



Town of Newmarket

Agenda

Committee of the Whole

Date: Monday, September 23, 2019
Time: 12:30 PM
Location: Council Chambers
Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

Pages

1. Additions & Corrections to the Agenda

Note: Additional items are marked by an asterisk*.

2. Declarations of Pecuniary Interest

3. Presentations & Recognitions

3.1 EA Danby Award - Solar-Powered Smart Bench Project

Note: Todd Coles, City Clerk, Vaughan will be in attendance to present this award.

3.2 Established Neighborhoods Compatibility Study Background Report

1

Note: Blair Scorgie, SvN, will be in attendance to provide a presentation on this matter.

3.3 Urban Forestry Management Plan

25

Note: Ruurd van de Ven, Supervisor of Forestry, and Meghan White, Planner, will be in attendance to provide a presentation on this matter.

This presentation is related to item 5.1.

3.4 Implementation of the Administrative Monetary Penalty System

41

Note: Flynn Scott, Manager of Regulatory Services, will be in attendance to provide a presentation on this matter.

This presentation is related to item 5.2.

4. Deputations

- 4.1 Commencement of Urban Centres Secondary Plan and Zoning By-law Amendments 57

Note: Taylor Pratt-Dafoe, The Jones Consulting Group Ltd., will be in attendance to provide a deputation on this matter.

This deputation is related to item 5.3.

- *4.2 Sign Variance for 1065 Davis Drive & 534 Davis Drive 65

Note: Brandon Lincz, Leasing Representative, Pattison Signs and Nicholas Campney, Contract Manager, Pattison Signs will be in attendance to provide a deputation on this matter. Presentations attached.

This deputation is related to item 6.1.

- *4.3 Sign Variance for 1065 Davis Drive & 534 Davis Drive 89

Note: Cheng Qian, Chief Product Architect, Media Resources, will be in attendance to provide a deputation on the application regarding 1065 Davis Drive.

This deputation is related to item 6.1.

- *4.4 Sign Variance for 1065 Davis Drive & 534 Davis Drive 91

Note: Glen Langford will be in attendance to provide a deputation on the application regarding 1065 Davis Drive.

This deputation is related to item 6.1.

- *4.5 Sign Variance for 1065 Davis Drive & 534 Davis Drive 99

Note: Doug Armour will be in attendance to provide a deputation on the application regarding 1065 Davis Drive.

This deputation is related to item 6.1.

5. Consent Items

- 5.1 Urban Forestry Management Plan 101

1. That the report entitled Urban Forestry Management Plan dated September 23, 2019 be received; and,
2. That the Urban Forestry Management Plan be adopted;

and,

3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

5.2 Implementation of the Administrative Monetary Penalty System 157

1. That the report entitled, Implementation of the Administrative Monetary Penalty System dated September 23, 2019 be received; and,
2. That Council repeals Parking By-law 1993-62 as amended; and,
3. That Council adopts Parking By-law 2019-XX and Administrative Monetary Penalty System By-law 2019-XX; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

5.3 Commencement of Urban Centres Secondary Plan and Zoning By-law Amendments 231

1. That the report entitled Urban Centres Secondary Plan and Zoning By-law Amendments: Recommend to Public Meeting, dated September 23, 2019 be received; and,
2. That the Secondary Plan Amendment and a Zoning By-law Amendment generally described in Report 2019-85 be referred to a combined public meeting as required by the Planning Act; and,
3. That following the public meeting, issues identified in this Report, together with comments of the public, Committee, and those received through the agency and departmental circulation of the application, be addressed by staff in a comprehensive report to Committee of the Whole, if required; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

5.4 2020 Council and Committee of the Whole Meeting Schedule 241

1. That the report entitled 2020 Council and Committee of the Whole Meeting Schedule dated September 23, 2019 be received; and,

2. That the 2020 Council and Committee of the Whole Meeting Schedule be adopted; and,
3. That, unless otherwise required, Committee of the Whole meetings continue to commence at 12:30 PM; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

5.5 Preliminary Staff Report - 1095 Stellar Drive

257

1. That the report entitled Zoning By-law Amendment 1095 Stellar Drive dated September 23, 2019 be received; and,
2. That the application for Zoning By-Law amendment, as submitted by St. Philopateer and St. Demiana Coptic Orthodox Church for subject property 1095 Stellar Drive, be referred to a statutory public meeting; and,
3. That following the public meeting, issues identified in this report, together with comments from the public, Committee, and those received through the agency and departmental circulation of the application, be addressed by staff in a comprehensive report to the Committee of the Whole, if required; and,
4. That the applicant be notified of this action.

5.6 Provincial Policy Statement Review – Proposed Policies

281

1. That the report entitled Provincial Policy Statement Review – Proposed Policies dated September 23, 2019, be received; and,
2. That the report entitled Provincial Policy Statement Review – Proposed Policies dated September 23, 2019, be submitted to the province as feedback no later than the October 21, 2019 commenting deadline; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

*5.7 Town-Wide Mitigation Strategy - Traffic Calming Policy Public Consultation Report

289

Note: This item was placed on the agenda at the request of Councillor Kwapis.

1. That the information report entitled Town-Wide Mitigation

Strategy - Traffic Calming Policy Public Consultation Report
be received for information.

5.8	Accessibility Advisory Committee Meeting Minutes of June 20, 2019	317
	1. That the Accessibility Advisory Committee Meeting Minutes of June 20, 2019 be received.	
5.9	Appointment Committee Meeting Minutes of June 10, 2019	321
	1. That the Appointment Committee Meeting Minutes of June 10, 2019 be received.	
5.10	Appointment Committee Meeting (Closed Session) Minutes of June 10, 2019	
	1. That the Appointment Committee Meeting (Closed Session) Minutes of June 10, 2019 be received.	
5.11	Central York Fire Services – Joint Council Committee Meeting Minutes of May 15, 2019	325
	1. That the Central York Fire Services – Joint Council Committee Meeting Minutes of May 15, 2019 be received.	
5.12	Central York Fire Services – Joint Council Committee Meeting (Closed Session) Minutes of May 15, 2019	
	1. That the Central York Fire Services – Joint Council Committee Meeting (Closed Session) Minutes of May 15, 2019 be received.	
5.13	Heritage Newmarket Advisory Committee Meeting Minutes of June 4, 2019	331
	1. That the Heritage Newmarket Advisory Committee Meeting Minutes of June 4, 2019 be received.	
5.14	Main Street District Business Improvement Area Board of Management Meeting Minutes of July 10, 2019 & July 17, 2019	335
	1. That the Main Street District Business Improvement Area Board of Management Meeting Minutes of July 10, 2019 & July 17, 2019 be received.	

6. Action Items

6.1	Sign Variance for 1065 Davis Drive & 534 Davis Drive	343
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1. That the report entitled Sign Variance Applications for 1065 Davis Drive & 534 Davis Drive dated September 23, 2019 be received;
2. That Council considers and provides direction regarding sign variance applications for 1065 Davis Drive and 534 Davis Drive; and
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

7. Reports by Regional Representatives

8. Notices of Motions

9. Motions

10. New Business

11. Closed Session (if required)

12. Public Hearing Matter

There is no Public Hearing Matter.

13. Adjournment

TOWN OF NEWMARKET

ESTABLISHED NEIGHBOURHOODS STUDY

COMMITTEE OF THE WHOLE MEETING

SEPTEMBER 23, 2019

PRESENTATION OUTLINE

1. Background
2. Purpose & Process
3. Consultation & Engagement
4. Background Report
5. Neighbourhood Classifications
6. Next Steps

1. BACKGROUND

Growth and Intensification in Newmarket

- Newmarket is poised for growth.
- Most is anticipated to occur along the Davis Drive and Yonge Street corridors, as well as surrounding existing and planned GO Stations.
- Neighbourhoods, which are anticipated to remain stable, are also experiencing growth. This has primarily occurred through the creation of new lots and dwellings.
- This can be done respectfully. However, it can also be done in a manner which is not compatible with the character of the neighbourhood.
- This is of primary concern within the Town's most established neighbourhoods, where larger lots and smaller and older dwellings lend themselves to redevelopment.

1. BACKGROUND

Zoning By-law 2013-30

- In response to these concerns, the Town undertook a study of Newmarket's most established neighbourhoods in 2013.
- This culminated in a Zoning By-Law Amendment, which modified regulations governing lot coverage, building height, and setbacks.
- This was done in the interest of ensuring that future development, within Newmarket's most established neighbourhoods, is compatible with the character of those neighbourhoods.

2. PURPOSE & PROCESS

Overview

- Now, the Town is undertaking a comprehensive review of all established neighbourhoods.
- The objective is to:
 - Identify and characterize neighbourhoods throughout Newmarket; and
 - Develop and implement policies to guide future development, while addressing neighbourhood character and compatibility.

2. PURPOSE & PROCESS



Opportunities for Public Feedback

- Three Public Consultation Meetings;
- Three Town Council / Committee of the Whole Meetings;
- Online Survey / Mapping Exercise; and
- Farmers Market Information Kiosk.

Reports and Deliverables

- Background Report;
- Neighbourhood Classification System;
- Policy Options Report;
- Policy Recommendations Report; and
- Official Plan Amendment and Implementing Zoning By-Law Amendment.

3. Consultation & Engagement

Overview

- Objective is to identify residents' priorities, values and concerns with respect to their neighbourhoods.
- Residents know their neighbourhoods intimately, and this knowledge is a resource of immeasurable value that will help to achieve study goals and objectives.
- Phase One engagement activities included:
 - Public Information Centre #1;
 - Farmers Market;
 - Project Website;
 - Online Engagement; and
 - Social Media.

3. Consultation & Engagement

Public Information Centre #1

- Held on May 16, 2019 at the Ray Twinney Complex.
- Attended by approx. 25 residents. Primarily comprised of property owners over the age of 50, who have resided within their neighbourhood for over 20 years, and are retired or nearing retirement.
- Purpose was to introduce the study, review initial findings, and understand how residents define, interact-with and characterize their neighbourhood in a formal setting.
- Included an open house, presentation, and rotating workshop which featured a mental mapping exercise, questionnaires, ranking exercises, and comment sheets.



Introductory Presentation



Rotating Group-Based Exercises

3. Consultation & Engagement

Farmers Market

- Held on July 16, 2019 at Riverwalk Commons.
- Attended by approx. 60 residents. Included a broad spectrum of ages, tenures, and family statuses.
- Purpose was to introduce the study, and understand how residents define, interact-with and characterize their neighbourhood in an informal setting.
- Included an information kiosk with a mapping exercise, questionnaire, and information handout.

Newmarket Neighbourhoods
Compatibility Study and Official Plan Amendment

Project Background and Purpose
Newmarket is poised for growth. Most is anticipated to occur along the Davis Drive and Yonge Street corridors, as well as surrounding existing and planned GO Stations. Neighbourhoods, which are anticipated to remain stable, are also experiencing growth. This has primarily occurred through the creation of new lots and dwellings. This can be done respectfully, but can also occur in a manner which is not compatible with the character of the neighbourhood.


To address these concerns, the Town is undertaking a comprehensive review of all established neighbourhoods. The objective is to identify and characterize neighbourhoods throughout Newmarket, and to develop and implement policies to guide future development, while addressing neighbourhood character and compatibility.

We Want to Hear from You!

Online Survey
Participate in our 5-10 minute online survey on Hey Newmarket.
Visit: www.heynewmarket.ca/established-neighbourhoods-compatibility-study

Instagram
Step 1: Snap a picture that showcases your neighbourhood's character, and post it on Instagram.
Step 2: Include the hashtag #homeinnewmarket to join the conversation!

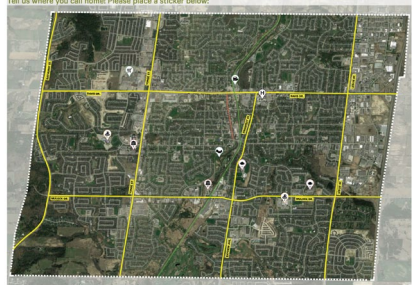
Stay Informed- Get Involved!
Visit: www.Newmarket.ca
Search: "Established Neighbourhoods"



Information Handout

Newmarket Neighbourhoods
Compatibility Study and Official Plan Amendment

Tell us where you call home! Please place a sticker below:



We want to know:
What are the top 3 defining elements in your neighbourhood?

Let us know on a sticky note, drawing, and place it on the map.

LEGEND

- Neighbourhood Boundary
- Neighbourhood Character
- Neighbourhood Name
- Neighbourhood Description
- Neighbourhood Type
- Neighbourhood Size
- Neighbourhood Age
- Neighbourhood Density
- Neighbourhood Style
- Neighbourhood Location
- Neighbourhood History
- Neighbourhood Future
- Neighbourhood Challenges
- Neighbourhood Opportunities
- Neighbourhood Assets
- Neighbourhood Liabilities
- Neighbourhood Values
- Neighbourhood Vision
- Neighbourhood Mission
- Neighbourhood Goals
- Neighbourhood Objectives
- Neighbourhood Strategies
- Neighbourhood Tactics
- Neighbourhood Tools
- Neighbourhood Resources
- Neighbourhood Partners
- Neighbourhood Stakeholders
- Neighbourhood Interests
- Neighbourhood Concerns
- Neighbourhood Interests
- Neighbourhood Concerns
- Neighbourhood Interests
- Neighbourhood Concerns

Mapping Exercise

3. Consultation & Engagement

Online Engagement

- Launched on June 7, 2019, and hosted on “HeyNewmarket” website.
- Received approx. 25 responses.
- Purpose was to introduce the study, and understand how residents define, interact-with and characterize their neighbourhood in an informal setting.
- Included a questionnaire, mapping exercise, open-ended comments, and Q and A.
- Included links to project website, reports and presentation materials, social media, and opportunity to subscribe for updates.



Social Media

- Included Facebook and Twitter updates and notifications.



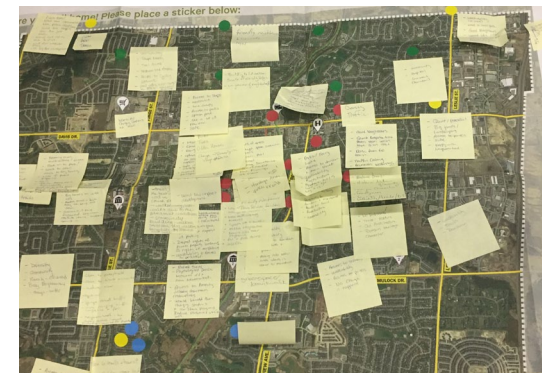
3. Consultation & Engagement

Key Findings

- Collected, analyzed and synthesized. They include:
 - Perception of “neighbourhood” does not exceed a 5-ha area.
 - Residents value the trees and landscapes in their neighbourhoods as much, if not more than, built form.
 - Disruptions to the quality of life are equally, if not more distressful, than their results.
 - Residents in older areas had more positive perceptions about their neighbourhood.
 - Residents highly value parks, open spaces and landscapes in their neighbourhoods.
 - The majority of residents feel a strong sense of community.



Mental Mapping Exercise

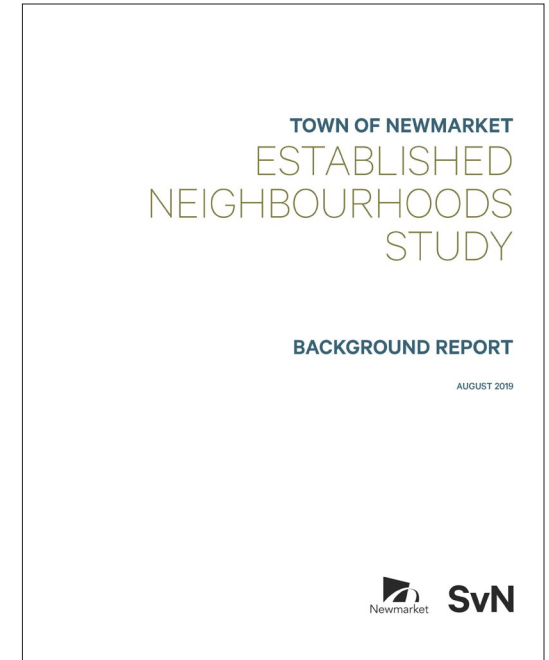


Neighbourhood Location / Character Exercise

4. Background Report

Overview

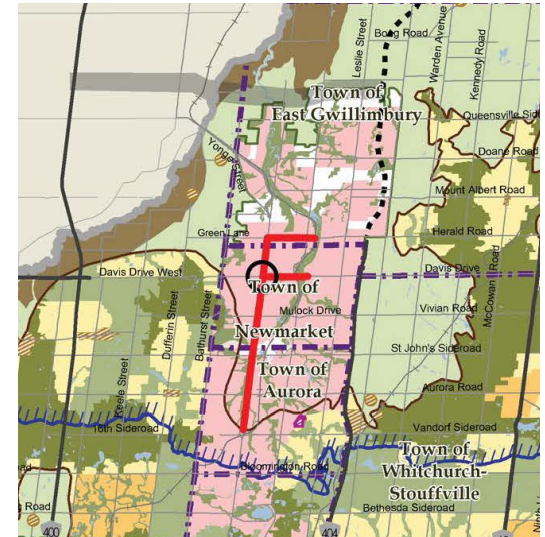
- Purpose of the Background Report is to outline key research findings from Phase One of the study.
- Includes a review of:
 - Policies and regulations;
 - Existing conditions;
 - Recent and ongoing developments;
 - Precedents and best practices; and
 - Input received through public engagement.



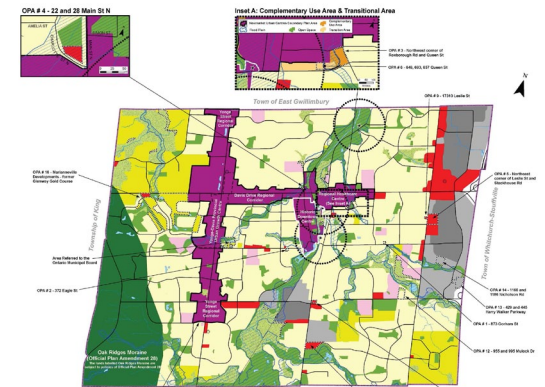
4. Background Report

Policy and Regulatory Review

- Throughout Newmarket, growth and development is informed by provincial, regional and municipal policies, regulations and standards.
- The report examines the policy and regulatory framework, as it relates to Newmarket's established neighbourhoods. The review addressed:
 - Provincial Policy Statement;
 - Provincial Growth Plan;
 - Region of York Official Plan;
 - Town of Newmarket Official Plan;
 - Town of Newmarket Urban Centres Secondary Plan and Old Main Street Tertiary Plan;
 - Municipal Zoning By-laws and other By-laws.



Region of York Official Plan

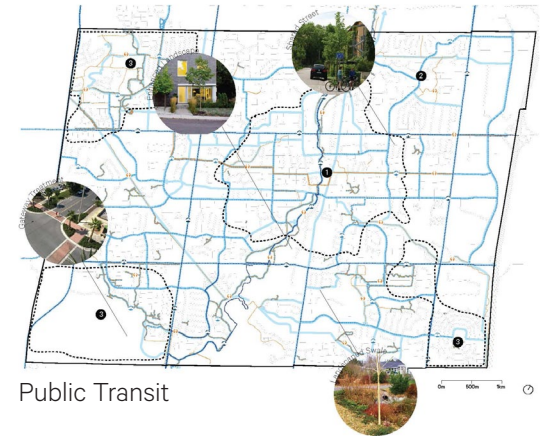


Town of Newmarket Official Plan

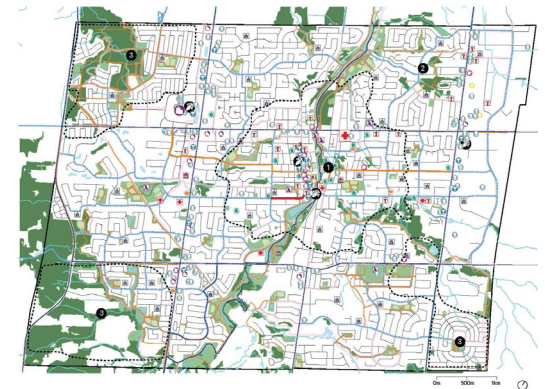
4. Background Report

Existing Conditions Review

- Neighbourhood character is influenced by a range of cultural drivers and spatial elements, which combine to create a distinct 'sense of place'.
- The report examines these elements, as they relate to established neighbourhoods, in order to understand the existing state of the built environment. The review addressed:
 - Historical evolution and heritage;
 - Built form, including building design, site design, streetscape design, mix of uses, outliers and infill development;
 - Public amenities;
 - Public transit;
 - Active transportation; and
 - Growth and development.



Public Transit

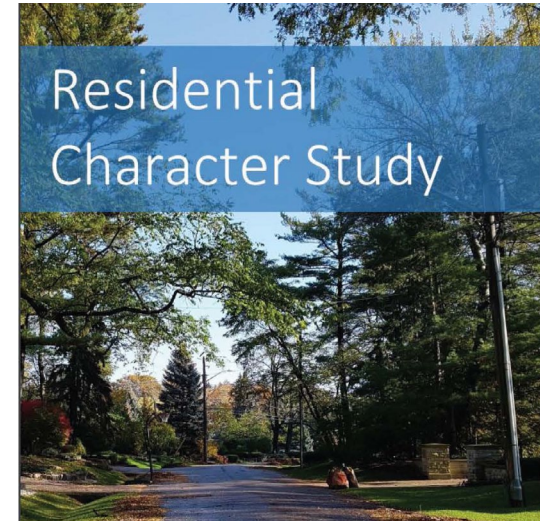


Public Amenities

4. Background Report

Precedent Analysis

- Cities are experiencing rejuvenation and moderate intensification through various forms of infill development. This contributes to the evolving character of neighbourhoods.
- Each city possesses unique physical and policy contexts, which can be addressed in a variety of ways. The report examines precedent studies from the following five Canadian municipalities:
 - Saskatoon: Neighbourhood Level Infill Development Strategy;
 - Kitchener: Residential Intensification in Established Neighbourhoods Study;
 - Brampton: Mature Neighbourhoods Policy Review;
 - Oakville: Residential Character Study; and
 - Ottawa: Urban Design Guidelines for Low-Rise Infill Housing.

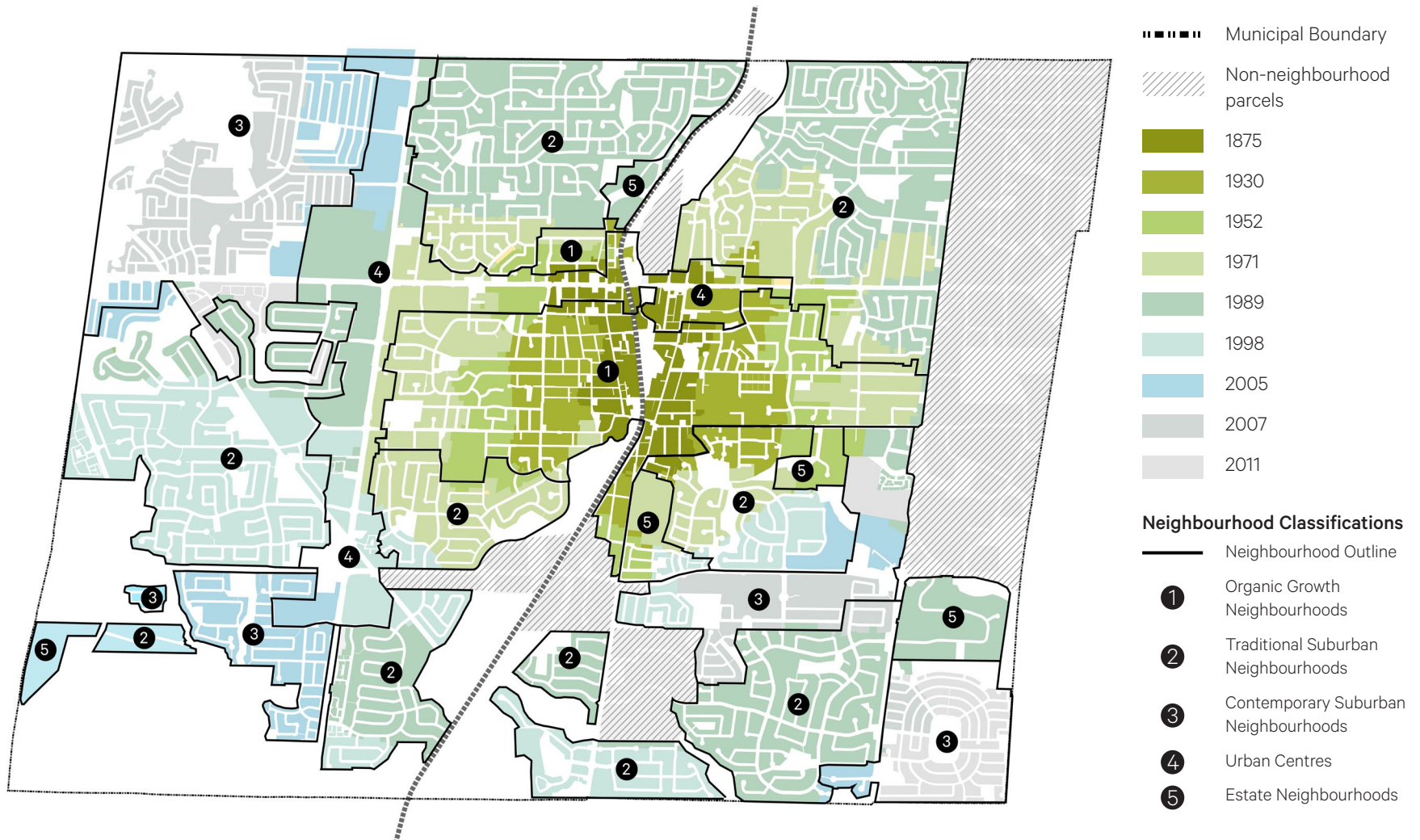


5. Neighbourhood Classifications

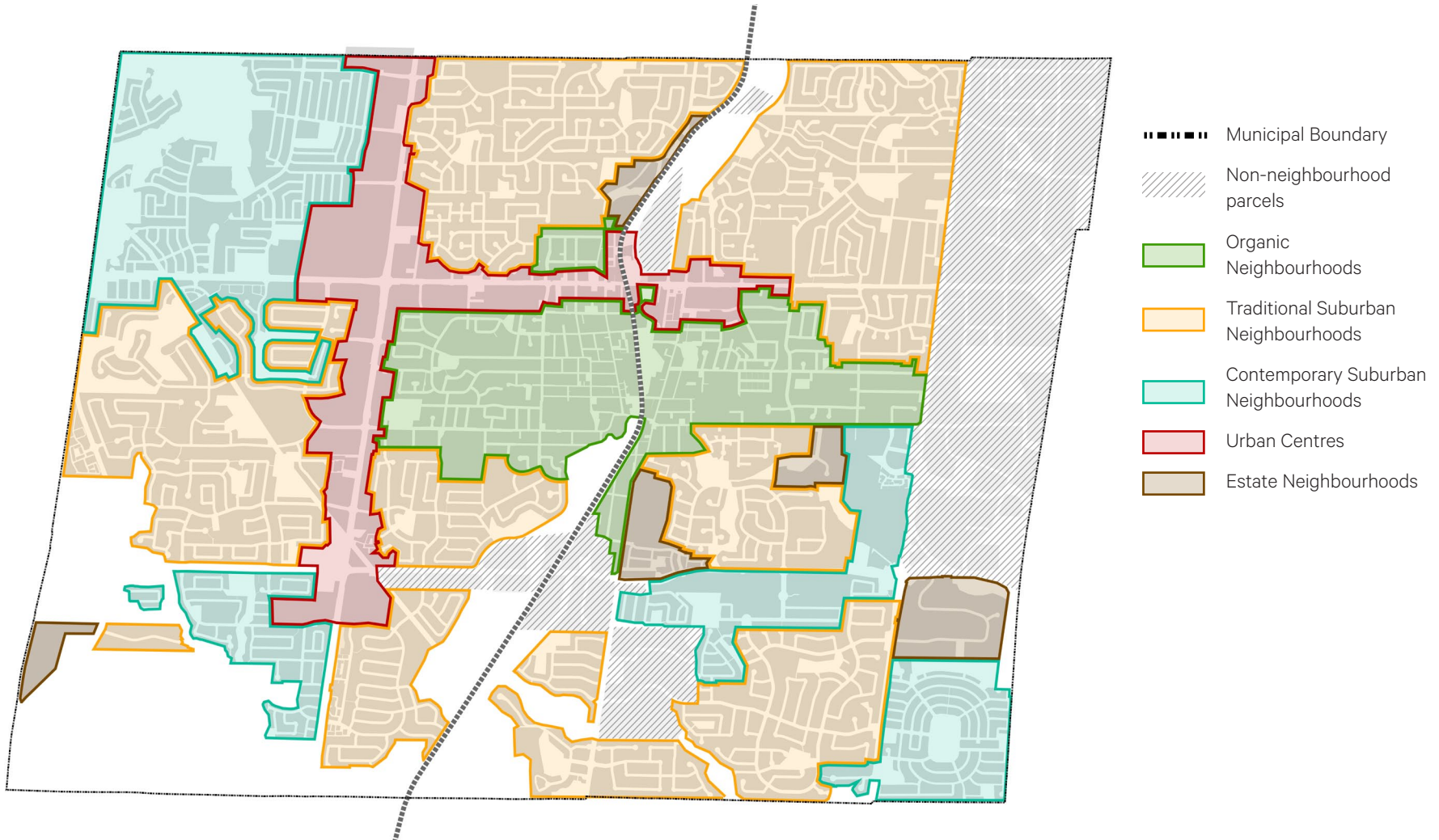
Overview

- The information collected through the Background Report has informed the process of identifying five Neighbourhood Classifications. These include:
 - Organic Neighbourhoods;
 - Traditional Suburban Neighbourhoods;
 - Contemporary Suburban Neighbourhoods;
 - Estate Neighbourhoods; and
 - Urban Centres.
- Estate Neighbourhoods are not anticipated to change.
- Urban Centres are subject to existing Secondary Plan.
- The study will focus on remaining three Neighbourhood Classifications.

5. Neighbourhood Classifications



5. Neighbourhood Classifications



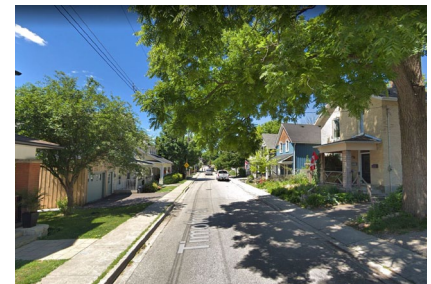
5. Neighbourhood Classifications

Organic Growth Neighbourhood

- Developed prior to the 1940's.
- Traditional street grid pattern. Short blocks, many intersections, and narrow roads.
- Landscaped boulevards and extensive tree canopy. Mature trees and significant private landscaping.
- Continuous sidewalks on one or both sides of the street.
- Overhead utilities.
- Rectangular lots with varied lot dimensions.
- Varied front and side yard setbacks (shallow, moderate and deep)
- Varied building heights (1-2 Storeys).
- Varied parking configurations (pads, detached garages, attached garages).
- Solid masonry or wood cladding.



Alexander Rd.



Timothy St.

5. Neighbourhood Classifications

Traditional Suburban Neighbourhood

- Developed between the 1940's and 1990's.
- Curvilinear street pattern. Long blocks, few intersections, and wide roads.
- Landscaped boulevards and moderate tree canopy. Established trees of varied maturity.
- Sidewalks on one side of the street (except cul-de-sacs / sometimes discontinuous)
- Buried utilities.
- Moderate to large rectangular and pie shaped lots.
- Moderate to deep front yard setbacks, and shallow to moderate side yard setbacks.
- Varied building heights (1-2 Storeys).
- Front driveways with attached garages.
- Masonry veneer, vinyl or stucco cladding.



Magnolia Ave.

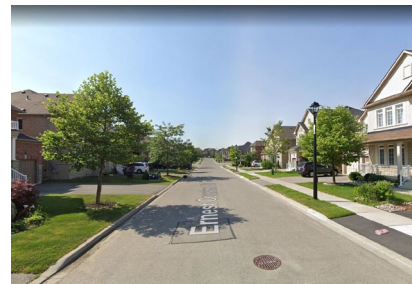


Waratah Ave.

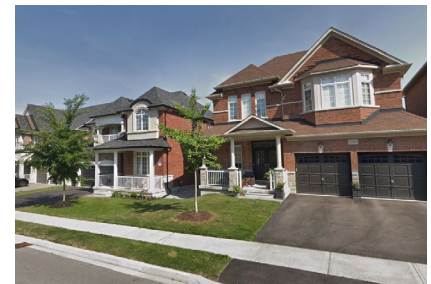
5. Neighbourhood Classifications

Contemporary Suburban Neighbourhood

- Developed following the 1990's.
- Modified grid street pattern. Short blocks, many intersections, and moderate road width.
- Landscaped boulevards and minimal tree canopy. Newly-established trees with minimal private landscaping.
- Continuous sidewalks on one side of the street.
- Buried utilities.
- Small to moderate rectangular and pie shaped lots.
- Shallow to moderate front yard setbacks, and shallow side yard setbacks.
- Consistent building heights (2 Storeys).
- Front driveways with attached garages.
- Masonry veneer or vinyl cladding.



Ernest Cousins Cir.



Stuffles Cres.

6. Next Steps

- The Neighbourhood Classification System will inform the process of devising Draft Policy Options.
- After feedback and refinement, the preferred Classification System and Policy Options will be presented in a Policy Options Report.
- The Policy Options Report will be developed with input from Town Staff as well as community members through Public Information Centre #2.

THANK YOU!



Urban Forestry Management Plan

September 23, 2019



WELL BEYOND THE ORDINARY



Agenda

- What we have
- Value of trees
- The Plan
- Recommendations

What we have



- 2004: Tree Preservation, Protection, Replacement and Enhancement Policy (revised 2018)
- 2007: Town Woodlot by-law
- 2016: York Region Forest Management Plan adopted
Newmarket Urban Forest Study completed
- 2017: Public Tree Protection by-law



Value of Trees

Trees provide many shared benefits:

1. Environmental benefits are:

- Temperature and energy use
- Air quality
- Hydrology
- Noise abatement
- Glare reduction
- Animal habitat

2. Economic/ Social/ Psychological benefits are:

- Economic stability
- Property values
- Product production
- Aesthetic Preferences
- Visual Screening
- Recreation
- Health
- Human Social Interaction



Value of Trees



Newmarket's trees save the municipality approximately \$1.32 million per year

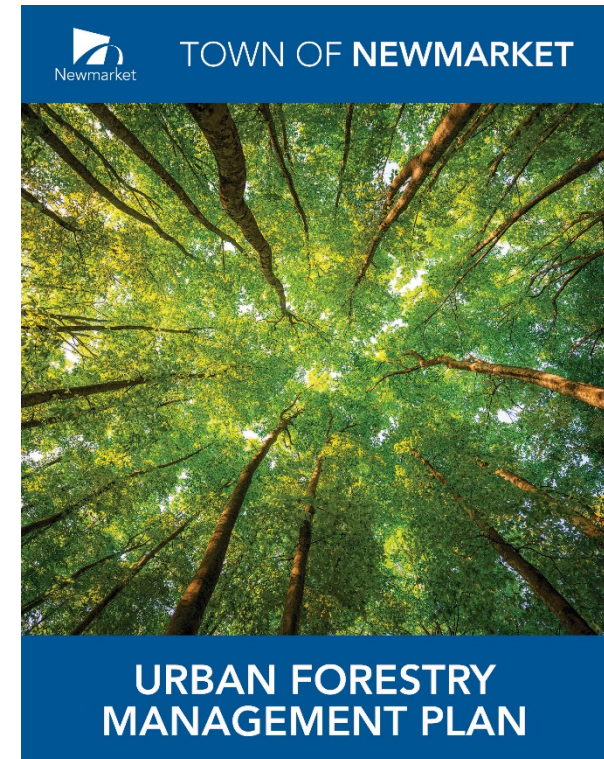
Benefit	Annual Value
Air Pollution (CO, NO ₂ , O ₃ , PM _{2.5} , SO ₂)	\$321,564
Carbon sequestering	\$120,408
Energy Savings	\$334,533
Avoided CO emissions due Energy savings	\$35,371
Hydrologic Effect (stormwater management)	\$499,950
Total	\$1,311,826



The Plan

Guiding principles:

1. Recognizing the urban forest as a critical municipal asset and green infrastructure
2. Managing tree biodiversity to increase ecological resilience and minimize the impacts of climate change
3. Sustainably managing the urban forest through continuous improvement, adaptation and innovation
4. Increasing tree canopy cover by setting target for total canopy cover of 35 per cent by 2031



The Plan

5 year goals:

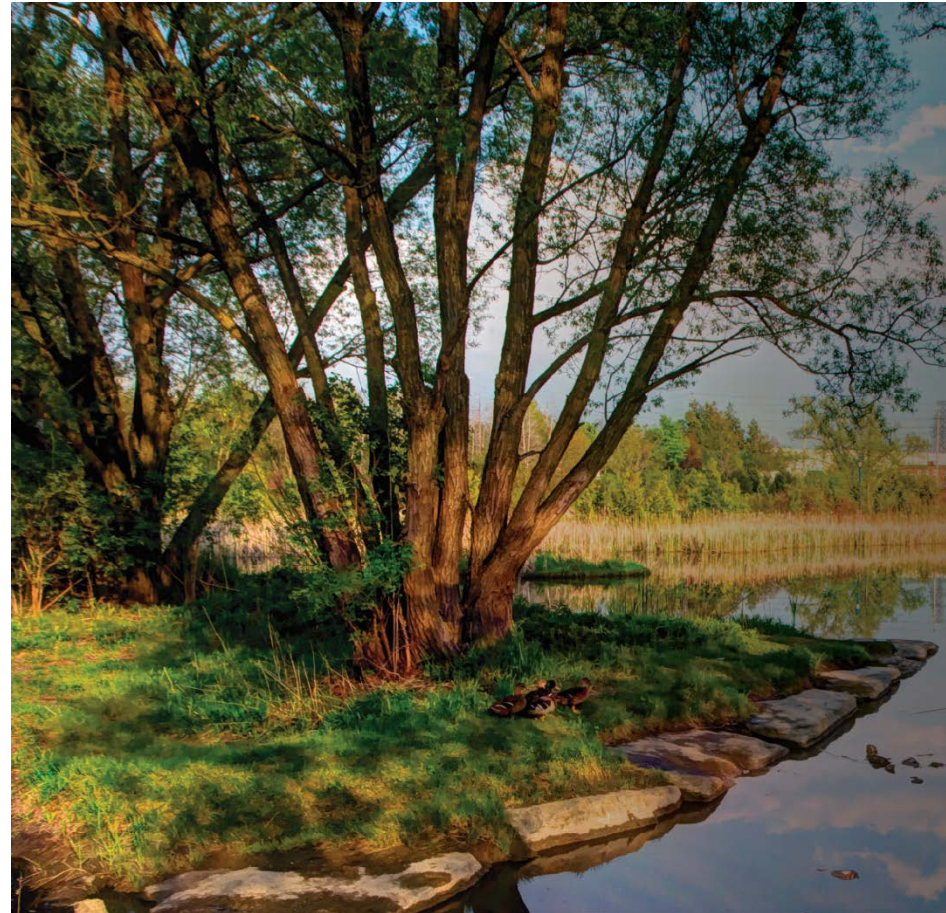
1. Develop municipal guidelines and regulations for sustainable streetscape and subdivision design, that ensure adequate soil quality and quantity for tree establishment and reduce conflict between natural and grey infrastructure
2. Create a Forestry Operational Manual
3. Conduct proactive tree risk assessments on municipal lands and reduce the need for emergency responses
4. Create a Master Planting Design Plan



The Plan

5 year goals continued...

5. Create a Pollinator Strategy (required by our Bee City designation)
6. Increase public awareness and appreciation of the value of trees and woodlands



Recommendations



**14 Recommendations
with three main
categories:**

- Staffing
- Operational
- Seeking Alliances

Recommendations

Staffing:

- Expand Natural Heritage Coordinator position
- Dedicate staff to forestry related work 12 months of the year.
- Consider future growth and a future business unit structure
- Consider a new position in conjunction with Planning and Engineering Services to replace the Town's Consulting Arborist who reviews and comments on development application



Recommendations

Operational:

- Obtain software to manage workflow and maintain history on work performed on trees in Town;
- Recognize trees in a Town asset management program (Green Infrastructure).
- Create a Forestry Operational Manual
- Develop an Encroachment Policy/By-law onto Town owned Natural Heritage lands.



Recommendations

Operational continued:

- Develop a Master Planting Plan utilizing the Urban Soil Index approach
- Coordination of tree planting with stormwater management and LID measures implemented by the Town
- Develop an overarching strategy with all levels of government to deal with all invasive species
- Develop a public outreach and engagement program to increase public awareness and visibility of the UFMP and the natural environment.



Recommendations

Seeking alliances:

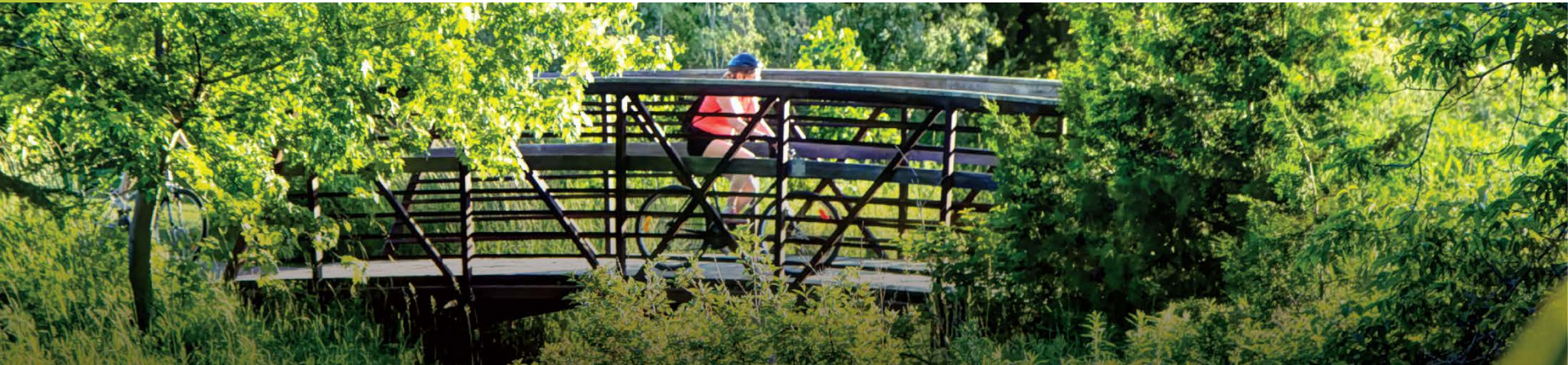
- Foster alliances with internal departments: Engineering, Planning, Public Works (Water and Roads), Legal, Finance, Customer Service, etc. in regards to tree related topics
- Foster alliances with outside organizations in regards to tree and invasive species related topics



Budget Impact



The implementation of the recommendations of the UFMP that require funding will be requested through future budget requests



WELL BEYOND THE ORDINARY



Thank you



Implementation of the Administrative Monetary Penalty System (AMPS)

Flynn Scott

Legislative Services

September 23rd, 2019

Overview

- Background
- Current Court Process – Provincial Offences Act (POA)
- New AMPS Model
- Benefits of AMPS
- Implementation Process
- Next Steps

Background

- June 2018, Town Council approved a program of Administrative Monetary Penalty System for enforcement of parking offences.
- Purpose:
 - To seek Council approval of By-law to continue implementation of AMPS for launch in January 2020.

Current Process Under POA

Parking Ticket

Issued &
payment due
within 15 days

First Attendance (FA)

Dispute Ticket

Ticket affirmed,
varied, or
cancelled

No resolution at
FA Request trial
date

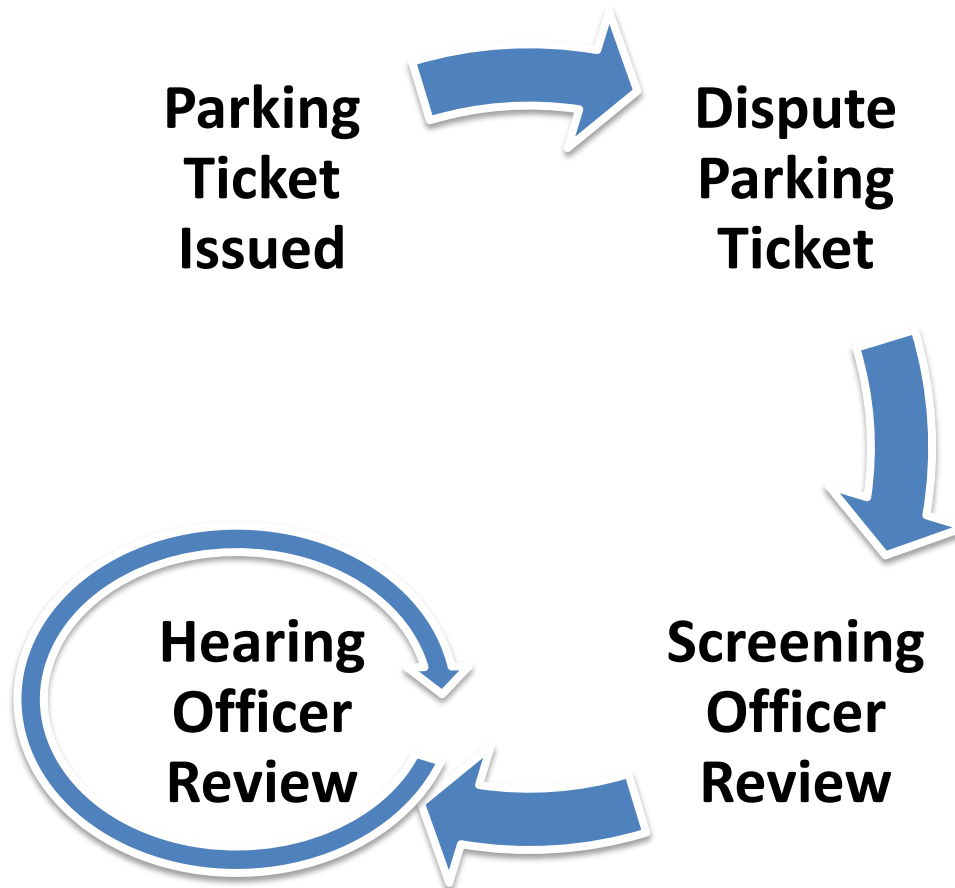
Court

Appeal FA

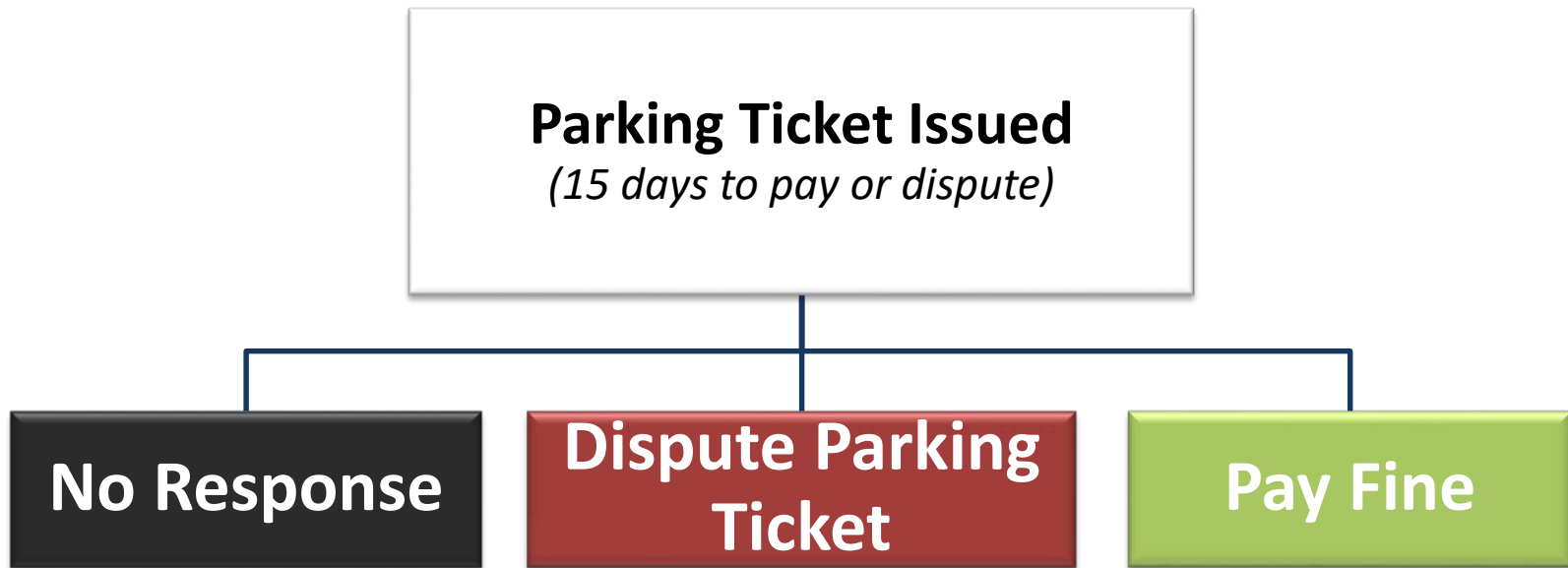
Ticket affirmed,
varied or
cancelled

Court decision
can be appealed

New AMPS Model



New AMPS Model



New AMPS Model

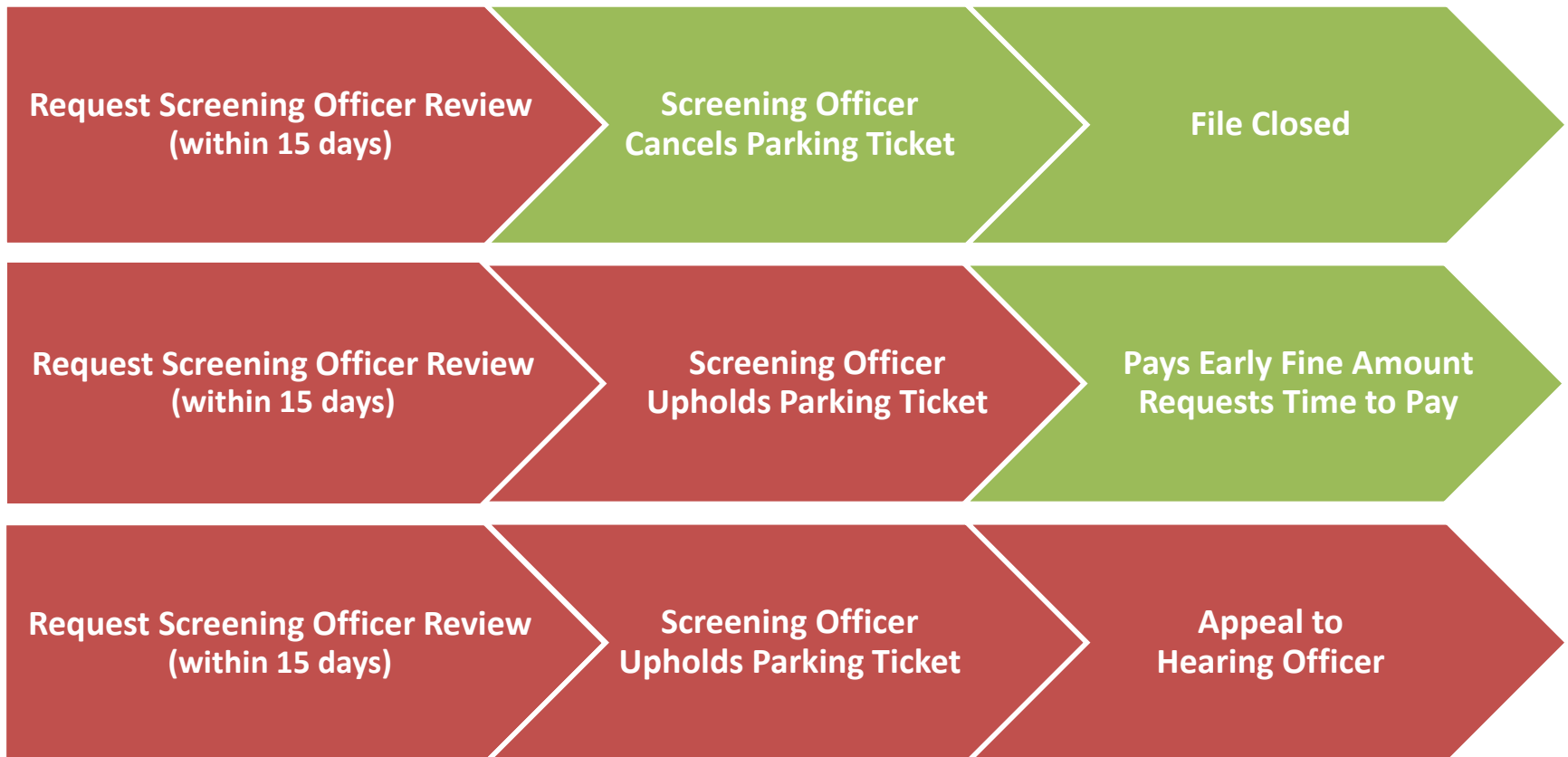
Parking Ticket Issued



- Early Notice for Voluntary Compliance
- Phased-Approach for Leniency
- Unbiased Process
- 100% Collection Retention

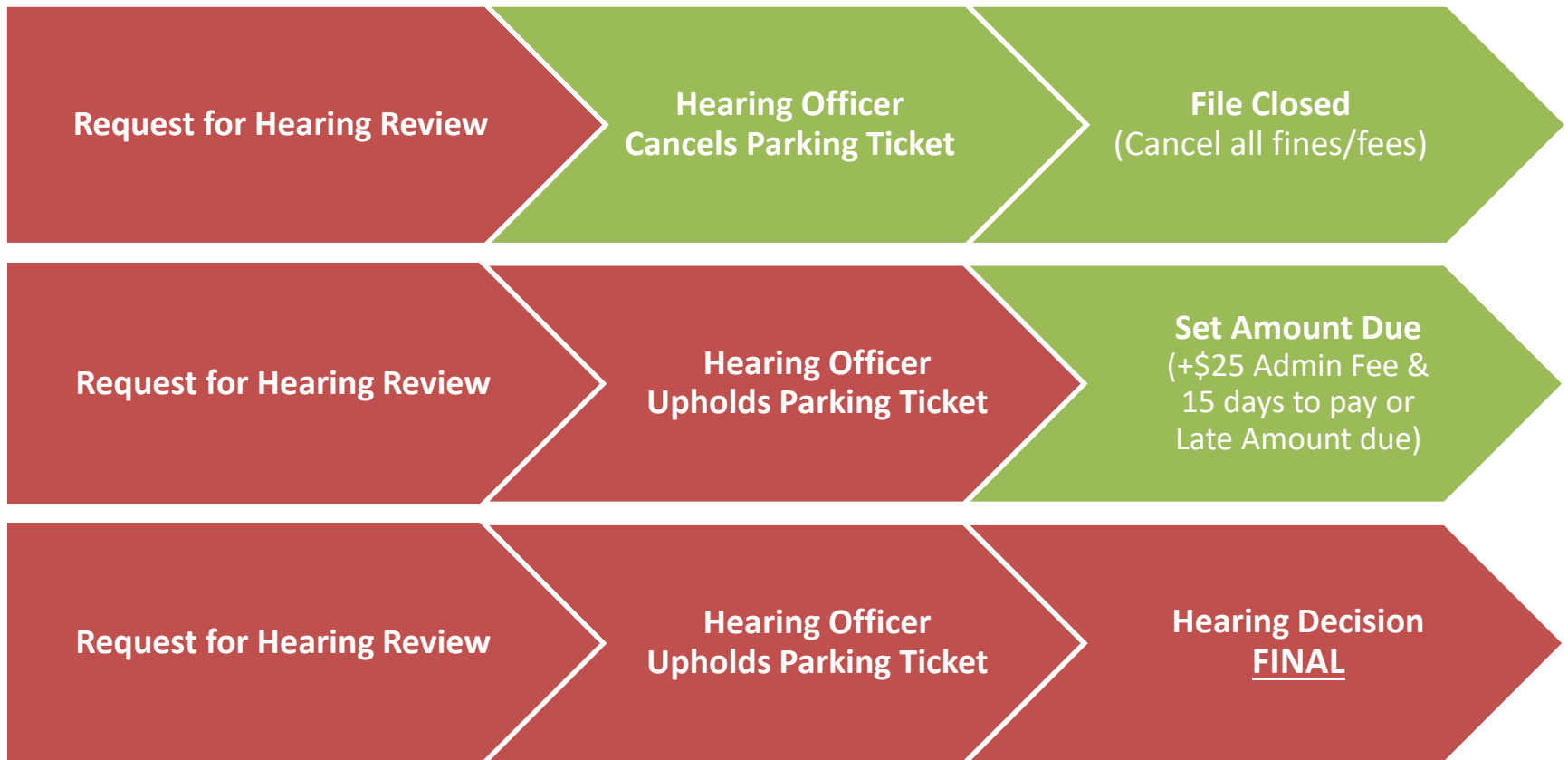
New AMPS Model

Dispute Parking Ticket– Screening Officer



New AMPS Model

Dispute Parking Ticket – Hearing Officer



Benefits of AMPS

- ✓ **Enhanced Customer Service**
 - ✓ Increased options for payment
 - ✓ Easy screening process
 - ✓ Wait times reduced
 - ✓ Tribunal-style for less intimidation
- ✓ **Staff Efficiency**
 - ✓ Court time eliminated
 - ✓ Core function enhanced
- ✓ **Expedited Cost Recovery**
 - ✓ Early payment incentive
 - ✓ Faster appeal = faster cost recovery
 - ✓ 100% Collection

Implementation Process

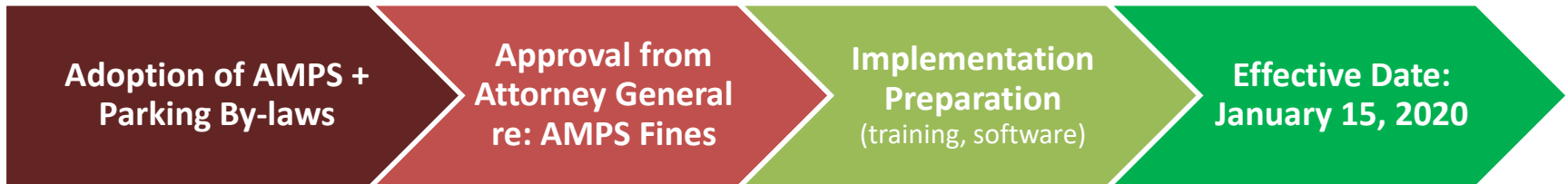
Director of Legislative Services will have delegated authority to:

- Implement Policies and Procedures
- Assign Screening Officer
- Assign/Review Screening Coordinator
- Appointment & Hiring of Hearing Officer

Implementation Process

- Informational Guidelines
- Communications Plan
- Templates
- Penalty Notice (ticket) dispute forms
- Notification Letters
- Screening Officer Checklist, review forms, and decision letters
- Hearing Officer Checklist, review forms, and decision letters

Next Steps



Public Education

Communications Strategy

Information Packages

Next Steps Cont'd

- Conduct 6 month financial review
- Options for expanding AMPS across other by-laws
- Monitor legislation for Automated Speed Enforcement (ASE) options
- Monitor legislation for school bus camera options

QUESTIONS?



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Please email to clerks@newmarket.ca, fax to 905-953-5100 or mail or drop off at Legislative Services Department, Town of Newmarket Municipal Offices, 395 Mulock Drive, PO Box 328, STN Main, L3Y 4X7

Name: Taylor Pratt-Dafoe	
Organization / Group/ Business represented: The Jones Consulting Group Ltd.	
Address: [REDACTED]	Postal Code: [REDACTED]
Daytime Phone No: [REDACTED]	Home Phone: [REDACTED]
Email: [REDACTED]	Date of Meeting: September 23, 2019
Is this an item on the Agenda? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Agenda Item No:
<input checked="" type="checkbox"/> I request future notification of meetings	<input checked="" type="checkbox"/> I wish to address Council / Committee
Describe in detail the reason for the deputation and what action you will be asking Council/Committee to take (if applicable): A Housekeeping Amendment to the Urban Centres Zoning By-law 2019-06 is being brought forth to Council to address various mapping errors. The subject lands at 460 Davis Drive were not rezoned to implement the current land use designation when the Zoning By-law came into effect. The proposed Housekeeping Amendment would result in the subject lands being rezoned for Parks and Open Space uses. My client objects to the proposed Zoning By-law Amendment on their lands in lieu of Provincial policies supporting intensification and high density uses surrounding Major Transit Stations, and considerations related to the Floodplain and Town Parkland.	
Do you wish to provide a written or electronic communication or background information <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Please submit all materials at least 5 days before the meeting.	

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September 11th, 2019

VIA EMAIL



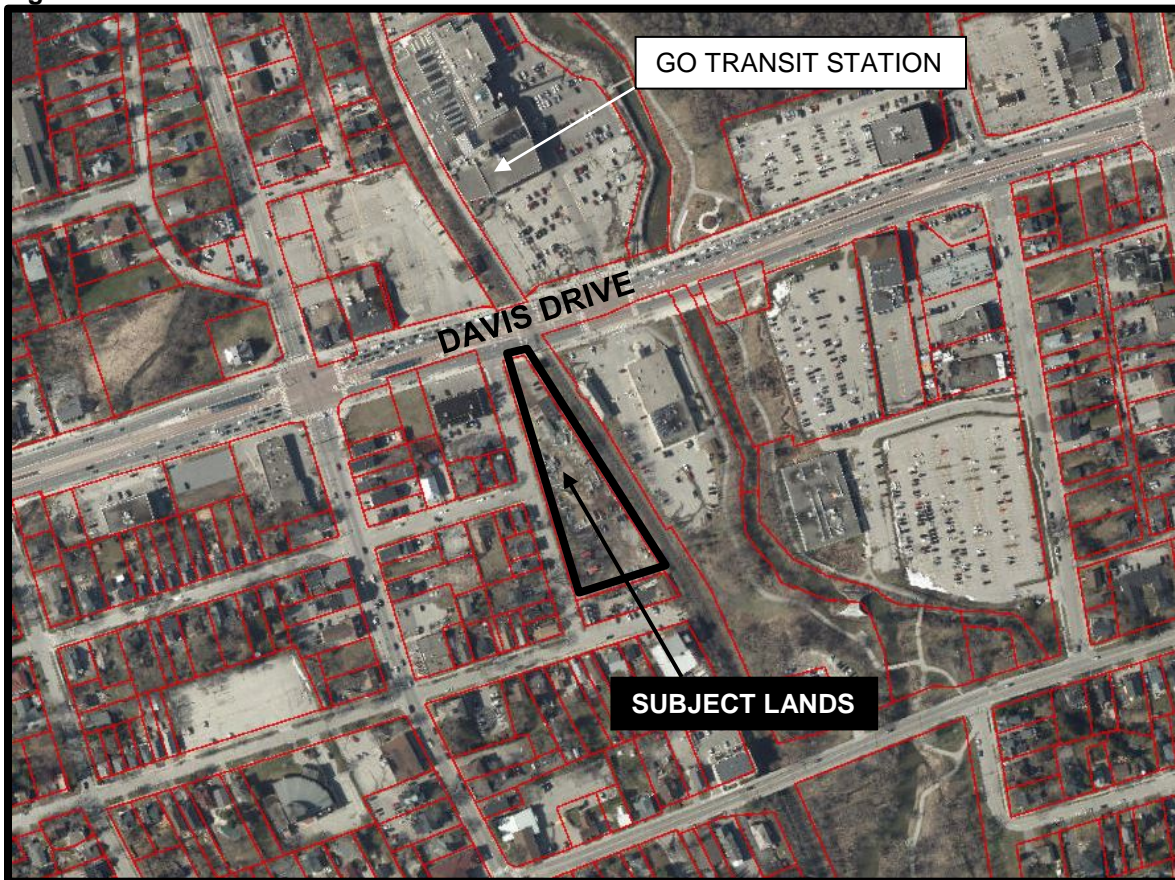
Adrian Cammaert
 Manager of Planning
 Town of Newmarket
 Planning and Development
 395 Mulock Drive
 Newmarket, ON L3Y 4Y9

Dear Mr. Cammaert:

**Re: Proposed Urban Centres Zoning By-law 2019-06 Housekeeping Amendment
 460 Davis Drive, Newmarket**

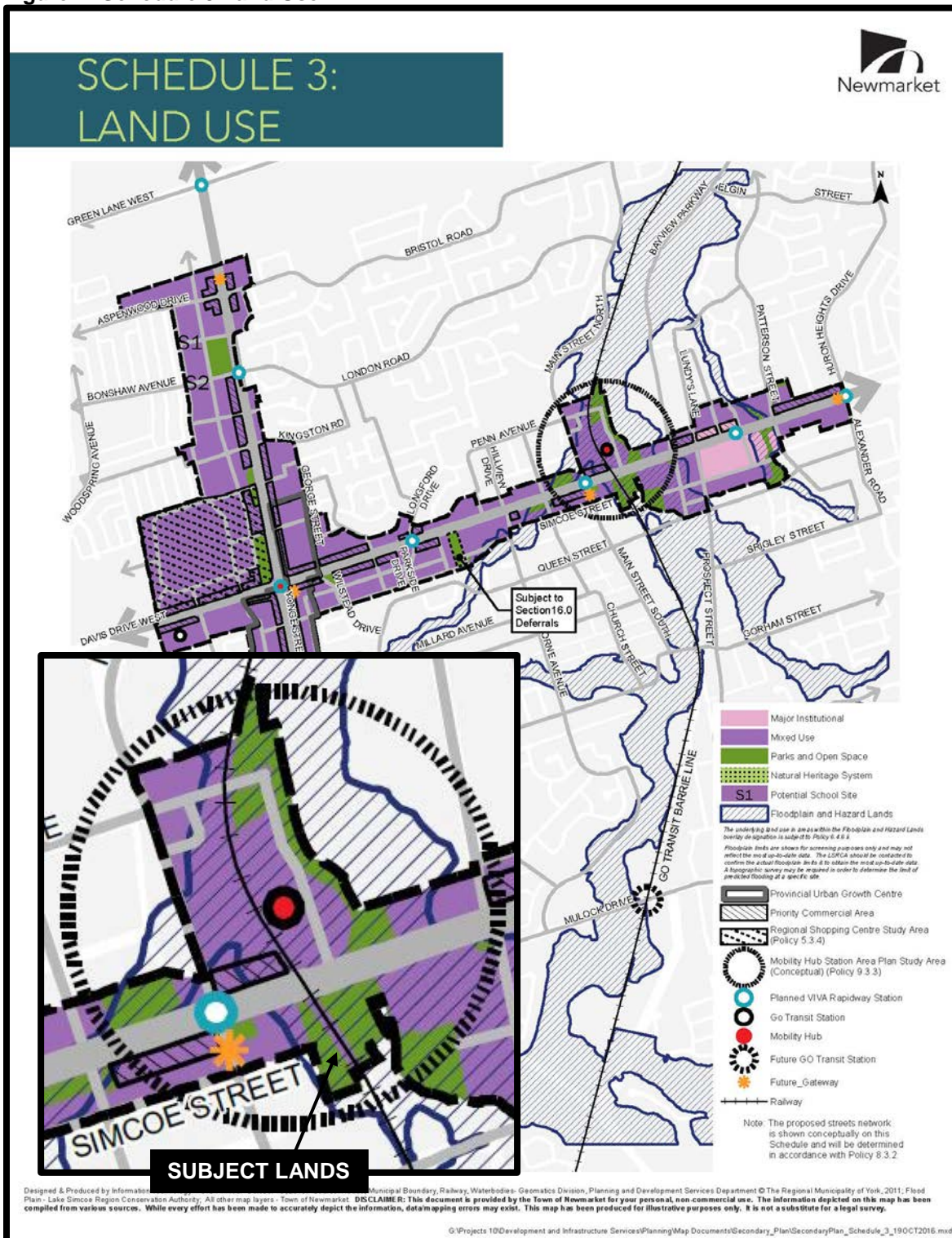
We represent 1925002 Ontario Inc., who owns the lands located at 460 Davis Drive in the Town of Newmarket, Region of York, which comprise approximately 0.57 hectares of land (**Figure 1**).

Figure 1: Location Plan



The lands are located within the Newmarket Urban Centres Secondary Plan which came into effect April 30, 2015 (save and except sections enacted by OMB Orders dated: May 26, 2016; May 30, 2016; and October 7, 2016). A letter of objection was not submitted by the current Owner with respect to the Secondary Plan given they were unaware of the proposed changes. According to Schedules 2 and 3, the lands are within the Davis Drive character area and are designated Parks and Open Space, and Floodplain and Hazard Lands (**Figure 2**). Previously, the lands were designated Mixed Use in the Town of Newmarket Official Plan 2006-2026.

