locations thereby helping to ensure the safety of our residents. When these assets are rehabilitated or reconstructed the effects of climate change will be incorporated into the new design, for example, upsizing of bridges and storm pipes to deal with increased precipitation and constructing shade structures and planting more trees to deal with hotter temperatures.

5.13.3 The Town of Whitby will incorporate climate change into all planning of new infrastructure and improvements in existing infrastructure to ensure our assets meet the required capacity and resiliency that climate change will dictate with more frequent and intense storms. The Town will investigate best practices relating to operations and capital planning in order to develop infrastructure that has a greater resiliency to severe weather events.

- 5.13.4 Climate change will be ingrained into the asset management planning process. The Town of Whitby will balance the immediate costs of vulnerable infrastructure to climate change with the planned costs of reducing these vulnerabilities. Infrastructure assets and services that are vulnerable to climate change will be addressed through the various Council-approved service levels, Climate Emergency Response Plan (CERP), operational activities, contingency funding, and capital budgets.

5.14. Mitigation Approaches to Climate Change

- 5.14.1 The Town of Whitby will continue to implement a Carbon Budgeting framework where discussions related to the Town's greenhouse gas emissions and the Town's progress towards net zero by 2045 are integrated into public budget discussions.
- 5.14.2 The Zero Carbon Whitby Plan (2021) outlines the following greenhouse gas reduction goals below the 2019 baseline levels:
- A short-term goal of 20% reduction by 2025,
 - An interim goal of 40% reduction by 2030,
 - A long-term goal of net-zero carbon emissions by 2045.
- 5.14.3 The following initiatives will help the Town realize its goals to mitigating climate change which are outlined in the Town of Whitby's Climate Emergency Response Plan (CERP):
- More efficient streetlights,
 - More efficient fleet vehicles and routing,
 - Replacing gas and diesel powered vehicles with electric vehicles,
 - More efficient facilities and equipment,
 - Switching from burning fossil fuels for heat to electrical heating systems, using heat pumps and replacing fuel boilers with electrical boilers.
 - Organizational commitment to decreasing the energy used.

5.15. Disaster Planning and Required Contingency Funding

- 5.15.1 The Corporation of the Town of Whitby Emergency Plan outlines the responsibilities of all members of the Emergency Operation Centre (EOC). The EOC holds disaster planning exercises every 6 months to train staff to effectively respond to various types of disasters within the Town. Staff responses to disaster events related to climate change (flooding, ice storms, tornadoes, and

extreme heat) have been modelled in the disaster planning exercises.

- 5.15.2 The Town of Whitby's Contingency Reserves Policy # F 020 is to provide a source of funding for unforeseen expenditures. These expenditures could be the result of disaster events such as flooding or ice storms. Policy # F 020 describes the nature, use and funding sources for the Town's Contingency Reserves and sets target balances required to maintain a sufficient level of financial resources within these reserves. The combined target for all contingency reserves (General Contingency Reserve, Bad Debt Allowance Reserve, Winter Control Reserve, and Insurance Reserve Fund) is kept within a minimum of 5% and a maximum of 10% of gross expenditures.

5.16. Align with Ontario's Land Use Planning Framework

- 5.16.1 Asset Management planning will follow a structure consistent with Ontario's land use planning framework. Through the asset management planning process, scenarios related to levels of service and financing options will be explored and provided to Council and the public. Council, resident and Town Staff recommendations for future improvements to the MAMP report will be documented in the Recommendations section
- 5.16.2 The MAMP Working Committee will be consulted when the community plan is prepared for a new development, provide input to the expected direct and indirect future costs of the development, and provide a written comment relating to the financial viability of the development with respect to the service they manage.
- 5.16.3 The Town of Whitby will promote the principle of long-term financial viability, which is consistent with recent developments in community planning requirements in Ontario. This will be realized through:
- Promoting efficient development and land use patterns,
 - Promoting cost-effective development patterns to minimize land consumption and servicing costs,
 - Infrastructure assets are to be functionally viable over their lifecycle. They should protect public health and safety and the natural environment.
- 5.16.4 The Town of Whitby will consider all provincial and federal legislation when developing AM Plans. When planning for new or modifying existing infrastructure this may include legislation

related to the Greenbelt Act, 2005, the Places to Grow Act, 2005, the Environmental Protection Act, 2005, and Heritage Act, 1990.

- 5.16.5 The Official Plans of the Town of Whitby and the Region of Durham will be considered when developing AM Plans. For example, road widenings to deal with increased traffic volumes on arterial roads will be taken into account when developing the schedule of upcoming capital expenditures.

5.17. Capitalization Thresholds

- 5.17.1 The capitalization thresholds differ between the Asset Management Plan and the Tangible Capital Asset Policy. All infrastructure assets were included in the Asset Management Plan whereas the assets within the Public Sector Accounting Board (PSAB) reporting were a minimum value of \$25,000 with the exceptions of Land Improvements (fuel tanks, irrigation systems, gates, lighting, marina – dredging, and marina – sea walls) and Vehicles (trucks, automobile, van, grader, crane, fire truck, maintenance equipment and other heavy equipment) which all have a capitalization threshold of \$5,000. For PSAB reporting purposes like assets are pooled together thereby meeting the minimum threshold value.
- 5.17.2 The quantitative value of an asset should not to be the basis of that asset's inclusion into the Asset Management Plan; rather its inclusion should be based upon its function, lifecycle activities, and financial planning. Another rationale for including all assets despite their value is for ease of maintaining the asset registry. By not having pooled assets within the asset management database, individual assets can be more easily and accurately added and retired.

5.18. Develop Optimized Lifecycle Activities for All Asset Classes

- 5.18.1 All service areas should optimize their lifecycle activities, favouring preventative maintenance techniques to decrease the average annual costs of maintaining the assets. All asset costs should be captured in the schedule of events from planning, acquisition, operation, maintenance, renewal and replacement.

5.19. Coordinate Management of Infrastructure Assets

- 5.19.1 The Town of Whitby, the Region of Durham and surrounding municipalities are committed to developing co-ordinated capital rehabilitation and replacement programs. Meetings will be conducted annually (or more frequently if deemed necessary) to prioritize and schedule any required rehabilitation and

replacement of infrastructure. The needs of the underground infrastructure (water, sanitary and storm) will be identified first to see where asphalt will likely need to be replaced. Secondly, the condition of the road asphalt and capacity needs should factor into the prioritization process.

5.20. Provide Accountable State of the Infrastructure Information

5.20.1 The Town of Whitby commits to maintaining asset class inventories, condition assessments, and community and technical levels of service for all infrastructure assets. The inventories will be maintained as assets are built, assumed, modified or decommissioned. Condition assessments will vary between asset classes; the frequency of assessment for each asset class will be shown in the respective summary report. The Levels of Service and will be reported upon annually. The LOS trend will be shown for each asset class in the summary report for each service area.

5.21. Serving as a Roadmap for Decision Making

5.23.1 The number and complexity of the Town of Whitby's assets has surpassed the point where paper and spreadsheets are effective means of making sound, educated decisions about the management of our assets. It is now time to invest in a corporate asset management system that will maintain inventories, manage work orders, coordinate condition assessments, perform lifecycle analyses, and organize treatment options and their associated costs. The annual recommended treatments will be based upon asset performance and the available budget.

5.23.2 The asset management system will be linked to our GIS to enable users to view the data spatially. Through the use of GIS, the system will manage and find trends in vast amounts of asset data in order to show the user potential conflicts or opportunities in scheduling activities. This will create increased efficiencies when dealing with data from Region of Durham (water and sanitary) and adjacent municipalities (Scugog, Oshawa, Ajax and Pickering).

5.22. Developing Service Levels

5.22.1 Each service area will develop proposed technical and community levels of service for each asset class, determining the cost to maintain their assets at this level. These levels of service will be further explored based upon the costs to maintain at higher and lower standards. The associated changes to municipal tax will be shown for these service level options. The levels of service should align with the expectations of our residents as highlighted in the Community Strategic Plan. Council and the residents of Whitby

will have an opportunity to assist in developing the various levels of service through surveys and subsequent discussions.

- 5.22.2 There are a number of assets (roads, bridges, sidewalks, signs, streetlights) that have a minimum level of service that are outlined in the Ontario Regulation 366/18 – Minimum Maintenance Standards for Municipal Highways. Failing to meet these minimum levels of service exposes the municipality to increased liability. Similarly, Fire assets must meet NFPA regulations to remain in use.

5.23. Manage Risk

- 5.23.1 Ultimately the goal of the Town of Whitby is to continue to reduce the exposure to risk associated with the operation and maintenance of our infrastructure assets. Risk is the product of the probability and consequences of an asset failing. The probability of an asset failing is a function of the asset's physical condition, which is largely dependent upon the asset's age and the Town's level of investment in preventative maintenance and renewal activities. The consequences of failure are related to the function of the asset, the importance of the asset in the overall system, and the potential for injury or loss of life.
- 5.23.2 Risk-based prioritization of capital projects such as preventative maintenance and renewal activities should be incorporated into the budget process.

5.24. Plan for Long-Term Sustainability

- 5.24.1 The MAMP report will determine the level of anticipated expenditures required to maintain our infrastructure at a prescribed level of service. Finance through the Long-Term Financial Strategy will determine the funding sources to pay for the expenditures.
- 5.24.2 The MAMP document will identify spikes in anticipated annual capital expenditures and the budget will provide for some flexibility in the amount of available funding.

5.25. Growth/Assumption of Future Assets

- 5.25.1 Building upon the 2022 MAMP document which reported on the costs of maintaining our existing assets as well as the growth portion of the core asset classes; the 2024 MAMP document will contain the costs of maintaining our existing and growth assets for all asset classes.

5.26. Updating the Asset Management Procedure

- 5.26.1 The Town of Whitby Asset Management Procedure will be updated at least every five (5) years or sooner if it is deemed necessary.

Choose an item.

Matthew Gaskell, Chief Administrative Officer, x2211

Click here to enter a date.

Date

ONTARIO REGULATION 588/17

made under the

INFRASTRUCTURE FOR JOBS AND PROSPERITY ACT, 2015

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COMMENCEMENT

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INTERPRETATION AND APPLICATION**Definitions**

- 1. (1)** In this Regulation,

“asset category” means a category of municipal infrastructure assets that is,

- (a) an aggregate of assets described in each of clauses (a) to (e) of the definition of core municipal infrastructure asset, or
- (b) composed of any other aggregate of municipal infrastructure assets that provide the same type of service; (“catégorie de biens”)

“core municipal infrastructure asset” means any municipal infrastructure asset that is a,

- (a) water asset that relates to the collection, production, treatment, storage, supply or distribution of water,
- (b) wastewater asset that relates to the collection, transmission, treatment or disposal of wastewater, including any wastewater asset that from time to time manages stormwater,
- (c) stormwater management asset that relates to the collection, transmission, treatment, retention, infiltration, control or disposal of stormwater,
- (d) road, or
- (e) bridge or culvert; (“bien d’infrastructure municipale essentiel”)

“ecological functions” has the same meaning as in Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan) made under the *Oak Ridges Moraine Conservation Act, 2001*; (“fonctions écologiques”)

“green infrastructure asset” means an infrastructure asset consisting of natural or human-made elements that provide ecological and hydrological functions and processes and includes natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces and green roofs; (“bien d’infrastructure verte”)

“hydrological functions” has the same meaning as in Ontario Regulation 140/02; (“fonctions hydrologiques”)

“joint municipal water board” means a joint board established in accordance with a transfer order made under the *Municipal Water and Sewage Transfer Act, 1997*; (“conseil mixte de gestion municipale des eaux”)

“lifecycle activities” means activities undertaken with respect to a municipal infrastructure asset over its service life, including constructing, maintaining, renewing, operating and decommissioning, and all engineering and design work associated with those activities; (“activités relatives au cycle de vie”)

“municipal infrastructure asset” means an infrastructure asset, including a green infrastructure asset, directly owned by a municipality or included on the consolidated financial statements of a municipality, but does not include an infrastructure asset that is managed by a joint municipal water board; (“bien d’infrastructure municipale”)

“municipality” has the same meaning as in the *Municipal Act, 2001*; (“municipalité”)

“operating costs” means the aggregate of costs, including energy costs, of operating a municipal infrastructure asset over its service life; (“frais d’exploitation”)

“service life” means the total period during which a municipal infrastructure asset is in use or is available to be used; (“durée de vie”)

“significant operating costs” means, where the operating costs with respect to all municipal infrastructure assets within an asset category are in excess of a threshold amount set by the municipality, the total amount of those operating costs. (“frais d’exploitation importants”)

(2) In Tables 1 and 2,

“connection-days” means the number of properties connected to a municipal system that are affected by a service issue, multiplied by the number of days on which those properties are affected by the service issue. (“jours-branchements”)

(3) In Table 4,

“arterial roads” means Class 1 and Class 2 highways as determined under the Table to section 1 of Ontario Regulation 239/02 (Minimum Maintenance Standards for Municipal Highways) made under the *Municipal Act, 2001*; (“artères”)

“collector roads” means Class 3 and Class 4 highways as determined under the Table to section 1 of Ontario Regulation 239/02; (“routes collectrices”)

“lane-kilometre” means a kilometre-long segment of roadway that is a single lane in width; (“kilomètre de voie”)

“local roads” means Class 5 and Class 6 highways as determined under the Table to section 1 of Ontario Regulation 239/02. (“routes locales”)

(4) In Table 5,

“Ontario Structure Inspection Manual” means the Ontario Structure Inspection Manual (OSIM), published by the Ministry of Transportation and dated October 2000 (revised November 2003 and April 2008) and available on a Government of Ontario website; (“manuel d’inspection des structures de l’Ontario”)

“structural culvert” has the meaning set out for “culvert (structural)” in the Ontario Structure Inspection Manual. (“ponceau structurel”)

Application

2. For the purposes of section 6 of the Act, every municipality is prescribed as a broader public sector entity to which that section applies.

STRATEGIC ASSET MANAGEMENT POLICIES

Strategic asset management policy

3. (1) Every municipality shall prepare a strategic asset management policy that includes the following:

1. Any of the municipality’s goals, policies or plans that are supported by its asset management plan.
2. The process by which the asset management plan is to be considered in the development of the municipality’s budget or of any long-term financial plans of the municipality that take into account municipal infrastructure assets.
3. The municipality’s approach to continuous improvement and adoption of appropriate practices regarding asset management planning.
4. The principles to be followed by the municipality in its asset management planning, which must include the principles set out in section 3 of the Act.
5. The municipality’s commitment to consider, as part of its asset management planning,

- i. the actions that may be required to address the vulnerabilities that may be caused by climate change to the municipality's infrastructure assets, in respect of such matters as,
 - A. operations, such as increased maintenance schedules,
 - B. levels of service, and
 - C. lifecycle management,
 - ii. the anticipated costs that could arise from the vulnerabilities described in subparagraph i,
 - iii. adaptation opportunities that may be undertaken to manage the vulnerabilities described in subparagraph i,
 - iv. mitigation approaches to climate change, such as greenhouse gas emission reduction goals and targets, and
 - v. disaster planning and contingency funding.
6. A process to ensure that the municipality's asset management planning is aligned with any of the following financial plans:
 - i. Financial plans related to the municipality's water assets including any financial plans prepared under the *Safe Drinking Water Act, 2002*.
 - ii. Financial plans related to the municipality's wastewater assets.
 7. A process to ensure that the municipality's asset management planning is aligned with Ontario's land-use planning framework, including any relevant policy statements issued under subsection 3 (1) of the *Planning Act*, any provincial plans as defined in the *Planning Act* and the municipality's official plan.
 8. An explanation of the capitalization thresholds used to determine which assets are to be included in the municipality's asset management plan and how the thresholds compare to those in the municipality's tangible capital asset policy, if it has one.
 9. The municipality's commitment to coordinate planning for asset management, where municipal infrastructure assets connect or are interrelated with those of its upper-tier municipality, neighbouring municipalities or jointly-owned municipal bodies.
 10. The persons responsible for the municipality's asset management planning, including the executive lead.
 11. An explanation of the municipal council's involvement in the municipality's asset management planning.
 12. The municipality's commitment to provide opportunities for municipal residents and other interested parties to provide input into the municipality's asset management planning.

(2) For the purposes of this section,

"capitalization threshold" is the value of a municipal infrastructure asset at or above which a municipality will capitalize the value of it and below which it will expense the value of it. ("seuil de capitalisation")

Update of asset management policy

4. Every municipality shall prepare its first strategic asset management policy by July 1, 2019 and shall review and, if necessary, update it at least every five years.

ASSET MANAGEMENT PLANS

Asset management plans, current levels of service

5. (1) Every municipality shall prepare an asset management plan in respect of its core municipal infrastructure assets by July 1, 2021, and in respect of all of its other municipal infrastructure assets by July 1, 2023.

(2) A municipality's asset management plan must include the following:

1. For each asset category, the current levels of service being provided, determined in accordance with the following qualitative descriptions and technical metrics and based on data from at most the two calendar years prior to the year in which all information required under this section is included in the asset management plan:
 - i. With respect to core municipal infrastructure assets, the qualitative descriptions set out in Column 2 and the technical metrics set out in Column 3 of Table 1, 2, 3, 4 or 5, as the case may be.
 - ii. With respect to all other municipal infrastructure assets, the qualitative descriptions and technical metrics established by the municipality.
2. The current performance of each asset category, determined in accordance with the performance measures established by the municipality, such as those that would measure energy usage and operating efficiency, and based on data from

at most two calendar years prior to the year in which all information required under this section is included in the asset management plan.