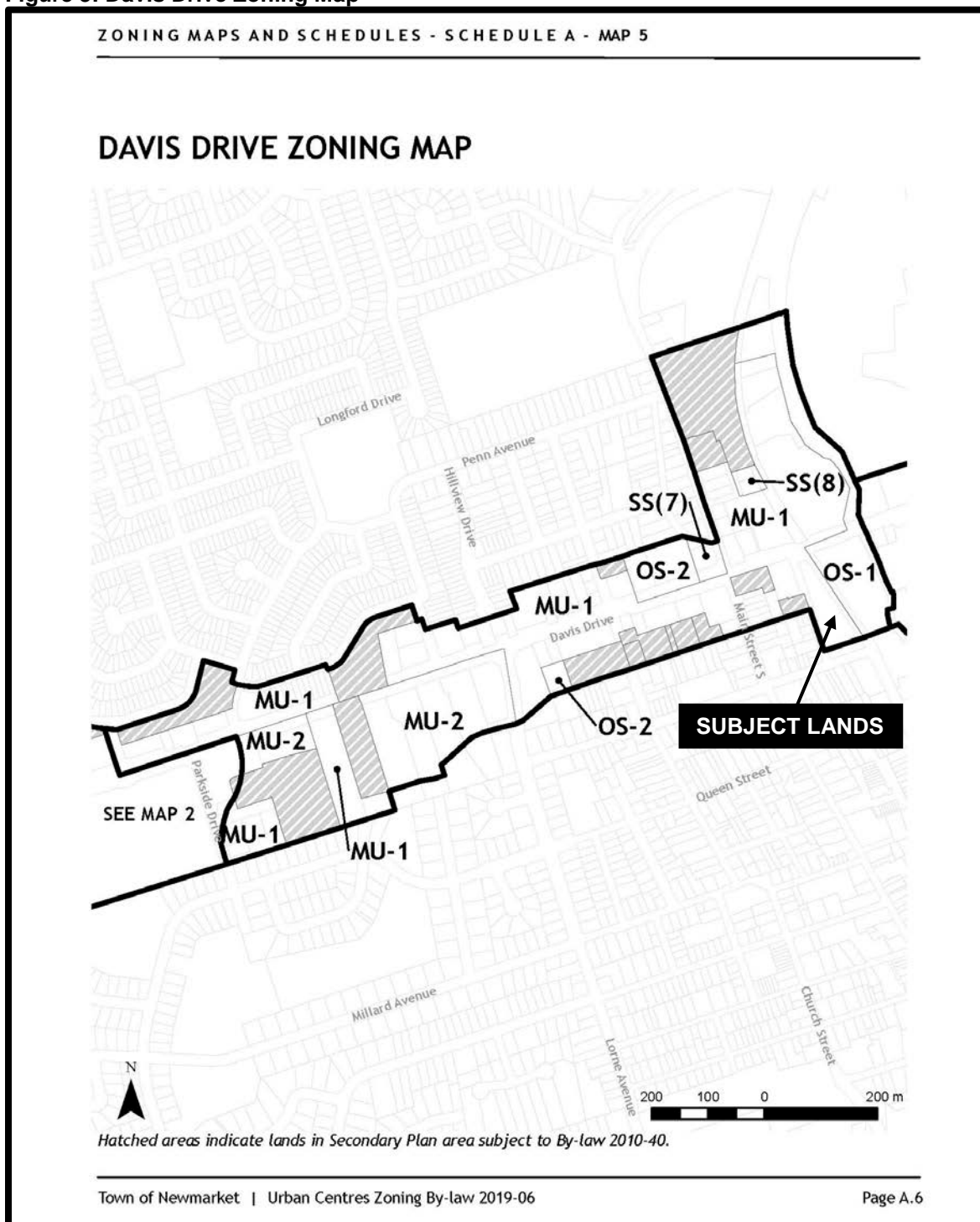
Figure 2: Schedule 3 Land Use



The Urban Centres Zoning By-law 2019-06 was approved by the Local Planning Appeal Tribunal (LPAT) on June 10, 2019 (PL180854). According to Map 5 - Davis Drive Zoning Map, the lands are zoned Mixed Use One (MU-1) (**Figure 3**). The current zoning on the lands corresponds with

the former Official Plan land use designation, however, our understanding from Staff is that this was a mapping error.

Figure 3: Davis Drive Zoning Map



It has been brought to our attention that a Housekeeping Amendment to the Urban Centres Zoning By-law 2019-06 is being brought forth to Council to address various mapping errors. Further, the subject lands at 460 Davis Drive were not rezoned to implement the current land use designation

when the Zoning By-law came into effect. The proposed Housekeeping Amendment would result in the subject lands being rezoned for Parks and Open Space Uses. My client objects to the proposed Zoning By-law Amendment on their lands for the following reasons.

Provincial Plans

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019

Within the A Place to Grow (APTG): Growth Plan for the Greater Golden Horseshoe, 2019, Schedule 4 identifies Newmarket Centre as an Urban Growth Centre. Further, Schedule 5 identifies Newmarket as having Existing Higher Order Transit. The subject lands are adjacent, approximately 150 metres, from the Newmarket Metrolinx GO Station. The Newmarket GO Station is directly north of the subject lands on the north side of Davis Drive (**Figure 4**). As such, Sections 2.2.3 and 2.2.4 of the Growth Plan, and Section 1.6.7 of the Provincial Policy Statement have been discussed below.

Figure 4: Adjacent GO Transit Station



According to Section 2.2.3 of the APTG Plan, Urban Growth Centres, Urban Centres are intended as focal areas for investment, to accommodate and support the transit network, to serve high-density major employment centres; and accommodate significant population and employment growth. Furthermore, Section 2.2.3 identifies that Newmarket Centre is intended to achieve a minimum density target of 200 residents and jobs combined per hectare.

Section 2.2.4 includes policies related to Transit Corridors and Station Areas. Section 2.2.4.3.c) identifies that where a Go Transit Rail Network is present, the planned minimum density target is 150 residents and jobs combined per hectare. According to Section 2.2.4.9, development should be supported by planning for a mix of uses to support existing and planned transit service levels, fostering collaboration between sectors, providing alternative development standards and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. Further, Section 2.2.4.10 states lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Provincial Policy Statement, 2014

Within the Provincial Policy Statement (PPS), 2014, Section 1.6.7 contains policies related to Transportation Systems, such as Metrolinx GO Transit. Section 1.6.7.3 identifies that a land use pattern, density and mix of uses should be promoted that minimize the trip length and number of vehicle trips and support current and future use of transit and active transportation.

Designating and zoning the lands for Parks and Open Space uses will adversely affect the achievement of the minimum density targets identified in Section 2.2.3 and 2.2.4 (APTG) , and the

mix of land uses and densities to support the current and future use of transit as identified by Section 1.6.7 (PPS). Further, the designation and zoning of the lands does not support the existing transit service in Newmarket Centre. The subject lands comprise 0.57 hectares of land and present opportunity for high density uses surrounding a transit station. Excluding the subject lands from development opportunities will limit the density of these lands, and the overall density that may be achieved in the transit area, mix of land uses to provide goods and services to residents, and does not assist in supporting users of the transit system. The subject lands contain an existing structure that is modest in size and the opportunity for intensification adjacent to a transit station is present. Intensification of these lands conforms to the Growth Plan and is consistent with the Provincial Policy Statement.

Floodplain

The lands are designated Floodplain and Hazard Lands and are regulated by the Lake Simcoe Region Conservation Authority (LSRCA). The Floodplain policies of the Secondary Plan were reviewed and the LSRCA was contacted to discuss the development potential of the subject lands. The flooding on the property is mapped at 2.0 metres, whereas, the acceptable level of flooding for commercial and industrial development is 0.8 metres in accordance with the LSRCA Watershed Development Guidelines. A Flood Study is required to confirm the level of flooding on the property and to identify a developable area, however, the presence of the Floodplain designation does not suggest these lands cannot be developed for higher density uses.

Parkland

The subject lands have been identified as Parks and Open Space in the Urban Centres Secondary Plan. Based on information received from the Town, there is deficiency of parkland, and a number of parcels have been identified by the Town for future parkland opportunities, including the subject lands. It is our understanding the Town has recently acquired an expensive piece of Parkland at Yonge and Mulock Drive, and have no plan of acquiring additional parkland in the near future. The flooding on the property can be mitigated to permit development, and support the major transit station area service. In my opinion, permitting mixed use development on these lands presents the highest and best use for the property. Previously, the Town of Newmarket Official Plan designated these lands for Mixed Use development and did not envision this site as a public park. The historic use of this property and surrounded mixed use development supports the appropriateness for development and higher density on this site than what currently exists today, and what is envisioned by the Urban Centres Secondary Plan.

For the reasons as outlined in this Letter, the Owner of the property at 460 Davis Drive objects to the proposed Housekeeping Amendment to the Town of Newmarket Urban Centres Zoning By-law 2019-06. The Province envisions properties surrounding Transit Stations, such as the subject lands, to be developed with a mix of uses and densities. The policies contained in the Provincial Planning documents support that mixed use development would be the highest and best use of these lands and appropriate for the growth and development of the Major Transit Station Area.

We look forward to your review, and continuing to be involved in this process.

Yours truly,

THE JONES CONSULTING GROUP LTD.



Taylor Pratt-Dafoe, B.URPL
Planner

c: 1925002 Ontario Inc.

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Name: Brandon Lincz	
Organization / Group/ Business represented: Pattison Outdoor Advertising	
Address: [REDACTED]	Postal Code: [REDACTED]
Daytime Phone No: [REDACTED]	Home Phone: [REDACTED]
Email: [REDACTED]	Date of Meeting:
Is this an item on the Agenda? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Agenda Item No:
<input checked="" type="checkbox"/> I request future notification of meetings	<input checked="" type="checkbox"/> I wish to address Council / Committee
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1065 Davis Drive

Committee of the Whole

September 23, 2019

PATTISON

CLASSIC

DIGITAL

TRANSIT

AIRPORT

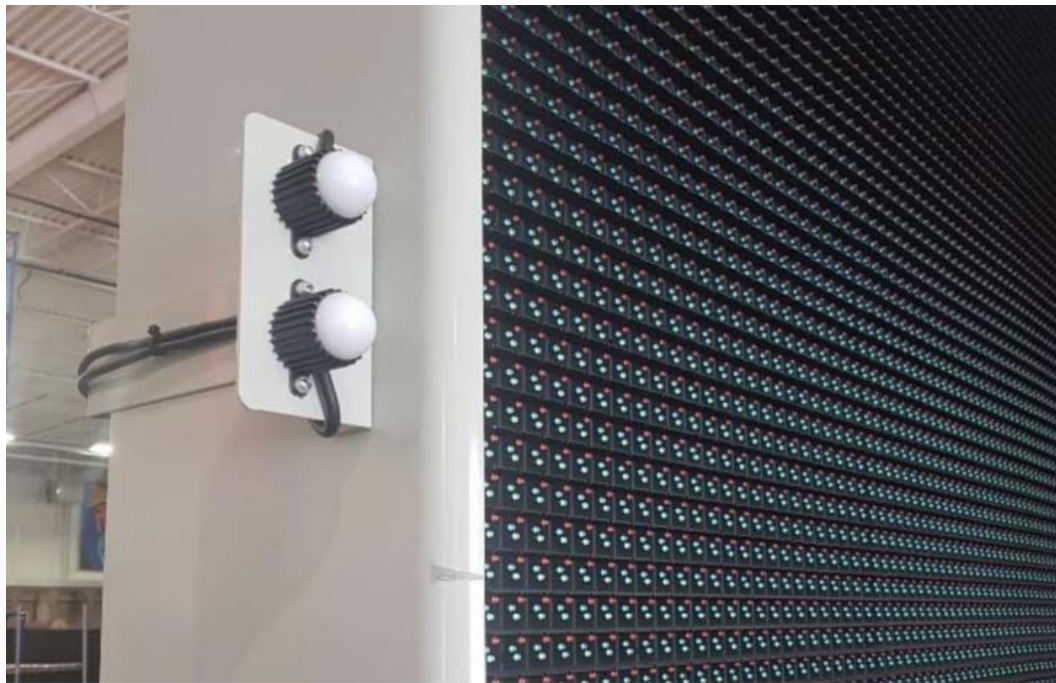
The Application

We are seeking an approval to construct a new sign on the property municipally known as 1065 Davis Drive, with two (2) modern electronic sign faces. The sign being proposed will contain changeable static copy, measuring 3.05 metres vertically x 6.05 metres horizontally and have an overall height of 9 metres.

The sign will display static images only with no distracting visual effects, such as flashing, scrolling or blinking. It will be monitored 24/7 by a video camera, so any malfunctions can be resolved by our operators immediately. We also have the technical ability to shut off the sign during a malfunction to ensure it does not cause further distraction or negative impacts.

The Application

The proposed sign will use photo-cell technology to adjust the brightness level of the sign based on ambient light levels, so that as the seasons change and the timing of sunset begins earlier, the sign can keep the brightness levels at a safe and readable setting.



Variances

Overall Sign Structure Height:

- The Sign By-law permits a maximum height of 7.5 metres, whereas the proposed sign is 9 metres in overall height.

Proximity to Residential:

- The Sign By-law requires a separation distance of 200 metres from a Residential Zone, whereas the proposed sign will be located 56 metres away from a residential zone but sits 120 metres from a residential building.

Viewing Area of Proposed Sign



Mitigating Technology



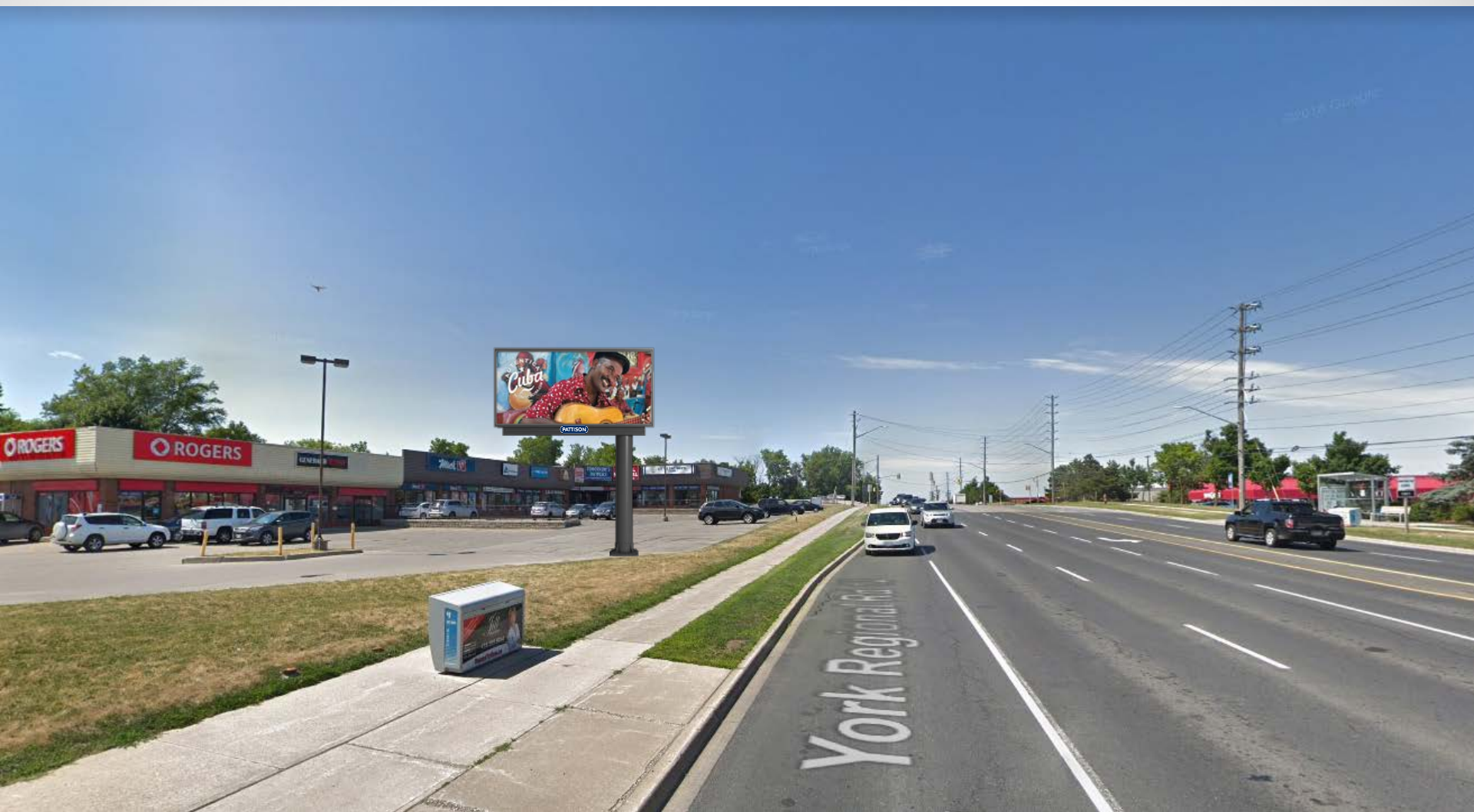
Area Context – Looking North



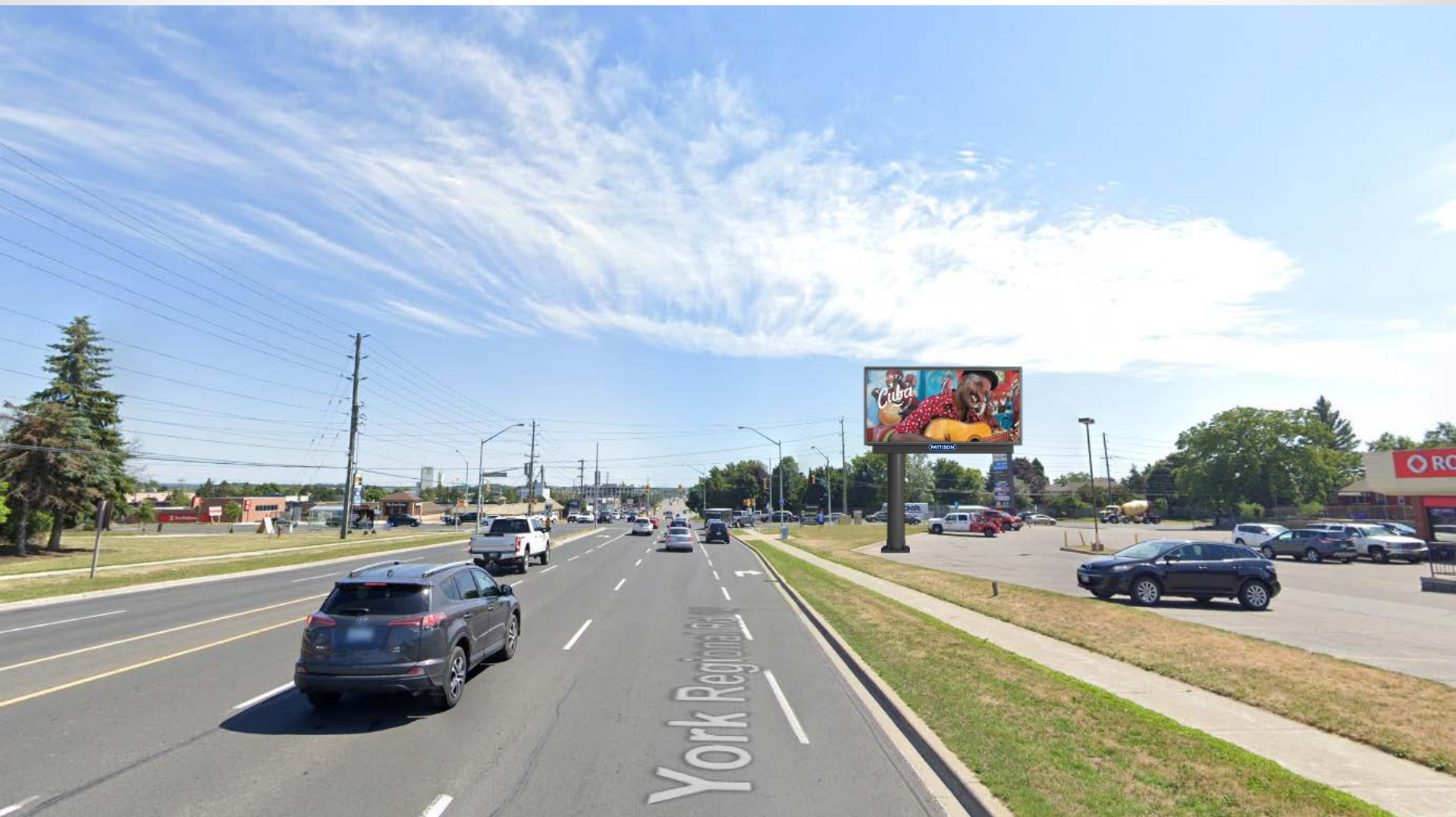
Area Context – Looking South



Sign Rendering – Looking North



Sign Rendering – Looking South



Questions?

PATTISON

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543 Davis Drive

Committee of the Whole

September 23, 2019

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AIRPORT

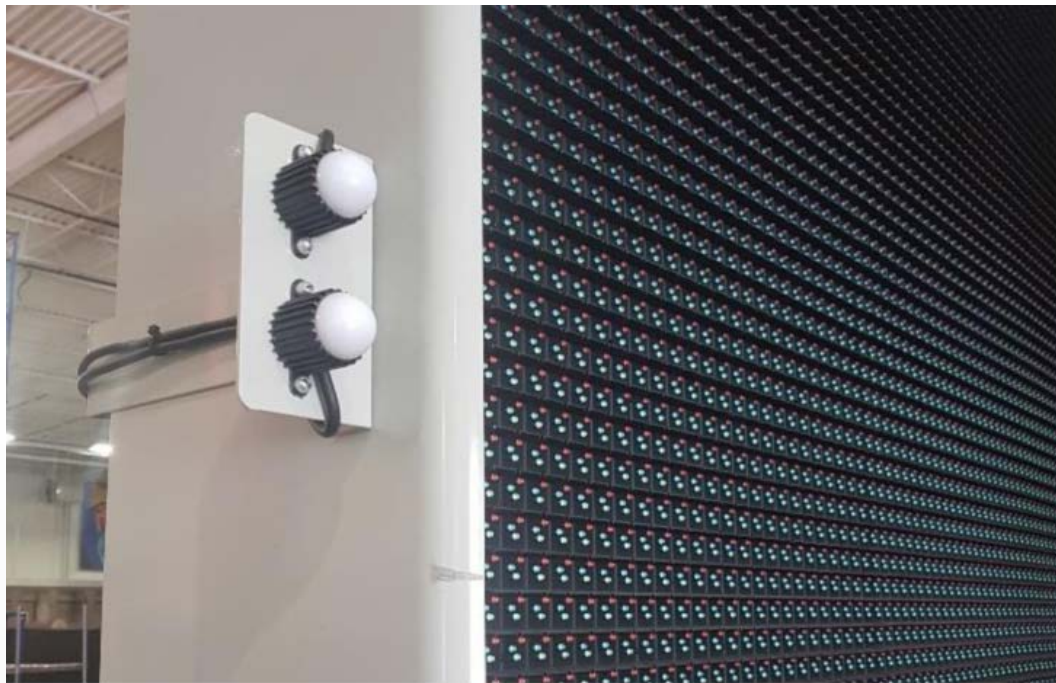
The Application

We are seeking an approval to construct a new sign on the property municipally known as 534 Davis Drive, with one (1) modern electronic sign face. The sign being proposed will contain changeable static copy, measuring 3.05m vertically x 6.05m horizontally and have an overall height of 7.5 metres.

The sign will display static images only with no distracting visual effects, such as flashing, scrolling or blinking. It will be monitored 24/7 by a video camera, so any malfunctions can be resolved by our operators immediately. We also have the technical ability to shut off the sign during a malfunction to ensure it does not cause further distraction or negative impacts.

The Application

The proposed sign will use photo-cell technology to adjust the brightness level of the sign based on ambient light levels, so that as the seasons change and the timing of sunset begins earlier, the sign can keep the brightness levels at a safe and readable setting.



Variances

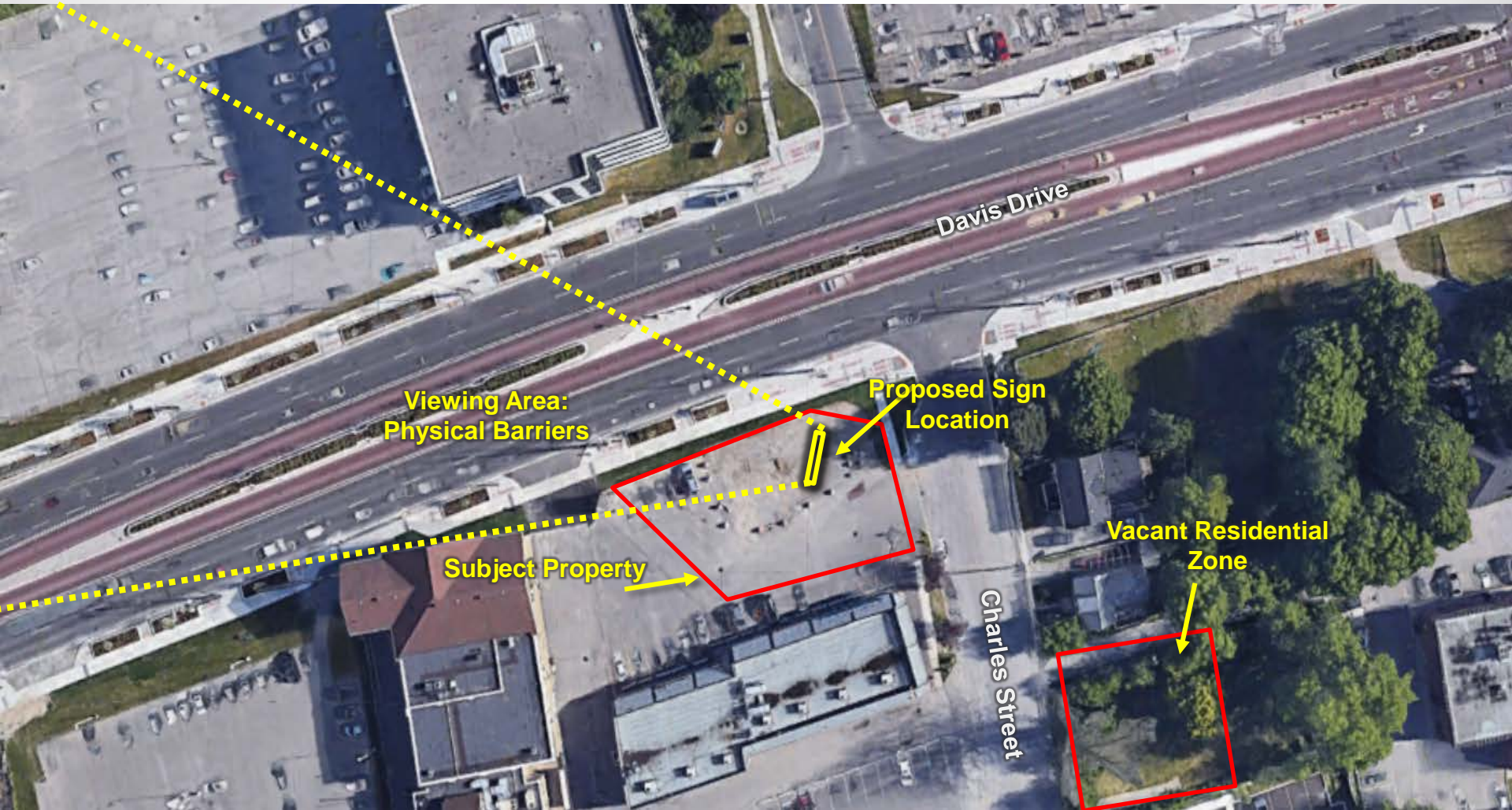
Setback of the Display:

- The Sign By-law requires a 200 metres setback from a property zoned residential, whereas we are requesting 40 metres setback to the nearest property zoned residential (vacant land). The proposed sign is located 75 metres from the a residential building.

Proximity to an Intersection:

- The Sign By-law requires that the proposed sign be setback 22.86 metres from an intersection, whereas we are requesting a 15.8 metre setback.

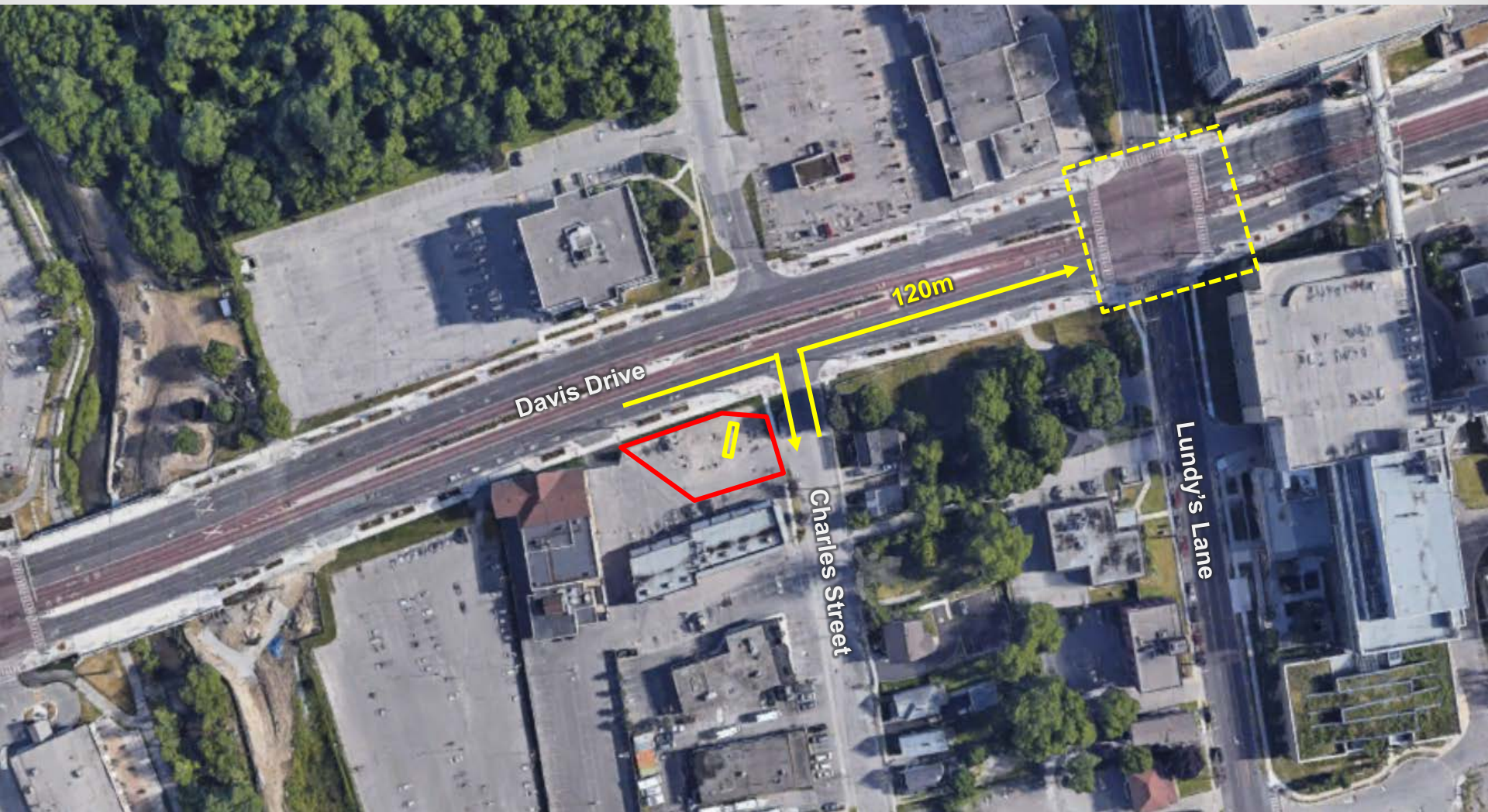
Viewing Area of Proposed Sign



Sign Rendering – Looking East



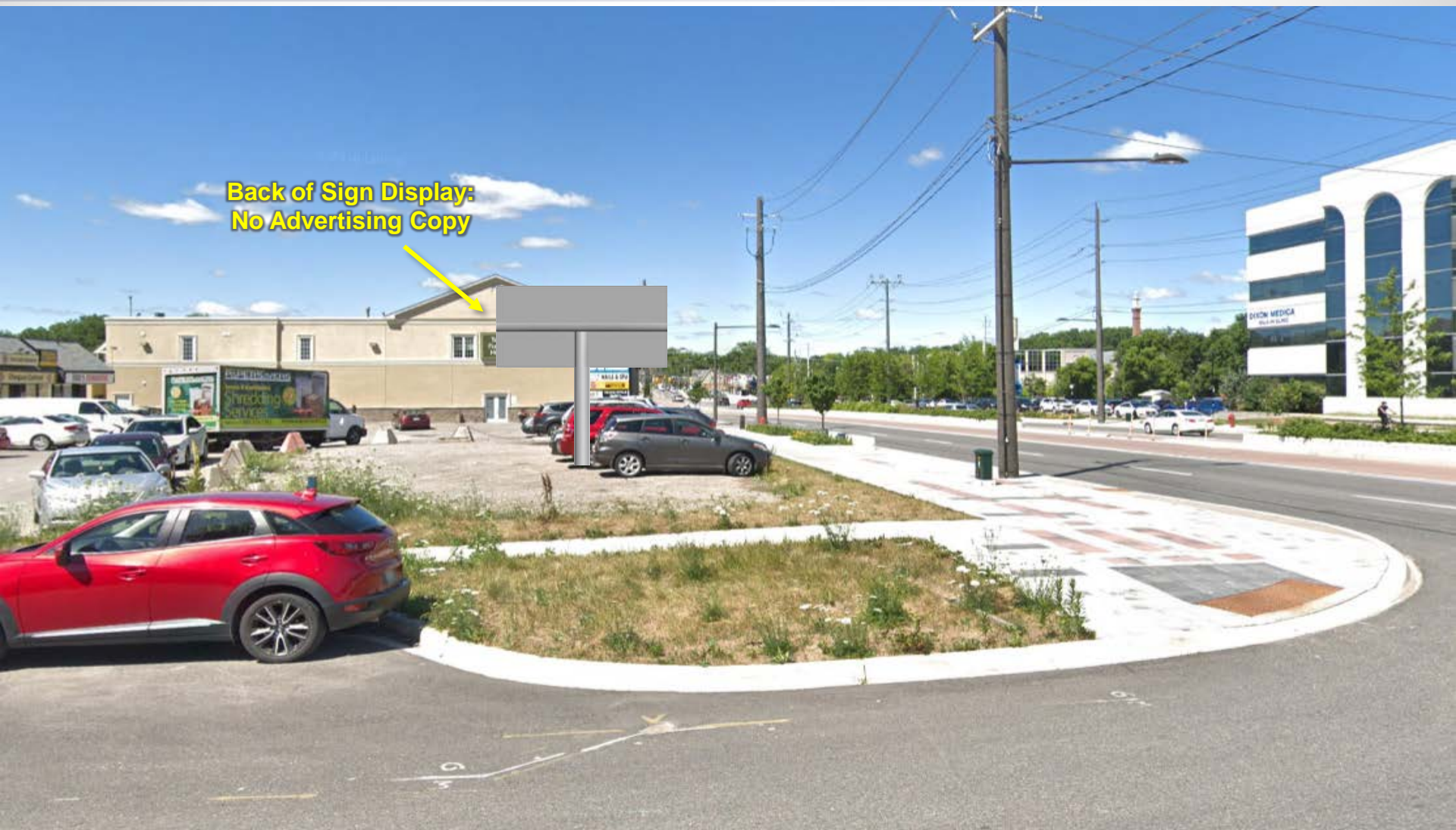
Distance to Intersection



Distance to Intersection



Sign Rendering – Looking West⁸⁷



Questions?

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Name: Cheng Qian	
Organization / Group/ Business represented: Media Resources	
Address: [REDACTED]	Postal Code: [REDACTED]
Daytime Phone No: [REDACTED]	Home Phone: [REDACTED]
Email: [REDACTED]	Date of Meeting: 9/23/2019
Is this an item on the Agenda? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Agenda Item No:
<input type="checkbox"/> I request future notification of meetings	<input checked="" type="checkbox"/> I wish to address Council / Committee
Describe in detail the reason for the deputation and what action you will be asking Council/Committee to take (if applicable):	
Do you wish to provide a written or electronic communication or background information <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Please submit all materials at least 5 days before the meeting.	

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Name: <u>GLEN LANGFORD</u>	
Organization / Group/ Business represented: <u>HOME OWNER SINCE 1957</u>	
Address: <u>[REDACTED]</u>	Postal Code: <u>[REDACTED]</u>
Daytime Phone No: <u>[REDACTED]</u>	Home Phone: <u>[REDACTED]</u>
Email: <u>[REDACTED]</u>	Date of Meeting: <u>MONDAY SEPT. 23, 2019</u>
Is this an item on the Agenda? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Agenda Item No: <u>4.1</u>
<input checked="" type="checkbox"/> I request future notification of meetings	<input checked="" type="checkbox"/> I wish to address Council / Committee
Describe in detail the reason for the deputation and what action you will be asking Council/Committee to take (if applicable): <u>REJECT SIGN VARIANCE FOR 1065 DAVIS DR</u>	
Do you wish to provide a written or electronic communication or background information <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Please submit all materials at least 5 days before the meeting.	

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A billboard in Sarasota, Fla. (Scenic America)

Digital billboards clearly catch the eye of passing motorists. But what is also increasingly clear is that such distractions can heighten safety risks in heavy traffic and other complex driving conditions, a long-time roadway researcher says.

That conclusion by Jerry Wachtel, a traffic safety consultant and one-time Federal Highway Administration staffer, came from his [recent review of billboard distraction studies](#) conducted everywhere from Denmark to South Dakota.

The latest research, Wachtel says, provides persuasive evidence that billboards – particularly digital billboards — take drivers’ eyes off the road for dangerously long gazes. That’s a problem especially when the bright electronic displays change messages, which typically happens every six to eight seconds.

As Wachtel put it, “The more that commercial digital signs succeed in attracting the attention of motorists that render them a worthwhile investment for owners and advertisers, the more they represent a threat to safety along our busiest streets and highways.”

For his new assessment of the safety hazards raised by billboards, the Berkeley, Calif.,-based consultant evaluated nine academic, industry and government studies published in five countries since 2013. Among them was [a Massachusetts study](#) published this year that found that motorists, particularly older ones, seemed prone to glancing at digital billboards as they changed messages. All told, the study said, when people drive by digital displays, they spend “an increased percentage of time glancing off road.”

This story also published by:

[Capitol Weekly](#)

[FloridaBulldog.org](#)

[Montana Free Press](#)

Separate, [government-funded research](#) last year on the impact of 18 digital billboards along high-speed roadways in Alabama and Florida found crash rates 25 percent to 29 percent higher near the

signs than at control sites down the road. Many of the crashes near digital displays involved rear-end collisions or sideswipes that, according to Wachtel, are “typical of driver distraction.”

Spread of Digital Billboards

Some recent studies have focused on distractions caused by the brightness or the swift, relentless cycling of the digital ads — and on how such factors may have a stronger impact on new drivers and older drivers.

The Outdoor Advertising Association of America estimates that there are 6,400 digital billboards nationwide, up from 6,100 last summer. Steady growth has occurred despite opposition from some community activists and legal efforts by cities such as Los Angeles to limit or ban them.



Jerry Wachtel

For the advertising industry, digital billboards are a compelling option. A study commissioned by the OAAA last year showed that more than half the travelers surveyed who noticed a digital sign were “highly engaged, recalling the message on the screen every time or most of the time.”

This year’s Massachusetts study, which included participation by MIT, made a similar point. “It is likely that drivers find it nearly impossible to avoid a glance to digital billboards during switches between advertisements,” the report stated. “Perhaps the fact that humans are neurophysiologically predisposed to orient to motion or sudden change in the periphery is a marketing advantage of digital billboards.”

While that might be good news for advertisers, it also suggests that motorists were focused on something other than driving safely. Asked for comment on Wachtel’s findings, the OAAA cited a federal study released in 2013 that concluded that digital billboards were not distracting. “As FHWA prepared for in-the-field research,” the OAAA stated via email, “it indicated that more research would follow if the initial research identified problems. The agency says it does not plan further research.”

The FHWA did not respond to repeated requests for a comment for this story.

But as FairWarning has reported ([here](#) and [here](#)), the federal study was controversial. It was hung up for several years due to flaws in measuring drivers’ glances at billboards. Even after the study was released, it puzzled Wachtel and other reviewers; somehow billboards that were on one side of the highway in a draft version of the report were depicted as being on the other side of the road in the final version.

Higher Crash Risks

Among other things, the federal assessment said the longest recorded glance at an electronic billboard was 1.34 seconds. That contrasted with [a 2013 Danish report](#) included in Wachtel’s recent review.

The Danish study — which employed high-tech equipment, including a laser scanner and an eye-tracking system — reported glance durations of two seconds or longer in nearly 25 percent of cases. “Advertising signs do capture drivers’ attention to the extent that it impacts road safety,” the study’s authors concluded. According to Wachtel and other experts, glances of two seconds or longer make a crucial difference in safety in bad weather, heavy traffic and other circumstances.

What’s more, the Danish study included only conventional signs, and Wachtel says digital signs probably would draw even more long glances.

In the last three years, according to Wachtel’s new review, only the federal report and a Texas study prepared for the billboard industry failed to demonstrate links between digital signs and potential safety risks.

Wachtel’s concerns about digital billboards drew support from Mary Tracy, president of Scenic America, a non-profit organization that has long been critical of highway billboards on aesthetic grounds. She said the recent studies reviewed by Wachtel “prove pretty conclusively” that digital billboards distract drivers and that the federal government should take action to improve safety.

For Wachtel, president of The Veridian Group consulting firm, the new review is the third in a series of assessments he has produced since 2009. The reviews have been based on, overall, more than 60 research reports around the world on conventional and electronic billboards. Even after all of those studies, Wachtel said, “we can’t say statistically that the billboards cause accidents” unless further complicated and expensive research is carried out.

Still, he said, evidence is mounting that the risk of accidents increases in stressful driving conditions in places where digital signs “competed for the driver’s visual attention.” Factors that can have an impact, Wachtel said, include “demanding road, traffic and weather conditions, when travel speeds were higher, or when an unanticipated event or action occurred to which the driver had to respond quickly and correctly.”

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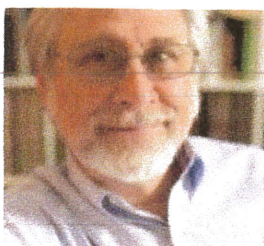


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About the author

Paul Feldman is a FairWarning staff writer.



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Dave Meslin, Contributor

Community choreographer, passionate about public space, bikes, creative activism, transpartisan advocacy and democratic renewal.



Driven to Distraction: The Absurdity of Roadside Digital Billboards

07/07/2014 06:38 pm ET | Updated Dec 06, 2017



Photo: Stephen G. Webster

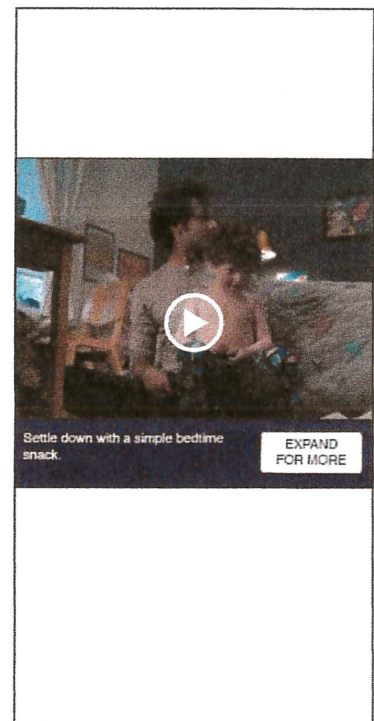
Lung Cancer and automobile accidents are two of the leading causes of avoidable deaths in North America. In response, all levels of governments have introduced legislation, fines and public education programs designed to minimize risk and save lives.

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Anyone over the age of 30 remembers a time when restaurants and airplanes were filled with cigarette smoke. But starting in the 1980s, regulations to reduce second-hand smoke exposure were slowly introduced eventually banning smoking in bars, hospitals, airports, workplaces, etc.

To increase road safety we have speed traps, photo radar, traffic calming measures, breathalyzers, stronger penalties for street racing, etc. More recently, the focus has shifted to reducing driver distraction. After all, most accidents are not caused by alcohol or speeding, but by distracted drivers. The US National Highway Traffic Safety Administration states that even a two second distraction "significantly increases individual crash risk." Every year, governments across North America are bringing in new legislation and increased fines related to driver distractions.

There is no way to measure the precise impact of these initiatives, but there is little doubt that they have collectively saved thousands of lives. Public acceptance and support of these measures is nearly universal. At this point, it would be laughable to suggest that we re-introduce smoking in restaurants, or that we should allow people to text while they drive.

But there is one exception, one glaring anomaly that contradicts all other measures and efforts that have been made to save lives on our roads. That anomaly is roadside billboards. And in particular, digital billboards.

AdChoices 

The outdoor advertising industry has one singular goal: to get your attention. For a hundred years we've had billboards scattered across our cities shouting out their messages about new cars, jeans, fast food and the latest television shows. But billboards only work if you notice them. So, increasingly, they are getting bigger and brighter in an effort to distract a larger audience. The newest innovation is digital billboards which display a new advertisement every ten seconds — flashing thousands of times each day.

The human eye is hard-wired to look at bright, moving or flashing objects. It's an evolutionary feature that protects all animals from potential threats. When something moves quickly, your eyes automatically look towards it.

There are two sets of data related to digital signage and road safety. One is driver distraction and the other is collisions. The first category gives us very clear conclusions. Almost every study that's been done shows a direct causal relationship between digital signage and driver distraction. This is no surprise, since the purpose of these signs is to distract drivers! When it comes to collision data, however, we get inconsistent results. Some studies show a significant increase in collisions while others show little or no change at all. Experts blame this inconsistency on the fact that the collision data itself is often inaccurate or incomplete due to lack of proper reporting, and because so many other external variables are involved.

Lobbyists for the billboard industry have taken advantage of this inconclusive data, for collisions, and twisted it into an argument that digital signage is therefore safe for drivers. This is a terrible distortion of the truth, and a distortion that puts human lives at risk.

If we know that flashing digital billboards are guaranteed to increase distraction, and we know that driver distraction is the number one cause of traffic fatalities... then why would we even consider placing commercial digital billboards on highways?

The precautionary principle argues that we have a social responsibility to protect the public from exposure to harm when scientific evidence has found a plausible risk. This alone should lead every jurisdiction to implement an immediate ban on outdoor digital advertising.

Let's not make the same mistakes we did about smoking. The first suggestion that cancer was related to smoking was in 1912, followed seventeen years later by the first statistical evidence of a lung cancer-tobacco link. The first Surgeon General report stating the health risks of second-hand smoke appeared in 1972, but due to industry lobbying it took more than twenty years before smoking was fully banned in bars, airplanes and workplaces.

These days, we laugh at how absurd it was to allow smoking in restaurants, decades after we knew about the risks. And I have no doubt that one day, twenty years from now, we'll look back at this time and laugh at the absurdity of allowing bright digital billboards to be installed along highways and near urban traffic flow, designed explicitly with the sole purpose of intentionally distracting drivers.

New proposals are being submitted by the billboard industry every month, for increased digital signage on North American highways. And community groups are fighting back.

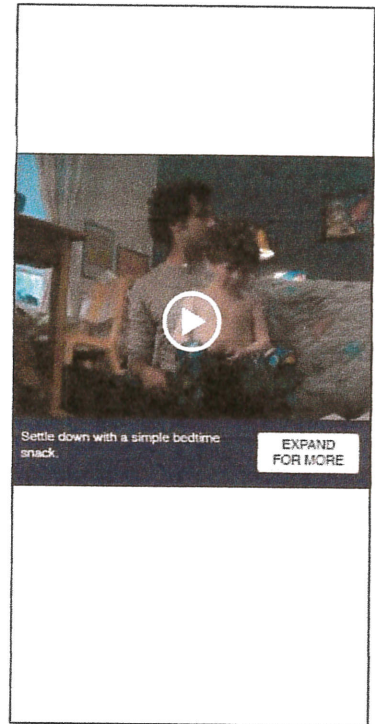
Today's politicians need to decide what side of history they want to be on. Do they want to help enable the growing corporate denialism of the outdoor advertising industry? Or do they want to be remembered as the ones who stood up to protect public spaces and save lives?

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Organization / Group/ Business represented:	
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Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Urban Forestry Management Plan Staff Report to Council

Report Number: 2019-82

Department(s): Public Works Services

Author(s): Ruurd van de Ven

Meeting Date: September 23, 2019

Recommendations

1. That the report entitled Urban Forestry Management Plan dated September 23, 2019 be received; and,
2. That the Urban Forestry Management Plan be adopted; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

The purpose of the Urban Forestry Management Plan (UFMP) is to provide long term guidance to improve and support the Urban Forest in the Town of Newmarket.

Background

The Town's Official Plan (OP) was adopted by Council in 2006. Section 9 relates to Natural Heritage Systems and preserving the Town's woodlots and natural heritage features. The OP also acknowledges the current low forest cover in the Town and the need to maintain and enhance all elements of the natural heritage system. In addition, it has policies that limit development and alterations to areas adjacent to woodlots.

In November 2016, York Region Council adopted the York Region Forest Management Plan. The Newmarket UFMP supports the York Region Forest Management Plan's overarching goal: Increasing tree canopy cover by setting targets for total canopy cover of 35 per cent by 2031 and 40 per cent by 2051 region wide.

In 2016, an Urban Forest Study was completed by the Town, York Region (YR), Lake Simcoe Region Conservation Authority (LSRCA), and the Toronto Region Conservation Authority (TRCA). The findings of this study have contributed to the reasoning and rationale of the UFMP. It also identified the need for a structured approach to caring for the urban forest.

Discussion

Newmarket's trees, both public and private, have a collective value of approximately \$364 million. Caring for and managing such a vast investment requires a solid plan. This report summarizes the Plan into five sections: benefits, recommendations, 5 year goals, and guiding principles.

Benefits

Trees provide many benefits to the community, such as managing stormwater, enhancing air quality, and enriching recreational and human social interactions. In Newmarket alone, these social and environmental benefits provide a total value of \$1.3 million annually. Managing this large resource requires planning and foresight. The UFMP provides a guideline for the many elements of Urban Forestry Management which need to come together to maintain and enhance Newmarket's urban canopy.

The Plan identifies current practices, the ideal situation, and recommended opportunities for improvement for the following areas of interest:

- Urban Forest Tree Inventory
- Tree Maintenance Plan
- Tree Establishment and Planting Plan
- Tree Protection
- Invasive Species & Noxious Weeds Management Plan
- Outreach and Public Engagement Plan

Recommendations

The UFMP takes all the parts together and creates a cohesive structure ultimately resulting in a healthy urban forest and an increase in the total tree canopy cover to 35% by 2031. The 14 recommendations below will ensure that the UFMP will succeed over the next 20 years, making Newmarket *even Greener* for present and future residents with a healthy urban canopy, by sharing the social, economic, and environmental value of trees through education, innovation, partnerships, and policies. The Plan recommends that the Town:

1. Obtain software to manage workflow and maintain history on work performed on trees in Town;
2. Recognise trees in a Town asset management program (Green Infrastructure).
3. Expand Natural Heritage Coordinator position to include:
 - Invasive species management; and

- Manage encroachments onto Town owned Natural Heritage lands.
4. Dedicate staff to forestry related work 12 months of the year.
 5. Consider future growth and a future business unit structure, including:
 - Natural Heritage Coordinator;
 - Operator (Arborist);
 - Park Attendant (Arborist apprentice).
 6. Consider a new position in conjunction with Planning and Engineering Services to replace the Town's Consulting Arborist who reviews and comments on development applications, including:
 - Tree inspections before and after development;
 - Determining tree values for securities;
 - Required site work; and
 - Review of the Public Tree By-law and Private Tree Cutting By-law (if created).
 7. Create a Forestry Operational Manual, this will provide guidelines for pruning, fertilizing, mulching, tree risk assessment, tree removal and tree planting.
 8. Develop an Encroachment Policy/By-law onto Town owned Natural Heritage lands.
 9. Develop a Master Planting Plan utilizing the Urban Soil Index approach, including:
 - Plant pollinator friendly trees as part of the Bee City Strategy; and
 - Look for new planting sites as part of increasing our total canopy cover.
 10. Foster alliances with internal departments: Engineering, Planning, Public Works (Water and Roads), Legal, Finance, Customer Service, etc. in regards to tree related topics, such as: tree planting, tree preservation, public education, tree protection during all construction projects, including any Town generated projects such as road, water/waste water and park rehabilitations.
 11. Foster alliances with outside organizations such as LSRCA, York Region, other local municipalities, LEAF, Trees Canada, Invasive Species Centre, etc. in regards to tree and invasive species related topics, such as tree planting, invasive species management, etc.
 12. Coordination of tree planting with stormwater management and LID measures implemented by the Town (i.e. using tree pits/planting pits in a row to manage and clean storm water). This will require Forestry staff working with the Senior Climate Change Specialist to change/implement 'innovative' stormwater management solutions – such as Deep Root and Silva cells that allow for root growth around and under infrastructure in highly urbanized and paved over environments.
 13. Develop an overarching strategy with all levels of government to deal with all invasive species that are present now and that may arrive in the future, this strategy will include:
 - Working with Engineering staff and the Climate Change Specialist for Newmarket to develop joint strategies;
 - Identify their locations and enter them into GIS (EDDMapS);
 - Identify best management practices for each plant/bug/species;
 - Implementing the strategies.

14. Develop a public outreach and engagement program to increase public awareness and visibility of the UFMP and the natural environment.

5 Year Goals

The UFMP provides short term goals over the next five years with six achievable goals:

1. Develop municipal guidelines and regulations for sustainable streetscape and subdivision design that ensure adequate soil quality and quantity for tree establishment and reduce conflict between natural and grey infrastructure.
2. Create a Forestry Operational Manual.
3. Conduct proactive tree risk assessments on municipal lands to reduce the need for emergency responses.
4. Create a Master Planting Design Plan.
5. Create a Pollinator Strategy (required by our Bee City designation).
6. Increasing public awareness and appreciation of the value of trees and woodlands.

Guiding principals

The UFMP provides long term guiding principals over the next 20 years with four guiding principles:

1. Recognize the urban forest as a critical municipal asset and green infrastructure.
2. Managing tree biodiversity to increase ecological resilience and minimize the impacts of climate change.
3. Sustainably manage the urban forest through continuous improvement, adaptation and innovation.
4. Increasing tree canopy cover by setting targets for total canopy cover of 35 per cent by 2031.

Conclusion

The purpose of the Urban Forestry Management Plan (UFMP) is to provide long term guidance to improve and support the Urban Forest in the Town of Newmarket.

The UFMP will guide the Town over the next 20 years in increasing our total canopy cover, preserving, protecting and maintaining trees.

Business Plan and Strategic Plan Linkages

The UFMP is directly linked to the strategic pillar of Environmental Stewardship. Leading proactive planning and action related to climate change and other environmental initiatives. Particularly the implementation of tree canopy management.

Consultation

Starting in April of 2017, several meetings were held in consultation with Town staff across different departments such as Planning, Engineering, Communications and By-laws. In addition to this consultation, LSRCA and York Region provided valuable input and guidance. These meetings formed the framework for the Plan as well as it solidified relations among Town staff and the outside agencies.

Human Resource Considerations

The UFMP currently has no HR impacts, but it proposes new job descriptions and possible new positions pending budget approval.

Any future staffing impact will be presented in future budget requests.

Budget Impact

The UFMP was developed with approved 2018 capital budget funds.

The implementation of the recommendations of the UFMP that require funding will be requested through future budget requests

Attachments

Appendix A – Town of Newmarket Urban Forestry Management Plan

Approval

Ruurd van de Ven
Supervisor, Forestry

Jeff Bond
Manager, Parks and Property Services

Chris Kalimootoo
Director, Public Works Services

Peter Noehammer
Commissioner, Development & Infrastructure Services

Contact

Please direct all your inquiries to Ruurd van de Ven rvandeven@newmarket.ca or 905-953-5300 x 2573



URBAN FORESTRY MANAGEMENT PLAN

WELL BEYOND THE ORDINARY



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Forward

Trees have long been a topic of discussion, their beauty, their magnificence, their abundance, their diversity. Many a poem has been written about trees:

*I think that I shall never see
A poem lovely as a tree.
—From "Trees" by Joyce Kilmer*

Trees are long lived organisms that provide many benefits to society. Trees planted today, are planted for the future and with proper care they will last a life time. Supposing The Trading Tree in Newmarket was of significant size when trading began in the area, we can estimate that this tree would have been around 300 years old when it finally was removed due to Dutch elm disease in the 1950's. The longest living tree on earth is a spruce tree growing in Sweden at the ripe old age of 9550 years.

*"Until you dig a hole, you plant a tree, you water it and make it survive, you haven't done a thing. You are just talking."
— Wangari Maathai*

*"Someone's sitting in the shade today because someone planted a tree a long time ago."
— Warren Buffett*

*These quotes represent some of the fundamental concepts about trees: planting, caring and longevity. The Newmarket community will become even **Greener** through the adoption of an Urban Forestry Management Plan and taking principled action toward the implementation of the recommended actions to achieve it's goals.*

*Ruurd van de Ven,
March 2019*

1 Executive Summary

For years Newmarket has been looking after trees on municipal lands in Town. Plantings have been taking place regularly, but general tree care has been lagging. Newmarket's Urban Forestry Management Plan (UFMP) outlines a long term management strategy for the care and maintenance of all trees within the Town over the next 20 years, setting a clear path for the future management and growth of the Town's Urban Forest and making Newmarket's Urban Forestry program Well beyond the ordinary. It is the Town's road map to "being even Greener" through innovation and conservation for the many components of urban forestry.

The plan presents information on current and best urban forestry practices, and opportunities where Newmarket can be *even better*, covering the following areas:

- Urban Forest Tree Inventory
- Tree Maintenance Plan
- Tree Establishment and Planting Plan
- Tree Protection
- Invasive Species & Noxious Weeds Management Plan
- Outreach and Public Engagement Plan

Newmarket's Urban Forestry Management Plan is guided by the following four (4) principles:

- 1. Recognizing the urban forest as green infrastructure and a critical municipal asset**
- 2. Managing tree biodiversity to increase ecological resilience and minimize the impacts of climate change**
- 3. Sustainably managing the urban forest through continuous improvement, adaptation and innovation**
- 4. Increasing tree canopy cover by working toward the existing target of woodland canopy of 13 per cent by 2031 and setting targets for total canopy cover of 35 per cent by 2031**

These guiding principles are broken down further into six (6) achievable goals:

- 1. Develop municipal guidelines and regulations for sustainable streetscape and subdivision design, that ensure adequate soil quality and quantity for tree establishment and reduce conflict between natural and grey infrastructure**
- 2. Create a Forestry Operational Manual**

3. **Conduct proactive tree risk assessments on municipal lands and reduce the need for emergency responses**
4. **Create a Master Planting Design Plan**
5. **Create a Pollinator Strategy (required by our Bee City designation)**
6. **Increase public awareness and appreciation of the value of trees and woodlands**

The 14 recommendations below will ensure that the UFMP will succeed over the next 20 years, making Newmarket *even Greener* for present and future residents with a healthy urban canopy, by sharing the Social, Economic, and Environmental value of trees through Education, Innovation, Partnerships, and Policies:

1. Obtain software to manage workflow and maintain history on work performed on trees in Town;
2. Recognise trees in a Town asset management program (Green Infrastructure).
3. Expand Natural Heritage Coordinator position to include:
 - Invasive species management; and
 - Manage encroachments onto Town owned Natural Heritage lands.
4. Dedicate staff to forestry related work 12 months of the year.
5. Consider future growth and a future business unit structure, including:
 - Natural Heritage Coordinator;
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 - Park Attendant (Arborist apprentice).
6. Consider a new position in conjunction with Planning and Engineering Services to replace the Town's Consulting Arborist who reviews and comments on development applications, including:
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9. Develop a Master Planting Plan utilizing the Urban Soil Index approach, including:
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10. Foster alliances with internal departments: Engineering, Planning, Public Works (Water and Roads), Legal, Finance, Customer Service, etc. in regards to tree

related topics, such as: tree planting, tree preservation, public education, tree protection during all construction projects, including any Town generated projects such as road, water/waste water and park rehabilitations.

11. Foster alliances with outside organizations such as LSRCA, York Region, other local municipalities, LEAF, Trees Canada, Invasive Species Centre, etc. in regards to tree and invasive species related topics, such as tree planting, invasive species management, etc.
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13. Develop an overarching strategy with all levels of government to deal with all invasive species that are present now and that may arrive in the future, this strategy will include:
 - Working with Engineering staff and the Climate Change Specialist for Newmarket to develop joint strategies;
 - Identify their locations and enter them into GIS (EDDMapS);
 - Identify best management practices for each plant/bug/species;
 - Implementing the strategies.
14. Develop a public outreach and engagement program to increase public awareness and visibility of the UFMP and the natural environment.

2 Background

Newmarket's roots originated as a trading centre, where First Nation People and fur traders would gather under a large elm tree in the Botsford and Timothy Streets area to trade goods. This tree became known as "The Trading Tree". Large trees such as this elm were used as meeting places to trade goods. They could be seen for miles in the landscape and served as trail markers to guide travelers.

The tree has also been used to symbolize Newmarket's Vision of a community "*Well Beyond the Ordinary*". In terms of urban forestry, the tree's roots represent the six (6) areas of urban forestry which feed the urban canopy.

- Urban Forest Tree Inventory
- Tree Maintenance
- Tree Establishment and Planting
- Tree Protection
- Invasive Species & Noxious Weeds Management
- Outreach and Public Engagement

The trunk represents the urban forestry employees mission of "*making Newmarket even Greener*". The branches represent the work that is done to preserve, conserve, manage and maintain the urban forest to support the business unit's vision of "*being even Greener*" forming the crown of the tree, completing the picture.



3 Introduction

Newmarket's urban forest have a collective value of approximately \$364 million. These trees provide many benefits to the community, such as air quality, storm water management, recreation and human social interaction. In Newmarket alone these benefits provide a total of \$1.3 million in perceived value annually. Managing this large resource requires planning and foresight.

The Town of Newmarket's Urban Forestry Management Plan will guide the growth and maintenance of Newmarket's urban canopy over the next 20 years. This Plan sets out a vision, mission, and goals for all trees in Newmarket. Through the vision statement, this document sets out where we want to be in 20 years. The Plan's mission statement is how we are going to meet our goals and achieve the vision.

The urban forest can be defined as a collection of all woody and associated vegetation found within an urban area. This includes trees on the road right of ways (boulevard trees), parks, woodlots, woodlands, and trees on private lands.

Urban forestry is a blend of traditional forestry and arboriculture. Traditional forestry is the management of woodlands and forested areas, managing many trees at once. Arboriculture is the management of individual trees, a single tree at a time. As a municipality, we manage the entire urban forest; individual trees on town-owned lands and private property and large forested areas within the urban environment. The urban forest is an important resource to a healthy community that provides both measurable and immeasurable economic, environmental and social benefits balanced between forestry and arboriculture, and public and private property owners' needs.

This Plan is a step by step guide to achieve Newmarket's vision for it's urban forest and tree canopy. It sets out 5 year goals that will lead to the 20 year vision. The Plan outlines the context for tree management in Newmarket. It is broken down into six sections of topics critical to the management of an urban forest. Within each topic, current and best practices are described and the gaps and opportunities that exist to improve the situation and become even greener. The gaps and opportunities inform the 5 year and ultimately the 20 year goals.

The Town's Urban Forestry Management Plan is viewed as a living document that will be reviewed every 5 years. It will change as Newmarket and its urban forest grows. Appendices will be updated regularly to reflect these changes.

3.1 Vision Statement

Newmarket is **Living Well and becoming even Greener** through innovation and conservation. Newmarket's urban canopy is diverse, equitable and sustainable.

3.2 Mission Statement

We are **Making Newmarket even Greener** for present and future residents with a healthy urban canopy, by sharing the Social, Economic, and Environmental value of trees through Education, Innovation, Partnerships, and Policies.

3.3 Strategic Goals and Objectives

The Town of Newmarket Urban Forestry Management Plan is a goal-oriented document with a focus on actions and achievable outcomes. This Plan is organized into long term guiding principles (20 years) and more immediate goals (5 years). Yearly operational plans will be created to implement the 5 year goals. From York Region's Strategic Urban Forest Management Planning Toolkit, this proposed planning framework is outlined graphically below:



Figure 1: The strategic planning temporal and structural framework.

Newmarket's Urban Forestry Management Plan goals and objectives have incorporated suggested directions from the Urban Forest Study and York Region's Forest Management Plan, November 2016. The Urban Forest Study was a joint effort by the Town of Newmarket, The Regional Municipality of York and the Lake Simcoe Region Conservation Authority (LSRCA) and was completed in 2016.

3.3.1 20 Year guiding principles

This is a strategic and long range plan. It sets out guiding principles to follow over the next 20 years to ensure that Newmarket's urban canopy is diverse, equitable, and sustainable. These broad reaching principles are the foundation of this Plan and will guide the Town's forestry section over the next 20 years.

1. Recognize the urban forest as a critical municipal asset and green infrastructure

Trees are living breathing organisms that provide essential and quantifiable services to the residents of Newmarket. Providing oxygen, air conditioning, air quality control, stormwater management, recreation, human social interaction, and removing carbon dioxide are but a few of the services and benefits that trees offer. Infrastructure such as sewers, water pipes, signage, and park amenities all provide similar services and we recognise them as critical municipal assets. This infrastructure makes our community livable. Trees are no different and will need to be considered and managed as such. Therefore, the goal is to fully integrate trees into the Town's asset management programs, budgets, and planning.

2. Managing tree biodiversity to increase ecological resilience and minimize the impacts of climate change

Impacts related to climate change are difficult to predict, although an increasingly volatile climate is leading to outcomes that can affect trees, including drought, higher temperatures, more frequent and severe wind and ice storms and more invasive pests. Incorporating climate change mitigation and adaptation strategies into the management of trees will help to minimize the impacts of climate change.

Strengthening the resilience of trees in the urban canopy by managing biodiversity in the face of increasing threats requires managing the existing species as well as seeking out other trees species from other areas in North America that may thrive in this changing climate. Managing biodiversity and the effects of climate change will also benefit pollinator insects which play a critical role in maintaining the health of the urban ecosystem. This will be achieved by:

- Using best practices to prevent and mitigate the impacts of invasive species on canopy cover;
- Ensuring that climate change strategies and tactics support the resiliency of the trees and urban canopy, and;
- Establishing a diverse tree population in which no species represents more than 5% of the tree population, no genus represents more than 10% of the tree population, and no family represents more than 20% of the tree population both municipal-wide and at the neighbourhood level.

3. Sustainably manage the urban forest through continuous improvement, adaptation and innovation.

The urban forest is a collection of trees comprised of wood lots, trees in parks, individual trees in the Town's boulevard and trees on private property. The urban forest, and its individual trees, are an element of 'green' infrastructure, and that like other infrastructure, will need to be invested in and maintained.

Urban forestry is a fast growing field of study, with strong ties to climate change, with many forward-thinking innovations coming to the forefront. Managing the urban forest in an innovative and adaptable manner will be achieved by:

- Supporting and collaborating with the Region on re-assessing canopy and woodland cover and repeating the Urban Forest Study
- Developing a framework to manage green infrastructure as a capital asset, and better integrating total canopy cover and woodland cover initiatives across all departments;
- Acquiring additional staff to implement the Urban Forest Management Plan and manage operations,
- Continuing to use industry best practices;
- Identifying and reviewing emerging urban forestry practices, programs and trends and even investigating and developing our own best practices, going beyond industry standards to achieve our goals;
- Developing an Invasive Species Management Plan;
- Using the Town's existing tree inventory to monitor the distribution, structure and function of the urban forest and to monitor individual tree health;
- Building and maintaining ties to academic researchers, private industry and other stakeholders to stay at the leading edge of urban forestry and arboriculture science and technology and to test and incorporate new ideas;
- Monitoring proposed federal and provincial policies and legislation to identify opportunities and other impacts on the Town's plans, and monitoring outcomes of initiatives to report on progress and, where needed, to update strategies and actions;
- Developing a community urban forest monitoring system that allows public input on the Town's open data portal; and
- Developing a network of volunteers to be citizen arborists, who will promote and assist with good arboricultural practices for trees on private property.

4. Increasing tree canopy cover by working toward the existing target of woodland canopy¹ of 13% by 2031 and setting targets for total canopy cover of 35% by 2031

In 2031 Newmarket plans to have a woodland canopy cover of 13% and an overall canopy cover of 35%. In 2018, the woodland canopy cover is 9% and the overall canopy cover is 24%. The canopy cover increase will be achieved by:

- Looking for opportunities to increase canopy cover on private and public land, including tree planting programs and partnerships;
- Fulfilling, updating and revising the Urban Forest Management Plan on an ongoing and regular basis;
- Managing and regulating invasive species and noxious weeds;
- Using and sharing best practices for protecting, establishing and restoring canopy cover;
- Ensuring that the Town's policies and by-laws support the protection and enhancement of canopy cover, and;
- Encouraging the protection of privately owned natural cover areas.
- Ensuring that our newly planted trees grow to maturity through a small tree program of fertilizing, watering and pruning.

¹ See definition in Glossary.

3.3.2 5 Year Goals

It is recognised that the 5-year goals will be the framework for the next five annual operating plans. These goals will be reviewed every five years starting in year three of the Plan. Each of the six goals mentioned below are tied back to the 20-year guiding principles and will be modified as needed over the life of the Plan.

1. Develop municipal guidelines and regulations for sustainable streetscape and subdivision design that ensures adequate soil quality and quantity for tree establishment and reduces conflicts between natural and grey infrastructure.

The development of municipal guidelines has already been initiated. Landscaping guidelines for new subdivision are in place and as a living document will be updated and reviewed on a regular basis. The landscaping guidelines require that:

- adequate soil volume for proper tree/shrub growth is provided; and
- adequate separation distances between trees and infrastructure is provided.

2. Create a Forestry Operational Manual

The Forestry Operation Manual is a very detailed guideline on how to maintain our urban forest, covering all tasks required to maintain our urban forest. Best management practices will be outlined in the Manual.

The Forestry Operational Manual will be the road map for Town staff to perform day to day duties to maintain (and enhance) the urban forest. The Manual will indicate how to undertake tree maintenance (pruning, mulching, etc.) and tree plantings (soil volumes, separation distances from other trees and structures, species selection, etc.).

3. Conduct proactive tree risk assessments on municipal lands to reduce the need for emergency responses.

Weather and climate change are very unpredictable, violent and extreme weather events are on the rise. Bringing together mature trees and people in the urban environment with increasingly extreme weather events, the Town will need to recognize and mitigate potential risks to public safety and property. This will be achieved by ensuring the urban forest is healthy, that dead and hazardous trees are removed promptly and risk assessments of trees are done regularly. Developing criteria for tree risk inspections is needed for different areas including:

- Active use trails, both paved and un-paved
- Roads
- Walkways
 - School areas
 - Residential areas
- Parks
 - Maintained and Unmaintained open space
 - Sports fields

4. Create a Master Planting Design Plan

A Master Planting Design Plan is a guide for how, where and what kind of tree to plant. This Plan will provide guidance to Staff (?) and developers (?) on locating and choosing tree species. It will be based on the Urban Soil Index (USI) approach, by looking at soil type and volume, and street configurations and assigning species of trees suitable for these locations. It will take into consideration potential future pests and all other urban constraints to determine the optimal tree species and size for each location. Placing the right tree in the right place takes many factors into consideration, for instance, there are many trees that will thrive on road boulevards but might not be suitable in other locations.

“The Master Planting Design process has other advantages. Planned planting based on site conditions and community-wide management shifts tree selection from a beautification effort to urban infrastructure management on par with streets, utilities, and other hardscapes. It adds credibility, confidence, and efficiency to tree commission and public staff efforts. A MPD allows coordination with nurseries to grow non-traditional street trees. Finally, species segments allow for both management and aesthetic continuity, adding service value and increasing management efficiency within local urban forestry programs.” (Introduction to Urban Site Index, by: Alan Sewert, 2014)

The Master Planting Design Plan (MPDP) will assist the Town in increasing leaf area in canopied areas by planting suitable tree and shrub species under existing tree cover. Planting efforts should continue to be focused in areas of town that currently support a high proportion of ash species. The MPDP will prioritize protection of mature, healthy trees and preservation of older large-canopied species to the greatest extent possible.

The MPDP can also consider social economic factors in prioritizing planting locations.

5. Create a Pollinator Strategy (required by our Bee City designation)

As the 14th Bee City in Canada, Newmarket will be developing a Pollinator Strategy. Trees are connected to pollinators in that many trees produce flowers and nectar and provide shelter and nesting places. In addition, there are many wind pollinated trees that contribute to the well being of overwintering pollinators. Pollinators that over-winter feed first thing in the spring from wind pollinated trees (such as maples and oaks), which sustains the pollinators until such time that they can produce a nest and new offspring.

The Pollinator Strategy will indicate which species and locations to favour to support bees and other pollinators.

6. Increasing public awareness and appreciation of the value of trees and woodlands

There is a critical need to build awareness and appreciation of the benefits of trees across a wide range of stakeholders, including residents, Town Staff, and businesses. This will be achieved by:

- Developing a plan to increase public awareness of the benefits of trees and appreciation of the value of trees and woodlands in partnership with the Region and LSRCA;
- Developing a multi year plan for implementation of all the various programs listed;
- Leveraging information from the Urban Forestry Study;
- Exploring the development and implementation of a staff training program to enhance awareness of tree health and general maintenance requirements, and of proper tree protection practices to be used during construction activities more specifically:
 - Foster a “tree friendly” culture among Town staff through interdepartmental coordination on tree issues and sharing of ideas and best practices for tree protection, maintenance and planting;
 - Foster a “tree friendly” culture in the community through exemplary programs and activities on municipal lands, sharing best practices and techniques, and providing support and incentives for tree protection, maintenance and planting on private lands;
- Developing a Citizen Arborist program which includes:
 - Developing a public education and outreach program which communicates the benefits of trees and the program;
 - Using educational outreach, planting events and marketing initiatives;
 - Developing engagement strategies aligned with demographic and cultural perspectives on trees and woodlands;
- Encouraging the protection of privately owned trees and woodlots through by-laws, outreach, and incentives; and
- Working in partnership with local private businesses and agencies, i.e. LEAF, to pursue the development of an urban forest communication plan that guides the dissemination of key messages around private tree maintenance and care to residents.

3.4 Plan Structure

This Plan outlines the strategies to maintain, enhance and expand Newmarket's urban forest and urban canopy. The main areas of urban forest management are presented by outlining Newmarket's current approaches, the ideal situation of where Newmarket should be once the Plan is fully implemented, and the gaps and opportunities for improvement required to be overcome to achieve the ideal situation. This Plan also sets out recommendations, measurement targets and key performance indicators.

There are two key factors to consider when increasing the number of trees (i.e. achieving woodland targets) and ensuring the health and well being of the trees (to achieve canopy cover targets): these are plant more trees and maintain and enhance the existing trees. This Plan sets out strategies for achieving these two factors by recommending creating the following plans. These plans and their associated impacts are discussed in detail in the following sections.

3.5 Purpose

The purpose of the Urban Forestry Management Plan is to provide guidance and strategic direction on maintaining and enhancing Newmarket's urban forest. This Plan has been undertaken as the Urban Forest Study identified the need for a structured approach to caring for the urban forest. With 32,000 trees identified in the 2014 tree inventory and some 300,000 in forested areas, the value of the trees in the Town is measured at approximately \$364 million (2015). That dollar figure does not consider the ecological or social value of the trees. There is a need to manage this high value asset. Unmaintained urban forests can have trees that fail and damage structures and private property.

Trees are living organisms, they grow old, get sick, and fail. Like any town-owned asset, they require maintenance, and occasionally replacement. An important factor to consider when allocating resources to tree planting is that when we plant a tree we plant for the future, a well planted and maintained tree will increase in value dramatically over its life time. The return on the investment of these maintenance dollars can be realized for, depending on the species, anywhere from 75 to 300 years. However, in our urban environment, with all the various pressures put on trees, the average life of a street tree is reported to be between 40 and 60 years, if they survive the first few years after planting. Therefore to realize the full benefit of these assets, we must put plans and resources in place to ensure their survival and continued growth.

When considering the over all health and wellbeing of the urban forest, planting trees is only part of the equation, properly planned and executed maintenance is crucial to reaching our woodland and canopy cover targets. It has been shown that the average life span of a newly planted urban tree, without maintenance, is 6-10 years. This can be increased by proper planting practices and good aftercare for at least the first 15 years.

Once trees are established, after the first 15 years of care, these trees tend to have a better survival rate in the urban environment.

Considering the maximum benefits from trees start to occur around 40-45 years, it becomes imperative that we use all the tools we have to create the right growing environment so that the Town's trees can reach the age where they provide maximum benefits. This Plan sets out a framework and guidance about how to ensure our resources expended to increase and care for these assets achieves the maximum return on investment.

3.6 Local Context

Newmarket has a population of approximately 86,000 people. It covers an area of approximately 38 square kilometres in the heart of York Region, midway between downtown Toronto and Barrie.

The Town of Newmarket is one of nine local area municipalities found within the York Region. Newmarket is a growing municipality with a 7.6% increase in population from 2006 to 2011 (Statistics Canada, 2015). The total population of the Town in 2011 was 84,600 with a high per square kilometer density (2,086.3) when compared to the neighbouring York Region municipalities (York Region Vision, 2021).

The Town of Newmarket was originally founded in 1801 as a Quaker settlement. During the first quarter of the nineteenth century, Newmarket became a centre for the fur trade and in time evolved as a market. It is believed that while York was the "old market", this new centre of commerce became the "New Market", hence giving the Town its namesake.

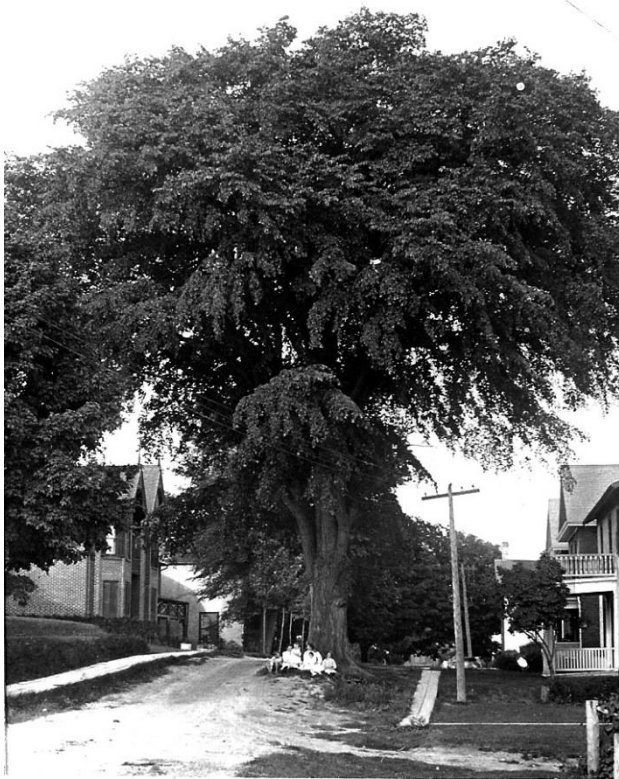
One of Newmarket's historical landmarks dating back to this early settlement centred around the Holland River and the millpond now known as Fairy Lake, is the Trading Tree. The Holland River was an important artery for First Nations people and fur traders, and trails crisscrossed the area.

The Trading Tree was a giant elm that served as the site of the first trading post in the area. The well-known landmark was located on Timothy Street just a few yards west of Main Street. That's where, at its base, fur traders would gather to barter with the First Nations people. Though the Trading Tree had died and removed in 1980, its significance hasn't been forgotten, and the sidewalk and road allowance still bows out around where it once stood.²

Newmarket also has a designated Heritage Tree, which is the oldest known tree in Town located on Botsford Street. It is a White Oak tree, estimated as at least 200 years

² From Newmarket Chamber of Commerce website, accessed January 30, 2019

old. It is located in the backyard of Liberty Hall, which played a role in the 1837 Rebellion.



The Town has proceeded to plan, service and develop the majority of the lands within the urban boundary. The Town is no longer growing outward, growth and change is focused in specific areas of the Town. As the town continues to urbanize and intensify, protecting, managing, and enhancing the urban forest and its tree canopy becomes even more important. In dense urban areas protecting and managing trees has to become an intentional act. This Plan will assist Newmarket in keeping a focus on trees and provide guidance on how to manage them in an ever increasingly complex urban environment.

The average after-tax income of families in Newmarket is \$105,300. A mortgage payment on a home in Newmarket sold for the average selling price, with a 10% down

payment at the prevailing mortgage rate, would cost approximately \$3,921 per month or \$47,052 per year, or 44% of the income of the average Newmarket family. For those who do not already own a home, the average Newmarket home is out of reach of the average Newmarket family. The prevailing residential form in Newmarket is single detached dwellings. Of the 29,000 homes in Newmarket 80% of them are single detached dwellings. There is often a link between average household income and lack of access to trees (the lower the income the less likely to have access to mature trees). The vision of this Plan is to provide Newmarket citizens with an equitable urban forest, therefore the planting plans discussed in this Plan will need to consider balancing out the distribution of trees throughout all neighbourhoods: old and new, large lots and small lots, and wealthy and lower income areas.



3.6.1 York Region and Town of Newmarket Official Plans

The Town's Official Plan (OP) was adopted by Council in 2006. Section 9 relates to Natural Heritage Systems and preserving the Town's woodlots and natural heritage features. From the Official Plan:

9.3.2 Woodlots

Woodlots are an important natural heritage feature in Newmarket. As the existing forest cover is relatively low, and with the Town approaching full build-out, it is important to protect the existing Woodlots to the greatest degree possible. They provide habitat for forest-dependent plants and animals, help regulate temperature, reduce air pollutants, reduce soil erosion, contribute to the aesthetic value of the Town and offer passive recreational opportunities.

The OP also acknowledges the current low forest cover in the Town and the need to maintain and enhance all elements of the natural heritage system. In addition it has policies that prohibit development and alterations to areas adjacent to woodlots.

The York Region Official Plan recommends increasing Newmarket's canopy cover of 25% to 35% by 2051. Recent studies by the Region have shown that despite large number of trees being removed due to ice storms or EAB our collective canopy cover has grown over the past few years. While the Town currently has a total canopy cover of 24%, current practices may not be sufficient to reach this target. If we do not properly maintain our existing tree assets, and with the impact of invasive species and annual tree mortality rates, approximately 47,000 trees must be planted or established through natural regeneration annually across the municipality to reach 35% canopy cover over the next 40 years. Growing our canopy cover is about increasing the number of trees and, more importantly, increasing the size of trees. It is worth noting that the Town lacks a system to track the removal of private trees, data without which it is difficult to track progress toward planting goals.

Within this overall canopy cover target of 35%, the Region has set a target of expanding the woodland cover (that previously-mentioned figure from the 2006 Official Plan of 9%, which are the larger contiguous wooded areas) in Newmarket to 13%. This requires protecting the existing woodlands, predominantly located in the southwest Oak Ridges Moraine lands and the remaining natural areas of the northwest quadrant. The next Town Official Plan update will address these issues and provide consistency between the Town's and the Region's Official Plans as they relate to canopy cover targets. Newmarket does not have many opportunities to increase the size of our woodlands. However, in areas outside of woodlands, there is a tremendous opportunity for growth, especially for semi mature trees. Allowing these trees to reach their full maturity, through good urban forestry management practices, will dramatically increase their canopy size.

3.6.2 Existing Policies and By-Laws

The Town has long considered its trees and wooded areas as a benefit to the community. There are several existing policies and by-laws which guide the current work being done for and about trees in Newmarket.

In 2005, the Town of Newmarket enacted its Tree Preservation, Protection, Replacement and Enhancement Policy. This policy was revised in 2008 and again in 2018. The purpose of the policy is to educate and increase the awareness of tree preservation and protection within the development industry. The policy applies to all significant trees situated within 4.5 meters of lands subject to a development application. The policy requires approval from the Town before removing, pruning, injuring or destroying any significant trees on lands subject to a development application. This encourages the protection of trees during development activities.

In June 2007, Woodlot By-law (2007-71) was enacted by Newmarket; this by-law prohibits or regulates the destruction or injuring of woodlot trees. The by-law prohibits the destruction of any woodland without a permit unless exempted under certain cases such as acquisition of a development permit or interference with utilities. In addition the By-law dictates that the commissioner shall not issue a permit in environmentally sensitive areas. This By-law only applies to very specific areas of the Town.

A Parks By-law (2013-14) was enacted by the Town of Newmarket to regulate activities within the parks system. A small portion was dedicated to the injury and destruction of trees in parks.

In 2017, a Public Tree Protection By-Law (2017-59) was enacted. This by-law protects all trees of any size on all public lands. A process to obtain a permit to injure or destroy a tree is part of this by-law. This allows for any future development on private lands where trees are located on public lands are in close proximity of the development and are in jeopardy of injury or will need to be destroyed.

York Region's Forest Conservation By-law 2013-68, prohibits and regulates the destruction and injuring of trees in woodlands 1 hectare or greater. York Region Forestry is responsible for the maintenance of trees on all regional roads and owns and manages a 19 hectares forested property in the north-west corner of Newmarket.

In November 2016, York Region Council adopted the York Region Forest Management Plan. This Plan was developed to maximize the benefits of all trees in the Region and to combat threats to trees. Two key pillars of this plan are: 1) Recognizing the value of all trees, not just those in woodland areas, and taking them into account as living green infrastructure assets, and 2) working to increase the total tree canopy cover in all settings. This Plan helps support the development of local municipal Urban Forest Management Plans that include canopy cover and woodland cover targets. The Newmarket Plan supports the York Region Forest Management Plan's number one goal: Increasing tree canopy cover by working towards the existing target of woodland

canopy of 25 per cent by 2031 and setting targets for total canopy cover of 35 per cent by 2031 and 40 per cent by 2051.

3.6.3 Biophysical and Environment

Newmarket is located in Plant Hardiness Zone 5B (Natural Resources Canada Plant Hardiness Zone Map of 2000), and ecodistrict 6E-6 (Lake Simcoe Area) in the Lake Simcoe – Rideau Ecoregion corresponding with Great Lakes – St Lawrence forest region³. Newmarket drains primarily into the East Holland River sub-watershed, apart from a portion in the northwest corner which drains into the West Holland River subwatershed. This region is characterized by a mixture of broad leaf and coniferous trees, such as eastern white pine (*Pinus strobus*), red oak (*Quercus rubra*), sugar maple (*Acer saccharum*), red pine (*Pinus resinosa*), white ash (*Fraxinus americana*), American beech (*Fagus grandifolia*), and eastern white cedar (*Thuja occidentalis*). The south-west portion of the Town is comprised of 382 hectare of the Oak Ridges Moraine, which is protected by the Oak Ridges Moraine Conservation Plan and provincial legislation. While Newmarket is north of the Carolinian forest zone, some species representative of that zone such as American sycamore (*Platanus occidentalis*) and black walnut (*Juglans nigra*) are present.

Several centuries of urbanization, agricultural, and industrial activity has led to the loss of nearly all pre-European settlement natural cover in York Region. From 1975 to 1988 York Region's forest cover declined between 30 to 50%⁴. Concurrent with the loss of natural cover, has been a decline in the services provided by natural systems, including water management and climate regulation. Some of these services are mimicked by man-made grey infrastructure, which has a limited ability to meet the demands of a growing urban population. However, in recent years mainstream thinking has begun to recognize the importance of natural or green infrastructure in maintaining sustainable options for the future.⁵

The Urban Forest Study estimates that there are approximately 295,000 trees in the Town of Newmarket, which is approximately 77 trees per hectare. The study also found that 55% of Newmarket's total landmass could theoretically be modified to accommodate additional tree canopy.

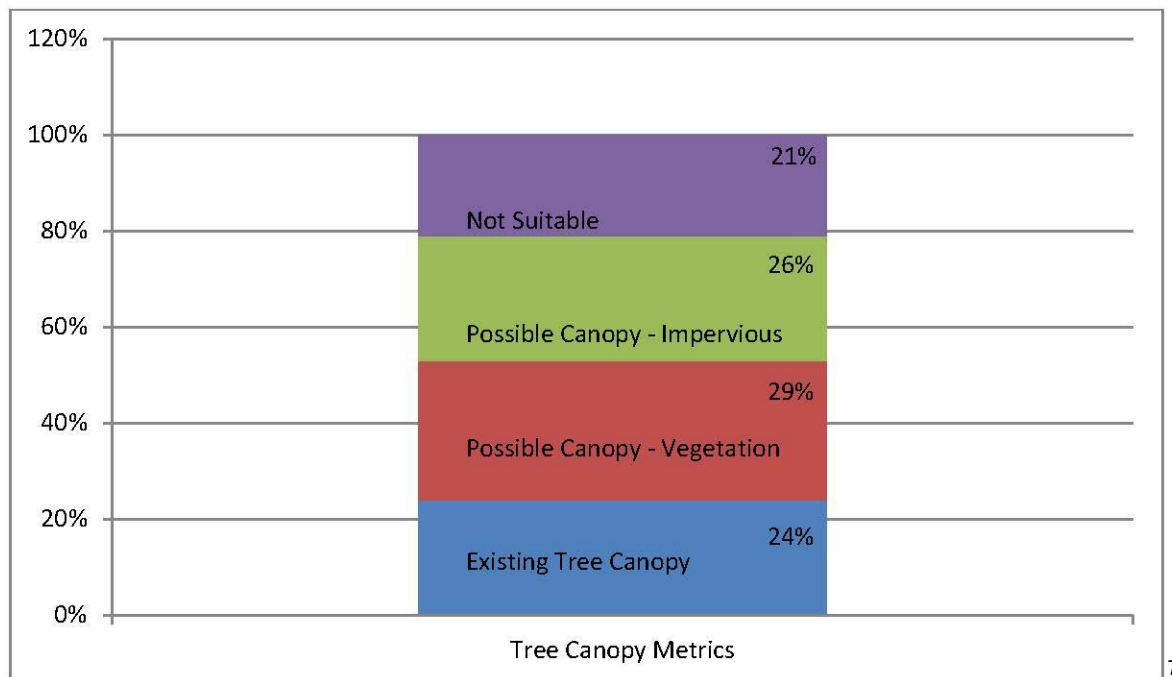
³ Crins and Uhlig, 2000

⁴ Schmitt and Suffling, 2006.

⁵ Urban Forestry Study, 2016

Tree Canopy Metrics Description

Existing Tree Canopy	The amount of tree canopy present when viewed from above using aerial or satellite imagery
Vegetated possible tree canopy	Grass, bare soil or shrub area that is theoretically available for the establishment of tree canopy. This estimate does not consider land use preference.
Impervious possible tree canopy	Asphalt or concrete surfaces – excluding roads and buildings – that are theoretically available for the establishment of tree canopy ⁶



The Town of Newmarket embarked on collecting data for a trees located on the road right of way and for some parks. Currently we have 31,195 trees in our tree inventory this represents approximately 10% of our total tree canopy (a combination of possible canopy vegetation and existing tree canopy).

3.7 Urban Forest Benefits

Trees play a fundamental role in the health of the environment. Trees support biodiversity, as they provide habitat and protect streams, aquatic life, and all other ecosystems. Trees help control erosion, sedimentation, and help reduce stormwater runoff, reducing Town costs to manage stormwater. Not only do trees and urban forests provide many environmental benefits, but they also encourage active transportation:

⁶ Newmarket Urban Forest Study, 2016

⁷ Newmarket Urban Forest Study, 2016

getting people out of cars and encouraging them to bike or walk by creating spaces people want to be in.

There are many benefits attributed to trees and plants in general. The most well know is the production of oxygen as a by-product of photosynthesis. Dr Kim Coder in his paper “Identified Benefits of Community Trees and Forests” provides a very good summary of their benefits:

1. Environmental benefits are:
 - Temperature and energy use
 - Shade
 - Wind control
 - Active evaporation
 - Air quality
 - Oxygen production
 - Pollution reduction
 - CO₂ reduction
 - Hydrology
 - Water run off
 - Water quality/erosion
 - Noise abatement
 - Glare reduction
 - Animal habitat
2. Economic/Social/Psychological benefits are:
 - Economic stability
 - Property values
 - Product production
 - Aesthetic Preferences
 - Visual Screening
 - Recreation
 - Health
 - Human Social Interaction

Newmarket’s trees save the municipality approximately \$1.32 million per year. In addition, trees in Newmarket have sequestered the equivalent of \$2.74 million in carbon.

Benefit	Associated annual value
Air Pollution (CO, NO ₂ , O ₃ , PM _{2.5} , SO ₂)	\$321,564
Carbon sequestering	\$120,408
Energy Savings	\$334,533
Avoided CO emissions due Energy savings	\$35,371
Hydrologic Effect (storm water management)	\$499,950
Total	\$1,311,826

There are some benefits that are less quantifiable but do have a great impact on the community and society as a whole, such as improved mental health and general well being.

Mental health benefits are often attributed to urban forests as well. Residents in an inner-city, low-income, high crime neighborhood of Chicago felt a greater sense of security, had stronger social bonds with neighbors, experienced less crime, and spent more time outside engaging with one another if there was a presence of trees and maintained greenspace, as opposed to residential spaces absent of any vegetation and seemed uninviting (Kuo, 2003). 'Volunteer performance in urban forest survey initiatives': by Nicholas Bancks, May 2017

The benefits of the urban forest are varied and diverse, and these benefits fall directly inline with role the municipality plays in providing a better quality of life for all Newmarket residents.

4 Urban Forest Tree Inventory

Managing and maintaining the urban forest requires knowing its size, condition, and details about individual trees. With an assumed value of \$364 million invested in our Urban Forest it is important to be able to maintain and enhance this valuable asset. Knowing the number of trees, the species diversity, and condition of each tree in the urban forest, will allow for proper management decisions about how to care for our investment. The Tree Inventory is a critical component of the Urban Foresters tool box.

4.1 Current Situation

The Town has a complete inventory of street trees and some park trees, which is used to identify Town owned trees, to schedule pruning, to manage hazardous trees, and to manage planting locations. The inventory is also used to identify species susceptible to pests i.e. emerald ash borer. The tree inventory was completed in 2014. It lists 32,000 public trees, with 5,100 trees in parks, with the rest of the trees in boulevards. The data collected for each tree includes:

- Assigning a unique identifying number
- Municipal address
- Street name of closest street
- Park or facility name
- Site location
- GIS Coordinates
- Common name
- Family name
- Genera name
- Species name
- Variety
- DBH (cm)
- Height (m)
- Crown diameter (m)
- Age class (10 year periods)
- Overall health
- Structural defects
- Wounds/cankers
- Deadwood/decay
- Failure potential
- Recommended treatment
- Comments
- If there is a dedication sign at base of tree
- Ash trees identified for potential pesticide injection
- Photo number (includes the date and time)
- Photo name
- Arborist inspector
- Distance to property boundary

Trees removed by the Town are replaced as part of the regular forestry program. The Tree Inventory is updated with the current information obtained in the field in the course of regular duties. The street tree inventory was updated in 2018/2019, when additional information for each tree was recorded including: the species, the condition and size of the tree and confirming its location (confirming if it is a municipal tree, a private tree or a shared tree). Work performed in the field is recorded in the Tree Inventory as it happens

via remote access to the system and tablets. These records help determine where a tree needs to be planted due to a removal.

A little over half the street trees have been visited as of September 2018. The Inventory is updated by a student collecting field data and completing an initial assessment. In the field, problems are identified and once a month, the supervisor and student review list of problems, re-inspect trees and fine tune recommendations in the Inventory.

The few short years since its creation the Tree Inventory has become an invaluable tool for a variety of staff, including the admin staff, who use the tree inventory to determine ownership of trees when dealing with calls from the public. Planning and Engineering staff also have occasion to use the inventory to determine ownership and for other purposes in the course of development application review.

The current Tree Inventory is serving its purpose and assisting staff in caring for the urban forest; however, there is room for improvement.

4.2 Ideal Situation

The foundation of the inventory is satisfactory and assists many staff members in their jobs. It is anticipated that a robust and well maintained Tree Inventory will assist in managing the tree population and can help grow the canopy to the targeted 35% tree cover.

Trees are living organisms and will continue to grow and die on a regular basis, therefore the tree inventory will require updating, at least once every 5 years to keep up with the environmental changes as well as tree growth.

In the ideal situation, the Tree Inventory will be partnered with other software platforms. Utilizing new applications and programs, such as i-Tree, the Tree Inventory would be able to provide valuable information such as accurate values for:

- carbon sequestering and storage,
- pollution reduction and human health impacts,
- energy savings,
- stormwater runoff reduction,
- Species condition and distribution,
- Tree planting inputs such as where to plant based on heat islands and low density of tree population

Also the ideal Tree Inventory would have the following upgrades:

1. Inventorying individual park trees;
2. Inventorying town-owned woodlots;
3. Making the Tree Inventory available to public – specifically so they can determine if a tree is on their property or on the boulevard;

4. Inventorying all celebration trees including reason for dedication/planting and have that be available to the public;
5. Linking the tree inventory to an asset management program, this is a high priority and a specific goal of this Plan;
6. Making the Tree Inventory available to Customer Service for assisting residents determine if tree is on public or private lands;

4.3 Gaps and Opportunities

In the field, the mobile interface does not allow for historical data to be accessed, making inspections and decision making difficult. Creating reports currently requires GIS to do the work.

For management purposes Forestry Staff need to have information on:

- What work was performed including:
 - Pruning
 - Raising
 - Deadwooding
 - Thinning
 - Block pruning
 - Fertilization
 - Radial trenching
 - Deep Root Fertilization
- Other information such as location of or proximity to:
 - Over head hydro
 - Road signs
 - Utility boxes
 - Hydro
 - Cable
 - Telephone
 - Sightline issue (corner lots)
 - Complaints received
 - Attach solutions provided

There is an opportunity to create an in house management program. The Town's GIS/IT department has this capability already in house. It is anticipated that these upgrades to the tree inventory will be taking place in summer 2019/ fall 2019.

However, there are a number of readily available management programs out in the industry. These programs will keep track of a tree inventory, create work orders for work to be done on trees, keep historical data for each tree and the data can be sorted in numerous different ways to aid in managing a single tree or large numbers of trees.

There is an opportunity to incorporate additional private trees into the tree inventory by creating a process by which residents can add their own private tree information in to the tree inventory.

Historically infrastructure such as sewers, water pipes, signage, park benches, are recognised as requiring maintenance and replacement in order to maintain our standard of living in the community. Trees, or 'green infrastructure' are no different, maintenance and replacement is required over the years. This will be achieved through a long-term commitment to proactive management, adequate resource allocation and joint stewardship by the Town and the community.

There are several opportunities to improve and enhance the Tree Inventory, several of them are already underway. These gaps can be overcome by multiple town departments working together to create the best product for this task. Thus there is a larger opportunity for Newmarket to continue to be well connected, well managed and well beyond the ordinary.

5 Tree Maintenance Plan

As trees mature and grow larger the benefits that they provide to the community increases exponentially as can be seen in the graph in section 6. Proper tree maintenance will ensure that trees reach their mature state quicker and start providing maximum benefits sooner.

Liability is a major concern for urban forest managers. Limiting the risk and liabilities to the municipality is achieved by regular and continued maintenance such as pruning, tree removal and keeping trees in a healthy state. Regularly maintained trees suffer fewer failures and therefore there is a lower likelihood that the municipality will get a claim against them.

A Tree Maintenance Plan seeks to mitigate that risk by setting out proper and regular maintenance schedules for all town-owned trees.

5.1 Current Situation

Tree care practices currently are very reactionary. When Customer Service gets a call from a resident a Heat Ticket is created, this in turn triggers a reaction by Forestry staff to:

1. Investigate the call;
2. Provide Customer Service with a response in the form of a journal entry;
3. Create a “work order” (staff keep a paper copy of the Heat Ticket and keep track of work this way);
4. Under take the work
5. Advise Customer Service by completing and closing the ticket.

From April to November approximately 75% of staff time is spent reacting to calls with the early and later season being a little slower. During this period, Forestry deals with around 750 Heat Tickets; about 83% of the tickets received all year. During the winter months, November to April, staff is utilized for snow clearing, in January and February, 65% of staff time is spent clearing snow, leaving little time for tree work. There is still work for the Urban Forest that could be done in the winter months, such as tree removals and block pruning.

Currently the Forestry Devision consists of four staff: a supervisor, a lead hand and two operators. The two operators have taken it upon themselves to become ISA certified arborists. During the time when students are working, May to September, there are usually two students helping with forestry operations. In 2018, there was enough work to require hiring a contractor to complete the block pruning program for the year while staff reacted to heat tickets.

Regular duties for the forestry lead hand and operators include pruning, tree removals, fertilizing, mulching, and risk assessments for town-owned trees. These works are described in detail below.

Pruning: Staff perform two types of pruning for trees:

- **Block pruning** is a rotational pruning program targeted towards street trees. This program is aimed at maintaining clearances over the road, sidewalk and driveways, maintaining sightlines at corners and street signs, as well as removing very large and noticeable deadwood.
- **Maintenance pruning** is taking care of individual public trees regardless of location or impact. This type of pruning is on a purely reactionary (on call) basis

Removals: This is done as trees die or fail from extreme weather events (i.e. wind storms). We have been proactively looking at species of trees that we know are having problems such as: Ash, Manitoba Maple and Norway Maple.

Fertilizing trees: In 2018 Staff were again able to fertilize some trees with liquid injectable fertilizer. Approximately 100 trees were fertilized in 2018. All the trees fertilized were mostly young trees planted in the last 5-10 years that have not been performing well. Some trees were chosen to be fertilized based on residents concerned about the lack of growth on their trees and some trees were chosen as they were significant trees such as: Celebration Trees or trees in prominent locations.

Mulching: Every tree is mulched at the time of planting. Mulch on young newly planted trees helps keeps moisture in the soil, keeps the lawn mowers and weed trimmers away from the trunk and when the mulch breaks down it provides a bit of nutrients to the soil. Traditionally mulching never occurs again, or only when staff have some extra time. Trees that get regular mulching are more likely to survive the first few years after planting and grow better over the long term. In 2018 staff were able to spend a few days mulching trees and they managed to mulch 282 trees in 3 days.

Risk assessment: There is no current program for formal risk assessment. Issues are spotted by residents or noted by Town staff in the course of their other duties. These noted hazards are then dealt with on a reactionary basis. Staff will assess the problem and prescribe an appropriate action, such as pruning or removal.

The current industry standard for tree risk assessment has three levels:

- Level 1 – Limited visual inspection: look for something major, this will identify trees needing a higher level of assessment – can be done from a car or walking past.
- Level 2 – Basic inspection: a close inspection of the tree and targets, assess potential loads and general health. This is all documented and may identify a need for a higher level of assessment.
- Level 3 – Advanced Inspection: use tools (i.e. resistograph, sonic tomography, aerial assessment) to assess the health of the tree.

5.2 Ideal Situation

The Town of Newmarket should have a Tree Maintenance Plan which outlines how and when to do all of the above noted duties. As part of creating a Tree Maintenance Plan, four sub-topics must be discussed: staffing levels, enhancement of the Tree Inventory, risk assessments and a forestry operation manual.

5.2.1 Forestry Staff

It would be ideal to have full time staff dedicated solely to the practice of tree maintenance. Currently the Town has dedicated forestry staff in three positions:

- Supervisor of Forestry
- Lead hand of Forestry
- Natural Heritage Coordinator (EAB specialist)

Two additional Parks Operators have been dedicated to forestry. These two operators have obtained their arborist certification on their own and have had some special training in tree climbing practices, as such these individuals are qualified to perform arborist duties.

For the future of the forestry department it is necessary to create two Parks Operator, Arborist. This could be accomplished by moving the two Parks Operators who are temporarily assigned to the Forestry Department during the spring/summer/fall and allow them to stay in forestry all year round. This would decrease the need to hire outside contractors. One or two temporary Parks Operators would have to be hired each winter to cover the snow clearing duties previously covered by the Parks Operators, Arborists.

5.2.2 Tree Inventory and Asset Management

It would be ideal to link the Tree Inventory to a tree management/asset management program to distill operational information. Linking the Tree Inventory to operational tasks will allow for creating and keeping track of all work order information and retaining historical data that has been collected on any tree asset. Historical data is key in managing trees, it will allow us to see management trends in the entire population but also on individual trees. This information will help us predict with more accuracy the operational needs for the department.

5.2.3 Forestry Operational Manual

A Forestry Operational Manual goes hand in hand with a Tree Maintenance Plan. The Tree Maintenance Plan sets out what has to be done to maintain all of the Town's trees. The Forestry Operational Manual sets out the precise actions and work duties to

implement the Maintenance Plan. Specifically, the Forestry Operational Manual will provide guidelines for the following five tasks regularly preformed by Forestry Staff.

Pruning: A block and maintenance pruning “how to” reference guide should be created and updated regularly.

Fertilizing: Plan to fertilize 500 trees a year. An approach and detailed implementation plan will need to be developed.

Mulching: Newly planted trees that have come off warrantee, should be mulched 2 years after the warrantee expired. The first 2 years are generally still covered by the contractor. Then all trees should be topped up every 2 years until the 8th year when they will be mulched for the last time. When the Town has the staff and resources to start this program, the trees planted 4 years prior should be mulched (in 4th year), as well as 6 and 8 years ago. For example, if this program were started in 2018, staff would mulch trees planted 4 years ago (2014) which was approximately 250 trees. They would also be mulching trees in their 6th year (planted 2012) and 8th year (planted 2010). With approximately 250 trees planted each – the first year the program is run would require mulching 750 trees.

Tree risk assessment: A risk assessment protocol needs to be developed, there is a need to have a level of risk for trees in different areas i.e. street trees, park trees and paved trails. Different areas will have different levels of acceptable risk. For example, in BC, foresters inspect all trees for damage along paved trails in their parks after an event with 80km/hr winds. Ideally Newmarket would copy this practice and do a Level 1 inspection on all trees after significant weather events.

The tree inventory is being updated to include information about tree health, decay, trunk problems which should assist in these assessments. It is becoming easier to make a list of trees that require regular monitoring, either 1, 2, or 5 year monitoring.

Tree removal: The Town should develop criteria for assessing trees for removal such as tree inspections on a regular basis for trees with known issues. Regular monitoring should be set up for all trees in the system to feed into any new risk assessment practices.

5.3 Gaps and Opportunities

Below is a list of areas for improvement in the Town's tree maintenance practices, these would all be addressed in a Tree Maintenance Plan.

Pruning: Block pruning has been initialized with each ward being done annually this provides for a 7 year cycle of pruning for the trees in Newmarket. This was started in December of 2017 with the expectation of pruning all trees in Ward 3 by the end of

2018. However, it is taking 2 years to get through one ward instead of one. The pruning of each ward may need to be extended to 1.5 or 2 years.

Trees that residents call in about to have work performed on them, need to be recorded and scheduled for maintenance pruning in 7 years (or 5 to 10 years) cycles. An asset management program or work order program will keep this organized.

A formal work order tracking system is required to replace the current haphazard arrangement of paper copies or keeping the e-mails.

Fertilizing: Identify all trees in Town that should be fertilized and create an annual fertilizing program.

Mulching: Mulching is only done as time and resources are available. Ideally, a mulching program should be implemented as previously discussed. There shouldn't be an increase in materials purchased for mulching as woodchip mulch is always being produced as part of forestry operations and will always be a free resource to use.

Tree risk assessment: A risk assessment protocol will identify and eliminate trees that have the highest likelihood of failure. This Plan requires that the Town come up with a formal Tree Risk Management Plan. Formalizing the criteria of what is inspected for a Level 1 Assessment and when the assessments are done (i.e. after event with 80km/hr winds) is also required. A risk assessment protocol will describe how to identify risk trees and how and when to implement mitigation practices.

Tree removal: The Town should be tracking tree and stump removals

Encroachment policy: The Town does not have a formal Encroachment Policy. The encroachments we are seeing in Town are residents placing structures, fences, and trees on Town owned lands and treating it as their own. Therefore there is a need to:

- Develop an encroachment by-law
- Define encroachments
- Develop a guideline to follow when encroachments are found
- Strengthen the parks by-law to include tree injury

Staffing: Fully implementing this Plan and achieving all of the Town's targets and goals will require dedicating two staff as Parks Operator, Arborist, for 12 months of the year. This will allow them to stay in forestry all year round and work at implementing this Plan. It will also minimize the requirement to hire outside contractors. However, a contractor would still be required for special projects and jobs that requires equipment and tools the Town does not own. Also, the Natural Heritage Coordinator role should be amended to include monitoring and control of all invasive species and expanded to include duties of an Encroachment Officer (i.e. dealing with trees that over hang and encroach onto town-owned lands).

Resources: Full implementation of this Plan will require obtaining appropriate software, application and programs previously discussed to enhance and maintain the Urban Forest Tree Inventory.

The Tree Maintenance Plan delves deeper into the details of what actions, programmes, assessments, and projects are required to properly maintain the Town's trees. Along side a Tree Maintenance Plan, there will need to be Forestry Operational Manual outlining how staff will undertake their daily duties and setting the technical requirements for each maintenance action. All of this will entail additional staffing requirements and some new software programs.

6 Tree Establishment and Planting Plan

Our urban forest is made up of a variety of different species; however 65% of the total population is comprised of only four different tree species. When insect or disease problems, such as Emerald Ash Borer, go through communities without a wide variety of species, the end result can be devastating. For instance Emerald Ash Borer (EAB) has destroyed 95% of all Ash trees in Newmarket.

Trees are generally long-lived organisms, changing the character of our urban forest and introducing a wider variety of species is a long-term project. It takes a tree a number of years to mature, but once they are established, after 2-3 years, they will reach a substantial size within 3-5 years. As mentioned earlier, trees have a lifespan of 40-60 years. Changing the character of our urban forest will require a lot of foresight and planning over the next 40-60 years.

A Tree Establishment and Planting Plan will set out a strategy to diversify our urban forest over the next 40 to 60 years as well as set out the best locations for new tree plantings to ensure an equitably distributed urban forest.

6.1 Current Situation

The current practice at the Town is that whenever a tree is removed a new tree is planted in its place. Tree removals can happen for a variety of reasons:

- Disease or pests such as the emerald ash borer causing the Town to actively remove ash trees from public property;
- Removing dead and hazardous trees; and
- Due to extreme weather events.

Reasons trees are planted:

- Residents request a tree in the boulevard (in front of or at the side of their property) or in a park.
- The Town has a Celebration Tree Planting Program where people can pay for a tree to be planted in memory of someone (see the Town's [website](#) for details) in a park.
- As part of town-initiated park improvements.
- Replacement of a removed tree, if appropriate.
- The site plan process requires tree planting.
- Community events such as LSRCA and Neighbourhood Networks planting.

Plantings are done twice per year, in the spring and in the fall. Staff generally know of areas that need more trees. Currently, one staff member is responsible for creating the planting list and validating locations.

As of 2018 the target is to plant 1,000 trees a year. The 1,000 trees include all of the Ash tree replacements (approximately 400-600), replacements for trees that were removed over the course of the year (100-200) and new trees to increase canopy cover (200-500).

The following chart outlines the targeted plantings for the next five years.

Year	Estimated Quantity
2018	1000
2019	1000
2020	1000
2021	400-500
2022	400-500

As the EAB program finishes, in 2021, fewer replacement trees will be planted.

The current planting program only addresses biodiversity loosely, with staff deciding about tree type by what is growing on neighbouring properties. In Newmarket, 34% of our tree population is Maple, and 18.5% of Maples are Norway Maples, the rest are Silver, Sugar, and Manitoba Maples.

The current planting standard gives consideration for soil volume when trees are replanted, for instance if a tree is removed from a 3m boulevard, a new one will not be replanted due to insufficient soil volume.

Tree planting practices have been developed by the Town in the last two years to aid in the establishment on newly planted trees. This guideline outlines:

- How trees are planted,
- Nursery stock selection,
- Tree watering during establishment,
- Mulching during establishment.

6.2 Ideal Situation

Ideally, a Tree Establishment and Planting Plan will be developed utilizing the Urban Soil Index (USI) approach. Also there should be coordination of tree planting with stormwater management and LID measures implemented by the Town (i.e. using tree pits/planting pits in a row to manage and clean stormwater). This will require Forestry staff working with the Senior Climate Change Specialist to implement innovative stormwater management solutions, such as deeproot and silva cells that allow for root

growth around and under infrastructure in highly urbanized and paved over environments. Closer ties need to be fostered with the Engineering Department in dealing with tree plantings and/or replacement plantings in capital projects such as new trails and parks as well as road reconstructions.

Ideally, the Town should be encouraging private landowners, specifically larger commercial landowners to plant trees to increase the tree canopy within the Town. Commercial land uses the largest opportunity for increasing our urban tree canopy.⁸

6.3 Gaps and Opportunities

In terms of creating a Tree Establishment and Planting Plan tasks to be undertaken include:

- Creating a master list for planting locations. This may be started by identifying gaps through the mapping component of the tree inventory but locations would always need to be verified in the field.
- The master list of planting locations would need to consider residents' concerns with new trees including religious (i.e. Feng Shui) and nuisance reasons such as allergies, slip hazards, and pest attraction. For example little leaf lindens are not always appropriate in front lawns because they attract aphids which in turn attract wasps.
- Considering the location of replacements based on the disease which may have caused the tree to be removed, as disease can stay in the soil (i.e. Dutch elm disease and verticillium wilt).
- Selecting wind pollinated tree species as they provide food for the pollinator bugs who over-winter (this pollen is what they eat first thing in the spring).
- Update the Tree Policy with a section which allows for large commercial land owners to plant trees on unused portions of their property and the trees can be removed without penalty in the future should the landowner require it for commercial purposes (i.e. an expansion of their building).

Closing statement: A Tree Establishment and Planting Plan will provide Forestry Staff and all Town Departments with direction on where to plant new trees and what should be considered in choosing these locations.

⁸ Urban Forestry Study, 2016 pg 27

7 Tree Protection

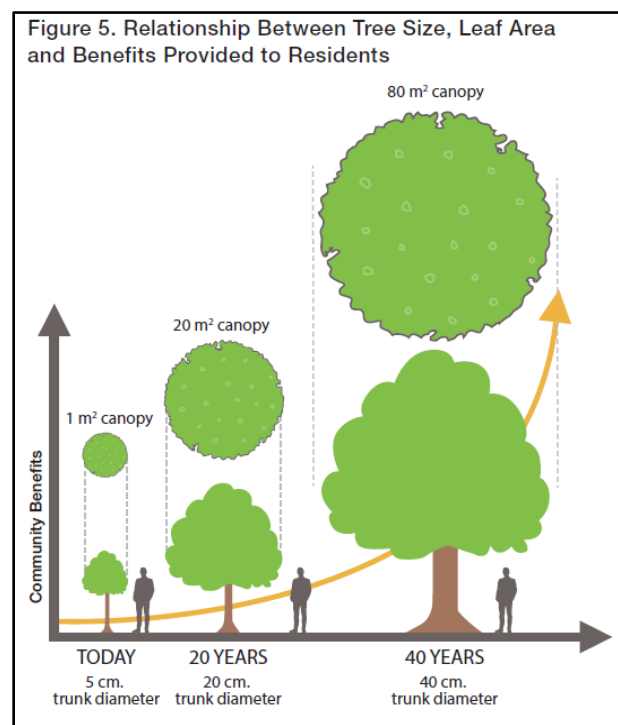
Newmarket's urban canopy is made up of both public and private trees and is a valuable infrastructure asset. As per the 2016 Urban Forestry Study, these trees help avoid more than 200,000 cubic metres of water runoff each year, a service valued at nearly \$500,000. Our trees reduce erosion, improve air quality, and increase property values. The urban canopy reduces residential energy costs by more than \$334,500 per year. The replacement value of Newmarket's trees exceeds \$350,000,000.

Once trees are planted they need to be maintained and managed for them to be able to grow to their potential. Proper management can greatly assist in reaching our tree canopy targets. Proper regulation of tree removal is important to ensure that trees are protected, their unnecessary removal discouraged, and when necessary to be removed that their public value is not lost.

The larger the tree, the more benefits they provide to society. Therefore tree protection is equally important as planting trees. Trees need to mature so that the Town and residents can realize the full benefit of each tree.

Trees are an intrinsic part of our communities. They play a vital role in creating and maintaining sustainable communities that attract and retain residents and businesses. A healthy urban canopy can be considered as an investment that will only appreciate over time.

Canopy cover is a measure of the size of our urban forest, being comprised of all trees in the municipality. Increasing canopy cover will increase the value and benefits to the community. Canopy cover of trees increases exponentially during their lifetime. This means the protection and maintenance of mature and maturing trees is critical to preserving and extending canopy cover. As canopy cover increases, the benefits to the community also increase exponentially.



From York Region Forest Management Plan, November 2016

It is important to protect wind pollinated tree species (maple, oak, etc.) as they provide food for the pollinator bugs who over-winter (this pollen is what they eat first thing in the spring).

7.1 Current Situation

Newmarket currently has a three branched approach to tree protection: protection of trees on town-owned lands (by by-law), protection of trees on private property (currently under review) and a policy regulating trees related to development applications.

Trees planted as a result of development applications (i.e. secured through site plan or subdivision agreement) are protected as long as the agreement is in force and effect. The Town has a Policy which guides tree considerations through the development process.

The Tree Preservation Protection Replacement and Enhancement Policy was adopted by Council in 2005 and revised in 2008 and 2018. The Policy applies to all “significant trees” located on and within 4.5 metres of any land subject to a development application. The Policy describes significant trees as a tree that is at least 20cm (or larger) DBH.

Staff are currently investigating possible forms of by-laws that can regulate trees on private property. It is anticipated that some options will be presented to the public and Council for discussion in Q1 of 2019.

7.2 Ideal Situation

It would be ideal if all trees were protected during all construction projects that require a building permit, not just the projects going through a Planning Act development application process. Tree protection measures should be included in all construction projects undertaken by the Town, with exceptions provided for emergency situations. Also that all trees in the Town of Newmarket are provided with a measure of protection, whether on private or public property.

7.3 Gaps and Opportunities

When considering protection of trees on lands not related to a development application, it was determined that the Tree Policy was not the correct regulating tool to address this issue. Council has enacted a by-law protecting trees on town-owned lands. This by-law protects any tree on town-owned land, including those that may be damaged or injured through the building permit process. If an eventual by-law regulating the injury and damage to private trees is enacted, this will protect trees on private property not subject to a development application.

8 Invasive Species & Noxious Weeds Management Plan

Due to globalization of our economy and the increases in international trade, we are experiencing more non-native species being introduced into North America. Climate change will contribute to their survival in our environment. These new species are crowding out native species and reducing the overall biodiversity of our ecosystem. Invasive species pose a threat to our environment, health, safety, and economy. Because of their negative impacts and rapid spread, invasive species are gaining global recognition as a serious threat.

Local governments can provide a critical component to addressing invasive species issues.

8.1 Current Situation

The Town of Newmarket has created and is implementing its plan to deal with Emerald Ash Borer. There is not currently a strategy to deal with any other invasive species, they are dealt with on a reactive basis when they are encountered in the field. We are proactively looking for wild parsnip, giant hog weed and poison ivy. Staff monitor the trails when they are out doing their jobs. The Town has provided signage in areas where there is a high incidence of a certain pest. Some measure of success has been achieved in actively controlling plants which pose a health and safety risk.

The Town is part of a Region-wide forum to deal with invasive species. This gives the Town a better opportunity to act as needed to and it pulls from many resources to deal with problems. Species that are known to be in Newmarket that need to be dealt with:

- Emerald ash borer (it is anticipated that the total program will be complete by 2021)
- Beech bark disease
- Giant hog weed
- Phragmites
- Wild parsnip
- Poison Ivy
- European buckthorn
- Dog strangling vine
- Japanese knot weed

Staff has previously requested an FTE, Natural Heritage Coordinator, position that administers the Emerald Ash Borer program. Currently this role is being carried out by a secondment

8.2 Ideal Situation

Typically, by the time invasive species have been found, the species is generally well established and hard to eradicate. An over arching strategy to deal with all invasive species present now and those that arrive in the future will need to be developed, this strategy will include:

- Expanding the Natural Heritage Coordinator job description to include all of the invasive species.
- Working together with Engineering and the Senior Climate Change Specialist to come up with joint strategies;
- Identifying their locations and entering the data into GIS (EDDMapS);
- Identifying best strategies for management of each plant/bug/species;
- Implementing the strategies.

8.3 Gaps and Opportunities

The Town has a unique opportunity in that staff have a seconded FTE, Natural Heritage Coordinator (NHC), looking after an invasive species already (EAB). It is the intent that the NHC will be responsible for creating and rolling out the Invasive Species & Noxious Weeds Management Plan.

There is also a need to deal with non-native species which may effect the urban canopy and overall health of Newmarket's ecosystem.

9 Outreach and Public Engagement Plan

As people move into residential and suburban areas, the need for greenery is at the forefront of the public consciousness. There seems to be a need for residents to be involved with what happens to the trees and other 'green' initiatives in their neighbourhood.

9.1 Current Situation

Currently, there is not a formal outreach program for the Parks Departments, Forestry Division. However, these Departments participate in several initiatives put on by the Town, including:

- The public is informed by way of door hangers and letters of any work performed on trees in the neighbourhood
- A tree walk once a year, which is a guided tour through the town, talking and sharing information about Newmarket trees. It is hosted and organized by the Recreation and Culture Department.
- Touch-A-Truck is a yearly event showcasing machines and tools used by Public Works Departments including Forestry.
- Speaking to the Grade 5 students who come to Town Hall. Staff will go to schools to do presentations when asked.
- Participate in Town's Open House with a booth showing tree planting programs (currently mostly EAB), information is provided to residents.

The majority of the Forestry Division's outreach and education is done by providing information on the Town's website: www.newmarket.ca/trees.

Tree planting assistance is provided by LEAF.

9.2 Ideal Situation

The ideal situation would be to have an outreach and engagement program that outlines regularly scheduled events and activities. Ideally, the department would be highly visible in the community; this would benefit the trees and the Town. The events and activities could include (but are not limited to):

- Town staff engagement with private landowners in response to landowner inquiries;
- Community engagement through planting and event partnerships with LSRCA and other community groups;
- Talk to schools on a regular basis;
- Additional tree walks;
- Implement a citizen arborist program;
- Provide information for residents on our website (and other places) on:

- pollinators;
- tree planting plans;
- insect control;
- the value of trees;
- Best Trees for Best Spaces;
- how to limit tree injuries including: walkways, cabanas/sheds, cars and equipment, general compaction, neighbors, construction, chemicals, pools, play structures and patios
- landscaping design advice
- Provide a planting guide and tree planting assistance;
- Seminars on:
 - historical trees;
 - tree assessment;
 - hazardous trees.
- Give trees a voice through augmented reality:
 - Copy City of Melbourne – email address for each tree;
 - Show price tags on individual public trees of:
 - maintenance cost;
 - replacement cost;
 - value of benefits (i.e. water treatment, erosion control, etc.)
- Create a scavenger hunt to go look for all the “trees with voices” giving people a chance to discover Newmarket;
- Take inspiration from the Live Oak Society of the Louisiana Garden Club Federation Inc.
- Improve and promote the Town Arboretum in Fairy Lake Park

9.3 Gaps and Opportunities

Opportunities for the Town to increase and supplement the current public engagement practices include developing a Citizen Arborist program. With rising costs for equipment, staff time, and materials, the public’s engagement in the care of green spaces is an untapped resource that the Town can take advantage of. Many organizations have volunteers performing all kinds of work for instance the Botanical Gardens of Phoenix rely on about 2,000 volunteers to maintain the property and run their programs. Many municipalities across North America have various volunteer programs that assist with maintaining the urban forest.

In a Citizen Arborist program the volunteers do basic tree maintenance, such as block pruning on small trees and removal of invasive trees and plants in parks and forested areas. The volunteers would be trained by Town staff; this would require additional communication and staff time.

For developing the Citizen Arborist program students could assist with the initial research and program framework. These would be additional students beyond the ones currently hired and would be specifically hired for this project.

There may be opportunities for grants and additional funding sources for educational and outreach programs, especially innovative programs/projects reaching into reducing climate change impacts or mitigating climate change or using new technology using virtual and augmented reality.

10 Recommendations

1. Obtain software to manage workflow and maintain history on work performed on trees in Town.
2. Recognise trees in a Town asset management program (Green Infrastructure).
3. Expand Natural Heritage Coordinator position to include:
 - Invasive species management;
 - Manage Encroachments onto Town owned Natural Heritage lands.
4. Dedicate full staff to forestry related work 12 months of the year.
5. Consider future growth and a future structure, including:
 - Natural Heritage Coordinator;
 - Operator (Arborist);
 - Park Attendant (Arborist apprentice).
6. Consider a new position in Parks in conjunction with Planning and engineering to replace the Town's Consulting Arborist contractor who reviews and comments on development applications, including:
 - Tree inspections before and after development;
 - Determining tree values for securities;
 - Required site work;
 - Review Public Tree By-law and Private Tree Cutting By-law (if created).
7. Create a Forestry Operational Manual, this will provide guidelines for Pruning, Fertilizing, Mulching, Tree Risk Assessment, Tree removal and Tree Planting.
8. Develop an Encroachment policy onto Town owned Natural Heritage lands Policy/By-law.
9. Develop a Master Planting Plan utilizing the Urban Soil Index approach, including:
 - Plant pollinator friendly trees as part of the Bee City Strategy;
 - Look for new planting sites as part of increasing our Total Canopy Cover.
10. Foster alliances with internal departments: Engineering, Planning, Water, Roads, Legal, Finance, Customer Service etc. in regards to tree related topics, such as: tree planting, tree preservation, public education, protect trees during all construction projects, including any Town generated projects such as road, water/waste water and park rehabilitations.
11. Foster alliances with outside organizations such as LSRCA, York Region, other local municipalities, LEAF, Trees Canada, Invasive Species Centre etc. in

regards to tree and invasive species related topics, such as tree planting, invasive species management etc.

12. Coordination of tree planting with stormwater management and LID measures implemented by the Town (i.e. using tree pits/planting pits in a row to manage and clean storm water). This will require Forestry staff working with the Senior Climate Change Specialist to change/implement 'innovative' stormwater management solutions – such as Deep Root and Silva cells that allow for root growth around and under infrastructure in highly urbanized and paved over environments.
13. Develop an overarching strategy with all levels of government to deal with all invasive species that are present now and that may arrive in the future, this strategy will include:
 - Working together with Engineering staff and the Climate Change Specialist for Newmarket to develop joint strategies;
 - Identify their locations and enter into GIS (EDDMapS);
 - Identify best strategies for management of each plant/bug/species;
 - Implementing the strategies.
14. Develop a public outreach and engagement program to increase public awareness and visibility of the public works and the natural environment.

11 Glossary of Terms

Ecological Resilience:

The ability of an ecosystem to maintain its normal patterns of nutrient cycling and biomass production after being subjected to damage caused by an ecological disturbance.

Ecosystem services:

The benefits people obtain from ecosystems. These include provisioning services such as food and water; regulating services such as flood and disease control; cultural services such as spiritual, recreational, and cultural benefits; and supporting services such as nutrient cycling that maintain the conditions for life on Earth.

Woodlots vs woodlands:

Woodland cover refers to all of the woodlots in Town and is the forested areas, this currently stands at 9%. All trees outside of this, are trees located in the many parks, road right of ways and private properties, this comprises approximately 15%. The total canopy cover to the Town of Newmarket is 24%.

Tree Canopy Cover:

Tree Canopy Cover (TCC) is the layer of leaves, branches and stems of trees that cover the ground when viewed from above.

Urban Forest:

The urban forest can be defined as a collection of all woody and associated vegetation found within an urban area. Trees on the road right of way, parks, woodlots and woodlands and trees on private lands are included in the Urban Forest. As part of the Urban Forest, there is interaction between people and trees. The Urban Forest is seen as an important resource that provides many measurable benefits to the community

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Implementation of the Administrative Monetary Penalty System Staff Report to Council

Report Number: 2019-89

Department(s): Legislative Services

Author(s): Flynn Scott, Manager of Regulatory Services

Meeting Date: September 23, 2019

Recommendations

1. That the report entitled, Implementation of the Administrative Monetary Penalty System dated September 23, 2019 be received; and,
2. That Council repeals Parking By-law 1993-62 as amended;
3. That Council adopts Parking By-law 2019-XX (**Attachment A**) and Administrative Monetary Penalty System By-law 2019-XX (**Attachment B**);
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

The purpose of this report is to present Council with next steps regarding the implementation of the Administrative Monetary Penalty System ("AMPS"), which includes adoption of AMPS By-law 2019-XX and Parking By-law 2019-XX.

Background

The AMPS model was introduced to assist over-burdened courts by streamlining ticket disputes and allowing municipalities a more efficient way to enforce by-laws. It reduces the congestion in provincial courts and allows for better use of court time and resources for more serious matters.

In June 2018, Council directed staff to move forward with the implementation of the AMPS model for parking matters in Q1/Q2 of 2020. As part of this process, Staff has updated Town by-laws and drafted supporting policies and procedures to align with the requirements set forth under the Municipal Act.

Discussion

Parking By-law 2019-XX – Required for AMPS Implementation

The Parking By-law is required to be updated to align with the new AMPS model. It is relevant to note that, while a new Parking By-law is proposed, the regulations within the current by-law have remained consistent. There are no changes in regulations to impact enforcement and Schedules have remained the same, with the exception of updating maps for clarity. All other updates proposed are the result of clerical clarification, housekeeping items, simplicity, and an overall modernization to current provisions to reflect community standards.

AMPS By-law 2019-XX

Through the AMPS model, the Town of Newmarket will have governance over hearing processes, scheduling dates, and providing timely reviews for all disputes brought forward. This will ensure that the public is receiving an enhanced response to disputes and increased customer service via Town processes that have been established in-house to replace the current process available through the Provincial court system.

Successful implementation plans from neighbouring communities have been reviewed prior to proposing the AMPS By-law. Staff reports produced by cities such as Brampton, Burlington, Hamilton, Markham, Oshawa, Richmond Hill, and Vaughan have all advocated high success in transitioning to the AMPS model. Oshawa also conducted a third-party review to identify recommendations for improvement on their AMPS program. AMPS By-law 2019-XX is presented for Council's approval and incorporates best practices from various communities.

Implementation Process

If approved, the AMPS By-law will give delegated authority to the Director of Legislative Services to implement supporting policies and procedures required under the Municipal Act.

For the purpose of providing clear and concise processes for both staff and the public, Town Staff are also working to implement the following key documents:

- ✓ Informational Guidelines;
- ✓ Communications Plan;
- ✓ Templates;
- ✓ Penalty Notice (ticket) dispute forms;
- ✓ Notification Letters;
- ✓ Screening Officer Checklist, review forms, and decision letters; and
- ✓ Hearing Officer Checklist, review forms, and decision letters.

Next Steps Required

In order to move forward with the implementation and enforcement of the AMPS model, Council is required to adopt Parking By-law 2019-XX and AMPS By-law 2019-XX. Once adopted, Town Staff must notify the Attorney General and request authority to enforce fines under the AMPS model.

Following its implementation in Q1 2020, Staff will:

- conduct a six month financial review to determine the progress and success of the AMPS model;
- consider options for expanding the AMPS model across other by-laws with Council's approval; and
- monitor Automated Speed Enforcement and school bus camera legislation for integration with the AMPS model.

Conclusion

Town Staff recommends the adoption of Parking By-law 2019-XX and AMPS By-law 2019-XX in order to move forward with the implementation of the AMPS model.

Business Plan and Strategic Plan Linkages

This report aligns with Council's Strategic Priorities in that it is promoting the Safe Transportation (Streets) pillar.

Consultation

Internal

Thorough consultation has been completed with the following departments:

- ✓ Customer Service;
- ✓ Engineering
- ✓ Finance;
- ✓ Information Technologies; and
- ✓ Legal.

Collaboration between all levels of staff has been critical in amending, drafting, and proposing the by-laws before Council.

A comprehensive communications plan is in review and consultation with the Town's Communications Department for a roll out strategy will be determined shortly and shared with Council.

External

External consultation with various communities has taken place to ensure best practices are followed for the implementation of the AMPS model. Discussions with the AMPS Regional Working Group have taken place to provide information on the Town's next steps for process and implementation timeline, with ongoing communication continuing forward. Further discussions have also been held in relation to joint-initiatives regarding a shared-cost model for Hearing Officer Reviews. This option remains in its early stages of discussion but will continue to be monitored for future opportunities.

While conducting a thorough review, communities such as Burlington, Markham, Richmond Hill, Oshawa, and Vaughan have all reported revenue increases resulting from the implementation of the AMPS

model. The AMPS model will also significantly reduce the administrative hours and staff resources currently exhausted for court processes, evidence collection and preparation, and personally serving documents to all parties involved.

Human Resource Considerations

A Screening Officer and Dispute Coordinator will be assigned as part of the implementation process of AMPS. These positions will be assigned from staff currently employed by the Town.

Through delegated authority, the Director of Legislative Services will appoint a Hearing Officer as an adjudicator for disputes that are unable to be resolved through the Screening process. Policies and procedures have been established to ensure integrity and preserve procedural fairness of this quasi-judicial position, which will be contracted to a qualified adjudicator.

Budget Impact

The AMPS model is projected to increase revenue based on the early, set, and late payment accruals. Ticket disputes will also generate revenue from administrative fees.

The Screening Officer, Dispute Coordinator, and Hearing Officer positions have been accounted for and cost recovery will occur directly through the AMPS program.

Attachments

Attachment #1 - Parking By-law 2019-XX

Attachment #2 - AMPS By-law 2019-XX

Approval

Lisa Lyons, Director of Legislative Services/Town Clerk

Esther Armchuk, Commissioner of Corporate Services

Contact

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Legislative Services, fscott@newmarket.ca



Corporation of the Town of Newmarket

By-law 2019-XX

A By-law to regulate parking, standing, and stopping of **Motor Vehicles** within the **Town** of Newmarket.

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 a **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 Newmarket 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 de**Sign**ating private roads as **Fire Routes** along which no parking of **Motor Vehicles** shall be permitted;

Therefore be it enacted by the Council of the Corporation of the **Town** of Newmarket as follows:

1. Title

This By-law may be known and cited for all purposes as “Parking By-Law 2019-XX”.

2. Definitions

In this By-law:

“**Accessible Parking Permit**” means a valid permit issued by the Minister of Transportation under section 26 of the Highway Traffic Act or a valid permit, licence plate or other marker or device bearing the international symbol of access issued by a jurisdiction other than Ontario;

“**Accessible Parking Space**” means a parking space marked by an approved **Sign** indicating such space to be used for the sole use of **Vehicles** operated by or used for conveying a **Disabled Person**;

“**Authorized Sign**” means any **Sign**, or **Roadway**, curb or **Sidewalk** marking, speed **Trailer** or other device, placed or erected on a **Highway** under the authority of this By-law for the purpose or regulating, warning or guiding traffic of the parking of **Vehicles**;

“**Boulevard**” means that portion of the **Highway** located between the edge of the **Roadway** and the property line of the **Highway** which may include the untraveled portion of any **Highway**, grassed/graveled or paved area, ditches, **Sidewalks** and paved paths;

Commercial Vehicle means any **Vehicle**, including any **Trailer** attached thereto, which exceeds 2.6 meters in width or exceeds 7 meters in length, or exceeds 2.5 meters in height, or exceeds 2,500 kg (5500 lbs) in weight;

“**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;

“Disabled Person” 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;

“Front Yard” means a **Yard** extending across the full width of a lot between the front line and the nearest wall of the principle building or structure on the lot

“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;

“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 22.86m along the fire access route, which shall display the following information:

- 1) Fire access route;
- 2) Parking prohibited;
- 3) **Vehicles** will be tagged and/or towed away; and
- 4) The number of this By-law or the international symbol for prohibited parking as prescribed in the regulations to the Highway Traffic Act;

“Highway” includes a common and public **Highway**, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, de**Signed** and intended for, or used by, the general public for the passage of **Vehicles** and includes the area between the lateral property lines thereof;

“Intersection” means the area embraced within the prolongation or connection of the lateral curb lines 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;

“Lot Lines” means a boundary of a lot including its vertical projection;

“Median” means the portion of a **Highway** so constructed as to separate traffic travelling in one direction from traffic travelling in the opposite direction by a physical barrier or an unpaved strip of ground;

“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;

“Municipal Law Enforcement Officer” includes, for the purposes of this By-law, a **Municipal Law Enforcement Officer** appointed by the **Town** and an **Officer** of the York Regional Police Services;

“Municipal Parking Areas” means those areas on municipally owned land, excluding **Roadways** or **Highways**, specifically set aside for the parking of **Vehicles** which is owned or operated by the **Town**;

“Officer” means a Police **Officer** as defined under the Police Services Act, R.S.O. 1990, c/ P15, as amended, is an individual appointed by the **Town** as a **Municipal Law Enforcement Officer** pursuant to section 15 of the Police Services Act, as amended, or any other individual designated by the **Town** to enforce this By-law;

“Occupant” means:

- 1) 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;
- 2) the spouse of a tenant;
- 3) 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;
- 4) a person authorized in writing by an **Occupant** as defined in clauses (1), (2), or (3) of this section to act on the **Occupants** behalf for requesting the enforcement of this bylaw;

“Owner of Land” means an owner of real property in accordance with the land title record of the province;

“Owner of a Vehicle” means an owner in accordance with the Ministry of Transportation records.

“ ‘Park’ or ‘Parking’ Where Prohibited ” means the standing of a **Vehicle**, whether occupied or not, except when standing temporarily for the purpose of, and while actually engaged in, loading or unloading merchandise or passengers;

“Parking Infraction” means any unlawful parking, standing, or stopping of a **Vehicle** that constitutes an offence;

“Parking Permit” means any **Parking Permit** issued to any person or any **Vehicle** by the **Town** of Newmarket for the purpose of permitting parking;

“Penalty Notice” means a ticket issued pursuant to the **Town** of Newmarket Administrative Monetary Penalty System By-law 2019-XX”;

“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**;

“Private Property” means property that has been clearly marked as such by fences or on which a legible **Sign** or **Signs** have been erected by the **Owner**, the **Occupant**, or an agent for either, forbidding trespass or parking on a private road or driveway;

“Private Roadway” means any private road, lane, ramp, or other means of vehicular access to and egress from a building or structure, and it may include part of a parking lot;

“Rear Yard” means a **Yard** extending across the full width of a lot between the rear Lot Line and the nearest main wall of any main building or structure on the Lot;

“Roadway” means that part of the **Highway** that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder; and where a **Highway** includes two or more separate **Roadways**, the term **"Roadway"** refers to any one **Roadway** separately and not to both or all of the **Roadways** collectively;

“School Bus Loading Zone” means an area marked by **Signs** indicating such area to be for the sole use of school buses engaged in receiving or discharging passengers;

"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 likely to be walking to or from a local school;

“School Zone” means the area on a **Highway** marked by **Signs** within 100m (328.08 ft.) of a school entrance/exit or **Crosswalk**;

“Sidewalk” means that portion of a **Highway** between the curb lines, or the lateral lines of a **Roadway** and the adjacent property lines, intended for the use of pedestrians;

“Side Yard” means a **Yard** extending across the full width of a lot between the rear Lot Line and the nearest main wall of any main building or structure on the Lot;

“ ‘Sign’ or ‘Signage’ ” includes one or more **Signs**, markings and any other appropriate devices that provide notice of parking regulations and that comply with all applicable requirements of the Highway Traffic Act and the regulations made under that Act;

“ ‘Stand’ or ‘Standing’ Where Prohibited ” means the halting of a **Vehicle**, whether occupied or not, except for the purpose of, and while actually engaged in, receiving or discharging passengers;

“ ‘Stop’ or ‘Stopping’ Where Prohibited ” means the halting of a **Vehicle**, even momentarily, whether occupied or not, except when necessary to avoid other traffic or to comply with a traffic control **Sign** or **Signal** or with the directions of a police **Officer**;

“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;

“Town” means the Corporation of the **Town** of Newmarket;

“Trailer” means a **Trailer** as defined in the Highway Traffic Act;

“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;

“Unauthorized Motor Vehicle” means a **Vehicle** that does not have a permit properly affixed and displayed in accordance with the provisions set forth in this By-law;

“**Vehicle**” includes a **Motor Vehicle, Trailer**, traction engine, farm tractor, road-building machine, and any **Vehicle** drawn, propelled or drive by any kind of power, including muscular power, but does not include a motorized snow **Vehicle** or the cars of an electric or steam railway running only upon rails;

“**Unauthorized Area**” means:

- 1) a **Front Yard** or **Side Yard**, except as otherwise permitted under the **Town’s** Zoning By-law 2010-40, as amended; or
- 2) the **Boulevard**, except where parking, standing, or stopping is authorized by **Town** of Newmarket by-law;

“**Yard**” means an open space on a lot appurtenant to a building and unoccupied by buildings or structures.