3. For each asset category,
 - i. a summary of the assets in the category,
 - ii. the replacement cost of the assets in the category,
 - iii. the average age of the assets in the category, determined by assessing the average age of the components of the assets,
 - iv. the information available on the condition of the assets in the category, and
 - v. a description of the municipality's approach to assessing the condition of the assets in the category, based on recognized and generally accepted good engineering practices where appropriate.
4. For each asset category, the lifecycle activities that would need to be undertaken to maintain the current levels of service as described in paragraph 1 for each of the 10 years following the year for which the current levels of service under paragraph 1 are determined and the costs of providing those activities based on an assessment of the following:
 - i. The full lifecycle of the assets.
 - ii. The options for which lifecycle activities could potentially be undertaken to maintain the current levels of service.
 - iii. The risks associated with the options referred to in subparagraph ii.
 - iv. The lifecycle activities referred to in subparagraph ii that can be undertaken for the lowest cost to maintain the current levels of service.
5. For municipalities with a population of less than 25,000, as reported by Statistics Canada in the most recent official census, the following:
 - i. A description of assumptions regarding future changes in population or economic activity.
 - ii. How the assumptions referred to in subparagraph i relate to the information required by paragraph 4.
6. For municipalities with a population of 25,000 or more, as reported by Statistics Canada in the most recent official census, the following:
 - i. With respect to municipalities in the Greater Golden Horseshoe growth plan area, if the population and employment forecasts for the municipality are set out in Schedule 3 or 7 to the 2017 Growth Plan, those forecasts.
 - ii. With respect to lower-tier municipalities in the Greater Golden Horseshoe growth plan area, if the population and employment forecasts for the municipality are not set out in Schedule 7 to the 2017 Growth Plan, the portion of the forecasts allocated to the lower-tier municipality in the official plan of the upper-tier municipality of which it is a part.
 - iii. With respect to upper-tier municipalities or single-tier municipalities outside of the Greater Golden Horseshoe growth plan area, the population and employment forecasts for the municipality that are set out in its official plan.
 - iv. With respect to lower-tier municipalities outside of the Greater Golden Horseshoe growth plan area, the population and employment forecasts for the lower-tier municipality that are set out in the official plan of the upper-tier municipality of which it is a part.
 - v. If, with respect to any municipality referred to in subparagraph iii or iv, the population and employment forecasts for the municipality cannot be determined as set out in those subparagraphs, a description of assumptions regarding future changes in population or economic activity.
 - vi. For each of the 10 years following the year for which the current levels of service under paragraph 1 are determined, the estimated capital expenditures and significant operating costs related to the lifecycle activities required to maintain the current levels of service in order to accommodate projected increases in demand caused by growth, including estimated capital expenditures and significant operating costs related to new construction or to upgrading of existing municipal infrastructure assets.

(3) Every asset management plan must indicate how all background information and reports upon which the information required by paragraph 3 of subsection (2) is based will be made available to the public.

(4) In this section,

“2017 Growth Plan” means the Growth Plan for the Greater Golden Horseshoe, 2017 that was approved under subsection 7 (6) of the *Places to Grow Act, 2005* on May 16, 2017 and came into effect on July 1, 2017; (“Plan de croissance de 2017”)

“Greater Golden Horseshoe growth plan area” means the area designated by section 2 of Ontario Regulation 416/05 (Growth Plan Areas) made under the *Places to Grow Act, 2005*. (“zone de croissance planifiée de la région élargie du Golden Horseshoe”)

Asset management plans, proposed levels of service

6. (1) Subject to subsection (2), by July 1, 2024, every asset management plan prepared under section 5 must include the following additional information:

1. For each asset category, the levels of service that the municipality proposes to provide for each of the 10 years following the year in which all information required under section 5 and this section is included in the asset management plan, determined in accordance with the following qualitative descriptions and technical metrics:
 - i. With respect to core municipal infrastructure assets, the qualitative descriptions set out in Column 2 and the technical metrics set out in Column 3 of Table 1, 2, 3, 4 or 5, as the case may be.
 - ii. With respect to all other municipal infrastructure assets, the qualitative descriptions and technical metrics established by the municipality.
2. An explanation of why the proposed levels of service under paragraph 1 are appropriate for the municipality, based on an assessment of the following:
 - i. The options for the proposed levels of service and the risks associated with those options to the long term sustainability of the municipality.
 - ii. How the proposed levels of service differ from the current levels of service set out under paragraph 1 of subsection 5 (2).
 - iii. Whether the proposed levels of service are achievable.
 - iv. The municipality’s ability to afford the proposed levels of service.
3. The proposed performance of each asset category for each year of the 10-year period referred to in paragraph 1, determined in accordance with the performance measures established by the municipality, such as those that would measure energy usage and operating efficiency.
4. A lifecycle management and financial strategy that sets out the following information with respect to the assets in each asset category for the 10-year period referred to in paragraph 1:
 - i. An identification of the lifecycle activities that would need to be undertaken to provide the proposed levels of service described in paragraph 1, based on an assessment of the following:
 - A. The full lifecycle of the assets.
 - B. The options for which lifecycle activities could potentially be undertaken to achieve the proposed levels of service.
 - C. The risks associated with the options referred to in sub-subparagraph B.
 - D. The lifecycle activities referred to in sub-subparagraph B that can be undertaken for the lowest cost to achieve the proposed levels of service.
 - ii. An estimate of the annual costs for each of the 10 years of undertaking the lifecycle activities identified in subparagraph i, separated into capital expenditures and significant operating costs.
 - iii. An identification of the annual funding projected to be available to undertake lifecycle activities and an explanation of the options examined by the municipality to maximize the funding projected to be available.
 - iv. If, based on the funding projected to be available, the municipality identifies a funding shortfall for the lifecycle activities identified in subparagraph i,
 - A. an identification of the lifecycle activities, whether set out in subparagraph i or otherwise, that the municipality will undertake, and
 - B. if applicable, an explanation of how the municipality will manage the risks associated with not undertaking any of the lifecycle activities identified in subparagraph i.
5. For municipalities with a population of less than 25,000, as reported by Statistics Canada in the most recent official census, a discussion of how the assumptions regarding future changes in population and economic activity, set out in subparagraph 5 i of subsection 5 (2), informed the preparation of the lifecycle management and financial strategy referred to in paragraph 4 of this subsection.
6. For municipalities with a population of 25,000 or more, as reported by Statistics Canada in the most recent official census,

- i. the estimated capital expenditures and significant operating costs to achieve the proposed levels of service as described in paragraph 1 in order to accommodate projected increases in demand caused by population and employment growth, as set out in the forecasts or assumptions referred to in paragraph 6 of subsection 5 (2), including estimated capital expenditures and significant operating costs related to new construction or to upgrading of existing municipal infrastructure assets,
- ii. the funding projected to be available, by source, as a result of increased population and economic activity, and
- iii. an overview of the risks associated with implementation of the asset management plan and any actions that would be proposed in response to those risks.

7. An explanation of any other key assumptions underlying the plan that have not previously been explained.

(2) With respect to an asset management plan prepared under section 5 on or before July 1, 2021, if the additional information required under this section is not included before July 1, 2023, the municipality shall, before including the additional information, update the current levels of service set out under paragraph 1 of subsection 5 (2) and the current performance measures set out under paragraph 2 of subsection 5 (2) based on data from the two most recent calendar years.

Update of asset management plans

7. (1) Every municipality shall review and update its asset management plan at least five years after the year in which the plan is completed under section 6 and at least every five years thereafter.

(2) The updated asset management plan must comply with the requirements set out under paragraphs 1, 2 and 3 and subparagraphs 5 i and 6 i, ii, iii, iv and v of subsection 5 (2), subsection 5 (3) and paragraphs 1 to 7 of subsection 6 (1).

Endorsement and approval required

8. Every asset management plan prepared under section 5 or 6, or updated under section 7, must be,

- (a) endorsed by the executive lead of the municipality; and
- (b) approved by a resolution passed by the municipal council.

Annual review of asset management planning progress

9. (1) Every municipal council shall conduct an annual review of its asset management progress on or before July 1 in each year, starting the year after the municipality's asset management plan is completed under section 6.

(2) The annual review must address,

- (a) the municipality's progress in implementing its asset management plan;
- (b) any factors impeding the municipality's ability to implement its asset management plan; and
- (c) a strategy to address the factors described in clause (b).

Public availability

10. Every municipality shall post its current strategic asset management policy and asset management plan on a website that is available to the public, and shall provide a copy of the policy and plan to any person who requests it.

TABLE 1
WATER ASSETS

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	1. Description, which may include maps, of the user groups or areas of the municipality that are connected to the municipal water system. 2. Description, which may include maps, of the user groups or areas of the municipality that have fire flow.	1. Percentage of properties connected to the municipal water system. 2. Percentage of properties where fire flow is available.
Reliability	Description of boil water advisories and service interruptions.	1. The number of connection-days per year where a boil water advisory notice is in place compared to the total number of properties connected to the municipal water system. 2. The number of connection-days per year due to water main breaks compared to the total number of properties connected to the municipal water system.

TABLE 2
WASTEWATER ASSETS

Column 1	Column 2	Column 3
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Service attribute	Community levels of service (qualitative descriptions)	Technical levels of service (technical metrics)
Scope	Description, which may include maps, of the user groups or areas of the municipality that are connected to the municipal wastewater system.	Percentage of properties connected to the municipal wastewater system.
Reliability	<ol style="list-style-type: none"> 1. Description of how combined sewers in the municipal wastewater system are designed with overflow structures in place which allow overflow during storm events to prevent backups into homes. 2. Description of the frequency and volume of overflows in combined sewers in the municipal wastewater system that occur in habitable areas or beaches. 3. Description of how stormwater can get into sanitary sewers in the municipal wastewater system, causing sewage to overflow into streets or backup into homes. 4. Description of how sanitary sewers in the municipal wastewater system are designed to be resilient to avoid events described in paragraph 3. 5. Description of the effluent that is discharged from sewage treatment plants in the municipal wastewater system. 	<ol style="list-style-type: none"> 1. The number of events per year where combined sewer flow in the municipal wastewater system exceeds system capacity compared to the total number of properties connected to the municipal wastewater system. 2. The number of connection-days per year due to wastewater backups compared to the total number of properties connected to the municipal wastewater system. 3. The number of effluent violations per year due to wastewater discharge compared to the total number of properties connected to the municipal wastewater system.

TABLE 3
STORMWATER MANAGEMENT ASSETS

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	Description, which may include maps, of the user groups or areas of the municipality that are protected from flooding, including the extent of the protection provided by the municipal stormwater management system.	<ol style="list-style-type: none"> 1. Percentage of properties in municipality resilient to a 100-year storm. 2. Percentage of the municipal stormwater management system resilient to a 5-year storm.

TABLE 4
ROADS

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	Description, which may include maps, of the road network in the municipality and its level of connectivity.	Number of lane-kilometres of each of arterial roads, collector roads and local roads as a proportion of square kilometres of land area of the municipality.
Quality	Description or images that illustrate the different levels of road class pavement condition.	<ol style="list-style-type: none"> 1. For paved roads in the municipality, the average pavement condition index value. 2. For unpaved roads in the municipality, the average surface condition (e.g. excellent, good, fair or poor).

TABLE 5
BRIDGES AND CULVERTS

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	Description of the traffic that is supported by municipal bridges (e.g., heavy transport vehicles, motor vehicles, emergency vehicles, pedestrians, cyclists).	Percentage of bridges in the municipality with loading or dimensional restrictions.
Quality	<ol style="list-style-type: none"> 1. Description or images of the condition of bridges and how this would affect use of the bridges. 2. Description or images of the condition of culverts and how this would affect use of the culverts. 	<ol style="list-style-type: none"> 1. For bridges in the municipality, the average bridge condition index value. 2. For structural culverts in the municipality, the average bridge condition index value.

COMMENCEMENT

Commencement

11. This Regulation comes into force on the later of January 1, 2018 and the day it is filed.



1ST SESSION, 41ST LEGISLATURE, ONTARIO
64 ELIZABETH II, 2015

1^{re} SESSION, 41^e LÉGISLATURE, ONTARIO
64 ELIZABETH II, 2015

Bill 6

*(Chapter 15
Statutes of Ontario, 2015)*

An Act to enact the Infrastructure for Jobs and Prosperity Act, 2015

The Hon. B. Duguid
Minister of Economic Development,
Employment and Infrastructure

1st Reading	July 7, 2014
2nd Reading	May 13, 2015
3rd Reading	June 4, 2015
Royal Assent	June 4, 2015

Projet de loi 6

*(Chapitre 15
Lois de l'Ontario de 2015)*

Loi édictant la Loi de 2015 sur l'infrastructure au service de l'emploi et de la prospérité

L'honorable B. Duguid
Ministre du Développement économique,
de l'Emploi et de l'Infrastructure

1 ^{re} lecture	7 juillet 2014
2 ^e lecture	13 mai 2015
3 ^e lecture	4 juin 2015
Sanction royale	4 juin 2015

EXPLANATORY NOTE

This Explanatory Note was written as a reader's aid to Bill 6 and does not form part of the law. Bill 6 has been enacted as Chapter 15 of the Statutes of Ontario, 2015.

The Bill enacts the *Infrastructure for Jobs and Prosperity Act, 2015*. Highlights of the Act include the following:

1. The Government, and every broader public sector entity (as defined in section 2), must consider a specified list of infrastructure planning principles when making decisions respecting infrastructure. (Section 3.)
2. The Minister of Economic Development, Employment and Infrastructure must periodically develop a long-term infrastructure plan setting out, among other things, a description of the current state of wholly or partly Government-owned infrastructure assets, a description of the Government's anticipated infrastructure needs for at least the next 10 years, and a strategy to meet those needs. Each long-term infrastructure plan must be made public. (Sections 4 and 5.)
3. Certain broader public sector entities must prepare infrastructure asset management plans. Details of the requirements of the plans are to be set out by regulation. The regulations may also require that additional, specified infrastructure asset management planning information must be prepared. In some cases, plans and information must be provided to a specified Minister, in which case the Minister may require that supplemental information also be provided. A plan or information may be required to be made available to the public. (Section 6.)
4. The Government must consider a specified list of criteria when evaluating and prioritizing proposed projects for the construction of infrastructure assets. (Section 7.)
5. The Government must in certain circumstances require that either architects and persons with demonstrable expertise in and experience with design relating to infrastructure assets, professional engineers, or all three be involved in the design of certain infrastructure assets. The Minister retains a power, subject to the approval of the Lieutenant Governor in Council, to require that one or more of those persons be involved in the design of certain infrastructure assets where such a requirement would not otherwise apply. (Section 8.)
6. Certain bidders involved in the procurement process for the construction or maintenance by the Government of an infrastructure asset must provide to the Government a commitment respecting the intended use of apprentices in the construction or maintenance, a plan for the intended use of apprentices in the construction or maintenance, or both. The requirements for commitments are to be set out by regulation. Some requirements for plans are specified, but are otherwise to be set out by regulation. A commitment or plan may be required to be made available to the public. (Section 9.)

NOTE EXPLICATIVE

La note explicative, rédigée à titre de service aux lecteurs du projet de loi 6, ne fait pas partie de la loi. Le projet de loi 6 a été édicté et constitue maintenant le chapitre 15 des Lois de l'Ontario de 2015.

Le projet de loi édicte la *Loi de 2015 sur l'infrastructure au service de l'emploi et de la prospérité* dont voici les grandes lignes :

1. Le gouvernement et chaque entité du secteur parapublic (termes définis à l'article 2) doivent tenir compte d'une liste déterminée de principes en matière de planification de l'infrastructure lorsqu'ils prennent des décisions relatives à l'infrastructure. (article 3)
2. Le ministre du Développement économique, de l'Emploi et de l'Infrastructure doit élaborer périodiquement un plan d'infrastructure à long terme qui comprend notamment une description de l'état actuel des biens d'infrastructure que le gouvernement détient en propriété exclusive ou non exclusive, une description des besoins prévus du gouvernement en matière d'infrastructure pour au moins les 10 prochaines années et une stratégie pour satisfaire à ces besoins. Chaque plan d'infrastructure à long terme doit être rendu public. (articles 4 et 5)
3. Certaines entités du secteur parapublic doivent préparer des plans de gestion des biens d'infrastructure. Les détails des exigences applicables aux plans seront énoncés dans les règlements, lesquels peuvent également exiger la préparation de renseignements additionnels précisés sur la planification de la gestion des biens d'infrastructure. Dans certains cas, les plans et les renseignements doivent être présentés à un ministre précisé, qui peut également exiger la présentation de renseignements supplémentaires. Il peut être exigé qu'un plan ou des renseignements soient mis à la disposition du public. (article 6)
4. Le gouvernement doit prendre en considération une liste déterminée de critères lors de l'évaluation et de la hiérarchisation des travaux proposés pour la construction de biens d'infrastructure. (article 7)
5. Dans certaines circonstances, le gouvernement doit exiger que soit des architectes et des personnes ayant une expertise et une expérience manifestes dans la conception se rapportant aux biens d'infrastructure, soit des ingénieurs, ou toutes ces personnes, participent à la conception de certains biens d'infrastructure. Sous réserve de l'approbation du lieutenant-gouverneur en conseil, le ministre conserve le pouvoir d'exiger qu'une ou plusieurs de ces personnes participent à la conception de certains biens d'infrastructure dans les cas où une telle exigence ne s'appliquerait pas par ailleurs. (article 8)
6. Certains soumissionnaires participant au processus d'approvisionnement pour la construction ou l'entretien, par le gouvernement, d'un bien d'infrastructure doivent soit donner à ce dernier un engagement concernant l'emploi prévu d'apprentis dans la construction ou l'entretien, soit lui présenter un plan visant l'emploi prévu d'apprentis dans la construction ou l'entretien, ou faire ces deux choses. Les exigences applicables aux engagements seront énoncées dans les règlements. Certaines exigences applicables aux plans sont précisées, tandis que les autres seront énoncées dans les règle-

7. The Minister of Economic Development, Employment and Infrastructure must consult with potentially affected persons or bodies before a regulation may be made under the Act. (Subsection 12 (2).)

ments. Il peut être exigé qu'un engagement ou un plan soit mis à la disposition du public. (article 9)

7. Le ministre du Développement économique, de l'Emploi et de l'Infrastructure doit, avant de prendre un règlement en vertu de la Loi, consulter les personnes ou les organismes qui risquent d'être touchés. (paragraphe 12 (2))

**An Act to enact
the Infrastructure for Jobs
and Prosperity Act, 2015**

**Loi édictant la Loi de 2015
sur l'infrastructure au service
de l'emploi et de la prospérité**

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Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

PURPOSE AND INTERPRETATION

Purpose

1. The purpose of this Act is to establish mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning that supports job creation and training opportunities, economic growth and protection of the environment, and incorporate design excellence into infrastructure planning.

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Sa Majesté, sur l'avis et avec le consentement de l'Assemblée législative de la province de l'Ontario, édicte :

OBJET ET INTERPRÉTATION

Objet

1. La présente loi a pour objet de mettre en place des mécanismes qui favorisent une planification stratégique à long terme de l'infrastructure s'appuyant sur des principes et des données probantes et soutenant la création d'emplois et les occasions de formation, la croissance économique et la protection de l'environnement et qui intègrent l'excellence de la conception dans cette planification.

Definitions**2.** In this Act,

“broader public sector entity” means,

- (a) a municipality as defined in subsection 1 (1) of the *Municipal Act, 2001*,
- (b) a local board as defined in subsection 1 (1) of the *Municipal Act, 2001*,
- (c) a board as defined in subsection 1 (1) of the *Education Act*,
- (d) any post-secondary educational institution in Ontario that receives regular operating funding from the Government,
- (e) a hospital within the meaning of the *Public Hospitals Act*,
- (f) a board of health as defined in subsection 1 (1) of the *Health Protection and Promotion Act*, and
- (g) any other persons or entities prescribed for the purposes of this definition; (“entité du secteur parapublic”)

“construction” includes reconstruction, improvement, extension, alteration, replacement and repairs; (“construction”)

“Government” means,

- (a) the Government of Ontario and the Crown in right of Ontario,
- (b) a ministry of the Government of Ontario,
- (c) a Crown agency, other than a college of applied arts and technology established under the *Ontario Colleges of Applied Arts and Technology Act, 2002*, and
- (d) any board, commission, authority or unincorporated body of the Crown; (“gouvernement”)

“infrastructure” means the physical structures and associated facilities that form the foundation of development, and by or through which a public service is provided to Ontarians, such as highways, bridges, bicycle paths, drinking water systems, hospitals, social housing, courthouses and schools, as well as any other thing by or through which a public service is provided to Ontarians that may be prescribed, but does not include,

- (a) infrastructure relating to the generation, transmission, distribution and sale of electricity, including generation facilities, transmission systems, distribution systems, and structures, equipment and other things connected to the IESO-controlled grid, as these terms are defined in subsection 2 (1) of the *Electricity Act, 1998*,
- (b) any other thing wholly or partly owned or leased by Hydro One Inc., Ontario Power Generation Inc., or a subsidiary of either of them, and
- (c) any prescribed physical structures or facilities; (“infrastructure”)

Définitions

2. Les définitions qui suivent s’appliquent à la présente loi.

«bien d’infrastructure» Tout ou partie d’une structure physique, installation ou autre chose comprise dans la définition de «infrastructure» au présent article. («infrastructure asset»)

«construction» S’entend en outre de la reconstruction, de l’aménagement, de l’agrandissement, des modifications, du remplacement et des réparations. («construction»)

«entité du secteur parapublic» S’entend de ce qui suit :

- a) une municipalité au sens du paragraphe 1 (1) de la *Loi de 2001 sur les municipalités*;
- b) un conseil local au sens du paragraphe 1 (1) de la *Loi de 2001 sur les municipalités*;
- c) un conseil au sens du paragraphe 1 (1) de la *Loi sur l’éducation*;
- d) tout établissement d’enseignement postsecondaire de l’Ontario qui reçoit des fonds de fonctionnement permanents du gouvernement;
- e) un hôpital au sens de la *Loi sur les hôpitaux publics*;
- f) un conseil de santé au sens du paragraphe 1 (1) de la *Loi sur la protection et la promotion de la santé*;
- g) les autres personnes ou entités prescrites pour l’application de la présente définition. («broader public sector entity»)

«gouvernement» S’entend de ce qui suit :

- a) le gouvernement de l’Ontario et la Couronne du chef de l’Ontario;
- b) un ministère du gouvernement de l’Ontario;
- c) un organisme de la Couronne, à l’exclusion d’un collège d’arts appliqués et de technologie ouvert en vertu de la *Loi de 2002 sur les collèges d’arts appliqués et de technologie de l’Ontario*;
- d) un conseil, une commission, un office ou un organisme sans personnalité morale de la Couronne. («Government»)

«infrastructure» L’ensemble des structures physiques et des installations connexes qui constituent le fondement du développement et grâce auxquelles un service public est fourni à la population ontarienne, telles que les voies publiques, les ponts, les pistes cyclables, les réseaux d’eau potable, les hôpitaux, le logement social, les palais de justice et les écoles, ainsi que toute autre chose prescrite grâce à laquelle un service public est ainsi fourni, à l’exclusion toutefois de ce qui suit :

- a) l’infrastructure relative à la production, au transport, à la distribution et à la vente de l’électricité, y

“infrastructure asset” means all or part of any single physical structure, facility, or other thing that falls within the definition of “infrastructure” in this section; (“bien d’infrastructure”)

“Minister” means the Minister of Economic Development, Employment and Infrastructure or such other member of the Executive Council to whom responsibility for the administration of this Act may be assigned or transferred under the *Executive Council Act*; (“ministre”)

“prescribed” means prescribed by the regulations; (“prescrit”)

“regulations” means the regulations made under this Act. (“règlements”)

compris les installations de production, les réseaux de transport et de distribution et les constructions, le matériel et les autres choses reliés au réseau dirigé par la SIERE, au sens que le paragraphe 2 (1) de la *Loi de 1998 sur l’électricité* donne à ces termes;

b) toute autre chose dont Hydro One Inc., Ontario Power Generation Inc., ou l’une de leurs filiales est, en tout ou en partie, propriétaire ou preneur à bail;

c) les structures physiques ou installations prescrites. («infrastructure»)

«ministre» Le ministre du Développement économique, de l’Emploi et de l’Infrastructure ou l’autre membre du Conseil exécutif à qui la responsabilité de l’application de la présente loi peut être assignée ou transférée en vertu de la *Loi sur le Conseil exécutif*. («Minister»)

«prescrit» Prescrit par les règlements. («prescribed»)

«règlements» Les règlements pris en vertu de la présente loi. («regulations»)

INFRASTRUCTURE PLANNING PRINCIPLES

Principles

3. The Government, and every broader public sector entity, shall consider the following principles when making decisions respecting infrastructure:

1. Infrastructure planning and investment should take a long-term view, and decision-makers should take into account the needs of Ontarians by being mindful of, among other things, demographic and economic trends in Ontario.
2. Infrastructure planning and investment should take into account any applicable budgets or fiscal plans, such as fiscal plans released under the *Fiscal Transparency and Accountability Act, 2004* and budgets adopted under Part VII of the *Municipal Act, 2001* or Part VII of the *City of Toronto Act, 2006*.
3. Infrastructure priorities should be clearly identified in order to better inform investment decisions respecting infrastructure.
4. Infrastructure planning and investment should ensure the continued provision of core public services, such as health care and education.
5. Infrastructure planning and investment should promote economic competitiveness, productivity, job creation and training opportunities.
6. Infrastructure planning and investment should ensure that the health and safety of workers involved

PRINCIPES DE LA PLANIFICATION DE L'INFRASTRUCTURE

Principes

3. Le gouvernement et chaque entité du secteur parapublic tiennent compte des principes suivants lorsqu’ils prennent des décisions relatives à l’infrastructure :

1. La planification et les investissements en matière d’infrastructure devraient être envisagés à long terme et les décideurs devraient tenir compte des besoins de la population ontarienne en étant attentifs, entre autres, aux tendances démographiques et économiques en Ontario.
2. La planification et les investissements en matière d’infrastructure devraient tenir compte des budgets ou des plans financiers applicables, tels que les plans financiers rendus publics en application de la *Loi de 2004 sur la transparence et la responsabilité financières* et les budgets adoptés en vertu de la partie VII de la *Loi de 2001 sur les municipalités* ou de la partie VII de la *Loi de 2006 sur la cité de Toronto*.
3. Les priorités en matière d’infrastructure devraient être clairement définies de façon à mieux éclairer les décisions d’investissement concernant l’infrastructure.
4. La planification et les investissements en matière d’infrastructure devraient assurer le maintien des principaux services publics comme les soins de santé et l’enseignement.
5. La planification et les investissements en matière d’infrastructure devraient promouvoir la compétitivité économique, la productivité, la création d’emplois et les occasions de formation.
6. La planification et les investissements en matière d’infrastructure devraient assurer la protection de

in the construction and maintenance of infrastructure assets is protected.

7. Infrastructure planning and investment should foster innovation by creating opportunities to make use of innovative technologies, services and practices, particularly where doing so would utilize technology, techniques and practices developed in Ontario.
8. Infrastructure planning and investment should be evidence based and transparent, and, subject to any restrictions or prohibitions under an Act or otherwise by law on the collection, use or disclosure of information,
 - i. investment decisions respecting infrastructure should be made on the basis of information that is either publicly available or is made available to the public, and
 - ii. information with implications for infrastructure planning should be shared between the Government and broader public sector entities, and should factor into investment decisions respecting infrastructure.
9. Where provincial or municipal plans or strategies have been established in Ontario, under an Act or otherwise, but do not bind or apply to the Government or the broader public sector entity, as the case may be, the Government or broader public sector entity should nevertheless be mindful of those plans and strategies and make investment decisions respecting infrastructure that support them, to the extent that they are relevant. Examples of plans and strategies to which this paragraph may apply include,
 - i. policy statements issued under section 3 of the *Planning Act*, and provincial plans as defined by that Act,
 - ii. municipal water sustainability plans submitted under the *Water Opportunities Act, 2010*,
 - iii. the Lake Simcoe Protection Plan established under the *Lake Simcoe Protection Act, 2008*, and
 - iv. transportation plans adopted under the *Metro-linx Act, 2006*.
10. Infrastructure planning and investment should promote accessibility for persons with disabilities.
11. Infrastructure planning and investment should minimize the impact of infrastructure on the environment and respect and help maintain ecological and biological diversity, and infrastructure should be

la santé et de la sécurité des travailleurs qui participent à la construction et à l'entretien de biens d'infrastructure.

7. La planification et les investissements en matière d'infrastructure devraient favoriser l'innovation en créant des occasions de tirer parti de technologies, de services et de pratiques novateurs, tout particulièrement lorsqu'ils ont été développés en Ontario.
8. La planification et les investissements en matière d'infrastructure devraient s'appuyer sur des données probantes et être transparents et, sous réserve des restrictions ou des interdictions prévues par une loi ou par ailleurs en droit à l'égard de la collecte, de l'utilisation ou de la divulgation de renseignements :
 - i. les décisions d'investissement concernant l'infrastructure devraient être fondées sur des renseignements publiquement accessibles ou mis à la disposition du public,
 - ii. les renseignements susceptibles d'influer sur la planification en matière d'infrastructure devraient être partagés entre le gouvernement et les entités du secteur parapublic et entrer en ligne de compte dans les décisions d'investissement concernant l'infrastructure.
9. Si des stratégies ou des plans provinciaux ou municipaux ont été établis en Ontario dans le cadre d'une loi ou autrement, mais qu'ils ne lient pas le gouvernement ou l'entité du secteur parapublic, selon le cas, ou ne s'appliquent pas à eux, le gouvernement ou l'entité devrait quand même en tenir compte et prendre des décisions d'investissement concernant l'infrastructure qui les appuient, dans la mesure où ils sont pertinents. La présente disposition peut s'appliquer notamment aux stratégies et plans suivants :
 - i. les déclarations de principes faites en vertu de l'article 3 de la *Loi sur l'aménagement du territoire*, et les plans provinciaux au sens de cette loi,
 - ii. les plans de durabilité des eaux municipales présentés en vertu de la *Loi de 2010 sur le développement des technologies de l'eau*,
 - iii. le Plan de protection du lac Simcoe établi en application de la *Loi de 2008 sur la protection du lac Simcoe*,
 - iv. les plans de transport adoptés en vertu de la *Loi de 2006 sur Metrolinx*.
10. La planification et les investissements en matière d'infrastructure devraient promouvoir l'accessibilité pour les personnes handicapées.
11. La planification et les investissements en matière d'infrastructure devraient réduire au minimum l'incidence de l'infrastructure sur l'environnement, respecter la diversité écologique et biologique et

designed to be resilient to the effects of climate change.

12. Infrastructure planning and investment should endeavour to make use of acceptable recycled aggregates.
13. Infrastructure planning and investment should promote community benefits, being the supplementary social and economic benefits arising from an infrastructure project that are intended to improve the well-being of a community affected by the project, such as local job creation and training opportunities (including for apprentices, within the meaning of section 9), improvement of public space within the community, and any specific benefits identified by the community.
14. Any other principles that may be prescribed for the Government or the broader public sector entity, as the case may be.

LONG-TERM INFRASTRUCTURE PLANS

Long-term infrastructure plans

4. (1) The Minister shall, in accordance with the timing requirements set out in subsection (2),
 - (a) develop long-term infrastructure plans containing the information set out in subsection (3); and
 - (b) table the long-term infrastructure plans in the Assembly or, if the Assembly is not sitting, deposit them with the Clerk of the Assembly.

Timing requirements

- (2) Long-term infrastructure plans shall be developed and tabled or deposited in accordance with the following timing requirements:
 1. The first long-term infrastructure plan shall be developed and tabled or deposited no later than three years after the day this section comes into force.
 2. Thereafter, each subsequent long-term infrastructure plan shall be developed and tabled or deposited no later than five years after the day the previous plan was tabled or deposited.

Contents

- (3) Each long-term infrastructure plan shall include the following information:
 1. A description of the state, as of the date or during the period specified in the plan, of the infrastructure wholly or partly owned by the Government, including,
 - i. an inventory of the infrastructure,
 - ii. a valuation of the infrastructure,
 - iii. the age of infrastructure assets, and
 - iv. the condition of infrastructure assets.

contribuer à son maintien, et l'infrastructure devrait être conçue de façon à pouvoir résister aux effets des changements climatiques.

12. La planification et les investissements en matière d'infrastructure devraient s'efforcer de faire usage d'agrégats recyclés acceptables.
13. La planification et les investissements en matière d'infrastructure devraient promouvoir les avantages pour les collectivités, à savoir les avantages sociaux et économiques additionnels qui résultent de travaux d'infrastructure et qui sont destinés à améliorer le bien-être de la collectivité touchée, tels que la création, dans la collectivité, d'emplois et d'occasions de formation (y compris pour les apprentis au sens de l'article 9), l'aménagement d'espaces publics au sein de la collectivité et les avantages particuliers relevés par la collectivité.
14. Les autres principes prescrits à l'intention du gouvernement ou de l'entité du secteur parapublic, selon le cas.

PLANS D'INFRASTRUCTURE À LONG TERME

Plans d'infrastructure à long terme

4. (1) Le ministre fait ce qui suit, dans les délais prévus au paragraphe (2) :
 - a) il élabore des plans d'infrastructure à long terme contenant les renseignements énoncés au paragraphe (3);
 - b) il dépose les plans d'infrastructure à long terme devant l'Assemblée ou auprès du greffier de l'Assemblée si celle-ci ne siège pas.

Délais à respecter

- (2) Les plans d'infrastructure à long terme sont élaborés et déposés dans les délais suivants :
 1. Le premier plan d'infrastructure à long terme est élaboré et déposé au plus tard trois ans après le jour de l'entrée en vigueur du présent article.
 2. Par la suite, chaque plan d'infrastructure à long terme subséquent est élaboré et déposé au plus tard cinq ans après le jour du dépôt du plan précédent.

Contenu

- (3) Chaque plan d'infrastructure à long terme comprend les renseignements suivants :
 1. Une description de l'état, à la date ou pendant la période que précise le plan, de l'infrastructure que le gouvernement détient en propriété exclusive ou non exclusive, y compris :
 - i. un inventaire de l'infrastructure,
 - ii. une évaluation de l'infrastructure,
 - iii. l'âge des biens d'infrastructure,
 - iv. l'état des biens d'infrastructure.

2. A description of the Government's anticipated infrastructure requirements, including improvements to existing infrastructure assets and the acquisition of new infrastructure assets, for at least the 10 years following the development of the plan.
3. A strategy to meet the infrastructure requirements identified under paragraph 2.
4. Any other information that the Minister determines should be included in the plan.