3. Application

(1) This By-law applies to parking **Motor Vehicles** on:

- (a) **Highways** under the jurisdiction of the **Town**;
- (b) **Town** Facilities;
- (c) Municipal property; or
- (d) **Private Property**.

(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.

(3) All attached Schedules form part of this By-law.

4. Exemptions

(1) The following are exempt from this By-law:

- (a) any ambulance, police, or fire department **Vehicles**;
- (b) any public utility emergency **Vehicles**;
- (c) **Town Vehicles** or Municipal Enforcement **Officers** engaged in the course of their duties on behalf of the **Town**;
- (d) public transit **Vehicles** where compliance would be impractical due to the location of a bus stop for public transit; or
- (e) school busses engaged in the course of their duties.

(2) **Motor Vehicles** lawfully parked between the hours of 7:00pm and 10:00pm shall be exempt from section 7(1)(u) of this By-law.

(3) During road construction, residents are exempt from the following sections relating to the road under construction: Sections 6(1)(b), 7(1)(a), 7(1)(x), 7(1)(u), 7(1)(aa), 7(1)(ee), 7(1)(gg), 10, and 11.

5. Authorized Signs

(1) The Director of Engineering Services of the Town or their designate is empowered to authorize any **Signs** required to give effect to the provisions of this By-law, including the placement and maintenance of those **Signs**.

(2) No person shall interfere with an **Authorized Sign**.

- (3) No person shall park a **Motor Vehicle** in obstruction to where an **Authorized Sign** has been placed.

6. Method of Parking

- (1) No person shall stop, stand, or park a **Motor Vehicle**:
- (a) in the wrong direction by facing oncoming traffic, having regard for the direction in which the **Motor Vehicle** had been proceeding;
 - (b) no further than 30cm (12 inches) from the curb or edge of the **Highway**; or
 - (c) on any **Highway** unless the **Motor Vehicle** is parallel to the curb or edge of the **Highway**.

7. Parking Prohibitions

- (1) In addition to the prohibitions contained in Section 6(1), no person shall park a **Motor Vehicle**:
- (a) within 9m (30ft) of any non-signalized **Intersection**;
 - (b) within 15m (49ft) of any signalized **Intersection**;
 - (c) longer than the posted **Time** limitation specified by a **Traffic Control Device**;
 - (d) in any place in contravention of a **Traffic Control Device** that gives notice that parking is prohibited or restricted in that place;
 - (e) causing obstruction;
 - (f) between the hours of 2:00 a.m. to 6:00 a.m. on any **Highway** between November 1st and April 15th of each year;
 - (g) on any **Boulevard** in a manner that causes obstruction to a **Sidewalk** or pedestrian walkway;
 - (h) within the 3m (10ft) section of the Roadway which is closest to a fire hydrant, with the 3m (10ft) section of the **Roadway** being the base of an imaginary isosceles triangle and with the fire hydrant being the top vertex of the triangle;
 - (i) within 152m (500ft) of firefighting apparatus while engaged in fighting a fire or any distance directed by a member of the Police or Fire Department;
 - (j) within 7m (25ft) of the entrance-way to a fire hall when located on the same side of the **Highway**;
 - (k) within 30m (100ft) of the entrance-way to a fire hall when located on the opposite side of the **Highway**;
 - (l) on a bridge;
 - (m) on a **Highway** within 6m (20ft) of a designated bus stop;
 - (n) in a public laneway;
 - (o) on a **Median**;
 - (p) beside another **Motor Vehicle** that is stopped or parked parallel to the **Highway**;
 - (q) within a turning circle or roundabout;
 - (r) advertised for sale on a **Highway**;
 - (s) without valid registration or insurance;
 - (t) on a **Highway** while degreasing/washing the **Motor Vehicle**;
 - (u) on any **Highway** for more than three (3) consecutive hours;
 - (v) within 0.6m (2ft) of a driveway or laneway;
 - (w) to prevent the removal of any other **Vehicle** previously parked;
 - (x) on any **Roadway** having an overall width of less than 6m (20ft);

- (y) alongside the tracks of a railway other than a street railway;
 - (z) causing obstruction to any entrance or exit from any building or enclosed space;
 - (aa) within 15m (50ft) of an **Intersection** where an **Authorized Sign** has been displayed;
 - (bb) within 30m (100ft) of an **Intersection** controlled by traffic signals;
 - (cc) within a turning basin;
 - (dd) so as to interfere with the formation of a funeral procession;
 - (ee) within 15m (50ft) from the end of a dead-end **Roadway**;
 - (ff) within 3m of a walkway or path that connects to the **Highway** with a **Sidewalk** on the opposite side of the **Highway**; or
 - (gg) within an **Unauthorized Area** or permit to be parked within an **Unauthorized Area**.
- (2) No Person shall park a **Commercial Vehicle** on any street in any residential zones unless it is, at that **Time**, being used to make a delivery or to provide service.
- (3) 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) No person shall park a **Motor Vehicle** within the following distances of a **Crosswalk** controlled by traffic control signals and located elsewhere from an **Intersection**:
- (a) within 15m (50ft) measured on each side of the **Highway** in the direction of travel by **Vehicles**; or
 - (b) within 30m (100ft) measured on each side of the **Highway** in the opposite direction of travel by **Vehicles**.
- (5) No person shall park or leave any **Motor Vehicle**:
- (a) on **Private Property** without consent of the **Owner** or **Occupant** of the property;
 - (b) on property owned or occupied by the **Town** where parking by the public is not authorized;
 - (c) at any **Town** park, building, or facility for longer than permitted or at any **Time** prohibited by an **Authorized Sign**.

8. Stopping Prohibitions

- (1) No person shall stop a **Motor Vehicle**:
- (a) within an **Intersection**;
 - (b) within 9m (30ft) of a **Pedestrian Crossover**;
 - (c) within 9m (30ft) of a **School Crossing** Guard location;
 - (d) causing obstruction;
 - (e) in any place in contravention of a **Traffic Control Device** that gives notice that stopping or standing is prohibited or restricted in that place;
 - (f) beside another **Motor Vehicle** that is stopped or parked parallel to the **Highway**;
 - (g) on a bridge;
 - (h) within a tunnel or underpass;
 - (i) on any **Highway** that obstructs the free flow of traffic;
 - (j) within a turning circle or roundabout;

- (k) within an **Unauthorized Area** or permit to be stopped within an **Unauthorized Area**.

9. Fire Routes

- (1) Upon written request by the Central York 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.
 - (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.
- (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**.
- (3) No person shall park or leave a **Vehicle** within a **Fire Route** at any **Time**.

10. No Parking Signs

- (1) Where **Authorized Signs** to that effect are displayed, no person shall park a **Vehicle** on any **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 IV.

11. No Stopping Signs

- (1) Where **Authorized Signs** to that effect are displayed, no person shall stop a **Vehicle** on any **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 V.

12. Removal of Unlawfully Parked Vehicles

- (1) A **Motor Vehicle** may be removed or impounded at the expense of the **Owner** if parked or left standing:
 - (a) on **Private Property** without consent of the property **Owner**;
 - (b) on property owned or occupied by the **Town** where parking by the public is not authorized;
 - (c) at any **Town** park, building, or facility for longer than permitted or at any **Time** prohibited by an **Authorized Sign**;

- (d) in any space designated as an **Accessible Parking Space** for which no valid permit is displayed;
 - (e) within any **Fire Route**;
 - (f) within the 3m (10ft) section of the Roadway which is closest to a fire hydrant, with the 3m (10ft) section of the **Roadway** being the base of an imaginary isosceles triangle and with the fire hydrant being the top vertex of the triangle;
 - (g) at any location in which the **Motor Vehicle** is causing obstruction to the flow of traffic;
 - (h) at any location in which the **Motor Vehicle** is causing an immediate safety concern to the public.
- (2) A **Motor Vehicle** that has been removed in accordance with this By-law shall:
- (a) be stored in a safe and suitable location; and
 - (b) be the financial responsibility of the registered **Owner** of the **Motor Vehicle** for all costs of removal, care, and storage, imposed as a lien upon the **Motor Vehicle**, which may be enforced in a manner provided by the Repair and Storage Liens Act, R.S.O. 1990, Chapter R.25, as amended.
- (3) A **Motor Vehicle** parked or left standing on **Private Property** contrary to the posted **Signage** shall be deemed to be unlawfully placed without consent.
- (4) Posted **Signage**, referred to in Section 10(3), shall include:
- (a) a **sign** stating the conditions on which a **Motor Vehicle** may be parked or left on the property; or
 - (b) a **sign** prohibiting the parking or leaving of a **Vehicle** on the property.
- (5) A **Motor Vehicle** left on **Private Property** shall not be liable to any penalty or fees for removal and impoundment unless the property **Owner** for which the **Motor Vehicle** is unlawfully placed complains, in writing, to any person authorized to enforce this By-law.
- (6) A special constable appointed under the Police Act shall be deemed to have the written authority of a property **Owner** to enforce this By-law and shall not be required to receive a written complaint.

13. Park in Municipal Parking Areas

- (1) No person shall park a **Motor Vehicle** in a municipal parking area:
- (a) unless that person conforms with the provisions of Schedule I;
 - (b) unless that person parks the **Motor Vehicle** wholly within one (1) parking space;
 - (c) between the hours of 2:00am and 6:00am, unless otherwise posted.
- (2) Notwithstanding the provisions of this By-law, any person may park a **Motor Vehicle** in a municipal parking area on any Sunday or statutory holiday except between the hours of 2:00am to 6:00am.

14. Accessible Parking

- (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.
- (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.

15. Short Term Exemptions

- (1) Upon request, the **Town** may grant exemptions to individual residents and their guests from specific parking regulations that apply to a particular location.
- (2) Every short term exemption granted in accordance with section 14(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.

16. Offences

- (1) The **Owner** of a **Motor Vehicle** that is parked, stopped, or left standing in contravention of the provisions of this By-law are liable to the fines set out under the Administrative Monetary Penalty System Bylaw No. 2019-XX.
- (2) 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 Monetary Penalty System By-law 2019-XX.
- (3) 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 Monetary Penalty System Bylaw No. 2019-XX.

17. Enforcement Officers

- (1) A Municipal Enforcement **Officer** or any person authorized by the **Town** to enforce this By-law is empowered to require that all regulations and provisions prescribed in this By-law be carried out.
- (2) No person shall obstruct, hinder, or attempt to obstruct any Municipal Enforcement **Officer** who is performing their duties under this By-law.

18. Police Exemption

- (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.

19. Severability

- (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.

20. Repeal

- (1) That the following by-laws be repealed:

1993-62, 1993-70, 1993-103, 1993-113, 1993-127, 1993-128, 1993-141, 1993-152, 1994-7, 1994-21, 1994-35, 1994—82, 1994-101, 1994-102, 1994-108, 1994-135, 1994-141, 1995-8, 1995-36, 1995-58, 1995-68, 1995-70, 1995-120, 1995-130, 1995-131, 1995-151, 1995-156, 1996-4, 1996-13, 1996-13, 1996-37, 1996-49, 1996-69, 1996-87, 1996-95, 1996-111, 1996-119, 1997-11, 1997-12, 1997-23, 1997-40, 1997-41, 1997-42, 1997-55, 1997-69, 1997-97, 1997-130, 1997-172, 1998-14, 1998-37, 1998-54, 1998-55, 1998-56, 1998-60, 1998-64, 1998-72, 1998-94, 1998-105, 1998-108, 1998-113, 1998-114, 1999-28, 1999-40, 1999-44, 1999-55, 1999-111, 1999-112, 1999-117, 1999-128, 1999-138, 1999-139, 1999-141, 1999-142, 1999-156, 1999-160, 1999-162, 1999-163, 2000-6, 2000-49, 2000-75, 2000-92, 2000-100, 2000-117, 2000-130, 2000-131, 2000-174, 2001-19, 2001-33, 2001-34, 2001-69, 2001-93, 2001-104, 2001-116, 2001-164, 2002-53, 2002-60, 2002-68, 2002-86, 2002-100, 2002-122, 2002-135, 2002-140, 2002-143, 2002-164, 2003-7, 2003-8, 2003-18, 2003-31, 2003-34, 2003-70, 2003-71, 2003-89, 2003-99, 2003-114, 2003-115, 2003-116, 2003-162, 2004-6, 2004-7, 2004-8, 2004-28, 2004-32, 2004-33, 2004-41, 2004-57, 2004-90, 2004-97, 2004-98, 2004-116, 2004-117, 2004-142, 2004-143, 2004-144, 2004-145, 2004-190, 2004-204, 2005-22, 2005-41, 2005-47, 2005-48, 2005-54, 2005-55, 2005-142, 2005-143, 2006-16, 2006-28, 2006-29, 2006-52, 2006-66, 2006-82, 2006-83, 2006-84, 2006-85, 2006-86, 2006-87, 2006-88, 2006-93, 2006-94, 2006-100, 2006-106, 2006-107, 2006-108, 2006-129, 2006-130, 2006-131, 2006-132, 2006-134, 2006-146, 2006-147, 2006-148, 2006-149, 2006-197, 2006-192, 2007-5, 2007-6, 2007-31, 2007-38, 2007-58, 2007-59, 2007-72, 2007-86, 2007-87, 2007-88, 2007-109, 2007-118, 2007-138, 2007-140, 2008-14, 2008-23, 2008-24, 2008-31, 2008-35, 2008-39, 2008-58, 2008-66, 2008-67, 2008-68, 2008-69, 2008-70, 2008-71, 2008-81, 2008-83, 2009-6, 2009-39, 2009-50, 2009-75, 2009-77, 2009-85, 2009-92, 2009-93, 2009-94, 2009-97, 2010-05, 2010-11, 2010-12, 2010-19, 2010-42, 2010-51, 2010-64, 2010-65, 2010-66, 2010-67, 2010-68, 2010-69, 2010-78, 2010-79, 2011-39, 2011-40, 2011-41, 2011-42, 2011-43, 2011-44, 2011-45, 2011-46, 2011-81, 2011-82, 2011-83, 2012-09, 2012-31, 2012-37, 2012-38, 2012-39, 2012-61, 2012-62, 2013-35, 2013-41, 2013-54, 2014-07, 2014-08, 2014-09, 2014-23, 2014-24, 2014-31, 2015-04, 2015-05, 2015-06, 2015-15, 2015-19, 2015-42, 2015-43, 2015-48, 2015-63, 2016-03, 2016-13, 2016-14, 2016-49, 2017-08, 2017-36, 2017-52, 2019-13.

21. Effective Date

(1) This By-law comes into force and effect on the 15th day of January 2020.

Enacted this 30th day of September 2019.

John Taylor, Mayor

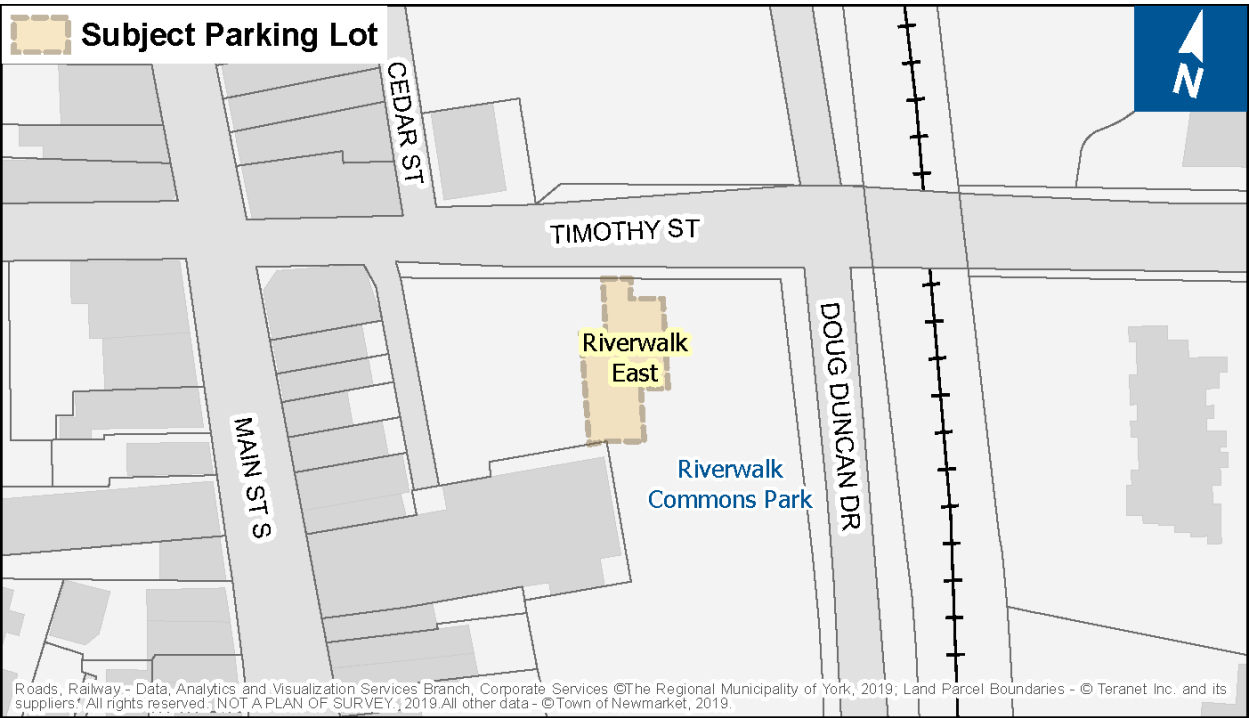
Lisa Lyons, Town Clerk

SCHEDULE I – MUNICIPAL PARKING AREAS

Parking Lot “Riverwalk East”

That parking lot lying on the south side of Timothy Street between Cedar Street and Doug Duncan Drive.

- 1. Parking in Parking Lot “Riverwalk East” shall be described hereafter as:
 - (a) 2:00 a.m. to 6:00 a.m. – No Parking;
 - (b) Maximum 3 Hours – Monday to Saturday, 9:00 a.m. to 5:00 p.m.;
 - (c) No Parking between Friday 9:00 p.m. to Saturday 2:00 p.m. from May 1 to October 31.



Parking Lot “Commons West”

That parking lot lying on the east side of Cedar Street between Timothy Street and Doug Duncan Drive.

1. Parking in Parking Lot ‘Common West’ shall be described hereafter as:
 - (a) 2:00 a.m. to 6:00 a.m. – No Parking;
 - (b) Maximum 3 Hours – Monday to Saturday, 9:00 a.m. to 5:00 p.m.;
 - (c) Maximum 30 Minutes – third and fourth parking spaces from the northern limit.

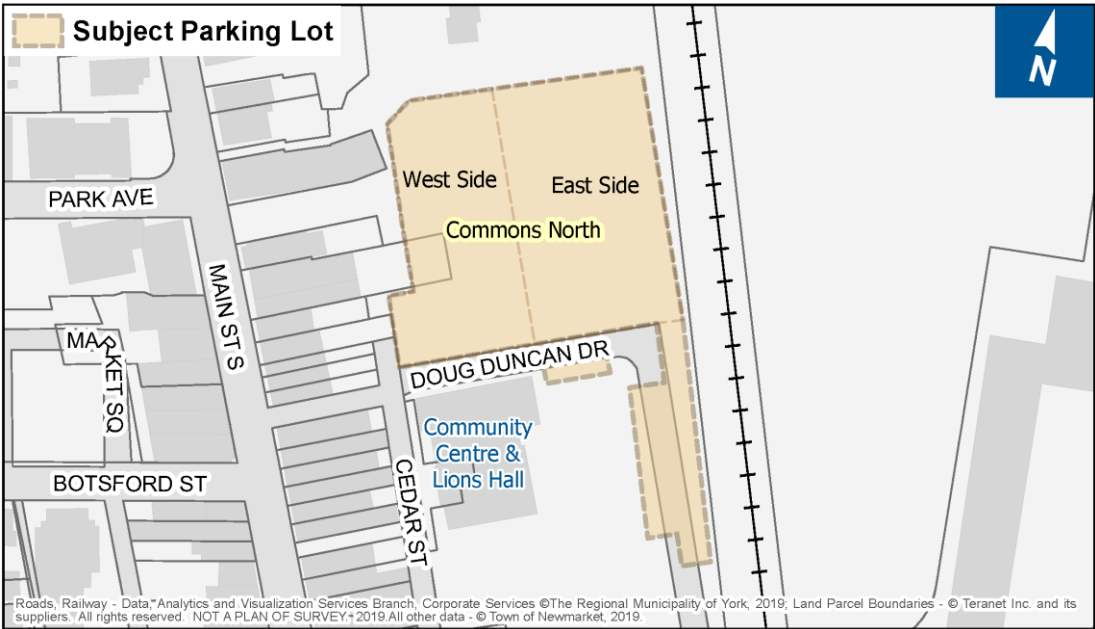


Parking Lot “Commons North”

That parking lot lying immediately north of Doug Duncan Drive and being part of Lot 38, Plan 81, **Town** of Newmarket

- 1. Parking in Parking Lot ‘Commons North’ shall be described hereafter as:
 - (a) East Half - 2:00 a.m. to 6:00 a.m. – No Parking
 - (b) West Half – No Parking in excess of 24 Hours

The dividing line between the East half and West half of Commons North is the middle north-south parking aisle that accesses directly to Doug Duncan Drive.



Parking Lots “Old Town Hall and Library”

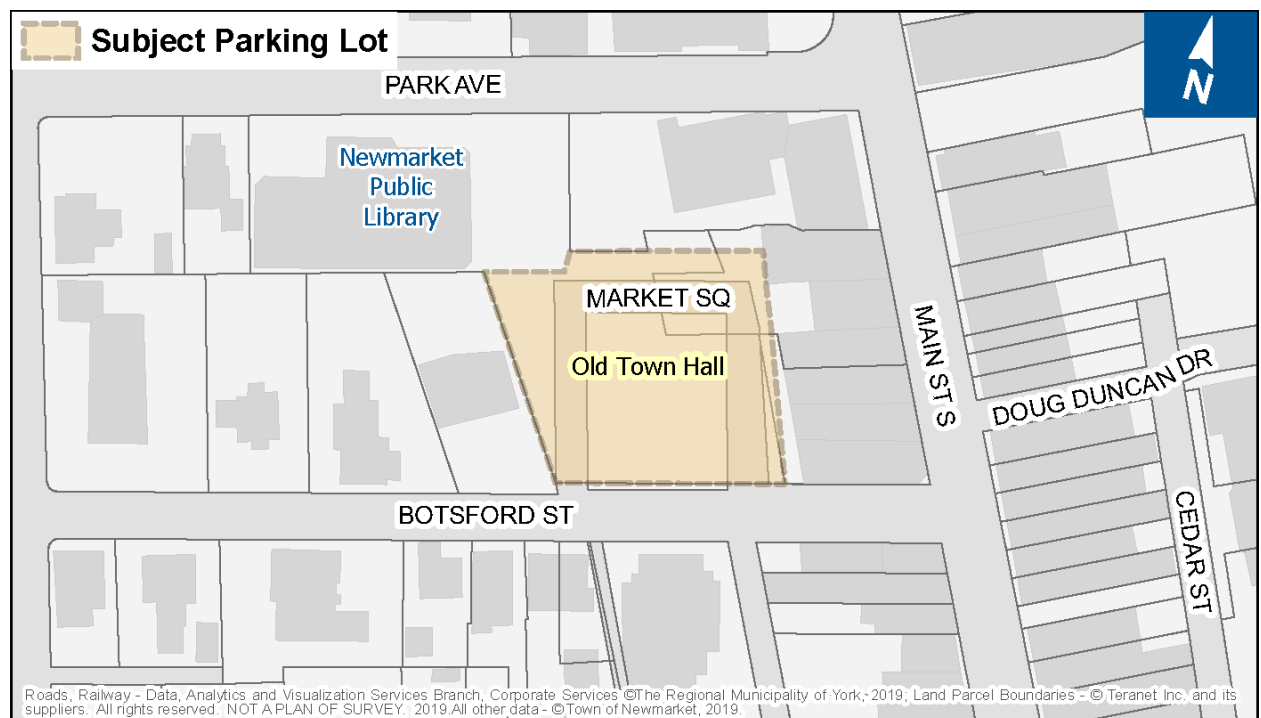
That parking lot lying between Park Avenue and Market Square and easterly of the Newmarket Public Library be referred to as Parking Lot “Library East” or commonly named the Library Parking Lot.

The parking lot lying between Parking Lot “Library East” and Botsford Street be referred to as Parking Lot “Old Town Hall” or commonly named Market Square.

The parking lot lying west of the Library and fronting onto Park Avenue be referred to as Parking Lot “Library West” or commonly names the short-term Library Lot.

2. Parking in Parking Lot “Old Town Hall and Library East” shall be as described hereinafter and as outlined in the diagram shown below:

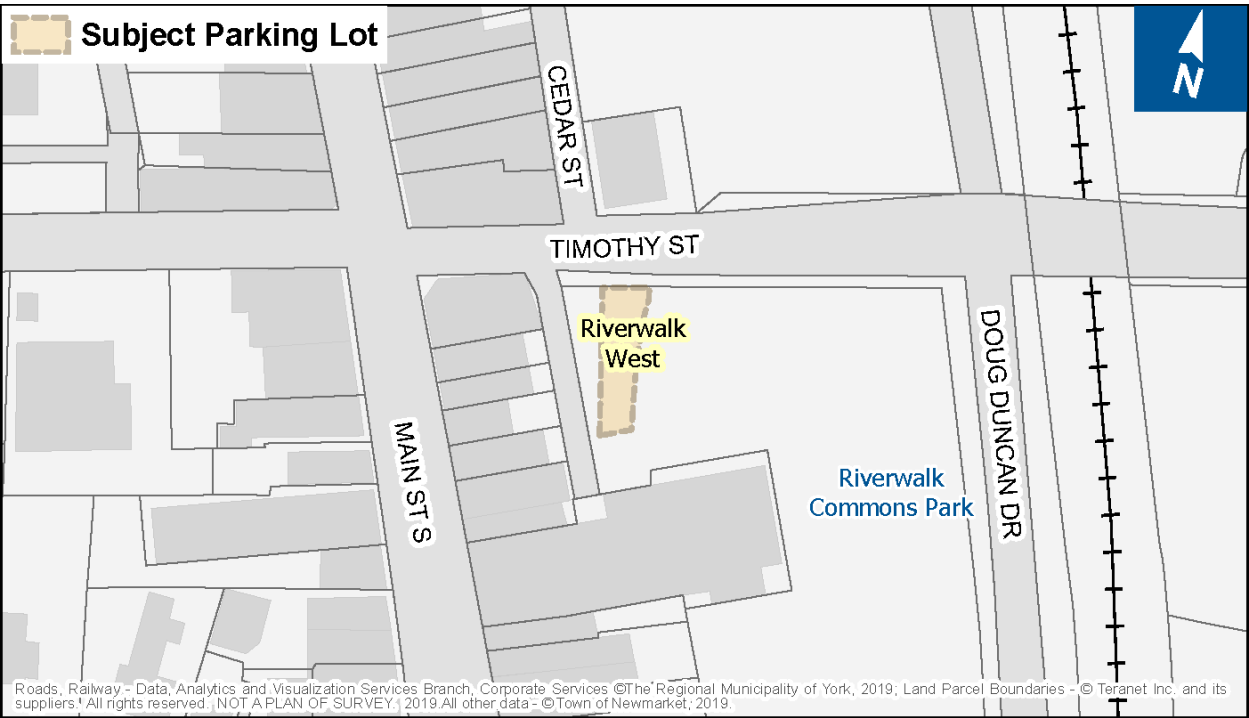
- (a) Parking Lot Library East be designated for Library Patrons Only;
- (b) 2:00 a.m. to 6:00 a.m. – No Parking;
- (c) Maximum 3 hours – Monday to Saturday, 9:00 a.m. to 5:00 p.m.;
- (d) Parking Lot “Library West” – 15 minute parking;
- (e) Parking Lot Library East – Maximum 3 hours – Sunday, 11:00 a.m. to 5:00 p.m.; and
- (f) Parking Lot Library West – No Parking – 2:00 a.m. to 6:00 a.m.



Parking Lot “Riverwalk West”

That parking lot lying between Timothy Street to the north and the Holland River to the East.

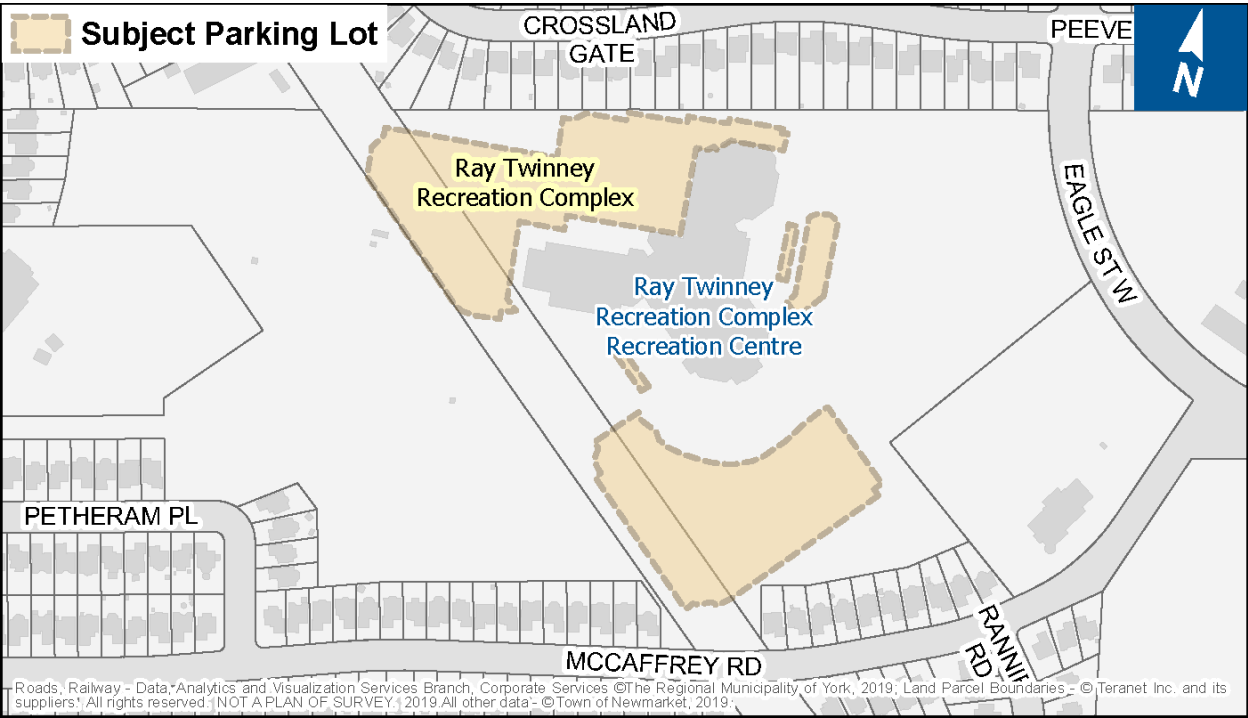
- 1. Parking in Parking Lot “Riverwalk West” shall be described hereafter and as outlined in the diagram shown below:
 - (a) 2:00 a.m. to 6:00 a.m. – No Parking; and
 - (b) Maximum 3 hours – Monday to Saturday, 9:00 a.m. to 5:00 p.m.



Parking Lot “Ray Twinney Recreation Complex”

That parking lot in or about the property known as the Newmarket Recreation Complex, 100 Eagle Street West, Newmarket.

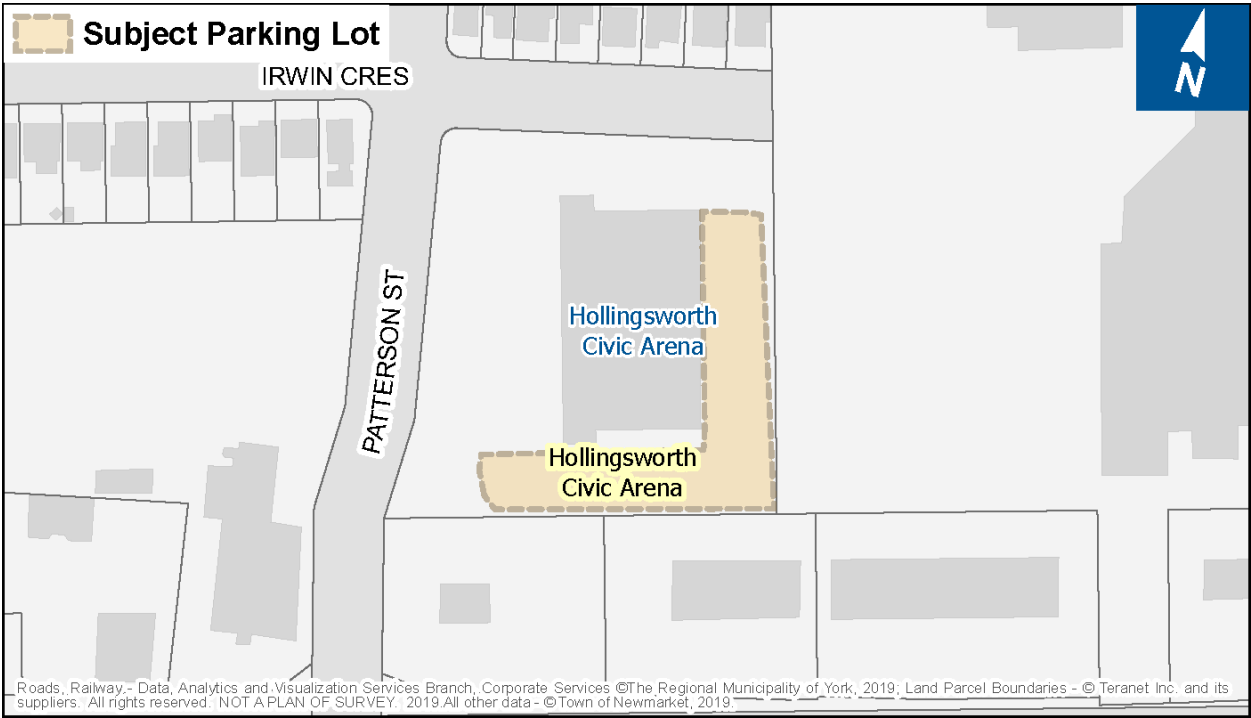
- 1. Parking in Parking Lot “Ray Twinney Recreation Complex” shall be as described hereinafter:
 - (a) No Parking 2:00 a.m. to 6:00 a.m.;
 - (b) Parking for exclusive use of Complex patrons; and
 - (c) Parking of School Buses strictly prohibited.



Parking Lot “Hollingsworth Civic Arena”

That parking lot in or about the property known as the Hollingsworth Civic Arena, 35 Patterson Street, Newmarket.

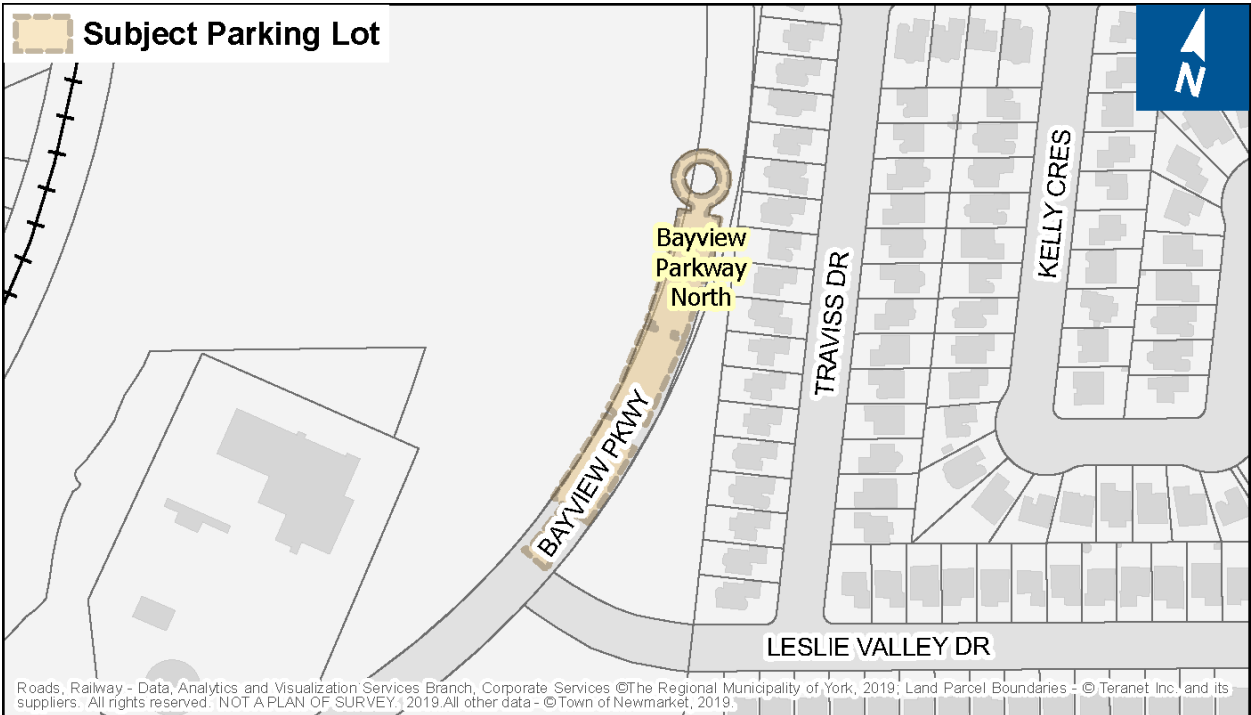
- 1. Parking in Parking Lot “Hollingsworth Civic Arena” shall be as described hereinafter:
 - (a) No Parking 2:00 a.m. to 6:00 a.m.;
 - (b) Parking for exclusive use of Arena patrons; and
 - (c) Parking of School Buses strictly prohibited.



Parking Lot “J”

That parking lot lying on the unopened road allowance of Bayview Parkway north of Leslie Valley Drive to the terminus.

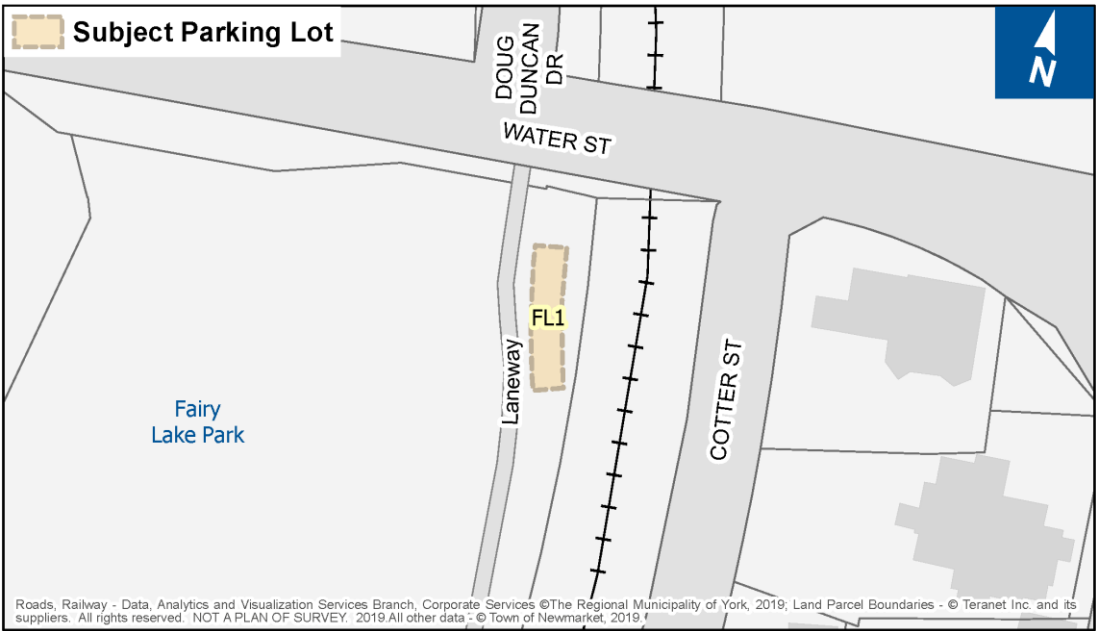
- 1. Parking in Parking Lot “J” shall be described hereinafter:
 - (a) No Parking 10:00 p.m. to 6:00 a.m.;
 - (b) Parking for exclusive use of park patrons; and
 - (c) Parking of school buses or large vehicles strictly prohibited.



Parking Lot “Fairy Lake #1”

That parking lot lying south of Water Street opposite Doug Duncan Drive with access from the Fairy Lake Park entrance driveway.

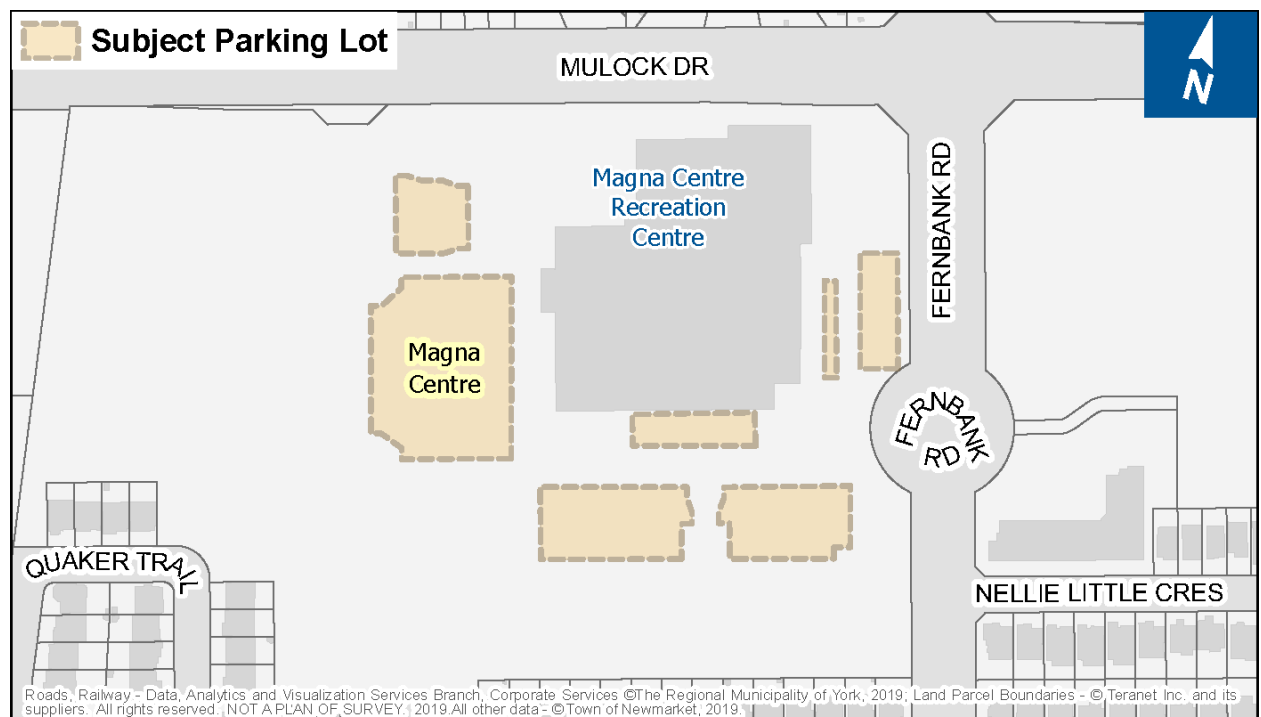
- 1. Parking in Parking Lot ‘Fairy lake #1’ shall be described hereafter as:
 - (a) 2:00 a.m. to 6:00 a.m. – No Parking; and
 - (b) Maximum 3 Hours – Monday to Saturday, 9:00 a.m. to 5:00 p.m.



Parking Lot “Magna Centre Lot”

That parking lot of 800 Mulock Drive (Magna Centre)

1. Parking in Parking Lot “Magna Centre Lot” shall be described hereinafter as:
 - (a) No Parking 2:00 a.m. to 5:00 a.m.;
 - (b) Parking for exclusive use of Magna Centre patrons;
 - (c) No Parking in Bus Loading zone west side of building, south of the west entrance;
 - (d) Two (2) minute maximum parking in drop-off zone north end of the west parking lot, west and north of the west entrance;
 - (e) Bus Parking Only in south end of the south parking lot, south end of the building;
 - (f) No Parking in front of service doors south side of building;
 - (g) No Parking in front of service doors (ice resurfacing machine doors) on west side of building;
 - (h) Service Vehicle Only parking in service area south side of the building and the west side of building (ice surfacing machine area).



SCHEDULE II – SCHOOL BUS ZONES**Huron Heights Secondary School**

That part of the west side of Huron Heights Drive commencing at a point 45 metres from the southern property limit of 40 Huron Heights Drive and continuing northerly therealong a distance of approximately 218 metres, but excluding therefrom all driveway entrances.

L'Ecole Catholique St. Jean

That part of the south side of Ontario Street commencing at a point thereon distant approximately 50 feet westerly thereof from the **Intersection** of Ontario Street and Main Street and continuing westerly therealong a distance of approximately 197 feet, but excluding therefrom all driveway entrances.

Stuart Scott Public School

That part of the east side of Lorne Avenue commencing at a point thereon distant approximately 151 feet northerly thereon from the **Intersection** of Eagle Street and Lorne Avenue and continuing northerly therealong a distance of approximately 200 feet.

Denne Public School

That part of the west side of Burford Street commencing at a point thereon distant approximately 115 feet northerly thereon from the **Intersection** of Burford Street and London Road and continuing northerly therealong a distance of approximately 75 feet, but excluding therefrom all driveway entrances.

Stonehaven Elementary School

That part of the north side of Stonehaven Avenue commencing at a point 25 metres west of the centreline of Best Circle westerly for a distance of 116 metres.

SCHEDULE III

Location of **Signs** for Designated Parking Spaces

- 1. **Authorized Signs** shall be placed in the centre of the rear portion of each parking space in the disabled parking area.
- 2. Where the designated spaces abut the face of a building, disabled parking **Signs** may be affixed to the face of the building at a minimum height of six and one half (6) feet, and a maximum height of nine (9) feet. Where the designated spaces abut a **Sidewalk** or landscaped area, disabled parking **Signs** shall be erected on permanent posts at a minimum height of six and one half (6) feet and a maximum of nine (9) feet.



SCHEDULE IV – NO PARKING

ROAD	SIDE	BETWEEN	PROBIHITED TIMES
Agger Street	Both	Main Street to east limit	AnyTime
Alex Doner Drive	Inside	Crossland gate N. Arm to Crossland Gate S. Arm	AnyTime
Alex Doner Drive	North/ West	Crossland Gate westerly to the lot line between 461 and 457 Alex Doner Drive	AnyTime
Alex Doner Drive	West	Between a point 40 meters north of the centre line of Sykes Road to Borland Court	AnyTime
Alex Doner Drive	South	between a point 105 meters east of the centre line of Otton Road to a point 190 meters west of the centre line of the west leg of Kirby Crescent	AnyTime
Alexander Road	Both	Davis Drive to Grace Street	AnyTime
Alexander Road	West	Between Srigley Street and Three Seasons Drive	AnyTime
Alexander Road	East	Between Three Seasons Drive and Arnold Crescent	AnyTime
Alexander Road	West	Between Arnold Crescent and Grace Street	AnyTime
Alexander Road	East	Between Srigley Street and Three Seasons Drive	Monday to Friday 8:00 a.m. to 4:00 p.m.
Alexander Road	West	Between Three Seasons Drive and Arnold Crescent	Monday to Friday 8:00 a.m. to 4:00 p.m.
Alexander Road	Both	Between Gorham Street and Srigley Street	Monday to Friday 8:00 a.m. to 4:00 p.m.
Alf Neely Way	East/ South	Millard Avenue West to Eagle Street West	AnyTime
Alfred Smith Way	South	Matthew Boyd Crescent and Woodspring Avenue	AnyTime
Alfred Smith Way	North	Woodspring Avenue to the west property limit of #110 Alfred Smith Way	AnyTime
Allure Street	West	Vantage Loop to Vantage Loop	AnyTime
Amelia Street	Both	Charlotte Street to Vincent Street	AnyTime
Arden Avenue	East	Queen Street to Millard Avenue	AnyTime
Arnold Crescent	East	From its southerly limit northerly to Dales Avenue	AnyTime
Arnold Crescent	West	the west lot line of 851 Arnold Crescent to its north/east lot line	AnyTime
Art West Avenue	North/ West	Art West Avenue to Woodspring Avenue	AnyTime
Art Westlake Avenue	North	Atkins Drive to McCron Crescent	AnyTime
Arthur Street	North	Muriel Avenue and Newton Street	AnyTime
Arthur Street	South	East curb line of Muriel Avenue to 20m easterly	AnyTime

Asa Street	South	Main Street to Franklin Street	AnyTime
Ash Drive	Both	Cherrywood Drive to west limit	AnyTime
Ashton Road	West	Davis Drive to Caldwell Street	AnyTime
Ashton Road	East	Davis Drive to Municipal House No. 41	AnyTime
Aspenwood Drive	North	Yonge Street and Flagstone Way	AnyTime
Aspenwood Drive	South	Yonge Street and Coachwhip Trail	AnyTime
Aspenwood Drive	North	Woodspring Avenue to Roadhouse Boulevard	AnyTime
Ataire Road	Both	Tegal Place and Kingsmere Avenue	Monday to Friday 8:00 a.m. to 4:00 p.m.
Atkins Drive	North	Cenotaph Boulevard to Blencowe Crescent	AnyTime
Austinpaul Drive	North	Doubletree Lane to Bothwell Crescent (east arm)	AnyTime
Avenue Road	South	Lorne Avenue to Carol Avenue	AnyTime
Banbrook Crescent	South/ East/ North/ West outer curve	Columbus Way to Banbrooke Crescent	AnyTime
Barbara Avenue	Both	Davis Drive to Walter Avenue	AnyTime
Bayview Parkway	East	Davis Drive to a point 90 metres north of Heman Street	AnyTime
Bayview Parkway	West	Davis Drive to a point 105 metres northerly thereof	AnyTime
Bayview Parkway	West	From a point 200 metres north of Davis Drive to the northerly terminus	AnyTime
Beare Trail	East/ South	Knapton Drive and Knapton Drive	AnyTime
Belfry Drive	West	Davis Drive to Wayne Drive	AnyTime
Beman Drive	South	Patterson Street to Huron Heights Drive	AnyTime
Bexhill Road	Both	Its west limit to its east limit	AnyTime
Blackhall Crescent	East/ West/ North (inner)	Veterans Way to Veterans Way	AnyTime
Blencowe Crescent	North/ East/ South (outer)	Memorial Circle to Atkins Drive	AnyTime
Bob Gapp Drive	East	Memorial Drive to terminus	AnyTime
Bob Scott Court	South	Foxcroft Boulevard to Foxcroft Boulevard	AnyTime
Bob Scott Court	South/ East/ North	Foxcroft Boulevard (east leg) to the terminus of Bob Scott Court	AnyTime
Bolton Avenue	West	Davis Drive to Watson Avenue	AnyTime

Bolton Avenue	West	Watson Avenue to a point 820 ft. northerly thereof	8:00 a.m. to 6:00 p.m. Monday to Friday
Bolton Avenue	East/ North	Davis Drive to Lundy's Lane	AnyTime
Bondi Avenue	North	Bayview Avenue to a point 15 metres east	AnyTime
Bondi Avenue	North	College Manor Drive to west side of House #633 and House # 635	AnyTime
Bondi Avenue	South	Bayview Avenue to east leg of Ainsworth Drive	AnyTime
Bondi Avenue	South	West leg of Legresley Lane at Bondi Avenue to west side of House # 572 and House #574	AnyTime
Bondi Avenue	South	East leg of College Manor Drive to east leg of Rourke Place	AnyTime
Bonshaw Avenue	South	Yonge Street to Woodspring Avenue	AnyTime
Bonshaw Avenue	North	Yonge Street to Woodspring Avenue	AnyTime
Botany Hill Crescent	South/ East/ North	Sunnypoint Drive to Sunnypoint Drive	AnyTime
Botsford Street	North	A point approximately 30 metres west of Main Street to Lorne Avenue	AnyTime
Botsford Street	North	A point approximately 30 metres west of Main Street to a point 14 metres west of the easterly property limit of #438	AnyTime
Bravo Lane	North	Vantage Loop to Allure Street	AnyTime
Brimson Drive	East	Between McCaffrey Road and Alex Doner Drive	AnyTime
Bristol Road	South	Main Street North to Yonge Street (Hwy 11)	AnyTime
Bristol Road	North	Yonge Street to the west leg of Doris Crescent	AnyTime
Bristol Road	North	Vanden Bergh Boulevard to a point 150 feet easterly thereof	AnyTime
Bristol Road	North	Main Street North to the property limit between #565 and #569	AnyTime
Brooker Ridge	Both	Bayview Avenue to Lyman Boulevard	AnyTime
Brown Court	North	Mitchell Place to terminus	AnyTime
Bulmer Crescent	South/ East	Carlissa Run to western terminus	AnyTime
Burford Street	Both	London Road to Chester Avenue	8:00 a.m. to 4:30 p.m. Monday to Friday
Cane Parkway	North/ East	Between east property line of house 385 Lorne Avenue (east end of Lorne Avenue) to easterly and then southerly to a point 10m south of the south street line of Lorne Avenue	AnyTime
Capella Street	West	Solstice Circle to Solstice Circle	AnyTime

Cardinal Crescent	Inside	the north arm at George Street to the south arm at George Street	AnyTime
Carlissa Run	North	Ford Wilson Boulevard to Bulmer Crescent (west leg)	AnyTime
Carlissa Run	South	Ford Wilson Boulevard to Williamson Family Hollow (east leg)	AnyTime
Carlson Drive	East	Srigley Street to Gorham Street	AnyTime
Carlson Drive	West	Srigley Street to Gorham Street	AnyTime
Carlson Drive	West	Davis Drive to Srigley Street	AnyTime
Carm Shier Court	North	Harry Douglas Street to terminus	AnyTime
Carol Avenue	East	Eagle Street to Park Avenue	AnyTime
Carruthers Avenue	West	From Clearmeadow Blvd. to Keith Ave.	AnyTime
Cawthra Boulevard	East	Eagle Street to Rogers Road	AnyTime
Cedar Street	East	Timothy Street to Doug Duncan Drive	AnyTime
Cenotaph Boulevard	South	Leslie Street to Memorial Circle	AnyTime
Charles Street	East	Queen Street to Davis Drive	AnyTime
Charles Street	West	The north property line of 56 Charles Street southward to a point 30 metres	AnyTime
Charlotte Street	West	Timothy Street to Srigley Street	AnyTime
Charlotte Street	East	Main Street to Penn Avenue	AnyTime
Cherrywood Drive	North/ East/ South	Longford Drive to Harrison Drive (north arm Cherrywood)	AnyTime
Cheryl Mews Boulevard	South	Ford Wilson Boulevard to the western terminus	AnyTime
Chilcott Crescent	North/ East/ South (outer)	Ford Wilson Boulevard to Ford Wilson Boulevard	AnyTime
Church Street	East	Millard Avenue to Park Avenue	Monday to Saturday
Church Street	East	Botsford Street to Eagle Street	Monday to Saturday
Church Street	West	South Side Botsford Street to Eagle Street	Monday to Saturday
Clearmeadow Boulevard	South	Bathurst Street and Yonge Street	AnyTime
Clearmeadow Boulevard	North	Rannie Road and Yonge Street	AnyTime
Clearmeadow Boulevard	North	From Denise Crcl. To Bartholomew Dr.	AnyTime
Clearmeadow Boulevard	North	From the easterly side of lot 200 (municipal house no. 335 Clearmeadow Blvd) to the westerly side of lot 201 (municipal house no 321 Clearmeadow Blvd). Plan 65M-3009	AnyTime

Cliff Gunn Road	East	Cheryl Mews Boulevard to Carlissa Run	AnyTime
Clifford Perry Place	Both	Bathurst Street to Elvidge Trail	AnyTime
Clifford Perry Place	South	Elvidge Trail to Lot #73	AnyTime
Clifford Perry Place	West/ South (inner)	Lot #73 to Elvidge Trail	AnyTime
Coachwhip Trail	East	Bonshaw Avenue to Aspenwood Drive	AnyTime
Coachwhip Trail	East	Bonshaw Avenue to Flagstone Way	AnyTime
College Manor Drive (east arm)	East/ North	Mulock Drive to Renzius Court	AnyTime
College Manor Drive (west arm)	West/ North	Mulock Drive to the west limit of College Manor Park	AnyTime
College Manor Drive	South	Renzius Court to the property line between #682 and #684 College Manor Drive	AnyTime
College Manor Drive (west arm)	East	Mulock Drive to a point 65 meters (213 feet) north thereof	AnyTime
College Manor Drive (east arm)	West	Mulock Drive to a point 65 meters (213 feet) north thereof	AnyTime
College Manor Drive (west arm)	East	A point 65 meters (213 feet) north of Mulock Drive at Goodyear Crescent	8:00 a.m. to 6:00 p.m. Monday to Friday
College Manor Drive (east arm)	West	A point 65 meters (213 feet) north of Mulock Drive to Devanjan Circle	8:00 a.m. to 6:00 p.m. Monday to Friday
College Street	South	Oak Street to Bayview Avenue	AnyTime
Coleridge Drive	South/ East/ North/ West (inner curve)	Coleridge Drive to Coleridge Drive	AnyTime
Colter Street	South	Joe Persechini Drive to Walsh Court	AnyTime
Columbus Way	East	Mulock Drive to Sawmill Valley Drive	AnyTime
Comfort Lane	East	Culler Mews to its north limit	AnyTime
Concession Street	East	From Queen Street to Wellington Street	AnyTime
Cotter Street	West	Water Street to Oak Street	AnyTime
Cotter Street	East	Water Street to a point 450 feet southerly of Second Street	AnyTime
Cotter Street	East	The south side of Municipal House Number 365 to Water Street	AnyTime
Court Street	East	Pearson Street to 80 feet northerly thereof	AnyTime
Court Street	West	Pearson Street to Gorham Street	AnyTime
Coventry Hill Trail	South	Between Bathurst Street to its east limit	AnyTime

Coventry Hill Trail	North	Between Bathurst Street east to the property line between 499 and 489 Coventry Hill Trail	AnyTime
Crescent Road	South	Between Pleasantview Avenue and Vale Avenue	AnyTime
Crone Court	North/ East	Longford Drive to west limit	AnyTime
Crossland Gate	North/ East	The north leg of Fairway Garden to Highway No. 9	AnyTime
Crossland Gate	North	Eagle Street West to the south arm of Alex Doner Drive	AnyTime
Crossland Gate	South/ West	South arm of Alex Doner Drive to Highway 9	AnyTime
Crossland Gate	West/ South	South arm of Fairway Garden to Alex Doner Dr.	AnyTime
Crowder Boulevard	South	From the west street line of Leslie Street to 32 metres westerly	AnyTime
Crowder Boulevard	South	From 13.5 metres east of the centre line of Riddell Court to 31.5 metres east of the centre line of Riddell Court	8:00 a.m.-6:00 p.m. Monday to Friday
Crowder Boulevard	South	From 9 metres east to 25 metres west of the centre line of Riddell Court	AnyTime
Crowther Drive	East/ South	Woodspring Avenue to Dowson Loop	AnyTime
D'arcy Street	South	Church Street to Water Street	AnyTime
D'arcy Street	North	From a point measured 175 feet east of Church Street to Water Street	Monday to Saturday
Dean Burton Lane	West	Alfred Smith Way to Matthew Boyd Crescent	AnyTime
Deerfield Road	Both	Parkside Drive to the east limit	AnyTime
Delano Way	North	William Booth Avenue to Allure Street	AnyTime
Delano Way	Both	William Booth Avenue to east limit	AnyTime
Denise Circle	East	Clearmeadow Boulevard to the north property line of #156 Clearmeadow Boulevard	AnyTime
Denne Boulevard	East	Amelia Avenue to Penn Avenue	AnyTime
Dillman Avenue	West	From the south limit of Pucks Place to Stonehaven Avenue	AnyTime
Dillman Avenue	West	From the north limit of Pucks Place to 34 metres north	AnyTime
Dixon Boulevard	West	Eagle Street to Sandford Street	AnyTime
Donlin Avenue	West	Eagle Street to Don Mor Drive	AnyTime
Doubletree Lane	West	From Mulock Dr. to Clearmeadow Blvd.	AnyTime
Doug Duncan Drive	West/ South	Timothy Street to Cedar Street	AnyTime
Doug Duncan Drive	North	120m north of Timothy Street (entrance to Community Parking Lot) to Cedar Street	AnyTime

Doug Duncan Drive	North	Entrance to Parking Lot P3 to Cedar Street	AnyTime
Doug Duncan Drive	East	Timothy Street to 35m north	AnyTime
Doug Duncan Drive	East	Timothy Street to a point approximately 30 metres north	AnyTime
Dowson Loop	South/ Outer curve	Ford Wilson Boulevard to Dowson Loop	AnyTime
Eagle Street West	North/ East	West side of Highway 11 to Davis Drive	AnyTime
Eagle Street West	South	West side of Highway 11 to McCaffrey Road	AnyTime
Eagle Street West	West	Most southerly limit of John Bowser Crescent northerly to Davis Drive	AnyTime
Eagle Street West	West	Between McCaffrey Road northerly to the most southerly limit of John Bowser Crescent	AnyTime
Edward Street	Both	Kathryn Crescent to Eagle Street	8:00 a.m. to 4:30 p.m. Monday to Friday
Elgin Street	South	Waratah Avenue to Bayview Parkway	AnyTime
Elgin Street	South	Waratah Avenue to Jacarandah Drive	AnyTime
Elgin Street	North	Jacarandah Drive to the east property limit of #941 Elgin Street	AnyTime
Elgin Street	South	East property limit of #940 Elgin Street to Jefferson Street	AnyTime
Elgin Street	North	Jefferson Street to east property limit of #1005 Elgin Street	AnyTime
Elgin Street	South	East property limit of #1010 Elgin Street to east property limit of #1042 Leslie Street	AnyTime
Elgin Street	North	East property limit of #1037 Elgin Street to Leslie Street	AnyTime
Ellen Street	West	From the South side of Eagle Street to the north side of Andrew Street	AnyTime
Elvidge Trail	West	Clifford Perry Place to terminus	AnyTime
Emma Broadbent Court	North/ East	Aspenwood Drive to Western Terminus	AnyTime
Enza Court	North	Rita's Avenue to the south of the turning circle	AnyTime
Erin Trail	South	Burford Street to northerly lot line of house number 375	AnyTime
Ernest Cousins Circle	West/ North/ East (outer curve)	Veteran's Way to Harden Trail	AnyTime
Eves Sourt	North	West side of Herbicain Avenue to a point 500 ft. westerly thereof	AnyTime
Fernbank Road	Both	Mulock Drive to Nellie Little Crescent	AnyTime

Flagstone Way	South/ East	Bonshaw Avenue and Marble Place	AnyTime
Flagstone Way	North	Marble Place and Woodspring Avenue	AnyTime
Flanagan Court	West	From the northerly side of lot 24 (municipal house no. 270 Flanagan Crt) to the southerly side of lot 25 (municipal house no. 275 Flanagan Crt), Plan 65M- 3028	AnyTime
Flanagan Court	South	From the easterly limit of lot 21 (municipal house no. 282 Flanagan Crt) to the westerly limit of lot 20 (municipal house no. 288 Flanagan Crt), Plan 65M- 3028	AnyTime
Ford Wilson Boulevard	West	Davis Drive to Woodspring Avenue	AnyTime
Ford Wilson Boulevard	East	Woodspring Avenue to Dowson Loop	Monday to Friday 7:00 a.m. to 6:00 p.m.
Ford Wilson Boulevard	East	Cheryl Mews Boulevard to Davis Drive	Monday to Friday 7:00 a.m. to 6:00 p.m.
Forhan Avenue	East	Davis Drive to south limit	AnyTime
Foxcroft Boulevard	West	Stonehaven Avenue to Bob Scott Court	AnyTime
Foxcroft Boulevard	West/ North/ East	Bob Scott Court to Bob Scott Court (outer curve)	AnyTime
Foxtail Ridge	East	From Savage Road to a point 46m south of the centreline of Savage Road	AnyTime
Foxtail Ridge	West	From Savage Road to the east side of Widdifield Avenue	AnyTime
Franklin Street	East	South limit to watercourse	AnyTime
Fred Curran Lane	North/ West	Art West Avenue to terminus	AnyTime
Fred Hagan Court	West	Gorham Street to terminus	AnyTime
Gail Parks Crescent	West/ South/ East	Alfred Smith Way to Alfred Smith Way	AnyTime
George Street	East	Davis Drive to north limit	AnyTime
Gilpin Drive	North/ East	Woodspring Avenue to Bonshaw Avenue	AnyTime
Gilpin Drive	West	Bonshaw Avenue to Roadhouse Boulevard	AnyTime
Gladman Avenue	North	Hwy. 11 to Queen Street	AnyTime
Glover Lane	South	From Waratah Avenue westerly to the west side of Lot 111 (Municipal House No. 366 Glover Lane)	AnyTime
Glover Lane	North	From the easterly side of Lot 30 (Municipal House No. 367 Glover Lane) westerly to the west side of Lot 31 (Municipal House No. 385 Glover Lane)	AnyTime
Gord Clelland Gate	East	Woodspring Avenue to Sloss Court	AnyTime

Gorham Street	South	Leslie Street easterly to the easterly driveway of 1140 Gorham Street	Monday to Saturday
Goring Circle	West/ North/ East (outer curve)	Veteran's Way to Harden Trail	AnyTime
Grace Street	Both	From Prospect Street easterly to end of cul-de-sac	AnyTime
Grace Street	Both	From Roxborough Road westerly to end of cul-de-sac	AnyTime
Grace Street	South	Roxborough Road easterly to the east property line of 764 Grace Street	AnyTime
Grainger Trail	South	Memorial Circle to Sherman Brock Circle	AnyTime
Grainger Trail	South/ East/ North (outer curve)	Sherman Brock Circle to Sherman Brock Circle	AnyTime
Grant Blight Crescent	Both	Bristol Road to Stiver Drive	Monday to Friday 8:00 a.m. to 4:00 p.m.
Greenfield Place	North/ West/ South/ East (Inside of crescent)	Sunnypoint Drive to Sunnypoint Drive	AnyTime
Gwillimbury Road	South	Penn Avenue to Longford Drive	AnyTime
Hamilton Drive	West	Davis Drive to Wayne Drive	AnyTime
Hamilton Street	West	Pearson Street to Gorham Street	AnyTime
Harden Trail	North	Memorial Circle to Block 173	AnyTime
Harden Trail	East/ South/ North (outer curve)	Sherman Brock Circle to Block 172	AnyTime
Harrison Drive	East	Longford Drive to London Road	AnyTime
Harrison Drive	West	From the northerly limit of Lot 178, Plan M72, (Municipal House No. 174). Southerly to Septonne Avenue	AnyTime
Harry Douglas Street	South/ East	Dillman Avenue to Somerville Drive	AnyTime
Harry Walker Parkway	East	Davis Drive to its north limit	AnyTime
Harry Walker Parkway	West	South side of Ringwell Drive to a point 100 feet southerly thereof	AnyTime
Harry Walker Parkway	West	A point 100 feet south of Kerrisdale Boulevard to a point 100 feet north of Kerrisdale Blvd.	AnyTime
Harry Walker Parkway	West	A point 30 metres north of Stellar Drive to Davis Drive	AnyTime

Harry Walker Parkway South	East	From 150 metres north of Gorham Street to Mulock Drive	AnyTime
Harry Walker Parkway South	West	From 150 metres north of Gorham Street to Mulock Drive	AnyTime
Heddle Crescent	West/ South	McBean Avenue to the southerly flankage of 517 Heddle Crescent	AnyTime
Heddle Crescent	South	McBean Avenue to the westerly limit of 520 Heddle Crescent	AnyTime
Helena Court	North	Somerville Drive to Harry Douglas Street	AnyTime
Heman Street	South	From Bayview Parkway east to Lundy's Lane	AnyTime
Herbcain Avenue	East	Millard Avenue to Eves Court	8:00 a.m to 4:30 p.m. Monday to Saturday
Herbcain Avenue	West	Millard Avenue to Eves Court	AnyTime
Hewitt Circle	South/ East	North property limit of #382 Hewitt Circle to the east property limit of #382 Hewitt Circle	AnyTime
Hewitt Circle	North/ East	North property limit of #416 Hewitt Circle to the east property limit of #416 Hewitt Circle	AnyTime
Hewitt Circle	North/ West	West property limit of #440 Hewitt Circle to the northern property limit of #440 Hewitt Circle	AnyTime
Hewitt Circle	South/ East	South property limit of #463 Hewitt Circle to the east property limit of #463 Hewitt Circle	AnyTime
Hill Street	West	From the barrier northbound to Penn Avenue	AnyTime
Hodgson Drive	North/ East	Sandford Street to Towercrest Drive	AnyTime
Hodgson Drive	West & South	A point opposite the northwest corner of Lot 27, Plan 65M-1446 (Municipal House Number 238) easterly and southerly to a point 60 feet north of the north street line of the north leg of Thoms Crescent	AnyTime
Hopper Lane	East	Cheryl Mews Boulevard to Cliff Gunn Road	AnyTime
Howard Road	East	Davis Drive to Wayne Drive	AnyTime
Huron Heights Drive	West	Davis Drive and the south limit of Lot 65 Plan M-1494	AnyTime
Huron Heights Drive	East	Davis Drive to a point 975 ft. northerly thereof	8:00 a.m. to 5:00 p.m. Monday to Friday
Huron Heights Drive	East	A point 975 ft. north of Davis Drive to its north limit	AnyTime
Huron Heights Drive	East	From centre-line of Wayne Dr. to 23m southerly	AnyTime
Inniscarra Gate	South	Ford Wilson Boulevard to the eastern property limit of #267 Inniscarra gate	AnyTime