Application of principles

(4) For greater certainty, the Minister shall consider the principles set out in section 3 in developing strategies for the purposes of paragraph 3 of subsection (3).

Publication

5. (1) The Minister shall publish each long-term infrastructure plan tabled or deposited under section 4 on a Government of Ontario website.

Archive

(2) The Minister shall maintain an archive of the long-term infrastructure plans tabled or deposited under section 4.

INFRASTRUCTURE ASSET MANAGEMENT PLANS

Infrastructure asset management plans

6. (1) Every broader public sector entity prescribed for the purposes of this section shall prepare the infrastructure asset management plans that are required by the regulations and that satisfy the prescribed requirements.

Infrastructure asset management planning information

(2) Every broader public sector entity prescribed for the purposes of this section shall prepare such additional infrastructure asset management planning information as may be prescribed by the regulations and that satisfies any prescribed requirements.

Submission of plans, information to Minister

(3) If required by the Minister, a broader public sector entity shall, in accordance with any requirements the Minister may specify, provide to the Minister or to any other minister of the Crown the Minister may specify, a copy of an infrastructure asset management plan it has prepared under subsection (1), or of information it has prepared under subsection (2).

Same, other minister

(4) If required by a prescribed minister of the Crown, a broader public sector entity shall, in accordance with any requirements that minister may specify, provide to that minister a copy of an infrastructure asset management plan it has prepared under subsection (1), or of information it has prepared under subsection (2).

Public availability of plans, information

(5) If required by the regulations, a broader public sec-

2. Une description des besoins prévus du gouvernement en matière d'infrastructure pour au moins les 10 années suivant l'élaboration du plan, notamment en ce qui a trait à l'amélioration des biens d'infrastructure existants et à l'acquisition de nouveaux biens d'infrastructure.
3. Une stratégie pour satisfaire aux besoins en matière d'infrastructure décrits en application de la disposition 2.
4. Les autres renseignements qui, selon le ministre, devrait figurer dans le plan.

Application des principes

(4) Il est entendu que le ministre tient compte des principes énoncés à l'article 3 lors de l'élaboration de stratégies pour l'application de la disposition 3 du paragraphe (3).

Publication

5. (1) Le ministre publie chaque plan d'infrastructure à long terme déposé en application de l'article 4 sur un site Web du gouvernement de l'Ontario.

Dossier

(2) Le ministre conserve en archives les plans d'infrastructure à long terme déposés en application de l'article 4.

PLANS DE GESTION DES BIENS D'INFRASTRUCTURE

Plans de gestion des biens d'infrastructure

6. (1) Chaque entité du secteur parapublic prescrite pour l'application du présent article prépare les plans de gestion des biens d'infrastructure qu'exigent les règlements et qui satisfont aux exigences prescrites.

Renseignements sur la planification de la gestion des biens d'infrastructure

(2) Chaque entité du secteur parapublic prescrite pour l'application du présent article prépare les renseignements additionnels sur la planification de la gestion des biens d'infrastructure que prescrivent les règlements et qui satisfont aux exigences prescrites.

Présentation des plans et renseignements au ministre

(3) Si le ministre l'exige, l'entité du secteur parapublic présente à ce dernier ou à tout autre ministre de la Couronne qu'il précise, conformément aux exigences qu'il précise, une copie du plan de gestion des biens d'infrastructure qu'elle a préparé en application du paragraphe (1) ou des renseignements qu'elle a préparés en application du paragraphe (2).

Idem : autre ministre

(4) Si un ministre de la Couronne prescrit l'exige, l'entité du secteur parapublic lui présente, conformément aux exigences qu'il précise, une copie du plan de gestion des biens d'infrastructure qu'elle a préparé en application du paragraphe (1) ou des renseignements qu'elle a préparés en application du paragraphe (2).

Plans et renseignements accessibles au public

(5) Si les règlements l'exigent, l'entité du secteur para-

tor entity shall make an infrastructure asset management plan it has prepared under subsection (1), or information it has prepared under subsection (2), available to the public in the prescribed form or manner.

Supplemental information to Minister

(6) If required by the Minister, a broader public sector entity shall, in accordance with any requirements the Minister may specify, provide to the Minister or to any other minister of the Crown the Minister may specify, any supplemental information respecting an infrastructure asset management plan or information it has provided under subsection (3) that the Minister specifies.

Same, other minister

(7) If a broader public sector entity provides information to a prescribed minister of the Crown under subsection (4), the broader public sector entity shall, if required by that minister and in accordance with any requirements the minister may specify, provide to that minister any supplemental information respecting an infrastructure asset management plan or information it has provided under that subsection that the minister specifies.

OTHER INFRASTRUCTURE-RELATED REQUIREMENTS

Criteria for prioritizing foundational infrastructure projects

7. (1) When evaluating and prioritizing proposed projects for the construction of an infrastructure asset, the Government shall consider,

- (a) whether the infrastructure asset is planned for in, or is contemplated by, any provincial or municipal plan or strategy to which paragraph 9 of section 3 may apply, regardless of whether it binds or applies to the Government, or by a long-term infrastructure plan published under subsection 5 (1);
- (b) all related capital costs and operating costs that are reasonably expected to arise over the expected useful life of the infrastructure asset; and
- (c) whether the construction of the infrastructure asset would reasonably be expected to,
 - (i) be a long-term return on investment,
 - (ii) stimulate productivity and economic competitiveness,
 - (iii) maximize tax assessment values and tax base growth,
 - (iv) support any other public policy goals of the Government of Ontario or of any affected municipalities in Ontario, and
 - (v) provide a foundation for further infrastructure projects.

public met le plan de gestion des biens d'infrastructure qu'elle a préparé en application du paragraphe (1) ou les renseignements qu'elle a préparés en application du paragraphe (2) à la disposition du public sous la forme ou de la manière prescrite.

Renseignements supplémentaires présentés au ministre

(6) Si le ministre l'exige, l'entité du secteur parapublic présente à ce dernier ou à tout autre ministre de la Couronne qu'il précise, conformément aux exigences qu'il précise, les renseignements supplémentaires qu'il précise sur le plan de gestion des biens d'infrastructure ou sur les renseignements qu'elle a présentés en application du paragraphe (3).

Idem : autre ministre

(7) Si elle présente des renseignements à un ministre de la Couronne prescrit en application du paragraphe (4), l'entité du secteur parapublic, si ce ministre l'exige, lui présente, conformément aux exigences qu'il précise, les renseignements supplémentaires qu'il précise sur le plan de gestion des biens d'infrastructure ou sur les renseignements qu'elle a présentés en application de ce paragraphe.

AUTRES EXIGENCES EN MATIÈRE D'INFRASTRUCTURE

Critères de hiérarchisation des travaux d'infrastructure de base

7. (1) Lors de l'évaluation et de la hiérarchisation des travaux proposés pour la construction d'un bien d'infrastructure, le gouvernement prend en considération ce qui suit :

- a) la question de savoir si le bien d'infrastructure est prévu ou envisagé dans le cadre d'une stratégie ou d'un plan provincial ou municipal auquel peut s'appliquer la disposition 9 de l'article 3, que la stratégie ou le plan lie ou non le gouvernement ou s'applique ou non à lui, ou encore dans le cadre d'un plan d'infrastructure à long terme publié en application du paragraphe 5 (1);
- b) tous les coûts en immobilisations et frais d'exploitation connexes auxquels on peut raisonnablement s'attendre au cours de la durée de vie utile prévue du bien d'infrastructure;
- c) la question de savoir s'il y a raisonnablement lieu de s'attendre à ce que la construction du bien d'infrastructure, selon le cas :
 - (i) soit un investissement rentable à long terme,
 - (ii) stimule la productivité et la compétitivité économique,
 - (iii) optimise les évaluations foncières et la croissance de l'assiette fiscale,
 - (iv) soutienne les autres objectifs des politiques publiques du gouvernement de l'Ontario ou des municipalités de l'Ontario qui sont touchées,
 - (v) serve de point de départ à d'autres travaux d'infrastructure.

Additional criteria

(2) The Minister may, subject to the approval of the Lieutenant Governor in Council, develop and issue additional criteria required to be considered under subsection (1).

Consultation required before issuing criteria

(3) Before issuing criteria under subsection (2), the Minister shall consult, in the manner that the Minister considers appropriate, with any persons or bodies that the Minister considers appropriate given the content of the proposed criteria, including any potentially affected ministries, Crown agencies or broader public sector entities.

Publication

(4) The Minister shall publish any criteria issued under subsection (2) on a Government of Ontario website.

Legislation Act, 2006 (Part III)

(5) Part III (Regulations) of the *Legislation Act, 2006* does not apply to criteria issued under this section.

Transition

(6) This section does not apply with respect to any infrastructure projects that receive approval to proceed to construction before the day this section comes into force.

Requirements respecting certain professionals

8. (1) The Government shall require that the following persons be involved in the preparation of the design for the construction of every infrastructure asset described in subsection (2), unless it is not practicable in the circumstances:

1. If the Government reasonably expects costs for the construction of the infrastructure asset to meet or exceed the amount prescribed for the purposes of this paragraph for the infrastructure asset,
 - i. an architect as defined in the *Architects Act*, and
 - ii. a person, other than an architect, with demonstrable expertise in and experience with design in relation to infrastructure assets.
2. If the Government reasonably expects costs for the construction of the infrastructure asset to meet or exceed the amount prescribed for the purposes of this paragraph for the infrastructure asset, a professional engineer as defined in the *Professional Engineers Act*.

Applicable infrastructure assets

(2) Subsection (1) applies to the following infrastructure assets:

1. The following infrastructure assets, if they are wholly owned by the Government:

Critères additionnels

(2) Le ministre peut, sous réserve de l'approbation du lieutenant-gouverneur en conseil, élaborer et énoncer des critères additionnels à prendre en considération en application du paragraphe (1).

Consultation préalable à l'énoncé de critères

(3) Avant d'énoncer des critères en vertu du paragraphe (2), le ministre consulte, de la manière qu'il estime appropriée, les personnes ou organismes qu'il estime appropriés compte tenu de la teneur des critères proposés, y compris les ministères, les organismes de la Couronne et les entités du secteur parapublic qui risquent d'être touchés par ceux-ci.

Publication

(4) Le ministre publie les critères énoncés en vertu du paragraphe (2) sur un site Web du gouvernement de l'Ontario.

Loi de 2006 sur la législation (Partie III)

(5) La partie III (Règlements) de la *Loi de 2006 sur la législation* ne s'applique pas aux critères énoncés en application du présent article.

Disposition transitoire

(6) Le présent article ne s'applique pas à l'égard des travaux d'infrastructure pour lesquels l'autorisation de construire est obtenue avant le jour de son entrée en vigueur.

Exigences à l'égard de certains professionnels

8. (1) Le gouvernement exige que les personnes suivantes participent à l'élaboration de la conception pour la construction de chaque bien d'infrastructure visé au paragraphe (2), sauf si cela n'est pas possible dans les circonstances :

1. Si le gouvernement s'attend raisonnablement à ce que les coûts de construction du bien d'infrastructure correspondent au montant prescrit pour le bien pour l'application de la présente disposition ou y soient supérieurs :
 - i. un architecte au sens de la *Loi sur les architectes*,
 - ii. une personne, autre qu'un architecte, ayant une expertise et une expérience manifestes dans la conception se rapportant aux biens d'infrastructure.
2. Si le gouvernement s'attend raisonnablement à ce que les coûts de construction du bien d'infrastructure correspondent au montant prescrit pour le bien pour l'application de la présente disposition ou y soient supérieurs, un ingénieur au sens de la *Loi sur les ingénieurs*.

Biens d'infrastructure applicables

(2) Le paragraphe (1) s'applique aux biens d'infrastructure suivants :

1. Les biens d'infrastructure suivants que le gouvernement détient en propriété exclusive :

- i. Infrastructure assets relating to transportation, including highways, bridges and transit stations.
 - ii. Infrastructure assets intended primarily for the study and enjoyment of works in the arts or for the production of works in the arts.
 - iii. Museums, as defined in Regulation 877 of the Revised Regulations of Ontario, 1990 (Grants for Museums) made under the *Ontario Heritage Act*.
 - iv. Infrastructure assets that have been identified as having cultural heritage value or interest under Part III.1 of the *Ontario Heritage Act*, or that are located on a property that has been designated under Part IV of that Act or in an area designated as a heritage conservation district under Part V of that Act.
2. Any other infrastructure assets wholly owned by the Government that may be prescribed.
 3. Any infrastructure assets partly owned by the Government, or for which the Government provides any funding, that may be prescribed.

Minister's discretion

(3) The Minister may, subject to the approval of the Lieutenant Governor in Council, require that one or more persons referred to in subsection (1) be involved in the preparation of the design for the construction of any infrastructure asset that is wholly or partly owned by the Government, or for which the Government provides any funding, in a case where no such person or persons would be required under that subsection or otherwise to be involved.

Non-application

(4) This section does not apply to the extent of any conflict with the *Building Code Act, 1992*, the *Architects Act* or the *Professional Engineers Act*, or any regulations or by-laws made under any of them.

Transition

(5) This section applies only in respect of construction for which design preparation commences on or after the day that is six months after the day this section comes into force.

Requirements re apprentices

Definitions

9. (1) In this section,

“apprentice” means an individual who, under the *Ontario College of Trades and Apprenticeship Act, 2009*, has entered into a registered training agreement under which the individual is to receive training in a trade required as part of an apprenticeship program established by the Ontario College of Trades; (“apprenti”)

- i. Les biens d'infrastructure qui se rapportent aux transports, y compris les voies publiques, les ponts et les stations de transport en commun.
 - ii. Les biens d'infrastructure destinés principalement à l'étude et à l'appréciation d'œuvres d'arts ou à la production d'œuvres d'arts.
 - iii. Les musées au sens du Règlement 877 des Règlements refondus de l'Ontario de 1990 (Grants for Museums) pris en vertu de la *Loi sur le patrimoine de l'Ontario*.
 - iv. Les biens d'infrastructure qui ont été identifiés comme ayant une valeur ou un caractère sur le plan du patrimoine culturel en vertu de la partie III.1 de la *Loi sur le patrimoine de l'Ontario* ou qui sont situés sur un bien qui a été désigné en vertu de la partie IV de cette loi ou dans une zone désignée comme district de conservation du patrimoine en vertu de la partie V de cette même loi.
2. Les autres biens d'infrastructure que le gouvernement détient en propriété exclusive et qui sont prescrits.
 3. Les biens d'infrastructure que le gouvernement détient en propriété non exclusive ou auxquels il accorde un financement et qui sont prescrits.

Pouvoir discrétionnaire du ministre

(3) Le ministre peut, sous réserve de l'approbation du lieutenant-gouverneur en conseil, exiger qu'une ou plusieurs personnes visées au paragraphe (1) participent à l'élaboration de la conception pour la construction de tout bien d'infrastructure que le gouvernement détient en propriété exclusive ou non exclusive, ou auquel il accorde un financement, dans les cas où de telles personnes ne seraient pas tenues d'y participer, en application de ce paragraphe ou autrement.

Non-application

(4) Le présent article ne s'applique pas dans la mesure où il est incompatible avec la *Loi de 1992 sur le Code du bâtiment*, la *Loi sur les architectes* ou la *Loi sur les ingénieurs*, ou tout règlement ou règlement municipal pris ou adopté en vertu de l'une ou l'autre de ces lois.

Disposition transitoire

(5) Le présent article ne s'applique qu'à l'égard de la construction pour laquelle la préparation de la conception commence six mois ou plus après le jour de son entrée en vigueur.

Exigences à l'égard d'apprentis

Définitions

9. (1) Les définitions qui suivent s'appliquent au présent article.

«apprenti» Particulier qui, en vertu de la *Loi de 2009 sur l'Ordre des métiers de l'Ontario et l'apprentissage*, a conclu un contrat d'apprentissage enregistré aux termes duquel il recevra, dans un métier, la formation exigée dans le cadre d'un programme d'apprentissage créé par l'Ordre des métiers de l'Ontario. («apprentice»)

“registered training agreement” means an agreement registered under section 65 of the *Ontario College of Trades and Apprenticeship Act, 2009* under which an individual is to receive training in a trade required as part of an apprenticeship program established by the Ontario College of Trades; (“contrat d’apprentissage enregistré”)

“trade” means a trade prescribed under subsection 74 (3) of the *Ontario College of Trades and Apprenticeship Act, 2009* as a trade for the purposes of that Act. (“métier”)

Commitment re intended use of apprentices

(2) A bidder that enters into a procurement process for the construction or maintenance by the Government of an infrastructure asset shall, in the prescribed circumstances, provide to the Government as part of the procurement process a commitment respecting the intended use of apprentices in the construction or maintenance in the event of a successful bid.

Prescribed requirements

(3) A commitment provided under subsection (2) shall meet the prescribed requirements.

Apprenticeship plan

(4) Every bidder referred to in subsection (5) that enters into a procurement process for the construction or maintenance by the Government of an infrastructure asset shall provide to the Government a plan for the intended use of apprentices in the construction or maintenance, in the event of a successful bid, that,

- (a) includes the following information:
 - (i) the number of apprentices whom the bidder intends to employ for the construction or maintenance in each trade,
 - (ii) the methods by which the bidder intends to support the completion by those apprentices of their training under the registered training agreements into which they have entered,
 - (iii) the methods by which the bidder intends to create employment opportunities arising from the construction or maintenance for apprentices who are women, aboriginal persons, newcomers to Ontario, at-risk youth, veterans, residents of the community in which the infrastructure asset is located or any other persons specified by the regulations; and
- (b) meets any other requirements that may be prescribed.

Same, application

- (5) Subsection (4) applies to,
 - (a) a successful bidder that was required to provide a commitment to the Government under subsection (2) and, in the prescribed circumstances, any other successful bidder; and

«contrat d’apprentissage enregistré» Contrat enregistré en vertu de l’article 65 de la *Loi de 2009 sur l’Ordre des métiers de l’Ontario et l’apprentissage* aux termes duquel un particulier recevra, dans un métier, la formation exigée dans le cadre d’un programme d’apprentissage créé par l’Ordre des métiers de l’Ontario. («registered training agreement»)

«métier» Métier prescrit comme tel en vertu du paragraphe 74 (3) de la *Loi de 2009 sur l’Ordre des métiers de l’Ontario et l’apprentissage* pour l’application de cette loi. («trade»)

Engagement concernant l’emploi prévu d’apprentis

(2) Le soumissionnaire qui participe à un processus d’approvisionnement pour la construction ou l’entretien, par le gouvernement, d’un bien d’infrastructure donne à ce dernier, dans le cadre du processus et dans les circonstances prescrites, un engagement concernant l’emploi prévu d’apprentis dans la construction ou l’entretien au cas où une soumission est retenue.

Exigences prescrites

(3) L’engagement donné en application du paragraphe (2) satisfait aux exigences prescrites.

Plan visant les apprentis

(4) Chaque soumissionnaire visé au paragraphe (5) qui participe à un processus d’approvisionnement pour la construction ou l’entretien, par le gouvernement, d’un bien d’infrastructure présente à ce dernier, au cas où une soumission est retenue, un plan visant l’emploi prévu d’apprentis dans la construction ou l’entretien qui :

- a) comprend les renseignements suivants :
 - (i) le nombre d’apprentis que le soumissionnaire compte employer pour la construction ou l’entretien dans chaque métier,
 - (ii) les moyens par lesquels le soumissionnaire compte aider ces apprentis à terminer leur formation aux termes des contrats d’apprentissage enregistrés qu’ils ont conclus,
 - (iii) les moyens par lesquels le soumissionnaire compte créer des possibilités d’emploi résultant de la construction ou de l’entretien pour les apprentis qui sont des femmes, des Autochtones, de nouveaux arrivants en Ontario, des jeunes à risque, des anciens combattants, des résidents de la collectivité où le bien d’infrastructure est situé ou d’autres personnes précisées par règlement;
- b) satisfait aux autres exigences prescrites.

Idem : application

- (5) Le paragraphe (4) s’applique aux soumissionnaires suivants :
 - a) le soumissionnaire retenu qui a été tenu de donner un engagement au gouvernement en application du paragraphe (2) et, dans les circonstances prescrites, tout autre soumissionnaire retenu;

- (b) any other bidder, in the prescribed circumstances, as part of the procurement process.

Non-compliance during procurement process

(6) The Government shall not consider the bid of a bidder that is required to provide, as part of the procurement process, a commitment under subsection (2) or a plan under subsection (4) in accordance with the prescribed requirements, and fails to do so.

Obligations regarding ratios

(7) For greater certainty, information included in a commitment or plan provided for the purposes of this section must conform to any applicable requirements respecting journey person to apprentice ratios that are established for the purposes of section 60 of the *Ontario College of Trades and Apprenticeship Act, 2009*.

Public availability

(8) A bidder shall, in the prescribed circumstances, make a commitment or plan it has provided for the purposes of this section available to the public in the prescribed form or manner.

OTHER MATTERS

No cause of action

10. (1) No cause of action arises against the Crown in right of Ontario or any minister, agent, appointee or employee of the Crown as a direct or indirect result of,

- (a) the enactment or repeal of this Act;
- (b) the making or revoking of a regulation under this Act; or
- (c) anything done or not done under this Act.

Same

(2) Without limiting the generality of subsection (1), that subsection applies to an action or other proceeding claiming any remedy or relief, including specific performance, injunction, declaratory relief, any form of compensation or damages, including loss of revenue and loss of profit, or any other remedy or relief.

Existing obligations continue

11. (1) Nothing in this Act or the regulations in any way diminishes or otherwise alters the obligation of the Government to meet any requirement imposed on the Government under any other Act or otherwise by law.

Same

(2) Nothing in this Act or the regulations in any way diminishes or otherwise alters the obligation of a broader public sector entity to meet any requirement imposed on

- b) tout autre soumissionnaire, dans les circonstances prescrites, dans le cadre du processus d'approvisionnement.

Non-conformité durant le processus d'approvisionnement

(6) Le gouvernement n'étudie pas la soumission de tout soumissionnaire qui est tenu, dans le cadre du processus d'approvisionnement et conformément aux exigences prescrites, de donner un engagement en application du paragraphe (2) ou de présenter un plan en application du paragraphe (4) et qui ne le donne ou ne le présente pas.

Obligations à l'égard des ratios

(7) Il est entendu que les renseignements contenus dans un engagement donné ou un plan présenté pour l'application du présent article doivent être conformes aux exigences applicables à l'égard des ratios compagnon-apprenti fixés pour l'application de l'article 60 de la *Loi de 2009 sur l'Ordre des métiers de l'Ontario et l'apprentissage*.

Engagement et plan accessibles au public

(8) Dans les circonstances prescrites, le soumissionnaire met l'engagement qu'il a donné ou le plan qu'il a présenté pour l'application du présent article à la disposition du public sous la forme ou de la manière prescrite.

AUTRES QUESTIONS

Aucune cause d'action

10. (1) Aucune cause d'action contre la Couronne ou le chef de l'Ontario ou un de ses ministres, mandataires, délégués ou employés ne résulte directement ou indirectement :

- a) soit de l'édiction ou de l'abrogation de la présente loi;
- b) soit de la prise ou de l'abrogation de règlements pris en vertu de la présente loi;
- c) soit de quoi que ce soit qui est fait ou n'est pas fait en application de la présente loi.

Idem

(2) Sans préjudice de sa portée générale, le paragraphe (1) s'applique à une action ou à une autre instance dans laquelle est demandée une réparation ou une mesure de redressement, notamment une exécution en nature, une injonction, un jugement déclaratoire, toute forme d'indemnisation ou de dommages-intérêts, notamment pour une perte de recettes et une perte de profits, ou toute autre réparation ou mesure de redressement.

Maintien des obligations existantes

11. (1) La présente loi ou les règlements n'ont pas pour effet de diminuer ou de modifier autrement l'obligation du gouvernement de satisfaire aux exigences qui lui sont imposées en application d'une autre loi ou par ailleurs en droit.

Idem

(2) La présente loi ou les règlements n'ont pas pour effet de diminuer ou de modifier autrement l'obligation d'une entité du secteur parapublic de satisfaire aux exi-

the broader public sector entity under any other Act or otherwise by law.

REGULATIONS

Regulations

12. (1) The Lieutenant Governor in Council may make regulations,

- (a) prescribing persons or entities for the purposes of clause (g) of the definition of “broader public sector entity” in section 2;
- (b) for the purposes of the definition of “infrastructure” in section 2,
 - (i) prescribing additional things by or through which a public service is provided to Ontarians as being included in the definition, and
 - (ii) excluding physical structures or facilities from the definition;
- (c) prescribing additional principles for the Government or any broader public sector entities, for the purposes of section 3;
- (d) for the purposes of section 6,
 - (i) prescribing broader public sector bodies,
 - (ii) setting out the infrastructure asset management plans that must be prepared under subsection 6 (1) and governing their preparation, including governing their form, content and timing,
 - (iii) setting out any additional infrastructure asset management planning information that must be prepared under subsection 6 (2) and governing its preparation, including governing its form, content and timing,
 - (iv) prescribing ministers of the Crown for the purposes of subsection 6 (4), and
 - (v) governing the circumstances in which a plan prepared under subsection 6 (1) or information prepared under subsection 6 (2) must be made available to the public and governing the form or manner of that availability;
- (e) for the purposes of section 8,
 - (i) prescribing amounts for the purposes of paragraph 1 or 2 of subsection 8 (1),
 - (ii) prescribing infrastructure assets for the purposes of paragraph 2 of subsection 8 (2), and
 - (iii) prescribing infrastructure assets, including any asset referred to in subparagraphs 1 i, ii, iii or iv of subsection 8 (2), for the purposes of paragraph 3 of that subsection;
- (f) for the purposes of section 9,
 - (i) governing the circumstances in which a commitment must be provided under subsection 9 (2), and governing the preparation and provi-

gences qui lui sont imposées en application d’une autre loi ou par ailleurs en droit.

RÈGLEMENTS

Règlements

12. (1) Le lieutenant-gouverneur en conseil peut, par règlement :

- a) prescrire des personnes ou des entités pour l’application de l’alinéa g) de la définition de «entité du secteur parapublic» à l’article 2;
- b) pour l’application de la définition de «infrastructure» à l’article 2 :
 - (i) prescrire d’autres choses à inclure dans la définition grâce auxquelles un service public est fourni à la population ontarienne,
 - (ii) exclure des structures physiques ou des installations de la définition;
- c) prescrire d’autres principes à l’intention du gouvernement ou des entités du secteur parapublic pour l’application de l’article 3;
- d) pour l’application de l’article 6 :
 - (i) prescrire des entités du secteur parapublic,
 - (ii) énoncer les plans de gestion des biens d’infrastructure qui doivent être préparés en application du paragraphe 6 (1) et en régir la préparation, notamment la forme, le contenu et les délais applicables,
 - (iii) énoncer les renseignements additionnels sur la planification de la gestion des biens d’infrastructure qui doivent être préparés en application du paragraphe 6 (2) et en régir la préparation, notamment la forme, le contenu et les délais applicables,
 - (iv) prescrire des ministres de la Couronne pour l’application du paragraphe 6 (4),
 - (v) régir les circonstances dans lesquelles le plan préparé en application du paragraphe 6 (1) ou les renseignements préparés en application du paragraphe 6 (2) doivent être mis à la disposition du public et régir sous quelle forme ou de quelle manière ils doivent l’être;
- e) pour l’application de l’article 8 :
 - (i) prescrire des montants pour l’application de la disposition 1 ou 2 du paragraphe 8 (1),
 - (ii) prescrire des biens d’infrastructure pour l’application de la disposition 2 du paragraphe 8 (2),
 - (iii) prescrire des biens d’infrastructure, y compris tout bien visé à la sous-disposition 1 i, ii, iii ou iv du paragraphe 8 (2), pour l’application de la disposition 3 de ce paragraphe;
- f) pour l’application de l’article 9 :
 - (i) régir les circonstances dans lesquelles un engagement doit être donné en application du paragraphe 9 (2) et en régir la préparation et

sion of commitments, including governing their form, content and timing,

- (ii) governing the circumstances in which a plan must be provided under subsection 9 (4), and governing the preparation and provision of plans, including governing their form, content and timing, and
- (iii) governing the circumstances in which a commitment or plan provided for the purposes of the section must be made available to the public and governing the form or manner of that availability;
- (g) defining, for the purposes of this Act and the regulations, any word or expression that is used, but not defined, in this Act;
- (h) providing for any other matter that the Lieutenant Governor in Council considers necessary or advisable to carry out the purposes of this Act.

Consultation required before making regulation

(2) Before a regulation may be made under subsection (1), the Minister shall consult, in the manner that the Minister considers appropriate, with any persons or bodies that the Minister considers appropriate given the content of the proposed regulation, including any potentially affected ministries, Crown agencies or broader public sector entities.

COMMENCEMENT AND SHORT TITLE

Commencement

13. This Act comes into force on a day to be named by proclamation of the Lieutenant Governor.

Short title

14. The short title of this Act is the *Infrastructure for Jobs and Prosperity Act, 2015*.

la présentation, notamment la forme, le contenu et les délais applicables,

- (ii) régir les circonstances dans lesquelles un plan doit être présenté en application du paragraphe 9 (4) et en régir la préparation et la présentation, notamment la forme, le contenu et les délais applicables,
- (iii) régir les circonstances dans lesquelles l'engagement donné ou le plan présenté pour l'application du présent article doit être mis à la disposition du public et régir sous quelle forme ou de quelle manière il doit l'être;
- g) définir, pour l'application de la présente loi et des règlements, tout terme utilisé mais non défini dans la présente loi;
- h) prévoir toute autre question que le lieutenant-gouverneur en conseil estime nécessaire ou souhaitable pour réaliser les objets de la présente loi.

Consultation préalable à la prise de règlements

(2) Avant de prendre un règlement en vertu du paragraphe (1), le ministre consulte, de la manière qu'il estime appropriée, les personnes ou organismes qu'il estime appropriés compte tenu de la teneur du projet de règlement, y compris les ministères, les organismes de la Couronne ou les entités du secteur parapublic qui risquent d'être touchés par celui-ci.

ENTRÉE EN VIGUEUR ET TITRE ABRÉGÉ

Entrée en vigueur

13. La présente loi entre en vigueur le jour que le lieutenant-gouverneur fixe par proclamation.

Titre abrégé

14. Le titre abrégé de la présente loi est *Loi de 2015 sur l'infrastructure au service de l'emploi et de la prospérité*.

Town of Whitby

Staff Report

whitby.ca/CouncilCalendar



Report Title: Community Development Funds – 2023 Annual Report

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: CAO 06-24

Department(s) Responsible:

Office of the Chief Administrative Officer
Financial Services Department

Submitted by:

Sarah Klein, Director of Strategic
Initiatives

Fuwing Wong, Commissioner, Financial
Services & Treasurer

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

For additional information, contact:

Sarah Klein, x4338

Fuwing Wong, x4314

1. Recommendation:

1. That Report CAO 06-24 regarding the 2023 Annual Report for the Mayor's Community Development Fund and the Performing Arts Community Development Fund be received for information; and,
2. That Council approve the updated Mayor's Community Development Fund and Performing Arts Community Development Fund Policy as shown in Attachment 4.

2. Highlights:

- The Mayor's Community Development Fund (MCDF) is financed by the Mayor and Council's Golf Tournament and Mayor's Fundraiser to support Lead and Community Grant requests. The grants support programs for community groups and individuals within Whitby, to help them undertake initiatives that benefit the community.
- In 2023, the two events increased the MCDF by \$206,502, and the MCDF provided \$189,624 in monetary grants and silent auction awards by supporting:

- four (4) Lead causes totaling \$70,000; and
 - forty-five (45) Community Grants for a total value of \$119,624
- In 2023, the Performing Arts Community Development Fund (PACDF) awarded thirteen (13) grants for a total value of \$46,200.
- Recommended edits to the Mayor's Community Development Fund and Performing Arts Community Development Fund include administrative updates clarifying the cadence of lead cause applications as well as clarity on the types of organizations and applications that are not eligible for Community Development Funds.

3. Background:

The Mayor's Community Development Fund has been in place for many years. In June 2015, Council approved a Mayor's Community Development Fund Policy which established the Grants Review Committee. The Grants Review Committee consists of four members of the public appointed by Council, plus the Mayor, and is supported by a Staff Advisor. This Committee reviews applications and awards grants based on the criteria and available funds in the Mayor's Community Development Fund and the Performing Arts Community Development Fund.

The MCDF utilizes net revenue from the Mayor and Council's Golf Tournament and the Mayor's Fundraiser. Up to 50% of the proceeds raised by the Mayor and Council's Golf Tournament and Mayor's Fundraiser are awarded to Lead causes, and the balance is awarded in smaller grants up to \$5,000. Lead cause applications are due March 31 and October 31 of each year, and applications for smaller Community grants are due at the end of each month.

In May 2017, Council established the Performing Arts Community Development Fund. The PACDF utilizes net proceeds from the 2008 to 2012 Mayor's Galas and supports Whitby-based community organizations for performing arts programs, events, initiatives, and projects for up to \$5,000. Funding of up to \$25,000 may be granted for exceptional projects and initiatives. Grant applications are due at the end of each month.

Grant recipients are required to submit a final report at the conclusion of their event/project to the Grants Review Committee. This ensures accountability of funds and allows the Committee to evaluate the success of the projects.

In 2018, Council approved an automatic allocation from the Mayor's Community Development Fund of \$3,000 annually to each Legion (Brooklin Branch 152 and Whitby Branch 112). These funds are for their Remembrance Day, President's Levy, and involvement in community events and are reflected in the Mayor's Community Development Fund and Performing Arts Community Development Fund Policy. In 2022, Council approved a \$1,000 allocation to each Legion to support the replacement costs for banners for the Honour our Veterans Banner Program, which is a privately funded program. In 2023, Council approved two additional recurring grants including Mayor's Medal scholarship recipients and Lakeridge Health Foundation.

4. Discussion:

A number of updates have been recommended to F 070 – Mayor’s Community Development Fund and Performing Arts Community Development Fund Policy. These include updates to the policy regarding the timing and review of lead grant applications. Since the Mayor and Council Golf Tournament occurs in August and the Mayor’s Fundraiser takes place in September, lead grant applications are recommended to be received once a year by March 31. In addition, clarity around the types of organizations and applications the Community Funds will not support have been outlined in the Policy to provide clarity and transparency.

MCDF Lead Cause Grants (\$70,000)

In 2023, eighteen (18) Lead Cause applications were received, and four (4) Lead Cause grants were awarded for a total value of \$70,000.