Irwin Crescent	South	Patterson Street to east limit	AnyTime
Irwin Crescent	South	Patterson Street to the west property line of #678	Monday to Friday 8:00 a.m. to 6:00 p.m.
Irwin Crescent	North	Patterson Street to the west property limit of #685	Monday to Friday 8:00 a.m. to 6:00 p.m.
Ivsbridge Boulevard	South	Leslie Street to its west limit	AnyTime
Jacarandah Drive	North	Leslie Street to west limit	AnyTime
James Street	Both	Carlson Drive to eastern limit	Monday to Friday 8:00 a.m. to 4:00 p.m.
Janette Street	North	Leslie Street to west limit	AnyTime
Joe Persechini Drive	West/ South	Between Sawmill Valley Drive and Yonge Street	AnyTime
Joe Persechini Drive	North	Yonge Street and Hartford Crescent (south arm)	AnyTime
John Street	West	Botsford Street to Timothy Street	AnyTime
Joseph Street	West	Queen Street to Millard Avenue	AnyTime
Journey's End Circle	Both	East side of Harry Walker Parkway to a point 100 feet easterly thereof	AnyTime
Karl Rose Trail	North/ West	Art West Avenue to Ray Snow Boulevard	AnyTime
Kathryn Crescent	South	Avenue Road to Avenue Road	8:00 a.m. to 4:30 p.m. Monday to Friday
Keith Avenue	South	From a point approx.. 72m southeasterly from the south limit of 514 Keith Avenue to a point 76m easterly thereof	8:00 a.m. to 4:00 p.m. Monday to Friday
Keith Avenue	North	From Bathurst Street to McCaffrey Road	AnyTime
Keith Avenue	South/ West	From Bathurst Street to the north limit of 580 Keith Avenue	AnyTime
Keith Avenue	South/ East	From McCaffrey Road to the west side of 392 Keith Avenue	AnyTime
Ken Bishop Way	East	Cheryl Mews Boulevard to Carlissa Run	AnyTime
Kent Drive	Both	Mulock Drive to Penrose Street	AnyTime
Kerrisdale Boulevard	Both	A point 100 feet west of Harry Walker Parkway to a point 100 feet east of Harry Walker Parkway	AnyTime
Kerrisdale Boulevard	West/ South	Ringwell Drive to Harry Walked Parkway North	AnyTime
Kerrisdale Boulevard	North	100ft. west of Harry Walker Parkway North to the western property limit of #1175 Kerrisdale Boulevard	Monday to Friday 6:00 a.m. to 5:00 p.m.
Kingsmere Avenue	East	Ivsbridge Boulevard to Stonehaven Avenue	AnyTime
Knapton Drive	West	Alfred Smith Way to Osborne Family Way (north arm)	AnyTime

Knapton Drive	East/ South	Osborne Family Way (north arm) and William Booth Avenue	AnyTime
Knapton Drive	East/ North	William Booth Avenue and Mynden Way	AnyTime
Kwapis Boulevard	East/ North	Gilpin Drive to Roadhouse Boulevard	AnyTime
Laker Court	North	Prest Way to terminus	AnyTime
Leeder Court	North	Patterson Street to a point 90 ft easterly thereof	AnyTime
Leeder Court	South	Patterson Street to a point 16 metres to the east	AnyTime
Legge Court	All	Srigley Street to Srigley Street	8:00 a.m. to 4:30 p.m.
Lemar Road	Both	Carlson Drive to a point 100 feet easterly thereof	AnyTime
Lemar Road	Both	From a point 100 feet east of Carlson Drive to Leslie Street	Monday to Friday 8:00 a.m. to 4:00 p.m.
Lemar Road	North	Carlson Drive to West Limit	AnyTime
Leslie Valley Drive	North	Municipal House Number 939 easterly to Municipal House Number 995	AnyTime
Leslie Valley Drive	North	From the western lot line of #725 Leslie Valley Drive to Kemp Road	AnyTime
Leslie Valley Drive	South	Leslie Street to its west limit	AnyTime
Lindsay Avenue	West	Penn Avenue to Gwillimbury Road	AnyTime
Lockwood Circle	Inside	East arm to west arm	AnyTime
London Road	Both	Main Street North to a point 200 ft. north-westerly thereof	AnyTime
London Road	South	From the east limit of Harrison Drive to 143m (470 feet) east thereof	AnyTime
London Road	North	From Yonge Street to the east property limit of House No. 25	AnyTime
London Road	South	From Yonge Street to the west leg of Portland Crescent	AnyTime
Longford Drive	North/ West	From the common lot line between house #78 and #82 Longford Drive to Willow Lane	8:00 a.m. to 5:00 p.m. Monday to Friday
Longford Drive	South/ East	Penn Avenue to Willow Lane	AnyTime
Lorne Avenue	East	A point 100 feet south of Davis Drive	AnyTime Monday to Saturday
Lorne Avenue	East	Eagle Street to Millard Avenue	AnyTime
Lorne Avenue	East	From Millard Avenue to a point 750 ft. south of Davis Drive	AnyTime
Lorne Avenue	West	From Park Avenue to Millard Avenue	AnyTime
Lorne Avenue	West	Eagle Street to 150 ft. southerly thereof	AnyTime
Lorne Avenue	West	South side of Davis Drive to a point 360 feet southerly thereof	AnyTime
Lorne Avenue	West	From Calgain Road south to Queen Street	AnyTime

Lorne Avenue	West	Southerly lot line of 262 Lorne Avenue northerly to Avenue Road	8:00 a.m. to 5:00 p.m. Monday to Friday
Lowe Boulevard	East	From centre-line of Wayne Dr. to 23m southerly	AnyTime
Lowe Boulevard	West	From centre-line of Wayne Dr. to 23m southerly	AnyTime
Lowell Avenue	North	Between Muriel Avenue and Newton Street	AnyTime
Luck Court	North	Prest Way to terminus	AnyTime
Lundy's Lane	West	Watson Avenue to its north limit	AnyTime
Lundy's Lane	East	Watson Avenue to Bolton Avenue	AnyTime
Lydia Street	North	Prospect Street to Pine Street	AnyTime
Lydia Street	South	Prospect Street to a point 26 metres east of Prospect Street	AnyTime
Lyman Boulevard	West	Brooker Ridge to the east property limit of #570 Lyman Boulevard	AnyTime
Mae Brooks Drive	East	Cheryl Mews Boulevard to Carlissa Run	AnyTime
Magnolia Avenue	East/South	Elgin Street to Waratah Avenue	AnyTime
Main Street	East	The Intersection of the prolongation of the centre line of Park Avenue and the east side of the Main Street to a point 54 ft. southerly thereof.	AnyTime
Main Street	East	Davis Drive to a point 29 metres south of Davis Drive	AnyTime
Main Street	East	A point 29 metres south of Davis Drive to a point 58 metres south of Davis Drive	Monday to Friday 4:00 p.m. to 6:00 p.m.
Main Street	East	From a point 30 metres south of Ontario Street to a point 58 metres north of Ontario Street	AnyTime
Main Street	East	From a point 18 metres south of Simcoe Street to a point 27 metres north of Simcoe Street	AnyTime
Main Street	West	Timothy Street to Millard Avenue	AnyTime
Main Street	West	From a point 12 metres south of Simcoe Street to a point 14 metres north of Simcoe Street	AnyTime
Main Street	West	From Ontario Street to 20 metres northerly	AnyTime
Main Street	East	From a point 45 metres south of Queen Street to a point 92 metres south of Queen Street	AnyTime
Main Street North	East	Davis Drive northerly to the southerly limit of the main Street North Bypass	AnyTime
Main Street North	East	Bexhill Road northerly to its Intersection with the Main Street North Bypass	AnyTime
Main Street North	West	Davis Drive to Bexhill Road	AnyTime

Main Street North	West	Bexhill Road to a point 150 ft. northerly thereof	AnyTime
Main Street North	Both	Northerly limit of Main Street North Bypass to the north limit of the Town of Newmarket	AnyTime
Main Street North	North	Main Street North Bypass to a point 230 ft. westerly thereof	AnyTime
Main Street North Bypass	Both	Southerly limit to its northerly limit	AnyTime
Maple Street	North/ West	Allan Avenue to the southern property limit of #276 Maple Street	AnyTime
Marble Place	East	Bonshaw Avenue to Aspenwood Drive	AnyTime
Marble Place	East	Bonshaw Avenue and Flagstone Way	AnyTime
Market Square	East Arm	Timothy Street to Botsford Street	AnyTime
Market Square	West Arm	Botsford Street to Timothy Street	AnyTime
Marlin Court	North	Between Walter Avenue and 60m westerly (to beginning of cul-de-sac)	AnyTime
Marlin Court		Around circumference of island in cul-de-sac	AnyTime
Mary Street	West	Srigley Street to the south limit	AnyTime
Matthew Boyd Crescent	West/ South/ East	Alfred Smith Way to Alfred Smith Way	AnyTime
Maurice Court	North	Between Newbury Drive and 65m westerly (to beginning of cul-de-sac)	AnyTime
Maurice Court	North/ West	Around circumference of island in cul-de-sac	AnyTime
McBean Avenue	East/ South	Silken Laumann Drie to Bayview Avenue	AnyTime
McCaffrey Road	South	Eagle Street West to its west limit	AnyTime
McCaffrey Road	North	Eagle Street West and the Fire Hall Entrance (125 McCaffrey Road)	AnyTime
McCron Crescent	North/ East	Atkins Drive to cul-de-sac terminus	AnyTime
McGregor Farm Trail	South/ East	Davis Drive West and Sykes Road	AnyTime
McGregor Farm Trail	West	Davis Drive West southerly to a point 35 metres	AnyTime
McTavish Drive	North	Cenotaph Boulevard to Blencowe Crescent	AnyTime
Meadowbank Road	West	Red Deer Street to Irwin Crescent	AnyTime
Meegan Court	Cul-de-sac	From the southerly side of lot 43 (municipal house no. 349 Meegan Crt) to the northerly side of lot 44 (municipal house no. 346 Meegan Crt, Plan 65M-3008)	AnyTime
Memorial Circle	West/ North/ East (outer curve)	Veteran's Way to Harden Trail	AnyTime

Memorial Gardens Way	West	Woodspring Avenue to Mynden Way	AnyTime
Mickleburgh Drive	North	Somerville Drive to Harry Douglas Street	AnyTime
Millard Avenue	South	Highway 11 to Boothbay Crescent	AnyTime
Millard Avenue	South	Church Street to Forest Glen Road	AnyTime
Millard Avenue	Both	Lorne Avenue to Yonge Street	AnyTime
Millard Avenue West	Both	Hwy. 11 to Eagle Street	AnyTime
Mitchell Place	East	Davis Drive West to terminus	AnyTime
Mitchell Place	West	Davis Drive West to a point approximately 100 metres south	AnyTime
Monkswood Crescent	East	The north arm (at Wilstead) to the south arm (at Wilstead)	AnyTime
Mossbank Court	North	Patterson Street and the property limit between #661 and #671 Mossbank Court	AnyTime
Mossbank Court	South	Patterson Street and the property limit between #664 and #672 Mossbank Court	AnyTime
Mountview Place	East	Red Deer Street to #664 Mountview Place	AnyTime
Mountview Place	North	#669 Mountview Place to Patterson Street	AnyTime
Muriel Street	West	Srigley Street to Arthur Street	AnyTime
Mynden Way	East/ South	Knapton Drive to the east side of Memorial Gardens	AnyTime
Narinia Crescent	West	From the southerly side of lot 87 (municipal house no. 293 Narinia Cres) to the northerly side of lot 88 (municipal house no. 297 Narinia Cres), Plan 65M-3009	AnyTime
Narinia Crescent	East	From the northerly side of lot 65 (municipal house no. 205 Narinia Cres) to the southerly side of lot 66 (municipal house no. 288 Flanagan Crt), Plan 65M-3028	AnyTime
Nellie Little Crescent	North	Fernbank Road and Kingsmere Avenue	AnyTime
Newbury Drive	Both	Longford Drive to Sheldon Avenue	AnyTime
Newbury Drive	West	Sheldon Avenue to Septonne Avenue	AnyTime
Newpark Boulevard	Both	From 125m east of the east streetline of Bayview Avenue to a point 315m easterly thereof	AnyTime
Newton Street South	West	Srigley Street to Arthur Street	AnyTime
Niagara Street	Both	Millard Avenue to Davis Drive	AnyTime
Nicolson Drive	Both	Gorham Street to Harry Walker Parkway	Monday to Saturday AnyTime

Oak Street	West	From the common lot line between house number 384 Oak Street and 493 College Street to a point 60m measured southerly from the prolongation westerly of the south limit of College Street	AnyTime
Oak Street	East	From 30m north of College Street to Penrose Avenue	AnyTime
Ontario Street	North	Between a point 154 ft. east of Main Street to Superior Street	AnyTime
Ontario Street	North	From Niagara Street to Main Street	AnyTime
Ontario Street	South	St. John's Church to Main Street	Sundays 8:00 a.m. to 4:30 p.m.
Ontario Street	South	From Main Street to 3 meters West of the Fire Hydrant directly in front of St. John's Chrysostom Church, 432 Ontario Street	AnyTime
Orsi Drive	West	Three Seasons Drive to Srigley Street	AnyTime
Orsi Street	East	From Three Seasons Drive to Srigley Street	8:00 a.m. to 4:00 p.m. Monday to Friday September 1 st to June 20 th
Osborne Family Way	East/ South	Knapton Drive to Knapton Drive	AnyTime
Osler Court	West	Jordanray Boulevard and the centre point of the Osler Court turning circle	AnyTime
Osmond Crescent	East	London Road to north property line of 278 Osmond Crescent	Monday to Friday 8:00 a.m. to 4:00 p.m.
Pam Crescent	West/ South	The southerly property limit of #790 to a point 20 metres to the west	AnyTime
Park Avenue	West	North limit to Lewis Avenue	AnyTime
Park Avenue	South	Main Street to Lorne Avenue	AnyTime
Park Avenue	North	From Lorne Avenue to the east leg of Beechwood Crescent	AnyTime
Park Avenue	South	Carol Avenue to the easterly limit of #234 Park Avenue	AnyTime
Park Avenue	North	Main Street to Lorne Avenue	AnyTime
Parkside Drive	Both	Queen Street to Davis Drive	AnyTime
Patterson Street	West	Davis Drive to north limit	AnyTime
Patterson Street	East	Elgin Street southerly to a point 38 metres south of the south leg of Sunnypoint Drive	AnyTime
Patterson Street	East	Davis Drive to Leeder Court	AnyTime
Patterson Street	Both	Cul-de-sac, from its west limit to its east limit	AnyTime
Patti McCulloch Way	East	Woodspring Avenue to Dowson Loop	AnyTime

Patti McCulloch Way	West	Property line between #88 and #90 Patti McCulloch Way north to Woodspring Avenue	AnyTime
Pearson Street	South	Hamilton Street to Prospect Street	AnyTime
Pearson Street	South	Prospect Street to Second Street	AnyTime
Peevers Crescent	Both	Brammer Street and Brammer Street	Monday to Friday 9:00 a.m. to 5:00 p.m.
Pelletier Court	East/ South	McBean Avenue to the eastern limit	AnyTime
Penn Avenue	North	Longford Drive to Lindsay Avenue	AnyTime
Penn Avenue	South/ East	Lindsay Avenue to Gwillimbury Road	AnyTime
Penn Avenue	Both	Gwillimbury Road to Main Street	AnyTime
Penn Avenue		Around island located between municipal addresses 194 Penn Avenue and 206 Penn Avenue	AnyTime
Penrose Street	South	Second Street to Kent Drive	AnyTime
Peterwood Court	Both	From its south limit to Sparrow Road	Monday to Friday 8:00 a.m. to 4:00 p.m.
Petheram Place	East/ North	the southerly limit of the lot municipality known as 257 Petheram Place to the westerly limit of the lot known municipally as 277 Petheram Place	AnyTime
Pickering Crescent	North/ West	College Manor to the northern property line of #422 Pickering Crescent	AnyTime
Pinder Avenue	West/ North	From Carberry Street to a point 30 metres west of Skinner Avenue	AnyTime
Pine Street	West	Gorham Street to Timothy Street	AnyTime
Plantation Gate	East	From Mulock Dr. to Clearmeadow Blvd.	AnyTime
Plantation Gate	West	From Mulock Dr. to 45m northerly	AnyTime
Plantation Gate	West	From south leg of Hewitt Crcl. Northerly to south limit of lot 190, Plan 65M-3009 (municipal house no. 334 Clearmeadow Blvd)	AnyTime
Pleasantview Avenue	West	Queen Street to Queen's Crescent	AnyTime
Pleasantview Avenue	East	Between Queen Street and Srigley Street	AnyTime
Pony Drive	Both	From the southern lot line of #120 Pony Drive to Harry Walker Parkway	AnyTime
Poplar Lane	Both	From Prospect Street to Skelton Street	AnyTime
Poppy Lane	Both	Leslie Avenue to Sherman Brock Circle	AnyTime
Poppy Lane	South	Sherman Brock Circle to Memorial Circle	AnyTime
Prest Way	North/ West	Clifford Perry Place to Elvidge Trail	AnyTime

Queen Street	Both	Main Street to Arden Avenue	AnyTime
Queen Street	North	Arden Avenue to Lorne Avenue	Monday to Saturday
Queen Street	South	Arden Avenue to Lorne Avenue	AnyTime
Queen Street	North/West	Lorne Avenue to the South Limit	AnyTime
Queen Street	North	Main Street to Charles Street	AnyTime
Queen Street	South	Concession Street to the east limit of the lot municipally known as 466 Queen Street	AnyTime
Queen Street	South	Forest Glen to the east arm of Parkview Cr.	AnyTime
Queen Street	South	Roxborough Road to a point 35 metres easterly	AnyTime
Queen Street	South	A point 35 metres east of Roxborough Road to the eastern property limit of #742 Queen Street	Monday to Friday 8:00 a.m. to 5:00 p.m.
Queen Street	Both	Prospect Street to a point 100 feet westerly thereof	AnyTime
Queen Street	Both	Prospect Street to a point 100 feet easterly thereof	AnyTime
Queen Street	South	From Concession Street to Roxborough Road	AnyTime
Queen Street	North	From the projection of the west limit of Concession Street easterly to Alexander Road	AnyTime
Queen's Crescent	North/ East	Between Queen Street and Pleasantview Avenue	AnyTime
Queen's Crescent	West/ South	Queen Street to Pleasantview Avenue	AnyTime
Quick Street	West	Atkins Drive to Stuffles Crescent	AnyTime
Raglan Street	East	Millard Avenue to Queen Street	AnyTime
Raglan Street	West	Tecumseth Street to Millard Avenue	AnyTime
Ralston Crescent	North/ West/ South (outer curve)	Sherman Brock Circle to Sherman Brock Circle	AnyTime
Rannie Road	East	Clearmeadow Boulevard to a point 40 metres north of Rita's Avenue	AnyTime
Ray Snow Boulevard	East	Woodspring Avenue and northern terminus	AnyTime
Red Deer Street	South	Lundy's Lane to Patterson Street	AnyTime
Red Deer Street	North	From Mountview Place westerly to the west side of Lot 20 (House No. 633)	AnyTime
Red Deer Street	North	From the west side of Lot 25 (House No. 613) westerly to the east side of Lot 26 (House No. 597)	AnyTime
Red Deer Street	North	From a point 10m east of the west streetline of Lundy's Lane (west edge of driveway for House #583) westerly to the west streetline of Lundy's Lane	AnyTime

Red Deer Street	North	From Patterson Street to Mountview Place	AnyTime
Red River Crescent	East/ South	Bonshaw Avenue and Coachwhip Trail	AnyTime
Reg Harrison Trail	West	Alex Doner Drive to #282 Reg Harrison Trail	AnyTime
Reg Harrison Trail	East	#287 Reg Harrison Trail to Crossland Gate	AnyTime
Ringwell Drive	South	A point 100 feet west of Harry Walker Parkway to a point 100 feet east of Harry Walker Parkway	AnyTime
Rita's Avenue	North/ West	Clearmeadow Boulevard to the south limit of the turning circle	AnyTime
Roadhouse Boulevard	South/ West	Kwapis Boulevard to Emma Broadbent Court	AnyTime
Ross Patrick Crescent	East/ South/ West (outer)	Carlissa Run to Carlissa Run	AnyTime
Rourke Place	West/ North	The north property limit of #538 to the west property limit of #525	AnyTime
Roxborough Road	West	Davis Drive southerly to Grace Street	AnyTime
Roxborough Road	West	Queen Street to the south property limit of #80 Roxborough Road	Monday to Friday 8:00 a.m. 5:00 p.m.
Roxborough Road	East & North	Davis Drive to Srigley Street	AnyTime
Rushbrook Drive	South	From the easterly side of lot 149 (municipal house no. 224 Ruchbrook Dr) to the westerly side of lot 150 (municipal house no. 218 Rushbrook Dr), Plan 65M-3309	AnyTime
Rutledge Avenue (south leg)	South	Ashton Road to Municipal House No. 21	AnyTime
Rutledge Avenue (south leg)	North	Ashton Road to Municipal House No. 26	AnyTime
Rye Crescent	South	Walter Avenue to west limit	AnyTime
Sandford Street	East	Eagle Street to Mulock Drive	AnyTime
Sandford Street	West	Mulock Drive to Savage Road	AnyTime
Sandford Street	West	From Eagle Street southward to Don Mor Drive	AnyTime
Sandford Street	East	Mulock Drive to Savage Road	8:00 a.m. to 6:00 p.m. Monday to Friday
Savage Road (North Arm)	North/East/ South	Its north arm at Shanahan Boulevard to its south arm at Caribou Valley Circle	AnyTime
Savagae Road (North Arm)	South	Shanahan Boulevard to the south arm of Nelson Circle	Monday to Friday 8:00 a.m. to 6:00 p.m.
Savage Road (South Arm)	North	Yonge Street to Shanahan Boulevard	AnyTime
Sawmill Valley Drive	South	Yonge Street to Joe Persechini Drive	AnyTime

Sawmill Valley Drive	South	Columbus Way to Society Crescent (east arm)	AnyTime
Sawmill Valley Drive	South	Peter Hall Drive to Valley Green Trail	AnyTime
Sawmill Valley Drive	North	Yonge Street to Peter Hall Drive	AnyTime
Sawmill Valley Drive	North	Yonge Street to Society Crescent	AnyTime
Sawmill Valley Drive	West	Mulock Drive to #244 Sawmill Valley Drive	AnyTime
Sawmill Valley Drive	East	Mulock Drive to #243 Sawmill Valley Drive	AnyTime
Second Street	Both	Cotter Street to south limit	AnyTime
Septonne Avenue	East/ South/ West	Sheldon Avenue to Longford Drive	AnyTime
Shadrach Drive	West	From the south lot line of 844 Shadrach Drive to the north lot line of 928 Shadrach Drive	AnyTime
Shanahan Boulevard	West	North arm of Savage Road to the south arm of Savage Road	AnyTime
Sheldon Avenue	North	Between Walter Avenue and Newbury Drive	AnyTime
Sherman Brock Circle	West	Poppy Lane to Veteran's Way	AnyTime
Sherman Brock Circle	West	Veterans Way to Cenotaph Boulevard	AnyTime
Shortreed Terrace	North/ West	Bob Gapp Drive to Art Westlake Avenue	AnyTime
Silken Laumann Drive	North	Bayview Avenue westerly to the west limit of 495 Silken Laumann Drive	AnyTime
Silken Laumann Drive	North	McBean Avenue to the easterly limit of 421 Silken Laumann Drive	AnyTime
Silken Laumann Drive	South	Westerly limit of 474 Silken Laumann Drive to the easterly limit of 504 Silken Laumann Drive	AnyTime
Silverbirch Drive	West/ North/ East	Cherrywood Drive to Longford Drive	AnyTime
Silverbirch Drive	East/ South	From the northern property limit of #194 Silverbirch Drive to the western property limit of #218 Silverbirch Drive	AnyTime
Simcoe Street	North	Main Street to 100 ft. westerly thereof	AnyTime
Simcoe Street	North	Niagara Street to the west limit	AnyTime
Simcoe Street	South	Niagara Street to Superior Street	AnyTime
Skelton Street	Both	Prospect Street to its north limit	AnyTime
Sloss Court	North/ West	Gord Clelland gate to south terminus	AnyTime
Solstice Circle (north)	East/ West/ North	Delano Way to Delano Way (outer side)	AnyTime
Solstice Circle (south west)	West/ North	Delano Way to Capella Street	AnyTime
Solstice Circle (south and east)	East/ North	Delano Way to Capella Street	AnyTime

Somerville Drive	West	Dillman Avenue to terminus	AnyTime
Sparrow Road	Both	Carlson Drive to 150 ft. westerly thereof	AnyTime
Sparrow Road	Both	From a point 150 ft. west of Carlson Drive to its west limit	Monday to Friday 8:00 a.m. to 4:00 p.m.
Spruce Grove Crescent	East/ North	Bonshaw Avenue to Wood Duck Lane	AnyTime
Srigley Street	North	Prospect Street to Leslie Street	AnyTime
Srigley Street	South	Prospect Street to the west limit of 684 Srigley Street	AnyTime
Srigley Street	South	Muriel Street to Leslie Street	AnyTime
Steven Court	Both	From Mulock to south limit	AnyTime
Stewart Street	Both	Gorham Street to Allan Avenue	AnyTime
Stiver Drive	East/ South	Bristol Road to Carlisle Street	Monday to Friday 8:00 a.m. to 5:00 p.m.
Stiver Drive	West	Bristol Road to McCauley Court	Monday to Friday 8:00 a.m. to 5:00 p.m.
Stonehaven Avenue	North	Leslie Street and Bayview Avenue	AnyTime
Stonehaven Avenue	South	Bayview Avenue to the west entrance of #600 Stonehaven Avenue	AnyTime
Stonehaven Avenue	North	From Dillman Avenue to 2 metres east of the east limit of Bayview Avenue	AnyTime
Stuffles Crescent	South/ East/ North (inner)	Quick Street to Atkins Drive	AnyTime
Sunnypoint Drive	South/ East	Patterson Street to Greenfield Crescent	AnyTime
Sunnypoint Drive	North	Greenfield Crescent to Patterson Street	AnyTime
Sunnypoint Drive	North/ West	West limit of No. 725 to north limit of No. 739	AnyTime
Sunnypoint Drive	West	Western property limit of #787 Sunnypoint Drive to the western limit of #781 Sunnypoint Drive	AnyTime
Superior Street	East	Ontario Street to Davis Drive	AnyTime
Superior Street	West	Simcoe Street to Davis Drive	AnyTime
Superior Street	West	Simcoe Street to Ontario Street	Monday to Sunday 10:00 p.m. to 2:00 a.m.
Sweetwater Crescent (east arm)	East	McGregor Farm Trail to the north limit of #621 Sweetwater Crescent	AnyTime
Sweetwater Crescent (west arm)	West	McGregor Farm Trail to the north limit of #633 Sweetwater Crescent	AnyTime
Sweetwater Crescent	South	From the commencement of the Side Yard of #606 Sweetwater Crescent to the commencement of the Side Yard of #634 Sweetwater Crescent	AnyTime

Tango Crescent	North/ East/ South	William Booth Avenue to William Booth Avenue	AnyTime
Tecumseth Street	South	Raglan Street to its east limit	AnyTime
Tecumseth Street	North	Niagara Street to its easterly limit	AnyTime
Three Seasons Drive	Both	Alexander Road to its easterly limit	Monday to Friday 8:00 a.m. to 4:00 p.m.
Thornwillow Court	Both	From its south limit to Sparrow Road	Monday to Friday 8:00 a.m. to 4:00 p.m.
Timothy Street	North	Southerly production of the west limit of the west portion f Market Square to Church Street	AnyTime
Timothy Street	South	Church Street to Lorne Avenue	AnyTime
Timothy Street	Both	Doug Duncan Drive to Pine Street	AnyTime
Towercrest Drive	South	Lorne Avenue to William Roe Boulevard	AnyTime
Trailhead Avenue	North	Coachwhip Trail to Woodspring Avenue	AnyTime
Twinney Drive	North	Forhan Avenue to east limit	AnyTime
Twinney Drive	South	A point 430 feet east of the easterly limit of Forhan Avenue to a point 210 feet easterly thereof	AnyTime
Urbana Lane	West	Delano Way to Solstice Circle	AnyTime
Vale Avenue	West	Between Srigley Street and Crescent Road	AnyTime
Vale Avenue	East	Between Srigley Street and Bogart Avenue	AnyTime
Vantage Loop	North	William Booth Avenue to Woodland Hills Park	AnyTime
Vantage Loop	West	Woodland Hills Park to 50 metres west of Allure Street	AnyTime
Vantage Loop	North/ West	50 metres west of Allure Street to Delano Way	AnyTime
Veteran's Way	Both	Leslie Avenue to Sherman Brock Circle	AnyTime
Veteran's Way	Both	Sherman Brock Circle to Memorial Circle	AnyTime
Victoria Street	West	Millard Avenue to Park Avenue	AnyTime
Victoria Street	East	Park Avenue to Botsford Street	AnyTime
Vincent Street	East	Davis Drive to Penn Avenue	AnyTime
Vincent Street	West	Penn Avenue to the property limit between #64 and #68 Vincent Street	AnyTime
Vivant Street	North	William Booth Avenue to Allure Street	AnyTime
Wainscott Avenue	North/ East	Woodspring Avenue and Aspenwood Drive	AnyTime
Walpole Crescent	North/ East/ West/ South (outer curve)	Between Willowick Drive and Willowick Drive	AnyTime

Walpole Crescent	West (inner curve)	Lumsden Avenue to the north property limit of #638 Walpole Crescent	AnyTime
Walpole Crescent	North (inner curve)	The north property limit of #676 Walpole Crescent westerly to a point 37 metres west of Lumsden Avenue	AnyTime
Walpole Crescent	North (inner curve)	The north property limit of #720 Walpole Crescent easterly to a point 44 metres west of Lumsden Avenue	AnyTime
Walter Avenue	North	From Newbury Drive to 10 meters west of the centre-line of Barbara Road	AnyTime
Walter Avenue	South/ West	From Barbara Road to its north limit	AnyTime
Walter Avenue	North	Newbury Drive and #48 Walter Avenue	AnyTime
Walter Avenue	West	Barbara Road and Cardinal Crescent	AnyTime
Waratah Avenue	West	Boronia Crescent to north limit	AnyTime
Waratah Avenue	West	From Glover Lane northerly to the north side of Lot 24 (Municipal House No. 366 Waratah Avenue)	AnyTime
Waratah Avenue	East	From centre-line of Wayne Dr. to 23m northerly	AnyTime
Warby Trail	North/ West/ South (outer curve)	Sherman Brock Circle to Sherman Brock Circle	AnyTime
Warwick Crescent	North	Columbus Way to the western property limit of #137	AnyTime
Warwick Crescent	South	Columbus Way to the western property limit of #149	AnyTime
Warwick Crescent	East	Northern property limit of #144 to the southern property limit of #148	AnyTime
Watson Avenue	Both	Lundy's Lane to Bolton Avenue	AnyTime
Wayne Drive	North	Leslie Street to Huron Heights Drive	AnyTime
Wayne Drive	South	Howlett Avenue to a point 360 ft. east of Howlett Avenue	8:00 a.m. to 4:30 p.m. Monday to Friday
Wayne Drive	South	From centre-line of Lowe Blvd to 23m westerly	AnyTime
Wayne Drive	South	From centre-line of Lowe Blvd. to 23m easterly	AnyTime
Wayne Drive	South	From centre-line of Huron Heights Dr. to 23m easterly	AnyTime
Wayne Drive	North	From centre-line of Waratah Ave. to 23m easterly	AnyTime
Wellington Street	North	From Prospect Street to Concession Street	AnyTime
Wellington Street	South	6 metres east of the Bogart Creek bridge structure to the western	AnyTime

		edge of the bridge structure	
Wayne Drive	South	Howlett Avenue to a point 360 ft. east of Howlett Avenue	8:00 a.m. to 4:30 p.m. Monday to Friday
Wayne Drive	South	From centre-line of Lowe Blvd to 23m westerly	AnyTime
Wayne Drive	South	From centre-line of Lowe Blvd. to 23m easterly	AnyTime
Wayne Drive	South	From centre-line of Huron Heights Dr. to 23m easterly	AnyTime
Wayne Drive	North	From centre-line of Waratah Ave. to 23m easterly	AnyTime
William Dunn Crescent	North/ South/ East/ West (outer loop)	A point 9.0 metres west of the William Dunn/William Dunn Intersection on the south side of Bathurst Street	AnyTime
William Dunn Crescent	South	Bathurst Street to a point 51 metres west of the William Dunn/William Dunn Intersection	AnyTime
William Roe Boulevard	North	Common lot line between municipal house # 241 William Roe Boulevard to Cane Parkway	AnyTime
William Roe Boulevard	North	Terry Drive to Dixon Boulevard	AnyTime
William Roe Boulevard	South	Terry Drive to Sandford Street	AnyTime
William Roe Boulevard	South	Sandford Street to common lot line between municipal house #246 and #250 William Roe Boulevard	AnyTime
Williamson Family Hollow	East/ South/ West (outer)	Carlissa Run to Carlissa Run	AnyTime
Willow Lane	East Circle	South limit to north limit	AnyTime
Wilstead Drive	Both	Queen Street to Davis Drive	AnyTime
Wood Duck Lane	East/ South	Bonshaw Avenue and Aspenwood Drive	AnyTime
Woodfern Way	East/ North	Bonshaw Avenue and Woodspring Avenue	AnyTime
Woodspring Avenue	Both	Bonshaw Avenue north to Town limit	AnyTime
Woodspring Avenue	Both	Bathurst Street to Bonshaw Avenue	AnyTime
Yarfield Crescent (east arm)	East	McGregor Farm Trail to the north limit of #725 Yarfield Crescent	AnyTime
Yarfield Crescent (west arm)	West	McGregor Farm Trail northerly to a point 100 metres	AnyTime
Yarfield Crescent	South	From the commencement of the Side Yard of #714 Yarfield Crescent to the commencement of the Side Yard of #742 Yarfield Crescent	AnyTime
Public Lane running	Both	Timothy Street to its south limit	AnyTime

through lots 1, 2, 3, 4, 5 & 6 on Plan 4A (Cedar Street south of Timothy Street)			
Public Lane located immediately south of Lots 38 through 42, Plan 125 (Approx. 165' south of Davis Drive)	Both	Prospect Street to Charles Street	AnyTime

SCHEDULE V – NO STOPPING

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Agger Street	South	Main Street to east limit	AnyTime
Bonshaw Avenue	North	Red River Crescent and Woodspring Avenue	AnyTime
Botsford Street	South	Main Street to a point approximately 30 metres westerly of Main Street	AnyTime
Brimson Drive	East	Between Alex Doner Drive to McCaffrey Road	Monday to Friday 8:00 a.m. to 4:00 p.m. September to June
Brimson Drive	West	From McCaffrey Road south to the southern limit of 276 Brimson Drive	8:00 a.m. to 4:00 p.m. Monday to Friday September 1 st to June 30 th
Brimson Drive	West	From Alex Doner Drive south to the southern limit of 276 Brimson Drive	8:00 a.m. to 4:00 p.m. Monday to Friday September 1 st to June 30 th
Bristol Road	North	East leg of Doris Crescent easterly to the west leg of Billings Crescent	AnyTime
Burford Street	West	London Road to Chester Avenue	8:00 a.m. to 4:30 p.m. Monday to Friday
Bus Stop Areas		As indicated	AnyTime
Cane Parkway	East	Mulock Drive to the southern entrance of the parking lot	AnyTime
Cane Parkway	West	A point 50 metres north of William Roe Boulevard to Mulock Drive	AnyTime
Cedar Street	West	Timothy Street to Doug Duncan Drive	AnyTime
Church Street	West	South side of Park Avenue to the north side of Botsford Street	AnyTime
Church Street	East	Park Avenue to Botsford Street	8:00 a.m. to 5:00 p.m. Monday to Friday
Clearmeadow Boulevard	South	From the east limit of #278 Clearmeadow Boulevard to the west limit of #180 Clearmeadow Boulevard	8:00 a.m. to 4:00 p.m. Monday to Friday
Clearmeadow Boulevard	North	From Denise Circle to Bartholomew Drive	8:00 a.m. to 4:00 p.m. Monday to Friday
College Manor Drive	Both	150 ft north of Hollander Road	AnyTime
College Manor Drive	Both	150 ft south of Hollander Road	AnyTime
Colter Street	North	Joe Persechini Drive to Walsh Court	AnyTime
Columbus Way	West	Sawmill Valley Drive and Macedonia Court	AnyTime
D'Arcy Street	North	From Lorne Avenue to Church Street	AnyTime
Ford Wilson Boulevard	West	Woodspring Avenue to Cheryl Mews Boulevard	Monday to Friday

			7:00 a.m. to 6:00 p.m.
Ford Wilson Boulevard	East	Cheryl Mews Boulevard to Dowson Loop	Monday to Friday 7:00 a.m. to 6:00 p.m.
Hutchcroft Court	All	Entire court	Monday to Friday 8:00 a.m. to 4:00 p.m. September to June
Joe Persechini Drive	East	Hartford Crescent (south arm) and Burgess Crescent (north arm)	AnyTime
Keith Avenue	West/South	From the south limit of 514 Keith Avenue to a point approx. 72 m southeasterly thereof	8:00 a.m. to 4:00 p.m. Monday to Friday
Keith Avenue	East/South	From the south limit of 440 Keith Avenue to a point approx. 76m southeasterly thereof	8:00 a.m. to 4:00 p.m. Monday to Friday
Keith Avenue	North	From the north limit of 509 Keith Avenue to the north limit of 553 Keith Avenue	8:00 a.m. to 4:00 p.m. Monday to Friday
Keith Avenue	South	From the common lot line between house numbers 446 and 440 through the Intersection of Rhodes Circle, east leg to the common lot line between house numbers 426 and 420	8:00 a.m. to 4:00 p.m.
Longford Drive	East	Davis Drive to Penn Avenue	AnyTime
Lorne Avenue	East	Eagle Street to 100 ft. southerly thereof	AnyTime
Lorne Avenue	West	Eagle Street to 100 ft. northerly thereof	AnyTime
Lorne Avenue	West	Southerly lot line of 262 Lorne Avenue northerly to Avenue Road	8:00 a.m. to 5:00 p.m. Monday to Friday
Lundy's Lane	Both	Davis Drive to Watson Avenue	AnyTime
Main Street	West	Water Street to a point 26 metres north of Water Street	AnyTime
Main Street	West	A point 52 metres north of Water Street to Park Avenue	AnyTime
Main Street	West	Millard Avenue to Ontario Street	AnyTime
Main Street	West	Davis Drive to 55 metres south of Davis Drive	AnyTime
Main Street	East	From a point 45 metres north of Queen Street to a point 45 metres south of Queen Street	AnyTime
Main Street	East	Water Street to a point	
Main Street	West	From Millard Avenue to Park Avenue	AnyTime Except on Sundays between 9:00 a.m. and 12:00 p.m.
Millard Avenue	South	Main Street to Church Street	AnyTime
Municipal Laneway	Both	Easterly from Main Street to Cedar Street	AnyTime

(between 213 and 217 Main St)			
Muriel Street	Both	Srigley Street to the south limits of Arthur Street	8:00 a.m. to 4:00 p.m. Monday to Friday
Muriel Street	East	Srigley Street to the south limits of Arthur Street	8:00 a.m. to 4:00 p.m. Monday to Friday
Ontario Street	North	From Main Street to Niagara Street	AnyTime
Ontario Street	South	From Main Street to 3 meters west of the fire hydrant directly in front of St. John's Chrysostom Church, 432 Ontario St	AnyTime
Osmond Crescent	West	London Road to a point 15 metres north	Monday to Friday 8:00 a.m. to 4:00 p.m.
Park Avenue	North	Main Street to a point 41 metres (135 feet) westerly thereof	AnyTime
Park Avenue	South	Main Street to a point 20 metres (66 feet) westerly thereof	AnyTime
Pearson Street	South	Second Street to Court Street	7:00 a.m. to 6:30 p.m. Monday to Friday
Penn Avenue	West/ North	From the southern limit of #257 to the western limit of #229	AnyTime
Penn Avenue	East/ South	From the southern limit of #260 to the western limit of #228	AnyTime
Penn Avenue	South	Longford Drive to Lindsay Avenue	AnyTime
Savage Road (North Arm)	Both	Yonge Street to Shanahan Boulevard	AnyTime
Savage Road (South Arm)	South	Yonge Street to Caribou Valley Circle	AnyTime
Sawmill Valley Drive	South	Joe Persechini Drive to Columbus Way	AnyTime
Sawmill Valley Drive	South	Society Crescent (east arm) to Peter Hall Drive	AnyTime
Sawmill Valley Drive	North/East	Peter Hall Drive to Society Crescent (west arm)	AnyTime
Second Street	Both	Pearson Street to north limit of Prospect Street	7:00 a.m. to 6:30 p.m. Monday to Friday
Silken Laumann Drive	South	Westerly limit of 508 Silken Laumann Drive to Bayview Avenue	AnyTime
Stonehaven Avenue	South	Norwick Road to #850 Stonehaven Avenue	8:00 a.m. to 4:30 p.m. Monday to Friday
Timothy Street	Both	Main Street to Doug Duncan Drive	AnyTime
Timothy Street	South	Main Street to a point approximately 80 metres westerly of Main Street	AnyTime
William Roe Boulevard	Both	Yonge Street to Terry Drive	AnyTime
Woodspring Avenue	North	Patty McCulloch Way to a point 50 metres east of the eastern property limit of 75 Ford Wilson	Monday to Friday 8:00 a.m. to 4:00 p.m.

		Boulevard (Alexander Muir Public School)	
Woodspring Avenue	South	A point 50 metres west of Memorial Gardens Way to William Booth Avenue	Monday to Friday 8:00 a.m. to 4:00 p.m.
Woodspring Avenue	West	Trailhead Avenue to Bonshaw Avenue	Monday to Friday 8:00 a.m. to 4:00 p.m.

SCHEDULE VI – PARKING FOR RESTRICTED PERIODS

ROAD	SIDE	BETWEEN	TIMES OR DAYS PERIOD PERMITTED	MAXIMUM
Bayview Parkway	West	From a point 105 metres north of Davis Drive to a point 200 metres north of Davis Drive	AnyTime	2 Hours
Botsford Street	South	Church Street to a point 14 metres west of the easterly property limit of #438	8:00 a.m. to 6:00 p.m. Monday to Friday	2 hours
Botsford Street	North	Main Street to the east limit of Market Square (Parking Lot P5)	AnyTime	2 Hours
Botsford Street	North	The first parking space immediately west of Main Street		15 Minutes
Botsford Street	North	Main Street to a point approximately 30 metres westerly of Main Street	Monday to Saturday 9:00 a.m. to 9:00 p.m.	A Hours
Cedar Street	East	From Timothy Street to northward along the Community Centre in locations as to not block existing Community Centre parking or loading areas		15 Minutes
Church Street	West	Millard Avenue to the north side of Park Avenue	8:00 a.m. to 5:00 p.m. Monday to Friday	2 Hours
Doug Duncan Drive	East	Timothy Street and west leg of Doug Duncan	Any Day 6:00 a.m. to 2:00 a.m.	No Maximum
Doug Duncan Drive	East	Water Street to Timothy Street	Any Day 2:00 a.m. to 6:00 a.m.	No Parking
Doug Duncan Drive	West	Water Street to the west leg of Doug Duncan – southern 10 parking spaces	Monday to Saturday 9:00 a.m. to 5:00 p.m.	3 hours
Doug Duncan Drive	West	Water Street to the west leg of Doug Duncan	Any Day 2:00 a.m. to 6:00 a.m.	No Parking
Doug Duncan Drive	West	Timothy Street to the west leg of Doug Duncan, except southern 10 parking spaces	Any Day 6:00 a.m. to 2:00 a.m.	No Maximum
Doug Duncan Drive	West	Water Street to Timothy Street	Monday to Saturday 9:00 a.m. to 5:00 p.m.	3 Hours
Doug Duncan Drive	West	Water Street to Timothy Street	Any Day 2:00 a.m. to 6:00 a.m.	No Parking
Doug Duncan Drive	East	Water Street to Timothy Street	Any Day	Not in excess of 24 Hours

Doug Duncan Drive West	South	The north/south leg of Doug Duncan Drive and Cedar Street	Monday to Saturday 9:00 a.m. to 5:00 p.m.	3 Hours
Doug Duncan Drive West	South	The north/south leg of Doug Duncan Drive and Cedar Street	Any Day 2:00 a.m. to 6:00 a.m.	No Parking
Gorham Street	Both	Leslie Street to Harry Walker Parkway	AnyTime	3 Hours
Gwillimbury Road	North	Penn Avenue and Longford Drive	8:00 a.m. to 5:00 p.m.	5 Hours
Main Street	West	From a point 26 metres north of Water Street to a point 52 metres north of Water Street	8:00 a.m. to 6:00 p.m. Monday to Saturday	2 Hours
Main Street	West	A point 26 metres north of Water Street to a point 52 metres north of Water Street	Monday to Saturday 6:00 a.m. to 2:00 a.m.	2 Hours
Main Street	West	From a point 20 metres north of Ontario Street to a point 12 metres south of Simcoe Street	Monday to Saturday 6:00 a.m. to 2:00 a.m.	2 Hours
Main Street	West	From a point 14 metres north of Simcoe Street to a point 55 metres south of Davis Drive	Monday to Saturday 6:00 a.m. to 2:00 a.m.	2 Hours
Main Street	East	From a point 45 metres south of Queen Street to a point 92 metres south of Queen Street	Monday to Saturday 6:00 a.m. to 2:00 a.m.	2 Hours
Main Street	East	From a point 29 metres south of Davis Drive to a point 58 metres south of Davis Drive	Monday to Sunday 6:00 a.m. to 4:00 p.m. and 6:00 p.m. to 2:00 a.m.	2 Hours
Main Street	East	From a point 45 metres north of Queen Street to a point 30 metres south of Ontario Street	Monday to Sunday 6:00 a.m. to 2:00 a.m.	2 Hours
Main Street	East	From a point 58 metres north of Ontario Street to a point 18 metres south of Simcoe Street	Monday to Sunday 6:00 a.m. to 2:00 a.m.	2 Hours
Main Street	East	First parking space north of Timothy Street	Monday to Sunday 6:00 a.m. to 2:00 a.m.	15 Minutes
Main Street	East	Third parking space north of the lane opposite Botsford Street	Monday to Sunday 6:00 a.m. to 2:00 a.m.	15 Minutes
Millard Avenue	North	Main Street to Church	Monday to Saturday 9:00 a.m. to 9:00 p.m.	2 Hours
Ontario Street	South	Main Street easterly to the driveway of	6:00 p.m. to 5:00 a.m.	

		the property at 57 Main Street	Monday to Saturday	
Park Avenue	South	20 metres west of Main Street to 41 metres west of Main Street		15 Minutes
Queen Street	South	East limit of the lot municipally known as 466 Queen Street to Main Street	4:00 p.m. to 7:00 p.m. Monday to Friday	
Simcoe Street	North	Main Street to a point 90 ft. easterly thereof	AnyTime	2 Hours
Three Seasons Drive		Alexander Road to its east limit	Monday to Friday 8:00 a.m. to 4:00 p.m.	
Timothy Street	North	Main Street to west limit of Old Town Hall Parking Lot (Parking Lot P4)	AnyTime	2 Hours
Timothy Street	North	Main Street to a point approximately 80 metres westerly of Main Street	Monday to Saturday 9:00 a.m. to 9:00 p.m.	2 Hours
Timothy Street	North	The first parking space immediately west of Main Street		15 Minutes



Corporation of the Town of Newmarket

By-law 2019-XX

A By-law to implement an Administrative Monetary Penalty System in the Town of Newmarket.

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 Newmarket (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;

Therefore be it enacted by the Council of the Corporation of the **Town** of Newmarket as follows:

1. Title

This By-law may be known and cited for all purposes as the “Administrative Monetary Penalty System By-law 2019-XX”.

2. Definitions

In this By-law:

“**Adjudication Fee**” means the amount that the recipient is liable to pay as specified under Section 7(13) of this By-law and listed in Schedule “B”;

“**Administrative Fee**” means any fee specified in this By-law, as amended;

“Administrative Penalty” means a monetary penalty set out in this By-law for a contravention of a **Designated By-law**;

“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;

“Designated By-law” means a by-law, or a part or provision of a by-law, that is designated under this or any other by-law, and is listed in the attached Schedule “A” to which the AMPS applies;

“Early Payment” means a twenty five percent (25%) discount for **Early Payment** in accordance with Section 5(5)(a) of this By-law that is payable for contraventions of the designated provisions listed in Column A3 and set forth in Schedule “A”;

“Fee – Hearing No-Show” means an **Administrative Fee** listed in Schedule “B” in respect of a **Person’s** failure to appear at the time and place scheduled for a hearing before a **Hearing Officer**;

“Fee – MTO Plate Denial” means an **Administrative Fee** listed in Schedule “B”, 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;

“Fee – MTO Search” means an **Administrative Fee** listed in Schedule “B” for searching the records of the Ontario Ministry of Transportation;

“Fee – Screening No-Show” means an **Administrative Fee** listed in Schedule “B” in respect of a **Person’s** failure to appear at the time and place scheduled for a review by a **Screening Officer**;

“Hearing Officer” means a **Person** who performs the duties of a **Hearing Officer** in accordance with section 7 of this By-law, and pursuant to the **Town’s** Screening and **Hearing Officer** Policy # 2019-XX;

“Hearing Officer Appeal Form” means the form attached to the **Screening Decision** that may be filed by a **Person** under this By-law;

“Late Payment” means a twenty five percent (25%) surcharge for **Late Payment** in accordance with Section 5(5)(c) of this By-law that is payable for contraventions of the designated provisions listed in Column A3 and set forth in Schedule “A”;

“Officer” includes members of York Regional Police Services, Municipal Enforcement **Officers**, the Manager of Regulatory Services or their designate, and any other **Person** authorized by the **Town** to enforce this By-law;

“Penalty Notice” means a ticket issued pursuant to section 5 of this By-law;

“Penalty Notice Number” means the number specified on the **Penalty Notice** that is unique to that **Penalty Notice**;

“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;

“Screening Decision” means a notice that contains the decision made by a **Screening Officer** and delivered in accordance with Section 8 of this By-law;

“Screening Officer” means a **Person** who performs the functions of a **Screening Officer** in accordance with Section 6 of this By-law, and pursuant to the **Town’s** Screening and **Hearing Officer** Policy # 2019-XX;

“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 “A”;

“Town” means The Corporation of the **Town** of Newmarket.

3. Application

- (1) This By-law applies only to those contraventions included within Schedule “A”, attached hereto and forming part of this By-law.

4. Administrative Penalties

- (1) The **Administrative Penalties** designated in Schedule “A”, as attached and forming part of this By-law, may be dealt with by **Penalty Notice** and the Administrative Monetary Penalty System.

5. Penalty Notice

- (1) Any **Person** who contravenes any designated provision of this By-law or each registered owner of that vehicle, when given a **Penalty Notice** in accordance with this By-law, shall be liable to pay to the **Town** an **Administrative Penalty** in the amount set out in Schedule “A” and any related **Administrative Fees**.
- (2) Where the offence is continuous, each day the offence continues shall constitute a new and separate offence.
- (3) An **Officer** who has reason to believe that a **Person** has contravened any provision of this By-law may issue a **Penalty Notice**.
- (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**.
- (5) The amount due for a **Penalty Notice** is:
 - (a) the **Early Payment** set out in Schedule “A” for the related contravention if payment is received by the **Town** within fifteen (15) calendar days from the date of issue of the **Penalty Notice**

in accordance with this By-law;

- (b) the **Set Penalty Amount** set out in Schedule “A” for the related contravention if payment is received by the **Town** on and following the sixteenth (16th) calendar day from the date of receipt of the **Penalty Notice** in accordance with this By-law; or
- (c) the **Late Payment** set out in Schedule “A” for the related contravention if payment is received by the **Town** on and after thirty (30) calendar days from the date of receipt of the **Penalty Notice** in accordance with this By-law.

6. Review By Screening Officer

The following applies to the review of an **Administrative Penalty** by a **Screening Officer**:

- (1) A **Person** who is served with a **Penalty Notice** may request that the **Administrative Penalty** be reviewed by a **Screening Officer** and shall do so on or before the date on which the **Administrative Penalty** is due and payable.
- (2) If a **Person** has not requested a Screening Review on or before the date on which the **Administrative Penalty** is due and payable, the **Person** may request that the **Screening Officer** extend the time to request a review within thirty (30) days after the **Penalty Notice** Date, at which time the **Administrative Penalty** shall be deemed final.
- (3) Every **Person** who requests a review by a **Screening Officer** shall receive a **Screening Decision**, served on the Person in accordance with Section 8.
- (4) 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** written notice of the request to review that includes:
 - (a) the **Penalty Notice Number**;
 - (b) the **Person**’s mailing address and, if applicable, telephone number;
 - (c) 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;
 - (d) the reasons for which the review has been requested; and
 - (e) the **Person**’s preference to:
 - (i) meet in-**Person** with the **Screening Officer** for the review; or
 - (ii) have the review undertaken by the **Screening Officer** in writing.
- (5) Written notice for a request to review shall be provided by completing the **Screening Officer** Review Form and delivering it to the **Town** in accordance with Section 8 of this By-law.
- (6) Where the **Person** requests to meet in-**Person** with the **Screening Officer** in accordance with this By-law, the **Person** shall be provided no fewer than seven (7) calendar days’ notice as provided by Section 8 of the date, time, and place of the **Screening Officer** Review.

- (7) Where the **Person** requests to meet in-**Person** with the **Screening Officer** in accordance with this By-law and the **Person** fails to appear at the time and place scheduled for a **Screening Officer** Review, or fails to remain at such place until the **Screening Officer** has made a **Screening Decision** respecting the **Administrative Penalty**, then:
 - (a) the **Person** shall be deemed to have abandoned the request for the review;
 - (b) the **Administrative Penalty** shall be deemed to be final;
 - (c) the **Administrative Penalty** shall not be subject to further review by a **Hearing Officer** or review by any Court; and
 - (d) the **Person** shall pay to the **Town** a **Fee – Screening No-Show**.
- (8) On a review of the **Administrative Penalty**, the **Screening Officer** may in a **Screening Decision**:
 - (a) Affirm the **Administrative Penalty**;
 - (b) Cancel the **Administrative Penalty**;
 - (c) Reduce the **Administrative Penalty** to the **Early Payment**; or
 - (d) Extend the time for payment, including any **Late Payment Administrative Fees**.
- (9) A **Screening Officer** shall only 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:
 - (a) the **Person** establishes, on a balance of probabilities, that the offence did not occur as alleged on the **Penalty Notice**; or
 - (b) 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.
- (10) 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 to the **Set Penalty Amount** plus any applicable **Administrative Fee(s)**.
- (11) 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.
- (12) 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.

7. Review By Hearing Officer

The following applies to the review of a **Screening Decision** by a **Hearing Officer**:

- (1) A **Person** may request a review by a **Hearing Officer** on or before the due and payable date for the **Administrative Penalty** listed in the **Screening Decision**.
- (2) If a **Person** has not requested a Hearing Review on or before the date on which the **Administrative Penalty** is due and payable, the **Screening Decision** shall be deemed final unless the **Person** request within thirty (30) calendar days after the **Screening Decision** was issued that the **Hearing Officer** extend the time to appeal.
- (3) 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** written notice of the request to appeal that includes:
 - (a) the **Penalty Notice Number**;
 - (b) the **Person's** mailing address and, if applicable, telephone number;
 - (c) 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
 - (d) the reasons for which the appeal has been requested.
- (4) Written notice of the request to appeal or to request an extension of time to appeal is provided by completing the **Hearing Officer Appeal Form** and delivering it to the **Town** in accordance with Section 8 of this By-law.
- (5) The **Person** shall be given no fewer than seven (7) calendar days' notice as provided by Section 8 of the date, time, and place of the hearing of the appeal by the **Hearing Officer**.
- (6) If the **Person** fails to appear at the time and place scheduled for the hearing of the appeal:
 - (a) the **Person** shall be deemed to have abandoned the appeal;
 - (b) 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
 - (c) the **Person** shall pay to the **Town** a **Fee – Hearing No-Show**.
- (7) 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.
- (8) On an appeal of the **Screening Decision**, the **Hearing Officer** may:
 - (a) Affirm or deny the request to extend the time to appeal;
 - (b) Affirm the **Administrative Penalty**;
 - (c) Cancel the **Administrative Penalty**;
 - (d) Reduce the **Administrative Penalty** to the **Early Payment**; or

(e) Extend the time for payment, including any **Late Payment Administrative Fees**.

- (9) Every **Person** who requests a review by the **Hearing Officer** shall receive a **Hearing Decision**, served in accordance with Section 8 of this By-law.
- (10) The decision of a **Hearing Officer** is final and not subject to review, including review by any Court.
- (11) 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.
- (12) 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.
- (13) 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.

8. Service of Documents

- (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 any manner to a **Person's** vehicle;
 - (b) when a copy is hand-delivered to the **Person** to whom it is addressed;
 - (c) when a copy is delivered by regular mail to the **Person** to whom it is addressed;
 - (d) on the seventh (7th) calendar day following the date a copy is sent by regular mail to the **Person's** last known address; or
 - (e) immediately upon sending a copy by electronic mail (email) to the **Person's** last known electronic mail address.
- (2) Any notice or document to be given to the **Town** in respect of this By-law shall be in writing and delivered in any of the following manners:
 - (a) **Personally** delivering a copy to the **Town** during its regular business hours to "AMPS Program, Legislative Services Department – **Town** of Newmarket, 395 Mulock Dr, Newmarket, ON, L3Y 4Y9".

9. Administration

- (1) The Director of Legislative Services or their designate 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 Director deems necessary, without amendment to this By-law.

- (2) The Director of Legislative Services or their designate 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 Director deems necessary, without amendment to this By-law.
- (3) The positions of **Screening Officer** and **Hearing Officer** are established through delegated authority and shall be appointed by the Director of Legislative Services.
- (4) Municipal Enforcement **Officers** shall not accept payment of an **Administrative Penalty** respecting a **Penalty Notice**.
- (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**:
 - (a) may notify the Ontario Ministry of Transportation (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
 - (b) 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.
- (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) 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**.
- (8) Where an **Administrative Penalty** is cancelled, any **Administrative Fee(s)** are also cancelled.
- (9) Once a **Penalty Notice** has been paid there is no further option for dispute.

10. Severability

- (1) Should any provision, or any part of a provision, of this By-law be declared invalid, or to be of no force and effect by a court of competent jurisdiction, it is the intent of Council that such a provision, or part of a provision, shall be severed from this By-law, and every other provision of this By-law shall be applied and enforced in accordance with its terms to the extent possible according to law.

11. Interpretation

- (1) The provisions in Part VI of the Legislation Act, 2006, S.O. 2006, c.21, Sched. F, shall apply to this By-law.
- (2) 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.

12. Short Title

- (1) This By-law may be referred to as the AMPS By-law.

13. Effective Date

- (1) This By-law shall come into force and effect on the 15th day of January 2020

Enacted this 30th day of September 2019.

John Taylor, Mayor

Lisa Lyons, Town Clerk

Schedule “A”

Administrative Monetary Penalty System By-law
Designated By-law Provisions

- 1. For the purposes of Section 3 of this By-law, Column A3 in the following table lists the provisions in the **Designated By-law** identified in the Schedule, as amended.
- 2. Column A4 in the following table sets out the short form wording to be used in a **Penalty Notice** for the contravention of the designated provisions listed in Column A3.
- 3. Column A6 in the following table set out the **Administrative Penalty** for the **Set Penalty Amount** in accordance with Section 5(5)(b) of this By-law that is payable for contraventions of the designated provisions listed in Column A3.
- 4. The penalties shown in Column A5 below include a twenty five percent (25%) discount for **Early Payment** in accordance with Section 5(5)(a) of this By-law that is payable for contraventions of the designated provisions listed in Column A3.
- 5. The penalties shown in column A7 below include a twenty five percent (25%) surcharge for **Late Payment** in accordance with Section 5(5)(c) of this By-law that is payable for contraventions of the designated provisions listed in Column A3.

A1 Bylaw	A2 Item #	A3 Section	A4 Description	A5 Early Payment	A6 Set Penalty	A7 Late Payment
Parking By-law 2019-XX	1	5(2)	Interfere with Authorized Sign	30.00	40.00	50.00
	2	5(3)	Obstruct Authorized Sign	30.00	40.00	50.00
	3	6(1)(a)	Park facing wrong direction	30.00	40.00	50.00
	4	6(1)(b)	Park more than 30cm from curb	30.00	40.00	50.00
	5	6(1)(c)	Fail to park parallel to curb	30.00	40.00	50.00
	6	7(1)(a)	Park within 9m of non-signalized intersection	37.50	50.00	62.50
	7	7(1)(b)	Park within 15m of signalized intersection	37.50	50.00	62.50
	8	7(1)(c)	Exceed posted time	30.00	40.00	50.00
	9	7(1)(d)	Park contrary to traffic control device	30.00	40.00	50.00
	10	7(1)(e)	Park causing obstruction	30.00	40.00	50.00
	11	7(1)(f)	Park between 0200 and 0600 hrs	75.00	100.00	125.00
	12	7(1)(g)	Park on boulevard	37.50	50.00	62.50
	13	7(1)(h)	Park within 3m of hydrant	75.00	100.00	125.00
	14	7(1)(i)	Park within 152m of firefighting apparatus	56.25	75.00	93.75
	15	7(1)(j)	Park within 7m of fire hall entrance – same side	37.50	50.00	62.50
	16	7(1)(k)	Park within 30m of fire hall entrance – opposite side	37.50	50.00	62.50
	17	7(1)(l)	Park on a bridge	37.50	50.00	62.50
	18	7(1)(m)	Park within 6m of bus stop	30.00	40.00	50.00
	19	7(1)(n)	Park in a public laneway	30.00	40.00	50.00
	20	7(1)(o)	Park on a median	37.50	40.00	50.00
	21	7(1)(p)	Double park	37.50	50.00	62.50
	22	7(1)(q)	Park within turning circle	30.00	40.00	50.00
	23	7(1)(r)	Park displaying vehicle for sale	30.00	40.00	50.00
	24	7(1)(s)	Park without valid insurance	30.00	40.00	50.00
	25	7(1)(t)	Parked while washing or repairing vehicle	30.00	40.00	50.00
	26	7(1)(u)	Exceed 3 consecutive hours	30.00	40.00	50.00
	27	7(1)(v)	Park within 0.6m of driveway	37.50	50.00	62.50
	28	7(1)(w)	Park obstructing previously parked vehicle	30.00	40.00	50.00
	29	7(1)(x)	Park on narrow roadway	30.00	40.00	50.00
	30	7(1)(y)	Park alongside railway tracks	30.00	40.00	50.00
	31	7(1)(z)	Park causing obstruction to building	30.00	40.00	50.00
	32	7(1)(aa)	Park within 15m of Authorized Sign intersection	30.00	40.00	50.00
	33	7(1)(bb)	Park within 30m of traffic signal intersection	37.50	50.00	62.50
	34	7(1)(cc)	Park within a turning basin	30.00	40.00	50.00
	35	7(1)(dd)	Interfere with funeral procession	30.00	40.00	50.00
	36	7(1)(ee)	Park within 15m of dead-end roadway	30.00	40.00	50.00
	37	7(1)(ff)	Park within 3m of walkway	30.00	40.00	50.00
	38	7(1)(gg)	Park within Unauthorized Area	75.00	100.00	125.00

A1	A2	A3	A4	A5	A6	A7
Bylaw	Item #	Section	Description	Early Payment	Set Penalty	Late Payment
Parking By-law 2019-XX	39	7(2)	Park commercial vehicle on street	41.25	55.00	68.75
	40	7(3)	Park trailer on street	41.25	55.00	68.75
	41	7(4)(a)	Park within 15m of crosswalk – same side	37.50	50.00	62.50
	42	7(4)(b)	Park within 30m of crosswalk – opposite side	37.50	50.00	62.50
	43	7(5)(a)	Unauthorized parking on private property	30.00	40.00	50.00
	44	7(5)(b)	Unauthorized parking on Town property	30.00	40.00	50.00
	45	7(5)(c)	Park during restricted time	30.00	40.00	50.00
	46	8(1)(a)	Stop within intersection	37.50	50.00	62.50
	47	8(1)(b)	Stop within 9m of pedestrian crossover	37.50	50.00	62.50
	48	8(1)(c)	Stop within 9m of School Crossing Guard	37.50	50.00	62.50
	49	8(1)(d)	Stop causing obstruction	37.50	50.00	62.50
	50	8(1)(e)	Stop contrary to traffic control device	30.00	40.00	50.00
	51	8(1)(f)	Stop parallel to vehicle	30.00	40.00	50.00
	52	8(1)(g)	Stop on a bridge	37.50	50.00	62.50
	53	8(1)(h)	Stop within tunnel	37.50	50.00	62.50
	54	8(1)(i)	Stop obstructing traffic	56.25	75.00	93.75
	55	8(1)(j)	Stop within turning circle	37.50	50.00	62.50
	56	8(1)(k)	Stop within Unauthorized Area	75.00	100.00	125.00
	57	9(3)	Park within fire route	125.00	150.00	175.00
	58	10(1)	Park contrary to No Parking sign	37.50	50.00	62.50
	59	11(1)	Stop contrary to No Stopping sign	37.50	50.00	62.50
	60	13(1)(a)	Park contrary to municipal parking area	30.00	40.00	50.00
	61	13(1)(b)	Park in more than one space	30.00	40.00	50.00
	62	13(1)(c)	Unauthorized parking in municipal parking area	30.00	40.00	50.00
	63	14(1)(a)	Failure to display accessible permit	300.00	300.00	300.00
	64	14(1)(b)	Unauthorized use of accessible permit	300.00	300.00	300.00
	65	17(2)	Obstruct a Municipal Enforcement Officer	75.00	100.00	125.00

Schedule “B”

Administrative Monetary Penalty System By-law
Administrative Fees

1. The table below lists the **Administrative Fees** as defined in Section 2 of this By-law.

Administrative Fee Description	Fee Amount
Adjudication Fee	\$25.00
Fee – Hearing No-Show	\$100.00
Fee – MTO Plate Denial	\$20.00
Fee – MTO Search	\$10.00
Fee – Screening No-Show	\$50.00
Note: Fees listed in Schedule “B” to this By-law will be subject to Harmonized Sales Tax (H.S.T.) where applicable.	



Town of Newmarket
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Newmarket, Ontario, L3Y 4X7

Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Urban Centres Secondary Plan and Zoning By-law Amendments: Recommend to Public Meeting Staff Report to Council

Report Number: 2019-85

Department(s): Planning & Building Services

Author(s): Adrian Cammaert

Meeting Date: September 23, 2019

Recommendations

1. That the report entitled Urban Centres Secondary Plan and Zoning By-law Amendments: Recommend to Public Meeting, dated September 23, 2019 be received;
2. That the Secondary Plan Amendment and a Zoning By-law Amendment generally described in Report 2019-85 be referred to a combined public meeting as required by the Planning Act;
3. That following the public meeting, issues identified in this Report, together with comments of the public, Committee, and those received through the agency and departmental circulation of the application, be addressed by staff in a comprehensive report to Committee of the Whole, if required; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

The purpose of this Report is to provide information and rationale of a series of changes that are proposed to both the Urban Centres Secondary Plan and Urban Centres Zoning By-law, seek authorization to commence such amendments, and to proceed to a combined statutory Public Meeting in accordance with the requirements of the Planning Act.

Background

The majority of the policies of the Urban Centres Secondary Plan came into force and effect on April 30, 2015. Since that time, staff have been applying the Plan to

Urban Centres Secondary Plan and Zoning By-law Amendments: Recommend to Public Meeting

development applications that have been received for development applications located within the Urban Centres. This 4-year period has allowed staff to get a sense of the practical nature of the Plan and identify technical anomalies that should be addressed. In addition, certain other planning documents have been adopted by Council which necessitate changes to the Secondary Plan in order to achieve alignment.

The Urban Centres Zoning By-law was prepared to directly implement the policies of the Urban Centres Secondary Plan at the zoning level. It was approved in September, 2018 and came into force and effect on June 10, 2019. Through the appeals process and the subsequent daily use by staff, a small number of specific changes are deemed to be required.

This Report provides information on the proposed revisions to both the Urban Centres Secondary Plan and Urban Centres Zoning By-law and recommends that both planning documents be amended in accordance with the provisions of the Planning Act.

Discussion

The proposed changes to the Urban Centres Secondary Plan and Zoning By-law generally fall into three categories:

1. Changes to clarify the original intent of policies and regulations;
2. Changes to acknowledge completion of, and implement recommendations of, other approved planning documents; and
3. Changes to achieve greater alignment between various sections and technical revisions to increase ease of use.