The Mayor and Council’s Golf Tournament held on August 9, 2023 at Royal Ashburn Golf Club raised \$83,991 for the Mayor’s Community Development Fund. The following organizations were selected as the Lead Cause Grant recipients related to the Mayor and Council’s Golf Tournament:

- Feed the Need – \$15,000 to support a Whitby Market Food Bank with equipment and supplies
- Victim Services of Durham Region - \$15,000 to support their Teen “In Real Life” program which provides pro-active education to youth regarding victimization through an engaging and interactive program at the Safety Village

The Mayor’s Fundraiser took place on September 9, 2023 at Whitby’s waterfront, and a net revenue of \$122,511 was secured for the Mayor’s Community Development Fund. The following organizations were selected as the Lead Cause Grant recipients related to the Mayor’s Fundraiser:

- Lakeridge Health Foundation - \$25,000 to support the fundraising for Lakeridge Health’s new Hospital in Whitby or towards health care initiatives that benefit Whitby residents.
- Melly’s Place - \$15,000 to support their “A Part of Life” program, which provides adults who have an intellectual or developmental disability, with individualized training and skill building to help reach their goals

MCDF Community Grants (\$119,624)

As depicted in Attachment 1, the Committee reviewed seventy (70) community grant applications in 2023. Community grant applicants have the option of requesting a grant or a silent auction item. The silent auction items include an option of a gift basket from a local retailer or a recreation gift certificate. The following forty-five (45) grants were approved with a cumulative value of \$119,624:

- Thirty (30) of these were monetary grants totaling \$116,474; and
- Fifteen (15) were silent auction packages with a value of \$3,150. Of the silent auction items, \$544.04 were purchased in 2022 and awarded in 2023.

1. Abilities Centre (Silent Auction Item)
2. Alzheimer Society of Durham Region (\$5,000)
3. Art With A Heart (\$2,200)
4. Autism Home Base Durham (\$5,000)
5. Brooklin Whitby Girls Softball Association (Silent Auction Item)
6. Coco's Cocoa for Kids (Silent Auction Item)
7. Columbus Community Playgroup Co-operative Inc. (Silent Auction Item)
8. Community Living Ajax Pickering and Whitby (\$2,500)
9. Community Living Ajax Pickering and Whitby (Silent Auction Item)
10. Durham Region 2023 Ontario Parasport Games (\$5,000)
11. Footprints 4 Autism (\$5,000)
12. Gather For Good (\$2,500)
13. GraceWins Peer Support (\$1,000)
14. Hearth Place Cancer Centre (Silent Auction Item)
15. Hockey Helps the Homeless – 2023 Event (Silent Auction Item)
16. Hockey Helps the Homeless – 2024 Event (Silent Auction Item)
17. King Street Cooperative Community Garden (\$5,000)
18. Knights of Columbus – Event (Silent Auction Item)
19. Knights of Columbus – Fundraiser (Silent Auction Item)
20. Lake Ridge Community Support Services (\$2,500)
21. Mayor's Medal Scholarship Recipients (\$4,500)
22. Mothers Against Drunk Driving (\$4,000)
23. PARA Marine Search and Rescue (\$5,000)
24. Parkwood National Historic Site (Silent Auction Item)
25. Pride Durham (\$3,000)
26. Royal Canadian Legion - Brooklin (\$4,000)
27. Royal Canadian Legion - Whitby (\$4,000)
28. Royal Canadian Legion – Whitby (equipment) (\$5,000)
29. Scientist in School (\$5,000)
30. St Mark's United Church (\$5,000)
31. Sunrise Youth Group (\$5,000)
32. The Driftwood Theatre Group (Silent Auction Item)
33. The Salvation Army (\$5,000)
34. The Shoebox Project (\$2,500)
35. Their Opportunity (\$1,500)
36. Therapeutic Paws of Canada (\$2,500)
37. Vikings Rugby Club (Silent Auction Item)
38. VON Durham (\$2,500)
39. We Grow Food – Marigold Place (\$5,000)
40. We Grow Food – Garrard Heights (\$5,000)
41. Whitby Lawn Bowling Club (\$2,625)
42. Whitby Professional Firefighters Association (\$5,000)
43. Whitby Synchronized Skating Teams (Silent Auction Item)
44. Whitby Wolves (Silent Auction Item)
45. WindReach Farm Foundation (\$4,649)

PACDF Grants (\$46,200)

The Committee reviewed and approved thirteen (13) PACDF grant applications in 2023 totaling \$46,200:

1. Beech Street Theatre Company (\$1,500)
2. Community Concert Band of Whitby (\$1,400)
3. Durham Girls' Choir (\$2,800)
4. Durham Region International Film Festival 2023 (\$5,000)
5. Durham Region International Film Festival 2024 (\$5,000)
6. Durham Showcase Festival (\$1,500)
7. Durham Youth Orchestra (\$5,000)
8. Henry Street High School Drama (\$2,000)
9. Ormiston Public School - Musical (\$3,000)
10. St John the Evangelist - Play (\$4,000)
11. Station Gallery – Equipment (\$5,000)
12. Station Gallery – Program (\$5,000)
13. Station Gallery – Live Art Demonstration (\$5,000)

5. Financial Considerations:**Mayor's Community Development Fund:**

Following the two events in 2023 and with recommendations from the Grants Review Committee, the balance of the Mayor's Community Development Fund at the end of 2023 (to be carried over to 2024) is \$115,068.53 as shown in Attachment 2 to this report.

The 2023 events raised a total of \$206,501.77 for the Mayor's Community Development Fund (\$83,991.30 from the Mayor and Council's Golf Tournament and \$122,510.47 Mayor's Fundraiser Event). A summary of the revenues, expenditures and net proceeds for each event is provided in Attachment 3 to this report.

Recovery for Town Resources related to the 2023 Mayor's Golf Tournament (\$888.13 shown in Attachment 3) reflects recovery for Operations staff who assisted with event delivery, set-up, and take-down. Other resources and staff participation related to these events are summarized below:

- Mayor and Council's Golf Tournament: approximately 144 staff hours between the Strategic Initiatives, Communications and Creative Services, and Community Services departments, as well as staff in the Mayor's office.
- Mayor's Fundraiser Event: approximately 106 staff hours were spent by staff for the event.

The other resources and staff participation noted above are considered in-kind and not reflected in the financials for the events as provided for in Town policy.

Performing Arts Community Development Fund:

Following the recommendations from the Grants Review Committee, the balance of the Performing Arts Community Development Fund at the end of 2023 (to be carried over to 2024) is \$65,345.02, as shown in Attachment 2 to this report.

6. Communication and Public Engagement:

Opportunities for the Lead and Community Grants are advertised throughout the year utilizing the Town of Whitby website, The Whitby Perspective, and advertisements in local media and social media channels. Fund recipients are publicized on the Town of Whitby website, through social media, and media events, as applicable.

7. Input from Departments/Sources:

Departments are consulted as appropriate on relevant applications.

8. Strategic Priorities:

The Community Development Funds align with a number of actions identified in the Community Strategic Plan including Action 1.3.1 as the funds support collaboration with non-profit organizations to deliver services and programs to the community and Action 4.1.2 as the funds strengthen existing and build new partnerships. The Community Development Funds also support accessibility as there are a number of grants provided each year that promote a more inclusive and accessible community, and all of the forms are provided in an accessible format. Finally, principles of sustainability are embedded into the Community Development Funds as they promote a number of the pillars of sustainability, including supporting health & happiness, equity & local economy, and culture & community.

9. Attachments:

Attachment 1: Community Development Funds 2023 Overview

Attachment 2 : Mayor's Community Development Fund and Performing Arts Community Development Fund Continuity Schedule

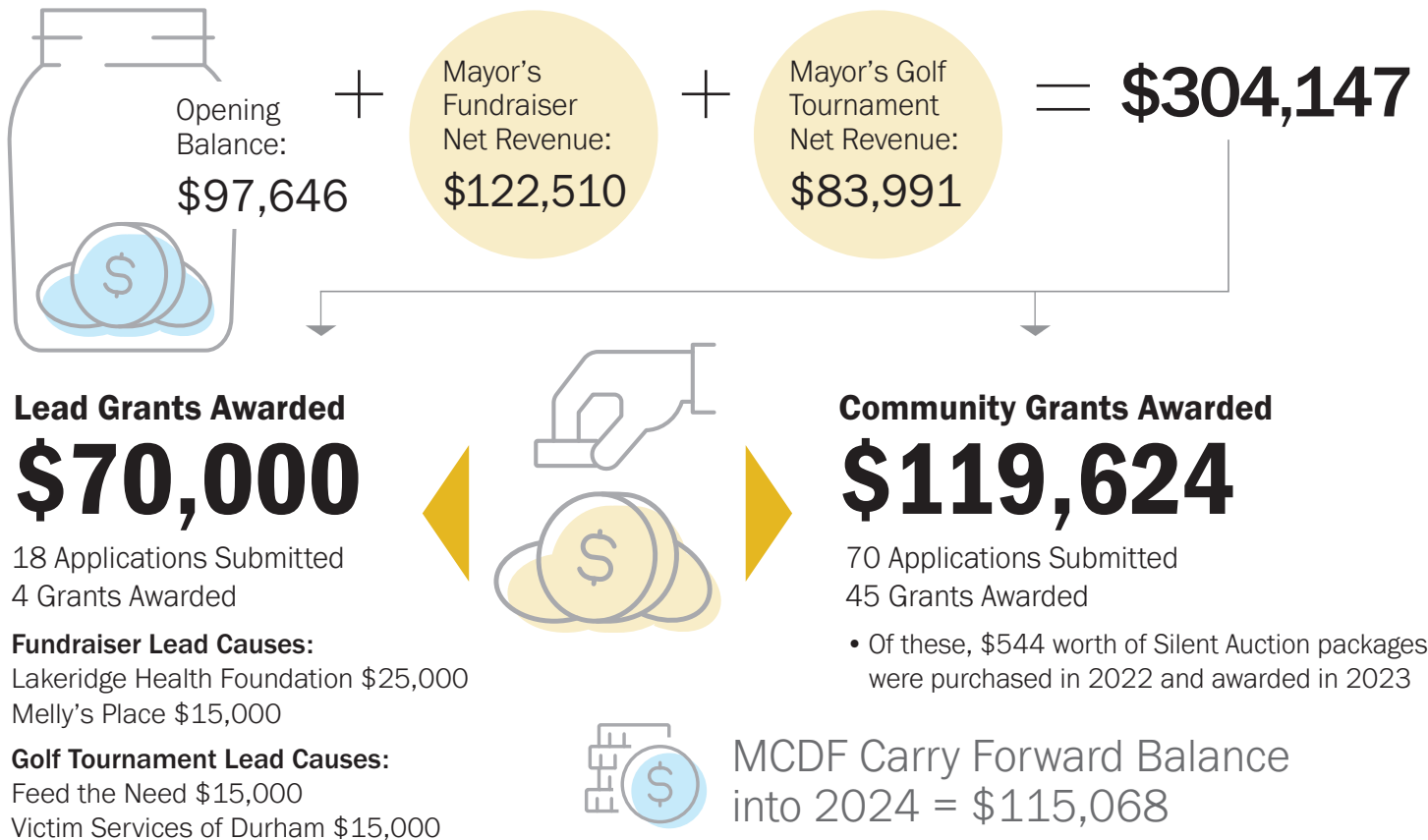
Attachment 3: 2023 Financial Summary of the Mayor's Fundraiser Event and the Mayor's Golf Tournament

Attachment 4: Draft Policy F 070 - Mayor's Community Development Fund and Performing Arts Community Development Fund

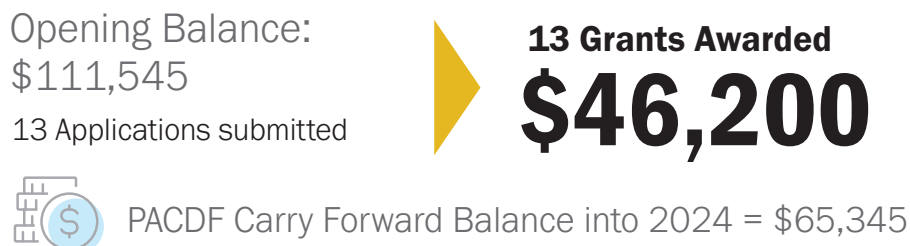
Community Development Funds

2023 Snapshot

Mayor's Community Development Fund (MCDF)



Performing Arts Community Development Fund (PACDF)



Grants Review Committee

Consists of the Mayor, four members of the public appointed by Council and a Town of Whitby Staff Advisor.



**TOWN OF WHITBY
2023 MAYOR'S COMMUNITY DEVELOPMENT FUND (MCDF)
CONTINUITY SCHEDULE**

January 1, 2023 Opening MCDF Balance (per previous report)	\$94,146.72
Adjustment related to 2022 (see Note 1)	<u>\$3,500.00</u>
Adjusted Opening Balance	\$97,646.72
 Net Proceeds from 2022 Events (see Attachment 3 for details)	 \$206,501.77
2023 Lead Cause Grants	-\$70,000.00
2023 Community Grants	-\$116,474.00
2023 Silent Auction Packages provided to Community Grant Applicants (see Note 2)	-\$2,605.96
 December 31, 2023 - Ending MCDF Balance	 <u><u>\$115,068.53</u></u>

Note 1: A payment from GemTec, in the amount of \$3,500, related to the 2022 golf tournament was received and processed after the 2022 reporting.

Note 2: \$3,150 of Silent Auction packages were distributed in 2023. Of this, \$544.04 of Silent Auction packages were purchased in 2022. The balance of 2023 Silent Auction packages distributed were carried over from 2022.

**TOWN OF WHITBY
2023 PERFORMING ARTS COMMUNITY DEVELOPMENT FUND (PACDF)
CONTINUITY SCHEDULE**

January 1, 2023 Opening PACDF Balance	\$111,545.02
 2023 Grants Recommended by the Grants Review Committee	 -\$46,200.00
 December 31, 2023 - Ending PACDF Balance	 <u><u>\$65,345.02</u></u>

TOWN OF WHITBY 2023 FINANCIAL SUMMARY OF THE MAYOR'S FUNDRAISER EVENT AND THE MAYOR'S GOLF TOURNAMENT

	<u>2023 Budget</u>	<u>2023 Actuals</u>
Mayor's Fundraiser Event		
Revenues		
Event Revenues (including Sponsorship & Auction)		\$299,600.00
Total Revenues	\$100,000	\$299,600.00
Expenditures		
Facility Rental		\$34,274.40
Event Costs		\$138,168.77
Signage/Communications		\$4,646.36
Total Expenditures	\$50,000	\$177,089.53
Net Proceeds of the Mayor's Fundraiser Event	\$50,000	\$122,510.47
Mayor's Golf Tournament		
Revenues	\$100,000	\$151,391.59
Expenditures		
Facility Rental		\$58,334.73
Event Costs		\$5,448.62
Signage/Communications		\$2,728.81
Recovery of Town Resources		\$888.13
Total Expenditures	\$40,000	\$67,400.29
Net Proceeds of the Mayor's Golf Tournament	\$60,000	\$83,991.30
Total Proceeds - Contribution to MCDF	\$110,000	\$206,501.77



Town of Whitby Policy

Policy Title:	Mayor's Community Development Fund and Performing Arts Community Development Fund - DRAFT
Policy Number:	F 070
Reference:	Council Resolution #336-15 and #69-16 and #37-22 and #74-23
Date Originated:	June 29, 2015
Date Revised:	March 20, 2023
Review Date:	As required
Approval:	Council
Point of Contact:	Director Strategic Initiatives

Policy Statement

The Mayor's Community Development Fund and Performing Arts Community Development Fund provide financial assistance for community groups within Whitby to help them undertake initiatives that will benefit the community.

Purpose

To ensure the proceeds from the Mayor's Community Development Fund and Performing Arts Community Development Fund are allocated in a fair and transparent manner to community based organizations.

Scope

This policy applies to organizations applying for community grants from the Mayor's Community Development Fund and Performing Arts Community Development Fund.

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1 Definitions

- 1.1 Annual Report** means an annual report submitted to Council identifying the use of the funds, the number of applicants, who receive funding in any one year and the benefit to the community from the grants. It will also identify any suggestions for changes in the process that Council should consider.
- 1.2 Criteria** is used to evaluate grant applications and make recommendations for grant eligibility based on how the project will benefit the community (scale, inclusivity, direct and indirect benefits), soundness of business plan (including resources, own funds and fundraising), the importance of the Town's contribution, and how the success of the project will be determined.
- 1.3 MCDF Lead Grants** are causes or organizations identified as the primary beneficiary of the Mayor and Council's Golf Tournament and Mayor's Fundraiser through grant funding of up to 50% of the funds raised to support a major community initiative (capital or program) benefiting the community.
- 1.4 MCDF Community Grants** are eligible grants of up to \$5,000 to support community groups for specific initiatives that promote inclusiveness and a broad community benefit through:
- Capital initiatives benefiting the community;
 - Community special events; and,
 - Funding for initiatives or programs.

An applicant may apply more than once for a grant.

- 1.5 PACDF Community Grants** are eligible grants of up to \$5,000 to support performing arts in Whitby. Grants can be provided to performing arts groups, organizations for programs, events, initiatives and projects, including capital projects. An applicant may apply more than once for a grant. On special circumstances a grant may be provided up to \$25,000.
- 1.6 Grants Review Committee** is an independent committee of Council, operating and appointed in accordance with its Council approved Terms of Reference, and delegated authority to review and award Grants in accordance with this policy.
- 1.7 Mayor's Community Development Fund** is a reserve established from the net proceeds raised from the Mayor and Council's Golf Tournament, Mayor's Fundraiser or other external revenue sources.

- 1.8 Performing Arts Community Development Fund** is a Town reserve consisting of the net proceeds from the 2008-2012 Mayor's Galas to support performing arts programs, events, initiatives, and projects in Whitby. Additional funds may be allocated towards the Performing Arts Community Development Fund at Council's direction.

2 Responsibilities

- 2.1** Council shall approve members of the Grants Review Committee and consider recommendations for changes to the grant process as submitted by the Grants Review Committee.
- 2.2** Strategic Initiatives Division to promote Grant opportunities in coordination with the Communications and Creative Services Division.
- 2.3** The Grants Review Committee will review applications and award grants based on the grant criteria and available funds in the Mayor's Community Development Fund and Performing Arts Community Development Fund. All decisions of the Grants Review Committee will be final. The Grants Review Committee shall submit an annual report to Council.

3 Policy Requirements

- 3.1 Mayor's Community Development Fund Grants**
- a) The Mayor's Community Development Fund utilizes funding from the net proceeds from the Mayor and Council's Golf Tournament and Mayor's Fundraiser.
 - b) The Mayor's Community Development Fund supports lead causes or charities plus provides funding for initiatives benefiting the Whitby community, capital projects, and community events.
 - c) The Mayor's Community Development Fund provides an ongoing annual grant of \$4,000 to the Brooklin Royal Canadian Legion Branch 152 and \$4,000 to the Whitby Royal Canadian Legion Branch 112 to support community events in the amount of \$3,000 including their New Year's Levies and Remembrance Day Ceremonies as approved through Council resolution #16-18 and \$1,000 for the replacement of banners through the Honour our Veterans Banner Program.
 - d) The Mayor's Community Development Fund provides annual funding to the Mayor's Medal scholarship recipients in an amount to be agreed upon by the Grants Review Committee.

- e) Lead Grants provide an opportunity for community agencies that require substantial funding for an initiative providing broad community benefit to Whitby and/or providing a benefit that may extend beyond the borders of Whitby.
- f) A minimum of two Lead Grants will be selected annually. One Lead Grant will be eligible for up to 50% of the funds raised by the Mayor and Council's Golf Tournament and the other Lead Grant will be eligible for up to 50% of the funds raised by the Mayor's Fundraiser. An annual Lead Grant will be provided to Lakeridge Health for their capital campaign with the amount to be determined annually by the Grants Review Committee. Additional Lead Grants may be selected at the discretion of the Grants Review Committee based on eligible funds available.
- g) Lead Grant Applications will be received once a year and will be communicated through Town of Whitby channels.
- h) The Lead Grants will be communicated as part of the Mayor and Council's Golf Tournament and Mayor's Fundraiser so that the public and participants understand what organizations benefit from a significant portion of the funds raised during the events.
- i) The remaining funds will be used to provide Community Grants of up to \$5,000 to eligible applicants as determined by the Grants Review Committee.

3.2 Performing Arts Community Development Fund Grants

- a) The Mayor will be excluded from discussions related to PACDF Community Grants.
- b) The Performing Arts Community Development Fund utilizes net proceeds from the 2008 – 2012 Mayor's Galas.
- c) The Performing Arts Community Development Fund supports Whitby based community groups, organizations with a presence in Whitby and residents for performing arts programs, events, initiatives and projects.
- d) Funding up to \$5,000 will be available to eligible applicants as determined by the Grants Review Committee.
- e) Funding may be available for exceptional performing arts programs, events, projects or initiatives, including capital, up to \$25,000 to eligible applicants as determined by the Grants Review Committee.

- f) Once the available funds in the Performing Arts Community Development Fund are fully dispersed, grant applications will no longer be received.

3.3 Eligible Grant Recipients

- a) Whitby based community groups and not for profit organizations with a presence in Whitby.
- b) Organizations already receiving funding from the Town of Whitby for a specific purpose may be eligible for community grant funding for the same purpose, but given low priority.
- c) Groups receiving funding from the Town of Whitby can qualify to access Grants for other initiatives not already funded by the Town based on the relative merit of the initiative.
- d) Funding towards operating expenses of a community organization or charity are given low priority.
- e) Funding for sports groups or organizations are given low priority.

3.4 In-Eligible Applicants

The following organizations are not eligible for grant funding:

- a) For profit organizations.
- b) Religious organizations for religious purposes.
- c) Political parties;
- d) Organizations engaged in political activity supporting or opposing any political party, or political campaign;
- e) The intent of the organization is contrary to Town policies, by-laws, the Ontario Human Rights Code or current legislation;
- f) Organizations whose purpose or activities are for the purposes of bringing about change in law or government policy.

3.5 Applications

- a) The Mayor's Community Development Fund and Performing Arts Community Development Fund support innovative projects and initiatives that provide direct and indirect benefit to Whitby residents.

- b) Organizations seeking financial assistance must submit an application to the Town of Whitby as outlined in the Mayor's Community Development Fund and Performing Arts Community Development Fund Procedure.
- c) The Grant application process and evaluating criteria shall be followed in accordance with the Mayor's Community Development Fund and Performing Arts Community Development Fund Procedure.

3.6 Reporting and Transparency

- a) The annual report submitted by the Grants Review Committee shall include the number and nature of applicants, the distribution of funds, who received funding in any one year and the purpose of the grant.
- b) It will also identify any suggestions for changes in the process that Council should consider. Any changes would require Council approval.
- c) The annual report will be published on the Town's website each year.
- d) Unused amounts in the Mayor's Community Development Fund and the Performing Arts Community Development Fund at the end of each year will be carried over to the next year.

This Policy is hereby approved by Council Resolution #74-23 on this 18th day of March, 2024.

Town of Whitby Staff Report

whitby.ca/CouncilCalendar



Report Title: Revised Public Notice Policy

Report to: Committee of the Whole

Date of meeting: March 4, 2024

Report Number: CLK 03-24

Department(s) Responsible:

Office of the Town Clerk

Submitted by:

Christopher Harris, Town Clerk

Acknowledged by M. Gaskell, Chief Administrative Officer

For additional information, contact:

Kevin Narraway, Sr. Manager,
Legislative Services/Deputy Clerk,
905.444.1934

1. Recommendation:

That Council approve the revised Public Notice Policy appended to Report CLK 03-24 as Attachment 1.

2. Highlights:

- This report introduces a revised Public Notice Policy for Council review and approval.
- The Town's current Public Notice Policy, approved in 2016, references certain notices being provided through a newspaper with general circulation in the municipality.
- "Whitby This Week", the Town's community newspaper with general circulation throughout the municipality discontinued printed editions of their newspaper in September 2023. As such, updates to the Public Notice Policy are required.
- Staff recommend that notices previously provided via community newspaper be provided through the Town's website, under the "Latest News" section.

- The Public Notice Policy outlines minimum statutory requirements for notice publication. Efforts to inform members of the public about topics of broader community interest will continue to see Staff leverage additional engagement platforms including Connect Whitby, digital and social media, community and facility signage, public information meetings, etc.

3. Background:

Section 270(1) of the Municipal Act requires municipalities to adopt and maintain a policy outlining the circumstances in which the municipality will provide notice to the public, and the form, manner, and times such notice shall be given.

Council adopted the current Public Notice Policy in 2016. The current policy contains references to certain notices being provided through a newspaper with general circulation in the Town.

In September 2023, Metroland Media Group, the owner of Whitby This Week discontinued printed editions of their paper and moved to digital publication only. In addition to Whitby This Week, numerous other community newspapers in Ontario were moved from printed to digital publication only. Many municipalities in Ontario, including those in Durham Region, are now revising their respective public notice policies.

Due to the discontinuation of printed editions of Whitby This Week, the revised Public Notice Policy appended to this report has been modified to allow for notices previously provided via newspaper to be posted on the Town's website, on the homepage, under the "Latest News" section.

Through the development process for the revised Public Notice Policy, Staff undertook a review of the Municipal Act and made additional updates to the policy, as appropriate.

4. Discussion:

Whitby This Week was a beneficial resource to the Town for the purpose of providing notice as it was circulated to most homes and businesses in the municipality. The evolving media landscape resulted in Metroland Media Group changing their business model to move away from printed editions of most of their community newspapers.

The effectiveness of providing notice via newspaper is difficult to evaluate. To receive notice regarding a matter, a member of the public would need to be a regular reader of the newspaper, navigate to the public notice in the paper, and decide to read the notice to understand its content.

As an alternative to newspaper publication, Staff recommend leveraging the website's "Latest News" section for posting of notices. Notices published on this section of the website appear on the homepage. The benefit to this approach is that the website homepage is highly visible to residents generally interested in the Town and its activities, and the website allows members of the public to subscribe

to receive email notification when a notice is published, allowing for a more tailored experience.

Some municipalities have decided to provide certain notices through circulation in larger, Toronto-based newspapers. This approach may not be particularly effective as these newspapers are subscription based and the number of Whitby residents subscribing to the newspapers is unknown. Also, it may not be intuitive for a reader to expect a Whitby notice in a Toronto-based newspaper. Finally, the cost associated with publication in one or more Toronto-based newspapers would be prohibitive.

5. Financial Considerations:

The cost of including a notice in Whitby This Week was approximately \$1,400 in 2023. 8 statutory notices were published in Whitby This Week in 2022 and 4 in 2023. Annual cost savings of moving from the defunct printed newspaper to fully digital publication via the Town's website will be removed from the annual budget or used to offset other forms of notices when deemed necessary, such as temporary or mobile signs and direct mail.

6. Communication and Public Engagement:

Staff recommend that the Public Notice Policy be revised to change the requirement for notices circulated in a community newspaper of general circulation to posting on the Town's website under the "Latest News" section. As noted in Section 4 of this report, notices published on this section of the website appear on the homepage and have the added benefit of allowing members of the public to subscribe to receive email notification when a notice is published.

7. Input from Departments/Sources:

The revised Public Notice Policy has been reviewed by the Senior Leadership Team and the Communications and Creative Services division.

8. Strategic Priorities:

Developing a revised Public Notice Policy in response to the changing media landscape is consistent with Strategic Pillar 4 - Whitby's Government, Accountable & Responsible in the Community Strategic Plan.

9. Attachments:

Attachment 1 – Revised Public Notice Policy



Town of Whitby Policy

Policy Title:	Public Notice Policy
Policy Number:	CA 150
Reference:	Municipal Act, 2001, Planning Act, Council Resolution #236-16
Date Originated:	May 9, 2016
Date Revised:	March 18, 2024
Review Date:	As required
Approval:	Council
Point of Contact:	Town Clerk

Policy Statement

The Corporation of the Town of Whitby values and encourages public notice and engagement and is committed to open communication to develop and deliver quality programs and services that meet the needs of the Town.

In accordance with Section 270 of the Municipal Act, 2001, the Corporation of the Town of Whitby shall adopt and maintain a policy with respect to the circumstances in which the Town shall provide notice to the public, and if notice is to be provided, the form, manner and time notice shall be given.

Purpose

The purpose of the policy is to provide notice to the public when required by the Municipal Act, 2001, other legislation, or as otherwise deemed desirable.

Scope

This policy applies to every notice given by the Town of Whitby, unless otherwise provided for in the Municipal Act or other applicable legislation, as deemed necessary by Council, or as provided for therein.

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2	Responsibilities	2
3	General	3
4	Exception	4

1 Definitions

- 1.1 **Act** means the Municipal Act, 2001, S.O. 2001, c 25 as amended from time to time, and any successor legislation in substitution thereof and included regulation thereunder.
- 1.2 **Council** means the Council of the Corporation of the Town of Whitby.
- 1.3 **Direct Mail** means notice sent via regular mail, pre-paid first-class mail or personal service.
- 1.4 **Department Head** means an officer or employee of the Town who will generally hold the title of 'Commissioner', appointed by the Chief Administrative Officer or Council, as required, to oversee a department, or a person appointed or designated to act in place of the Commissioner when the Commissioner is absent or refuses to act.
- 1.5 **Mayor** means the Head of Council of The Corporation of the Town of Whitby elected or appointed in accordance with the Municipal Act, 2001 and the Municipal Elections Act, 1996, S.O. 1996, c. 32, Sched., as amended, or the Deputy Mayor or Acting Mayor as may be appointed or designated by Council from time to time.
- 1.6 **Notice** means a written, printed, published, or posted notification or announcement.
- 1.7 **Town** means the Corporation of the Town of Whitby.
- 1.8 **Website** means the Town's primary location on the World Wide Web.

2 Responsibilities

- 2.1 Council to:
 - a) Approve the Public Notice Policy.
 - b) Approve amendments to the Public Notice Policy.
- 2.2 Chief Administrative Officer to:
 - a) Approve amendments to the Public Notice Policy for Council consideration.
 - b) Waive the Public Notice Policy when required in accordance with Section 4.1.
- 2.3 Town Clerk to:
 - a) Recommend and prepare any necessary amendments to the Public Notice Policy.
 - b) Be responsible for collecting concerns or complaints relating to the Public Notice Policy.

- c) Ensure staff prepare and circulate notices within designated timeframes.

2.4 Department Heads to:

- a) Ensure staff prepare and circulate notices within designated timeframes.

2.5 Town Staff to:

- a) Prepare notices within designated timeframes.
- b) Coordinate notices to be published (via mail, personal service, website, and/or other electronic media).

3 General

3.1 Where the Town is required to give notice under the Act or other legislation, the notice shall be given in a form, manner and timeframe as set out in Appendix 1, unless;

- The notice required in the Act or other legislation is greater in scope or timeframe than required by this policy;
- Notice for the subject is provided for in the Act or other legislation and is not referenced in Appendix 1, in which case notice shall be provided in accordance with the Act or other legislation; or,
- Notice for the subject is not provided for in Appendix 1, the Act, or other legislation, and Council, by resolution, or staff determine that notice is desirable, in which case the Department Head responsible for the subject requiring notice shall reference the Public Engagement Guidelines as set out in Appendix 2 when preparing and providing notice.

3.2 Notice Content

- Every notice given shall contain the following information, when applicable:
 - a) Identification of the authority under which the notice is given;
 - b) A description of the purpose of the notice (e.g. date, time, and location if applicable) and effect of the proposed action;
 - c) A description of how and where comments can be made, including any submission deadlines;
 - d) Contact information for the purpose of submitting written comments or obtaining additional information; and,
 - e) Where the notice is related to identifiable lands, a key map showing the location of the lands or a sufficient description of the lands so they may be readily identified.

- 3.3** Where Direct Mail is required and the matter is related to identifiable lands, notice by Direct Mail shall be to the abutting property owner(s), unless legislation requires circulation to property owners within a designated radius of the identifiable lands.
- 3.4** Nothing in the policy shall prevent the Town from using more comprehensive methods of notice or for providing for a longer notice period.
- 3.5** No additional notice will be required for subsequent meetings where a matter has been deferred to a subsequent meeting by Council or by a Committee of Council.

4 Exception

- 4.1** If a matter arises, which in the opinion of the Chief Administrative Officer, in consultation with the Mayor, is considered to be of an urgent or time sensitive nature, or which could affect the health or well-being of the residents of the Town of Whitby, or if a state of emergency is declared, or is so advised by the Provincial or Federal government, the notice requirements of this policy may be waived and the Town shall make best efforts to provide as much notice as is reasonable under the circumstances.

Appendices

Appendix 1 Minimum Notice Requirements

Appendix 2 Public Engagement Guidelines

This Policy is hereby approved by Council Resolution #XX-XX on this X day of Month, Year.