The following sections will provide a summary of the main changes and rationale proposed for the Urban Centres Secondary Plan and Urban Centres Zoning By-law.

Proposed Urban Centres Secondary Plan Changes

1. Remove all appeal boxes, etc from text and mapping. All appeals have been settled and therefore the identification of appealed sections and mapping is no longer needed.
2. Replace all references to "natural heritage areas" with "Lands within the Natural Heritage System and identified significant natural heritage areas" for greater alignment with provincial and regional planning documents.
3. Align the right-of-way widths in 8.3.3 with those shown in Appendix A - Conceptual Cross Sections.

4. Remove “public streets” and “parkland conveyed to Town” from exclusions in the Floor Space Index (FSI) calculations under the definition of “Land Area”, as a means of incentivizing these benefits.
5. Complete the following changes to align the Secondary Plan with the adopted Community Energy Plan:
 - a. Section 14.2.9 (ii) – Revise to add “the provision of buildings that are “district energy ready” as a means of density bonusing.
 - b. Add the following definition for district energy ready: “The physical structuring of buildings and internal areas as to enable future connection to a district energy system with minimal additional cost to the building owner. For the purposes of Section 14.2.9 (ii), conformity with this term shall be provided in a Sustainable Development Report.”
 - c. Revise Section 7.3.7 (xi) to incorporate the term “district energy ready”.
 - d. Revise Section 7.3.7 (xii) to include “The level to which a proposed development is district energy ready (if applicable)”
6. Clarify and strengthen policy language in 13.3.4 to state that a Community Energy Plan has been completed and development applications must speak to implementing the applicable recommendations in Sustainable Development Reports.
7. Complete the following changes to align the Secondary Plan with the adopted Mobility Hub Study:
 - Add sentence to end of Section 2.3 of Part A - Preamble to acknowledge that lower densities are acceptable at the Newmarket GO station given the physical constraints: “Metrolinx does recognize that mobility hubs vary in terms of size, type and function and not all mobility hubs will be able to achieve these density targets.”
 - Remove / revise points in 5.3.4 ii e) and 9.3.3 ii and iii to acknowledge that the mobility hub study has been completed.
 - Revise 8.3.7 to state that a north/south and east/west road network study may be conducted in the future, separate from the mobility hub study, while acknowledging that a study may draw from the mobility hub study’s findings.
8. Revise Section 7.3.4 iv to clarify from where the front yard setbacks of low density residential buildings must be taken.
9. Remove Section 7.3.5.1 vi because it does not relate specifically to podiums and is already addressed in Section 7.3.3.2.
10. Revise wording in Sections 8.3.4 i, ii, iii to:

- a. allow, in certain instances, a narrower width than 18m for private roads / lanes.
- b. Clarify that the primary purpose of private roads / lanes is to provide rear access to properties that have frontage on Yonge Street or Davis Drive.

- 11. Remove specific reference to 'pioneer village' in 10.3.2 ii c)
- 12. Section 10.3 and 7.3.5 i – Revise to recognize the Town's adopted Parkland Dedication By-law and ensure alignment between the two documents.
- 13. Potentially add general Major Transit Station Area (MTSA) policy language, in consultation with Region.

Mapping Changes:

- 1. Incorporate updated 2019 floodplain mapping from the Lake Simcoe Region Conservation Authority (LSRCA).
- 2. Delete the numerical height (metres) values as shown on Schedule 5. Typically, an Official Plan or Secondary Plan would state the number of storeys rather than an exact "metre" numerical value. Prescribing numerical floor height requirements is overly detailed for a high level planning document such as a Secondary Plan, and it is more appropriate to govern this level of detail in the zoning by-law, which are prepared in accordance with other building regulations including the Ontario Building Code.

By stating the numeric value in the zoning by-law as opposed to the Secondary Plan, a certain level of flexibility is provided in occasions where the number of storeys is maintained but the maximum height is exceeded, for example when a higher first floor ceiling height is proposed that would have the effect of increasing the overall meterage of the building. In such a scenario, a zoning by-law amendment would still be required which would include the notification of adjacent landowners, but an Official Plan Amendment would not be required.

In addition, Section 6.4.5 vi. provides guidance on how to deal with situations where there is a discrepancy or conflict between the height in metres and the number of storeys, and therefore this section also needs to be deleted to implement this change.

- 3. Revise Schedules 3, 4, 5 and 6 to replace the Future Local Road connection at Hillview Drive and Davis Drive with a Pedestrian Mews Connection symbol. This future road connection has been deemed to be unsuitable for a road connection due to the steep grades that are present in this area. However, a pedestrian connection is still envisioned in this location and therefore a Pedestrian Mews Connection symbol should be shown.

4. Rename “Planned Viva Rapidway Station” with “Existing and planned vivastation / curbside vivastation” on Schedules 3, 4, 5 and 6. This change is required to reflect the fact that many such stations are now constructed, and some of the stations (e.g. the Huron Heights station) is a curbside vivastation.
5. Mapping changes relative to the property at the southeast corner of Main Street and Davis Drive – Revise Parks and Open Space designation / Mixed Use designation limits (Schedule 3); add Medium Density Designation (Schedule 4); revise limits of the green space (Schedules 5 and 6). This change is required to respond to a request made by York Region.
6. Mapping changes relative to 11 Main Street South (generally located one property south of the corner property at the southeast corner of Main Street and Davis Drive) – Replace Parks and Open Space designation with Mixed Use designation (Schedule 3); add Medium Density Designation (Schedule 4); remove the green space (Schedules 5 and 6). This change is required to address a mapping error relative to this property.
7. Mapping changes relative to Criterion North site (generally located on the west side of Yonge St, north of the Mulock Estate property and south of the hydro corridor) – revise Natural Heritage System limits in accordance with previously submitted Natural Heritage System limits data on Schedules 3-6.
8. Mapping changes relative to 22 Bolton Ave and 27 Lundy’s Lane to implement the Urban Centres Secondary Plan’s designation across the extents of both properties.
9. Schedule 5 - Add “Existing Signal” symbol at existing entrance to the Upper Canada Mall on Yonge Street, north of the red “potential” light symbol.
10. Schedules 3-6 - Replace the conceptual mobility hub station study area (i.e. black dotted circle) with the Newmarket GO station mobility hub boundary as per the adopted Mobility Hub Study.

Proposed Urban Centres Zoning By-law Changes

1. Section 3 – Definition of Daylighting Triangle: Revise Diagram to show daylighting triangle originating from street lines rather than street centre lines.
2. Planned Width of Street Allowance: Revise the reference to Schedule “F” as Schedule F is not related to planned street allowances.

3. Section 5.3.1.4 (ii) – Revise to more accurately determine required number or carpool parking spaces; based on the current wording the number of required carpool parking spaces will always be 2 spaces.
4. 5.6.1 – Adjust formatting of Loading Space chart for increased clarity and ease of interpretation.
5. 5.7 – Revise to more accurately determine queuing requirements (required spaces, setbacks and direction).
6. 6.2.2.1 - Add “Place of Assembly” and “Medical Office” as permitted uses in the Mixed Use subzones.
7. 6.2.2.1, revise footnote 4 regarding parking lots to state that stand-alone surface parking lots are: “Permitted as an accessory use and may not be located between building and street along Yonge Street and Davis Drive. Parking lot is subject to the provisions of section 6.2.4.9 of this By-law.”
8. 6.2.4.1 ii) – Revise to add percentage of glazing required.
9. 6.2.4.2 and Illustration 4-6: Changes required to add clarity to the podium standards.
10. 6.2.4.5 – Specify setbacks on corner lots and add associated Diagram.
11. 6.3.1.2 - Add a parking rate for “Retirement Residence”. This is a defined term and use, but there is currently not an assigned parking standard.
12. 6.3.2.1 - Delete “Convenience Store” as a permitted use in the Institutional subzones.
13. Revise holding provisions to clarify that lifting of the “H” is required for development but that lifting of the “H” is not required for uses permitted by the by-law where no development is occurring. This change may be implemented through the following change:
 - “For any lot that is subject to a Holding Zone (H) on Maps 13 through 18 of this By-law (for example (H)-1), ~~the existing Buildings and uses on that lot shall continue to be permitted~~ **uses permitted by this By-law** shall be permitted and the provisions under Section 6.2.1.2, Section 6.2.5, Section 6.3.1.2, Section 6.3.5, Section 6.4.1.2, Section 6.4.5, and Section 8.1 shall prevail.”

14. Various other technical revisions to the numbering, cross-referencing, format and arrangement of the text, tables, diagrams, illustrations, schedules, punctuation and language.

Mapping Changes:

1. Incorporate updated 2019 floodplain mapping from the Lake Simcoe Region Conservation Authority (LSRCA).
2. Map 10 – Delineate area of Quaker Meeting House and associated cemetery, separating it from surrounding height allowances.
3. Schedule D – Add Priority Commercial lines to align with the Priority Commercial Area location in the Urban Centres Secondary Plan.
4. Revise mapping relative to 22 and 23 Bolton Ave and 27 Lundy's Lane to implement the Urban Centres Secondary Plan's Medium-High designation, as per recommended revision noted above, to achieve consistent zoning across the extents of these properties.
5. Revise mapping relative to 460 Davis to zone to implement the Urban Centres Secondary Plan's Parks & Open Space designation that exists on this site, as well as the existing exception for the site in Zoning By-law 2010-40.
6. Revise mapping relative to 200 Lancaster to implement the Urban Centres Secondary Plan's Mixed Use / Low Density designation.
7. Map 11 – Revise "See Map 10" reference to "See Map 8".

Other Minor Changes

Areas for improvement for the Urban Centres Secondary Plan and Zoning By-law are identified by staff on a fairly regular basis. It is possible that additional minor changes will be identified during the time between the authoring of this report and the recommended statutory Public Meeting. If any such changes to emerge, they are proposed to be included in the amendments and presented to the public at the statutory Public Meeting.

Future Major Changes

Staff note that new legislation has been introduced by the province (i.e. Bill 108) that will require additional amendments to the Secondary Plan, however these changes are beyond the scope of the changes intended in this series of changes. Such changes will

be included in a future Official Plan / Secondary Plan review following completion of the Regional Municipal Comprehensive Review (MCR) and associated Regional Official Plan Amendment.

Next Steps

Should Council direct Staff to commence the Official Plan and Zoning By-law Amendments as per the recommendations of this report, staff will commence the formal amendment processes as prescribed under the Planning Act including holding the statutory Public Meeting. Following the Public Meeting, staff will prepare the amendment documents for consideration by Council at a future meeting.

Conclusion

Updates are proposed to be completed on the Urban Centres Secondary Plan and Zoning By-law to reflect the recommendations contained within planning studies that have been recently adopted, as well as make necessary adjustments for clarity and ease of interpretation.

Business Plan and Strategic Plan Linkages

- Extraordinary Places and Spaces
 - Allow for the area to redevelop over time into a vibrant, pedestrian oriented and walkable mixed use community.
- Economic Leadership and Job Creation
 - Provides a clearer policy and zoning framework to encourage employment opportunities in the Urban Centres.
- Vibrancy on Yonge, Davis and Mulock
 - Helps develop the Davis Drive and Yonge Street corridors by ensuring the policy and zoning contexts are up-to-date and highly understandable.

Consultation

The Urban Centres Secondary Plan revisions summarized in this Report are of sufficient scope to warrant initiating an Official Plan Amendment process as per the requirements of Section 21 of the Planning Act.

Most of the Urban Centres Zoning By-law revisions summarized in this Report are of sufficient scope to warrant initiating a Zoning By-law Amendment process as per the requirements of Section 34 of the Planning Act.

It is recommended that both of these amendments be processed concurrently and proceed to a combined statutory Public Meeting.

Urban Centres Secondary Plan and Zoning By-law Amendments: Recommend to Public Meeting

Human Resource Considerations

There are no human resource considerations associated with this report.

Budget Impact

These amendments are to be completed by staff and therefore there are no budget impacts.

Attachments

None.

Approval

Adrian Cammaert, MCIP, RPP, CNU-A
Senior Planner, Policy

Jason Unger, MCIP, RPP
Acting Director of Planning & Building Services

Peter Noehammer, P. Eng.
Commissioner of Development & Infrastructure Services

Contact

For more information on this report, contact: Adrian Cammaert, Senior Planner, Policy, at 905-953-5321, ext. 2459; acammaert@newmarket.ca



Town of Newmarket
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Newmarket, Ontario, L3Y 4X7

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2020 Council and Committee of the Whole Meeting Schedule Staff Report to Council

Report Number: 2019-83

Department(s): Legislative Services

Author(s): Kiran Saini, Deputy Town Clerk

Meeting Date: September 23, 2019

Recommendations

1. That the report entitled 2020 Council and Committee of the Whole Meeting Schedule dated September 23, 2019 be received; and,
2. That the 2020 Council and Committee of the Whole Meeting Schedule (**Attachment 1**) be adopted; and,
3. That, unless otherwise required, Committee of the Whole meetings continue to commence at 12:30 PM; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

The purpose of this report is to seek approval for a schedule of Council and Committee of the Whole meetings for 2020.

Background

Each year, Council approves a draft schedule of meetings for the upcoming year. There may be occasions when additional special meetings are required, and these meetings are called on an as required basis. Additionally, the Procedure By-law provides that special meetings may be called by the Mayor or upon receipt of a petition signed by a majority of the Members of Council.

Discussion

Attachment 1 outlines the draft meeting schedule for 2020. Variations of the regular schedule include:

- In March, there is a two week gap due to March Break;
- A Council meeting is scheduled for Tuesday, May 19, 2020 as the offices will be closed on Monday, May 18, 2020 for Victoria Day;
- Committee of the Whole/Council cycles have been adjusted to ensure meetings do not take place during the Federation of Canadian Municipalities (FCM) Annual Conference in June 2020; and,
- A Council meeting is scheduled for Tuesday, October 13, 2020 as the offices will be closed on Monday, October 12, 2020 for Thanksgiving.

Committee of the Whole Meetings Start Time

On December 10, 2018, Committee of the Whole considered a [staff report](#) related to amendments to the start time of its meetings. Council consented to proceed with changing the start time to 12:30 PM from 1:30 PM effective March, 2019. Since that time, Legislative Services staff have not received any negative feedback from the public, Members of Council or other staff regarding the new 12:30 PM start time.

In 2019, there were two¹ meetings where Committee of the Whole was moved to a 10:00 AM start time to accommodate the significant number of agenda items for consideration.

Accordingly, it is recommended that Committee of the Whole continue to meet at 12:30 PM, and that Legislative Services Staff continue to consult with the Strategic Leadership and Operational Leadership Teams to determine whether a meeting should begin earlier than 12:30 PM. Any deviations from the regular 12:30 PM start time will be communicated to the public via social media, and the local newspaper, whenever possible.

If directed by Council, staff could conduct another review and analysis of Council and Committee of the Whole meeting dates and start times as part of the upcoming Procedure By-law review for this term of Council.

Conclusion

Council determines its calendar or meetings every year, and is required to establish its meeting frequency for 2020. The 2020 schedule of meetings is subject to change, if additional meetings are required for Council to conduct its business.

¹ May 21, 2019 and June 17, 2019

Business Plan and Strategic Plan Linkages

The 2020 meeting schedule provides Council an opportunity to meet and discuss matters related to its Strategic Priorities for this term.

Consultation

Once adopted by Council, the 2020 calendar will be posted on the Town's website and will be regularly updated, as required. Also, a notice will be placed on the Town Page advising the public that the full calendar is available for review on the Town's website (weekly editions of the Town Page will provide for a notice of upcoming meetings). A similar procedure will follow should the calendar be amended in the future.

Human Resource Considerations

None.

Budget Impact

None.

Attachments

Attachment 1 - 2020 Council and Committee of the Whole Meeting Schedule

Approval

Lisa Lyons

Director of Legislative Services/Town Clerk

Esther Armchuk

Commissioner of Corporate Services

Contact

For more information please contact Kiran Saini, Deputy Town Clerk at 905-953-5300 extension 2203 or at ksaini@newmarket.ca.

Town of Newmarket 2020 Schedule of Meetings

Draft Document Until Approved by Council

January 2020						
Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
			1 New Year's Day Town Offices Closed	2	3	4
5	6	7	8	9	10	11
12	13 12:30 PM - CoW 7:00 PM - Public Hearing Matter(s)	14	15	16	17	18
19	20 2:00 PM – SPR 7:00 PM – CL	21	22	23	24	25
26	27	28	29	30	31	

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

February 2020						
Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
						1
2	3 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	4	5	6	7	8
9	10 2:00 PM – SPR 7:00 PM – CL	11	12	13	14	15
16	17 Family Day Town Offices Closed	18	19	20	21	22
23	24 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	25	26	27	28	29

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

March 2020						
Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
1	2 2:00 PM – SPR 7:00 PM – CL	3	4	5	6	7
8	9	10	11	12	13	14
15	16 March Break	17 March Break	18 March Break	19 March Break	20 March Break	21
22	23 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	24	25	26	27	28
29	30 2:00 PM – SPR 7:00 PM – CL	31				

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

April 2020						
Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
			1	2	3	4
5	6	7	8	9	10 Good Friday Town Offices Closed	11
12	13 Easter Monday Town Offices Closed	14 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	15	16	17	18
19	20 2:00 PM – SPR 7:00 PM – CL	21	22	23	24	25
26	27	28	29	30		

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

May 2020						
Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
					1	2
3	4 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	5	6	7	8	9
10	11 2:00 PM – SPR 7:00 PM – CL	12	13	14	15	16
17	18 Victoria Day Town Offices Closed	19	20	21	22	23
24	25 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	26	27	28	29	30
31						

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

June 2020

Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
	1 2:00 PM – SPR 7:00 PM – CL	2	3	4 Federation of Canadian Municipalities (FCM) Conference	5 FCM	6 FCM
7 FCM	8	9	10	11	12	13
14	15 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	16	17	18	19	20
21	22 2:00 PM – SPR 7:00 PM – CL	23	24	25	26	27
28	29	30				

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

July 2020						
Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
			1 Canada Day Town Offices Closed	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

August 2020						
Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
						1
2	3 Civic Holiday Town Offices Closed	4	5	6	7	8
9	10	11	12	13	14	15
16 Association of Municipal- ities of Ontario (AMO)	17 AMO	18 AMO	19 AMO	20	21	22
23	24 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	25	26	27	28	29
30	31 2:00 PM – SPR 7:00 PM – CL					

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

September 2020

Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
		1	2	3	4	5
6	7 Labour Day Town Offices Closed	8	9	10	11	12
13	14 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	15	16	17	18	19
20	21 2:00 PM – SPR 7:00 PM – CL	22	23	24	25	26
27	28	29	30			

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

October 2020

Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
				1	2	3
4	5 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	6	7	8	9	10
11	12 Thanksgiving Town Offices Closed	13 2:00 PM – SPR 7:00 PM – CL	14	15	16	17
18	19	20	21	22	23	24
25	26 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	27	28	29	30	31

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

November 2020						
Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
1	2 2:00 PM – SPR 7:00 PM – CL	3	4	5	6	7
8	9	10	11	12	13	14
15	16 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	17	18	19	20	21
22	23 2:00 PM – SPR 7:00 PM – CL	24	25	26	27	28
29	30					

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

Unless otherwise indicated, all meetings are held in the Council Chambers at 395 Mulock Drive.



Town of Newmarket 2020 Schedule of Meetings

December 2020						
Sun	Monday	Tuesday	Wednesday	Thursday	Friday	Sat
		1	2	3	4	5
6	7 12:30 PM – CoW 7:00 PM – Public Hearing Matter(s)	8	9	10	11	12
13	14 2:00 PM – SPR 7:00 PM – CL	15	16	17	18	19
20	21	22	23	24 Town Offices close at 12:00 PM	25 Christmas Day Town Offices Closed	26
27	28 Boxing Day Town Offices Closed	29 Soft close	30 Soft close	31 Soft close		

CL – Council

CoW – Committee of the Whole; If closed session required, held +/- 2:00 PM

SPR – Site Plan Review

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Zoning By-Law Amendment 1095 Stellar Drive Staff Report to Council

Report Number: 2019-81

Department(s): Planning and Building Services

Author(s): A. Slattery

Meeting Date: September 23, 2019

Recommendations

1. That the report entitled Zoning By-law Amendment 1095 Stellar Drive dated September 23, 2019 be received; and,
2. That the application for Zoning By-Law amendment, as submitted by St. Philopateer and St. Demiana Coptic Orthodox Church for subject property 1095 Stellar Drive, be referred to a statutory public meeting; and,
3. That following the public meeting, issues identified in this report, together with comments from the public, Committee, and those received through the agency and departmental circulation of the application, be addressed by staff in a comprehensive report to the Committee of the Whole, if required; and,
4. That the applicant be notified of this action.

Executive Summary

Staff have received an application to amend Zoning By-law 2010-40 to permit the development of a Place of Worship and Day Nursery on the subject lands known municipally as 1095 Stellar Drive. Staff have reviewed the development proposal against the relevant Provincial, Regional and local policy documents and have concluded that the proposal is sufficiently advanced to warrant referral to the required statutory public meeting.

Purpose

The purpose of this report is to provide Council with the details of the application, the comments to date, and to recommend referral of the Zoning By-law Amendment application to the required statutory public meeting.

Background

Subject Lands

The subject lands are located northeast of the Leslie Street and Stellar Drive intersection. The subject lands have an area of approximately 6,333 square metres, with approximately 141 metres of frontage along Stellar Drive and 25 metres of frontage along Leslie Street. The subject lands currently contain a vacant two-storey commercial building, previously occupied by a gym and martial arts training facility. The surrounding land uses are as follows:

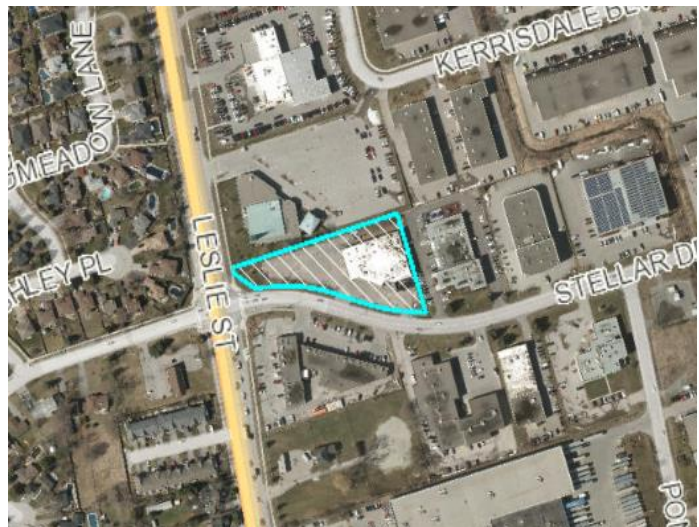
North: Institutional lands, place of worship

East: Mixed Employment lands, multi-unit building, including day nursery use

South: Service Commercial lands, multi-unit commercial building

West: Residential and Institutional lands, including place of worship use

The subject lands are currently zoned Mixed Employment (EM) Zone and designated Commercial within the Town's Official Plan.



Proposal

The applicant is proposing to rezone the subject property from Mixed Employment (EM) Zone to Service Commercial (CS) Zone, to permit Place of Worship and Day Nursery uses. Staff note that the proposed rezoning is not an employment land conversion, as the subject lands are currently designated Commercial within the Town's Official Plan. The application is also looking to recognize site-specific parking requirements discussed further in this report. The applicant is proposing to add a third storey on to the existing two-storey building, as well as a dome feature on the eastern portion of the roof and a minaret to the west side of the building. The footprint of the building and existing setbacks will remain unchanged. The applicant will be required to apply for Site Plan

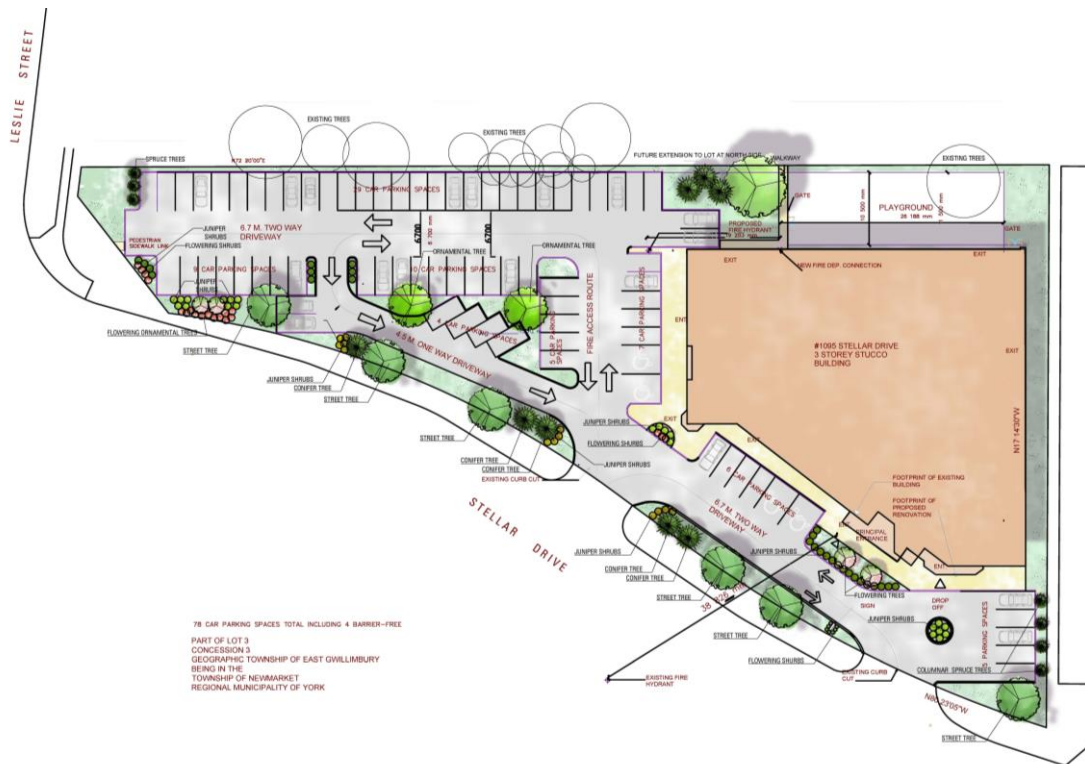
Approval following the decision of Council on the rezoning application, to further address exterior changes and development of the property.

Place of Worship

The Place of Worship is proposed to include the following spaces: Chapel, Sunday School Classrooms, Priest/staff rooms, sanctuary, cafeteria/kitchen and a gymnasium/play area. The Place of Worship services will be provided on the first and second floors of the building.

Day Nursery

The Day Nursery is proposed to include six daycare classrooms/playrooms, and a multi-use space on the third floor of the building.



Operations

The Place of Worship and Daycare uses will not operate concurrently. The majority of Place of Worship operations will occur on weekends, while the Day Nursery will operate primarily during weekdays. The applicant has provided the following information on times of operation for both the Place of Worship and Day Nursery.

USE: PLACE OF WORSHIP	
Day	Time
Sundays	9:00am – 1:30pm
Fridays	7:30pm – 10:30pm
Saturdays	6:00pm – 10:00pm
USE: DAY NURSERY	
Monday – Friday	8:00am – 4:00pm

The anticipated attendance for standard weekly church services is estimated at approximately 250 people, with anticipated increases during special events. The maximum occupancy load for all three levels of the building is approximately 1,080 persons.

Parking and Transportation

The applicant is proposing 78 parking spaces for the conceptual site plan, which is below the minimum parking requirements of Zoning By-law 2010-40. Site-specific parking requirements for the site are discussed further in this report. An informal agreement has been reached between the applicant and St. Elizabeth Seton Parish to the north, wherein St. Elizabeth Parish has agreed to provide 30 parking spaces for use by the church during peak periods. The applicant has noted that other adjacent properties are being approached for informal agreements to provide additional parking when required.

The applicant has noted ride sharing options, including the possibility of a shuttle service coordinated by the church, to pick up attendees at centralized locations such as Aurora, East Gwillimbury and Newmarket GO stations. The proposal includes a “Kiss & Ride” drop-off location located on site to address parking demand. The applicant has also noted that bicycle racks are to be incorporated into the Site Plan.

Access to the site is gained through two entrances off Stellar Drive. The proposed development does not propose any changes to ingress or egress to the site. The applicant is proposing a sidewalk link to Leslie Street for pedestrian connectivity.

The subject lands are located along multiple York Region Transit routes on Leslie Street, including a public transit stop at the intersection of Leslie Street and Stellar Drive.

Discussion

The following section will review the development proposal against applicable planning policy.

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the Provincial Policy Statement sets the policy foundation for

regulating the development and use of land. It also supports the provincial goal of enhancing the quality of life for Ontario citizens.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The Provincial Policy Statement is intended to be read in its entirety and the relevant policies are to be applied to each situation.

The policies set out in the PPS outline how healthy, liveable and safe communities are to be sustained. This includes promoting efficient development and land use patterns which sustain financial well-being of the Province and municipalities over the long term, and accommodating an appropriate range and mix of residential, employment, recreation, institutional, park and open space and other uses to meet long term goals.

Section 1.1.3.2 of the PPS promotes the efficient use of the infrastructure and public service facilities which are available. Section 1.1.3.2 also promotes land use patterns which are transit-supportive.

Section 1.2.6 of the PPS states that sensitive land uses (including Day Nursery uses) should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects.

The proposal is consistent with the PPS by redeveloping a currently vacant building that is on municipal services, promoting the efficient use of existing infrastructure and services. The subject lands are located along numerous York Region transit routes, providing for transit-supportive development. The proposed sensitive use (Day Nursery) will be located wholly on the third floor of the building, will not operate during church service hours, and is compatible with surrounding land uses (Day Nursery immediately to the east, and Place of Worship to the north and west).

Staff is satisfied that the proposal conforms to the PPS by providing efficient use of existing infrastructure and services, providing a mix of commercial and institutional uses, supporting public transit options and is compatible with surrounding land uses.

A Place to Grow – Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe 2019 (Growth Plan) provides a framework for implementing the Government of Ontario's vision for building stronger, prosperous communities by better managing growth in the region. It demonstrates the ways in which our cities, suburbs, towns and villages will grow over the long term. The Growth Plan guides decisions on a wide range of issues, including transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection.

Regional and municipal plans are required to conform to the Growth Plan, as well as decisions on individual planning.

The Growth Plan contains policies directing municipalities to create complete communities, reduce the dependence on private automobile through mixed-use and transit-supportive development; provide for high quality public spaces; support transit, walking, and cycling; implement minimum affordable housing targets in accordance with the PPS; and achieve an appropriate transition of built form to adjacent uses.

Policies within the Growth Plan also look at optimizing the use of the existing urban land supply, by focusing on making better use of our existing infrastructure and public service facilities.

The proposed development is located within an existing built-up area, and makes use of existing lands and infrastructure for service commercial redevelopment in a manner similar to nearby land uses. The proposed development supports transportation demand management through various methods, including ride-sharing and active-transportation strategies. The subject lands proximity to a predominant arterial road with York Region Transit routes further support transit-supportive development.

Staff is satisfied that the proposal conforms to the Growth Plan.

York Region Official Plan

Development applications in the Town of Newmarket are required to conform to the York Region Official Plan (YROP). The YROP designates the subject lands as part of the “Urban Area”, which is the primary area for accommodating growth and permits a broad range of residential, institutional, commercial, and industrial uses. The YROP contains policies that retail, commercial, office, and institutional structures be carefully designed in a compact form and be pedestrian-oriented, transit-supportive, and multi-storey where appropriate.

Staff have circulated the application to the Regional Municipality of York, who have noted that they have no objections to the Zoning By-law Amendment, and will require circulation at the time of formal Site Plan submission.

Staff is satisfied that the proposed development is in conformity with the YROP.

Official Plan Considerations

The subject lands are designated Commercial on Schedule “A” Land Use of the Newmarket Official Plan. Section 5.0, Commercial Areas, of the Town’s Official Plan outlines the objectives of the Commercial designation which look to accommodate retail and service commercial uses which would not be appropriate for the Urban Centre designations, and to ensure that a broad range of commercial opportunities are provided for residents. Permitted uses include retail warehouses, vehicle sales and service

centres, business and professional offices, accommodation facilities and places of assembly and worship.

Policies within the Official Plan require that applications for new development indicate how development on an individual property may be coordinated and integrated with other properties within the surrounding Commercial designation.

The applicant is proposing to rezone the subject property to Service Commercial, to permit a Place of Worship and Day Nursery use, both of which are permitted uses within the Commercial designation.

The Official Plan would encourage this type of development within the Commercial designation, which looks to provide for a range of service commercial uses, including places of assembly and worship.

Compatibility and Site Suitability

The existing site currently consists of a vacant two-storey building, previously occupied by a gym and martial arts training facility. To the north of the subject lands are Major Institutional lands, consisting of a place of worship. To the east are Mixed Employment lands, containing a multi-unit building which includes a variety of uses, including a Day Nursery use. The Day Nursery use was permitted under Zoning By-law 1979-50, as amended by Bylaw Number 1985-128, and has continued as a legal non-conforming use. To the south are Service Commercial lands, consisting of multi-unit buildings containing a variety of uses, including retail and restaurant uses. To the west are Institutional and Residential lands, including a place of worship with Sunday school services.

The proposed service commercial uses are similar to the permitted uses to the north, east and west of the subject lands. As such, nuisance effects are expected to be minimal and shared in nature.

The existing building on the site is set back approximately 75 metres from Leslie Street, as such, visual impacts to the Leslie Street and Stellar Drive intersection are not anticipated.

With regard to the physical suitability of the site to accommodate the proposed development, Engineering Services will be reviewing grading, water distribution, sanitary service and stormwater, to ensure the proposed use can be graded and serviced in an acceptable manner.

Zoning By-law Considerations

The subject property is currently zoned Mixed Employment (EM) Zone, under Zoning By-law 2010-40, and the applicant is proposing to rezone the subject lands to Service Commercial (CS) Zone, with site-specific land use permissions for parking, further discussed below. The proposed development will not result in any changes to yard

setbacks, and will meet all other zoning provisions for the Service Commercial Zone. The proposed building design includes a minaret, which as per Zoning By-law 2010-40, is exempt from height requirements.

As per Zoning Bylaw 2010-40, the following parking standards are required:

Place of Worship: 1 parking space per 9 m² of the aggregate gross floor area of the nave, public hall, banquet hall or other community/multi-use hall used as a place of assembly

Day Nursery: 2 parking spaces per classroom plus 1 space for every 4 children licensed capacity

The applicant has provided the following parking calculations for the site:

PLACE OF WORSHIP – APPLICABLE PARKING RATIOS						
FIRST/SECOND FLOOR	Main Church (Area)	Chapel (Area)	Gymnasium (Area)	Cafeteria (Area)	Total (Area)	Total Parking 1space/9m ² GFA
	390m ²	229m ²	236 m ²	143m ²	998m ²	111 (Parking Spaces)
DAY NURSERY – APPLICABLE PARKING RATIOS						
THIRD FLOOR	6 Daycare Classrooms (Area)				GRAND TOTAL (Area)	Total Parking 2PS/Classroom + 1PS for 4 Licensed Children
	117m ²				117m ²	12 (Min) (Parking Spaces)

The parking calculations for the site result in a requirement of 123 parking spaces. The site can currently accommodate 78 parking spaces. As such, the applicant is requesting exemption from Section 5.3 of the Zoning Bylaw to permit a reduced number of parking spaces. The applicant has provided the following justification for reduced parking on the site:

- the Day Nursery and Place of Worship uses will generally not operate simultaneously
- proximity of the subject lands to transit options
- an informal agreement has been reached with St. Elizabeth Parish to the north, agreeing to provide 30 parking spaces for use by the church during peak periods
- other adjacent properties are being approached for informal agreements for additional parking during peak hours
- possibility of a shuttle service coordinated by the church, with pick-up at centralized locations such as Aurora, East Gwillimbury and Newmarket GO stations
- “Kiss & Ride” drop-off location located on site
- pedestrian access points and bike racks on site for active transportation options

Within the Town's Urban Centres Zoning By-law, parking space calculations may be reduced by proximity of lands to transit, carpool parking spaces or shared parking. Although the subject lands are not located within the boundaries of the Urban Centres Zoning By-law, similar reductions may be considered for the subject lands due to the location and nature of the proposed development. Parking requirements will be further reviewed by staff.

The applicant has provided reports and studies in support of this application including a site plan, concept landscape and grading plan, and initial reports on functional servicing and stormwater management, which will be reviewed by Engineering Services.

The Town's Official Plan requires that in considering an amendment to the Zoning By-Law, Council shall be satisfied that:

a. the proposed change is in conformity with this Plan;

The proposal would rezone the subject from the current Mixed Employment Zone to a Service Commercial Zone, bringing the property further into alignment with the Official Plan.

b. the proposed use is compatible with adjacent uses, and where necessary, buffering is provided to ensure visual separation and compatibility between uses;

The proposed service commercial use, including a place of worship and day nursery, is similar to the uses permitted to the north, east, south and west. Current buffers as shown on the concept landscape plan are under review by Engineering Services.

c. potential nuisance effects upon adjacent uses are mitigated;

The adjacent uses are similar to those proposed for the subject lands and thus nuisance effects are expected to be minimal and shared in nature.

d. adequate municipal services are available;

The subject lands are located within a built-up area currently on municipal servicing. As per standard process, servicing will be considered and allocated through the Town's Servicing Allocation Policy.

e. the size of the lot is appropriate for the proposed use;

The size and frontage of the subject lands satisfies the minimum lot frontage and area requirements for the Service Commercial Zone.

f. the site has adequate road access and the boundary roads can accommodate the traffic generated;

The site has two existing driveway access points directly onto Stellar Drive, with an all-turn signalized intersection onto Leslie Street, a major arterial road.

g. the on-site parking, loading and circulation facilities are adequate;

The applicant has requested a reduced number of parking spaces for the site, and proposes a range of transportation demand management techniques. The request is currently under review by staff.

h. public notice has been given in accordance with the *Planning Act*.

Notice has been provided in accordance with the *Planning Act*.

Site Plan Control

A further application for Site Plan Approval will be required, should Council decide to approve the zoning by-law amendment application.

This application will be required to address matters including:

- Building elevations
- Landscaping
- Construction management
- Stormwater management
- Parking
- Servicing

Department and Agency Comments

The development proposal has been circulated internally and externally to the public and the Town's review partners. Many of the comments provided are outlined in the discussion section above. Additional comments from several review partners are provided below for greater context.

York Region

Staff from the Regional Municipality of York have provided comments on the application. They note that they have no objections to the Zoning By-law Amendment, and that they will require circulation at the time of formal Site Plan submission.

Engineering Services

To be provided.

Lake Simcoe Region Conservation Authority

The Lake Simcoe Region Conservation Authority (LSRCA) has reviewed the application in accordance with the Natural Heritage and Natural Hazard policies of the Provincial Policy Statement (PPS), the Greenbelt Plan, the Lake Simcoe Protection Plan (LSPP), and Ontario Regulation 179/06 under the Conservation Authorities Act.

The LSRCA notes that the subject property is currently outside of an area that is regulated by the LSRCA under Ontario Regulation 179/06. Accordingly, a permit from the LSRCA under Ontario Regulation 179/06 will not be required prior to development or site alteration occurring on the regulated portion of the property.

Based on their review of the submitted information in support of the application, the LSRCA noted that the proposal is generally consistent and in conformity with the applicable Provincial Plans. As such, they have no further requirements related to the approval of this application for Zoning By-law Amendment.

Other Review Partners

- Enbridge Gas Inc. have been advised of the application and they have noted that they have no objections to the approval of the proposed ZBA.
- Canada Post has been advised of the application and have provided comments on the mail delivery service.
- The Southlake Regional Health Centre has been advised of the application and they have noted that they have no objections to the approval of the proposed ZBA.

Conclusion

The subject application for Zoning By-Law Amendment for 1095 Stellar Drive is sufficiently advanced to warrant its referral to a statutory public meeting.

Business Plan and Strategic Plan Linkages

This development proposal relates to the vision, mission and strategic priorities of the Town of Newmarket by providing opportunities for a mix of commercial and institutional uses, utilizing ongoing community engagement, managing traffic and growth, and promoting safe and active transportation.

Consultation

The Zoning by-law Amendment application has been provided to the Town's review partners per standard practice. Notice has been provided to persons and bodies as required by Ontario Regulation 545/06 of the Planning Act.

The recommendations of this report refer the applications to the statutory public meeting as required by the Planning Act.

Human Resource Considerations

N/A

Budget Impact

The appropriate planning application fees have been received for the Zoning By-law Amendment. The Town will also receive revenue from development charges and assessment revenue with the development of this proposal in the event the applications are approved.

Attachments

- Location Map
- Proposed Site Plan
- Proposed Conceptual Landscape Plan
- Perspective Elevations
- Parking Agreement

Approval

Alannah Slattery, BES, MCC

Planner and Secretary-Treasurer, Planning and Building Services

Jason Unger, MCIP RPP

Acting Director, Planning and Building Services

Peter Noehammer, P.Eng

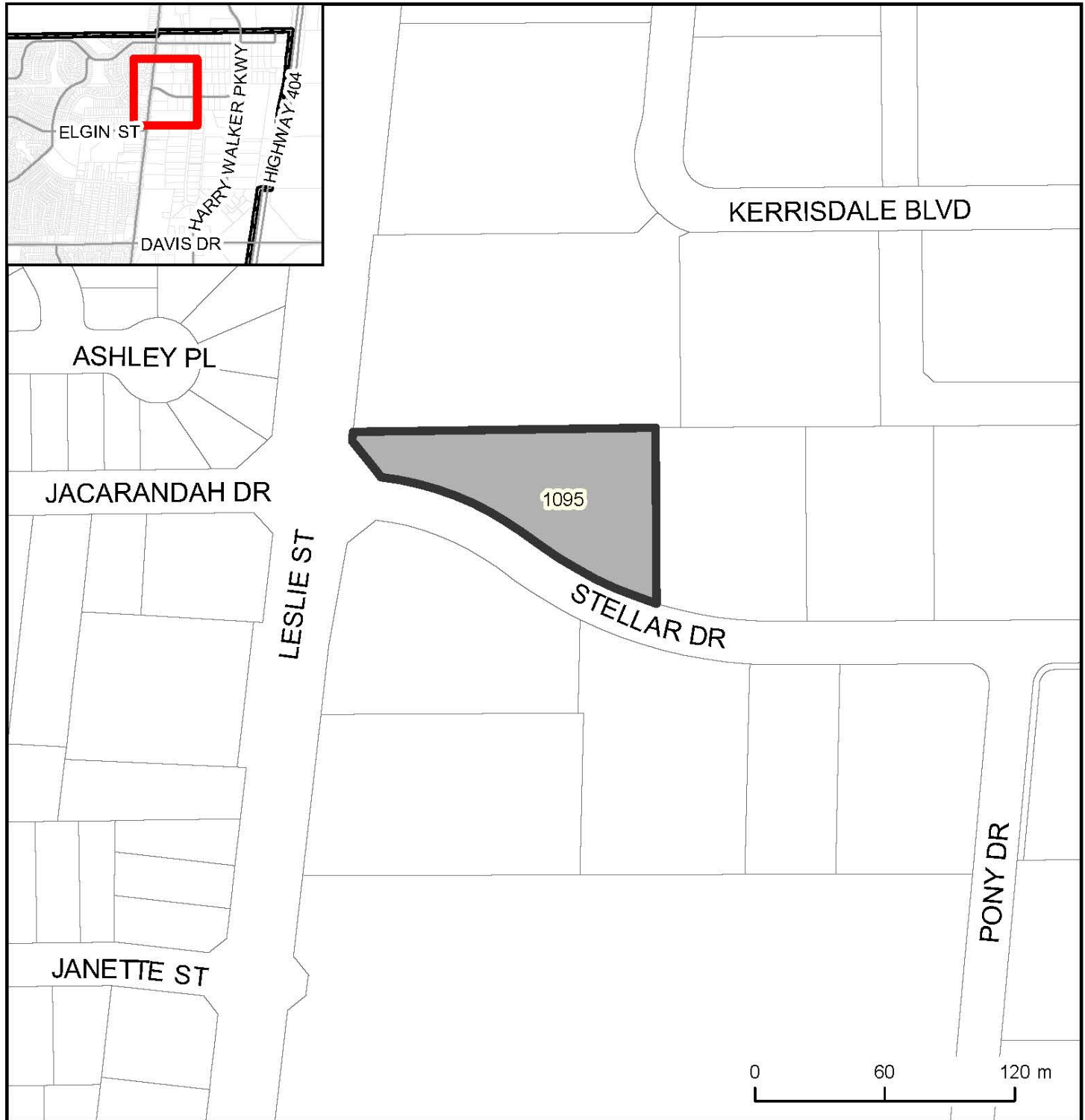
Commissioner, Development & Infrastructure Services

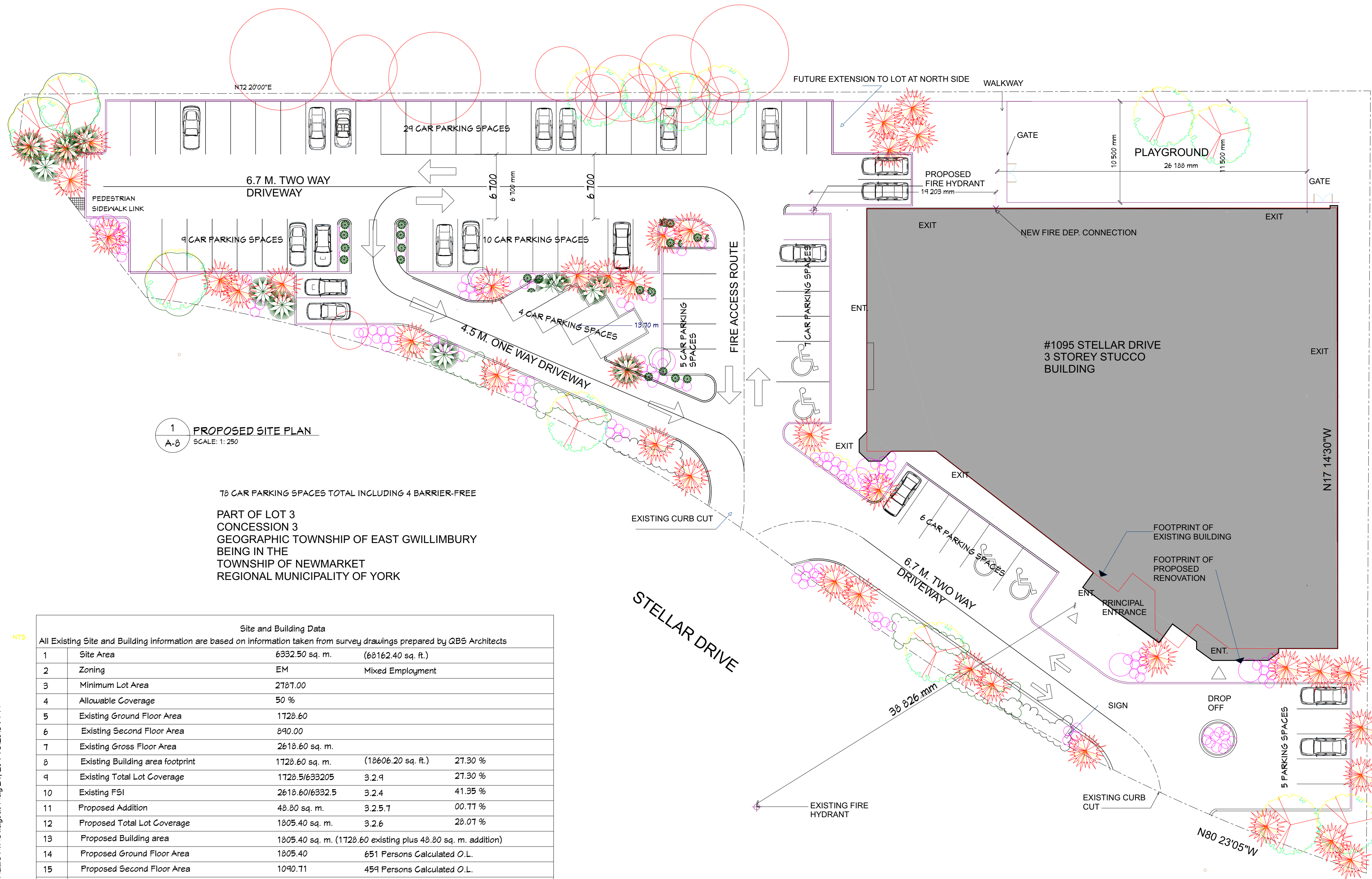
Contact

Alannah Slattery, Planner and Secretary-Treasurer, aslattery@newmarket.ca

LOCATION MAP

1095 STELLAR DRIVE





1 PROPOSED SITE PLAN
SCALE: 1:250

78 CAR PARKING SPACES TOTAL INCLUDING 4 BARRIER-FREE

PART OF LOT 3
CONCESSION 3
GEOGRAPHIC TOWNSHIP OF EAST GWILLIMBURY
BEING IN THE
TOWNSHIP OF NEWMARKET
REGIONAL MUNICIPALITY OF YORK

Site and Building Data				
All Existing Site and Building information are based on information taken from survey drawings prepared by QBS Architects				
1	Site Area	6332.50 sq. m.	(66162.40 sq. ft.)	
2	Zoning	EM	Mixed Employment	
3	Minimum Lot Area	2721.00		
4	Allowable Coverage	50 %		
5	Existing Ground Floor Area	1128.60		
6	Existing Second Floor Area	840.00		
7	Existing Gross Floor Area	2618.60 sq. m.		
8	Existing Building area footprint	1128.60 sq. m.	(18606.20 sq. ft.)	21.30 %
9	Existing Total Lot Coverage	1128.5/6332.5	3.24	21.30 %
10	Existing FSI	2618.60/6332.5	3.24	41.35 %
11	Proposed Addition	48.80 sq. m.	3.25.7	00.71 %
12	Proposed Total Lot Coverage	1805.40 sq. m.	3.26	28.07 %
13	Proposed Building area	1805.40 sq. m. (1128.60 existing plus 48.80 sq. m. addition)		
14	Proposed Ground Floor Area	1805.40	651 Persons Calculated O.L.	
15	Proposed Second Floor Area	1040.71	454 Persons Calculated O.L.	
16	Proposed Third Floor Area	683.63	183 Persons Calculated O.L.	
17	Proposed Gross Floor Area	3574.74	28132.00 S. F.	56.53 %
18	Proposed FSI/FAR (Floor Area Index)	3574.74/6332.50		56.53 %
19	Proposed Building Coverage	1805.40 sq. m.		28.51 %
20	Daycare Outdoor Playground	345.77 sq. m.	For 71 Children	60 S.F./Child
21	Asphalt Paved Area	2127.68 sq. m.		43.07%
22	Concrete Walkway Area	486.68 sq. m.		7.69%
23	Building Coverage	1805.40 sq. m.		28.51%
24	Landscape Area	425.04 sq. m.		14.61%
25	Parking for Worship Space (Church + Chapel)	6471/4 = 78 Cars	Required 78	Provided 78
26	Parking Space Size	2.6 x 5.5 regular, 4.2 x 5.5 Barrier-free, 2.7 x 6.7 Parallel		
27	Driving Aisle Width	6.7 M Two-way	4.5 M One-way Traffic	
28	Snow Storage Accommodation	60.00 sq. m.	(5% of 74 x 2.7x5.5) is provided	
29	Bicycle parking	Required	4 spaces are provided	
30	Front Setback	14.3	Existing	No Change
31	Right-side Setback	3.1	Existing	No Change
32	Left-side Setback	75.9	Existing	No Change
33	Rear Setback	12.1	Existing	No Change
34	Established Grade at Street Curb	272.80		
35	Building Height from Grade To Top of Parapet	7.11 at Lower Roof	10.02 at Upper Roof	
36	Building Height from Grade To Top of Tower	17.64	4 spaces are provided	
37	Building Height from Grade To Top of Dome	20.76 at Tower	14.61 at Main church	
38	Worship area is 647 sq. m. total = 480 sq. m. (340 + 40) church and 217 sq. m. chapel for 494 persons (40% at main level, 26 at second level) + 204 at chapel			
39	Daycare area is 345 sq. m. for 71 Children			
40	Daycare outdoor playground area is 345.77 sq. m. (5.13 sq. m. per child)			
41	Sunday Classrooms area is 245 sq. m. (124 sq. m. at ground floor and 124 sq. m. at second floor) for 99 persons			
42	Gymnasium area is 236 sq. m. for 25 Persons			
43	Cafeteria area is 143 sq. m. for 12 Persons			

2 PROPOSED SITE AND BUILDING STATISTICS
SCALE: NTS

GENERAL NOTES:

- BOULEVARDS TO BE GRADED, TOP SOILED 150mm DEPTH AND SODDED BY GENERAL CONTRACTOR TO THE TOWN'S SATISFACTION.
- ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATED TO THE SATISFACTION OF THE TOWN OF NEWMARKET.
- A MINIMUM SETBACK OF 1.0m FROM STREET FURNITURE TO PROPOSED DRIVEWAYS AND SIDEWALKS SHALL BE MAINTAINED. ALL EXISTING STREET FURNITURE TO BE RELOCATED BY THE GENERAL CONTRACTOR TO A SETBACK OF 1.0m.
- THE GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY RELOCATES AND ANY DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
- ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH OBC 3.8.
- THE GENERAL CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN OF NEWMARKET BY-LAW DESIGN CRITERIA as set out in the town of Newmarket By-law and design criteria.
- ALL EXTERIOR ILLUMINATION TO DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUT OFF LIGHT DISTRIBUTION OF THE PROPERTY LINE.
- SIDEWALK AND DRIVEWAYS SHALL BE CONSTRUCTED AS PER TOWN OF NEWMARKET DETAIL AS 231 AND AS 342 RESPECTIVELY.
- ALL MUNICIPAL CURBS TO BE CUT BY THE TOWN. CONTACT TO OBTAIN A CURB CUT PERMIT.
- ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.

- THIS DRAWING SHALL CONFORM IN ALL RESPECTS TO THE SITE DEVELOPMENT PLANS AS APPROVED BY THE TOWN OF NEWMARKET.
- ALL WORKING DRAWINGS SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION OF THE ISSUANCE OF BUILDING PERMIT SHALL BE IN CONFORMITY WITH THE SITE DEVELOPMENT PLAN AS APPROVED BY THE TOWN OF NEWMARKET.
- ALL EXTERIOR LIGHTING WILL BE DIRECTED ONTO THE SITE AND WILL NOT INFRINGE UPON THE ADJACENT PROPERTIES.
- ALL ROADS AND INTERNAL SERVICES INCLUDING STREET LIGHTS WILL BE CONSTRUCTED IN ACCORDANCE WITH TOWN OF NEWMARKET STANDARDS.
- ALL ROOF TOP MECHANICAL UNITS SHALL BE SCREENED FROM VIEW BY THE APPLICANT.
- PARKING SPACE(S) RESERVED FOR THE PHYSICALLY HANDICAPPED MUST BE IDENTIFIED BY A SIGN, INSTALLED AT THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE DESIGN SPECIFICATIONS OF TOWN OF NEWMARKET BY-LAW.
- ALL SURFACE DRAINAGE SHALL BE SELF-CONTAINED, COLLECTED AND DISCHARGED AT A LOCATION TO BE APPROVED PRIOR TO ISSUANCE OF BUILDING PERMITS. ALL LANDSCAPING WORKS PROPOSED WITHIN THE TOWN ROAD ALLOWANCE SHALL BE APPROVED BY DESIGN SERVICES, PLANNING & DEVELOPMENT DEPARTMENT. ALL FENCING ADJACENT TO MUNICIPAL ROADWAYS WILL BE LOCATED 30CM. INSIDE THE PROPERTY LINE IF APPLICABLE.
- THE LOCATIONS OF BARRIER-FREE PARKING SPACES SHALL BE CLEARLY IDENTIFIED AND MARKED BY LINES AND MARKINGS PERMANENTLY PAINTED ON THE PAVED SURFACE AND SHALL BE RESERVED EXCLUSIVELY FOR DISABLE PERSONS.
- THE PORTIONS OF THE DRIVEWAYS WITHIN THE MUNICIPAL BOULEVARD WILL BE PAVED BY THE APPLICANT.

- GRADES WILL BE MET WITHIN 33% MAXIMUM SLOPE AT THE PROPERTY LINES AND WITHIN THE SITE.
- FIRE ROUTES SHALL BE DESIGNATED AS PER THE TOWN BY-LAW, PRIOR TO OCCUPANCY OF THE BUILDING. LOCATION OF SIGNS INDICATING FIRE ROUTES SHALL BE APPROVED BY THE TOWN OF NEWMARKET FIRE DEPARTMENT.
- ALL FIRE ACCESS ROUTES SHALL BE CONSTRUCTED OF HARD SURFACE MATERIAL SUCH AS ASPHALT, CONCRETE, OR LOCKSTONE AND DESIGNED TO SUPPORT A LOAD OF NOT LESS THAN 11,363 KG. PER AXLE AND HAVE A CHANGE IN GRADIENT OF NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15M. AT THE ENTRANCE TO THE SITE THE MUNICIPAL SIDEWALK AND CURBS WILL BE CONTINUOUS THROUGH THE DRIVEWAY.
- THE TOPS OF ANY CURBS BORDERING DRIVEWAYS WITHIN THE MUNICIPAL BOULEVARD WILL BE FLUSH WITH THE MUNICIPAL SIDEWALK AND ROAD CURB.



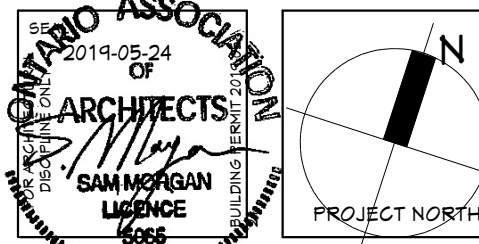
LEGEND

- MANHOLE EXISTING
- MANHOLE
- BELL PEDESTAL
- CABLE TV PEDESTAL
- EXISTING GRADE
- PROPOSED GRADE
- FINISHED FLOOR ELEVATION
- INDICATES WALKOUT
- INDICATES RAISED DECK
- EXTERIOR DOOR LOCATION
- WATER SERVICE
- VALVE AND BOX
- VALVE AND CHAMBER
- FIRE HYDRANT
- POLE MOUNTED SIGN
- HYDRO POLE
- LIGHT POLE
- OVERHEAD WIRES
- EXISTING CATCH BASIN
- PROPERTY LINE
- LANDSCAPING AREA
- HEAVY DUTY ASPHALT
- LIGHT DUTY ASPHALT
- LIGHTING POLE (1 FIXTURE)
- LIGHTING POLE (2 FIXTURES)
- WALL PACK FIXTURE
- FACADE LIGHTING FIXTURE

ST. PHILOPATEER &
ST. DEMIANA COPTIC
ORTHODOX CHURCH
1095 Stellar Drive,
Newmarket, Ontario
L3Y 7B8

No.	ISSUE	dd/mm/yy	BY
1	PRELIMINARY DESIGN	04/01/13	SM
2	DESIGN DEVELOPMENT	02/04/13	SM
3	REZONING APPLICATION	24/05/13	SM

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Architect
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Ajax, Ontario L1S 2Z6
(416)-884-7023 morganarch.com
sammorganarchitect@gmail.com

ALTERATION / ADDITION TO
ST. PHILOPATEER & ST.
DEMIANA CHURCH
1095 Stellar Drive, Newmarket, ON L3Y 7B8

CONCEPT
SITE PLAN

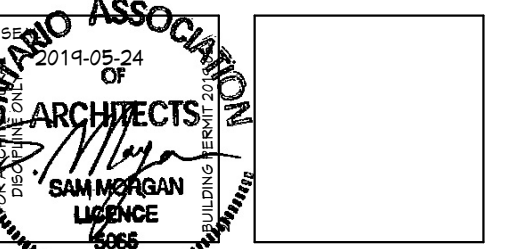
PROJECT 180803
Aug 08, 2018
DRAWN: SM
CHECKED: SM

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ST. PHILOPATEER &
ST. DEMIANA COPTIC
ORTHODOX CHURCH
1095 Stellar Drive,
Newmarket, Ontario
L3Y 7B8

No.	ISSUE	DATE	BY
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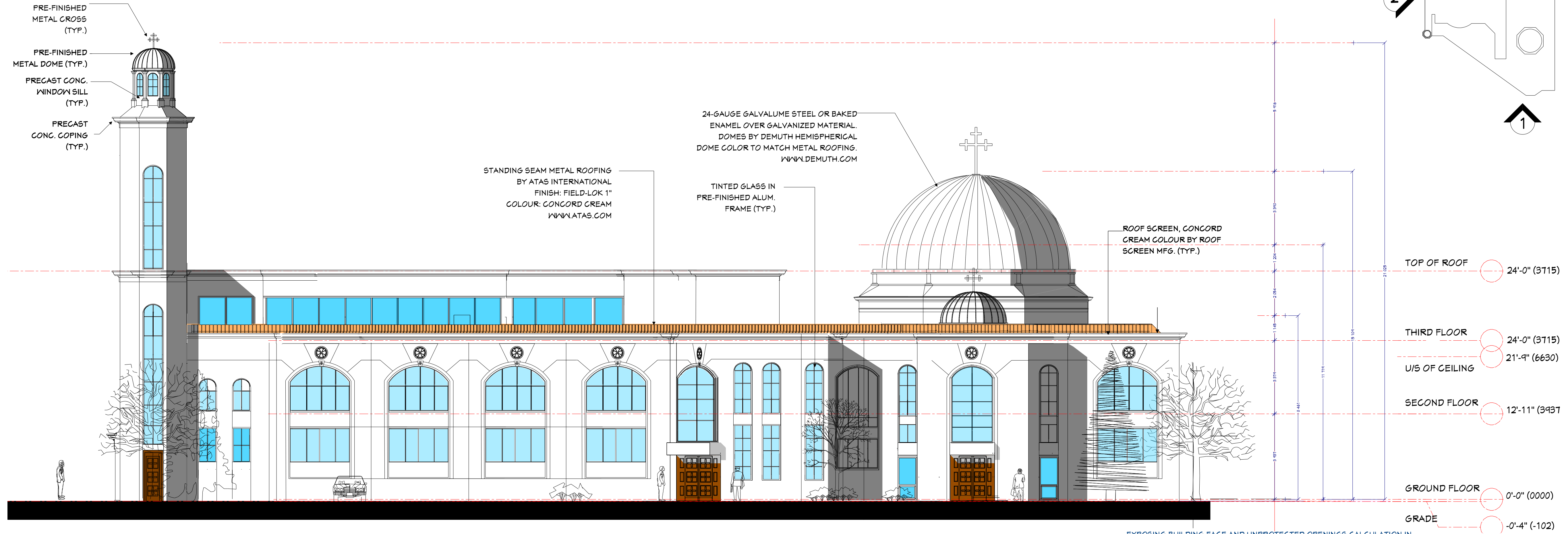
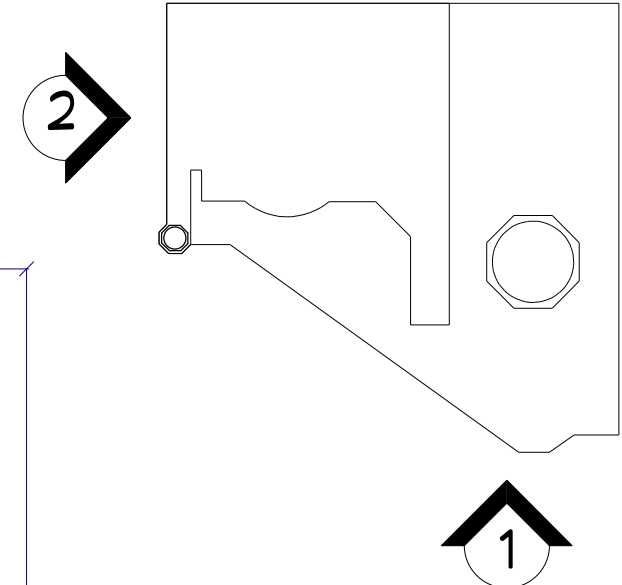
DESIGN:
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hanyrt@gmail.com

ARCHITECT:
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Architect
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sammorganarchitect@gmail.com

ALTERATION / ADDITION TO
ST. PHILOPATEER & ST.
DEMIANA CHURCH
1095 Stellar Drive, Newmarket, ON L3Y 7B8

PROPOSED
SOUTH &
WEST
ELEVATION
5

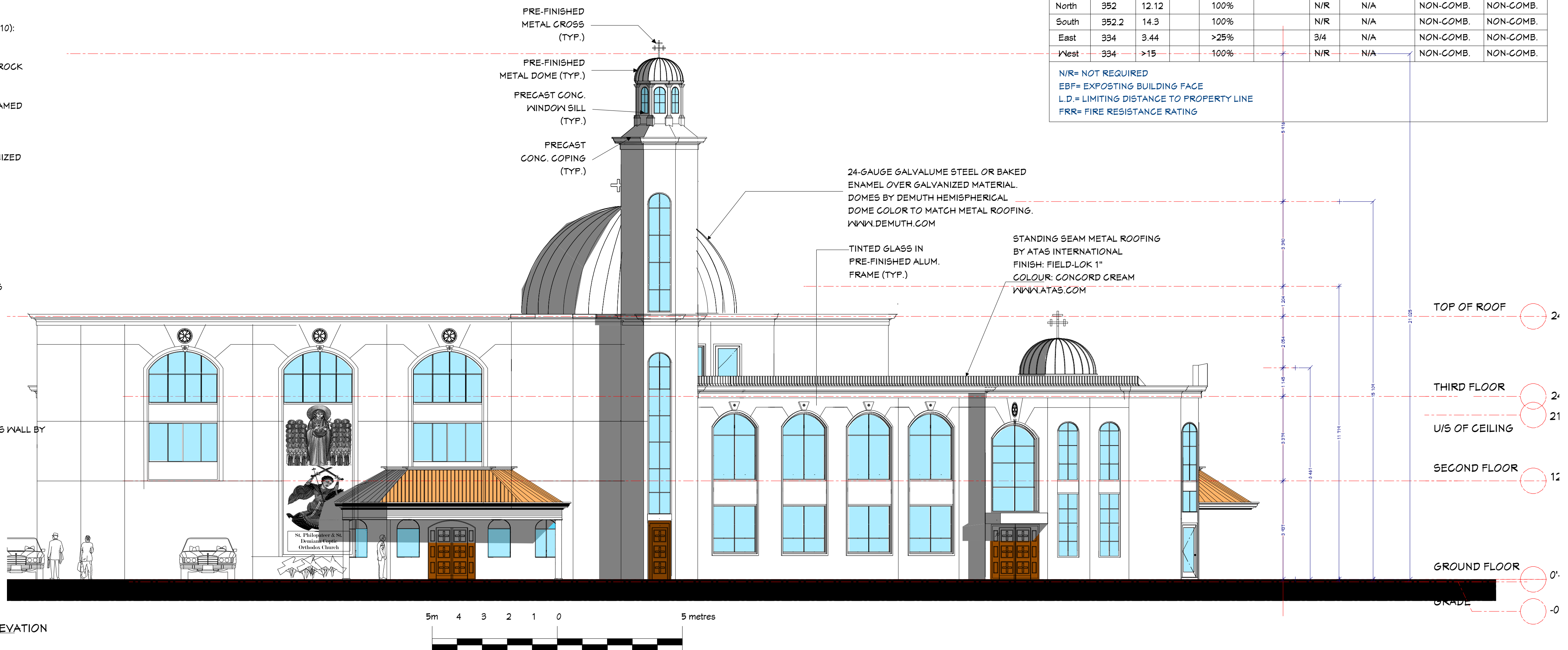
PROJECT 180803
Aug. 08, 2018
DRAWN: SM
CHECKED: SM
A-12



1
A-12 PROPOSED SOUTH ELEVATION
SCALE 1:100

EXTERIOR FINISHES (REFER TO NOTES ON DRAWING A-410):
1= EIFS BY DUROCK
2= STUCCO FINISH E.I.F.S. SYSTEM (FIELD) BY DUROCK
3= STUCCO FINISH E.I.F.S. SYSTEM (TRIM PIECES) BY DUROCK
4= STONE MASONRY VENEER BY ARRISCRAFT
5= STANDING SEAM METAL ROOFING
6= DOUBLE GLAZED THERMALLY BROKEN ALUMINUM FRAMED
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MATERIAL DOMES
10= CORNICE MOULDING BY FYFON
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12= PRECAST COPING
13= PRECAST CONCRETE SILL
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15= PRECAST ARCH
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17= ALUMINUM ENTRANCE DOOR
18= ALUMINUM AND GLASS SKYLITE BY MAC SKYLIGHTS
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20= PREFINISHED METAL COPING VIC-WEST,
21= OVERHEAD INSULATED METAL DOOR
22= INSULATED HOLLOW METAL DOOR
23= PREFINISHED METAL SCUPPER VIC-WEST
24= ALUMINUM EXHAUST LOUVRE C/W BIRDSCREEN
25= PREFINISH ALUMINUM SILL
26= EXHAUST GRILL
27= PRE-FINISHED METAL STANDING SEAM MECHANICAL
EQUIPMENT SCREEN
28= STUCCO ACCENT MOULDING PROJECTING FROM EIFS WALL BY
FYFON MOULDING.