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
Highway		
<p>Section 34 – Highway Closing Procedures</p> <p>(Permanent closure of a highway)</p>	<p>Notice to be published on the website and by Direct Mail to property owner(s) abutting the highway a minimum of 10 days prior to Committee or Council considering a staff report of its intention to pass the by-law.</p> <p>One notice by Direct Mail to property owner(s) abutting the highway upon enactment of the by-law.</p>	<p>Commissioner of Planning and Development</p>
<p>Change/Naming of Highway</p> <p>A local municipality may name or change the name of a highway after giving public notice of its intention to pass the by-law.</p>	<p>Notice to be published on the website – news and notices section, and by Direct Mail to property owner(s) abutting the highway a minimum of 10 days prior to Committee or Council considering a staff report of its intention to pass the by-law.</p> <p>One notice by Direct Mail to property owner(s) abutting the highway upon enactment of the by-law.</p>	<p>Commissioner of Planning and Development (review and report)</p> <p>Town Clerk (provide notice)</p>
<p>Section 48 – Naming Private Roads</p> <p>A local municipality may name or change the name of a private road after giving public notice of its intention to pass the by-law.</p>	<p>Notice to be published on the website – news and notices section, and by Direct Mail to property owner(s) abutting the private road a minimum of 10 days prior to Committee or Council considering a staff report of its intention to pass the by-law.</p> <p>One notice by Direct Mail to property owner(s) abutting the private road upon enactment of the by-law.</p>	<p>Commissioner of Planning and Development (review and report)</p> <p>Town Clerk (provide notice)</p>

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
Municipal Restructuring		
<p>Section 173 – Restructuring Proposal</p> <p>The Council of a municipality votes on whether to support or oppose a restructuring proposal.</p>	<p>As required by the Municipal Act.</p>	<p>Town Clerk</p>
Changing the Name of the Municipality		
<p>Section 187 (1) – Change of Name</p> <p>Section 187 (3) – Notification</p> <p>Changing the name of a municipality.</p>	<p>As required by the Municipal Act.</p>	<p>Town Clerk</p>
Business Improvement Areas		
<p>Section 204-210 – Business Improvement Areas</p> <p>A local municipality may designate an area as an improvement area and may establish a board of management.</p>	<p>As required by the Municipal Act.</p>	<p>Town Clerk</p>
<p>Section 211- Business Improvement Areas Repealing By-law</p> <p>Council shall give notice of a proposed by-law to repeal a by-law establishing a business improvement area.</p>	<p>As required by the Municipal Act.</p>	<p>Town Clerk</p>

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
Changes to Council		
<p>Section 217 to 219 – Council Composition</p> <p>A municipality may change the composition of its Council.</p>	<p>Website posting – news and notices section, a minimum of ten days prior to Committee or Council meeting at which the matter is being considered.</p>	<p>Town Clerk</p>
Wards		
<p>Section 222 – Establishment of Wards</p> <p>A municipality may pass a by-law to divide or re-divide the municipality into wards or dissolve existing wards.</p>	<p>Website posting – news and notices section, a minimum of ten days to give notice of the passing of the by-law.</p>	<p>Town Clerk</p>
Procedure By-law – Public Notice of Meetings		
<p>Section 238 (2.1) Notice</p> <p>Public notice to advise of the annual schedule of regular and special meetings of Council and Committee meeting. Also public notice to advise of calling of special meetings or change in meeting time or cancellation.</p>	<p>As required by the Procedure By-law, as may be amended or superseded from time to time.</p>	<p>Town Clerk</p>

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
Policies		
<p>Sale and Other Disposition of Land</p> <p>Public notice required to advise of the intention to sell or otherwise dispose of municipally-owned land.</p>	<p>Notice shall be provided in accordance with a policy adopted with respect to the sale and other disposition of land.</p>	<p>Commissioner of Financial Services/Treasurer</p>
Financial Administration		
<p>Section 295 (1) – Publications of Financial Statements, etc.</p> <p>Audited financial statements, the notes to the financial statements, the auditor's report and the tax rate information for the current and previous year as contained in the financial review.</p>	<p>Notice provided for through the by-law and/or accompanying staff report being included on a regular or special Council or Committee agenda.</p>	<p>Commissioner of Financial Services/Treasurer and Town Clerk</p>

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
Municipal Taxation		
<p>Section 110 (8) – Tax-Exemption By-Law</p> <p>The municipality may exempt from taxation for municipal and school purposes land or a portion of it on which municipal capital facilities are or will be located (under specific conditions).</p>	As required by the Municipal Act.	Town Clerk
Section 318 – Phase-in of Tax Changes Resulting from Reassessments	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer
Limitation on Taxes for Certain Property Classes		
<p>Section 331 Taxes on Eligible Properties</p> <p>The municipality shall determine the taxes for municipal and school purposes for each eligible property for the year or portion of the year.</p>	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer
Tax Collection		
<p>Section 343 – Notice of Tax Bill</p> <p>The treasurer shall send a tax bill to every taxpayer.</p>	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
<p>Section 348 – Determination of Tax Status</p> <p>Notification to each taxpayer that owes taxes from a preceding year.</p>	<p>As required by the Municipal Act.</p>	<p>Commissioner of Financial Services/Treasurer</p>
<p>Section 350 (1) - Obligations of Tenant</p> <p>Where taxes are owed in respect of land occupied by a tenant.</p>	<p>As required by the Municipal Act.</p>	<p>Commissioner of Financial Services/Treasurer</p>
<p>Section 351 (7) – Sale Section 351 (8) – Notice</p> <p>Subject to certain conditions, the treasurer or treasurer's agent may seize and sell personal property to recover the taxes and costs of the seizure.</p>	<p>Website posting – news and notices section, a minimum of ten days prior to auction.</p>	<p>Commissioner of Financial Services/Treasurer</p>
<p>Section 356 – Division Into Parcels</p> <p>Upon application by the treasurer of a municipality or to the treasurer by an owner of land, the municipality may divide land into two or more parcels; apportion unpaid taxes; and direct part payment of taxes to each of the parcels.</p>	<p>As required by the Municipal Act.</p>	<p>Commissioner of Financial Services/Treasurer</p>

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
<p>Section 357 – Cancellation, Reduction, Refund of Taxes</p> <p>Upon receipt of an application, and subject to certain conditions, the municipality may cancel, reduce or refund all or part of taxes levied.</p>	<p>As required by the Municipal Act.</p>	<p>Commissioner of Financial Services/Treasurer</p>
<p>Section 358 – Overcharges Caused by a Gross or Manifest Error</p> <p>Upon receipt of an application, and subject to certain conditions, the municipality may cancel, reduce or refund all or part of taxes which were overcharged due to a gross or manifest error in the preparation of the assessment roll.</p>	<p>As required by the Municipal Act.</p>	<p>Commissioner of Financial Services/Treasurer</p>
<p>Section 359 – Increase of Taxes as a Result of any Undercharged Caused by a Gross or Manifest Error</p> <p>Upon receipt of an application by the treasurer, the municipality may increase the taxes levied when the taxes were undercharged due to a gross or manifest error.</p>	<p>As required by the Municipal Act.</p>	<p>Commissioner of Financial Services/Treasurer</p>

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
Section 365 (1) – Cancellation, Reduction or Refund of Taxes Section 365 (2) – Notice to Upper Tier Municipality, etc.	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer
Section 365.1 – Cancellation of Taxes and Environmental Rehabilitation	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer
Section 365.2 – Tax Reduction for Heritage Property If a local municipality passes a by-law to provide tax reductions or refunds to eligible heritage property, the Minister of Finance shall be notified within 30 days after the by-law is passed.	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer
Sale of Land for Tax Arrears		
Section 374 – Notice of Registration of Tax Arrears Certificate	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer
Section 379-380 – Public Sale (Tax Arrears Certificate)	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer
Section 386.2 – Tax Sales – Entering to Carry out Inspection without Warrant	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
Section 386.3 – Tax Sales – Entering to Carry out Inspection with Warrant	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer
Fees and Charges		
Section 391 – Fees and Charges To impose fees and charges.	Notice provided for through the by-law and/or accompanying staff report being included on a regular or special Council or Committee agenda.	Town Clerk
Section 400 – Regulations Local Improvement Charges – Priority Lien Status Under Section 400, the Minister may make regulations regarding fees and charges.	As required by the Municipal Act.	Commissioner of Financial Services/Treasurer
Debt, Investment and Municipal Capital Facilities		
Section 110 (1) – Agreements for Municipal Capital Facilities A municipality may enter into agreements for the provision of municipal capital facilities by any person, including another municipality.	As required by the Municipal Act.	Town Clerk

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
<p>Section 402 – Notice of Debt</p> <p>Upon receipt of an application of a municipality to incur a debt, the Ontario Land Tribunal may direct the municipality to give notice of the application to such persons and in such manner as the Tribunal determines.</p>	<p>As required by the Municipal Act.</p>	<p>Commissioner of Financial Services/Treasurer</p>
Enforcement		
<p>Section 435 – Conditions Governing Power of Entry</p> <p>A municipality may exercise a power of entry under the Municipal Act.</p>	<p>As required by the Municipal Act.</p>	<p>Relevant Department Head</p>
<p>Section 441 – Collection of Unpaid Licensing Fines</p> <p>A municipality may authorize the treasurer or his or her agent to give the notice.</p>	<p>As required by the Municipal Act.</p>	<p>Commissioner of Legal and Enforcement Services/Town Solicitor and Commissioner of Financial Services/Treasurer</p>
Planning		
<p>Notice of Public Meeting, enactment of planning policies or approval of planning applications in accordance with the Planning Act, Official Plan or other relevant legislation or municipal by-law.</p>	<p>As required by the Planning Act, Official Plan or other relevant legislation or municipal by-law.</p>	<p>Commissioner of Planning and Development</p>

Appendix 1 - Minimum Notice Requirements

Legislation Reference and/or Subject of Notice	Notice Requirements	Responsibility
Notice of Passing once by-law has been enacted for approved applications under the Planning Act such as Zoning By-law Amendments, Official Plan Amendments, Interim Control By-law and Temporary Use By- laws.	As required by the Planning Act.	Town Clerk

Appendix 2 – Public Engagement Guidelines

Types of Public Engagement	Public Notice Options	Minimum Recommended Timeframe of Public Notification
For issues or initiatives that relate to identifiable lands or a limited geographic area.	<p>Recommended public notice:</p> <ul style="list-style-type: none"> • Town website – News and Notices Section • Email to registered interested parties • Social media <p>Optional public notice:</p> <ul style="list-style-type: none"> • Direct Mailing • Mobile sign(s) on identifiable lands 	10 calendar days
For issues or initiatives that relate to a broad geographic area or are of general community interest.	<p>Recommended public notice:</p> <ul style="list-style-type: none"> • Town website – News and Notices Section • Email to registered interested parties • Posters in Town facilities • TV screens or electronic signs at Town facilities • Social media <p>Optional public notice:</p> <ul style="list-style-type: none"> • Other electronic media 	10 calendar days

New and Unfinished Business - General Government

Item Number	Description	Resolution	Meeting Date	Due Date	Revised Date	Explanation/Comments
GG-0001	Fishing in Town Parks	That Staff report back on legal fishing in Town parks, including Port Whitby, after consultation with the fishing community has occurred.	07 May 2018	11 Feb 2019	28 Oct 2024	
GG-0002	Community and Marketing Services Department Report, CMS 35-18 Re: Cullen Central Park Master Plan	2. That Council direct staff to commence the development of the Cullen Central Park Master Plan with the final Master Plan to be brought forward for Council approval in Q4 2019; and, 5. That Staff identify options to recognize former mayor Marcel Brunelle in Cullen Park.	25 Jun 2018	18 Nov 2019	17 Feb 2025	In the Whitby Sports Complex Construction Tender Results & Project Budget Approval - Parks projects (originally planned for 2024 in the 10-year forecast) will be impacted by this, includes the Cullen Central Park Redevelopment Phase 2. This project will be budgeted in 2025.
GG-0004	Correspondence # 2020-77 from Karey Anne Large, Executive Director, Downtown Whitby Business Improvement Area, dated January 2, 2020 regarding the Downtown Whitby Business Improvement Area's Annual Report, the 2020 Proposed Budget, and Disbursement Schedule.	That the Commissioner of Corporate Services/Treasurer be directed to report back on the development of a policy to deal with grant and in-kind requests, including predetermined criteria and scoring, in order to ensure grants are based on needs and targeted outcomes.	09 Mar 2020	21 Sep 2020	15 Jan 2024	

New and Unfinished Business - General Government

Item Number	Description	Resolution	Meeting Date	Due Date	Revised Date	Explanation/Comments
GG-0005	Public Works (Operations) Department Report, PW 17-21 Re: Vimy Memorial Park	3. That staff report back to Council on the progress of the park agreement along with refined budget implications prior to assumption.	21 Jun 2021	13 Jun 2022	15 Apr 2024	Planning & Development & Community Services Staff prepared a joint memo that went on the Aug 11 CII to update Council on the status of the Park. A report from will come forward once all issues have been resolved and the park is moving forward.
GG-0006	Financial Services Department Report, FS 37-21 Re: Town-Owned Land Strategy	That the properties at Part of Lot 25, 26, Conc. 4, Portion of PIN 26569 0285 (LT), Broadleaf and McKinney, as shown on Attachment #15 and Part Lot 25, Con. 2, now 40R-1655, Part 6, PIN 26532 0244 (LT), known municipally as 500 Garden Street, as shown on Attachment #3 be referred to staff to investigate zoning opportunities that would maximize the land value.	27 Sep 2021	05 Jun 2023	15 Apr 2024	
GG-0007	Community Services Department Report, CMS 19-21 Re: Unnamed West Whitby Park – Park Name Survey Results	3. That staff be directed to review the Municipal Property and Facility Naming Policy (MS 250) and report back with any recommended revisions to update the policy.	29 Nov 2021	16 Jan 2023	15 Apr 2024	

New and Unfinished Business - General Government

Item Number	Description	Resolution	Meeting Date	Due Date	Revised Date	Explanation/Comments
GG-0019	Refrigerated Outdoor Ice Rinks or Skating Trails	That following the tender results for the Whitby Sports Complex and as part of the development of the Parks and Recreation Master Plan, that Staff be directed to report on opportunities to install refrigerated outdoor ice rinks or skating trails in the Town	20 Mar 2023	25 Mar 2024	15 Apr 2024	
GG-0020	School Zone Parking Enforcement Staff	That Staff be directed to review the opportunity for enhanced school zone parking enforcement through additional staffing resources, and include an analysis of whether such resources would be revenue neutral.	27 Feb 2023	25 Sep 2023	04 Mar 2024	To be addressed through Report regarding transition of parking infractions to Administrative Monetary Penalties System.
GG-0021	Protecting Whitby's Urban Forest Canopy	That staff report back on the opportunity to protect trees of significance on private lands in order to preserve Whitby's urban forest canopy.	20 Mar-23	04 Dec 2023	02 Dec 2024	
GG-0022	Gateway Maintenance Program	That Staff be directed to report to Council on the implementation of a gateway maintenance program, including additional resources required, to address the repair and rehabilitation of deteriorating gateway signage in subdivisions throughout the Town of Whitby.	24 Apr 2023	20 Nov 2023	15 Apr 2024	

New and Unfinished Business - General Government

Item Number	Description	Resolution	Meeting Date	Due Date	Revised Date	Explanation/Comments
GG-0023	CMS 06-23, Community Services Department Report Re: Bill 23 Parkland Dedication Framework	4. That staff be directed to report to Council with options for the acquisition of land to support the development of sports fields as identified by the 2015 Sports Facility Strategy and updated by the 2023 Parks and Recreation Master Plan; and, 5. That Staff be directed to report to Council in September 2023 on the status of the parks master plan agreement.	19 Jun 2023	25 Sep 2023	02 Dec 2024	Memo re: the parks master plan agreement forthcoming.
GG-0024	LS 07-23, Legal and Enforcement Services Department Report Re: Proposed Amendments to the Town of Whitby Towing By-law # 6887-14	2. That Council direct staff to review current municipal regulations regarding the licensing and governing of tow truck drivers and tow truck businesses, activities, and undertakings in the Town of Whitby.	19 Jun 2023	13 May 2024		
GG-0025	Council Education and Training Program	That consideration of the Council Education and Training Program be referred to Staff to prepare a Report to Council about the program in November	02 Oct 2023	15 Jan 2024		
GG-0026	Installing lighting at Town parks within a 1-kilometre radius of 1635 Dundas Street	That Staff be directed to report to Council on the cost and timelines to install lighting at Town parks within a 1-kilometre radius of 1635 Dundas Street East.	18 Dec 2023	25 Nov 2024		
GG-0027	Replacing Town park playground surfaces within a 1-kilometre radius of 1635 Dundas Street East	That Staff be directed to report to Council on the cost and timelines to replace Town park playground surfaces with alternative surfaces within 1-kilometre radius of 1635 Dundas Street East.	18 Dec 2023	25 Nov 2024		

New and Unfinished Business - General Government

Item Number	Description	Resolution	Meeting Date	Due Date	Revised Date	Explanation/Comments
GG-0028	Enacting an Encampment by-law	That Staff be directed to report to Council on the merits and feasibility of enacting an encampment by-law in the Town.	18 Dec 2023	15 Apr 2024		
GG-0029	Prohibiting loitering, obstruction, panhandling, and resting/sleeping outdoors	That Staff be directed to report to Council on the merits and feasibility of enacting a by-law to prohibit loitering, obstruction, panhandling, and resting/sleeping outdoors in the Town.	18 Dec 2023	15 Apr 2024		
GG-0030	Corr # 2023-587 from E. Underwood, Chief Executive Officer, Habitat for Humanity GTA, regarding Expression of Interest in Acquiring Surplus Sites at Dunlop Street East and Hickory Street for Affordable Housing Development	2. That Staff be directed to report to Council regarding the Expression of Interest received from Habitat for Humanity Greater Toronto Area for the proposed Affordable Housing Development at Dunlop Street East and Hickory Street; and, 3. That the Report back include an appraised value for the donated land.	18 Dec 2023	04 Mar 2024		
GG-0031	Requiring the Region of Durham to consult with the Town of Whitby prior to proposed expropriation requests or orders	That Staff report to Council through a memorandum on the Council Information Index on the legal feasibility of requiring Durham Region to consult with Town of Whitby Planning & Development Staff, CAO, and Council prior to a proposal of expropriation requests on private lands, or orders (for any buildings or lands) not being used for the purpose of providing utilities, (especially if the building is 70,000+ square feet). Which the purpose is to include a request for mandatory consultation with the Town and the Region.	18 Dec 2023	TBD		

New and Unfinished Business - General Government

Item Number	Description	Resolution	Meeting Date	Due Date	Revised Date	Explanation/Comments
GG-0032	Memorandum from H. Ellis, Council and Committee Coordinator, dated October 13, 2023 regarding the Joint Accessibility Advisory and Whitby Diversity and Inclusion Advisory Committee request to participate in the Leading Equitable and Accessible Delivery Program	That the memorandum from H. Ellis, Council and Committee Coordinator, dated October 13, 2023 regarding the Joint Accessibility Advisory and Whitby Diversity and Inclusion Advisory Committee request to participate in the Leading Equitable and Accessible Delivery Program be referred to Staff to report back on the opportunity to participate in this program given corporate resource constraints and commitments.	29 Jan 2024	13 May 2024		