2
A-12 PROPOSED WEST ELEVATION
SCALE 1:100



EXPOSING BUILDING FACE AND UNPROTECTED OPENINGS CALCULATION IN
CONFORMANCE WITH SUB-SECTION 3.2.3., DIVISION "B" OF 2012 OBC (O. Reg. 332/12)

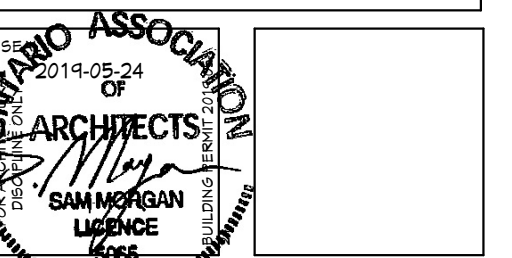
Wall	Area of EBF(m ²)	L.D. (m)	L/H H/L	Max. % Openings	Proposed Openings	FRR (Hrs)	Listed Design or Description	Construction	Cladding
North	352	12.12		100%		N/R	N/A	NON-COMB.	NON-COMB.
South	352.2	14.3		100%		N/R	N/A	NON-COMB.	NON-COMB.
East	334	3.44		>25%		3/4	N/A	NON-COMB.	NON-COMB.
West	334	>15		100%		N/R	N/A	NON-COMB.	NON-COMB.

N/R= NOT REQUIRED
EBF= EXPOSING BUILDING FACE
L.D.= LIMITING DISTANCE TO PROPERTY LINE
FRR= FIRE RESISTANCE RATING

**ST. PHILOPATEER &
ST. DEMIANA COPTIC
ORTHODOX CHURCH**
1095 Stellar Drive,
Newmarket, Ontario
L3Y 7B8

No.	ISSUE	dd/mm/yy	BY
1	PRELIMINARY DESIGN	09/01/13	SM
2	DESIGN DEVELOPMENT	02/04/13	SM
3	REZONING APPLICATION	24/05/13	SM

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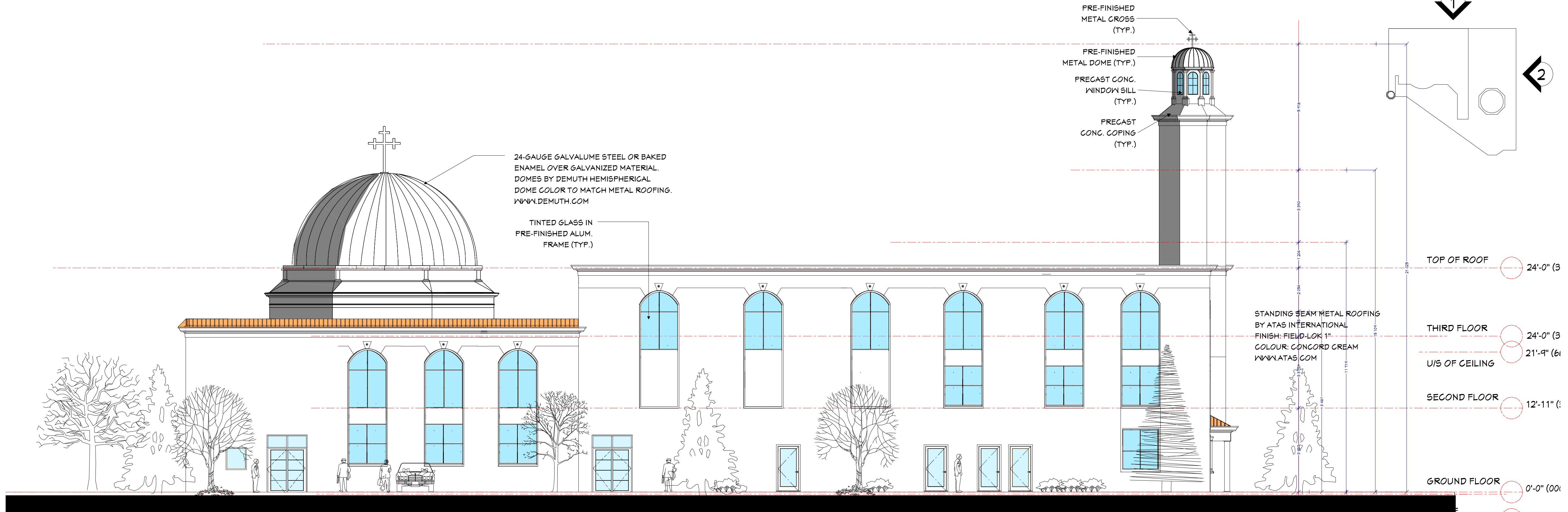
DESIGN:
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ALTERATION / ADDITION TO
**ST. PHILOPATEER & ST.
DEMIANA CHURCH**
1095 Stellar Drive, Newmarket, ON L3Y 7B8

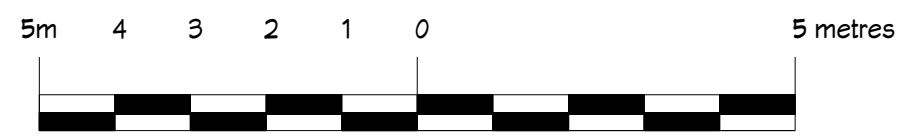
**PROPOSED
NORTH &
EAST
ELEVATION**

PROJECT 180803
Aug. 08, 2018
DRAWN: SM
CHECKED: SM
A-13



- NTS** EXTERIOR FINISHES (REFER TO NOTES ON DRAWING A-410):
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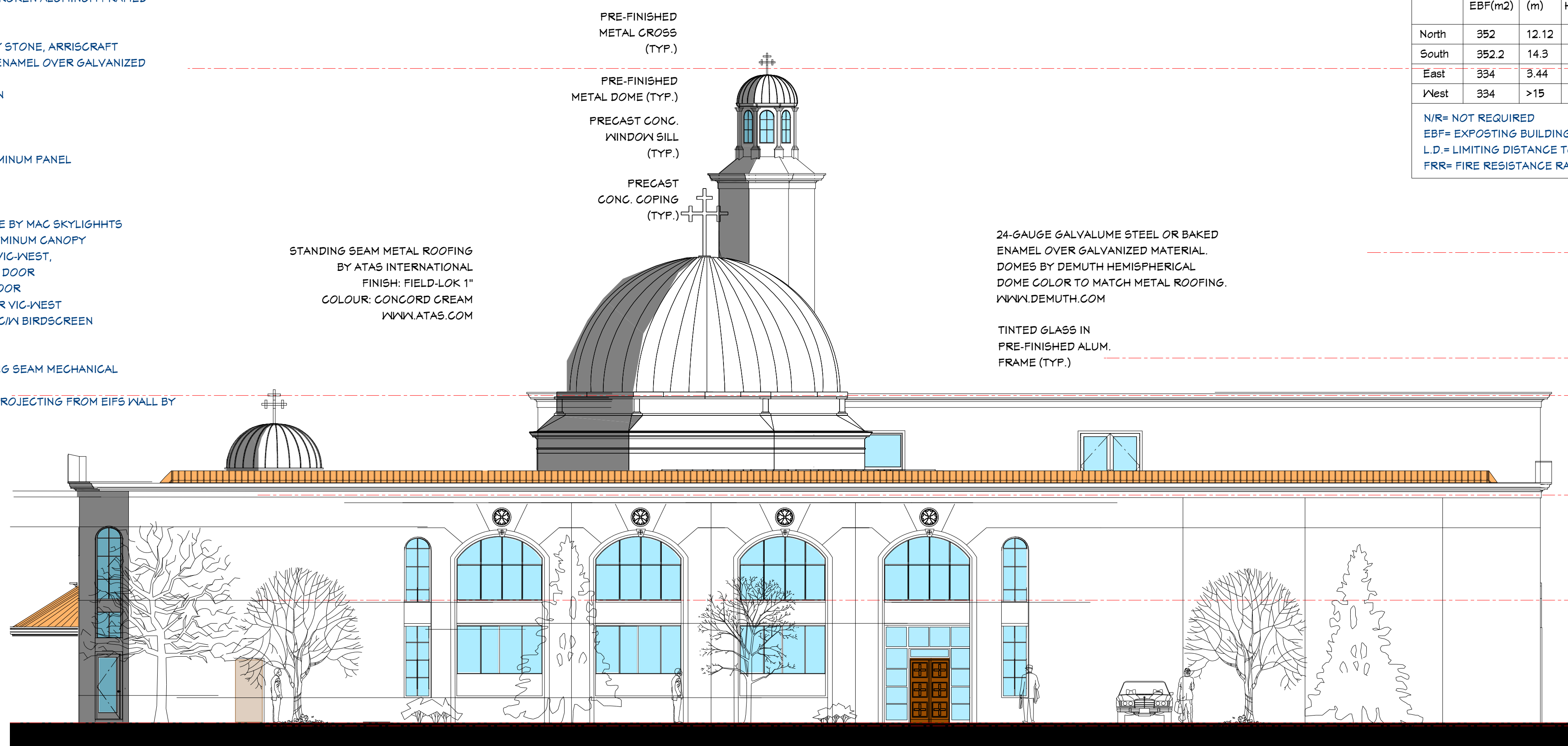
1 PROPOSED NORTH ELEVATION
SCALE 1: 100



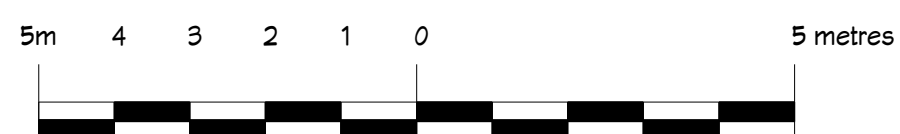
**EXPOSING BUILDING FACE AND UNPROTECTED OPENINGS CALCULATION IN
CONFORMANCE WITH SUB-SECTION 3.2.3., DIVISION "B" OF 2012 OBC (O. Reg. 332/12)**

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L.D.= LIMITING DISTANCE TO PROPERTY LINE
FRR= FIRE RESISTANCE RATING



2 PROPOSED EAST ELEVATION
SCALE 1: 100



St. Elizabeth Seton Parish

17955 Leslie Street, Newmarket, Ontario L3Y 9A4

Phone: (905) 853-5009 Fax: (905) 853-9391

www.stelizabethseton.ca

March 11, 2019

Please be advised that the Parish of St. Elizabeth Seton has entered into an arrangement with St. Philopateer and St. Demiana Coptic Orthodox Church in Newmarket. They have been granted access to thirty parking spaces for those occasions when the parking lot on their premises is full.

Sincerely,

A handwritten signature in black ink, appearing to read "Fr. Roy Roberts", written over a circular official stamp.

Fr. Roy Roberts,
Pastor



Town of Newmarket
395 Mulock Drive P.O. Box 328,
Newmarket, Ontario, L3Y 4X7

Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Provincial Policy Statement Review – Proposed Policies Staff Report to Council

Report Number: 2019-87

Department(s): Planning & Building Services

Author(s): Adrian Cammaert

Meeting Date: September 23, 2019

Recommendations

1. That the report entitled Provincial Policy Statement Review – Proposed Policies dated September 23, 2019, be received; and,
2. That the report entitled Provincial Policy Statement Review – Proposed Policies dated September 23, 2019, be submitted to the province as feedback no later than the October 21, 2019 commenting deadline; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

Following recent changes to the land use planning system through Bill 108, More Homes, More Choices Act, 2019 (Bill 108) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the provincial government has released proposed changes to the Provincial Policy Statement (PPS) and is now seeking feedback on these proposed legislative and regulatory changes. The purpose of this report is to provide information to Council regarding these changes. The consultation period is from July 22, 2019 to October 21, 2019; it is recommended that this report be submitted to the province as input to this process.

Background

The Provincial Policy Statement (PPS) is a high-level statement which summarizes and provides direction for policies relating to land use planning and development in Ontario. The PPS was first implemented under the authority of Section 3 of the *Planning Act* in

1996, then amended in 1997, and has since been replaced with revised versions in 2005 and 2014.

The PPS is currently under review following the provincial government's release of "A Place to Grow: Growth Plan for the Greater Golden Horseshoe" and the passing of Bill 108: More Homes, More Choice Act in June of 2019, which amended various acts including the *Planning Act*. Furthermore, changes to the PPS have been proposed in order to better align the provincial policies to this recently updated policy landscape.

As decisions on land use planning matters "shall be consistent with" the PPS and as municipalities are the primary implementers of its contents, the Ministry of Municipal Affairs and Housing is seeking written comments and feedback to the proposed PPS changes by October 21, 2019. The Town, by way of this report, seeks to provide their written comments to the province by the time requested.

Discussion

The province has categorized the policy changes into five main policy areas. These five policy areas are described below, followed by the provinces stated objectives for each. Each of these policy areas is followed by staff's response and recommendation(s).

1. Housing and Land Supply

The proposed amendment includes the following key policy changes, as described by the province:

- Increasing the land supply requirements municipalities must meet by:
 - Increasing planning horizon from 20 to 25 years
 - Increasing housing land supply from 10 to 12 years
 - Allowing upper and single-tier municipalities to establish a higher minimum requirement for serviced residential land (from 3 to 5 years)
- Updating provincial guidance to support land budgeting (e.g. the preparation of updated Land Needs Assessment Methodology)
- Increasing flexibility for municipalities related to the phasing of development and compact form
- Adding flexibility to the process for settlement area boundary expansions (e.g. allow minor adjustments subject to specific tests, highlight that study requirements should be proportionate to the size/scale of development)
- Requiring transit-supportive development and prioritize intensification, including potential air rights development, in proximity to transit, including corridors and stations
- Supporting the development of housing to meet current and future housing needs, and add reference to providing housing options
- Supporting municipalities in achieving affordable housing targets by requiring alignment with Housing and Homelessness Plans

- Broadening PPS policies to enhance support for development of long-term care homes

Key among the housing and land supply policy changes is the introduction of a **market-based** approach to housing. This specifically requires planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected “market-based needs”. The proposed changes do not include a definition for this new term and it is difficult to undertake a complete analysis of this policy change without such a definition. If this term refers to current market demand for specific housing typologies, staff would have concerns with this approach as it would likely perpetuate the development of less efficient, land extensive ground-related residential development rather than more efficient, intensive forms of development. In addition, it would not account for changing demographics and associated future housing needs. Such concerns are particularly relevant in areas outside the Greater Golden Horseshoe where the Growth Plan’s density targets are not applicable.

Recommendation(s):

1. Include a definition for “market-based” as it relates to housing that speaks to market required housing (i.e. affordable housing, purpose built rental) rather than current market demand for specific housing typologies.

2. Employment Areas

The proposed amendment includes the following key policy changes, as described by the province:

- Encourage municipalities to facilitate conditions for economic investment, and at the time of official plan review or update, assess locally-identified employment areas to ensure designations are appropriate.
- Provide municipalities with greater control over employment area conversions to support the forms of development and job creation that suit the local context (current and future).
- Provide stronger protection for major facilities such as manufacturing and industrial uses where non-employment uses are planned nearby (i.e. buffering uses from new sensitive uses).

Key among the policy changes regarding **employment areas**, the proposed policy changes state that “within employment areas planned for industrial and manufacturing uses, planning authorities shall prohibit residential and institutional uses that are not ancillary to the primary employment uses in order to maintain land use compatibility”. Notwithstanding this direction, the subsequent policies allow planning authorities to permit conversion of lands within employment areas to non-employment uses through one of two ways:

- i) as part of a *comprehensive review*, or

- ii) in advance of a *comprehensive review* where the area is not identified as being regionally significant or provincially significant (i.e. within a Provincially Significant Employment Zones / PSEZ), subject to meeting certain criteria.

The change here is the second way in which a conversion can occur. Currently, the PPS only allows for conversions to occur through a *comprehensive review*. This change has been added to the PPS to mirror a similar policy inclusion in the recently released new Growth Plan. What is not specified in the proposed changes is detail regarding who the conversion requests are available to (municipalities, landowners, or both), and if this conversion opportunity is restricted to a single use prior to the completion of the *next comprehensive review*, or if it can be used multiple times prior to the completion of any subsequent *comprehensive reviews*.

The proposed changes also include the introduction of the term “regionally-significant” employment areas, as referenced in ii) above. The current PPS does not include this term, and the proposed changes do not include a definition. Given that employment conversions will not be permitted in these areas in advance of a *comprehensive review*, it is important to clarify the methodology by which these areas will be defined. In addition, the PPS states that these areas will be identified by “a regional economic development corporation working together with affected upper- and single- tier municipalities”. It is unclear what such an entity would be in Newmarket’s context, and why a more recognized planning process was not identified to determine these areas.

Recommendation(s):

1. Provide greater clarity regarding who the conversion requests are available to (municipalities, landowners, or both).
2. Provide greater clarity regarding any use restrictions of the conversion request (one-time use vs. multiple uses).
3. Provide a definition for “regionally significant employment area”
4. Consider the use of a more recognized planning process to determine “regionally significant employment areas” in place of identification by a regional economic development corporation.

3. Protecting the Environment and Public Safety

The proposed amendment includes the following key policy changes, as described by the province:

- Enhance direction to prepare for impacts of a changing climate.
- Enhance stormwater management policies to protect water and support climate resiliency.
- Promote the on-site local reuse of excess soil.

The above noted policy changes generally strengthen the major directions in which municipalities will be preparing for the impacts of a changing climate. Staff support the proposed PPS in primarily speaking to the “impacts of a changing climate” rather than

focusing on the term “climate change”, as this focus aligns with Town initiative regarding “changing the conversation about climate” toward a more empowering and collective narrative.

The proposed changes also enable municipalities to manage wetlands, in accordance with provincial guidelines, that are beyond those identified and afforded protections. This “opt-in” flexibility may allow for greater protection of wetlands in southern Ontario. Additionally, the management of climate change impacts to water resource systems at the watershed level shall improve the efficiency of efforts relating to water management by decreasing jurisdictional constraints/overlap and by evaluating the watershed as a system and not as separate entities. Though, it is important to note that this broadened scope does limit the specificity of the evaluation and preparation approaches.

In considering waste generation, management and diversion, and promoting renewable and alternative energy systems, the proposed changes reflect a decreased interest in pursuing goals through non-traditional mitigation techniques. The proposed PPS focuses on a “reduce, reuse and recycle” approach to waste management and the quantitative aspect of energy production/supply. Though these are important to mention, it is staff’s opinion that decreasing the progressive and qualitative sustenance of the policies as done in this proposed revision does not effectively reflect the desire to protect the environment and public safety.

As part of Council’s Strategic Priorities, environmental stewardship is expressed through LID implementation, renewable and alternative energy including implementation under the Newmarket Community Energy Plan, and tree protection of great importance to Newmarket. Staff recommends that the emphasis and priority placed upon mitigation efforts previously discussed in the 2014 PPS be continued in this revision of the PPS.

The proposed policies regarding protecting the environment and public safety also include significant revisions regarding **partial water and wastewater servicing**. The PPS continues to identify municipal sewage services and municipal water services as being the preferred form of servicing for settlement areas, and allows the use of private/partial water/wastewater servicing options in some conditional situations. However, the proposed changes specify that where municipal servicing is not available, planned or feasible, private communal water services are the preferred form of servicing for multi- unit/lot development. The current PPS gives more equal consideration to the use of private communal services and individual on-site services (e.g. well and septic system), where municipal services are not available. However, it is submitted that private communal services are associated with a greater degree of risk than individual on-site services due to the clear understanding of the ownership of individual on-site services.

Recommendation(s):

1. The PPS maintain the existing policy direction that gives more equal consideration to the use of private communal services and individual on-site services.

4. Fast Tracking Review of Development Applications

The proposed amendment includes the following key policy changes, as described by the province:

- Require municipalities to take action to fast-track development applications for certain proposals (e.g. housing).
- Allow mineral aggregate operations to use rehabilitation plans to demonstrate that extraction will have no negative impacts.
- Align policies and definition of cultural heritage with recent changes to the Ontario Heritage Act.
- Refocus PPS energy policies to support a broad range of energy types and opportunities for increased energy supply.
- Direct large ground-mounted solar facilities away from prime agricultural and specialty crop areas.
- Changes to streamline development approvals.

A more specific policy change involves the **fast-tracking** of certain development review processes. The proposed changes to the PPS require development applications for certain proposals, such as for residential and job-related developments, to be expedited “to the extent practical”. Staff note that the new planning review timelines of Bill 108 already require municipalities to make decisions under significantly reduced timelines. In addition, Newmarket is continuously looking for ways to expedite review/approval processes, as evident in the recently approved Site Plan Development Manual and concurrent application process protocols. This proposed change provides little direction to municipalities in terms of process expectations (i.e., how to prioritize developments, what constitutes “practical extent”, how to consider human resource/funding availability and how to ensure responsible/appropriate development).

Recommendation(s):

1. In light of Bill 108, the province first reconsider the need for these changes. If it is determined that there is still a need for these changes, it is recommended that language specifying the expectations of the “fast-tracking process” be included, and that municipalities are granted greater flexibility to adopt this process in a manner which is appropriate for their local contexts.

5. Supporting Rural, Northern and Indigenous Communities

The proposed amendment includes the following key policy changes, as described by the province:

- Allow flexibility for communities by clarifying perceived barriers to sewage and water servicing policies for lot creation and development in rural settlement areas.
- Enhance municipal engagement with Indigenous communities on land use planning to help inform decision-making, build relationships and address issues upfront in the approvals process.
- Enhance agricultural protections to support critical food production and the agricultural sector as a significant economic driver.

The proposed policies reflect a greater effort toward economic development, Indigenous reconciliation and food security, which are cornerstones of land use planning efforts in rural and northern parts of the province.

Recommendation(s):

1. Although not directly relevant to Newmarket, staff generally support these changes.

Conclusion

The province is consulting on proposed changes to the PPS. These changes are being proposed following other, significant changes to the land use planning system in Ontario. This report provides a summary of the more significant changes, and makes specific recommendations where applicable for use in the provinces consultation process.

Strategic Plan Linkages

- Long-term Financial Sustainability
- Extraordinary Places and Spaces
- Economic Leadership and Job Creation
- Vibrancy on Yonge, Davis and Mulock
- Environmental Stewardship

Consultation

None.

Human Resource Considerations

None.

Budget Impact

None.

Attachments

None.

Approval

Adrian Cammaert, MCIP, RPP, CNU-A
Acting Manager, Planning Services

Jason Unger, MCIP, RPP
Acting Director of Planning & Building Services

Peter Noehammer, P. Eng.
Commissioner of Development & Infrastructure Services

Contact

Adrian Cammaert, Acting Manager, Planning Services, acammaert@newmarket.ca



Town of Newmarket
395 Mulock Drive P.O. Box 328,
Newmarket, Ontario, L3Y 4X7

Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Town-wide Mitigation Strategy – Traffic Calming Policy Public Consultation Report Information Report

Report Number: ES 2019-08

Department(s): Engineering Services

Author(s): Director, Engineering Services

Date: September 5, 2019

In accordance with the Procedure By-law, any member of Council may make a request to the Town Clerk that this Report be placed on an upcoming Committee of the Whole agenda for discussion.

Executive Summary

Transportation Services staff has been developing a comprehensive Town-wide Traffic Mitigation Strategy (TMS) to address traffic issues in Newmarket. In 2017, a draft Traffic Calming Policy (TCP) was presented to Council. This draft policy, which is part of the overall TMS, incorporates the following Council-approved policies (see Appendix C for a graphic representation):

- Transportation Management
- Parking
- Public Support and Consultation
- Active Transportation
- Sidewalk

Council instructed staff to take the TMS to public consultation. In order to effectively engage the public, the Town used various different techniques, including a Transportation Congress and an extensive on-line survey. The survey questions, respondents' answers and a summary of responses are available in Appendix A. Appendix B outlines revisions that are being proposed to the draft Traffic Calming Policy, based on the public consultation and on recent changes in provincial legislation. In addition, some revisions took into account feedback received through heat tickets, emails and telephone conversations with concerned residents.

Purpose

The purpose of this report is to provide the results of the public consultation on the TMS. The report also outlines the next steps to be taken.

Background

At its regular meeting of October 2, 2017, Council received Development and Infrastructure Report ES 2017-29, entitled “Town-wide Traffic Mitigation Strategy 2017” and directed staff to proceed to public consultation.

Discussion

As per Council's direction, staff undertook various methods of public consultation. An extensive online survey was prepared, heat tickets received through our Customer Services system were reviewed, emails and telephone calls from concerned residents were taken into account, and a Transportation Congress was held on April 27, 2018 at the Old Town Hall to obtain more feedback.

Approximately 80 residents and stakeholders interested in road safety attended the Congress. A summary report, dated May 1, 2018 and entitled the Town of Newmarket's “Active Transportation and Road Safety Congress Summary”, is posted on the Town's website. It can be accessed at:

<https://www.newmarket.ca/LivingHere/PublishingImages/activetransportation/Click%20here%20to%20read%20a%20summary%20of%20the%20Congress.pdf>

The online survey was prepared with the help of the Communications Department. The survey was very comprehensive and included 23 questions that encompassed traffic calming principles and public attitudes towards various traffic-calming techniques. It was available on-line to the public from its kick-off at the Town's “Community Open House” event held on February 27, 2018, and the survey was held open until the end of May, 2018. Appendix A provides the questions and results of the survey.

To increase participation, the survey was widely advertised and promoted by various means, such as:

1. Distributing hand-outs and posters at the February 27, 2018 Community Open House;
2. Promoting the survey on the Town Page of the Era newspaper;
3. Promoting the survey in the “Newmarket Now” e-newsletter;
4. Launching a social media campaign on Facebook and Twitter;
5. Providing a dedicated tab on the homepage of the Town's website to link directly to the TMS and the on-line survey;
6. Imbedding articles on the homepage of the Town website;
7. Displaying messages on marquees and screens at the Town's facilities;
8. Providing survey information in the “Construction Corner” newsletters;
9. Including an editorial ad in Snap'd, a local community newspaper.

A total of 191 persons participated in the survey. The following summarizes the major findings:

1. Diversity of Opinions:

Comments and opinions on all aspects of traffic calming were very diverse. Some of the respondents considered specific traffic calming measures to be very effective, while others considered the same measures to be completely ineffective. Similarly, while one person thought that a certain traffic control technique is very safe, another person would find it unsafe. Results show that individual perception rather than in-depth knowledge of a traffic calming technique drives the public's attitude towards what is thought to be safe or effective. The Traffic Calming Policy, therefore, must acknowledge this diversity of opinions while creating and maintaining a balance in our transportation systems.

2. Basic Principles of Traffic Calming:

Throughout the survey, it was clear that many respondents did not have a clear understanding of basic traffic calming principles and measures. As a result, many expressed a desire to slow traffic down through stop signs or traffic circles, which are not traffic calming measures but are to be used only to help determine which driver has the right of way at an intersection, as per the warrants in the Ontario Highway Traffic Act. Scientific traffic studies done by experts have shown that stop signs and traffic circles can actually cause drivers to speed up between intersections rather than slow down. Some respondents dismissed scientifically proven methods of speed reduction because they perceived them as being ineffective or unsafe. The basic principle of traffic calming, which is to remove motorists from their "comfortable" driver state, was not fully understood by most respondents. This shows a definite need for education in the community.

3. Education:

Where questions referred to the "3-E's" of traffic safety (Education, Engineering and Enforcement), respondents valued "Education" as the least effective of the three factors. Many respondents referred to "bad drivers" or "inconsiderate drivers" as the source of their traffic frustrations. However, respondents did not seem to connect with education as one of the most accepted and most effective universal tools used to correct such driving behavior. Another frequent comment in the responses was that the respondents were not familiar with the traffic safety education efforts by various organizations, including the Town.

4. Road Jurisdiction:

Many survey respondents were unaware that the Town and York Region each have responsibilities for traffic issues on their own separate roads within Newmarket. Many survey respondents did not know that York Region is responsible for traffic safety measures and the control of infiltration that arise from regional construction activities, whether on Regional or Town roads. In addition, survey respondents were not aware that serious collisions and traffic fatalities have not occurred on the Town's local roads. The survey has therefore shown a

need for more education and greater collaboration and sharing of resources between different levels of government and other stakeholders (e.g.: YRP) to address traffic safety matters.

5. Permanency of Traffic Calming Measures:

Respondents acknowledged that line painting fades with time and there should be ways to make them permanent to help them function as intended. Participants also knew that other traffic calming measures, such as traffic calming bollards, required removal every fall to allow snow-plowing operations to occur during the winter months.

6. Enforcement:

Respondents stated that there was a lack of enforcement of traffic matters on local roads and that this rendered ineffective the “Enforcement” component of the “3-E’s” of traffic safety. They also felt that enforcement was an important part of the “3-E’s” of Traffic Safety. Throughout the survey, participants noted that enforcement, combined with traffic calming installations, was important to ensure compliance with road safety rules. They also stated that a stronger presence of York Regional Police (YRP) would be very effective and would supersede any traffic calming installations. However, participants also noted (in several locations throughout the Town) that YRP must address two issues: reporting and accountability. Typically, residents direct complaints to the Town, their Ward Councillor, YRP, or through Road Watch, which is YRP’s online reporting system for traffic violations. Because of the diverse forms of complaints, it is difficult for the Town to track enforcement responses by YRP. Furthermore, when the Town deploys resources and initiatives for traffic safety, staff can be relatively quick in providing reports back to Council or the public when requested. However, YRP cannot be as quick or as open with their traffic information because their reports contain sensitive personal information. As a result, it takes numerous months for Town staff to receive YRP’s traffic incident reports after an accident or a radar blitz. This is mainly due to the requirements of the Freedom of Information and Protection of Privacy Act and YRP’s internal privacy processes, which prevent YRP from being as responsive with traffic information when the Town requests it. This fact makes it difficult for the Town’s Transportation staff to be actively involved in the “Enforcement” component of the “3-E’s” of traffic safety. Town staff will continue to dialogue with YRP about the possibility of expediting the transfer of traffic enforcement information from YRP to the Town.

7. Stop Signs, Speed Humps and Lower Speed Limits:

More stop signs, speed humps and lower speed limits are the most common request when dealing with any traffic issue because they are thought to be effective.

Although most requests from residents for speed control on local roads involve the installation of stop signs, speed humps, or lower speed limits, survey participants felt that such measures were not the most effective and some felt that they would be ineffective in traffic safety and speed mitigation.

As a result of all of the input that was received during the consultation process, the Traffic Calming Policy was revised and is included as Appendix 'B'. In addition to the Traffic Calming Policy revisions, there are additional works relating directly to the Town-wide Mitigation Strategy that could be undertaken. For example, the following will be incorporated into the Transportation Services work program:

1. Review and update the 2005 Sidewalk Policy.
2. Update the School Crossing Guard section of the Transportation Management Policy to reflect changes enacted by the Province of Ontario in 2017.
3. Create and distribute communication packages to educate the public on the basics of traffic calming.
4. Coordinate with York Region Transportation and YRP to develop regional/local traffic calming, traffic safety and communications materials.
5. Work more closely with York Regional Police on targeted enforcement and use of resources.
 - a. Arrange for Customer Service to forward "Enforcement" requests from residents directly to York Regional Police.
 - b. Examine local factors and recommend enforcement levels and locations.
6. Continue the sidewalk enhancement program, in coordination with Public Works (new sidewalk connections and intersection aprons where needed).

Conclusion

The consultation strategy, and particularly the online survey, provided a good representation of residents' understanding of Newmarket transportation and traffic challenges. The data collected has helped staff revise the Traffic Calming Policy, and also provides the basis for improvements to the TMS.

Business Plan and Strategic Plan Linkages

This report links to Newmarket's Strategic Plan direction, Well Planned & Connected, by protecting vulnerable road users and improving travel within Newmarket.

This report also aligns with Council's Strategic Priority – Safe Transportation (Streets).

Consultation

This report is about the public consultation undertaken for the Town-wide Traffic Mitigation Strategy. Residents were engaged to provide feedback using various means.

Human Resource Considerations

Not applicable to this report.

Budget Impact

Operating Budget – Not applicable to this report.

Capital Budget – Not applicable to this report.

Attachments

Appendix A - Town-wide Mitigation Strategy Survey

Appendix B – Traffic Calming Policy Changes

Appendix C – Town-Wide Traffic Mitigation Strategy Schematic

Contact

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APPENDIX A

Town-wide Mitigation Strategy Survey

The Town-wide Mitigation Strategy Survey (TMSS) consisted of 23 separate questions to refine the Town-wide Mitigation Strategy (TMS) that was presented to Town Council on October 16, 2017. The TMS was presented to Town Council as a draft, pending public input. The survey was lengthy (about 20 minutes to complete), but the number of participants (191 respondents) was considerable.

The following outlines the results, question by question, and discusses the overall results and impacts on the draft Strategy. The first group of questions (1 to 7) relate to opinions.

Question 1: Do you agree with the Traffic Mitigation Strategy vision - “to improve road safety and enhance the quality of life in Newmarket for both drivers and vulnerable road users”?

The results indicate that 86% of respondents agree with the vision, 7% disagree and 7% were not sure. Of the 7% who disagreed with the statement, the majority reported either costs, or not understanding the statement contents, as the main reason for their negative response.

This is a very good endorsement of the vision.

Question 2: Do you agree with the ‘Three ‘E’ philosophy of “Enforcement, Engineering and Education” as adopted by the Town?

The results are similar to Question 1, with 84% agreeing, 6 % disagreeing, and 10% uncertain. Of the 6% in disagreement, the majority did not provide comments as to why they responded negatively.

This is a very good endorsement of the philosophy.

Question 3: In your opinion, which is the most important ‘E’ in our traffic mitigation efforts?

The question offered the choice of Engineering, Enforcement and Education. Engineering received 47% support, followed by Enforcement at 36%, and Education at 17%. It should be noted that even though Education was selected as the least important factor, many of the responses in the next questions show a need to educate the public on mitigation measures, their effectiveness and under what circumstances they should be used.

Question 4: Which safety issue is your primary concern?

This question offered Speeding, Impaired Driving, Distracted Driving, Seatbelts, ALL or None as choices. These are the “Big 4” of vehicle fatalities. The results indicated a

division between Speeding (30%), Distracted Driving (28%) and ALL (36%). Impaired driving came in at 4%, NONE came in at 2%, and Seatbelts at zero. There were a number of interesting results with this question. It would appear that Seatbelt use was not even considered as a primary concern. This may be due to the safety systems in cars (air bags). Furthermore, upon reviewing responses from the ALL section, about 30% provided comments with a noticeable number considering Speeding and Distracted Driving together as a primary concern, and some noted that only seatbelts was not a concern, but that the other three were.

Question 5: In your opinion, which of the following is the biggest traffic concern?

Question 4 dealt with driving safety concerns in general and Question 5 dealt with the top three most requested traffic safety issues to mitigate within the Town – Speeding, Stop Compliance and Congestion, with ALL or None as options.

Again, there was a general tendency towards Speeding (27%), Congestion (26%) and ALL (32%). Stop Compliance received 12% and NONE received 3% of the results. As in Question 4, the ALL category comments were reviewed, and approximately 27% indicated that they were mainly concerned with speeding and congestion, and not as much with Stop Compliance.

It should be noted that Congestion, which translates to traffic volume and delays, are not issues that can be solved by the TMS. However, it was important for the traffic team to know how much Congestion affected our residents, because it often results in speeding or stop compliance issues as motorists infiltrate or re-route through the communities.

Question 6: Which Ward do you live in?

The results are as follows:

Ward 1 – 11.23%
 Ward 2 – 11.23%
 Ward 3 – 6.42%
 Ward 4 – 12.30%
 Ward 5 – 33.16%
 Ward 6 – 8.02%
 Ward 7 – 12.30%
 No answer – 5.35%

All Wards have representation in the survey. Ward 5 has a significantly higher representation in the survey than the other wards. This may be due to several factors specific to Ward 5. Because they live in a more established ward, the Ward 5 residents have felt the impacts of frequent construction projects (e.g.: the construction on Queen Street, Park Avenue, and the East-West bike route, and the vivaNext projects on Davis Drive and on Yonge Street since 2009). The former “Ward 5 Traffic Committee” was also a factor contributing to the visibility of traffic issues in this downtown ward.

Question 7: In your opinion, what is the single biggest issue related to transportation in Newmarket? Please be specific.

This open-ended question resulted in 174 unique responses. The responses were grouped into major themes to get an understanding of what is the biggest issue.

Congestion was cited in 33% of the responses. These responses referred mostly to specific York Region roads or to traffic signal lights and timing.

Enforcement was noted in 25% of the responses. As with previous responses, enforcement related to speeding and distracted driving were of most concern.

Planning and coordination was cited in 14% of the responses. This group had a large variety of issues from land use planning, to roadway planning, to comments on modes of transport.

Transit was noted in 10% of the responses. These responses were generally related to poor service or lack of service for both GO Transit and York Region Transit.

Engineering and operations was noted in 9% of the responses. This category was the catch-all for comments that did not fit in any of the other categories. Generally, the comments were related to safety and road maintenance.

Education was noted as an issue in 7% of the responses. The majority of the comments cited lack of courtesy, lack of understanding of the rules of the road or poor driver behaviour as the issues to resolve.

Bike Lanes were noted in 2% of the responses. This small group was split between not enough bike lanes or against the idea of bike lanes.

The first seven questions of the survey were aimed at gauging opinions and gathering information from the respondents. The analysis shows that there was good town-wide representation and that the opinions and concerns were quite diverse. The Town can try to mitigate some of the issues brought forward, but others, like congestion, are a symptom of larger issues that are beyond the Town's control, but the Town must try to mitigate the indirect impacts (such as speeding and infiltration).

What was noticed is that the results from the first part of the survey closely align with Council's Strategic Priorities (2014-2018). Under the Traffic Safety and Mitigation main theme, there are three sub-priorities, which are "Ensuring Safe Streets", "Improving Traffic Congestion", and "Supporting Major Transit Service Enhancements" (which could help reduce congestion).

The next series of questions (8 to 21) looks specifically at content within the draft policy. Each question asks the respondent to rate the perceived effectiveness and to provide

comments. An effectiveness rating of 1 means “not effective at all”, whereas a rating of 5 means “very effective”.

The analysis showed that all the responses had an average effectiveness rating around 3, which would indicate that each method is perceived as being “somewhat effective”. Ratings were supplemented by a large number of comments, as summarized below. The section is divided into Category 1 measures (questions 8 to 12), which are lower cost and less invasive, and Category 2 measures which cost more and are more intrusive, as well as education and pilot projects (questions 13 to 21).

Question 8: This question asked the participant to rate the effectiveness of the Speed Management program, which includes the radar boards and trailers, and the boulevard lawn signs.

Responses showed a rating of 3.11 out of 5.00 for effectiveness. There were an equal number of positive comments, negative comments and suggestions made. The general sense was that these measures are working, that more would be better, but that they have a limited impact. It should be noted that when the solar speed boards were first introduced, a study was undertaken to determine their impact. This was done by measuring the percentage of cars that slowed down or applied their brakes when the sign registered their presence. Staff found that after about 1 month, drivers grew accustomed to seeing the signs and their impact was reduced.

Question 9: This question asked the participant to rate the effectiveness of pavement markings at intersections and yellow centre lines.

The effectiveness rating is 3.26. While the effectiveness rating was good, there were significantly more negative comments about this measure. While it was acknowledged that pavement markings provide effective guidance, there were negative comments about motorist behaviour and durability of the markings. While motorist behaviour requires a longer-term program that includes education and enforcement, the pavement marking program can be addressed by moving to more durable markings (either “cold pour” or thermoplastic). Durable markings are more expensive, but should last at least five years whereas lower cost paint lasts a year or two.

Question 10: This question asked the participant to rate the effectiveness of the Road Watch program conducted by York Region Police.

The effectiveness rating is 2.24 and it is the lowest in the survey. The majority of the comments indicated that they were not aware of the program. The remaining comments were about the difficulty in obtaining the necessary information for the Road Watch form (e.g. “speeding cars are moving too fast to get a license plate number”).

Question 11: This question asked the participant to rate the effectiveness of creating side-friction on roadways like benches, trees, LID features.

The effectiveness rating is 3.01. Based on some of the comments, this measure probably created some confusion. There are not many existing examples of this in use in the Town, with the best example being along downtown's Main Street. Some respondents thought this measure should work, others said it does not and others had no idea. The idea of side-friction to slow traffic speeds is one of the basic principles of traffic calming and therefore, education or more applications of this measure should be undertaken.

Question 12: This question asked the participant to rate the effectiveness of pavement markings for the specific purpose of visually narrowing the roadway.

The effectiveness rating is 3.07. Much like side-friction, narrowing the travel path is another basic principle of traffic calming. The comments on this vary from positive to negative. There are some examples in the Town that have proven effective. However, similar to Question 9, the maintenance and durability of pavement markings and the behaviour of motorists dictate the effectiveness. It should be noted that there are a number of comments stating that they would be unsafe (moving drivers too close to the sidewalk or to each other), but this is the purpose of the narrowing. The basic principle of traffic calming is to take away the comfort of motorists so that they need to pay more attention to the roadway.

This ends the questions related to Category 1 measures. In broad terms, the results indicate that most Category 1 measures are perceived as being somewhat effective, as long as they are maintained and motorists abide by the rules of the road. It is clear that education is key. YRP's Road Watch program received the lowest effectiveness score. YRP may want to consider revamping the program, increasing its visibility, or creating a new program that is better suited to the community needs.

The next series of questions (13 to 21) relate to Category 2 measures and to the quality of communications regarding traffic safety.

Question 13: This question asked the participant to rate the effectiveness of speed humps.

The effectiveness rating is 3.24. This is an interesting result, since speed humps are the speed reduction measure that is most frequently requested by the community. It is interesting to note that there were more positive than negative comments from the respondents about speed humps. The positive comments were that they are perceived to be effective and that there should be a larger number of them installed. The negative comments included that they are irritating and do not really work well. There was very little mention of safety concerns due to slowing down emergency vehicles, damages to emergency vehicles, costs of installing, maintenance challenges in winter, the Town's council-approved policy to not place them on collector roads and the fact that most drivers will speed up to make up for lost time after a speed hump. So again, education is needed to inform residents of the challenges with speed hump installations.

Question 14: This question asked the participant to rate the effectiveness of curb extensions and radius reductions at intersections.

The effectiveness rating is 3.19. This rating may have been due to not having enough knowledge of curb extensions and radius reductions. There are few examples in Newmarket for drivers to see. A significant number of respondents did not understand what these are or where they can be seen. However, people understood the concept of shorter crossing distances for pedestrians at altered intersections.

Question 15: This question asked the participant to rate the effectiveness of centre medians and pedestrian refuge islands.

The effectiveness rating is 3.59. There are significantly more positive comments on the effectiveness of this measure, with a fair number referring to the Water Street Pedestrian Crossing Island. Along with the positive comments, there were a number of improvements that were suggested by respondents that will certainly be taken into consideration on future installations. While a pedestrian island is there to provide a safer crossing for pedestrians and slow the traffic down, the majority of the negative comments are related to safety.

Question 16: This question asked the participant to rate the effectiveness of s-curves or chicanes.

The effectiveness rating is 2.49 and is the lowest of the Category 2 measures. The majority of the comments were negative, citing faded lines, road sections that are too narrow and sight line issues. Chicanes are not widely used in Newmarket, so there could be respondents who know generally about these, but have never experienced them.

Question 17: This question asked the participant to rate the effectiveness of physical road narrowing.

The effectiveness rate is 2.81. This is a very concerning result because one of the main premises in traffic calming is to narrow roadways to restrict the movement of vehicles. Even the specific negative comments indicate that narrowing works, but there seems to be a safety or 'danger' element perceived with this type of traffic calming. The very basic principle of traffic calming is to create a driving environment that causes the driver to slow down, making it less comfortable to speed.

Question 18: This question asked the participant to rate the effectiveness of the communication packages supporting Newmarket's "Safety Driven" campaign.

The effectiveness rate is 2.80. This is quite disappointing since the Safety Driven campaign has been in effect since 2008, and the amount of communication and educational packages that have been distributed has increased tremendously. Transportation staff has manned a booth at numerous public events, and has increased the amount of outreach done using various types of media, including social media. The

comments for this question are varied, but there is an indication that more is needed on a broader scale and in a more targeted fashion for specific traffic safety messages.

Question 19: This question asked the participant to rate the effectiveness of pedestrian safety measures, particularly physical improvements in road rights-of-way.

The effectiveness rate is 3.65, which is the highest in the survey. There were numerous positive comments on this measure, with requests being made for more improvements in certain areas and/or throughout the Town.

Question 20: This question asked the participant to rate the effectiveness of the Active Transportation network (primarily bike lanes) in terms of road safety.

The effectiveness rate is 3.14. This is an interesting result since there were a limited number of on-street bicycle lanes in the Town at the time of the survey. There were equal numbers of positive and negative comments, but as with responses to previous questions (see question 17), it was obvious that some of the negative comments were based on the fact that on-street cycling facilities have a traffic calming effect and slow cars down.

Question 21: This question asked the participant to rate pilot projects, specifically, the in-street flexible bollards.

The effectiveness rate is 2.97. Again, the comments paint a mixed message about this specific type of traffic calming. Comments range from very effective, to completely ineffective, to very safe, to utterly dangerous. Some of the negative comments reflected a participant's displeasure at being slowed down (i.e. the measure actually works), or the fact that they just did not like the look. One frequent comment that was seen was the temporary nature of the installations.

The general results of the second series of questions (regarding Category 2 traffic calming and communication regarding traffic safety) indicate that there needs to be more focused and more wide-spread communication on a variety of traffic safety topics. There also needs to be specific education on what basic traffic calming consists of. There was a general perception from respondents that permanent measures are better than temporary ones. A large number of the comments on all of the Category 2 measures showed a particular emphasis on vulnerable road users (pedestrians and cyclists).

The last series consists of two questions (22 & 23) which are more general in nature.

Question 22: This question asked the participant to state what other traffic calming measures the community would like to see. The question received 78 individual responses. Several were duplications, some were for enhancements, and some suggested specific traffic calming measures for specific areas. All comments were taken into consideration, but the following offers a sampling of additional measures that have been considered by staff:

Yield signs instead of Stop signs - This is a very interesting concept, and has been used in Ontario in the past. However, many of the yield signs have been replaced by stop signs. Two important factors in designing roads are consistency and expectation. Having a mixture of yield and stop signs would confuse drivers and negate the consistent application of right-of-way control, which would then create challenges with driver expectations.

Increased School zone signs with signage for designated school routes - Currently, each school zone in Newmarket has advanced signage that was changed to the fluorescent yellow-green signs. When the school zone has a crossing location, there is even more signage. All schools in Newmarket, with the exception of Newmarket High School, are on local roads. During busy school times (i.e. morning drop-off and afternoon pick-up), the vast majority of the cars that cause congestion within the school zones are either dropping off or picking up children. Speeding is usually not an issue at such times, since the type of traffic around the school would be such that it prohibits speeding. The congestion and circulation are essentially a passive form of traffic calming. The greater danger in school zones, based on field observation, is distracted driving.

Designating school routes, in addition to school zones, might be a good idea. However, school populations, boundaries and catchment areas change and therefore, school routes would need to be reviewed every school year.

Increase the number of Speed Signs - This is a common request from residents. Typically, each road has two speed signs for incoming traffic (i.e. one at each end). If the road is relatively long, it would have additional speed signs along its right-of-way. The Ontario Traffic Manual dictates a maximum distance between signs, but the Town can add more signs where deemed necessary. Every motorist on a street should pass at least one speed sign for them to be effective.

Arterial vs collector and local roads - This concept that can take many forms. When the Regional road system had speed limits of 80 km/h, many motorists would continue at a high speed after turning off the arterials onto local roads, which have a speed limit of 40 km/h. After going 80 km/h for several kilometers, it takes time for a driver to re-adjust, making 40 km/h seem excessively slow for a short period of time.

Variations on Speed Humps - Speed humps, bumps, tables, cushions, wells, etc. are all intended to “bounce” motorists, depending on their speeds. Currently, the Town uses a standard speed hump, and any alteration would be very site- or area-specific.

Roundabouts - The Town currently has two roundabouts. Roundabouts exist to help with right-of-way control. Research has shown that they do not reduce speeds, are not pedestrian/cyclist friendly, and require a fair amount of land to install properly. Retrofitting an existing intersection with a roundabout can be costly, as land expropriation of residential properties is often required.

Enhanced bike lane designs - The East-west bikeway through Town is an example of a cycling facility with an enhanced design (i.e. it is designed to exceed the minimum

standards for cycling facilities). Enhanced designs are desirable, but they require road widening to accommodate the additional improvements such as buffer zones and bollards. Enhanced designs are considered for all bicycle lane projects, but they cannot always be implemented.

Synchronized Traffic Lights – The majority of traffic signals in the Town are on Regional roads. York Region is continually monitoring and improving signal timing to move traffic efficiently and to avoid traffic infiltration on local roads.

Crosswalks - Crosswalks or pedestrian crossovers (PXOs) are being phased out in York Region for safety reasons. York Region is replacing these, and any other protected crossings, with pedestrian signals and with full signalization, where warranted. Because the Town has few signalized intersections, pedestrian refuge islands are being constructed for added safety.

Construction Coordination - This sounds like a simple solution, but it is a difficult one to achieve. Budgets, designs, permitting and approvals, public consultation, asset management and scheduling of contractors are many factors that make it difficult to coordinate construction activities. Luckily, with the imminent completion of the vivaNext construction on Yonge Street, the only remaining regional roads that will be reconstructed are Yonge Street north of Davis Drive, and Prospect Street resurfacing from Mulock Drive to Gorham Street. Town staff are working very closely and frequently with York Region staff to enhance the coordination of construction activities as much as possible.

Lower Speed Limits – Although there have not been any fatalities on Newmarket's local roads, many residents realize that collision survival rates are better at lower speeds. Therefore, the community is often requesting lower speed limits as a preventative measure. However, a car travelling at any speed can kill. In fact, a large number of deaths on roads are as a result of vehicles backing out of a driveway. Lowering the speed limit places the emphasis on enforcement. Placing a 30 or 20 km/h speed sign on a street will not compel drivers to comply. In reality, drivers will drive at the speed at which they feel most comfortable, based on road conditions. Most roads are designed for a specific speed, and then the posted speed limit can be 10 or 20 km/h less. For example, most Town local roads are designed for 50 or 60 km/h, and are posted at 40 km/h. So drivers will drive somewhere between 40 and 50 km/h. Lowering the posted speed limit will not have any impact on speeds unless it is in coordination with police speed enforcement.

Wider Sidewalks - The minimum standard width required for an AODA-compliant sidewalk is 1.5 metres. Some older sidewalks are less than this standard. The Town has been implementing a program that increases sidewalks to 1.8 metres, where possible. Sidewalks are an important part of a “complete street” design.

One-way traffic - One-way streets can be effective, but there must be a pair of one-way streets for traffic flow to run seamlessly. General subdivision design in the Town does not easily allow for one-way paired streets.

Red light cameras - Red light cameras are fairly expensive. York Region has installed them at several regional intersections, with a few interspersed at arterial intersections within the Town. The Town encourages York Region to continue to expand the program, but this would not be an initiative undertaken by the Town because of the infrastructure and resources required for just the few traffic signals that we have.

Photo radar - Photo radar is making its way back into use in Ontario. Much like red light cameras, photo radar is expensive and will likely be operated by York Region. The Town is supportive of this measure, but may not have the resources to be able to have its own equipment and installations.

Different Enforcement practices - This idea is worth pursuing with YRP. Enforcement can be one of the most effective tools for traffic calming, however its effects can be short-lived. For example, residents can request enforcement by several different ways, which makes the process inefficient. Requests through Engineering Services at the Town would normally go through the Council-approved policy and would be the subject of a study to determine the best traffic calming practice if certain criteria are met. But experience has shown that requests that are made directly to YRP by the Ward Councillor or by residents will obtain a faster response than requests made to YRP by Engineering Services.

Question 23: The final question in the survey was an open-ended question asking for any additional comments or concerns. The survey received 75 responses with 40 responses related to general statements about the Town (traffic and otherwise). There were 12 responses requesting specific items and/or in specific locations. The remaining 23 responses were specifically related to York Region road or transit operations.

What was learned from the Survey?

The following is a list of major themes from the survey results:

Diversity of Opinion - One of the most salient features of the survey responses is the diversity of comments or opinions on all aspects of traffic calming. This indicates that safety has perceptual meaning, so that what one person considers being safe is considered unsafe by another. In all cases, measures that were considered very effective by some, were deemed completely ineffective by others. The only area where the community agreed was with the Vision (Question 1) and the “3-E’s” of traffic safety (Question 2).

Understanding Traffic Calming - Throughout the survey, it became clear that many respondents did not have a clear understanding of basic traffic calming theory and measures. For example, many comments were received about slowing down traffic using stop signs or traffic circles, which are both measures to control right-of-way and not speed. Plus, proven methods of speed reduction were dismissed because they were considered ineffective or unsafe. The traffic calming concept of disturbing motorists out of their driving comfort zone did not seem to be fully understood.

Education – Education is a very important component of the “3-E’s” of traffic safety, but it received the lowest ranking among the 3 factors (see Question 3). Education was generally perceived as not as effective as Engineering and Enforcement. However, the responses to the survey appeared to indicate a great need for more education. The terms “bad drivers” and “inconsiderate drivers” were used quite often to describe traffic challenges. Education is a reasonable tool to “correct” driver behaviour.

Jurisdiction and Coordination - While each jurisdiction (i.e. York Region and the Town of Newmarket) is responsible for the safety of their own road system, the survey respondents did not see jurisdiction as a factor in traffic calming. For example, construction on Davis Drive resulted in traffic infiltration on local streets. Furthermore, speeding “starts and ends in the driveway”, meaning that speeding drivers often live on the street where they are transgressing. Naturally, residents would blame speeding on infiltration of non-resident drivers but, often, speeding drivers are, in fact, neighbours. In terms of safety within the Town, despite the fact that there are significantly more Town roads (measured in length) than Regional roads, there are more serious collisions and fatalities on Regional Roads. Speeding, more traffic volume, and other factors can account for this, but these are still fatalities that are within the Town’s boundaries and therefore, they are of concern.

Permanency - Another theme that was prevalent through the different traffic calming methods was permanency. Respondents perceive that solutions need to be permanent in nature in order to work effectively. Line painting fades and other measures need to be removed for snow ploughing operations.

Enforcement – Enforcement, which is one of the “3-E’s” of traffic safety, is an important part of the entire road safety philosophy (Question 3). Throughout the survey, it was noted that follow-up enforcement is important to ensure that measures are adhered to, and even pre-installation would be effective. However, it was noted in several comments that Enforcement as it currently stands is ineffective. There are probably two issues that need to be coordinated with YRP: reporting and accountability. Typically, enforcement complaints can come into the Town, to the Ward Councillors, to the police or via Road Watch. This is not an efficient system and this makes it difficult to track residents’ requests and YRP responses. This leads into the issue of accountability. Town staff are accountable to the public for where and when resources are deployed, and the net impacts of those resources. However, YRP does not have that same requirement to report back. It would be helpful if YRP could communicate this type of information to the public.

More stop signs & speed humps, and lower speeds. Stop signs, speed humps and lowering the speed limit seem to be the most common requests when dealing with any traffic challenge because they are perceived as being effective. Nonetheless, these methods are not the most effective, or even effective at all, in traffic mitigation and traffic safety. Measures like these and others need to be considered based on their particular effectiveness and how these would provide balance in the transportation network.

APPENDIX B

Traffic Calming Policy Changes

The changes to the policy will be noted with a ‘#’ symbol and will be underlined.

The TMP highlighted traffic calming measures and showed the conditions under which they could be implemented. An incremental approach was proposed, which determined the appropriate measure to put in place at any given time. This provided the greatest impact and effectiveness for each proposed measure.

Category 1 measures were implemented first, followed by Category 2 measures. The TMP established limits and warrants to ensure an objective analysis of appropriate mitigation measures. The following Table illustrates some of these limits and warrants:

Issue	Limits and Warrants
All-way stop request	Town variation of OTM Book 5
Speeding on Local Roads	10km/h over speed or less = Category 1, > 10km/h over speed = Category 2
Speeding on Collector Roads	15 km/h and less – Category 1, > 15km/h – Category 2
Traffic Infiltration	20% of normal road volume – Category 1
School Crossing request	OTC 2006 Guide, with Town amendments

The 2017 OTC Manual is now available and will be integrated in the Transportation Management Policy.

All of the TMP warrants and limits are currently valid.

To mitigate speeding, infiltration and right-of-way control, the following traffic calming measures are endorsed:

Category 1

- Speed Management Program
- Pavement Marking and Signage
- Enforcement
- Road-side Improvements
- Lane Narrowing (non-construction)

Category 2

- Speed humps (not applicable on Active Transportation Routes or Collector Roads)
- Curb radius reductions
- Curb radius extensions
- Centre medians/pedestrian refuge islands

- Chicanes ~~#remove Chicanes#~~
- Lane Narrowing (construction)

Lane narrowing (non-construction) is achieved by installing pavement markings or bollards, while lane narrowing (construction) is achieved by constructing curbs in new locations to physically narrow the travelled road widths.

1.0 Category 1 Measures

1.1 Speed Management Program

The Speed Management Program is an education package intended to make motorists more aware of their chosen speeds. Currently, the Town has the following radar-type speed display boards:

- boulevard speed display trailers – 2
- battery powered, pole-mounted speed display signs – 1
- solar powered, pole-mounted speed display signs – 7

At each speed display location and at other locations (upon request) boulevard lawn signs are placed for up to 4 weeks.

The battery powered pole-mounted speed display signs remain in place for one week before they are removed to recharge the batteries. The solar powered pole-mounted speed display signs can remain in place indefinitely; however, they are moved every month or so to reduce driver apathy.

To balance both the resources required for placement and the impact on motorists, the new direction is to slowly decommission the trailers, and five more solar pole-mounted speed display signs were purchased in 2017 for a total of seven units. Additional battery pole-mounted speed display signs would be purchased as the trailers are decommissioned. Boulevard lawn signs will be continued to be deployed in the current manner, however, the message will be refreshed every 2 to 3 years.

1.2 Pavement Marking and Signage

Pavement Markings and signage are regulated under the Ontario Traffic Manuals (OTM) to ensure consistency for all motorists. The placement and use criteria for the Town is based on the OTM standards. To achieve consistency within the Town for speed reduction, stop compliance, and pedestrian safety, all collector roads should have a yellow centre line. Collector roads are typically wider, straighter, and tend to have higher

recorded speeds. For these reasons, a yellow centre line is required, which visually divides the roadway and narrows the travel path.

Stop bars and pedestrian lines should be implemented at all intersections, where appropriate. These lines create a visual 'stop' for motorists and provide a designated travel path for pedestrians. Not all intersection legs in Newmarket include pedestrian lines. Some intersections do not have the required intersection platform (apron) or sidewalk connections at every leg, therefore pedestrian lines are omitted in these locations.

1.3 Enforcement

The Town supports the Road Watch program operated by the York Regional Police; however, many residents are not aware of the program or how to access it. Currently, the Town has a web site link to the York Regional Police web site. Seven Road Watch signs have been placed on the major arterial roads leading into the Town. Additional signs should be installed at major collector road/arterial road intersections.

#All enforcement requests are to be referred to York Region Police first for enforcement.#

All petitions or the process outlined in the Public Support and Consultation Policy, as approved by Council, will be reviewed by Town staff.

1.4 Road-side Improvements

One fundamental traffic calming measure is to provide 'side-friction' on roadways. Side-friction is defined as an element near the road which creates a visual reduction in the travel path of a vehicle. The most common side-frictions include cars (parked in driveways near the curb line) and pedestrians (on sidewalks). Landscaping elements and street furniture are also successfully utilized to create side-friction. Benches and garbage receptacles can be placed in key locations, and additional trees, landscaping, and LID (low impact development) features can reduce the number of 'flat boulevards', creating the visual effect of a narrower roadway.

#Road-side improvements of a permanent nature are preferred for visibility and durability, and they should be in effect all year long.#

#Entry features or road-side improvements along Regional arterial roads should be considered in all reconstruction projects and particularly where bicycle lanes connect or cross a Regional arterial road. #

1.5 Lane Narrowing (non-construction).

The most common technique to narrow lanes is applying pavement markings, typically edge lines and centre-lines. The Town has narrowed two streets (Queen Street and Bristol Road) by implementing a painted wide median to 'push' vehicles to the curbs. This creates a narrower lane, providing further separation between vehicles in curved sections. Edge lines are applied along the curb and can be painted as much as 0.5-metres away from the curb. This can be effective; however, the preferred practical application is to install a proper bicycle lane.

More permanent solutions shall be considered.#

2.0 Category 2 measures

Category 2 measures are more expensive, more intrusive and more permanent solutions compared to Category 1 measures. Category 2 measures also require extensive public engagement.

2.1 Speed humps (not on Active Transportation Routes)

Speed humps are only effective if properly spaced, and in groups of three to four. The Town has used speed humps in two communities: Kingston/Malton/Lancaster and Cotter/Oak.

Speed humps may be effective, but are difficult to place. Because speed humps cause a vertical deflection (bump), great care must be taken during the design phase to ensure that other road geometrics would not cause the motorist to lose control. Speed humps, therefore, should not be considered in the following locations:

- a) Active Transportation Routes
- b) Road grades exceeding 5%
- c) Road curves
- d) Near intersections (controlled or uncontrolled)
- e) Roadways with daily volumes exceeding 5,000 vehicles per day
- f) Industrial areas

Other factors that require consideration when assessing speed hump locations are:

- a) Public Transit Routes
- b) Primary or minor collector roads
- c) Proximity to schools

2.2 Curb radius reduction

Reducing an intersection curb radius increases the sharpness of a vehicle turning movement. The turning travel path at a reduced radius is shortened, and in order to make the turn, drivers must take more care and slow down more than with a conventional radius. In addition, an intersection with reduced curb radii creates shorter distances for pedestrians to cross streets, generally improving pedestrian safety.

The radius of a typical local road curb is 8.0 metres; 9.0 metres for collector roads. This radius is sufficient for the majority of larger service and emergency service vehicles, and forms part of our current Engineering Standards. Curb radii reduction will be considered for all road rehabilitations.

2.3 Curb radius extension

Curb radius extensions or curb extensions are a more aggressive form of treatment at intersections. The curbs are extended out, creating a pinch point at the intersection approaches. The Town has not utilized this type of treatment, but Main Street South, in the parking areas on the east side, approximates this treatment. The curb extensions shorten the crossing distance for pedestrians, thereby enhancing pedestrian safety. Curb extensions are effective; however, they must be designed differently to accommodate roads with bicycle lanes.

2.4 Centre median/pedestrian refuge islands

Currently, the Town has two pedestrian refuge islands; one on William Roe Boulevard, just east of Yonge Street, and a second one located on Water Street, just west of Doug Duncan Drive. The pedestrian refuge island allows pedestrians to cross one lane at a time with an area of safe refuge in between. Refuge islands are very effective for locations where trails and roads intersect, which are generally isolated from signalized intersections.

Chicanes #remove section #

As with speed humps, chicanes require placement in groups of 3 or 4, and at appropriate spacing. More importantly, to be effective, chicanes should be constructed on roads with constant volumes travelling in both directions. Chicanes constructed on roads with low or uni-direction volume provide poor results, as motorists tend to drive down the middle of a chicane, and not closer to the right curb line.

Given the lack of support and effectiveness, this measure will be removed.

2.5 Lane Narrowing (construction).

As a result of road reconstructions, the Town has been narrowing the travelled portion of existing roads from 8.5 metres to 8.0 metres for local roads, and 9.7 metres to 9.0 metres for collector roads. This is the current standard for new subdivision construction. As noted above, the physical narrowing of the lanes is an effective traffic calming measure.

Lane narrowing could include the creation of mid-block pinch points.#

3.0 Pedestrian Safety

Pedestrian safety is a multi-faceted issue where motorists and pedestrians must work together to reduce safety risks. When there is a collision between a car and a pedestrian, the pedestrian always loses. On average in Newmarket, one pedestrian is involved in a collision every month. The ideal goal is zero collisions. The current trend indicates collisions have been declining even though the population has been increasing. Pedestrians are most vulnerable where vehicle and pedestrian paths conflict (mainly at intersections, but also at mid-block locations) and where pedestrians choose to walk on the road. It is best to have a physical separation between motorists and pedestrians, but when this is not achievable, clear indications of rights-of-way and the ability for each to see the other is very important.

There are two distinct themes to improve pedestrian safety – communication/education, and physical improvements.

3.1 Communication/Education

Speed Management Program - The Speed Management program consists of the trailer and pole-mounted, radar speed display signs. The signs remind passing drivers of their speeds. A slower driver or a driver travelling at the posted speed is more likely to be able to avoid a collision. In addition, lawn boulevard signs are placed at the speed display sign

locations. After the speed display signs are removed, the boulevard signs are left for a few weeks. The driver is the target audience for this education package.

Safety Cone Sam - Safety Cone Sam and his friends are the mascots for the Speed Management program and the overall Safety Driven Campaign. Vulnerable road users, mainly youth, are the target audience for this education package. Safety Cone Sam, through displays at Town events, and in social media, provides messages and information. Give-away items and handouts, which have a defined theme, are also distributed. Most of the items focus on improved or increased visibility between drivers and pedestrians, and usually take the form of reflective material. Safety Cone Sam also has a presence on the Town Web page, but is more effective at community special events.

3.2 Physical Improvement

The following are a number of low cost, physical improvements that can greatly add to pedestrian safety:

Visibility Improvement at Intersections - This initiative is currently underway. Chosen intersections receive additional pavement markings in the form of the ladder-style pedestrian markings. For the motorist, ladder markings provide better visual contrast between the pedestrian and the roadway. Currently, the program has seen 7 successful installations, one in each Ward. The locations were chosen based on traffic/pedestrian volume as well as collision rates. Going forward, the program will install one additional location per Ward for the next 2 to 3 years.

This program will be extended by adding ladder style markings, particularly at collector-to-collector intersections.

Pedestrian Crossing lines - Currently, the Town has a policy in regards to the installation of stop bars and pedestrian crossing lines. These markings are generally found at all four-way and three-way stop controlled intersections, and select minor stop controlled intersections. Intersections located directly on a school route take precedence. The ultimate goal is to install stop bars and pedestrian crossing lines at all intersections. Not only do the crossing lines provide guidance to pedestrians and motorists, they also improve visibility at intersections. Lateral lines painted across the road generally elicit a higher motorist response than signage, or in combination with signage.

Sidewalks - The Sidewalk Policy, developed in 2005, requires sidewalks on one side of all streets, two sides for collector roads with some criteria, and two sides for all arterials roads. The Town has been installing sidewalks on one side of local streets during reconstructions, pertaining mainly to the older areas of Town, however, there are a

number of collector roads which currently have a sidewalk on one side only. Some of these streets are not scheduled for reconstruction and sidewalk placement for many years. To increase pedestrian safety, and to conform to the Complete Street philosophy, a program is necessary to construct sidewalks on collector roads with only one sidewalk. Priority must be given to locations near school sites and other areas of high pedestrian activity.

Aprons - How a sidewalk intersects with the roadway is very important. A sidewalk apron is a widening of the sidewalk at an intersection to allow pedestrians a convenient and safe location to cross the road, and can be designed to accommodate road crossings in two directions. At intersections, most sidewalks have a wide apron for accessibility and ease of crossing. However, some intersections (especially where additional stop controls have been constructed) may not include an accessible apron. A program is required to address this issue, to provide accessibility and ease of use.

At a minimum, each intersection that is scheduled for ladder style pavement marking should have appropriately implemented aprons.#

4.0 Cyclist Safety - Active Transportation

In 2014, the Town adopted the Urban Centres Secondary Plan (OPA#10), as well as Official Plan amendment #11 (OPA #11). OPA #11 amended Schedule D, the Active Transportation Network, which identifies Primary and Secondary facilities for both on-road and off-road users.

The majority of on-road facilities are located on residential collector roads. When OPA #11 was being drafted, Ontario Traffic Manual #18 (OTM Book #18) was created, which set standards for bicycle facilities in Ontario. The design criteria utilized in OTM Book #18 were instrumental in determining the type of on-road facilities for the routes identified in OPA#11.

The majority of the residential collector road system has an asphalt or road width of up to 9.7 metres, sufficient for one vehicular lane and one standard 1.5-metre bicycle lane on each side. A few residential collectors, however, were constructed at a road width of 8.5 metres, providing sufficient space only for a reduced 1.25-metre bicycle lane on each side. Fortunately, these narrower roads generally have less traffic volumes and lower speeds.

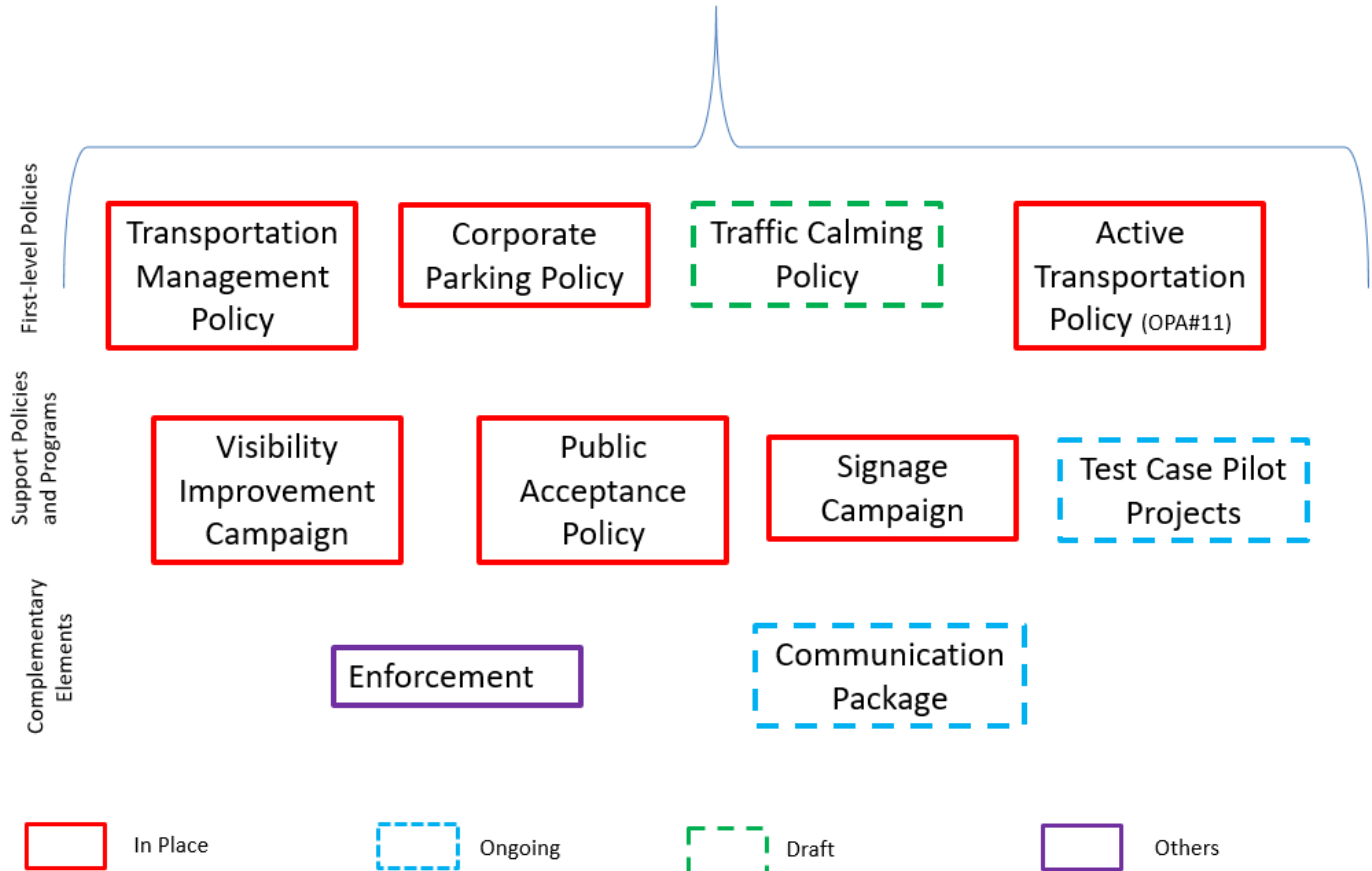
The purpose of the Active Transportation Plan is three-fold:

- Provide alternative non-automobile methods of travel for work-based, school-based, and recreational trips from our residential communities outward to the commercial, institutional, retail, and recreational areas of the Town.
- Provide protected travel paths for cyclists in the form of appropriate cycling facilities. These facilities will increase cyclists' comfort level by reducing safety risks.
- Provide traffic calming to the residential collector streets by narrowing the travel lanes. Narrower travel lanes typically have a slowing impact on traffic, resulting in complete streets for community use.

The Active Transportation Plan has set out two timeframes, 1) a short-term (0-5 year), and 2) a longer-term (6-10 year) timeframe. On-road cycling facilities function much like a road network, and when considering the implementation schedule, the broader network and its connections should not be ignored based solely on timeframes. The Active Transportation Plan consists primarily of bicycle lanes, with travel lane narrowing, therefore, the use of other forms of physical traffic calming measures, as noted in Category 2, is not advisable. To further refine the Active Transportation Plan, an Active Transportation Implementation Plan is currently being crafted which would better define time frames, costs and accessory infrastructure.

Appendix C

Town-wide Traffic Mitigation Strategy





Town of Newmarket

Minutes

Accessibility Advisory Committee

Date: Thursday, June 20, 2019

Time: 10:30 AM

Location: Council Chambers
Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

Members Present: Richard Wilson, Vice Chair
Jeffrey Fabian
Linda Jones
Faye Longhurst
Patricia Monteath
Lawrence Raifman
Councillor Simon

Members Absent: Steve Foglia, Chair

Staff Present: P. McIntosh, Recreation Programmer - Seniors & Special Needs
S. Marcoux, Project Consultant Facility Maintenance
A. Walkom, Legislative Coordinator
J. Grossi, Legislative Coordinator

The meeting was called to order at 10:39 AM.

Richard Wilson in the Chair.

1. Additions & Corrections to the Agenda

The Legislative Coordinator advised of the following additions to the agenda:

- Item 5.2 - Accessible Parking at Fairy Lake and Riverwalk Commons
- Item 5.3 - 2019 National Access Awareness Week Update

2. Declarations of Pecuniary Interest

None.

3. Presentations & Deputations

3.1 Multi-Year Accessibility Plan Update

The Legislative Coordinator provided a presentation to the Accessibility Advisory Committee regarding the Multi-Year Accessibility Plan for the Town of Newmarket. He outlined the previous Multi-Year Accessibility Plan and the requirements over the next five years.

Moved by: Linda Jones

Seconded by: Lawrence Raifman

1. That the presentation regarding the Multi-Year Accessibility Plan be received.

Carried

4. Approval of Minutes

4.1 Accessibility Advisory Committee Meeting Minutes of May 2, 2019

Moved by: Patricia Monteath

Seconded by: Faye Longhurst

1. That the Accessibility Advisory Committee Meeting Minutes of May 2, 2019 be approved.

Carried

5. Items

5.1 College Manor Park Washroom Renovation Project

The Project Consultant Facility Maintenance provided a presentation to the Accessibility Advisory Committee regarding the College Manor Park Washroom Renovation project. She outlined draft drawings, proposed finishes and asked the Members for feedback.

The Members of the Accessibility Advisory Committee queried the presenter regarding floor slope, accessibility accessories and exterior design features.

5.2 Accessible Parking at Fairy Lake and Riverwalk Commons

This item was deferred until the August 15, 2019 Accessibility Advisory Committee Meeting.

5.3 2019 National Access Awareness Week Update

The Recreation Programmer - Seniors & Special Needs updated the Accessibility Advisory Committee regarding the 2019 National Access Awareness Week events. She provided an overview of the Celebrate Accessibility and Abilities event held on Saturday June 1, 2019, and the Sports for Everyone event held on Monday June 3, 2019.

5.4 2018-2022 Workplan

The Legislative Coordinator distributed the draft 2018-2022 workplan and the Accessibility Advisory Committee Members discussed additional items to be added, including Old Town Hall upgrades and accessible parking spaces.

5.4.1 Accessible Parking Sub-Committee

Moved by: Jeffrey Fabian

Seconded by: Linda Jones

1. That an Accessible Parking sub-committee composed of Richard Wilson, Jeffrey Fabian, Linda Jones and Lawrence Raifman be formed.

Carried

5.5 2019 Meeting Dates

Moved by: Faye Longhurst

Seconded by: Lawrence Raifman

1. That the proposed 2019 meeting dates be approved.

Carried

6. New Business

6.1 Ministry Training Webinar for Municipal Accessibility Advisory Committees

Pat Monteath discussed the Ministry for Seniors and Accessibility webinar being offered on June 27, 2019 and July 4, 2019, and queried the Accessibility Advisory Committee Members on their availability.

7. Adjournment

Moved by: Linda Jones

Seconded by: Councillor Simon

1. That the meeting be adjourned at 12:06 PM.

Carried

Richard Wilson, Vice Chair

Date



Town of Newmarket

Minutes

Appointment Committee

Date: Monday, June 10, 2019
 Time: 11:00 AM
 Location: Mulock Room
 Municipal Offices
 395 Mulock Drive
 Newmarket, ON L3Y 4X7

Members Present: Mayor Taylor
 Deputy Mayor & Regional Councillor Vegh, Vice-Chair
 Councillor Twinney, Chair

Staff Present: I. McDougall, Commissioner of Community Services
 L. Lyons, Director of Legislative Services/Town Clerk
 C. Kallio, Economic Development Officer
 E. Bryan, Business Development Specialist
 A. Walkom, Legislative Coordinator

The meeting was called to order at 11:11 AM.
 Councillor Twinney in the Chair.

1. Additions and Corrections

None.

2. Declarations of Pecuniary Interest

None.

3. Presentations and Deputations

None.

4. Approval of Minutes

4.1 Appointment Committee Meeting Minutes of March 1, 2019

Moved by: Deputy Mayor & Regional
Councillor Vegh

Seconded by: Mayor Taylor

1. That the Appointment Committee Meeting Minutes of March 1, 2019 be approved.

Carried

4.2 Appointment Committee Meeting (Closed Session) Minutes of March 1, 2019

Moved by: Deputy Mayor & Regional
Councillor Vegh

Seconded by: Mayor Taylor

1. That the Appointment Committee Meeting (Closed Session) Minutes of March 1, 2019 be approved.

Carried

5. Items for Discussion

None.

6. Closed Session

6.1 Personal matters about an identifiable individual, including municipal or local board employees, as per Section 239 (2) (b) of the Municipal Act, 2001 - Applications to the following Committees:

Moved by: Mayor Taylor

Seconded by: Deputy Mayor & Regional
Councillor Vegh

1. That the Appointment Committee resolve into a Closed Session for the purpose of discussing personal matters about identifiable individuals as per Section 239 (2) (b) of the Municipal Act.

Carried

The Appointment Committee resolved into Closed Session at 11:12 AM.

The Appointment Committee (Closed Session) Minutes are recorded under separate cover.

The Appointment Committee resumed into Open Session at 11:40 AM.

7. New Business

None.

8. Adjournment

Moved by: Mayor Taylor

Seconded by: Deputy Mayor & Regional
Councillor Vegh

1. That the Appointment Committee meeting adjourn at 11:41 AM.

Carried

Councillor Twinney, Chair

Date



Central York Fire Services

Minutes

Joint Council Committee

Date: Wednesday, May 15, 2019

Time: 9:30 AM

Location: Council Chambers
Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

Members Present: Councillor Bisanz, Town of Newmarket, Vice-Chair
Councillor Gallo, Town of Aurora
Councillor Gilliland, Town of Aurora
Deputy Mayor & Regional Councillor Vegh, Town of Newmarket
Councillor Broome, Town of Newmarket

Members Absent: Mayor Mrakas, Town of Aurora

Staff Present: E. Armchuk, Commissioner of Corporate Services, Town of Newmarket
I. Laing, Fire Chief, Central York Fire Services
R. Volpe, Deputy Chief, Central York Fire Services
C. Duval, Assistant Deputy Chief, Central York Fire Services
J. Gaertner, Acting Director of Finance – Treasurer, Town of Aurora
M. Mayes, Director of Financial Services/Treasurer, Town of Newmarket
D. Schellenberg, Manager of Finance & Accounting, Town of Newmarket
L. Georgeff, Director of Human Resources, Town of Newmarket
K. Saini, Deputy Town Clerk, Town of Newmarket

The meeting was called to order at 9:34 AM.

Councillor Bisanz in the Chair.

1. Additions & Corrections to the Agenda

The following additions and corrections were made to the agenda:

- 2018 Annual Report was moved to Presentations
- Closed Session Item 8.1 regarding Labour relations or employee negotiations as per Section 239 (2) (d) of the Municipal Act, 2001 was added to the agenda.

2. Declarations of Pecuniary Interest

None.

3. Presentations

3.1 2018 Annual Report

Chief Laing provided a presentation regarding the 2018 Annual Report. The presentation included an overview of the department's organization, an update on Fire Station 4-5 and ongoing public education programs. The presentation also included a report of emergency response data and the budget overview for 2018.

Moved by: Councillor Broome

Seconded by: Councillor Gilliland

1. That the 2018 Annual Report be received for information purposes.

Carried

4. Deputations

None.

5. Approval of Minutes

5.1 Central York Fire Services – Joint Council Committee Meeting Minutes of March 5, 2019

Moved by: Councillor Broome

Seconded by: Councillor Gilliland

1. That the Central York Fire Services - Joint Council Committee Meeting Minutes of March 5, 2019 be approved.

Carried

6. Items

6.1 Motor Vehicle Collision Cost Recovery Program

An alternate motion was presented and is noted below in bold.

Moved by: Councillor Broome

Seconded by: Councillor Gilliland

1. That Fire Services Report 2019-03 Motor Vehicle Collision (MVC) Cost Recovery Program dated 2019-04-11 be received; and,
2. **That staff be directed to provide further information at the next Joint Council Committee meeting regarding the insurance policy process and information from another municipality that has implemented the program.**

Carried

6.2 Fire Learning Management System Software

Moved by: Deputy Mayor & Regional
Councillor Vegh

Seconded by: Councillor Gilliland

1. That Fire Services Report 2019-04 Fire Learning Management System Software dated 2019-04-18 be received; and,
2. That Joint Council Committee (JCC) recommend seeking the required procurement related approvals for Central York Fire Service (CYFS) to enter into a long-term, non-competitive agreement with the current web based Fire Learning Management System (FLMS) service provider, being Stillwater Consulting Limited, at a cost of approximately \$153,000.00 over a ten (10) year time frame and renewable annually thereafter for support, maintenance and licence fees based on available approved budgets.

Carried

6.3 CYFS Budget Report - First Quarter 2019

Moved by: Councillor Gilliland

Seconded by: Deputy Mayor & Regional
Councillor Vegh

1. That the report entitled CYFS Preliminary Budget Report - First Quarter dated May 7, 2019 be received for information purposes.

Carried

7. New Business

7.1 Fire Ops 101

Councillor Bisanz advised of the Fire Ops 101 event on June 7, 2019, which is a daylong workshop that provides Members of Council with an opportunity to participate in fire fighting and rescue operation scenarios.

8. Closed Session

8.1 Labour relations or employee negotiations as per Section 239 (2) (d) of the Municipal Act, 2001.

Moved by: Councillor Broome

Seconded by: Councillor Gallo

1. That the Joint Council Committee resolve into Closed Session to discuss Labour relations or employee negotiations as per Section 239 (2) (d) of the Municipal Act, 2001.

Carried

The Joint Council Committee resolved into Closed Session at 11:23 AM.

The Joint Council Committee (Closed Session) Minutes are recorded under separate cover.

The Joint Council Committee resumed into Open Session at 11:34 AM.

Moved by: Councillor Gilliland

Seconded by: Councillor Broome

1. That the confidential direction provided to staff in Closed Session Report 2019-05 be approved.

Carried

9. Adjournment

Moved by: Councillor Broome

Seconded by: Deputy Mayor & Regional
Councillor Vegh

1. That the meeting adjourn at 11:35 AM.

Carried

Councillor Bisanz, Vice-Chair

Date



Town of Newmarket

Minutes

Heritage Newmarket Advisory Committee

Date: Tuesday, June 4, 2019
 Time: 7:00 PM
 Location: Cane Room
 Municipal Offices
 395 Mulock Drive
 Newmarket, ON L3Y 4X7

Members Present: Billie Locke, Chair
 Gord McCallum, Vice-Chair
 Councillor Bisanz
 Norman Friend
 David McLennan
 Mitch Sauder
 Joan Seddon

Staff Present: D. Ruggle, Senior Planner - Community Planning
 A. Walkom, Legislative Coordinator

The meeting was called to order at 7:04 PM. Billie Locke in the Chair.

1. Additions & Corrections to the Agenda

None.

2. Declarations of Pecuniary Interest

David McLennan declared a conflict regarding 270 Prospect Street as another member of his law firm represented the estate which owned the property.

3. Presentations/Deputations

None.

4. Approval of Minutes

4.1 Heritage Newmarket Advisory Committee Meeting Minutes of May 7, 2019

Moved by: Joan Seddon

Seconded by: David McLennan

1. That the Heritage Newmarket Advisory Committee Meeting Minutes of June 4, 2019 be approved.

Carried

5. Correspondence

None.

6. Items

6.1 270 Prospect Street

Moved by: Mitch Sauder

Seconded by: Joan Seddon

1. That the Heritage Newmarket Advisory Committee recommend that the property located at 270 Prospect Street be removed from the registry of non-designated heritage properties.

Carried

David McLennan took no part in the discussion or vote on the foregoing matter due to a declared conflict.

6.2 Stickwood Walker Update

The Senior Planner provided an update on the Stickwood Walker Farm property. He advised that Denison Child Care would be operating a daycare at the site, with a full restoration and adaptive re-use of the farmhouse to hold offices as well as community space and a community kitchen. The project also includes a 5000 square foot new build on the site.

6.3 Proposed 2019 Schedule

Moved by: David McLennan

Seconded by: Joan Seddon

1. That the meeting schedule for the remainder of 2019 be approved.

Carried

6.4 Workplan Discussion

The Committee discussed the draft workplan and the projects to be completed over the term. Joan Seddon volunteered to lead the project to review the properties which have plaques displayed. Mitch Sauder volunteered to review the municipal register of non-designated heritage properties. Gord McCallum and Norman Friend volunteered to review applications for heritage plaques. Billie Locke volunteered to review the materials stored in heritage files. Public awareness and engagement activities were added to the workplan.

7. Reports of Committee Members

7.1 Designated Property Maintenance and Concerns

There were no reports on the items below.

7.1.1 Site Plaques

7.1.2 Residence Plaques

7.1.3 Heritage Location Plaques

8. Sub Committee Reports

8.1 Elman W. Campbell Museum Board

Norman Friend provided an update on the recent meeting of the Museum Board and advised that the Town Treasurer had provided a financial report. He also advised of recent and upcoming events such as Mothers Day.

8.2 Lower Main Street South Heritage Conservation District Advisory Group

Mitch Sauder advised there were no further updates regarding applications to the advisory group.

9. New Business

(1) Ontario Heritage Conference

Mitch Sauder and Gord McCallum provided an update on the recent Ontario Heritage Conference which had been held in Goderich.

10. Adjournment

The meeting adjourned at 8:30 PM.

Chair

Date



Town of Newmarket

Minutes (Special Meeting)

Main Street District Business Improvement Area Board of Management

Date: Wednesday, July 10, 2019

Time: 11:00 AM

Location: Mulock Room
Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

Members Present: Tom Hempen, Chair
Allan Cockburn, Vice Chair
Councillor Kwapis (11:04 AM - 1:24 PM)
Councillor Twinney
Rob Clark
Jennifer McLachlan
Ken Sparks

Members Absent: Debbie Hill
Mark Iacovetta
Omar Saer

Staff Present: E. Bryan, Business Development Specialist
J. Grossi, Legislative Coordinator

The meeting was called to order at 11:04 AM.

Tom Hempen in the Chair.

1. Additions and Corrections to the Agenda

The Chair advised that there were no additions or corrections to the agenda.

2. Declarations of Pecuniary Interest

There were no declarations of pecuniary interest.

3. Presentations & Recognitions

3.1 Ontario Business Improvement Area Association (OBIAA) Governance Presentation

Kay Matthews, Executive Director, Ontario Business Improvement Area Association (OBIAA) provided a presentation to the Main Street District Business Improvement Area Board of Management on behalf of the OBIAA regarding governance. She outlined the common priorities of Business Improvement Areas in Ontario, necessary policies and procedures, and developing a strategic plan.

The Members of the Main Street District Business Improvement Area Board of Management queried the presenter regarding best practices, strategic priority development and meeting etiquette.

4. Deputations

None.

5. Adjournment

Moved by: Rob Clark

Seconded by: Allan Cockburn

1. That the meeting be adjourned at 1:28 PM.

Carried

Tom Hempen, Chair

Date



Town of Newmarket

Minutes

Main Street District Business Improvement Area Board of Management

Date: Wednesday, July 17, 2019

Time: 7:00 AM

Location: Mulock Room
Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

Members Present: Tom Hempen, Chair
Councillor Kwapis
Rob Clark
Allan Cockburn
Debbie Hill
Mark Iacovetta
Jennifer McLachlan
Ken Sparks

Members Absent: Councillor Twinney
Omar Saer

Staff Present: C. Kallio, Economic Development Officer
J. Grossi, Legislative Coordinator

The meeting was called to order at 7:03 AM.

Tom Hempen in the Chair.

1. Additions and Corrections to the Agenda

The Chair advised that there were no additions or corrections to the agenda.

2. Declarations of Pecuniary Interest

There were no declarations of pecuniary interest.

3. Presentations & Recognitions

3.1 Digital Main Street

Daniela Mazzaferro, Small Business Consultant from York Region provided a presentation regarding Digital Main Street outlining the Digital Service Squad. She provided application instructions for local businesses and the Main Street District Business Improvement Area to access the funding provided.

The Members queried the presenter regarding the funding amount for Newmarket, and the digital assessments.

Moved by: Councillor Kwapis

Seconded by: Rob Clark

1. That the Digital Main Street presentation provided by Digital Main Street be received.

Carried

4. Deputations

4.1 Blue Door Shelters

Michael Braithwaite, CEO of Blue Door Support Services provided a deputation to the Main Street District Business Improvement Area Board of Management regarding the purpose of his organization and the opportunity to provide services for businesses downtown.

The Members queried the deputant regarding types of general labour jobs available, supervision, and estimate costs of the labour.

Moved by: Rob Clark

Seconded by: Allan Cockburn

1. That the deputation regarding Blue Door Support Services provided by Michael Braithwaite be received.

Carried

4.2 Newmarket Hug-A-Thon Guinness World Record Attempt

Nancy Bodi provided a deputation to the Main Street District Business Improvement Area Board of Management regarding the Newmarket Hug-A-Thon Guinness World Record Attempt event on October 27, 2019. She invited the Members to participate in the event by sending a hugger and post on social media with #hugs4hope.

Moved by: Rob Clark

Seconded by: Jennifer McLachlan

1. That the deputation provided by Nancy Bodi regarding the Newmarket Hug-A-Thon Guinness World Record Attempt be received.

Carried

5. Approval of Minutes

5.1 Main Street District Business Improvement Area Board of Management Minutes of June 19, 2019

Moved by: Rob Clark

Seconded by: Jennifer McLachlan

1. That the Main Street District Business Improvement Area Board of Management Meeting Minutes of June 19, 2019 be approved.

Carried

6. Items

6.1 Street Events Update

6.1.1 Canada Day

The Main Street District Business Improvement Area Board of Directors discussed Canada Day and determined how to capture feedback from vendors and visitors for future use. The Members discussed best practices and ideas for next year's event.

6.1.2 Buskerfest

The Main Street District Business Improvement Area Board of Management discussed Buskerfest, specifically the vendor space, road closures and business hours.

6.1.3 Future Events

The Main Street District Business Improvement Area Board of Management discussed future event ideas for Main Street. The Members reviewed events run by other Business Improvement Areas in the Greater Toronto Area and discussed the role of the Street Events sub-committee.

The Members concluded that key stakeholders, residents and Staff would be invited to future Street Events sub-committee meetings.

Moved by: Councillor Kwapis

Seconded by: Ken Sparks

1. That Rob Clark and Tom Hempen be added as members of the Street Events sub-committee.

Carried

6.2 Staff Update

6.2.1 Financial Update

The Economic Development Officer provided an update regarding the remaining amount of funds available for the rest of the year.

The Main Street Business Improvement Area Board of Management queried his regarding HST policies.

6.2.2 Financial Incentive Program Staff Working Group Update

The Economic Development Officer provided an update on the Financial Incentive Staff Working Group, and advised that the next meeting was scheduled for August and an application regarding 209 Main Street would be reviewed.

6.3 Parking Update

Councillor Kwapis advised that a task force has been developed at the Town of Newmarket regarding Main Street parking and they have met to develop short term, midterm and long term solutions. He advised that meetings would be scheduled quarterly.

The Main Street Business Improvement Area Board of Management discussed parking enforcement on Main Street and options to remind business owners of the parking by-laws.

Moved by: Jennifer McLachlan

Seconded by: Rob Clark

1. That a Staff member from the By-law Department be invited to a future the Main Street Business Improvement Area Board of Management meeting to discuss Parking By-laws.

Carried

6.4 Garbage Update

Councillor Kwapis provided an update regarding the inground garbage receptacles pilot program, and he advised that the Town of Newmarket has full ownership and control of the project.

The Economic Development Officer discussed long term solutions for garbage in the Main Street area and advised of an RFP going out regarding this.

7. New Business

7.1 Strategic Priorities

The Main Street Business Improvement Area Board of Management discussed the next steps for establishing a strategic plan, and establishing terms of reference through a sub-committee.

Moved by: Rob Clark

Seconded by: Allan Cockburn

1. That an Strategic Plan sub-committee composed of Rob Clark, Al Cockburn and Mark Iacovetta be formed.

Carried**7.2 OBIAA Presentation**

The Main Street Business Improvement Area Board of Management discussed the OBIAA presentation from July 10, 2019. The Members advised that the 202 conference is in April, and a representative should attend.

8. Closed Session

Tom Hempen advised that there was no requirement for a closed session.

9. Adjournment

Moved by: Jennifer McLachlan

Seconded by: Allan Cockburn

1. That the meeting be adjourned at 9:05 AM.

Carried

Tom Hempen, Chair

Date



Town of Newmarket
395 Mulock Drive P.O. Box 328,
Newmarket, Ontario, L3Y 4X7

Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Sign Variance Applications for 1065 Davis Drive & 534 Davis Drive Staff Report to Council

Report Number: 2019-90

Department(s): Legislative Services

Author(s): Flynn Scott, Manager of Regulatory Services

Meeting Date: September 23, 2019

Recommendations

1. That the report entitled Sign Variance Applications for 1065 Davis Drive & 534 Davis Drive dated September 23, 2019 be received;
2. That Council considers and provides direction regarding sign variance applications for 1065 Davis Drive and 534 Davis Drive; and
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

The purpose to this report is to present two sign variance applications that require Council's consideration in accordance with Sign Bylaw 2017-73, as amended.

Background

Legislative Authority

In accordance with Section 11 of the Municipal Act, a municipality may authorize the erection of any sign through by-law.

Billboard Signage

In August 2007, a one year pilot project was approved by Council for the construction of a digital marquee billboard sign, located at 77 Davis Drive. A staff report (By-laws Report 2012-10) was later brought forward in 2012 to encompass the outcome of the pilot project, to review a second billboard sign erected at 350 Davis Drive, and to receive public consultation that began in 2009 for recommended updates to the Sign By-law. The public consultation process was specifically requested to incorporate community feedback on digital marquee signs and third-party advertising within the Town.

During the public consultation period, staff reported no significant concerns regarding digital billboard signs or third party advertising. However, recommendations from staff and outlined in the 2013 Sign By-law proposed that all future requests for the erection of signs comparable in size and nature to the sign located at 77 Davis Drive should remain subject to site-specific Council approval. It was the opinion of former staff that digital billboard sign requests require individual consideration due to the traffic concerns, aesthetic issues, and public safety considerations which can arise from their locations.

Through further consultation and the adoption of increased regulations pertaining to billboard signs, Council is now only required to consider billboard signs which require a variance.

Sign By-law 2017-73

Under current by-law regulations, the Director of Legislative Services (“Director”) has delegated authority to grant or refuse a sign variance application. However, due to the size and potential impact a billboard sign may have on the community, a more stringent process, including Council approval, is required for the erection or display of any billboard sign that requires a variance.

Upon receipt of a sign variance application to erect a billboard sign, the Director is required to refer the application to the Committee of the Whole. As part of the application process, property owners within 200m of the subject property are provided a copy of the application for comment.

In considering a sign variance application, the by-law specifies that the Committee of the Whole may require a Public Information Centre be held before making its recommendation to Council.

In rendering their decision, Council may:

- 1) Grant a variance;
- 2) Grant a variance with conditions; or
- 3) Refuse to grant a variance.

Billboard Signs in Newmarket

There are currently three (3) billboard signs located in Newmarket, two (2) of which were pre-existing prior to the adoption of Sign By-law 2017-73. The third did not require a variance and a sign permit was issued due to meeting the conditions of the by-law.

Discussion

Application #1 – 1065 Davis Drive

Pattison Outdoor Advertising, a representative of 1013012 ONTARIO INC and owners of the subject property, has requested Council's consideration to vary Sign By-law 2017-73, as amended as follows:

Sign By-law Requirements	Variance Needed	Proposed Sign	Variance Requested
Maximum Height of 7.5 m	Requires a variance in sign height	Requesting Total Height of 9 m	Height variance of 1.5 m due to vehicular traffic passing underneath the signage and requiring clearance for delivery trucks.
Setback of 200m from any Residential Zone	Requires a variance from residential zone	Requesting setback of 56m from a residential zone	Setback variance of 146m from a residential zone

The applicant has identified the sign's purpose as advertising for local businesses and promoting community events. The applicant has also committed one designated space for the Town to promote upcoming events and information, as necessary.

Due to the significant size of the proposed billboard sign, a thorough analysis of the sign's design and intent should be considered. The characteristics of the proposed sign are described as follows:

- A two-sided display;
- Each sign face will have LED lighting;
- the use of SiteLine Technology, which is designed to eliminate light trespass in sensitive locations, will be implemented; and
- the sign faces will be aligned in a V-shape configuration displaying north east and south east on Leslie Street.

A letter of intent from the applicant, with images of the proposed sign and location, are attached and marked as "**Appendix 1**" for Council's consideration.

Considerations

From 2014 – 2019, a total of forty-six (46) mobile sign permits have been issued to individual businesses located at 1065 Davis Drive. It is relevant to note that section 16.2(a) of the Sign By-law does not permit a billboard sign and mobile sign to be located on the same property. Should Council approve this variance, implications will exist for any future or current business that applies for a mobile sign due to this restriction. If this application is approved, no further mobile sign permits can be issued to any applicants that wish to promote their business at this premises. This is an important consideration since the proposed billboard sign is not intended to advertise businesses located on the subject property.

An effort to contact the property owner was made to discuss the impact a billboard sign will have to mobile signs of current or future businesses on the premises. A request was made to notify the current businesses of this implication. To date, no response has been received.

As part of the variance process, residents within 200m of the subject property were notified by regular mail. A total of 105 notices were distributed, with the Town receiving five (5) unsupportive responses, which stated concerns for the following reasons:

- impact to the overall look and feel of Leslie Street and Davis Drive;
- bright light interference; and
- Intersection is too busy and poses a distraction.

Application #2 – 534 Davis Drive

Pattison Outdoor Advertising, a representative of Suncor Energy and owners of the subject property, has requested Council's consideration to vary Sign By-law 2017-73, as amended as follows:

Sign Requirements	Variance Needed	Proposed Sign	Variance Requested
An electronic changeable sign must meet a 22.83 m setback of an intersection	Requires a variance from intersection	Requesting setback of 15.8 m	Setback variance of 7.03 m from corner of Charles Street and Davis Drive
Setback of 200m of any Residential Zone	Requires a variance from residential zone	Requesting setback of 40m from a residential zone	Setback variance of 160 m from a residential zone

The applicant has identified the sign's purpose as advertising for local businesses and charities. No additional information has been provided.

Due to the significant size of the proposed billboard sign, a thorough analysis of the sign's design and intent should be considered. The characteristics of the proposed sign are described as follows:

- a single-sided billboard face;
- advertisements will be displayed west on Davis Drive;
- orientation will be north west by south east for east bound traffic;
- dimensions of the sign will be 3.05m x 6.05m (10' x 20'); and
- overall height of the sign will be 7.5m.

A letter of intent from the applicant, with images of the proposed sign and location, are attached and marked as "**Appendix 2**" for Council's consideration.

Considerations

The proposed application requires consideration on impacts to the intersection of Charles Street and Davis Drive. While by-law provisions require a 200m setback from a residential zone, this application requests only 40m of separation. The applicant has responded to this consideration by specifying that the billboard will face west, with the nearby residential zone located south east, to ensure the billboard does not impact nearby residences.

As part of the variance process, residents within 200m of the subject property were notified by regular mail. A total of thirty (30) notices were distributed, receiving one (1) unsupportive response, which stated concern for light pollution and brightness of the sign directed up Bayview Ave.

Conclusion

Application # 1 – 1065 Davis Drive & Application #2 – 534 Davis Drive

Two applications have been presented for Council's consideration to vary Sign By-law 2017-73, as provided above. In rendering their decision, Council has the following options:

1. Grant the variance;
2. Grant the variance with conditions; or
3. Refuse to grant the variance.

In accordance with the Sign By-law, the Committee of the Whole may also require a Public Information Centre be held prior to making its recommendation to Council.

Due to the size and potential impact a billboard sign may have on the community, Council direction is required.

Business Plan and Strategic Plan Linkages

This report aligns with Council's Strategic Priorities in that it is promoting Newmarket's vision of being Well Beyond the Ordinary.

Consultation

Planning Department

As part of the application process, the Town's Planning Department was consulted regarding billboard signage. The signs, as described, are associated with aesthetic concerns and are primarily intended for the travelling public in vehicles. This is in stark contrast to smaller signage that is pedestrian-oriented, which facilitates walkability. The Urban Centres Secondary Plan, Section 7.3.11 IV to VII provides some clear guidance on these types of signs:

- IV. Signage should be displayed at consistent heights on building façades.
- V. New, stand-alone permanent or temporary signage, including murals will generally be discouraged and instead signage, including street addressing, should be incorporated into the design of building façades or landscaping.
- VI. New billboards and third party signs shall be strongly discouraged and strictly regulated by the Town's Sign By-law.
- VII. In order to create an aesthetically attractive sky line, reduce visual distractions and ensure safety, the following types of signs shall be discouraged:
 - a) roof top signs or signs that project beyond the top of the wall or extend beyond the end walls of a building or similar structure; and
 - b) signs that may cause a distraction, such as animated, flashing, or noise emitting signs.

Within this context, the Planning Department has identified concerns with any variance that would not be consistent with the above policies.

Customer Services Department

The Town's Customer Services Department was also consulted to verify that no previous complaints have been received to date regarding the three (3) billboard signs currently located within the Town of Newmarket.

Relevant Statistics

An effort was made to gather statistics related to the number of motor vehicle accidents that have occurred at existing billboard signage locations within the Town of Newmarket. Town Staff was unable to gather this information from York Region prior to this report moving forward.

Billboard Advertising Demand

Two out of the three current billboard signs are owned by Outfront Signs and staff were unable to gather data pertaining to advertising availability of these signs. However, Pattison currently owns one billboard sign located at 77 Davis Drive and was contacted to comment on the availability and demand for billboard advertising within the Town. The applicant has responded that Pattison has proposed two applications due to the demand for more outdoor advertising space. The applicant for Pattison has further advised that they first conduct research into the demand within a municipality prior to making an application.

Notice to Residents

The date, time, and location of Committee of the Whole has been provided to any resident that has provided a response to the initial notice of application.

Human Resource Considerations

None

Budget Impact

None

Attachments

Appendix 1 - Application #1: 1065 Davis Drive Variance

Appendix 2 - Application #2: 534 Davis Drive Variance

Appendix 3 - Relevant Excerpts from Sign By-law 2017-73, as amended

Approval

Lisa Lyons, Director of Legislative Services/Town Clerk

Esther Armchuk, Commissioner of Corporate Services

Contact

Flynn Scott, Manager of Regulatory Services

Legislative Services, fscott@newmarket.ca



Appendix 1

February 28, 2019

City of Newmarket
395 Mulock Drive
Newmarket ON
L3Y 4Y9

RE: Sign Variance Application - 1065 Davis Drive in Newmarket

By way of this letter I am formally making an application for a sign variance in conjunction with the above noted location.

The Property located at 1065 Davis Dr is owned by 1013012 ONTARIO INC, this location is currently zoned CR-2 for Retail Commercial. Acting as the agent for 1013012 ONTARIO INC Pattison Outdoor Advertising is proposing to erect one (1) billboard with two (2) electronic digital sign faces, measuring 3.05M x 6.09M (10' x 20') aligned in a Vee shape configuration. The sign will be supported with a single pole, offset in a flag mounted configuration.

The Variances that pertain to this application are:

- (i) By-Law 2017-73 section 16.1 requires the maximum height of a billboard be 7.5 metres, whereas we are requesting 9 metres in overall height.
- (ii) By-Law 2017-73 section 16.2 e (i) requires a separation distance of 200 metres from a Residential Zone, whereas the proposed sign will be located 50 metres away from the nearest Residential Zone.
- (iii) By-Law 2010-40 requires a setback from the property line of 9 metres, whereas we are requesting a 7.7 metre setback to the leading edge of the billboard sign.

Why should these Variances be Granted?

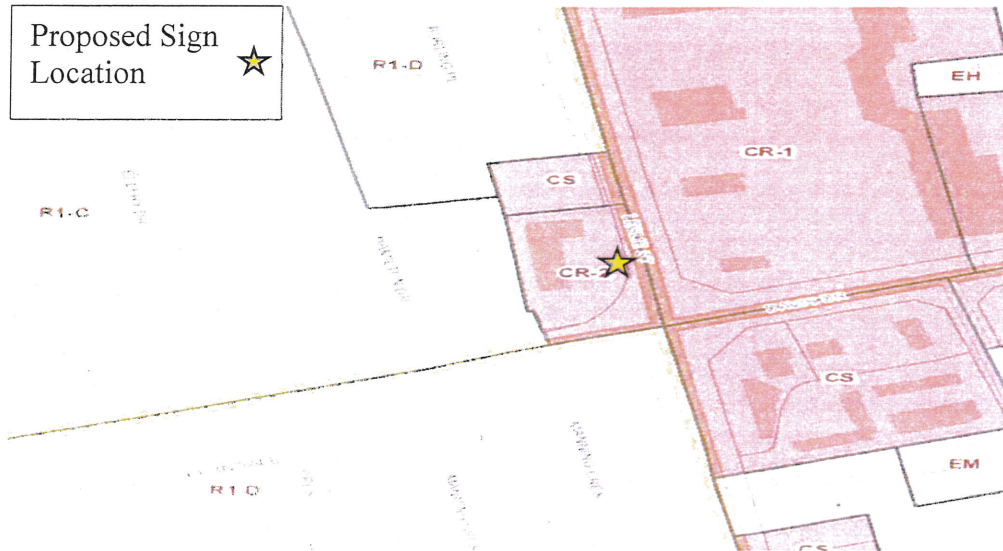
Pattison Outdoor is looking to make a substantial investment in the Town of Newmarket by deploying the most modern state of the art high resolution digital sign which can include a very strong and unique design element. The sign will be an iconic gateway sign which will landmark the intersection and the area. The sign will not only allow local businesses to advertise and promote its products or services in Newmarket which can help drive the local economy, but because the sign will use a digital method of display, the sign can also provide various other forms of meaningful content which can be of direct benefit to the community. Such promoting dive safe initiatives or community events, or various different charities all at no cost.



It is our belief, that the variances being sought for height and setback are minor in nature and several proactive steps to mitigate impact on the nearby residential use in the area have been incorporated into the design and orientation of the sign. We believe that the existing natural barrier's which provide shielding along with the Site Line TM shielding elements on the sign with limited hours of operation will solve any light trespass concerns.

(i) The By-law 2017-73 section 16.1 allows for an overall height of 7.5 metres from average grade and we are seeking approval to build the sign with a 9 metre overall height. The sign will be located in a travelled portion of the parking lot and vehicles will travel under the digital sign faces. So as to ensure that larger delivery truck vehicles have the ample clearance to safely pass under the sign, we are seeking a minor adjustment in overall height.

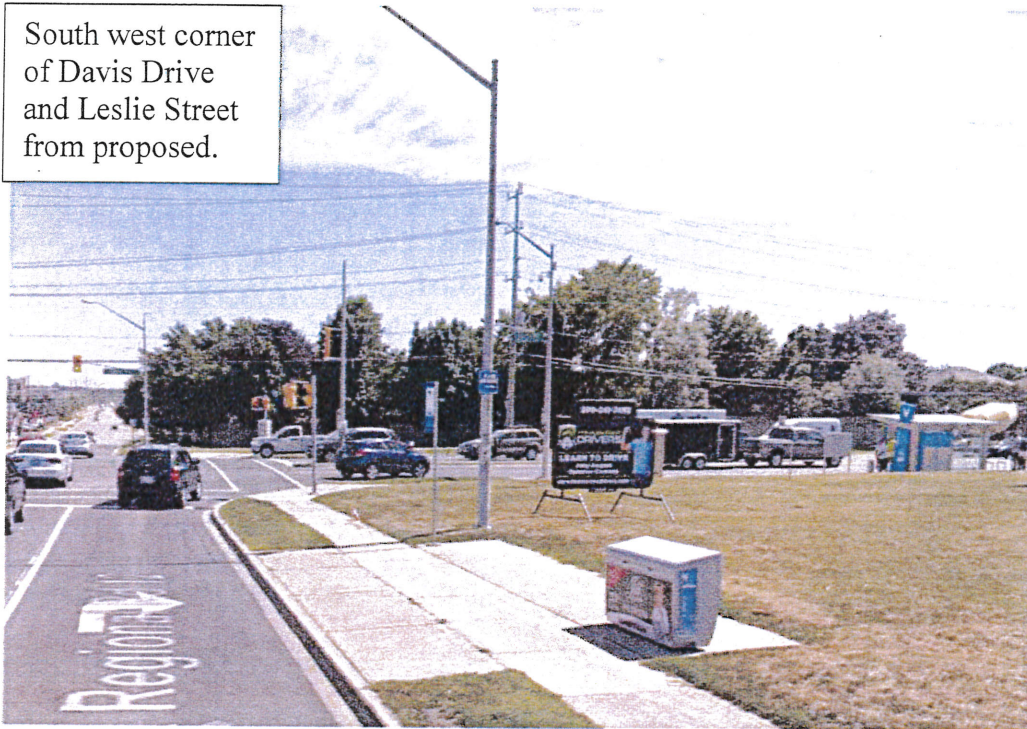
(ii) Bylaw 2017-73 section 16.2 e (1) says you must be 200 metres away from any residential zones. Our proposed sign is located approximately 50 metres, away from the nearest residential zone. Our proposed sign faces will be facing to the north east and south east, away from the residential use in the residential zone. The signs will be facing towards the abutting commercial zone.



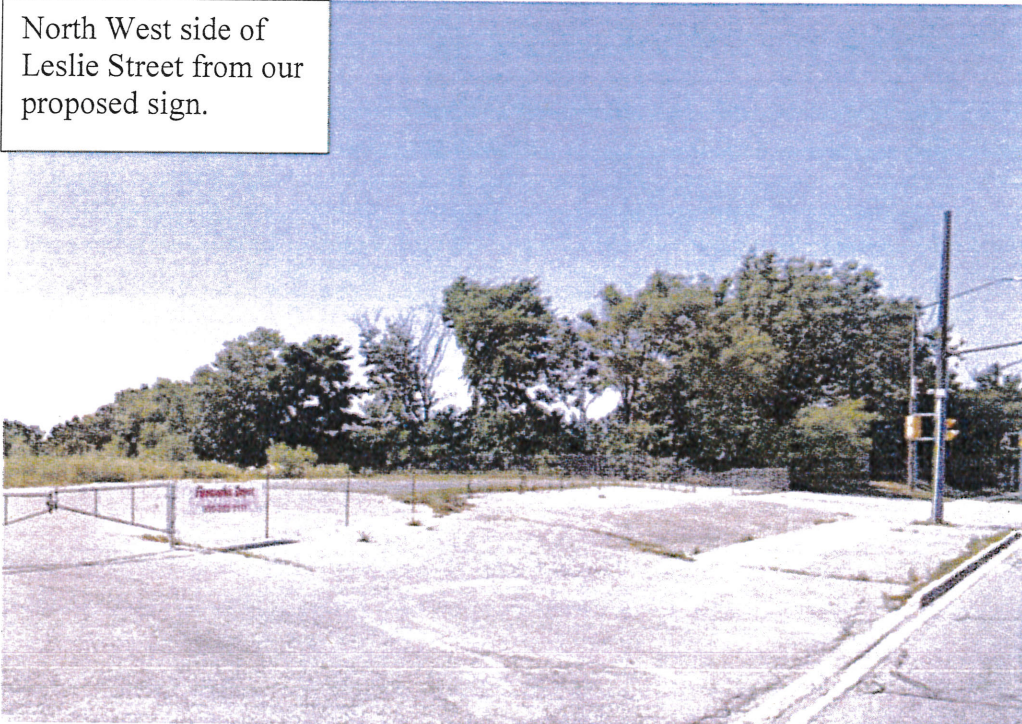
The residential zones to the north and south of our proposed sign location have existing shielding that eliminate visibility to the sign. The south west corner of Davis Drive and Leslie Street have mature trees that provide year round visual privacy from the abutting intersection and commercial zone across the street. Trees fronting Leslie street give the same type of protection to homes on the west side of Leslie Street. These natural barriers block sound and light from these surrounding streets and would continue to do so with our proposed sign. Below are images of the residential zones from our proposed sites.

PATTISON

South west corner
of Davis Drive
and Leslie Street
from proposed.



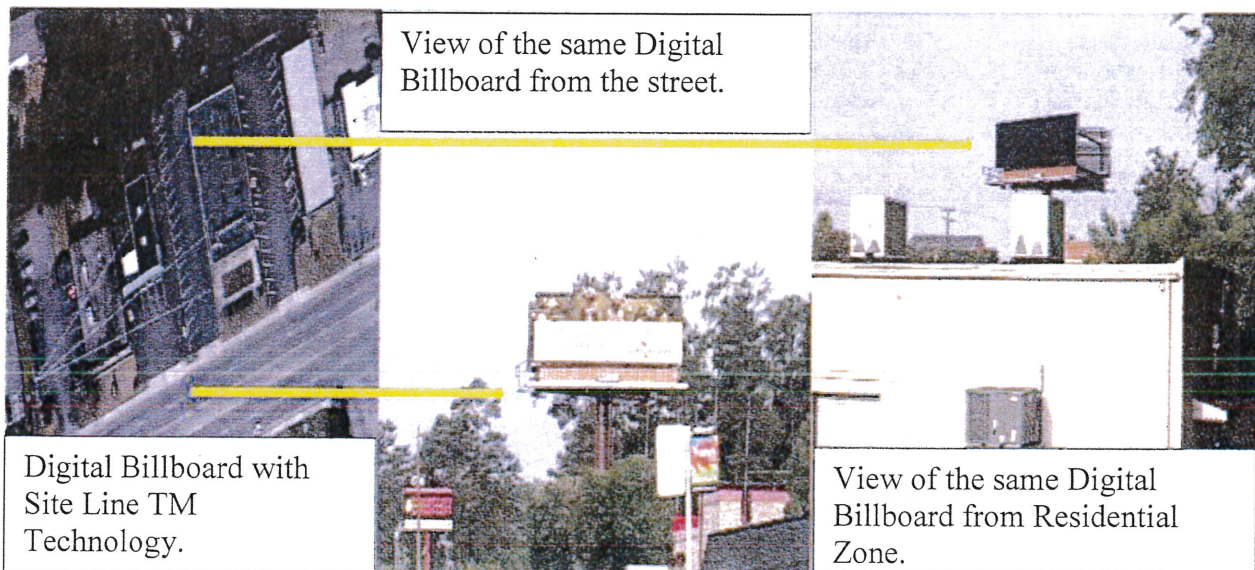
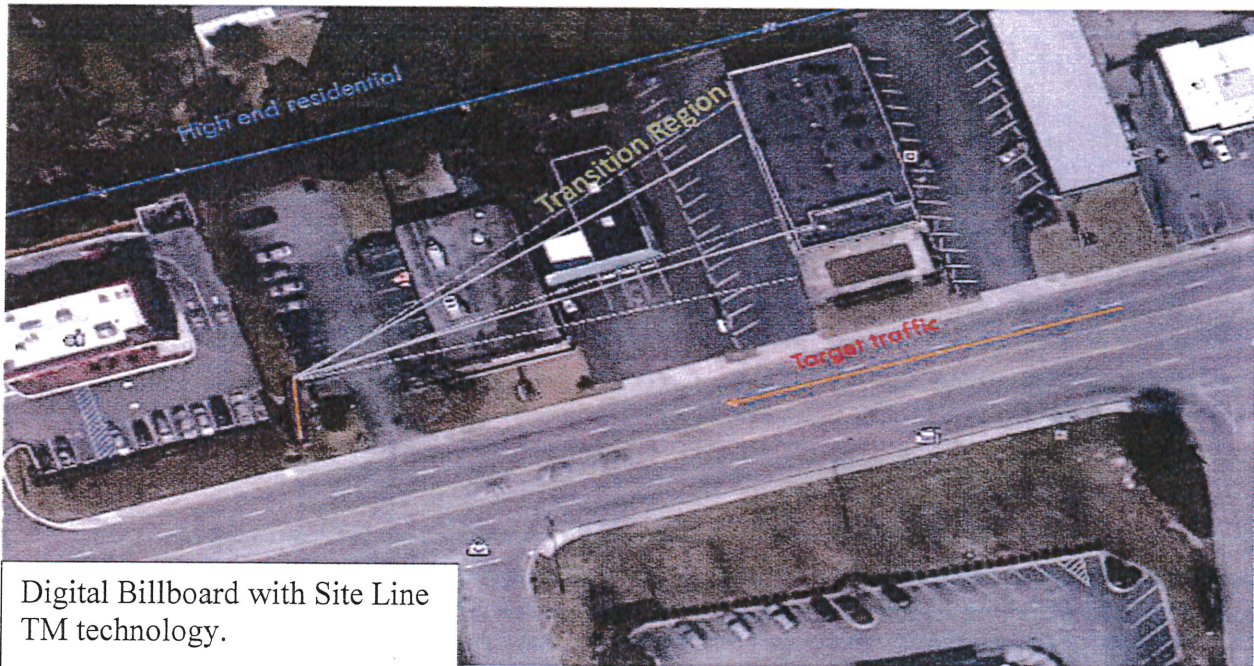
North West side of
Leslie Street from our
proposed sign.





Additional Proactive Shielding Treatment that reduces the angle of viewing

Pattison will apply Site Line TM technology. This technology puts shielding around every LED bulb in the digital sign, and does not allow light to trespass in unwanted targeted areas. In this situation Site Line would shield the light from entering all residential homes to the south west and north west. It is not likely that residents will be able to see the sign from the residential homes through the trees. If they are able to see the sign through the trees from their property all that would be viewed is a black screen, while commuters would see the content clearly. Please see below for greater clarity.





(iii) The location of the proposed sign will be slightly closer to the street at 7.7 metres from the property line vs. 9 metres. The location of the single supporting pole has been placed in an existing area where cars do not park. It is the ideal area on the property for the installation of the supporting structure as it does not disrupt or interfere with the existing layout of the parking area.



The setback of our proposed sign will not adversely affect public safety. The sign will not interfere or obstruct the visibility of vehicular traffic along Leslie St or Davis Dr. The proposed sign location is beyond the required distance from a controlled intersection and faces no visibility triangle concerns.

Media Allocation

Pattison is offering media allocation on the sign which consist of one guaranteed spot in the rotation, on one of the two display faces subject to availability. The allocation can be used to promote safe driving, grow community involvement and increase communication with all residents of Newmarket. In conclusion, Pattison is of the opinion that the requested variances are in keeping with the general intent and purpose of the City's Sign By-Law and not contrary to public interest. Should there be any questions regarding this application, please do not hesitate to contact me.

Yours Truly,

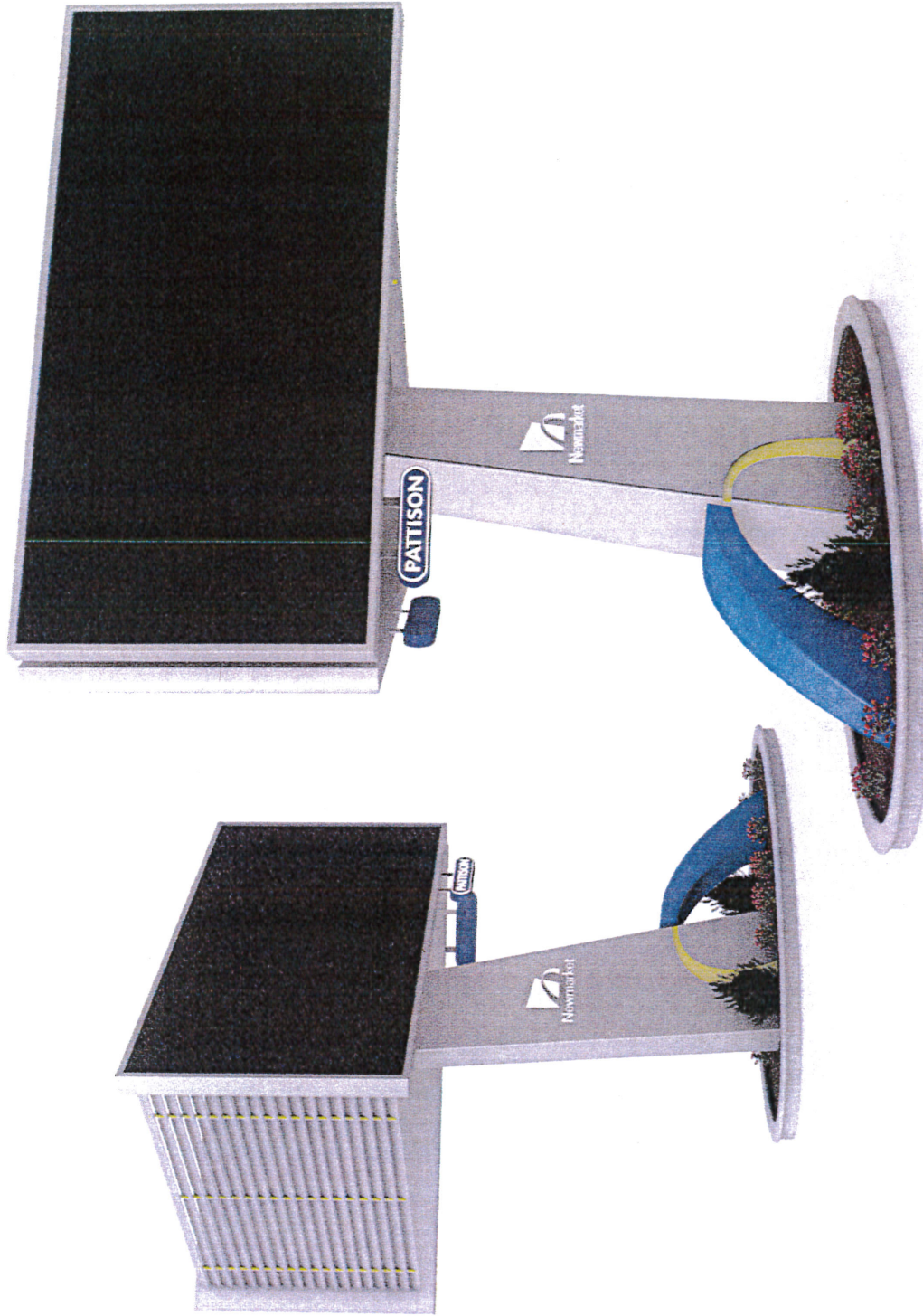
Brandon Lincz
Leasing Representative



NEWMARKET 10'x20' DIGITAL POSTER

1065 Davis Drive

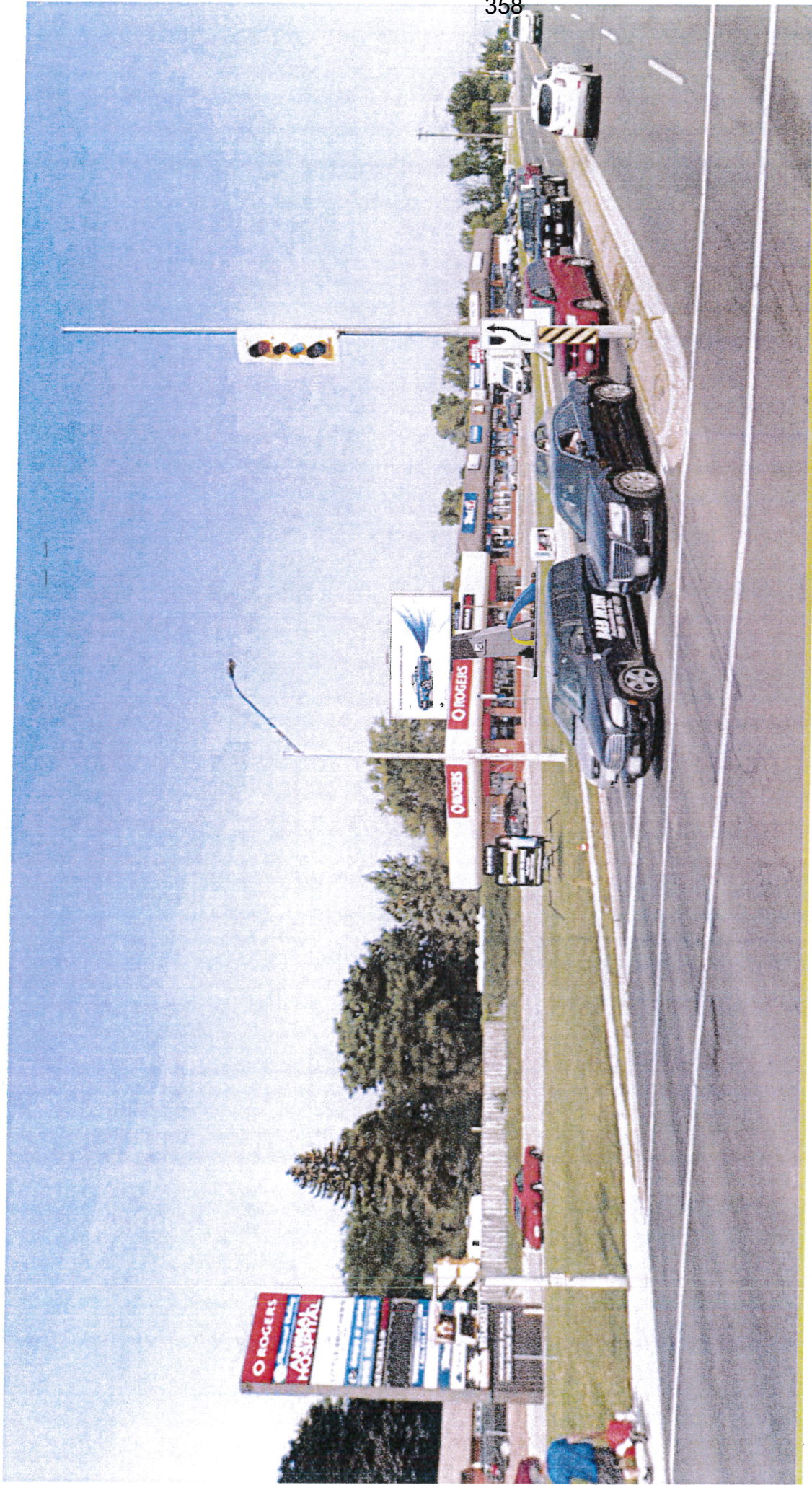




Concept (Front & Back)
 Newmarket, Ontario
 1065 Davis Drive

PATTISON

 Newmarket



In-Situ Mockup: View 1

1065 Davis Drive
York Regional Road 12, Driving North



In-Situ Mockup: View 2
1065 Davis Drive
York Regional Road 12, Driving North







Appendix 2

May 15th, 2019
 Town of Newmarket
 395 Mulock Drive
 Newmarket ON
 L3Y 4Y9

RE: Sign Variance Application – 534 Davis Drive Newmarket, Ontario.

By way of this letter Pattison Outdoor Advertising LP is formally making an application for a sign variance in conjunction with the above noted location.

The property located at 534 Davis Drive is owned by Suncor Energy, this location is currently zoned UC-HC1 Healthcare Urban Centre Complementary 1. Acting as an agent for Suncor Energy Pattison Outdoor Advertising is proposing to erect one (1) billboard with one (1) electronic digital face(s), measuring 3.05 m x 6.05 m (10' x 20'). The total height of the proposed sign will be 7.5 metres (24'-6'). The orientation of the proposed electronic static billboard will be angled north west by south east and facing Davis Drive for east bound traffic only.

The Variances that pertain to this application are:

- (i) 2017-73 16.2 E) i) 200 metres from a property zoned residential.
- (ii) 2017-73 25.3 e) The sign shall not be located within 22.86 metres of a street intersection.

Why Should this Variance be Granted?

The proposed billboard is located in the Healthcare and Urban Centre Complementary 1 zone, the UC-HC1 zone permits both digital and static billboards. The property is currently vacant land.

Pattison is proposing to build an attractive digital billboard that will enhance the look of the property. The proposed billboard will create synergy with all of the surrounding developments by maintaining the attractive and modern look of Newmarket. The billboard will allow for local business and charities to advertise their goods, services and therefore support the local Newmarket economy.



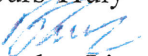
We feel that our requested variances are minor in nature and that we have met the Sign By-Law intended purpose.

- (i) By-Law 2017- 73 section 16.2 (e) (i) requires a billboard to be 200 metres away from a residential zone. The variance that we are requesting is to allow our proposed billboard to be roughly 40 metres away from a residential zone. The residential zone is located southeast of our proposed billboard, while the billboard faces west. The digital sign will not be visible to the residential buildings to the southeast. The zones to the west of our proposed location are not sensitive to the proposed sign.
- (ii) In the Newmarket official plan, the residential zones to the southeast will be rezoned into Newmarket Urban Centres Secondary Plan Area. Once the Official plan has been executed the residential zones will no longer be placed on Charles St. Therefore, we feel that this is a minor variance and should be approved.
- (iii) By-Law 2017-73 section 25.3 e) allows billboard to be 22.86 metres or 75' feet away from an intersection. We are requesting a variance to allow our proposed billboard to be 15.8 metres away or 51.8' feet away from the intersection.
- (iv) The intersection that we are within range of is Davis Drive and Charles Street. Davis Drive runs East and West, while Charles Street runs North South.
- (v) Davis and Charles, is a right hand turn only intersection and is a low vehicular traffic artery. Traffic turning east onto Davis drive from Charles will not be impacted by the sign as the sign is approximately 14 feet above street level and not visible to the righthand traffic.
- (vi) Traffic turning south on Charles from Davis will not see the sign within 75 feet as the angle of the sign and height of 14 feet will naturally prevent interference with visibility issues at the intersection

An Electronic billboard permit was granted on Davis Drive at Superior with similar conditions.

I would be happy to answer any questions you may have, regarding this submission.

Yours Truly


Brandon Lincz

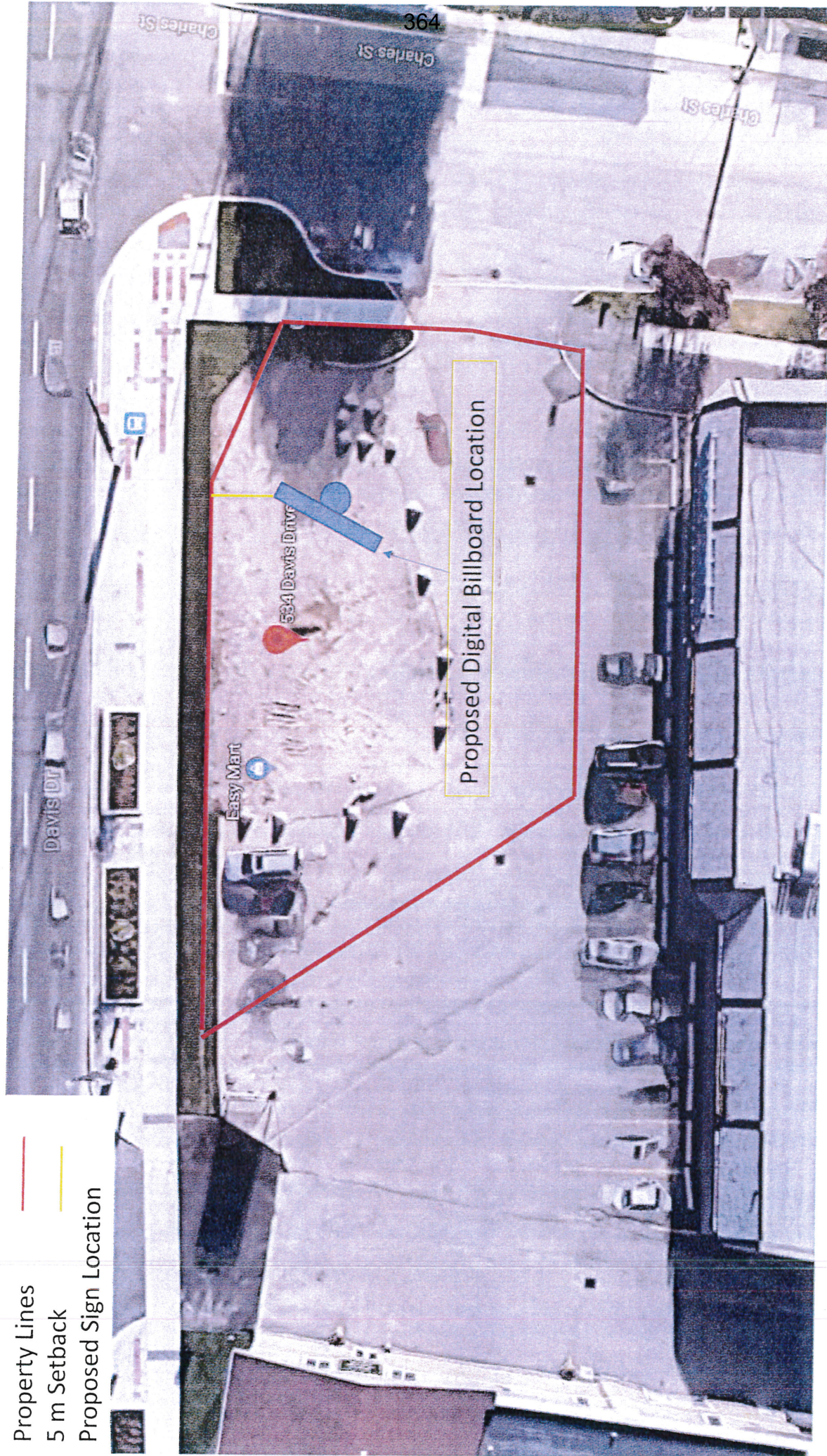
Leasing Representative
Pattison Outdoor Advertising



Property Lines

5 m Setback

Proposed Sign Location

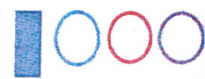


Proposed Sign Location

15 m

23 m

30.5 m



APPENDIX 3

Relevant Excerpts from the Town of Newmarket Sign By-law 2017-73

“Billboard Sign” means an outdoor **Sign** that advertises goods, products, or services that are not sold or offered on the **Property** where the **Sign** is located, and is either single sided or double sided and shall allow for one **Mechanical Copy** side;

“Mechanical Copy” means a **Sign Copy** where the display surface physically changes to reveal alternate messages, including but not limited to tri-vision or flip disc **Signs**;

16.1 Billboard Signs:

	Required Zoning	# of Signs	Frontage	Maximum Sign Area	Maximum Height	Minimum Ground Clearance	Illumination
Billboard Sign ^{1,2}	Commercial	1	Less than 300.0m (984.0ft)	18.58m ² (200 sq. ft.)	7.5m (24.6 ft.)	3.05m (10.0 ft.)	Electronic Changeable Copy permitted in accordance with Section 25.0 as applicable
	Employment						
	Urban Centre*	2	300.0m (984.0ft) or more	Per Sign Face			
¹ Billboard Signs and their structural members shall be constructed entirely of metal or other non-combustible Materials .							
² Subject to separation distances set out in Subsections 16.2 and 16.3							
* Excluding Downtown Urban Centre Zone or Historic Downtown Urban Centre Zone							

16.2 No **Person** shall erect, locate or display a **Billboard Sign**:

- a) on the same **Property** as a **Mobile Sign**;
- b) within a radius of 300.0 metres (984ft) of any other **Billboard Sign** or 15.0 metres (49.2ft) of any **Ground Sign**;
- c) on **Property** other than **Property** within an **Urban Centre Zone**, **Commercial Zone** or **Employment Zone**;

- d) on any **Property** on which another **Billboard Sign** has been erected or for which a **Sign Permit** has been issued for a **Billboard Sign** under this by-law, except where the **Property** has a **Frontage** greater than 300.0 metres (984ft); or
- e) within 200 metres (656ft) of any of the following:
 - i) any **Property** within a **Residential Zone** or legally used for **Residential** purposes; or
 - ii) any **Property** which is used for a school or park, or any **Property** which is designated under Part IV or Part V of the Ontario Heritage Act.

16.3 No **Billboard Sign** shall be located any closer to the edge of the road allowance than the following:

- a) 4.0m (13.1ft) from the edge of the road allowance; or
- b) 1.5m (4.9ft) from any **Property** line.

16.4 **Billboard Signs** displaying **Electronic Changeable Copy** or **Mechanical Copy** shall be subject to the applicable provisions contained in **Section 25.0**.

16.5 A **Billboard Sign** shall not contain or use more than two visible faces for advertising purposes.

16.6 A **Billboard Sign** may be illuminated but shall not be otherwise electrically animated, have any moving parts or **Animated** message changes.

16.7 Notwithstanding **Subsection 3.2**, a **Billboard Sign** may contain third party content subject to the appropriate **Sign Permit** being obtained.

33.0 Variances

33.3 A variance from the provisions of this By-law may be granted where it is established that the proposed **Sign**:

- a) is warranted based on physical circumstances applicable to the **Property** or **Premises**;
- b) is consistent with the architecture of the building or development of the **Property**;
- c) is consistent with buildings and other features of properties or **Premises** within 120.0 metres (393ft) of the proposed **Sign**;
- d) will not **Alter** the essential character of the area;
- e) will not adversely affect adjacent properties;
- f) will not adversely affect public safety;
- g) is in the opinion of the decision maker, not contrary to the public interest; and
- h) is not expressly prohibited by this By-law.

- 33.4 The **Director** shall circulate the application to the **Property** owners of all abutting properties and/or the **Property** owners of any properties within 60 metres of the subject **Property** at the **Director's** discretion, prior to the consideration of the variance.
- 33.6 Upon receiving an application for a variance from this By-law to permit the erection and display of a **Billboard Sign**, the **Director** shall refer the application to the Committee of the Whole.
- 33.7 The **Director** shall circulate the application to all **Property** owners within 200 metres of the subject **Property** prior to consideration of the application by Committee of the Whole.
- 33.8 The Committee of the Whole may require a Public Information Centre be held before making its recommendation to Council in respect of the application for a variance from this By-law to permit the erection and display of a **Billboard Sign**.
- 33.9 Upon receiving the recommendation of the Committee of the Whole in respect of an application for a variance from this By-law to permit the erection and display of a **Billboard Sign**, Council shall:
- a) Grant a Variance;
 - b) Grant a Variance with Conditions; or
 - c) Refuse to Grant a Variance.
- 33.10 The decision of Council is final and binding.